

THE OFFICIAL GUIDE*

OF THE RAILWAYS AND STEAM NAVIGATION LINES OF THE UNITED STATES,
PUERTO RICO, CANADA, MEXICO AND CUBA

JUNE, 1968

PUBLISHERS' NOTICE

Address all Mail to 424 West 33d Street, New York, N.Y. 10001

Copy for changes intended for insertion in THE OFFICIAL GUIDE should be delivered at this office on or before the TWELFTH of the month preceding the date of issue.

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

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

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

NOTICE.

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

* Means that the service is operated daily, Sunday included.

† That the service is operated daily, except Sunday.

‡ Daily, except Saturday.

¶ Daily, except Monday.

§ Sunday only.

ℓ Saturday only.

-- Trains do not stop.

| That the train stops for meals at the station opposite the time to which this mark is prefixed.

Where other signs are used their meaning is explained in footnotes.

Time is normally shown in light-face type from 12 01 a.m. to 12 00 noon (*midday*); and in dark-face type from 12 01 p.m. to 12 00 night (*midnight*). In schedules using the 24-hour clock system dark-face type is used throughout (0001 through 2400), with a.m. and p.m. omitted.

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

The standard of time on which services are operated is shown in all schedules published in this issue.

The schedules and time-tables of transportation lines as published in this issue are in accordance with the latest information available at the time of going to press. No responsibility is assumed for errors and subsequent changes in schedules, time-tables and train consists set forth herein, nor for inconvenience or damage resulting from delays or failure to make connections.

EDITORIAL COMMENTS.

100th ANNIVERSARY

This volume marks the beginning of the second century of publication of THE OFFICIAL GUIDE OF THE RAILWAYS, first published in June, 1868 under the name of TRAVELERS' OFFICIAL RAILWAY GUIDE. The only known copy of the first volume is in the collection of the New York Public Library, through whose courtesy it has just been reproduced in commemoration of this anniversary.

The original need for this publication and the steps leading to its founding by editor Edward Vernon are detailed in the preface to the reproduction edition of the June 1868 issue now on sale at this office (see inside front cover).

National Railway Publication Company purchased the TRAVELERS' OFFICIAL RAILWAY GUIDE in May, 1870, retaining Editor Vernon. In his first issue under this ownership, Vernon announced in part,

"A careful comparison of the June edition with its predecessor will convince our friends that our motto is still, as heretofore, 'Excelsior'."

At that time the most active competitor was Appleton's RAILROAD AND STEAM NAVIGATION GUIDE, founded in 1848. Other Guides founded but discontinued earlier included Disturnell's RAILROAD, STEAMBOAT AND TELEGRAPH GUIDE, established in 1846; Doggett's RAILROAD GUIDE AND GAZETEER, in 1848; Dinsmore's (later Batterman's) AMERICAN RAILWAY GUIDE, founded in 1850; and Lloyd's AMERICAN GUIDE, established in 1857.

Another Guide reported active in 1868 was Gilbert S. Baldwin's FREE RAILROAD GUIDE, of which some 15,000 copies were said to have been issued monthly "for gratuitous distribution..." The only known copy of this Guide is reported to be in the Newberry Library in Chicago. This publication was acquired by Rand McNally & Company and in July 1871 became that company's WESTERN RAILWAY GUIDE — "The Traveler's Handbook to All Western Railway and Steamboat Lines." Its publishers described this as "a guide not only giving the latest time cards of the various lines throughout the West, but a handbook containing the fullest possible information of the country through which they traverse." Chicago, for example, is described partially as follows:

"Chicago: Population 299,227; the metropolis of the Northwest. Situated on the southwest shore of Lake Michigan 14 miles from its extreme southern point, and at the mouth of the Chicago River.

"In 1848 there was no railway leading to or from Chicago. The whole state had but 55 miles of railroad, extending from Meredosia, on the Illinois River, to Springfield. The Illinois and Michigan canal had just been opened and gave the first and great impetus to trade and prosperity to the city. Five days was then quick time in the summer between New York and Chicago. The route was by steamer to Albany; thence by rail to Buffalo; by steamer to Detroit; thence by Michigan Central Railway to Kalamazoo; thence by stage to St. Joseph; and steamer thence to Chicago."

The word "Western" was dropped from the title of Rand McNally's Guide in its second edition and with the October 1871 issue its RAILWAY GUIDE suspended publication until May, 1872 because of the Chicago Fire of October 8-9, 1871. The May, 1872 issue reported that "all that portion of the city north of Harrison Street and east of the North and South branches of the river was entirely consumed, representing an area of nearly 3000 acres in extent and embracing all the business and much of the residence section of the city."

This Guide was acquired five years later and its May, 1877 issue was the first to be "published by National Railway Publication Company, with Rand McNally & Co. as general agents of the western department."*

In May, 1883 National Railway Publication Company acquired Appleton's RAILROAD AND STEAM NAVIGATION GUIDE and also commenced publication of the KNICKERBOCKER READY REFERENCE GUIDE, supplementing its two other Guides. The Knickerbocker was limited to "All points within fifty miles of New York City." Some 1069 points were listed alphabetically, with train times to and from New York beneath each. These listings occupied 163 of the original 238 pages of 5 by 7 inch size. Another 50 pages showed the usual time-tables of 21 railroads serving the local area. Also listed were 16 street car lines covering 35 routes within New York and 18 lines covering 47 routes in Brooklyn and Long Island City. Other information included 24 "Places of Amusement" such as Madison Square Garden; the Polo Grounds; Bijou, Grand and San Francisco Opera Houses; the Academy of Music; Chickering and Steinway Halls; Koster & Bial's Concert Garden; and 15 theatres, with curtain times, ticket prices (\$1.50 top) and seating capacity. The largest was the Windsor Theatre on The Bowery south of Grand Street, seating a respectable 3500 patrons.

In July, 1885 the Knickerbocker Guide Company, founded for the purpose, commenced publication of the TRAVELERS' READY REFERENCE GUIDE. This was described as a "consolidation" of the former Appleton's and Knickerbocker Guides, but bore little resemblance to either except for its page size of 5 by 7 inches. The Knickerbocker's alphabetical listings of points served was replaced by a "Ready Reference Index to Routes Between Principal Cities", first shown in the September, 1885 issue. The 50 mile radius of service was expanded to cover primarily the "middle, southern and Atlantic seaboard sections of the country"; but through service to other areas was shown by condensed time-tables.

An added feature was a 23 page "Tourist Guide to the Principal Watering Places, Springs, and Places of Fashionable Resort in the United States and Canada." One of these was the Hotel Kaaterskill, described as "incomparably the largest and most magnificent mountain hotel structure in the world, ... commanding views of ten thousand square miles of the valley of the Hudson, with sixty miles of the Hudson River, the most beautiful river in the world, in the foreground."

In January, 1903 the TRAVELERS' READY REFERENCE GUIDE became the TRAVELERS' RAILWAY GUIDE, EASTERN SECTION; and what had been Rand McNally's RAILWAY GUIDE became the TRAVELERS' RAILWAY GUIDE, WESTERN SECTION. Both were subtitled, "Pocket Edition of the Official Railway Guide (By arrangement with the National Railway Publication Company)". Both sections were discontinued with their May, 1919 issues, due to developments following World War I.

This war had caused a Presidential proclamation whereby all U. S. railroads came under Federal control as of January 1, 1918. The extensive revision of OFFICIAL GUIDE pages necessitated by the war's

demands on rail transport is shown in part by this comment in the June, 1918 issue:

"The new time-table taking effect June 2, 1918 on the transcontinental roads west of Chicago, is in point of territory affected, the most extensive in the history of the country, involving trains on 90,000 miles of road."

One month earlier, in the May, 1918 volume its editor had stated:

"With this issue THE OFFICIAL RAILWAY GUIDE completes the 50th year of its publication. ... The issue for June, 1868 (showed) no road west of the Missouri River except the Union Pacific, which was in operation to Cheyenne, and the Central Pacific, building eastward from Sacramento, had arrived as far as Cisco — 92 miles. "The size of the page at that time was 6 by 4½ inches, the same as Bradshaw, after which it was patterned, and of these small pages only 226 were required to show the entire railroad system of the country. In 1870 the pages were changed to their present size and the growth of the volume continued, keeping pace with railroad building, until it had become undoubtedly the largest monthly publication in the world.

"Its files present a faithful history of railroad building, first of individual lines, then their consolidation into large systems, which later were partially broken up into their constituent parts, and finally the taking over for war purposes of all the roads by the Federal Government.

"Not only do its pages contain the history of the roads themselves, but they have a human interest that appeals to everyone in the railroad service. To a young man entering into railroad work it has been one of the first signs of success when he achieved the rank which entitled his name to appear in THE OFFICIAL GUIDE; and as he advanced his name mounted, until many times it has reached the top line. The climbing of their names toward the top of the page has been among the satisfactions which have come to successful railroad officers.

"The files of THE OFFICIAL GUIDE contain almost the only record of many phases of transportation development, particularly in the combination of through routes, the accelerated time of trains, the improvement in the comfort of equipment, and many other features which distinguish American travel."

Even more appropriate today is this editorial comment which appeared in the 75th anniversary issue of May, 1943:

"The consolidations of great systems of railroads, and in some cases their subsequent dissolution, may be traced through (the GUIDE'S) pages, as well as the abandonments and discontinuance of service, which have become all too numerous in the past decade."

In that year the country was again at war and noting its impact, the editor said:

"As far back as 1870 the War Department recognized the value of THE OFFICIAL GUIDE ... It is still used as the standard of that department, as evidenced by the number of subscriptions (it has) placed, which since December 1941 has increased by 300 per cent."

The latest copy of THE OFFICIAL GUIDE is always kept for ready reference in the White House. In fact, the GUIDE has been a ready reference volume in the office of every President since Andrew Johnson. The railway ticket office maintained in the United States Capitol for Senators, Representatives, and members of their staffs, as well as newspapermen, keeps a copy of the GUIDE for daily use. Army, Navy and Air Force officials in the Pentagon Building and

*We are indebted to Rand McNally & Co. for material on the FREE and WESTERN Guides.

GENERAL RAILWAY INFORMATION.

elsewhere are frequent users of the GUIDE. It is widely used in the Department of Transportation, the Post Office Department, the Interstate Commerce Commission, the Railroad Retirement Board, and the Senate and House Committees on Interstate and Foreign Commerce.

THE OFFICIAL GUIDE is used extensively for the routing of freight as well as passengers. The Index of Stations, which shows the road on which each point is located, provides the basis for routing shipments both of raw material and the finished product. This is particularly essential at this time, for plants engaged in the production of supplies and materiel intended for Viet Nam.

A recent survey of some 1500 large shippers among the GUIDE'S commercial subscribers shows that 93 per cent use it to supplement official tariffs in one or more of five specific aspects of freight routing. Current emphasis on freight is further evident from the fact that less than 20 per cent of the roads represented in this issue of the GUIDE now carry passengers.

Past issues of the GUIDE used in preparing these remarks lend a proper perspective to the many changes taking place on railroads today. These changes, however radical they may appear to some, are only indicative of the dynamism which has always marked American history. Today's "huge rail merger" is for the same basic reason as was yesterday's "feverish expansion"—namely to furnish the type and scope of service demanded by the economics of the age.

That THE OFFICIAL GUIDE has long been attuned to change is clearly evident from the historical outline above. Its various editions have not hesitated to change their page size, their format, or their content whenever the occasion and economics demanded.

One need only compare the former Pennsylvania and New York Central pages in the February 1968 issue, with the Penn Central pages in the April 1968 issue to visualize the demands made on GUIDE resources whenever a large rail merger occurs. Easy to

see are the page "remakes" in both the March and April issues, showing personnel and schedule changes. Not so evident are the more than 7100 changes made in the April issue's Index of Stations. Some 5000 of these consisted of substituting "Penn Central" logotypes for names of railroads formerly shown at stations now served by the new system. An additional 2100 changes were made in table numbers cited alongside the "Penn Central". Similarly wide revision will be involved following completion of the contemplated "Northern Lines" merger, whereby Burlington Lines; Great Northern; Northern Pacific; Spokane, Portland & Seattle; and the Pacific Coast Railroad would become Burlington Northern Inc.

Only a seasoned and dedicated staff of editors, compilers, compositors, proofreaders and plate makers can handle changes of this magnitude between issues. Even then, this is possible only by the strictest attention to procedures which have proved their soundness through years of test.

A plant location a half block away from the New York City General Post Office, plate making and printing facilities immediately available within the plant, allowing a train time-change to be put on press within twenty minutes of receipt; closest supervision of binding and shipping operations; all are absolutely necessary to achieve the service provided.

Just as essential is the high degree of cooperation of the railroads who furnish the information we edit, and without whose help and assistance THE OFFICIAL GUIDE OF THE RAILWAYS could not exist.

It will be noted that whereas May issues were used to mark completion of the GUIDE'S 50th and 75th years of service, the June issue has been chosen on this occasion. The reason is that this issue marks a beginning rather than an end. Having now completed our first century of service to the transportation industry and the public, we look forward with enthusiasm to a second century of the same, in whatever manner is dictated by the exigencies and economics of the future.

COMPARATIVE STATISTICS OF THE FIRST, LARGEST AND CURRENT EDITIONS

	ISSUE					
	June 1868		January 1930		June 1968	
	Pages	Companies	Pages	Companies	Pages	Companies
Official Information (Maps, Time-tables, etc.)						
Railroad	201½	360	1377	992	670	511
Marine and Barge Line	1½	2	101	176	13½	45
Airline	—	—	8	5	10	5
Other	2	3	5½	12	½	1
Total	205	365	1491½	1185	694	562
Indices						
		Points		Points		Points
Railroad Stations	20	5100 (App.)	263	76000 (App.)	222	56300 (App.)
" Quick Reference	—	—	—	—	13	—
General	4	—	11	—	6*	—
Water Line Index	—	—	3	—	—	—
Water Line Points Served	—	—	5½	1100	3	420
Airline Points Served	—	—	—	—	2	320
Total	24	—	282½	—	246	—
Military Posts, Hospitals and National Parks	—	—	2½	—	14½	—
Associations	—	—	4	—	5½	—
Editorials and Appendices	39	—	5	—	42	—
Miscellaneous, including Advertising	12	—	10½	—	6	—
Total	51	—	22	—	68	—
Grand Total Pages	280	—	1796	—	1008	—

*Includes Water Line, Freight and TOFC.

First Service over "The Golden Spike"

SHORTEST ROUTE TO CHINA & JAPAN UNION PACIFIC RAILWAY, VIA PLATTE VALLEY.

From OMAHA to principal places in

Nebraska, Wyoming, Arizona,
Washington, Dakota, Colorado,
Utah, Oregon, Montana,
New Mexico, Idaho, Nevada, and
CALIFORNIA.

No Change of Coaches on Union Pacific Railway
Pullman's Palace Sleeping Cars on all Night Trains.

PASSENGERS CAN GO

THROUGH TO SAN FRANCISCO IN ONE-THIRD THE TIME

Required by other Routes, and avoid the dangers of Sea Navigation.

CONNECTIONS MADE AT CHEYENNE FOR

DENVER, CENTRAL CITY AND SANTA FE:

AT OGDEN FOR

Helena, Virginia City, Boise City, Salt Lake City & Arizona.

Through Tickets for sale at principal Railway Offices.

BE SURE they read via PLATTE VALLEY ROUTE or OMAHA

JOHN P. HART, J. BUDD, W. SNYDER.
Gen'l Traveling Ag't, Chic., Ill. Gen'l Ticket Ag't Omaha, Neb. Gen. Sup. Omaha, Neb.

The first issue of THE OFFICIAL GUIDE was published nearly a year before May 10, 1869 when the "golden" spike was driven at Promontory, Utah, symbolizing the joining of the Union Pacific Railroad and the Central Pacific Railway (now the Southern Pacific Company) to complete the first all-rail route across the United States.

The May 1869 issue of the TRAVELERS' OFFICIAL GUIDE reported this event:

"There is little doubt but that the connection of this line with the Union Pacific is complete, and although some weeks may elapse before travelers will go through from the Atlantic to the Pacific by an all-rail route, still the problem is solved, and the great continental highway will be an additional proof, if such were necessary, of the enterprise which—an exotic in older countries—has become indigenous—to this continent. Freight trains were being run regularly from Sacramento to Montello, a distance of 576 miles, on the 4th ult.; but at that date passenger trains arrived at and started from Elko, 107 miles west of Montello. The time for these trains, as it appears in the Guide, is correct, and we have abstained from inserting the additional stations between Elko and Montello until advised officially that passengers, by a new arrangement, could obviate a tedious stage ride".

In the June 1869 issue appeared the first "through" schedule of both roads, reproduced below, along with a Union Pacific display page reminiscent of the story of the Boston lady of twenty years earlier, who when asked by which route her nephew was going to the California gold rush replied "By way of Dedham".

176.

UNION PACIFIC RAILWAY.

OPEN 1,085 MILES—OMAHA TO PROMONTORY.

OLIVER SMITH, President. J. DUFF, Vice-Pres. J. M. S. WILLIAMS, Treas. Boston, Mass. F. B. ROLLINS, Sec. W. SMITH, Gen. Supt. H. M. HOLT, Asst. Gen. Supt. J. BUDD, Gen. Ticket Agent. H. BROWN, Gen. Freight Agent, Omaha, Neb. S. H. H. CLARK, Supt. Platte Div. R. J. NICHOLS, Supt. Lodge Pole Div. L. FILLMORE, Supt. Laramie Div. W. W. HUNTER, Supt. Bridger Div. D. V. WARREN, Supt. Utah Div. J. P. HART, Gen. Traveling Agent, Chicago, Ill. J. S. DALT, New York Passenger Agent, 257 Broadway.

Westward Trains.										Eastward Trains.										
EX	MO	DI	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	
6:45	12:00	4:20	11:15	0	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
6:50	1:05	4:55	12:20	12	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
8:10	2:25	5:40	1:45	23	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
9:25	3:40	6:55	2:50	46	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
11:10	5:15	7:55	4:35	61	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
12:20	6:25	8:10	5:45	76	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
1:35	7:40	8:50	7:00	92	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
3:05	9:05	9:35	8:25	109	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
3:55	10:00	10:00	9:20	121	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
6:35	11:45	11:00	10:05	142	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
A. M.	P. M.	P. M.	P. M.																	
6:45	12:00	11:45	12:15	154	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
9:25	4:30	1:50	10:11	191	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
11:00	6:10	2:30	4:45	211	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
2:00	9:25	4:30	7:40	250	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
3:30	10:55	5:25	9:00	268	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
A. M.	P. M.	P. M.	P. M.																	
8:35	12:30	7:00	11:15	291	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
6:55	2:25	7:40	12:35	308	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
9:55	2:55	8:05	3:20	342	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
12:45	7:55	10:30	6:10	377	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
2:15	9:15	11:15	7:40	396	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
A. M.	P. M.	P. M.	P. M.																	
4:15	11:30	12:25	9:20	414	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
8:55	3:40	2:30	1:30	463	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
9:55	4:20	2:50	2:50	473	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
12:20	6:20	3:45	5:15	496	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
A. M.	P. M.	P. M.	P. M.																	
4:20	1:30	7:30	4:15	710	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
4:50	2:00	8:15	4:30	740	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
8:05	5:00	11:35	4:05	11:15	450	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
10:20	7:10	2:00	7:25	1:45	570	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
A. M.	P. M.	P. M.	P. M.																	
12:25	9:10	2:40	8:10	300	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
1:45	10:30	3:55	8:50	410	588	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
5:20	2:10	7:05	10:45	715	624	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
5:40	2:30	7:20	10:50	715	624	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
12:55	1:20	4:50	3:15	430	711	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
3:50	1:35	7:40	4:40	700	739	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
6:55	4:45	10:40	6:40	10:00	776	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
8:10	6:00	1:35	7:40	12:20	786	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
10:00	7:45	1:15	8:40	2:20	809	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
A. M.	P. M.	P. M.	P. M.																	
6:45	12:00	11:45	10:15	860	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
4:00	1:00	5:50	12:00	700	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	
9:45	6:00	1:00	3:10	12:30	915	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
11:00	7:55	1:30	4:40	1:50	930	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
3:30	11:20	8:50	7:20	4:45	905	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
8:30	11:50	9:15	7:45	9:30	993	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
8:35	1:45	10:20	9:40	10:05	1095	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10
12:00	4:30	12:00	12:55	1082	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	2:10
7:00	10:40	3:00	5:50	1085	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	10:55	4:05	9:30	1:25	2:10	2:10
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	
A. M.	P. M.	P. M.	P. M.																	

177.

CENTRAL PACIFIC RAILWAY.

OPEN 690 MILES, FROM SACRAMENTO TO TERMINUS.

Trains Leave.				Trains Arrive.			
Acc.	Exp.	Miles.		Miles.	Exp.	Acc.	Miles.
P. M.	A. M.	A. M.		P. M.	A. M.	P. M.	
200	500	530	0	120	1000	630	
		740	18	1230			
		755	22	1200			
		825	31	1120			
		840	36	1100	1000	P. M.	
730	1240	50	54	930	1200	1240	
		1025	61	845			
		1040	69	821	P. M.	A. M.	
1210	520	1215	92	620	810	755	
A. M.	P. M.	100	105	505	P. M.	A. M.	
630	900	210	120	420	800	500	
		255	123	342			
		420	150	210			
P. M.	A. M.	525	174	1260	A. M.	P. M.	
243	760	630	189	1205	800	900	
		825	223	941			
		905	235	905			
		1025	262	745			
		1125	284	640			
A. M.	P. M.	104	313	455	P. M.	A. M.	
610	800	145	324	410	845	750	
		235	341	315			
		360	365	200			
		430	379	115			
		525	386	1225			
P. M.	A. M.	600	407	935	A. M.	P. M.	
715	1030	830	445	825	400	800	
		1000	468				
		1105	488				
		1230	517				
		1255	525				
		145	539				
730	1140	315	559	1100	445	930	
A. M.	P. M.	P. M.	577	P. M.	P. M.	P. M.	
		609					
		621					
		660					
800	1050	955	690	100	850	940	
P. M.	A. M.	P. M.	699	P. M.	A. M.	P. M.	
		930	1775	420			
		A. M.		P. M.			

ARRIVE

LEAVE

STATIONS.

Sacramento.....

Junction.....

Rocklin.....

Newcastle.....

Auburn.....

Colusa.....

Gold Run.....

Alta.....

Cisco.....

Summit.....

Truckee.....

Roca.....

Yuba.....

Clark's.....

Wadsworth.....

White Plains.....

Brown's.....

Greene.....

Hubbard.....

Rose Creek.....

Winnemucca.....

Goconda.....

Stone House.....

Battle Mountain.....

Argenta.....

Shoshone.....

Carlin.....

Elko.....

Peko.....

Tuloso.....

Humboldt Wells.....

Interdenance.....

Teano.....

Montello.....

Desert.....

Terrace.....

Monument.....

Terminus.....

Union Pacific R.R.....

Omaha.....

GENERAL OFFICERS.

LELAND STANFORD,

President,

Sacramento, Cal

G. P. MONTGOMERY,

Vice-President,

54 William St., N. Y.

MARY HOPKINS,

Treasurer,

E. B. CROCKER,

Attorney,

CHARLES CRITCHFIELD,

Gen. Superintendent,

E. H. MILLER, Jr.,

Secretary,

W. H. PORTER,

Cashier,

E. S. MONTAGUE,

Chief Engineer,

JOHN CORNING,

Ass't. Gen. Supt.,

E. C. FELLOWS,

Superintendent,

Sacramento Div.,

F. W. BOWEN,

Superintendent,

Sacramento, Cal

Truckee Div.,

Wadsworth, Nev.

CHARLES E. GILLEY,

Superintendent,

Shoshone and

Humboldt Div's,

Carlin, Nev.

E. F. PARKINS,

Supt. Motive Power

and Machinery,

T. H. GOODMAN,

Gen. Fgt. & Pass. Agt.,

Sacramento, Cal.