

**BUY WAR BONDS**

# Lackawanna Railroad

Serving the  
**TRAVELING PUBLIC**  
110 Years

The Route of  
**Scenic Beauty**

Between

**NEW YORK**

and

**BUFFALO  
CLEVELAND**

**DETROIT**

**CHICAGO**

February 15, 1945

FORM 10

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# The job they said couldn't be done

That's what they said at the start of the war . . . *it couldn't be done!*

People frankly doubted the ability of the American railroads to handle the sudden mighty outpouring of industry mobilized for battle.

Hadn't the railroads had trouble during World War I? Hadn't there been traffic congestion, confusion of delivery at ports, scarcity of equipment with which to handle military supplies? . . . Was there any reason to expect that they would do any better this time?

At the beginning of this war, the railroads owned approximately 25% fewer freight cars, 30% fewer passenger cars and 25% fewer locomotives than during the previous war. Not only that — replacements of equipment were in many cases long overdue! Could the railroads surmount this great handicap? They *could* — and they *did!*

Recognizing the need for teamwork, the individual railroads of this country got together

and set up a centralized control. The railroad employees and their facilities became, in effect, a great Army of Transportation.

Working "around the clock" . . . never relaxing their vigilance . . . the people of the railroads have tackled their jobs with the same grim determination that has brought victory to our men on the field of battle.

That's why the fires have never grown dim in Lackawanna's forges and furnaces. That's why the lights have never gone out in our repair shops — our offices and terminals. That's why over 27,000,000 members of our military personnel and millions of tons of war supplies have been transported by rail.

Yes, it has been a fight every inch of the way — a fight to accomplish the "impossible." And the Lackawanna, along with every other railroad in America, is proud of the part it has played in helping win one of the most important victories of the war . . . the Battle of Railway Transportation.

## Lackawanna Railroad

*One of America's Railroads — All United for Victory*



BRING VICTORY QUICKER! BUY MORE WAR BONDS...AND HOLD ON TO THEM!

★Regularly assigned cars are air-conditioned

# LACKAWANNA RAILROAD—THE ROUTE OF SCENIC BEAUTY

CONDENSED EQUIPMENT OF TRAINS—PULLMAN PARLOR AND SLEEPING CAR LINES, DINING CAR SERVICE.

★Regularly assigned cars are air-conditioned

## WESTWARD

### Lackawanna Limited No. 3—Daily

(Via Nickel Plate No. 5)

- Parlor Car  
★New York to Buffalo. (Drawing Room) (Car 8)
- Buffet-Diner  
★Binghamton to Syracuse — *In No. 1903 from Binghamton*
- Sleeping Cars  
★New York to Chicago (12 Sec.—D.R.) (Car L-10)  
★Cleveland to Chicago (6 Single Bedrooms)  
★Cleveland to Chicago 18 Roomettes. (Except Saturday nights)
- Dining Car  
★New York to Buffalo
- Dining Car  
★Buffalo to Cleveland  
★Cleveland to Chicago
- Coaches  
★New York to Buffalo  
★New York to Oswego—*In No. 1903 from Binghamton*  
★New York to Chicago

### The Chicagoan No. 5—Daily

(Via Michigan Central No. 33)

- Buffet-Diner  
★New York to Binghamton
- Sleeping Car  
★New York to Detroit (12 Sec.—D.R.) (Car L-15)
- Parlor Car  
★New York to Elmira (Drawing Room) (Car 14)
- Dining Car  
★New York to Scranton  
★Buffalo to Chicago
- Coaches  
★New York to Buffalo  
★Buffalo to Chicago

### The Westerner No. 7—Daily

(Via Nickel Plate No. 7)

- Dining Car  
★New York to Scranton—*Open for Service 7.00 p.m.*
- Sleeping Cars  
★New York to Chicago (10 Sec.—D.R.—Comp.) (Car L-22)  
★New York to Buffalo (10 Sec.—D.R.—2 Double Bedrooms) (Car 25)—*May be occupied until 8.00 a.m.*
- Dining Car  
★Buffalo to Chicago
- Coaches  
★New York to Chicago  
★Buffalo to Chicago  
★New York to Buffalo

### The Scrantonian No. 11—Daily Except Sunday

- Buffet-Diner  
★New York to Scranton
- Coaches  
★New York to Scranton

### The Owl No. 15—Daily

- Buffet-Diner  
★Binghamton to Buffalo  
★Binghamton to Syracuse—*In No. 1915 from Binghamton*
- Sleeping Cars  
★New York to Elmira (12 Sec.—D.R.) (Car 1)  
★New York to Binghamton (10 Sec.—D.R.—2 Double Bedrooms) (Car 2)—*May be occupied until 8.00 a.m.*  
★New York to Scranton (12 Sec.—D.R.) (Car 4) *May be occupied until 8.00 a.m.*  
★New York to Syracuse (12 Sec.—D.R.) (Car 3)—*In No. 1915 from Binghamton*  
*Sleeping cars open at Hoboken for occupancy at 9.30 p.m.*
- Coaches  
★New York to Buffalo  
★Binghamton to Syracuse and Utica

## WESTWARD

### Interstate Express No. 1301—Daily

(Via B. & O. Reading Co. and C.R.R. of N.J.)

- Sleeping Cars  
★Philadelphia to Syracuse (12 Sec.—D.R.) (Car S)—*In No. 1915 from Binghamton. May be occupied at 10.00 p.m.*
- Dining Car—Parlor  
★Washington to Philadelphia
- Buffet-Diner  
★Binghamton to Syracuse—*In No. 1915 from Binghamton*  
★Binghamton to Buffalo—*In No. 15*
- Coaches  
Binghamton to Syracuse—*In No. 1915 from Binghamton*  
Binghamton to Utica—*In No. 1815 from Binghamton*  
★Binghamton to Buffalo—*In No. 15 from Binghamton*
- Coach  
Philadelphia to Binghamton
- Coach  
★Washington to Philadelphia

### Pittsburgh Express No. 1705—Daily

(Runs via Sunbury and Harrisburg)

- Sleeping Car  
★Scranton to Pittsburgh (12 Sec.—D.R.) (Car P-330)
- Coach Service

## EASTWARD

### Pocono Express No. 2—Daily

- Parlor Car  
★Elmira to New York (Drawing Room) (Car 200)
- Buffet-Diner  
★Elmira to Scranton (Serving Breakfast)
- Sleeping Car  
★Buffalo to New York (12 Sec.—D.R.) (Car 102)—*Open for occupancy 9.00 p.m.*
- Dining Car  
★Scranton to New York
- Coaches  
★Buffalo to New York

### Lackawanna Limited No. 6—Daily

- Parlor Car  
★Buffalo to New York (Drawing Room) (Car 100)
- Buffet-Diner  
★Scranton to New York
- Dining Car  
★Buffalo to New York
- Buffet-Diner  
★Syracuse to Binghamton—*In No. 1906 from Syracuse*
- Coaches  
★Buffalo to New York  
★Oswego to New York  
*In No. 1906, Oswego to Binghamton*

### The New Yorker No. 8—Daily

(Via Nickel Plate No. 8)

- Dining Car  
★Chicago to Buffalo  
★Scranton to New York
- Sleeping Car  
★Chicago to New York (10 Sec.—D.R.—Compt.) (Car C-80)  
★Buffalo to New York (10 Sec.—D.R.—2 Double Bedrooms) (Car 105)—*Open for occupancy at 9.00 p.m.*
- Coaches  
★Chicago to New York  
★Buffalo to New York

## EASTWARD

### New York Mail No. 10—Daily

(Via Nickel Plate No. 6)

- Buffet-Diner  
★Chicago to Buffalo  
★Buffalo to Elmira
- Buffet-Diner  
★Syracuse to Binghamton—*In No. 1910 from Syracuse*  
—*Open for service 9.00 p.m.*
- Sleeping Car  
★Chicago to New York (12 Sec.—D.R.) (Car C-60)  
Sleeper remains at Buffalo from 1.55 p.m., E.S.T. until 5.45 p.m., E.S.T. affording opportunity to visit Niagara Falls and Buffalo. Ask Ticket Agent about free side trip to Niagara Falls.  
★Buffalo to New York (12 Sec.—D.R.) (Car C-60)  
★Elmira to New York (12 Sec.—D.R.) (Car 204)  
★Syracuse to New York (12 Sec.—D.R.) (Car 401)—*In No. 1910 to Binghamton—Open for occupancy at 9.00 p.m.*  
★Scranton to New York (12 Sec.—D.R.) (Car 300)  
★Binghamton to New York (10 Sec.—D.R.—2 Double Bedrooms) (Car 252)  
*Elmira, Binghamton and Scranton sleepers are open for occupancy 9.30 p.m. Chicago-Buffalo sleeper must be vacated by 7.00 a.m. at Hoboken; other cars at 8.00 a.m.*
- Coaches  
★Chicago to New York—*In N. K. P. No. 6*  
★Buffalo to New York

### Merchants Express No. 26—Daily Except Sunday

- Buffet-Diner  
★Scranton to New York
- Coaches  
★Scranton to New York (Individual seats)

### Interstate Express No. 1306—Daily

(Via C.R.R. of N.J., Reading Co., and B. & O.)

- Dining-Car  
★Syracuse to Binghamton—*Open for service 9.00 p.m.*  
★Bethlehem to Philadelphia
- Sleeping Car  
★Syracuse to Philadelphia (12 Sec.—D.R.) (Car R-415)—*In No. 1910 from Syracuse. Open for occupancy at 9.00 p.m.*
- Dining Car  
★Philadelphia to Washington, via B. & O. R.R. (Parlor)
- Coaches  
Syracuse to Binghamton—*In No. 1910*  
Binghamton to Philadelphia  
Philadelphia to Washington

### Keystone Express No. 1702—Daily

(Runs via Harrisburg and Sunbury)

- Sleeping Car  
★Pittsburgh to Scranton (12 Sec.—D.R.) (Car 34)
- Coach Service

**Hoboken Terminal Handles 271 Lackawanna Passenger Trains On Weekdays And 122 On Sundays.**



# FROM NEW YORK TO STROUDSBURG, POCONO MOUNTAIN POINTS AND SCRANTON

WESTWARD

For condensed time and equipment of trains see pages 2 and 3.

| Miles | TABLE 3  | 15 Daily | Mix'd 47 Daily Note | 1107 See Note | 1017 Ex. Sun. & Hol. | 907 Sun. & Hol. Only | 609 Ex. Sun. & Hol. | 3 Daily | 11 Daily Ex. Sun. | 1115 Sun. & Hol. Only | 1041 1043 1045 Ex. Sun. | 5 Daily | 1071 Ex. Sun. & Hol. | 7 Daily | 9 Sat. Nite Only |       |
|-------|--|----------|---------------------|---------------|----------------------|----------------------|---------------------|---------|-------------------|-----------------------|-------------------------|---------|----------------------|---------|------------------|-------|
|       | <b>NEW YORK</b><br>Hudson Tunnels—<br>33rd St. & 6th Ave.<br>(Fare 10c)<br>Hudson Term. Bldg., Cort-<br>landt St. (Fare 10c)<br>D.L. & W. Ferries<br>West 23d St.<br>Barclay St.<br>Christopher St.<br><b>HOBOKEN</b><br><b>Newark</b><br>Roseville Ave.<br>Grove St.<br>East Orange<br><b>Brick Church</b><br>Orange<br>Highland Ave.<br>Mountain Station<br>South Orange<br>Maplewood<br>Millburn<br>Short Hills<br><b>Summit</b><br>Chatham<br>Madison<br>Convent<br><b>Morristown</b><br>Morris Plains<br>Denville<br><b>Dover</b> | AM       | AM                  | AM            | AM                   | AM                   | AM                  | AM      | PM                | PM                    | PM                      | PM      | PM                   | PM      | PM               |       |
| 1.0   |  | Lv       | 1 05                | 5 00          |                      |                      |                     |         | 9 20              | 3 45                  |                         |         | 4 40                 |         | 7 20             | 10 25 |
| 8.8   |  |          |                     |               |                      |                      |                     |         | z9 35             | z4 00                 |                         |         | z4 55                |         | z7 35            |       |
| 10.0  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 10.6  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 11.0  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 11.6  |  |          |                     |               |                      |                      |                     |         | z9 42             | z4 08                 |                         |         | z5 02                |         | z7 42            |       |
| 12.5  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 13.2  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 14.1  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 14.9  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 16.2  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 17.8  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 18.8  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 21.1  |  |          |                     |               |                      |                      |                     |         | v9 56             | v4 22                 |                         |         | b5 16                |         | a7 56            |       |
| 24.5  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 26.5  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 28.7  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 30.8  |  |          |                     |               |                      |                      |                     | v10 11  | v4 37             |                       |                         | b5 29   |                      | a8 11   |                  |       |
| 33.0  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 37.3  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 39.1  | Ar   |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 8.5   | Lv   |          | 9 05                | 9 09          |                      |                      |                     |         |                   | 4 00                  | 4 18                    |         | 7 00                 |         |                  |       |
| 9.2   |  |          | 9 08                | 9 12          |                      |                      |                     |         |                   | 4 23                  | 4 21                    |         | 7 03                 |         |                  |       |
| 10.3  |  |          | 9 11                | 9 15          |                      |                      |                     |         |                   | 4 28                  | 4 24                    |         | 7 06                 |         |                  |       |
| 11.6  |  |          | 9 15                | 9 18          |                      |                      |                     |         |                   | 4 33                  | 4 27                    |         | 7 09                 |         |                  |       |
| 13.1  |  |          | 9 18                | 9 21          |                      |                      |                     |         |                   | 4 38                  | 4 31                    |         | 7 13                 |         |                  |       |
| 16.1  |  |          | 9 23                | 9 28          |                      |                      |                     |         |                   | 4 43                  | 4 39                    |         | 7 18                 |         |                  |       |
| 21.5  |  |          | 9 33                | 9 38          |                      |                      |                     |         |                   | 4 53                  | 4 49                    |         | 7 28                 |         |                  |       |
| 23.9  |  |          | 9 38                | 9 43          |                      |                      |                     |         |                   | 4 58                  | 4 54                    |         | 7 33                 |         |                  |       |
| 26.1  |  |          | 9 43                | 9 48          |                      |                      |                     |         |                   | 5 03                  | 4 59                    |         | 7 37                 |         |                  |       |
| 30.2  |  |          | 9 52                | 9 58          |                      |                      |                     |         |                   | 5 12                  | 5 08                    |         | 7 46                 |         |                  |       |
| 32.2  |  |          | 9 56                | 10 02         |                      |                      |                     |         |                   | 5 17                  | 5 14                    |         | 7 50                 |         |                  |       |
| 34.9  |  |          | 10 01               | 10 09         |                      |                      |                     |         |                   | 5 22                  | 5 19                    |         | 7 55                 |         |                  |       |
| 36.6  |  |          | 10 11               | 10 19         |                      |                      |                     |         |                   | 5 27                  | 5 24                    |         | 8 05                 |         |                  |       |
| 39.1  | Ar   |          | 10 17               | 10 15         |                      |                      |                     |         |                   | 5 31                  | 5 28                    |         | 8 13                 |         |                  |       |
| 39.1  | Lv   |          | f6 39               |               |                      |                      |                     | z10 29  | z4 57             |                       |                         | z5 49   |                      | z8 29   |                  |       |
| 61.7  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      | r8 58   |                  |       |
| 65.8  |  |          |                     |               |                      |                      |                     | f11 06  | 5 33              |                       |                         | d6 20   |                      | r9 05   |                  |       |
| 78.2  |  |          | f8 32               |               |                      |                      |                     |         | 5 50              |                       |                         |         |                      |         |                  |       |
| 82.6  |  |          |                     |               |                      |                      |                     |         |                   |                       |                         |         |                      |         |                  |       |
| 82.6  | Lv   | 3 07     | 8 50                |               |                      |                      |                     | 11 36   | 6 10              |                       |                         | 6 45    |                      | 9 34    | 12 20            |       |
| 90.2  |  |          |                     |               |                      |                      |                     |         | f6 22             |                       |                         |         |                      |         |                  |       |
| 95.6  |  |          | f9 17               |               |                      |                      |                     | j12 01  | 6 35              |                       |                         | m7 07   |                      | r9 59   |                  |       |
| 101.3 |  |          | f9 32               |               |                      |                      |                     | j12 15  | 6 50              |                       |                         |         |                      |         |                  |       |
| 103.6 |  |          | f9 39               |               |                      |                      |                     | j12 22  | 6 57              |                       |                         | m7 26   |                      | w10 17  |                  |       |
| 108.6 |  | n4 04    | f9 48               |               |                      |                      |                     | f12 30  | 7 05              |                       |                         | x       |                      | f10 24  |                  |       |
| 113.9 |  |          | f9 58               |               |                      |                      |                     |         | 7 12              |                       |                         | x       |                      |         |                  |       |
| 121.5 |  |          | f10 10              |               |                      |                      |                     |         | 7 23              |                       |                         | x       |                      |         |                  |       |
| 134.1 | Ar   | 4 40     | 10 35               |               |                      |                      |                     | 1 03    | 7 43              |                       |                         | 8 05    |                      | 10 58   | 1 42             |       |
|       | Ar   | 6 10     | 11 40               |               |                      |                      |                     | 2 10    | 8 40              |                       |                         | 9 40    |                      | 12 40   |                  |       |
|       |  |          | AM                  | AM            | AM                   | AM                   | AM                  | AM      | PM                | PM                    | PM                      | PM      | PM                   | AM      | AM               |       |

Rationing has hit us, too . . .

Buying food for our Dining Car Service has made it necessary at times to revise our menus to meet wartime needs. This is a problem common to all of us.

If items appearing on the menu are not always available or are restricted in quantity, we hope you will cooperate with patience and understanding.

# FROM SCRANTON TO BINGHAMTON, SYRACUSE, ELMIRA AND BUFFALO

**WESTWARD**

For condensed time and equipment of trains see pages 2 and 3.

| Miles | TABLE 4   | 15     | 1301  | Mixed  | 3                | 5     | 7     |  |  |  |  |  |  |
|-------|---|--------|-------|--------|------------------|-------|-------|--|--|--|--|--|--|
|       |   | Daily  | Daily | 47     | Daily            | Daily | Daily |  |  |  |  |  |  |
|       |   | AM     | AM    | AM     | AM               | PM    | PM    |  |  |  |  |  |  |
|       | <b>Wilkes-Barre</b><br>(Laurel Line).....Lv             | 3 15   |       | 9 45   | \$11 45<br>12 15 | 7 15  | 9 45  |  |  |  |  |  |  |
| 134.1 | <b>Scranton</b> .....Lv                                 | 4 52   |       | 10 50  | 1 10             | 8 15  | 11 13 |  |  |  |  |  |  |
| 141.5 | Clarks Summit.....                                      |        |       | f11 15 |                  | x     | 11 31 |  |  |  |  |  |  |
| 145.0 | Dalton.....   |        |       | f11 22 |                  |       |       |  |  |  |  |  |  |
| 147.0 | LaPlume.....  |        |       | f11 27 |                  |       |       |  |  |  |  |  |  |
| 153.1 | Nicholson.....<br>(Tunkhannock Viaduct)                 |        |       | f11 40 |                  |       |       |  |  |  |  |  |  |
| 158.6 | Foster.....   |        |       | f11 49 |                  |       |       |  |  |  |  |  |  |
| 162.9 | Kingsley.....   |        |       | f11 57 |                  |       |       |  |  |  |  |  |  |
| 172.6 | New Milford.....  | 5 53   | t6 18 | f12 20 | j2 02            | 9 03  |       |  |  |  |  |  |  |
| 178.5 | Hallstead.....  | 6 02   |       | f12 30 |                  |       |       |  |  |  |  |  |  |
| 183.7 | Conklin.....  |        |       | f12 40 |                  |       |       |  |  |  |  |  |  |
| 192.7 | <b>Binghamton</b> .....Ar                               | 6 25   | 6 42  | 1 15   | 2 25             | 9 27  | 12 25 |  |  |  |  |  |  |
| 235.7 | <b>Cortland</b> .....Ar                                 | 8 55   | 8 55  |        | 4 00             |       |       |  |  |  |  |  |  |
| 272.1 | <b>Syracuse</b> .....Ar                                 | 10 00  | 10 00 |        | 5 00             |       |       |  |  |  |  |  |  |
| 307.1 | <b>Oswego</b> .....Ar                                   |        |       |        | 6 35             |       |       |  |  |  |  |  |  |
| 287.8 | <b>Utica</b> .....Ar                                    | 12 25  | 12 25 |        |                  |       |       |  |  |  |  |  |  |
| 192.7 | <b>Binghamton</b> .....Lv                               | 7 05   |       |        | 2 35             | 9 42  | 12 40 |  |  |  |  |  |  |
| 195.4 | Johnson City.....                                       | 7 11   |       |        |                  |       |       |  |  |  |  |  |  |
| 200.7 | Vestal.....   | 7 24   |       |        | 2 48             | 9 56  | 12 51 |  |  |  |  |  |  |
|       | Endicott }  |        |       |        |                  |       |       |  |  |  |  |  |  |
| 206.6 | Apalachin.....  | f7 30  |       |        |                  |       |       |  |  |  |  |  |  |
| 213.4 | <b>Owego</b> .....                                      | 7 48   |       |        | 3 06             | 10 17 | 1 06  |  |  |  |  |  |  |
| 247.4 | <b>Ithaca</b> (Via Bus) See Table 13Ar                  | 9 50   | 9 50  |        | 4 45             |       |       |  |  |  |  |  |  |
| 221.7 | Nichols.....  | 8 02   |       |        |                  | 10 30 |       |  |  |  |  |  |  |
| 232.0 | Waverly.....  | 8 20   |       |        | 3 32             | 10 48 | 1 27  |  |  |  |  |  |  |
| 249.7 | <b>Elmira</b> .....                                     | 8 38   |       |        |                  |       |       |  |  |  |  |  |  |
|       | Big Flats.....  | 8 55   |       |        | 4 02             | 11 20 | 1 57  |  |  |  |  |  |  |
| 259.5 | <b>Corning</b> .....                                    | e9 13  |       |        |                  |       |       |  |  |  |  |  |  |
| 267.7 | Painted Post.....                                       | 9 32   |       |        | 4 24             | 11 45 | 2 19  |  |  |  |  |  |  |
| 269.2 | Campbell.....   | e9 44  |       |        |                  |       |       |  |  |  |  |  |  |
| 281.2 | Savona.....   |        |       |        |                  |       |       |  |  |  |  |  |  |
| 286.6 | <b>Bath</b> .....                                       | 10 03  |       |        | 4 46             | 12 09 |       |  |  |  |  |  |  |
| 290.5 | Kanona.....   |        |       |        |                  |       |       |  |  |  |  |  |  |
| 294.2 | Avoca.....  | 10 15  |       |        |                  |       |       |  |  |  |  |  |  |
| 296.8 | Wallace.....  |        |       |        |                  |       |       |  |  |  |  |  |  |
| 302.0 | Cohocton.....   | 10 31  |       |        |                  |       |       |  |  |  |  |  |  |
| 306.4 | Atlanta.....  | 10 39  |       |        |                  |       |       |  |  |  |  |  |  |
| 312.3 | Wayland.....  | 10 50  |       |        |                  |       |       |  |  |  |  |  |  |
| 319.5 | Dansville.....  | 11 04  |       |        | 5 24             | 12 46 |       |  |  |  |  |  |  |
| 326.8 | Groveland.....  |        |       |        |                  |       |       |  |  |  |  |  |  |
| 333.7 | <b>Mount Morris</b> .....                               | 11 30  |       |        | 5 45             | 1 07  | 3 36  |  |  |  |  |  |  |
|       | <b>Rochester</b><br>(Via Valley Bus Line).....Ar        | 1 50   |       |        | 7 50             |       |       |  |  |  |  |  |  |
| 340.3 | Greigsville.....  | 11 42  |       |        |                  |       |       |  |  |  |  |  |  |
| 351.1 | B. & O. Jct.....  | s11 59 |       |        |                  |       |       |  |  |  |  |  |  |
| 355.0 | East Bethany.....                                       | f12 06 |       |        |                  |       |       |  |  |  |  |  |  |
| 384.2 | Lancaster.....  |        |       |        |                  |       |       |  |  |  |  |  |  |
| 396.2 | <b>Buffalo</b> .....Ar                                  | 1 05   |       |        | 7 05             | 2 25  | 4 50  |  |  |  |  |  |  |
|       | For Connections West of Buffalo<br>see Table 1, page 3. | PM     | AM    | PM     | PM               | AM    | AM    |  |  |  |  |  |  |

### EXPLANATION OF REFERENCE MARKS

- †-Daily except Sunday. §-Sunday only.
- ¶-No Ferry service from Christopher Street on Sundays.
- + -Frequent service via Hudson Tubes, but this train not held for Tube Connection.  
AM time light type.
- PM time heavy type.
- #-No Ferry service from Christopher Street.
- No Ferry service from Barclay Street or Christopher Street.
- a-Stops on notice to agent to receive passengers for Johnsonburg and west.
- b-Stops on notice to Agent to take on passengers for New Milford and west **weekdays; Sundays** stops on notice to agent to receive passengers for Blirstown and west.
- d-Stops on notice to conductor to let off passengers from Dover and east and on notice to agent to pick up passengers for Buffalo and west **weekdays; Sundays** a regular stop.
- e-Stops on notice to conductor to let off passengers from Binghamton and east and on notice to Agent to receive passengers for Buffalo and west.
- f-Stops on notice to agent or conductor.
- g-Stops on notice to conductor to let off passengers from Binghamton and east and will stop on notice to agent to receive passengers for Buffalo and west.
- j-Stops on notice to conductor to discharge passengers from Dover and East, also from points on the Penna. R. R. and on notice to agent to receive passengers for Binghamton and west.
- m-Stops **Friday only** on notice to conductor to discharge passengers from Dover and east, and on notice to Agent to receive passengers for Buffalo and west; **Sundays** a regular stop.
- n-Stops **Monday only** to discharge passengers.
- r-Stops on notice to conductor to discharge passengers from Dover and east, and on notice to agent to receive passengers for Buffalo and west.
- s-Stops on notice to conductor to let off passengers from Corning and east and to receive passengers for Buffalo and west.
- t-Stops on notice to conductor to let off passengers from points on C. R. R. of N. J. and Reading Company.
- v-Stops on notice to Agent to receive passengers for Blirstown and west.
- w-Stops **Friday and Saturday** on notice to conductor to discharge passengers from Dover and east and on notice to agent to pick up passengers for Buffalo and west.
- x-Stops **Sundays only** at Tobyhanna 7:32 P. M., Gouldsboro 7:38 P.M., Moscow 7:47 P.M., Clarks Summit 8:31 P.M.
- z-Stops regularly to take on passengers.
- Holidays**-The term holidays used in these time-tables applies to New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas Day.

## WHAT THEY'RE SAYING ABOUT THE RAILROADS

"Total volume of freight moved by United States railroads, trucks, pipelines, commercial air transports and over inland waterways has risen from some 600,000,000,000 ton miles in 1940 to more than 1,000,000,000,000 ton miles in each of the last two years. This added volume has been handled without an appreciable increase in facilities other than pipelines.

"The railroads have borne the brunt of the burden. They handled about 70 percent of the total freight volume in

1944, as compared with only 62 percent of the much smaller total in 1940. Railroad passenger traffic almost quadrupled, rising from some 25,000,000,000 passenger traffic miles in 1940 to 98,000,000,000 last year."

Hon. James F. Byrnes, Director,  
War Mobilization and Reconversion,  
Extracts from Annual Report,  
January 1, 1945

# FROM BUFFALO, ELMIRA, SYRACUSE AND BINGHAMTON TO NEW YORK

**EASTWARD**

For condensed time and equipment of trains see pages 2 and 3.

| Miles | TABLE 5  | 2 Daily | 6 Daily | 10 Daily | 1306 Daily | 8 Daily |
|-------|--|---------|---------|----------|------------|---------|
|       | For connections from the West see Table 2, page 3. | AM      | AM      | PM       | PM         | PM      |
| 0.0   | Buffalo.....Lv                                     | 3 30    | 9 40    | 5 45     |            | 10 35   |
| 12.0  | Lancaster.....                                     |         |         | f6 05    |            |         |
| 41.2  | East Bethany.....                                  |         |         | f6 38    |            |         |
| 45.1  | B. & O. Jct.....                                   |         |         | 6 46     |            |         |
| 55.9  | Greigsville.....                                   |         |         |          |            |         |
|       | <b>Rochester</b><br>(Via Valley Bus Line) Lv       |         | 9 00    | 4 55     |            |         |
| 62.5  | Mount Morris.....                                  | 4 45    | 10 49   | 7 15     |            | 11 44   |
| 69.4  | Groveland.....                                     |         |         | 7 29     |            |         |
| 76.7  | Dansville.....                                     | 5 07    | 11 11   | 7 48     |            | f12 03  |
| 83.9  | Wayland.....                                       | f5 21   |         | 8 06     |            |         |
| 89.8  | Atlanta.....                                       | f5 29   |         | 8 16     |            |         |
| 94.2  | Cohocton.....                                      | f5 35   |         | 8 26     |            |         |
| 99.4  | Wallace.....                                       |         |         | f8 33    |            |         |
| 102.0 | Avoca.....   | f5 46   |         | 8 39     |            |         |
| 105.7 | Kanona.....  |         |         | f8 45    |            |         |
| 109.6 | Bath.....  | 5 59    | 11 53   | 8 59     |            | 12 41   |
| 115.0 | Savona.....  | f6 07   |         | f9 08    |            |         |
| 119.5 | Campbell.....                                      | f6 13   |         | f9 13    |            |         |
| 127.0 | Painted Post.....                                  | f6 23   |         |          |            |         |
| 128.5 | Corning.....                                       | 6 30    | 12 13   | 9 29     |            | 1 03    |
| 136.7 | Big Flats.....                                     | f6 42   |         |          |            |         |
| 146.5 | Elmira.....Lv                                      | 7 10    | 12 40   | 10 07    |            | 1 32    |
| 164.2 | Waverly.....                                       | 7 30    | 1 00    | 10 30    |            | 1 53    |
| 174.5 | Nichols.....                                       | 7 43    |         | 10 42    |            |         |
| 216.8 | Ithaca Via Bus see table 13 Lv                     |         | 11 25   |          |            |         |
| 182.8 | Owego.....Lv                                       | 8 02    | 1 23    | 10 55    |            |         |
| 189.6 | Apalachin.....                                     | 8 14    |         |          |            |         |
| 195.5 | Vestal }<br>Endicott }                             | 8 24    | 1 38    | 11 17    |            |         |
| 200.8 | Johnson City.....                                  | f8 33   |         | z11 26   |            |         |
| 203.5 | Binghamton.....Ar                                  | 8 38    | 1 50    | 11 33    |            | 2 40    |
|       | Utica.....Lv                                       |         |         | 4 50     | 4 50       |         |
|       | Oswego.....Lv                                      |         | 10 15   |          |            |         |
|       | Syracuse.....Lv                                    |         | 11 40   | 9 35     | 9 35       |         |
|       | Cortland.....Lv                                    |         | 12 43   | 10 40    | 10 40      |         |
| 203.5 | Binghamton.....Lv                                  | 8 55    | 2 00    | 12 10    | 12 30      | 2 55    |
| 212.5 | Conklin.....                                       |         |         |          |            |         |
| 217.7 | Hallstead.....                                     | 9 13    |         |          |            |         |
| 223.6 | New Milford.....                                   | 9 23    | 2 23    |          |            |         |
| 233.3 | Kingsley.....                                      | j9 35   |         |          |            |         |
| 237.6 | Foster.....  |         |         |          |            |         |
| 243.1 | Nicholson<br>(Tunkhannock Viaduct)                 | j9 45   |         |          |            |         |
| 249.2 | LaPlume.....                                       |         |         |          |            |         |
| 251.2 | Dalton.....  |         |         |          |            |         |
| 254.7 | Clarks Summit.....                                 | 10 03   |         |          |            |         |
| 262.1 | Scranton.....Ar                                    | 10 15   | 3 10    | 1 25     |            | 4 05    |
|       | Wilkes-Barre.....Ar                                | †11 10  | 4 10    | 3 10     |            | 6 10    |
|       | (Laurel Line)                                      | ‡11 40  |         |          |            |         |
|       |  | AM      | PM      | AM       | AM         | AM      |

## COURTESY TO OUR PATRONS

Safety has long been the key-word of American Railroads. Of equal importance, is friendliness on the part of Railroad Employees to the traveling public.

Our Employees are instructed to be courteous and friendly so as to add to the comfort and enjoyment of your trip under wartime conditions. Many letters are received in commendation of individual acts of courtesy by our Employees. We are grateful for such letters, which encourage our Employees in their efforts to serve you better.

### EXPLANATION OF REFERENCE MARKS

- †-Daily except Sunday.
  - ‡-Sunday only.
  - ¶-No Ferry service to Christopher Street, New York, on Sundays.
  - A.M. time in light type.
  - P.M. time in heavy type.
  - a-Connecting train arrives Passaic 7.58 A. M. weekdays and 7.47 A. M. Sundays and Holidays.
  - b-Stops Monday only on notice to conductor to let off passengers.
  - c-Stops regularly on notice to conductor to let off passengers.
  - d-Stops on notice to Agent to receive passengers for Dover and east and on notice to conductor to let off passengers from Buffalo and west.
  - e-On Sundays and holidays train for local stations on Boonton Line leaves Dover 6:02 P. M.
  - f-Stops on notice to Agent or conductor.
  - j-Stops for revenue passengers.
  - m-Stops on notice to conductor to let off passengers from points west of Dover.
  - n-Stops on notice to conductor to discharge passengers from Buffalo and west, and on notice to Agent to receive passengers for Dover and east and points on the P. R. R.
  - r-Stops on notice to Agent to receive passengers for New York.
  - s-Stops on notice to Agent to receive passengers for Dover and east and on notice to conductor to discharge passengers from west of Buffalo.
  - v-Stops on notice to Agent to receive passengers for Dover and east, also for points on Pennsylvania Railroad and on notice to conductor to discharge passengers from Binghamton and points beyond.
  - z-Stops on notice to Agent to receive passengers for New York and on notice to conductor to let off passengers from Buffalo and west.
- Holidays:** The term holidays used in these tables applies to New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas Day.

## Life IN THE LACKAWANNA SUBURBS

A 46-page illustrated and descriptive booklet of suburban New Jersey communities out along the Lackawanna.

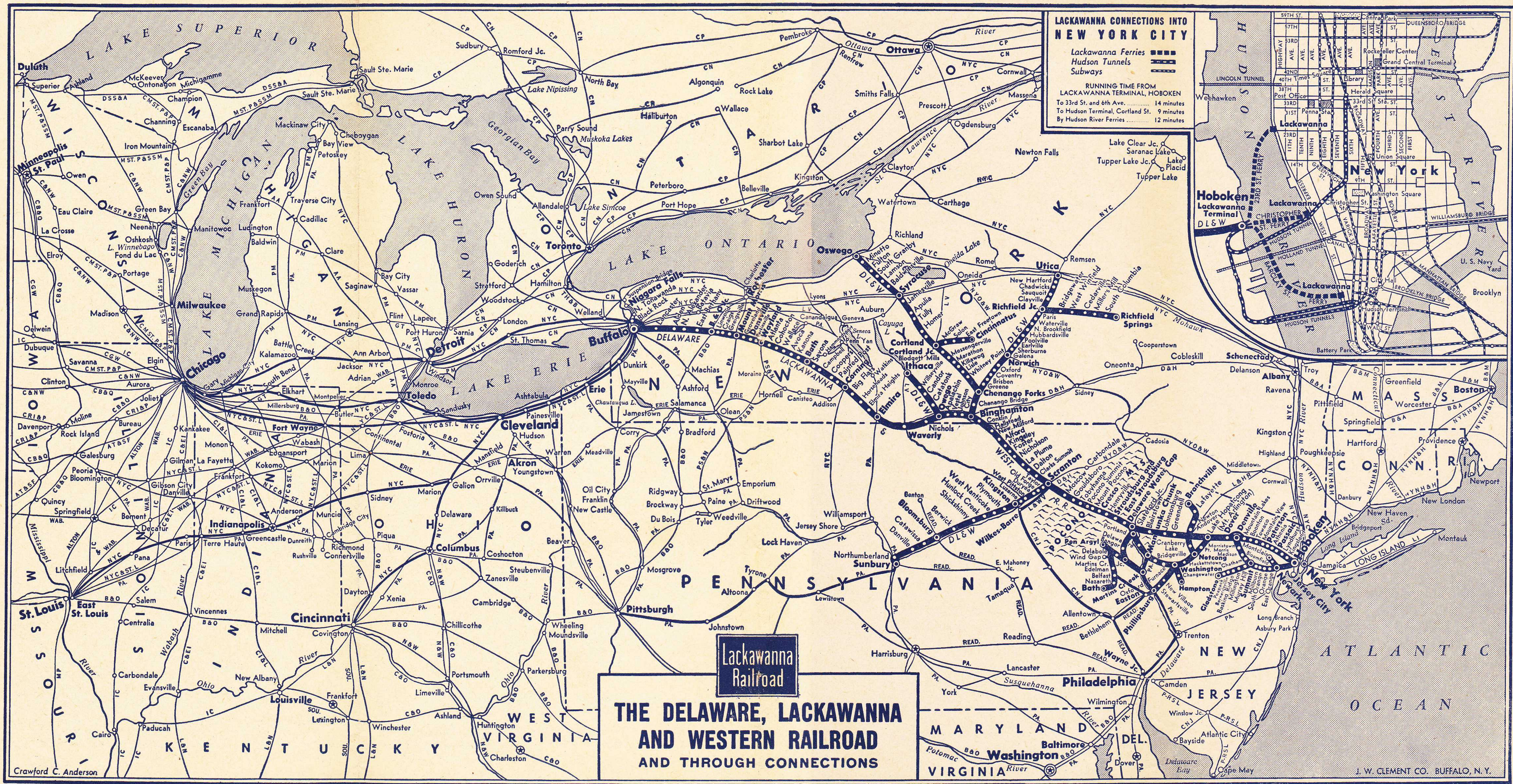
Whether you want to buy or rent a year round home, or simply lease a summer cottage, this booklet will prove helpful in finding

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Write today for a free copy — Address R. F. Irwin, General Agent, Passenger Department, Lackawanna Railroad, 140 Cedar Street, New York, 6, N. Y.







**LACKAWANNA CONNECTIONS INTO NEW YORK CITY**

Lackawanna Ferries   
 Hudson Tunnels   
 Subways 

RUNNING TIME FROM LACKAWANNA TERMINAL, HOBOKEN

To 33rd St. and 6th Ave. .... 14 minutes  
 To Hudson Terminal, Cortland St. .... 9 minutes  
 By Hudson River Ferries ..... 12 minutes

**Lackawanna Railroad**

**THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD AND THROUGH CONNECTIONS**

**LACKAWANNA RAILROAD — One of America's Railroads — Mobilized for Victory**

J. W. CLEMENT CO. BUFFALO, N. Y.

## BINGHAMTON, SYRACUSE AND OSWEGO

Read Down

Read Up

|  | TABLE 7            |                     | Miles | NEW YORK | 1906       | 1910        |  |
|--|--------------------|---------------------|-------|----------|------------|-------------|--|
|  | 3<br>1903<br>Daily | 15<br>1915<br>Daily |       |          | 6<br>Daily | 10<br>Daily |  |
| Buffet Diner on Trains Nos. 1903 and 1915.<br>Sleeping Cars on Train No. 1915 from New York<br>and Philadelphia to Syracuse. | AM                 | AM                  |       |          | PM         | AM          |  |
|  | 8 54               | +                   |       |          | 7 24       | 5 59        |  |
|  | 9 01               | +                   |       |          | 7 22       | 5 55        |  |
|  | † 9 00             | c 12 30             |       |          | † 7 25     | † 5 55      |  |
|  | 9 20               | 1 05                | 1.0   |          | 7 05       | 5 35        |  |
|  | 2 55               | 7 45                | 192.7 | Lv       | 1 45       | 11 45       |  |
|  | a                  | a                   | 197.8 |          |            | h 11 28     |  |
|  | a                  | a                   | 203.7 |          |            | h 11 21     |  |
|  | 3 23               | 8 16                | 213.1 |          | 1 14       | h 11 10     |  |
|  | a                  | a                   | 215.3 |          |            | h 11 07     |  |
|  | a                  | a                   | 218.9 |          |            | h 11 03     |  |
|  | 3 36               | 8 30                | 221.9 |          | 1 02       | 10 59       |  |
|  | a                  | a                   | 225.8 |          |            | h 10 53     |  |
|  | a                  | a                   | 232.1 |          |            | h 10 46     |  |
|  | a                  | a                   | 235.1 |          |            | h 10 42     |  |
|  | 4 00               | 8 55                | 235.7 |          | 12 43      | 10 40       |  |
|  | 4 05               | 9 01                | 238.3 |          | 12 34      | f 10 28     |  |
|  | 4 21               | 9 17                | 250.0 |          | 12 19      | f 10 14     |  |
|  | a                  | 9 22                | 252.2 |          |            | f 10 10     |  |
|  | e 4 42             | 9 43                | 265.4 |          | g 11 54    | h 9 49      |  |
|  | 5 03               | 10 00               | 272.1 | Ar       | 11 40      | 9 35        |  |
|  | 5 15               |                     | 272.1 | Lv       | 11 25      |             |  |
|  | 5 40               |                     | 284.1 |          | 11 02      |             |  |
|  | f 5 48             |                     | 288.7 |          | 10 54      |             |  |
|  | f 5 53             |                     | 291.3 |          | f 10 48    |             |  |
|  | 6 04               |                     | 296.0 |          | 10 40      |             |  |
|  | 6 20               |                     | 302.5 |          | 10 25      |             |  |
|  | 6 35               |                     | 307.1 | Ar       | 10 15      |             |  |
| PM   | AM                 |                     |       | AM       | PM         |             |  |

## BINGHAMTON AND UTICA

Read Down

Read Up

|  | TABLE 8             |         | Miles | NEW YORK | 1816        | 1910 |  |
|--|---------------------|---------|-------|----------|-------------|------|--|
|  | 15<br>1915<br>Daily |         |       |          | 10<br>Daily |      |  |
| Buffet Diner on Trains Nos. 1903 and 1915.<br>Sleeping Cars on Train No. 1915 from New York<br>and Philadelphia to Syracuse. | AM                  | AM      |       |          | AM          |      |  |
|  | +                   | +       |       |          | 5 59        |      |  |
|  | +                   | +       |       |          | 5 55        |      |  |
|  | † 9 00              | c 12 30 |       |          | † 5 55      |      |  |
|  | 1 05                | 1.0     |       |          | 5 35        |      |  |
|  | 9 15                | 192.7   | Lv    | 8 00     |             |      |  |
|  | 9 25                | 197.8   |       | 7 43     |             |      |  |
|  | 9 33                | 203.7   |       | 7 35     |             |      |  |
|  | 9 45                | 211.7   |       | 7 23     |             |      |  |
|  | 9 54                | 217.6   |       |          |             |      |  |
|  | f 10 00             | 221.1   |       | f 7 06   |             |      |  |
|  | 10 07               | 225.7   |       | 6 59     |             |      |  |
|  | 10 25               | 233.9   |       | 6 46     |             |      |  |
|  | f 10 37             | 239.6   |       | f 6 34   |             |      |  |
|  | 10 46               | 245.0   |       | 6 25     |             |      |  |
|  | 10 55               | 250.1   |       | 6 16     |             |      |  |
|  | 11 02               | 252.6   |       | 6 11     |             |      |  |
|  | 11 11               | 256.8   |       | 6 04     |             |      |  |
|  | 11 19               | 260.7   |       | 5 58     |             |      |  |
|  | 11 30               | 266.3   |       | 5 48     |             |      |  |
|  | 11 36               | 270.6   |       | f 5 40   |             |      |  |
|  | 11 44               | 274.2   |       | 5 31     |             |      |  |
|  | 11 49               | 276.5   |       | 5 21     |             |      |  |
|  | 11 53               | 278.5   |       | 5 16     |             |      |  |
|  | 11 57               | 280.0   |       | 5 12     |             |      |  |
|  | 12 06               | 283.7   |       | 5 05     |             |      |  |
|  | 12 25               | 287.8   | Ar    | 4 50     |             |      |  |
|  | PM                  |         |       | PM       |             |      |  |

## SYRACUSE, BUFFALO, BINGHAMTON, PHILADELPHIA, ATLANTIC CITY, BALTIMORE AND WASHINGTON

Read Down

Read Up

|  | TABLE 9    |       | Miles | NEW YORK | 1910       | 1915       |  |
|--|------------|-------|-------|----------|------------|------------|--|
|  | Daily      | Daily |       |          | 7<br>Daily | Daily      |  |
| Interstate Express via C. R. R. of N. J. and Reading Company | PM         | AM    |       |          | AM         | AM         |  |
|  | 9 35       |       |       |          | Lv         | 10 00      |  |
|  | f 10 14    |       |       |          |            | 9 17       |  |
|  | f 10 28    |       |       |          |            | 9 01       |  |
|  | 10 40      |       |       |          |            | 8 55       |  |
|  | 10 59      |       |       |          |            | 8 30       |  |
|  | f 11 10    |       |       |          |            | 8 16       |  |
|  | 11 45      |       |       |          | Ar         | 7 45       |  |
|  | 10 Daily   |       |       |          |            | 1815 Daily |  |
|  | PM         | PM    |       |          |            | PM         |  |
|  | 5 45       |       |       |          | Lv         | 12 25      |  |
|  | 9 29       |       |       |          | Lv         | 10 25      |  |
|  | 10 07      |       |       |          | Ar         | 9 15       |  |
|  | 11 33      |       |       |          | Ar         |            |  |
|  | 1306 Daily |       |       |          |            | 15 Daily   |  |
|  | AM         | PM    |       |          |            | PM         |  |
|  | 12 30      |       |       |          | Lv         | 1 05       |  |
|  |            |       |       |          |            | 2 19       |  |
|  |            |       |       |          |            | 1 57       |  |
|  |            |       |       |          | Ar         | 7 05       |  |
|  | 1301 Daily |       |       |          |            | 1301 Daily |  |
|  | AM         | AM    |       |          |            | AM         |  |
|  | 12 30      |       |       |          | Lv         | 6 42       |  |
|  |            |       |       |          | Lv         |            |  |
|  | 306 Daily  |       |       |          |            | 327 Daily  |  |
|  | AM         | PM    |       |          |            | AM         |  |
|  | 2 50       |       |       |          | Lv         | 5 28       |  |
|  | 4 35       |       |       |          | Ar         | 4 24       |  |
| 5 23   |            |       |       |          | 8 33       |            |  |
|  |            |       |       | Ar       | 2 40       |            |  |
| 306 Daily  |            |       |       |          | 7 47       |            |  |
| AM   | AM         |       |       |          | AM         |            |  |
| 5 49   |            |       |       | Ar       | 1 33       |            |  |
| d 6 56   |            |       |       |          | 12 32      |            |  |
| 7 31   |            |       |       |          | 12 02      |            |  |
| 7 45   |            |       |       | Ar       | 11 45      |            |  |
| 1005 Daily   |            |       |       |          | 1016 Daily |            |  |
| AM   | PM         |       |       |          | PM         |            |  |
| j 8 15   |            |       |       | Lv       | 3 10       |            |  |
|  |            |       |       |          | 8 05       |            |  |
|  |            |       |       | Ar       | 1 40       |            |  |
|  |            |       |       | Ar       | b 6 40     |            |  |
| 35 Daily   |            |       |       |          | 504 Daily  |            |  |
| 7 40   |            |       |       | Lv       | 4 23       |            |  |
| 7 56   |            |       |       | Lv       | 4 06       |            |  |
|  |            |       |       |          | 9 10       |            |  |
| ▲ 9 57   |            |       |       | Ar       | ▲ 2 13     |            |  |
|  |            |       |       |          | 7 07       |            |  |
| ▲ 10 42  |            |       |       | Ar       | ▲ 1 30     |            |  |
| AM   | PM         |       |       |          | PM         |            |  |

For Equipment on Interstate Express shown above, see  
Trains Nos. 1301 and 1306, Page 2.

### EXPLANATION OF REFERENCE MARKS

A. M. time light type. P. M. time heavy type. †—Daily except Sunday. ‡—Daily except Saturday. +—Frequent service via Hudson tubes, but this train not held for tube connections. †—No Ferry service between Christopher Street, New York, and Hoboken, N. J., on Sundays. ▲—Passengers to and from Baltimore and Washington change cars at Wayne Junction. a—Stops on notice to conductor to let off passengers holding tickets from Scranton and east and from Elmira and west. b—Sundays connection leaves Atlantic City 8:40 P. M. arrives Philadelphia (Market St. Wharf) 10:05 P. M. c—No boat connection from Christopher Street for this train. d—Stops to let off passengers from Bethlehem and beyond. e—Stops daily on notice to Conductor to discharge passengers holding tickets from Scranton and east and Elmira and west, Sundays, stops on signal to receive or discharge passengers. f—Stops on notice to Agent or Conductor. g—Stops Sundays only to receive or discharge passengers. h—Stops on signal to take on passengers for Scranton and east, and Elmira and west, providing Agents are notified before 6 P. M. j—On Sundays connection leaves Philadelphia (Market St. Wharf) 9:00 A. M. arrives Atlantic City 10:15 A. M.

SCRANTON, KINGSTON (WILKES-BARRE)  
SUNBURY AND PITTSBURGH

| Read Down                       |                        |       | Read Up  |                                 |                        |
|---------------------------------|------------------------|-------|--|---------------------------------|------------------------|
| DL&W<br>1705<br>PRR 37<br>Daily | P.R.R.<br>511<br>Daily | Miles | STATIONS<br>ON   | DL&W<br>1702<br>PRR 52<br>Daily | P.R.R.<br>510<br>Daily |
| PM                              | AM                     |       | <b>TABLE 10</b>  | PM                              | PM                     |
|                                 | <b>Note</b>            |       | <b>New York<br/>Hudson Tunnels—</b><br>33rd St. & 6th Ave.<br>(Fare 10c)<br>Hudson Terminal Bldg.—<br>Cortlandt St.<br>(Fare 10c).....     | <b>2 44</b>                     | <b>Note</b>            |
|                                 |                        |       | <b>D. L. &amp; W. Ferries—</b><br>{ West 23d Street... }<br>{ Barclay Street... }<br>{ Christopher Street }<br>Lv. <b>Hoboken</b> ..... Ar | <b>2 42</b>                     |                        |
|                                 |                        | 1.0   | Lv. <b>Scranton</b> ..... Ar   | <b>2 40</b>                     |                        |
| 5 40                            |                        | 134.1 | DL&W Taylor.....   | <b>2 25</b>                     |                        |
| 5 48                            |                        | 137.7 | DL&W Old Forge.....  | 10 15                           |                        |
| 5 53                            |                        | 141.0 | DL&W Durvea.....   | 10 00                           |                        |
| 5 55                            |                        | 142.0 | DL&W West Pittston.....  | 9 43                            |                        |
| 6 04                            |                        | 145.0 | DL&W Wyoming.....  | 9 43                            |                        |
| 6 08                            |                        | 147.0 | DL&W Luzerne.....  | 9 32                            |                        |
| 6 14                            |                        | 150.6 | DL&W { #Kingston }.....  | 9 28                            |                        |
| 6 30                            |                        | 151.7 | DL&W { #Wilkes-Barre }.....  | 9 19                            |                        |
| 6 37                            | 9 44                   | 154.9 | P.R.R. Plymouth.....   | 9 15                            |                        |
| 6 44                            |                        | 158.4 | DL&W { #West Nanticoke }.....  | 8 56                            |                        |
| f6 50                           | 10 05                  | 161.9 | P.R.R. #Nanticoke.....   | 8 49                            |                        |
| 6 58                            |                        | 167.5 | DL&W Hunlock Creek.....  | 8 43                            |                        |
| 7 35                            | 10 24                  | 178.4 | DL&W { #Shickshinny }.....   | f8 43                           |                        |
| 8 02                            | 10 44                  | 191.0 | DL&W { #Mocanaqua }.....   | 8 34                            |                        |
| 8 12                            | 11 06                  | 194.3 | P.R.R. { #Berwick }.....   | 8 12                            |                        |
| 8 26                            |                        | 202.7 | P.R.R. { #Nescopeck }.....   | 7 39                            |                        |
| 8 59                            |                        | 214.5 | DL&W { #Bloomsburg }.....  | 7 26                            |                        |
| 9 10                            | 11 58                  | 216.4 | P.R.R. { #Catawissa }.....   | 7 12                            |                        |
| 10 50                           | 1 35                   | 269.8 | DL&W { #Danville }.....  | 6 50                            |                        |
| 7 50                            | 1 25                   | 515.1 | P.R.R. { #South Danville }.....  | 6 40                            |                        |
|                                 |                        |       | DL&W Northumberland.....   | a4 05                           |                        |
|                                 |                        |       | DL&W Ar. <b>Sunbury</b> ..... Lv   | 9 00                            |                        |
|                                 |                        |       | P.R.R. Ar. <b>Harrisburg</b> ..... Lv  | 7 12                            |                        |
|                                 |                        |       | P.R.R. Ar. <b>Pittsburgh</b> ..... Lv  | AM                              |                        |

NEW YORK AND ITHACA, VIA OWEGO

| Read Down        |                   |       | Read Up  |                  |  |
|------------------|-------------------|-------|--|------------------|--|
| 3<br>Daily<br>AM | 15<br>Daily<br>AM | Miles | STATIONS<br>ON   | 6<br>Daily<br>PM |  |
| 8 54             | +                 |       | <b>TABLE 13</b>  |                  |  |
| 9 01             | +                 |       | <b>New York<br/>Hudson Tunnels—</b><br>Lv. 33rd St. & 6th Ave... Ar<br>(Fare 10c).....                         | 7 24             |  |
| 9 00             | 12c30             |       | Hudson Terminal Bldg.—<br>Cortlandt St. (Fare 10c)...  | 7 22             |  |
| 9 20             | 1 05              | 1.0   | <b>D. L. &amp; W. Ferries—</b><br>{ West 23d Street... }<br>{ Barclay Street... }<br>{ Christopher Street... } | 7 25             |  |
| 9 35             |                   | 8.8   | Lv. <b>Hoboken</b> .....   | 7 05             |  |
| 9 42             |                   | 11.6  | ..... Newark.....  | d6 48            |  |
| 9 56             |                   | 21.1  | ..... Brick Church.....  | d6 38            |  |
| 10 11            |                   | 30.8  | ..... Summit.....  | d6 24            |  |
| 10 29            |                   | 39.1  | ..... Morristown.....  | d6 11            |  |
|                  |                   |       | ..... Dover.....   | d5 55            |  |
| w8 05            |                   |       | <b>Philadelphia (P.R.R.)</b><br>Broad Street Station (P.R.R.)<br>30th Street Station.....                      | r8 48            |  |
| w8 09            |                   |       | Lv. <b>Philadelphia</b> Read. Co. Ar   | r8 44            |  |
| 1 10             | 4 52              | 134.1 | Lv. <b>Scranton</b> ..... Ar   | 3 10             |  |
| 2 35             | 7 05              | 192.7 | ..... Binghamton.....  | 1 50             |  |
| 3 06             | 7 48              | 213.4 | Ar. <b>Owego</b> ..... Lv  | 1 23             |  |
|                  |                   |       | L. D. Dickinson Motor Coach<br>Line  |                  |  |
| PM               | AM                |       | Lv. <b>Owego</b> ..... Ar  | 1 00             |  |
| 3 10             | 8 15              | 213.4 | ..... Catonk.....  | 12 32            |  |
| 3 33             | 8 38              | 218.8 | ..... Candor.....  | 12 20            |  |
| 3 45             | 8 50              | 224.1 | ..... Willseyville.....  | 12 07            |  |
| 3 57             | 9 02              | 229.4 | Ithaca (Green St. Bus Term.)   | 11 35            |  |
| 4 35             | 9 40              | 246.3 | Ar. <b>Ithaca</b> ..... Lv   | 11 25            |  |
| 4 45             | 9 50              | 247.4 | (D. L. & W. Station)   | AM               |  |

**To Our Patrons . . . .**  
All forms of railroad tickets reading via the D. L. & W. R. R. Co. will be honored via the L. D. Dickinson Motor Coach Line between Owego and Ithaca or intermediate stations on the connecting bus schedule shown herein.  
Hand baggage may be checked through to destination. Trunks and other bulky baggage will be checked to and from Owego only.

BUFFALO, SYRACUSE, BINGHAMTON AND  
SCRANTON TO PHILADELPHIA, BALTIMORE  
AND WASHINGTON VIA STROUDSBURG AND  
PENNSYLVANIA RAILROAD

| Northward<br>READ DOWN |                    | Southward<br>READ UP |                     |
|------------------------|--------------------|----------------------|---------------------|
| 385<br>Sun.<br>Only    | 357<br>Ex.<br>Sun. | 376<br>Ex.<br>Sun.   | 386<br>Sun.<br>Only |
| AM                     | AM                 | PM                   | PM                  |
| 4 20                   | 4 20               | 11 15                | 10 25               |
| 5 18                   | 5 18               | 10 34                | 9 41                |
|                        |                    |                      |                     |
| 8 05                   | 8 05               | 8 48                 |                     |
| 8 09                   | 8 09               | 8 44                 | 8 09                |
| 9 05                   | 8 43               | 7 50                 | 7 20                |
| 10 27                  | 10 22              | 6 11                 | 5 55                |
| f11 01                 | f10 59             | 5 41                 | 5 32                |
| 11 06                  | 11 05              | f5 28                | f5 20               |
| 11 15                  | 11 14              | 5 23                 | 5 16                |
| 11 25                  | 11 25              | 5 13                 | 5 08                |
| 11 36                  | 11 36              | 5 05                 | 5 00                |
| b12 01                 | b12 01             | 4 53                 | 4 53                |
| b12 15                 | b12 15             | 4 24                 | 4 24                |
| b12 22                 | b12 22             | j4 14                | j4 14               |
| f12 30                 | f12 30             | j4 10                | j4 10               |
| 1 03                   | 1 03               | f4 03                | f4 03               |
| 2 25                   | 2 25               | 3 20                 | 3 20                |
| 4 45                   | 4 45               | 2 00                 | 2 00                |
|                        |                    |                      |                     |
| 5 00                   | 5 00               | 11 25                | 11 25               |
| 4 02                   | 4 02               |                      |                     |
| 7 05                   | 7 05               | 11 40                | 11 40               |
| PM                     | PM                 | AM                   | AM                  |

DELAWARE VALLEY TRANSPORTATION CO.

| Read Down                            |    | Read Up  |  |
|--------------------------------------|----|----------|--|
| TRAIN-BUS SCHEDULE                   |    |          |  |
| TABLE 11                             |    | 26       |  |
|                                      |    | Ex. Sun. |  |
| Lv. New York                         | Ar | 10 55    |  |
| Lv. Stroudsburg and East Stroudsburg | Ar |          |  |
| Marshall's Creek                     |    | 8 25     |  |
| Oak Grove                            |    | 8 15     |  |
| Coolbaugh                            |    | 8 08     |  |
| Echo Lake                            |    | 8 05     |  |
| Turn Villa                           |    | 8 02     |  |
| Shoemakers                           |    | 8 00     |  |
| Ar. Bushkill                         | Lv | 7 55     |  |

NEW YORK, BUFFALO AND NIAGARA FALLS

| 7<br>Daily<br>PM | 3<br>Daily<br>AM | 15<br>Daily<br>AM | TABLE 12                          | 6<br>Ex. Sun. | 10<br>Daily<br>AM | 8<br>Daily<br>AM |
|------------------|------------------|-------------------|-----------------------------------|---------------|-------------------|------------------|
| 7 00             | 9 00             | 12 30             | Lv. <b>New York</b> ..... Ar      | 7 25          | 5 55              | 8 10             |
| 4 50             | 7 05             | 1 05              | Ar. <b>Buffalo</b> ..... Lv       | 9 40          | 5 45              | 10 35            |
| 7 00             | 8 59             | 2 35              | Lv. <b>Buffalo</b> ..... Ar       | 9 25          | 4 24              | 9 30             |
|                  |                  |                   | (Central Terminal) (NYC)          |               |                   |                  |
| 7 56             | 9 52             | 3 41              | Ar. <b>Niagara Falls</b> (NYC) Lv | 8 27          | 3 25              | 8 22             |
| AM               | PM               | PM                |                                   | AM            | PM                | PM               |

EXPLANATION OF REFERENCE MARKS

A. M. time light type. P. M. time heavy type. †—Weekdays only, leaving Sunbury 12:16 P. M. ‡—No Ferry service between Christopher Street, New York, and Hoboken, N. J., on Sundays. \*—Frequent service via Hudson Tubes, but this train will not be held for Tube connections. #—These towns are located on opposite side of the river but there are bridges across the river at these points. a—Sunday, lv. Harrisburg 4:00 A.M. b—Stops on notice to conductor to discharge passengers from points on the Pennsylvania Railroad and on notice to Agent to receive passengers for Binghamton and points west. c—No boat connection for this train from Christopher Street. d—Regular stop to let off passengers. e—Stops on notice to conductor to let off passengers from Scranton and west. f—Stops on notice to Agent or conductor to receive or discharge passengers. j—Stops on signal to receive passengers for points on Pennsylvania Railroad and to discharge passengers from Binghamton and beyond. n—Stops on notice to Agent to receive passengers for Blairstown and west. r—Sunday arrives 30th Street Station 8:09 P. M. passengers change cars for Broad St. Station. z—Stops regularly to take on passengers.

## GENERAL INFORMATION

**RESPONSIBILITY**—This time table is furnished to the public as a matter of information only. The company is not responsible for errors therein, inconvenience or damage resulting from delayed trains or failure to make connections, or for shortage of equipment. The schedules and equipment shown herein are subject to change without notice.

**CHILDREN**—Under five years of age carried free, when accompanied by parent or guardian; five years of age and under 12, one-half fare; 12 years of age or over, full fare.

**ADJUSTMENT OF FARES**—In case of dispute with conductors or agents, passengers should pay the fare required, take a receipt, and communicate with the General Passenger Agent, 140 Cedar Street, New York 6, New York.

Passengers leaving train short of destination of the ticket should have the conductor make endorsement on the ticket to that effect.

**REDEMPTION OF TICKETS**—Tickets unused or partly used will be redeemed under tariff regulations by the General Passenger Agent.

**ARTICLES LOST**—When articles are lost on trains or left at stations, owners should immediately apply to Agent at station where they leave train, or address General Baggage Agent, Lackawanna Terminal, Hoboken, N. J., giving full description of property, stating date of loss and train number.

### BAGGAGE—

(a) 150 pounds of baggage, not exceeding \$100.00 in value, will be checked free on each adult ticket, and 75 pounds, not exceeding \$50.00 in value, on each child's ticket. Excess charge will be collected for excess weight and excess value, but no piece

of baggage exceeding 300 pounds in weight (except immigrant baggage checked at port of landing), or single shipment exceeding \$2,500 in value will be accepted for checking.

(b) This Company cannot guarantee to forward baggage on same train with passenger; and when necessary, will forward it on other trains.

(c) Baggage Checked to New York City—Unless otherwise specified, all baggage checked to New York City will be sent to the West 23rd Street Station.

(d) Baggage Delivery Service—Arrangements can be made at the time of checking baggage for delivery to residence, hotel or other point in New York City, Newark, Buffalo, and other important cities.

(e) Storage will be charged on each piece of baggage remaining at stations over 24 hours, except that certain concessions will be allowed for Sundays and holidays.

(f) Baggage for stations where there is no agent must be claimed at the baggage car door immediately upon arrival at that station; otherwise it will be carried to first station where agent is on duty and held for further orders.

(g) Parcel Rooms will be found at the principal stations, where packages, hand baggage, etc., may be checked and cared for at a nominal charge.

**STOP-OVERS**—Practically all tickets permit stop-overs within limit at any station en route on application to Conductor.

For further detailed information consult Ticket Agent.

Three story and basement brick building containing 20,000 square feet of floor space; 500 pounds per square foot floor load; four loading doors; loading platform; low pressure heating; 2,500 pounds capacity elevator. D. L. & W. sidetrack.

For further information concerning this property, as well as other industrial buildings and sites, communicate with

W. B. HARAHAN,  
Industrial Agent,  
140 Cedar Street,  
New York, N. Y.  
Telephone:  
BARclay 7-2500

## INDUSTRIAL PROPERTY FOR SALE, ELMIRA, N. Y.







# LACKAWANNA RAILROAD

General Offices—140 Cedar Street, New York, 6, N. Y. Telephone Barclay 7-2500

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J. F. RYDENE, General Coal Freight Agent.....New York  
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W. B. HARAHAH, Industrial Agent.....New York  
HENRY FOULKES, Superintendent Mail and Express Traffic...Hoboken, N. J.

## PASSENGER

W. H. DOMINICK, Passenger Traffic Manager.....New York  
W. E. CARBONE, General Passenger Agent.....New York  
M. H. MURPHY, Gen. Eastern Pass. Agent, 500 Fifth Avenue (18)....New York

C. M. LYON, Gen. Baggage and Milk Traffic Agent.....Hoboken, N. J.  
R. F. IRWIN, General Agent, Passenger Department.....New York

## TRAFFIC REPRESENTATIVES

**Albany, 7, N. Y.**—Room 5, Del. & Hud. Bldg.—Phone Albany 3-4517  
GROVER C. HOWE, General Agent

**Atlanta, 3, Ga.**—22 Marietta Street—Phone Jackson 1317  
CHARLES SANTOR, General Agent

**Binghamton, N. Y.**—Lackawanna Station—Phone Binghamton 4-1311  
W. E. DOWNS, Division Passenger Agent

**Boston, 14, Mass.**—N. Station Office Bldg., 150 Causeway St.—Phone Capital 8970  
DANIEL L. NORTON, General Agent

**Brooklyn, N. Y.**  
HAROLD J. AMBRUSTER, City Freight Agent, 8 Broadway  
(Produce Exchange Bldg.) New York, 4, N. Y. Phone Barclay 7-2500

**Buffalo, 2, N. Y.**—11 W. Genesee St.—Phone Cleveland 2488  
LOUIS F. HEINECK, Gen. Agent, Pass. Dept.

**Chicago, 4, Ill.**—327 South LaSalle Street—Phone Wabash 3443  
C. R. HARTSHORN, Asst. General Freight Agent  
GEORGE A. STAPLES, City Passenger Agent

**Cincinnati, 2, Ohio**—18 East Fourth Street—Phone Main 0730  
H. RUSSELL O'HARA, General Agent

**Cleveland, 14, Ohio**—310 Park Bldg.—Phone Main 0435  
L. E. TENNEY, General Agent

**Detroit, 26, Mich.**—2031 National Bank Bldg.—Phone Cadillac 6727  
O. H. WARBOLD, General Agent

**Easton, Pa.**—402 Northampton Street—Phone Easton 9021  
Z. LEE MATHERS, General Agent

**Elmira, N. Y.**—Lackawanna Station—Phone Elmira 2-1953  
F. W. SCHEPPMANN, Traveling Passenger Agent

**Indianapolis, 4, Ind.**—410 Guaranty Bldg.—Phone Riley 9071  
SAMUEL J. NEILL, General Agent

**Kansas City, 6, Mo.**—403 Railway Exchange Bldg.—Phone Victor 2226  
BRUCE L. DILL, General Agent

**Los Angeles, 14, Calif.**—108 West Sixth Street—Phone Tucker 2067  
H. E. ALLEN, General Agent

**Milwaukee, 3, Wis.**—1315 Majestic Bldg.—Phone Marquette 6410  
J. R. McDOWELL, General Agent

**Minneapolis, 2, Minn.**—1460 Rand Tower—Phone Main 5301  
L. L. NEWELL, General Agent

**Newark, 2, N. J.**—Lackawanna Station—Phone Humboldt 2-2100  
GEORGE R. MARR, Division Freight Agent  
856 Broad Street—Phone Market 3-3440  
C. F. FELTHAM, Division Passenger Agent

**New Haven, 10, Conn.**—157 Church Street—Phone New Haven 6-2466  
WILLIAM J. WYNNE, General Agent

**New York, 4, N. Y.**—8 Broadway (Produce Exchange Bldg.)—  
Phone Bowling Green 9-5100  
HARRY F. DOYLE, General Agent  
GEORGE L. BOLTON, Dairy Agent, Pier 13, North River—  
New York, 7, N. Y. Phone Barclay 7-4230

**500 Fifth Avenue at 42nd Street—Room 842, New York, 18, N. Y.**—  
Phone Lackawanna 4-0234  
W. H. WEBER, District Passenger Agent  
E. WORTMANN, Steamship Passenger Agent

**Paterson, 3, N. J.**—Lackawanna Station—220 Marshall St. (near Main St.)—  
Phone Sherwood 2-1609  
J. H. ALLAN, Ticket Agent

**Philadelphia, 2, Pa.**—1602 Finance Bldg.—  
Phone Bell, Rittenhouse 2848—Keystone, Race 6026  
J. C. DAWSON, General Agent  
H. A. WHITNEY, Assistant General Agent

**Pittsburgh, 22, Pa.**—503 Park Bldg.—Phone Atlantic 0463  
J. A. MCCOY, General Agent

**Portland, 5, Ore.**—Room 423, Terminal Sales Bldg.—Phone BEacon 0757  
FRED W. DOST, Traveling Freight Agent

**St. Louis, 1, Mo.**—1971-1972 Railway Exchange Bldg.—Phone Main 2460  
WILLIAM J. NOLAN, General Agent

**San Francisco, 5, Calif.**—705 Monadnock Bldg.—Phone Sutter 7515  
W. R. KNEISS, General Agent

**Scranton, 3, Pa.**—Lackawanna Station—Phone Scranton 5251  
E. E. BROTHERS, Division Freight Agent  
J. H. VAN WIE, Division Passenger Agent

**Seattle, 1, Wash.**—1331 Third Avenue—Phone Main 3055  
R. A. WARREN, General Agent

**Syracuse, 2, N. Y.**—Lackawanna Station—Phone Syracuse 2-9211  
G. W. EGGERT, Division Freight Agent  
O. J. STINGER, City Passenger Agent

**Toledo, 4, Ohio**—710 Toledo Trust Bldg.—Phone Adams 1817  
A. J. NASH, General Agent

**Toronto, 1, Ont.**—1806 Royal Bank Bldg.—Phone Elgin 7635  
J. S. BRANNING, Canadian Agent