Lackawanna Railroad

THE ROAD OF ANTHRACITE

BEST WAY
BETWEEN
BUFFALO
AND
NEW YORK

SUPERIOR THROUGH SERVICE
BETWEEN
CHICAGO
CLEVELAND DETROIT
NEW YORK

IN EFFECT APR. 7, 1917

L. MIDDLEDITCH CO. N.Y.

G. P. D. FORM 10.

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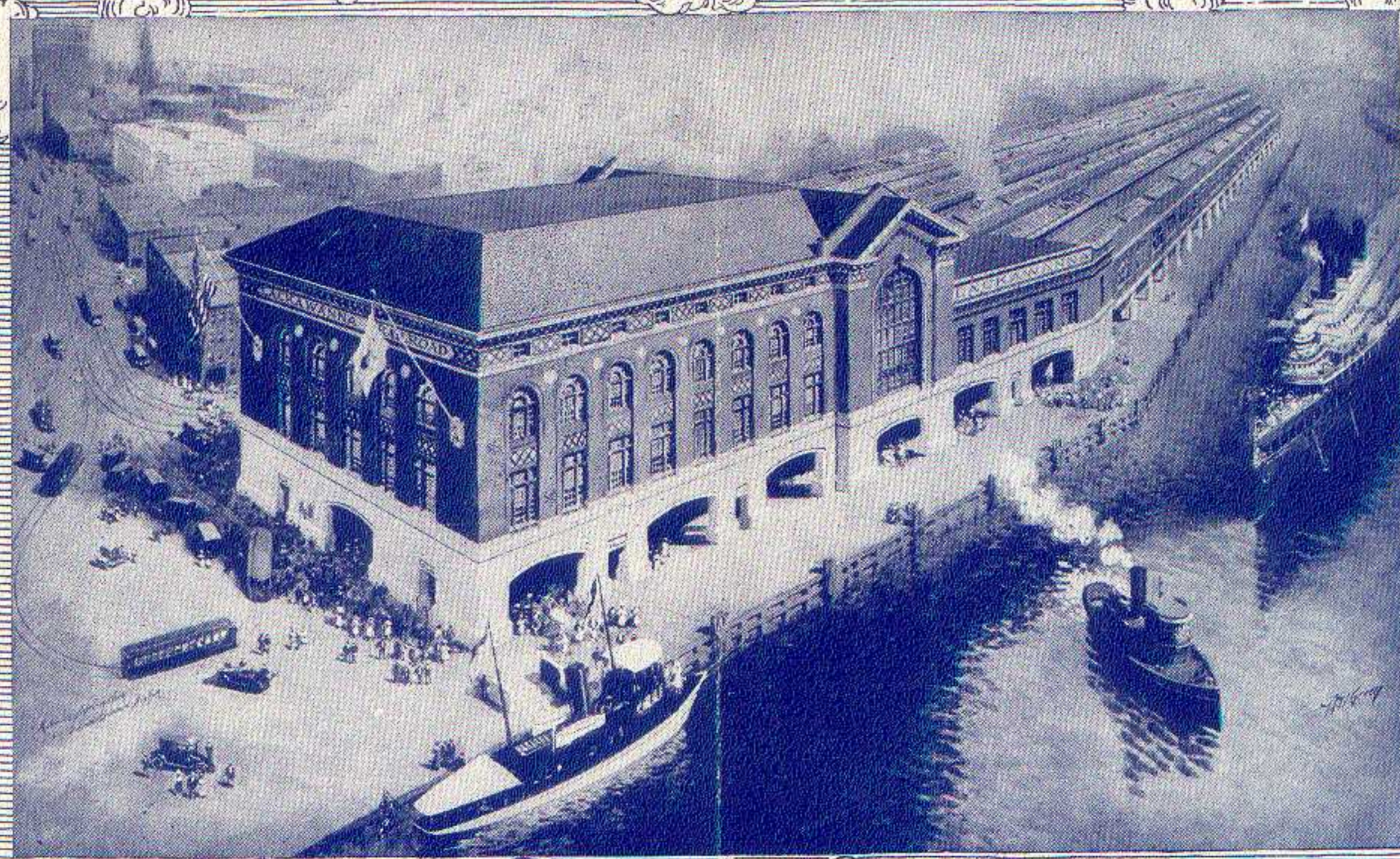


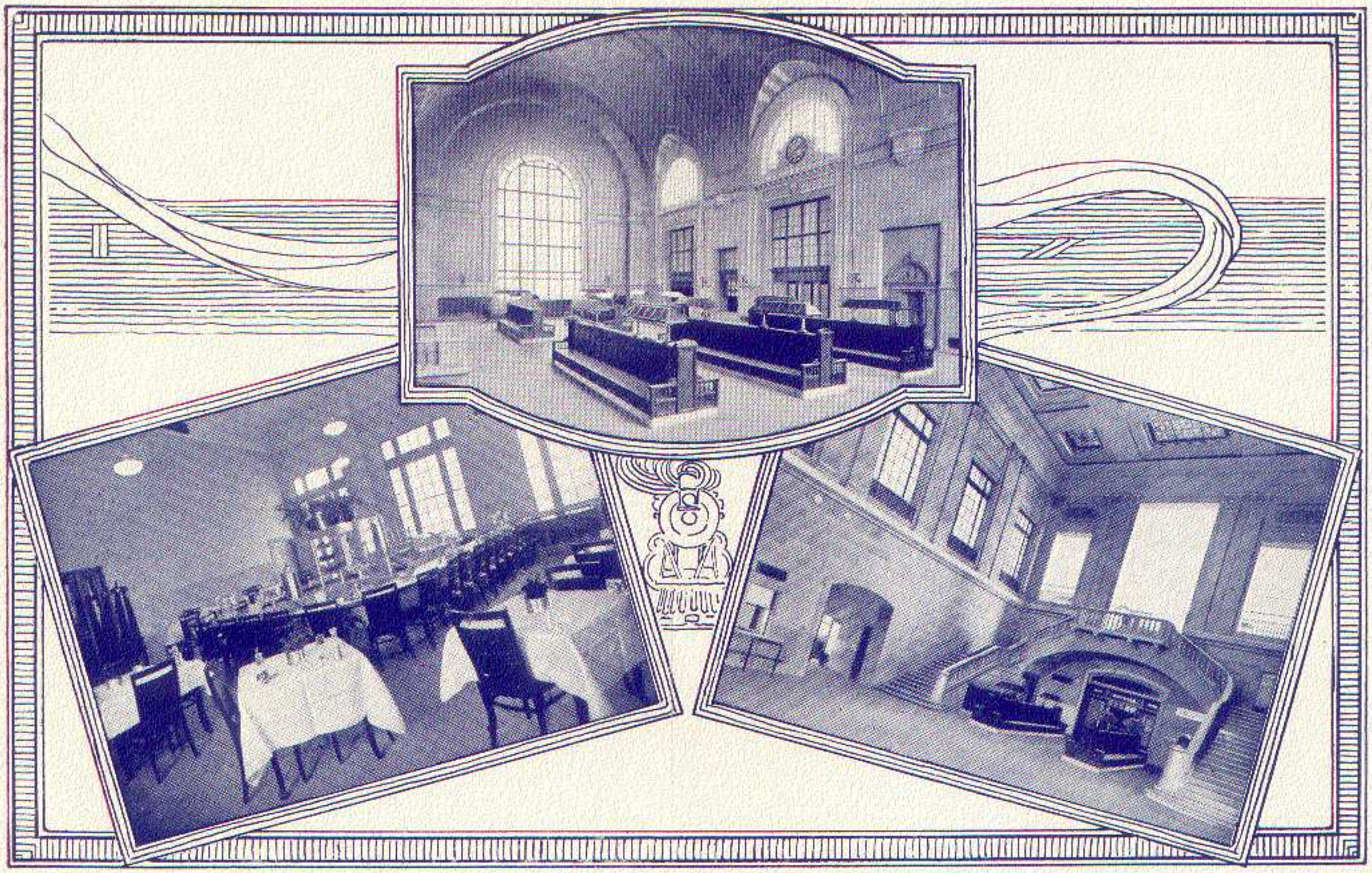
The New Passenger Terminal at Buffalo

THE absence of an adequate passenger station at its western terminus has, for many years, been a source of regret to the Lackawanna Railroad Company, as well as the people of Buffalo, between whom there has always been a relationship having the force of a family tie. The obstacles in the way of this improvement have been many, but have now been entirely overcome, and February 1, 1917, marks the opening of the new terminal, a structure of dignified proportions and architectural beauty.

The importance of this new structure, with the facilities which it provides, grows out of the pre-eminence of Buffalo as one of the greatest cities of America—the Queen City of the Lakes, and the western gateway to the Empire State, as well as to the prominence of the Lackawanna Railroad, which has now come to be familiarly known as "Mile for Mile the most highly developed Railroad in America."

The new station is located at the foot of Main Street on the Buffalo River at the point from which the fan-like traction system of Buffalo radiates to all parts of the City. Its proximity to all of Buffalo's leading hotels and office buildings adds to its marked accessibility. Its site is that to which the passenger traffic of the Great Lakes flows, landing under the very roof of the Lackawanna Terminal.

The illustrations herein make unnecessary any extended description of the architectural features of this building. It may be added, however, that the entire structure is of steel, concrete and other indestructible materials. The main entrance or street level Waiting Room with its marble stairway, suggesting that of the Congressional Library at Washington, and the track level or Main Waiting Room are, perhaps, two of the most striking features of this building, the latter, in particular, being an exceptional combination of architectural design and artistic treatment. The lighting fixtures are the latest product of the Tiffany Studios. All of the appurtenances of the station and its accessories are especially designed for the convenience of



the traveling public, and the ladies' waiting rooms, men's quarters, parcel rooms and other features of this character are a happy combination of artistic simplicity and serviceableness. The lunch room and restaurant, opening from the Main Waiting Room, are under the supervision of the Company's Dining Department, and the same high-grade characteristics which mark that service will be found here. The kitchen is one of the best equipped to be found in the city of Buffalo.

The Bush Train Sheds, which are the invention of the Company's former chief engineer, and were first installed in the Lackawanna terminal at Hoboken, New Jersey, have been a feature of practically all the large passenger terminals that have since been built in the United States, and are light, clean, airy, free from gases and afford perfect protection from the elements.

The approach to the Station consists of driveways arranged for vehicular traffic passing in designated currents, avoiding confusion and affording quick ingress and egress. The Station being a combination railroad station and dock, the very best possible facilities are provided between steamers of the several Great Lake lines and the trains operated to and from the station.

In addition to the service of the Lackawanna Railroad, the facilities of this station are so ample that arrangements have been made also to accommodate the trains of the New York, Chicago & St. Louis Railroad and the Buffalo Rochester & Pittsburgh Railway. The operation of these lines in this station began February 15th and March 1st, respectively.

The architect of the station building is Kenneth M. Murchison of New York, who has designed a number of the most notable structures of this kind in the country.

The construction of the entire terminal and its approaches was under the personal supervision of Mr. Geo. J. Ray, Chief Engineer of the Company.

LACKAWANNA RAILROAD—THE ROAD OF ANTHRACITE

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

WESTWARD

Lv. New York	*10 00
Lv. Hoboken	*10 20
Lv. Newark	*10 32
Lv. Philadelphia	a8 41
Lv. Scranton	*1 52
Lv. Binghamton	*3 24
Ar. Syracuse	*5 53
Ar. Oswego	*7 20
Ar. Utica	*6 25
Lv. Elmira	*4 38
Ar. Buffalo	*7 58
Ar. Detroit	*2 45
Ar. Chicago	*12 50
Ar. St. Louis	*3 45

No. 3.—LACKAWANNA LIMITED. Daily.
Runs via Newark and via Cut-off.

Sleeping Car...New York to Chicago, Drawing Room. (via Wabash R. R.) Connecting en route with Sleeping Car for St. Louis.
Parlor Car.....New York to Buffalo, Observation. New York to Oswego.
Dining Car....For all meals.
Coaches.....New York to Buffalo.

Lv. New York	*2 00
Lv. Hoboken	*2 20
Lv. Newark	*2 34
Lv. Philadelphia	†12 39
Lv. Scranton	*6 35
Lv. Binghamton	*8 25
Lv. Elmira	*10 00
Ar. Buffalo	*1 50
Ar. Detroit	*7 10
Ar. Chicago	*2 00

No. 5.—CHICAGO LIMITED. Daily.
Michigan Central Section.
Runs via Newark and via Cut-off.

Observation—Library—Lounge Car}New York to Chicago.
Sleeping Cars.....New York to Chicago. Drawing Room.
Parlor Car.....New York to Elmira.
Buffet Club Car.....Buffalo to Chicago.
Dining Car.....For all meals.
Coaches.....New York to Buffalo.
Extra fare train.

Lv. New York	*2 00
Lv. Hoboken	*2 20
Lv. Newark	*2 34
Lv. Philadelphia	†12 39
Lv. Scranton	*6 35
Lv. Binghamton	*8 25
Lv. Elmira	*10 00
Ar. Buffalo	*1 50
Ar. Erie	*3 08
Ar. Cleveland	*5 46
Ar. Fort Wayne	*11 50
Ar. Chicago	*4 55

No. 5.—CHICAGO LIMITED.
Daily. Nickel Plate Section.
Runs via Newark and via Cut-off.

Observation—Library—Lounge Car}New York to Chicago.
Sleeping Cars.....New York to Chicago.
Parlor Car.....New York to Elmira.
Dining Car.....For all meals.
Through Coaches.....New York to Chicago.
No extra fare charged on this train.

Lv. New York	*6 30
Lv. Hoboken	*6 55
Lv. Newark	*7 09
Lv. Scranton	*11 48
Lv. Binghamton	*2 40
Ar. Utica	*8 10
Lv. Elmira	*4 00
Ar. Buffalo	*7 30
Ar. Cleveland	*11 25
Ar. Chicago	*9 20

No. 7.—WESTERN EXPRESS. Daily.
Via Nickel Plate R. R.
Runs via Newark and via Hackettstown.

Sleeping Car...New York to Chicago, Drawing Room. (via Nickel Plate R. R.)
Sleeping Car...New York to Utica, Drawing Room.
Dining Car....For all meals.
Through Coach New York to Chicago.

Lv. New York	*8 30
Lv. Hoboken	*8 55
Lv. Newark	*9 08
Lv. Philadelphia	*7 00
Lv. Scranton	*12 55
Lv. Binghamton	*2 40
Ar. Syracuse	*7 42
Ar. Oswego	*9 00
Ar. Ithaca	*7 00
Lv. Elmira	*4 00
Ar. Buffalo	*7 30

No. 9.—BUFFALO LIMITED. Daily.
Runs via Newark and via Cut-off.

Sleeping Cars..New York to Buffalo, Drawing Room.
Compartment Sleeping Car}New York to Buffalo.
Sleeping Car...New York to Oswego, Drawing Room. New York to Ithaca, Drawing Room.
Passengers may remain in Buffalo cars until 7.50 a. m. and Ithaca car until 8.00 a.m
Buffet Car.....New York to Buffalo.
Dining Car....Cortland to Syracuse.
Coaches.....New York to Buffalo.

Lv. New York	*2 00
Lv. Hoboken	*2 25
Lv. Scranton	*6 18
Lv. Binghamton	*7 55
Lv. Elmira	*9 25
Ar. Buffalo	*1 00
Ar. Cleveland	*7 20
Ar. Chicago	*7 35

No. 15.—CHICAGO MAIL. Daily.
Runs via Paterson and via Cut-off

Sleeping Car...New York to Chicago, Drawing Room. (via Nickel Plate R. R.)
New York to Elmira, Drawing Room.
New York to Binghamton, Drawing Room.
Sleeping Car...New York to Scranton.
Passengers may remain in Scranton car until 8.00 a.m.
Sleeping Cars open for occupancy at 9.30 p. m.
Dining Car....For all meals.
Coaches.....New York to Buffalo.

Lv. New York	†5 00
Lv. Hoboken	†5 20
Lv. Philadelphia	†3 30
Ar. Stroudsburg & E. Stroudsburg	†7 25
Ar. Scranton	†9 15
Ar. Kingston	†9 55

No. 25.—SCRANTON EXPRESS. Daily except Sunday.
Runs via Paterson and via Cut-off.

Parlor Car.....New York to Kingston, Pa.
Parlor Car.....Philadelphia to Stroudsburg, Pa.
Dining Car.....New York to Scranton.
Coaches.....New York to Kingston, Pa. (Wilkes Barre)

EASTWARD

Lv. Chicago	*10 35
Lv. Cleveland	*8 41
Lv. Buffalo	*3 15
Ar. Elmira	*6 55
Ar. Binghamton	*8 25
Ar. Scranton	*10 10
Ar. Philadelphia	†4 17
Ar. New York	*3 40

No. 2.—CHICAGO and NEW YORK EXPRESS.
Daily via Nickel Plate R. R.
Runs via Hackettstown and via Newark.

Observation—Library—Lounge Car}Chicago to New York.
Sleeping Cars.....Chicago to New York.
Parlor Car.....Elmira to New York, Sundays only.
Dining Car.....For all meals.
Through Coaches.....Chicago to New York.

Lv. Elmira	†8 30
Lv. Binghamton	†11 00
Lv. Scranton	†12 40
Ar. Philadelphia	†6 23
Ar. New York	†4 48

No. 4.—CHAMBER OF COMMERCE SPECIAL.
Daily except Sunday.
Runs via Cut-off and via Paterson.

Parlor Car.....Elmira to New York.
Dining Car....Binghamton to New York.
Coaches.....Elmira to New York.

Lv. Chicago	*5 40
Lv. Kalamazoo	*8 58
Lv. Battle Creek	*9 26
Lv. Jackson	*10 26
Lv. Ann Arbor	*11 14
Lv. Detroit	*12 11
Lv. Buffalo	*9 30
Ar. Elmira	*12 46
Lv. Oswego	*10 20
Lv. Utica	*10 35
Lv. Syracuse	*12 00
Ar. Binghamton	*2 12
Ar. Scranton	*3 42
Ar. Philadelphia	*9 05
Ar. New York	*7 30

No. 6.—LACKAWANNA LIMITED. Daily.
Via Michigan Central R. R.
Runs via Cut-off and via Paterson.

Sleeping Car...Chicago to New York, Drawing Room.
Parlor Car.....Buffalo to New York, Observation. Oswego to New York.
Club Car.....Chicago to Buffalo.
Dining Car.....For all meals.
Coaches.....Buffalo to New York.
Extra fare train.

Lv. Chicago	*2 30
Lv. Cleveland	*2 19
Lv. Buffalo	*9 30
Ar. Elmira	*12 46
Lv. Oswego	*10 20
Lv. Utica	*10 35
Lv. Syracuse	*12 00
Ar. Binghamton	*2 12
Ar. Scranton	*3 42
Ar. Philadelphia	*9 05
Ar. New York	*7 30

No. 6.—LACKAWANNA LIMITED. Daily.
Via Nickel Plate R. R.
Runs via Cut-off and via Paterson.

Sleeping Car...Chicago to New York, Drawing Room.
Parlor Car.....Buffalo to New York, Observation. Oswego to New York.
Dining Car....For all meals.
Coaches.....Buffalo to New York.

Lv. Chicago	*9 40
Lv. Cleveland	*8 35
Lv. Buffalo	*5 50
Ar. Elmira	*10 20
Lv. Ithaca	*10 00
Ar. Binghamton	*12 10
Ar. Scranton	*2 25
Ar. New York	*7 00

No. 10.—NEW YORK EXPRESS. Daily.
Via Nickel Plate R. R.
Runs via Cut-off and via Paterson.

Sleeping Car...Chicago to New York, Drawing Room. Ithaca to New York, Drawing Room. Binghamton to New York, Drawing Room.
Sleeping Car...Scranton to New York.
Dining Car....For all meals.
Through Coach Chicago to New York.
Ithaca Car open at 9.00 p.m.; other cars open at 9.30 p.m.
Passengers may occupy Sleeping Cars until 8.00 a.m.

Lv. Buffalo	*9 00
Ar. Elmira	*12 24
Lv. Utica	*10 00
Lv. Oswego	*9 00
Lv. Syracuse	*10 30
Ar. Binghamton	*1 45
Ar. Scranton	*3 40
Ar. New York	*8 00

No. 12.—NEW YORK LIMITED. Daily.
Runs via Cut-off and via Paterson.

Sleeping Cars..Buffalo to New York, Drawing Room.
Compartment Sleeping Car}Buffalo to New York.
Sleeping Car...Elmira to New York, Drawing Room. Utica to New York, Drawing Room. Oswego to New York, Drawing Room.
Buffet Car.....Buffalo to New York.
Coaches.....Buffalo to New York.
Elmira Sleeping Car open for occupancy at 9.00 p.m.
Passengers may occupy Sleeping Cars until 8.00 a.m.

Lv. Buffalo	*11 30
Ar. Scranton	*6 28
Ar. Stroudsburg & E. Stroudsburg	*8 05
Ar. New York	*10 55

No. 14.—THE OWL. Daily.
Runs via Cut-off and via aterson.

Sleeping Car...Buffalo to New Yor (open at 9.30 p.m.)
Sleeping Car...Buffalo to Scranton (open at 9.30 p.m.)
Passengers may occupy Scranton Sleeping Car until 8 a.m.
Dining Car....For all meals.
Coaches.....Buffalo to New York.

Lv. Kingston	†7 10
Lv. Scranton	†8 00
Lv. Stroudsburg & E. Stroudsburg	†9 37
Ar. Philadelphia	†1 19
Ar. New York	†12 05

No. 26.—NEW YORK DAY EXPRESS.
Daily except Sunday.
Runs via Cut-off and via Paterson.

Parlor Car.....Kingston, Pa., to New York.
Parlor Car.....Stroudsburg, Pa., to Philadelphia.
Coaches.....Kingston, (Wilkes Barre) Pa., to New York

These time tables are published for the convenience of the public and every care is taken to keep them correct, but the company does not guarantee their correctness nor does it hold itself responsible for any errors or omissions herein. These time tables are subject to change without notice and passengers should apply to Station Agents for definite information.

*Daily. †Daily except Sunday. a On Sundays this train leaves at 7.45 a. m. Leaving time is at Barclay St., New York. A. M. time light type; Arriving time New York is at Barclay St. **P. M. time heavy type.**

NEW YORK TO BUFFALO, CLEVELAND, DETROIT AND CHICAGO

WESTWARD

FOR CONDENSED TIME AND EQUIPMENT OF TRAINS SEE PAGES 5 AND 6.

Miles.	STATIONS		15	29	Mixed 43 Train	403	1	801	3	383	411	39	357	5	385	405	25	469	7	473	807	9	
			AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
.....	New York																						
.....	West 23d St.	..Lv	*2 00	.....	*3 00	.....	†8 00	§8 00	*10 00	.....	†1 00	.....	.....	*2 00	.....	.....	†5 00	.....	*6 30	.....	.....	*8 30	.....
.....	Barclay St.																						
.....	Christopher St.																						
1.0	Hoboken	.Lv.	2 25	.....	3 30	.....	8 15	8 20	10 20	.....	1 15	.....	.....	2 20	.....	.....	5 20	.....	6 55	.....	.....	8 55	.....
8.8	Newark		.....	.....	.....	†7 46	.....	8 45	z10 32	.....	.....	.....	†1 17	b2 34	.....	†4 31	.....	.....	s7 09	.....	.....	z9 08	.....
10.0	Roseville Ave.		.....	.....	.....	7 51	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....			.....	.....
10.6	Grove St.		.....	.....	.....	.....	.....	.....	.....	.....		.....	v1 21	.....	.....	.....	.....		.....			.....	.....
11.1	East Orange		.....	.....	.....	7 55	.....	.....	.....	.....		.....	v1 22	.....	.....	.....	.....		.....			.....	.....
11.6	Brick Church		.....	.....	.....	.....	.....	.....	.....	.....		.....	v1 23	b2 42	.....	.....	.....		a7 19			a9 16	.....
12.4	Orange		.....	.....	.....	8 01	.....	.....	.....	.....		.....	†1 26	.....	.....	.....	.....		.....			.....	.....
13.2	Highland Ave.		.....	.....	.....	.....	.....	.....	.....	.....		.....	v1 30	.....	.....	.....	.....		.....			.....	.....
14.1	Mountain Station		.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....			.....	.....
14.9	South Orange		.....	.....	.....	8 07	.....	.....	.....	.....		.....	v1 31	.....	.....	.....	.....		.....			.....	.....
16.2	Maplewood		.....	.....	.....	8 11	.....	.....	.....	.....		.....	†1 35	.....	.....	.....	.....		.....			.....	.....
17.8	Millburn		.....	.....	.....	8 15	.....	.....	.....	.....		.....	†1 39	.....	.....	.....	.....		.....			.....	.....
18.8	Short Hills		.....	.....	.....	8 18	.....	9 08	.....	.....		.....	†1 42	.....	.....	.....	.....		.....			.....	.....
21.1	Summit		.....	.....	.....	8 28	.....	9 15		.....		.....	†1 49	.....	.....	4 51	.....		a7 38				.....
24.4	Chatham		.....	.....	.....	8 35	.....	9 20		.....		.....	†1 55	.....	.....	4 57	.....		.....				.....
26.7	Madison		.....	.....	.....	8 40	.....	9 25		.....		.....	†2 00	.....	.....	5 02	.....		.....				.....
28.7	Convent		.....	.....	.....	8 45	.....	9 30		.....		.....	†2 05	.....	.....	5 07	.....		.....				.....
30.8	Morristown		.....	.....	.....	8 52	.....	9 35		.....		.....	†2 10	.....	.....	5 12	.....		a7 54				.....
33.1	Morris Plains		.....	.....	.....	8 58	.....	9 40		.....		.....	†2 17	.....	.....	5 17	.....		.....				.....
36.7	Mount Tabor		.....	.....	.....	9 05	.....	9 47		.....		.....	k2 22		.....	5 24	.....		.....				.....
37.3	Denville		.....	.....	.....	9 08	.....	9 51		.....		.....	†2 25		.....	5 27	.....		.....				.....
4.7	Secaucus	.Lv.	.....	.....	.....		.....	8 30		.....		.....			.....		.....		.....	†8 24	.....		.....
8.5	Kingsland		.....	.....	.....		.....	8 37		.....		.....			.....		.....	*6 54	.....	8 29	§8 58		.....
9.2	Lyndhurst		.....	.....	.....		8 30	8 40		.....		.....			.....		.....	6 58	.....	8 31	9 01		.....
10.3	Delawanna		.....	.....	.....		.....	8 44		.....		.....			.....		.....	7 01	.....	8 34	9 04		.....
11.6	Passaic		.....	.....	.....		8 35	8 48		.....	1 33	.....			.....		.....	7 05	.....	8 37	9 07		.....
13.2	Athenia		.....	.....	.....		.....	f8 52		.....		.....			.....		.....	7 09	.....	8 40	.....		.....
15.7	Paterson		.....	.....	4 08		8 44	9 00		.....	1 43	.....			.....		s5 43	7 14	.....	8 46	9 14		.....
19.2	Little Falls		.....	.....	.....		.....	f9 07		.....		.....			.....		.....	f7 20	.....	f8 52	.....		.....
21.6	Mountain View		.....	.....	.....		.....	f9 12		.....		.....			.....		.....	f7 25	.....	f8 57	.....		.....
23.9	Lincoln Park		.....	.....	.....		.....	9 17		.....	1 56	.....			.....		.....	7 29	.....	9 02	f9 26		.....
26.2	Towaco		.....	.....	.....		.....	f9 23		.....	f2 01	.....			.....		.....	f7 34	.....	9 07	.....		.....
28.8	Montville		.....	.....	.....		.....	f9 30		.....	f2 06	.....			.....		.....	f7 39	.....	9 12	.....		.....
30.3	Boonton		.....	.....	.....		9 05	9 36		.....	2 10	.....			.....		6 05	7 44	.....	9 17	9 36		.....
32.2	Mountain Lakes		.....	.....	.....		.....	9 41		.....	2 15	.....			.....		.....	7 48	.....	9 21	9 40		.....
35.0	Denville		.....	.....	.....		.....	9 51		.....	2 25	.....			.....		.....	7 57	.....	9 29	9 46		.....
36.6	Rockaway		.....	.....	.....		9 18	9 55		.....	2 29	.....			.....		.....	8 01	.....	9 33	.....		.....
39.1	Dover	....Ar.	.....	.....	.....	9 16	9 27	10 04		.....	2 36	.....	†2 33	b3 28	.....	†5 35	6 21	*8 08	8 13	†9 40	§9 53	a10 06	.....
39.1	Dover	....Lv.	.....	.....	.....	9 16	9 27	10 04		.....	2 36	.....	.....	b3 28	.....	.....	6 21	.....	8 13	.....	.....	a10 06	.....
41.1	Wharton		.....	.....	.....	9 22	.....	10 09		.....	2 40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44.1	Mt. Arlington		.....	.....	.....	9 28	9 36	10 15		.....	2 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
46.5	Lake Hopatcong		.....	.....	.....	9 33	9 42	10 21		.....	†2 55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
47.6	Port Morris		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49.0	Netcong (Stanhope)		.....	.....	.....	9 40	9 47	10 30	.....	.....	*3 02	.....	.....	.....	.....	.....	.....	.....	8 32	.....	.....	.....	.....
52.2	Waterloo		.....	.....	.....	.....	f9 54	10 38	.....	.....	*3f10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
57.8	Hackettstown		.....	.....	6 05	9 59	10 04	10 48	.....	.....	*3 18	.....	.....	.....	.....	.....	.....	.....	8 47	.....	.....	.....	.....
64.2	Port Murray		.....	.....	.....	10 10	.....	11 00	.....	.....	*3f28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
67.6	Washington	Ar.	.....	.....	6 25	†10 17	10 22	11 10	.....	.....	*3 35	.....	.....	.....	.....	.....	.....	.....	9 03	.....	.....	.....	.....
67.6	Washington	Lv.	.....	.....	6 30	.....	10 24	11 15	.....	.....	*3 37	.....	.....	.....	.....	.....	.....	.....	9 05	.....	.....	.....	.....
72.0	Oxford Furnace		.....	.....	6 40	.....	10 33	11 24	.....	.....	*3 46	.....	.....	.....	.....	.....	.....	.....	9 15	.....	.....	.....	.....
76.5	Bridgeville		.....	.....	6 55	.....	10 42	11 32	.....	.....	*3 54	.....	.....	.....	.....	.....	.....	.....	f9 24	.....	.....	.....	.....
80.8	Delaware		.....	.....	7 12	.....	10 49	11 42	.....	.....	*4 01	.....	.....	.....	.....	.....	.....	.....	f9 32	.....	.....	.....	.....
83.6	Portland		.....	.....	7 20	.....	10 55	11 48	.....	.....	*4 06	.....	.....	.....	.....	.....	.....	.....	9 38	.....	.....	.....	.....
58.6	Greendell		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f3 59	.....	.....	6 47	.....	.....	.....	.....	.....	.....
61.7	Johnsonburg		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f4 03	.....	.....	6 53	.....	.....	.....	.....	.....	.....
65.8	Blairstown		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f4 10	.....	.....	f6 59	.....	.....	.....	.....	.....	.....
78.2	Water Gap		.....	.....	7 32	.....	11 05	.....	.....	.....	*4 16	.....	.....	4 30	.....	.....	h7 14	.....	x9 49	.....	.....	.....	.....
82.6	Stroudsburg &E.St'dsb'g		4 29	.....	7 44	.....	11 16	§12 05	12 19	*12 20	*4 25	§4 27	.....	4 40	*5 00	.....	7 25	.....	10 05	.....	.....	11 07	.....
86.8	Analomink		.....	.....	f7 53	.....	11 24	.....	.....	12 28	.....	4 35	.....	.....	5 07	.....	7 32	.....	.....	.....	.....	.....	.....
90.2	Henryville		.....	.....	f8 04	.....	11 33		.....	12 36	.....	4 43	.....	.....	5 16	.....	7 42	.....	.....	.....	.....	.....	.....
95.6	Cresco		.....	.....	8 25	.....	11 47		.....	12 51	.....	4 56	.....	.....	5 30	.....	7 58	.....	.....	.....	.....	.....	.....
101.4	Mount Pocono		.....	.....	8 45	.....	12 05		.....	1 06	.....	5 12	.....	.....	5 45	.....	8 15	.....	.....	.....	.....	.....	.....
103.6	Pocono Summit		.....	.....	8 54	.....	12 13		.....	1 12	.....	5 18	.....	.....	5 51	.....	8 22	.....	.....	.....	.....	.....	.....
108.7	Tobyhanna		.....	†7 00	9 03	.....	12 22		.....	*1 20	.....	5 28	.....	.....	*6 00	.....	8 32	.....	.....	.....	.....	.....	.....
113.9	Gouldsboro		.....	7 09	9 13	.....	12 31		.....	.....	.....	5 37	.....	.....	.....	.....	8 40	.....	.....	.....	.....	.....	.....
115.7	Lehigh		.....	7 13	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
121.6	Moscow		.....	7 26	9 26	.....	12 42		.....	.....	.....	5 50	.....	†6 06	.....	.....	8 52	.....	.....	.....	.....	.....	.....
124.8	Elmhurst		.....	7 32	9 32	.....	12 47		.....	.....	.....	5 56	.....	.....	.....	.....	8 59	.....	.....	.....	.....	.....	.....
128.8	Nay Aug		.....	7 39	.....	.....	12 55		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
134.2	Scranton	Ar.	*6 08	†7 50	*9 50	.....	†1 05	.....	*1 48	.....	.....	§6 12	.....	*6 25	.....	.....	†9 15	.....	*11 43	.....	.....	*12 50	.....
			AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	

Boonton Branch.

Old Line

LACKAWANNA LIMITED.

SUNDAYS ONLY.

Connecting at Washington with train No. 1.

Connecting at Dover week-days with train No. 5.

Connecting at Dover with train No. 5.

CHICAGO LIMITED.

Connecting at Dover with train No. 25.

Connecting at Dover daily with train No. 7.

Connecting at Dover week-days with train No. 9.

Connecting at Dover Sundays with train No. 9.

BUFFALO LIMITED.

NEW YORK TO BUFFALO, CLEVELAND, DETROIT AND CHICAGO

WESTWARD.

FOR CONDENSED TIME AND EQUIPMENT OF TRAINS SEE PAGES 5 AND 6.

Miles.	STATIONS	9	35	15	27	1	3	1	33	5	7	
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	
134.2	**Scranton** ..... Lv.	*12 55	.....	*6 18	*8 55	†1 10	*1 52	.....	*6 17	*6 35	*11 48	.....
.....	Wilkes-Barre✢	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
141.5	Clarks Summit	.....	.....	.....	9 13	1 28	.....	.....	6 33	.....	.....	.....
144.1	Glenburn	.....	.....	.....	9 18	1 33	.....	.....	6 38	.....	.....	.....
145.1	Dalton	.....	.....	.....	9 21	1 36	.....	.....	6 41	.....	.....	.....
147.0	La Plume	.....	.....	.....	9 25	1 40	.....	.....	6 45	.....	.....	.....
149.3	Factoryville	.....	.....	.....	9 30	1 45	.....	.....	6 50	.....	.....	.....
153.1	Nicholson	.....	.....	.....	9 39	1 52	.....	.....	6 58	.....	.....	.....
158.6	Foster	.....	.....	.....	9 49	2 01	.....	.....	7 07	.....	.....	.....
162.9	Kingsley	.....	.....	.....	9 56	2 09	.....	.....	7 15	.....	.....	.....
166.4	Alford	.....	.....	.....	10 05	2 17	.....	.....	7 22	7 32	.....	.....
172.6	New Milford	.....	.....	r7 21	10 16	2 27	.....	.....	7 32	.....	x12 55	.....
178.5	Hallstead	.....	.....	7 31	10 29	2 38	.....	.....	7 41	.....	x 1 03	.....
183.7	Conklin	.....	.....	.....	10 42	2 46	.....	.....	7 50	.....	.....	.....
186.7	Conklin Centre	.....	.....	.....	f10 47	.....	.....	.....	f7 55	.....	.....	.....
192.7	**Binghamton** .... Ar.	2 30	.....	7 50	11 00	3 00	3 19	.....	*8 05	8 15	1 25	.....
272.1	**Syracuse** ..... Ar.	7 42	.....	11 30	.....	5 53	5 53	.....	.....	.....	.....	.....
287.7	**Utica** ..... Ar.	.....	.....	12 10	.....	†6 25	6 25	.....	.....	.....	8 10	.....
192.7	**Binghamton** ..... Lv.	2 40	.....	7 55	11 10	.....	3 24	*4 50	.....	8 25	2 40	.....
195.4	Johnson City	.....	.....	8 00	11 15	.....	.....	4 55	.....	g	.....	.....
197.5	Willow Point	.....	.....	.....	f11 20	.....	.....	f5 00	.....	.....	.....	.....
200.7	Vestal	.....	.....	.....	11 26	.....	.....	5 08	.....	g	.....	.....
206.8	Apalachin	.....	.....	f8 13	11 36	.....	.....	5 18	.....	g	.....	.....
213.4	**Owego**	3 10	.....	8 26	11 47	.....	3 50	5 33	.....	8 58	3 10	.....
247.4	**Ithaca** ..... Ar.	7 00	.....	.....	.....	.....	c5 20	.....	.....	.....	.....	.....
218.5	Lounsberry ..... Lv.	.....	.....	.....	11 57	.....	.....	5 42	.....	g	.....	.....
221.6	Nichols	.....	.....	8 39	12 03	.....	.....	5 50	.....	9 10	.....	.....
227.5	Litchfield	.....	.....	.....	12 13	.....	.....	f6 00	.....	.....	.....	.....
232.0	Waverly	.....	.....	8 54	12 23	.....	4 11	6 09	.....	9 25	.....	.....
236.2	Wilawana	.....	.....	.....	12 33	.....	.....	6 17	.....	g	.....	.....
242.9	Lowman	.....	.....	.....	12 47	.....	.....	6 28	.....	g	.....	.....
249.7	**Elmira** ..... Ar.	3 55	.....	9 20	1 00	.....	4 33	*6 40	.....	9 50	3 55	.....
249.7	**Elmira** ..... Lv.	4 00	.....	9 25	1 10	.....	4 38	.....	.....	10 00	4 00	.....
251.8	Elmira Heights	.....	.....	.....	1 15	.....	.....	.....	.....	.....	.....	.....
254.0	Horseheads	.....	.....	.....	1 20	.....	.....	.....	.....	g	.....	.....
259.5	Big Flats	.....	.....	.....	1 31	.....	.....	.....	.....	g	.....	.....
267.7	**Corning**	.....	.....	9 48	1 48	.....	5 01	.....	.....	10 29	.....	.....
269.2	Painted Post	.....	.....	.....	1 51	.....	.....	.....	.....	.....	.....	.....
271.9	Coopers	.....	.....	.....	1 56	.....	.....	.....	.....	g	.....	.....
274.6	Curtis	.....	.....	.....	f2 01	.....	.....	.....	.....	.....	.....	.....
276.7	Campbell	.....	.....	f10 00	2 05	.....	.....	.....	.....	g	.....	.....
281.1	Savona	.....	.....	e10 06	2 15	.....	.....	.....	.....	g	.....	.....
286.6	**Bath**	4 50	.....	10 17	2 25	.....	5 26	.....	.....	11 00	4 50	.....
290.5	Kanona	.....	.....	.....	2 32	.....	.....	.....	.....	g	.....	.....
294.1	Avoca	.....	.....	10 29	2 39	.....	.....	.....	.....	f11 12	.....	.....
296.8	Wallace	.....	.....	.....	2 44	.....	.....	.....	.....	g	.....	.....
301.9	Cohocton	.....	.....	10 41	2 54	.....	.....	.....	.....	f11 25	.....	.....
306.3	Atlanta	.....	.....	10 48	3 03	.....	.....	.....	.....	g	.....	.....
312.3	Wayland	.....	.....	10 57	3 15	.....	.....	.....	.....	g	.....	.....
314.2	Portway	.....	.....	.....	3 18	.....	.....	.....	.....	g	.....	.....
319.5	Dansville	t5 34	.....	11 11	3 28	.....	6 08	.....	.....	11 53	t5 34	.....
326.7	Groveland	.....	*6 40	.....	3 42	.....	.....	.....	.....	g	.....	.....
333.7	**Mount Morris**	5 54	6 50	11 34	3 56	.....	6 29	.....	.....	12 15	5 54	.....
334.7	Penna. R. R. Jct	.....	6 55	.....	f3 58	.....	.....	.....	.....	.....	.....	.....
336.8	Leicester	.....	7 04	.....	4 03	.....	.....	.....	.....	g	.....	.....
340.2	Greigsville	.....	7 16	.....	4 09	.....	.....	.....	.....	g	.....	.....
343.5	Craigs	.....	7 22	f11 50	4 16	.....	.....	.....	.....	g	.....	.....
346.3	Linwood	.....	7 27	.....	4 21	.....	.....	.....	.....	g	.....	.....
351.1	B. R. & P. Jct	.....	7 33	12y00	4 30	.....	.....	.....	.....	g	.....	.....
355.0	East Bethany	.....	7 40	.....	4 37	.....	.....	.....	.....	g	.....	.....
360.0	East Alexander	.....	7 52	.....	f4 47	.....	.....	.....	.....	.....	.....	.....
362.3	Alexander	.....	7 59	.....	4 51	.....	.....	.....	.....	g	.....	.....
365.1	Ray	.....	8 07	.....	f4 56	.....	.....	.....	.....	.....	.....	.....
368.0	North Darien	.....	8 17	.....	5 02	.....	.....	.....	.....	g	.....	.....
372.3	Fargo	.....	8 29	.....	5 10	.....	.....	.....	.....	g	.....	.....
375.2	Alden	.....	8 38	.....	f5 16	.....	.....	.....	.....	.....	.....	.....
376.8	West Alden	.....	8 43	.....	f5 20	.....	.....	.....	.....	.....	.....	.....
379.5	Dellwood	.....	8 49	.....	f5 25	.....	.....	.....	.....	.....	.....	.....
381.7	East Lancaster	.....	8 55	.....	f5 30	.....	.....	.....	.....	.....	.....	.....
384.2	Lancaster	.....	9 01	.....	5 36	.....	.....	.....	.....	g	.....	.....
385.2	Depew	.....	9 04	.....	5 40	.....	.....	.....	.....	.....	.....	.....
390.6	East Buffalo	.....	9 20	.....	5 50	.....	.....	.....	.....	g	.....	.....
394.3	N. Y. C. & St. L. Jct ...	7 20	.....	12 55	.....	.....	.....	.....	.....	1 41	7 20	.....
396.1	**Buffalo** ..... E. T. Ar.	*7 30	*9 40	*1 00	*6 05	.....	*7 58	.....	.....	*1 50	*7 30	.....
		AM	AM	PM	PM	PM	PM	PM	PM	AM	AM	

✢Frequent service to and from Wilkes-Barre (via Laurel Line) connecting with Lackawanna trains.

STATIONS	15	3	3	5	7	9
	AM	AM	AM	PM	PM	PM
New York ..... Lv.	*2 00	*10 00	*10 00	*2 00	*6 30	*8 30
Hoboken	2 25	10 20	10 20	2 20	6 55	8 55
Newark	.....	z10 32	z10 32	b2 34	s7 09	z9 08
Scranton	6 18	1 52	1 52	6 35	11 48	12 55
Binghamton	7 55	3 24	3 24	8 25	2 40	2 40
Elmira	9 25	4 38	4 38	10 00	4 00	4 00
Nickel Plate Jct	12 55	.....	.....	1 41	7 20	7 20
Buffalo ..... Ar.	*1 00	*7 58	*7 58	*1 50	*7 30	*7 30
	PM	PM	PM	AM	AM	AM
NICKEL PLATE.	PM			AM	AM	AM
Nickel Plate Jct. ..... E. T.	*2 02	.....	.....	*2 10	7 47	7 47
Dunkirk ..... C. T. Ar.	2 16	.....	.....	f2 03	7 50	7 50
Erie	3 49	.....	.....	3 07	8 52	8 52
Cleveland	7 20	.....	.....	5 46	11 25	11 25
Fort Wayne	2 10	.....	.....	11 50	4 45	4 45
Chicago	*7 35	.....	.....	*4 55	*9 20	*9 20
	AM			PM	PM	PM
MICHIGAN CENT. R. R.	PM	PM	PM	AM	AM	AM
Buffalo ..... E. T. Lv.	*1 40	*8 30	*11 55	*3 10	*7 55	*7 55
Detroit ..... C. T. Ar.	*5 40	12 45	4 35	7 10	1 25	1 25
Ann Arbor	.....	1 47	5 34	8 12	2 29	2 29
Jackson	.....	2 39	6 25	8 57	3 25	3 25
Grand Rapids	.....	6 30	9 45	1 05	*9 25	*9 25
Battle Creek	.....	3 44	7 41	9 57	4 32	4 32
Kalamazoo	.....	4 15	8 22	10 29	5 05	5 05
Chicago ..... Ar.	.....	*8 00	*12 15	*2 00	*9 05	*9 05
	PM	AM	PM	PM	PM	PM
MICHIGAN CENT. R. R.	PM			AM	AM	AM
Buffalo ..... E. T. Lv.	*1 45	.....	.....	*5 10	*8 03	*8 03
Toronto .. E. T. Ar. .. (C. P. R.)	5 23	.....	.....	8 43	11 55	11 55
	PM			AM	AM	AM
N. Y. CENTRAL AND BIG FOUR R. R.	PM	PM	PM	AM	AM	AM
Buffalo .. E. T. Lv. (N. Y. C. R. R.)	*1 25	*8 45	*11 15	*4 00	*10 00	*10 00
Cleveland C. T. Ar. " "	4 35	11 54	2 25	7 35	1 10	1 10
Cincinnati ... Ar. (Big Four)	*5 00	*7 15	10 50	*1 55	*5 00	*5 00
Indianapolis .... " "	12 15	*7 45	11 20	3 05	12 15	12 15
St. Louis ..... " "	7 30	1 55	6 20	.....	*7 30	*7 30
Toledo ..... Ar. (N. Y. C. R. R.)	7 15	2 30	5 10	10 00	*4 05	*4 05
Chicago ... Ar. " "	*1 00	*8 15	*11 43	*5 00	.....	.....
	AM	AM	AM	PM	PM	PM
WABASH Ry. Co.		PM			AM	AM
Buffalo ..... E. T. Lv.	.....	*8 30	.....	.....	*8 00	*8 00
Detroit ..... Ar.	.....	2 45	.....	.....	2 10	2 10
Chicago	.....	12 50	.....	.....	9 50	9 50
St. Louis	.....	*3 45	.....	.....	*7 58	*7 58
		PM			AM	AM

EXPLANATION OF REFERENCE MARKS.

*-Daily. †-Daily except Sunday. §-Sundays only. E.T.-Eastern Time. C.T.-Central Time. **AM** time in light type. **PM time in heavy type.** a-Stops on signal for passengers for Scranton and points west. b-Stops on notice to Agent to take on passengers daily for Greendell and points west. c-On Sunday arrives at 6.05 P.M. e-Stops on notice to conductor to let off passengers from Binghamton and beyond and on signal to receive passengers for Buffalo and beyond. f-Stops on signal or on notice to conductor. g-Stops on notice to conductor to let off passengers from points beyond Binghamton, and will stop on signal for passengers for points west of Buffalo. h-Stops on notice to conductor to let off passengers. k-Saturday only. r-Stops on notice to agent to take on passengers for Binghamton and points beyond. s-Stops on signal to take on passengers for Dover and points west. t-Stops on notice to conductor to let off passengers from points east of Dover and on signal to take on passengers for Buffalo and points west. v-Except Saturday and Sunday. x-Stops on notice to conductor to let off passengers from Dover and points east. y-Stops on notice to conductor to let off passengers from New York. z-Stops on signal to take on passengers for Stroudsburg and points west.

CHICAGO, DETROIT, CLEVELAND AND BUFFALO TO NEW YORK

EASTWARD.

FOR CONDENSED TIME AND EQUIPMENT OF TRAINS SEE PAGES 5 AND 6.

STATIONS	2	6	10	12	14
WABASH Ry. Co.		AM	PM		
St. Louis	.....	*8 30	6 40	.....	.....
Chicago	.....	2 30	11 30	.....	.....
Detroit	.....	10 45	8 35	.....	.....
Buffalo.....E. T. Ar.	.....	*7 30	*5 15	.....	.....
		AM	PM		
N. Y. CENTRAL AND BIG FOUR R. R.	PM	Noon	AM		AM
St. Louis C.T.Lv (Big Four)	.....	*12 00	.....	.....	12 05
Indianapolis.. " "	.....	6 15	.....	.....	7 00
Cincinnati.... " "	12 05	*6 05	.....	.....	*8 30
Chicago C.T.Lv.(N.Y.C.R.R.)	*10 30	*3 00	*2 50	.....	*8 25
Toledo..... " "	4 45	11 17	8 52	.....	1 40
Cleveland.... " "	7 45	2 05	11 30	.....	4 15
Buffalo E.T.Ar. " "	*12 59	*7 30	*4 54	.....	*9 16
	AM	AM	PM		PM
MICHIGAN CENT. R. R.			PM	PM	PM
Toronto.E. T. Lv.(C.P.R.)	.....	.....	*1 15	*5 00	*7 15
Buffalo.....E. T. Ar.	.....	.....	5 05	8 40	10 30
			PM	PM	PM
MICHIGAN CENT. R. R.		PM	AM	AM	AM
Chicago.....Lv.	.....	*5 40	*12 05	*12 05	*9 05
Kalamazoo	.....	8 58	4 00	4 00	12 21
Battle Creek	.....	9 26	4 30	4 30	12 50
Grand Rapids	.....	5 10	11 30	11 30	11 05
Jackson	.....	10 26	6 05	6 05	1 55
Ann Arbor	.....	11 14	7 00	7 00	2 45
Detroit.....C. T	.....	12 11	8 15	8 15	3 55
Buffalo.....E. T. Ar.	.....	*7 00	*4 55	*4 55	*10 10
		AM	PM	PM	PM
NICKEL PLATE.	AM	PM	PM		
Chicago.....C. T. Lv.	*10 35	*2 30	*9 40	.....	.....
Fort Wayne	3 10	8 05	2 35	.....	.....
Cleveland	8 41	2 19	8 35	.....	.....
Erie	11 33	5 07	12 06	.....	.....
Dunkirk	f12 43	6 15	1 36	.....	.....
Buffalo.....E. T. Ar.	*3 15	*8 35	*4 05	.....	.....
	AM	AM	PM		
	AM	AM	PM	PM	PM
Buffalo.....Lv.	*3 15	*9 30	*5 50	*9 00	*11 30
Elmira.....Ar.	6 55	12 46	10 20	12 24	3 11
Binghamton	8 25	2 12	12 10	1 45	4 43
Scranton	10 10	3 42	2 25	3 40	6 28
Newark	c3 00	7 54	.....	†7 58	11 35
Hoboken	3 15	7 12	6 42	7 42	10 35
New York.....Ar.	*3 40	*7 30	*7 00	*8 00	*10 55
	PM	PM	AM	AM	AM

Miles	STATIONS	32	38	2	4	4	28	6	28	36	10	12	14
		AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM
0.0	**Buffalo....E. T. Lv.**	.....	.....	*3 15	.....	.....	*8 00	*9 30	.....	*4 00	*5 50	*9 00	*11 30
1.9	N. Y. C. & St. L. Jct	.....	.....	3 30	.....	.....	.....	.....	.....	.....	h	.....	.....
5.6	East Buffalo	.....	.....	.....	.....	.....	8 15	.....	.....	4 13	h	.....	.....
11.0	Depew	.....	.....	.....	.....	.....	8 25	.....	.....	4 23	.....	.....	.....
12.0	Lancaster	.....	.....	.....	.....	.....	8 28	.....	.....	4 26	h	.....	f11 53
14.5	East Lancaster	.....	.....	.....	.....	.....	f8 33	.....	.....	4 31	.....	.....	.....
16.7	Dellwood	.....	.....	.....	.....	.....	f8 37	.....	.....	4 35	.....	.....	.....
19.4	West Alden	.....	.....	.....	.....	.....	f8 42	.....	.....	4 40	.....	.....	.....
21.0	Alden	.....	.....	.....	.....	.....	f8 45	.....	.....	4 44	.....	.....	.....
23.9	Fargo	.....	.....	.....	.....	.....	8 50	.....	.....	4 49	h	.....	.....
28.2	North Darien	.....	.....	.....	.....	.....	8 57	.....	.....	4 59	h	.....	.....
31.1	Ray	.....	.....	.....	.....	.....	f9 02	.....	.....	5 08	.....	.....	.....
33.9	Alexander	.....	.....	.....	.....	.....	9 07	.....	.....	5 16	h	.....	.....
36.2	East Alexander	.....	.....	.....	.....	.....	f9 12	.....	.....	5 24	.....	.....	.....
41.2	East Bethany	.....	.....	.....	.....	.....	9 20	.....	.....	5 35	h	.....	.....
45.1	B.. R. & P. Jct	.....	.....	.....	.....	.....	9 28	.....	.....	5 43	6 52	.....	.....
49.9	Linwood	.....	.....	.....	.....	.....	9 36	.....	.....	5 50	h	.....	.....
52.7	Craigs	.....	.....	.....	.....	.....	9 40	.....	.....	5 56	f7 01	.....	.....
56.0	Greigsville	.....	.....	.....	.....	.....	9 45	.....	.....	6 03	h	.....	.....
59.4	Leicester	.....	.....	.....	.....	.....	9 51	.....	.....	6 13	h	.....	.....
61.5	Penna. R. R. Jct	.....	.....	.....	.....	.....	f9 54	.....	.....	6 19	h	.....	.....
62.5	**Mount Morris**	.....	.....	4 50	.....	.....	10 01	10 50	.....	6 22	7 20	10 25	1 07
70.0	Groveland	.....	.....	.....	.....	.....	10 11	.....	.....	*6 32	7 30	.....	.....
76.7	Dansville	.....	.....	g	.....	.....	10 28	11 16	.....	.....	7 50	.....	f1 32
82.0	Portway	.....	.....	.....	.....	.....	10 41	.....	.....	.....	f8 05	.....	.....
83.9	Wayland	.....	.....	g	.....	.....	10 45	.....	.....	.....	8 18	.....	.....
90.0	Atlanta	.....	.....	.....	.....	.....	10 56	.....	.....	.....	8 30	.....	.....
94.3	Cohocton	.....	.....	.....	.....	.....	11 05	.....	.....	.....	8 39	.....	.....
99.4	Wallace	.....	.....	.....	.....	.....	11 15	.....	.....	.....	8 50	.....	.....
102.1	Avoca	.....	.....	.....	.....	.....	11 20	.....	.....	.....	8 56	.....	.....
105.7	Kanona	.....	.....	.....	.....	.....	11 27	.....	.....	.....	9 04	.....	.....
109.6	**Bath**	.....	.....	6 00	.....	.....	*11 35	12 02	*2 20	.....	9 15	11 35	2 23
115.0	Savona	.....	.....	g	.....	.....	AM	.....	2 27	.....	f9 23	.....	.....
119.5	Campbell	.....	.....	g	.....	.....	[redacted]	.....	2 35	.....	f9 31	.....	.....
121.6	Curtis	.....	.....	.....	.....	.....	.....	.....	f2 39	.....	.....	.....	.....
124.3	Coopers	.....	.....	g	.....	.....	.....	.....	2 43	.....	f9 38	.....	.....
127.0	Painted Post	.....	.....	g	.....	.....	.....	.....	2 47	.....	f9 43	.....	.....
128.5	**Corning**	.....	.....	6 28	.....	.....	.....	12 24	2 52	.....	9 47	12 p01	f2 47
136.7	Big Flats	.....	.....	g	.....	.....	.....	.....	3 06	.....	f10 00	.....	.....
142.2	Horseheads	.....	.....	g	.....	.....	.....	.....	3 15	.....	f10 08	.....	.....
144.4	Elmira Heights	.....	.....	g	.....	.....	.....	.....	3 19	.....	.....	.....	.....
146.5	**Elmira**.....Ar.	.....	.....	6 55	.....	.....	.....	12 46	3 25	.....	10 20	12 24	3 11
146.5	**Elmira**.....Lv.	.....	.....	7 00	†8 30	§8 30	.....	12 53	3 30	.....	10 30	12 30	3 16
153.3	Lowman	.....	.....	g	8 39	8 39	.....	.....	3 41	.....	f10 39	.....	.....
159.9	Wilawana	.....	.....	g	8 49	8 49	.....	.....	3 52	.....	k	.....	.....
164.7	Waverly	.....	.....	7 22	9 00	9 00	.....	1 16	4 01	.....	10 59	.....	3 42
168.7	Litchfield	.....	.....	.....	f9 07	f9 07	.....	.....	4 09	.....	.....	.....	.....
174.6	Nichols	.....	.....	7 36	9 22	9 22	.....	.....	4 20	.....	11 14	.....	.....
177.7	Lounsberry	.....	.....	g	9 28	9 28	.....	.....	4 27	.....	.....	.....	.....
.....	**Ithaca**.....Lv.	.....	.....	.....	8 20	8 20	.....	†12 15	.....	.....	10 00	.....	.....
182.8	**Owego**.....Lv.	.....	.....	7 50	9 50	9 50	.....	1 42	4 37	.....	11 35	.....	4 11
189.6	Apalachin	.....	.....	8 01	10 00	10 00	.....	.....	4 48	.....	.....	.....	.....
195.5	Vestal	.....	.....	f8 12	10 20	10 20	[redacted]	.....	5 00	.....	11 56	.....	.....
198.7	Willow Point	.....	.....	.....	10 32	10 32	Mixed	.....	f5 07	.....	.....	.....	.....
200.8	Johnson City	.....	.....	8 20	10 42	10 42	42	.....	5 12	.....	h	.....	.....
203.5	**Binghamton**.....Ar.	.....	.....	8 25	10 50	§10 50	Train	2 12	5 20	.....	12 10	1 45	4 43
.....	**Utica**.....Lv.	.....	.....	.....	7 15	.....		10 35	.....	.....	.....	10 00	.....
.....	**Syracuse**.....Lv.	.....	.....	.....	8 00	.....	AM	12 00	.....	.....	.....	10 30	.....
203.5	**Binghamton**....Lv.	†6 00	§8 10	8 35	11 00	.....	*11 30	2 20	5 30	.....	12 40	1 57	4 53
209.5	Conklin Centre	f6 07	f8 17	.....	.....	.....	f11 37	.....	f5 37	.....	.....	.....	.....
212.5	Conklin	6 12	8 22	.....	.....	.....	11 49	.....	5 46	.....	.....	.....	.....
217.7	Hallstead	6 22	8 32	†8 56	11 20	.....	12 05	.....	5 57	.....	1 02	.....	.....
223.6	New Milford	6 33	8 43	†9 08	11 31	.....	12 20	.....	6 11	.....	.....	.....	.....
229.8	Alford	6 43	8 53	9 20	.....	.....	12 35	.....	6 26	.....	.....	.....	.....
233.3	Kingsley	6 49	8 59	†9 27	.....	.....	1 00	.....	6 35	.....	.....	.....	.....
237.6	Foster	6 56	9 07	†9 33	.....	.....	1 10	.....	6 45	.....	.....	.....	.....
243.1	Nicholson	7 05	9 17	.....	12 03	.....	1 30	.....	6 55	.....	.....	.....	.....
246.9	Factoryville	7 13	9 24	.....	r12 09	.....	1 38	.....	7 03	.....	.....	.....	.....
249.2	La Plume	7 18	9 29	.....	.....	.....	.....	.....	7 08	.....	.....	.....	.....
251.1	Dalton	7 23	9 33	.....	.....	.....	1 48	.....	7 12	.....	.....	.....	.....
252.1	Glenburn	7 27	9 37	.....	.....	.....	.....	.....	7 16	.....	.....	.....	.....
254.7	Clarks Summit	7 33	9 44	.....	.....	.....	2 00	.....	7 22	.....	.....	.....	6 15
.....	Wilkes-Barre✠	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
262.0	**Scranton**.....Ar.	†7 47	§10 00	*10 10	†12 35	.....	*2 15	*3 42	*7 35	.....	*2 25	*3 40	*6 28
		AM	AM	AM	PM	AM	PM	PM	PM	PM	AM	AM	AM

✠Frequent service to and from Wilkes-Barre (via Laurel Line) connecting with Lackawanna trains.

EXPLANATION OF REFERENCE MARKS.

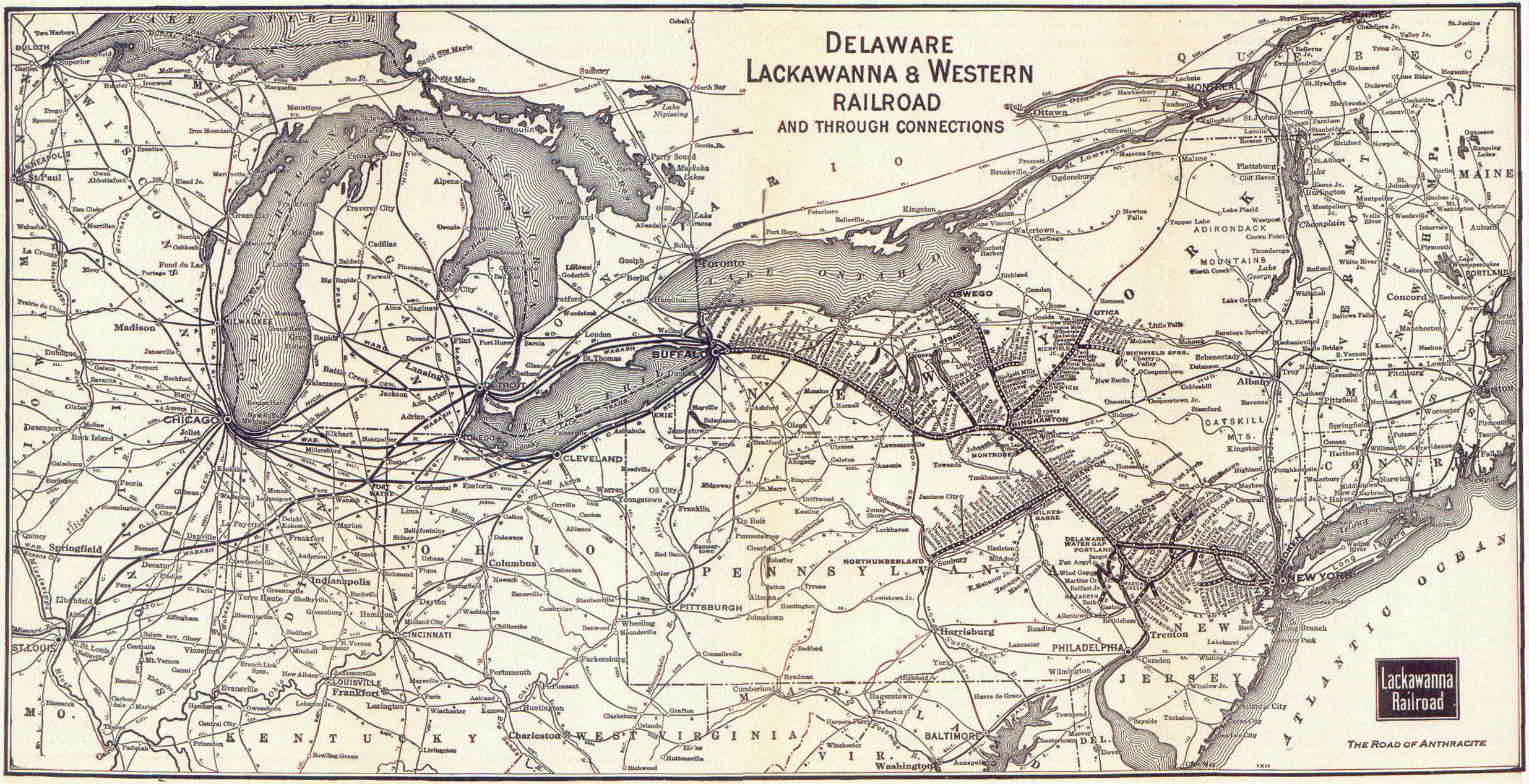
*-Daily. †-Daily except Sunday. §-Sunday only. ♦-Stops on signal Sunday only on notice to agent or conductor to receive or discharge passengers. E.T.-Eastern Time. C.T.-Central Time. AM time in light type. **PM time in heavy type.** a-Sundays leaves Dover at 6.57 A.M. b-Stops on signal for passengers for Paterson and New York. c-Stops on notice to conductor to let off passengers from Water Gap and points west. d-On Sunday this train leaves Denville at 7.04 P.M. e-On Sunday this train leaves Dover at 8.38 P.M. f-Stops on signal or on notice to conductor. g-Stops on notice to conductor to let off passengers from Buffalo or beyond and on signal for passengers for Binghamton or beyond. h-Stops on signal to take on passengers for New York and will stop on notice to conductor to let off passengers from points west of Buffalo. k-Stops on notice to conductor to let off passengers. p-Stops on notice to conductor to let off passengers from Buffalo and beyond and on signal to take on passengers for Stroudsburg or beyond. r-Stops on signal for passengers for New York and P. R. R. points. s-Stops on notice to conductor Saturday only to let off passengers. t-Stops on signal to take on passengers. u-Stops on signal to take on passengers for Paterson or New York, and on notice to conductor to let off passengers from Buffalo and beyond. y-On Sunday leaves Dover at 2.22 P. M.

CHICAGO, DETROIT, CLEVELAND AND BUFFALO TO NEW YORK

EASTWARD

FOR CONDENSED TIME AND EQUIPMENT OF TRAINS SEE PAGES 5 AND 6.

Miles.	STATIONS.	10	12	474	352	402	14	358	26	38	382	2	466	4	380	386	Mixed 42 Train	368	6	364	410	30
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
262.0	**Scranton** ..... Lv.	*2 35	*3 45	.....	.....	.....	*6 35	.....	†8 00	§10 05	.....	*10 15	.....	†12 40	.....	.....	*2 25	.....	*3 47	.....	.....	†6 10
267.4	Nay Aug	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 47	.....	.....	.....	.....	6 22
271.4	Elmhurst	.....	.....	.....	.....	.....	.....	.....	8 19	10 26	.....	.....	.....	s1 01	.....	.....	2 57	.....	.....	.....	.....	6 30
274.6	Moscow	.....	.....	.....	.....	.....	.....	.....	8 27	10 33	.....	†10 48	.....	s1 08	.....	.....	3 07	.....	.....	.....	.....	6 37
280.4	Lehigh	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 49
282.3	Gouldsboro	.....	.....	.....	.....	.....	.....	.....	8 41	10 49	.....	†11 04	.....	.....	.....	.....	3 28	.....	.....	.....	.....	6 52
287.5	Tobyhanna	.....	.....	.....	.....	.....	.....	.....	8 48	10 59	10*45	†11 14	.....	r1 31	.....	*3 25	3 40	.....	.....	.....	.....	†7 00
292.7	Pocono Summit	.....	.....	.....	.....	.....	u7 31	.....	8 54	11 09	10 53	.....	.....	1 40	.....	3 32	3 50	.....	.....	.....	.....	.....
294.8	Mount Pocono	.....	.....	.....	.....	.....	u7 35	.....	9 00	11 15	11 00	.....	.....	1 46	.....	3 37	3 56	.....	.....	.....	.....	.....
300.6	Cresco	.....	.....	.....	.....	.....	u7 45	.....	9 10	11 27	11 10	.....	.....	1 56	.....	3 47	4 08	.....	.....	.....	.....	.....
305.9	Henryville	.....	.....	.....	.....	.....	u7 53	.....	9 19	11 36	11 19	.....	.....	.....	.....	3 56	.....	.....	.....	.....	.....	.....
309.4	Analomink	.....	.....	.....	.....	.....	u7 59	.....	9 25	11 44	11 26	.....	.....	.....	.....	4 02	.....	.....	.....	.....	.....	.....
313.6	**Stroudsburg & E. St'dsb'g**	4 22	5 30	.....	.....	*6 45	8 13	.....	9 37	§11 53	11*36	12 05	.....	2 21	.....	*4 10	4 36	.....	5 15	.....	.....	.....
318.0	**Water Gap**	.....	.....	.....	.....	6 54	8 23	.....	t9 45	.....	.....	12 15	.....	2 30	.....	.....	4 48	.....	.....	.....	.....	.....
330.4	Blairstown	.....	NEW YORK LIMITED	.....	.....	.....	f8 38	.....	f10 03	.....	.....	.....	.....	f2 47	.....	.....	.....	.....	.....	.....	.....	.....
334.5	Johnsonburg	.....		.....	.....	.....	8 46	.....	f10 10	.....	.....	.....	.....	f2 55	.....	.....	.....	.....	.....	.....	.....	.....
337.5	Greendell	.....		.....	.....	.....	8 50	.....	f10 15	.....	.....	.....	.....	f3 00	.....	.....	.....	.....	.....	.....	.....	.....
323.1	Portland ..... Old Line	.....		.....	.....	7 04	.....	.....	.....	.....	.....	12 24	.....	.....	.....	.....	5 10	.....	LACKAWANNA LIMITED	.....	.....	.....
325.8	Delaware	.....		.....	.....	7 09	.....	.....	.....	.....	.....	f12 30	.....	.....	.....	.....	5 26	.....		.....	.....	.....
330.1	Bridgeville	.....		.....	.....	7 17	.....	.....	.....	.....	.....	f12 42	.....	.....	.....	.....	5 51	.....		.....	.....	.....
334.6	Oxford Furnace	.....		.....	.....	7 26	.....	.....	.....	.....	.....	12 52	.....	.....	.....	.....	6 06	.....		.....	.....	.....
339.1	**Washington** ..... Ar.	.....		.....	.....	7 36	.....	.....	.....	.....	.....	1 04	.....	.....	.....	.....	6 23	.....		.....	.....	.....
339.1	**Washington** ..... Lv.	.....		.....	.....	7 40	.....	.....	.....	.....	.....	1 04	.....	.....	.....	.....	6 23	.....		.....	.....	.....
342.5	Port Murray	.....		.....	.....	7 47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....
348.9	Hackettstown	.....		.....	.....	8 00	.....	.....	.....	.....	.....	1 21	.....	.....	.....	.....	6 42	.....		.....	.....	.....
354.5	Waterloo	.....		.....	.....	8 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....
357.6	Netcong (Stanhope)	.....		.....	.....	8 17	.....	.....	.....	AM	.....	1 39	.....	.....	.....	.....	7 15	.....		.....	.....	.....
359.1	Port Morris	.....		.....	.....	§8 20	.....	.....	.....	▬▬	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....
349.7	Lake Hopatcong	.....		.....	.....	8 23	9 12	.....	.....	360	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....
352.1	Mt. Arlington	.....		.....	.....	8 30	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....
355.1	Wharton	.....		.....	.....	8 37	.....	.....	.....	AM	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....
357.0	**Dover** ..... Ar.	5 38	6 40	.....	.....	8 44	9 24	.....	10 43		.....	1 57	.....	3 33	.....	.....	7 50	.....		.....	.....	.....
357.0	**Dover** ..... Lv.	5 38	6 40	a6†45	6†52	8 44	9 24	*10 06	10 43	†11 20	.....	1 57	y2 40	3 33	†4 00	.....	7 50	e8 22		.....	.....	.....
360.6	Rockaway ..... Boonton Branch.	.....	.....	6 52	Connecting at Dover week-days with Train No. 12.	.....	9 31	Connecting at Dover daily with Train No 14.	10 50	Connecting at Dover with Train No. 26.	.....	.....	2 48	.....	Connecting at Dover with Train No. 4.	.....	.....	Connecting at Dover daily with Train No. 42.		Connecting at Denville daily with Train No. 6.	.....	.....
361.2	Denville	.....	.....	6 56		.....	.....		.....		.....	.....	2 54	.....		.....	.....		k6 24		*6 58	.....
364.0	Mountain Lakes	.....	.....	7 03		.....	9 40		.....		.....	.....	3 00	.....		.....	.....		.....		7 05	.....
365.9	**Boonton**	.....	.....	7 08		.....	9 45		11 02		.....	.....	3 08	3 48		.....	8 07		.....		7 10	.....
367.4	Montville	.....	.....	.....		.....	.....		.....		.....	.....	3 12	.....		.....	.....		.....		♦7 14	.....
370.0	Towaco	.....	.....	7 13		.....	.....		11b07		.....	.....	3 16	.....		.....	.....		.....		f7 19	.....
372.3	Lincoln Park	.....	.....	7 18		.....	.....		11b11		.....	.....	3 20	.....		.....	.....		.....		7 23	.....
374.6	Mountain View	.....	.....	.....		.....	.....		.....		.....	.....	3 25	.....		.....	.....		.....		f7 28	.....
377.0	Little Falls	.....	.....	.....		.....	.....		.....		.....	.....	3 30	.....		.....	.....		.....		♦7 33	.....
380.5	**Paterson**	6 16	.....	7 29		.....	10 06		11 24		.....	.....	3 39	4 07		.....	8 40		.....		7 40	.....
383.0	Athenia	.....	.....	7 34		.....	.....		.....		.....	.....	3 44	.....		.....	.....		.....		♦7 43	.....
384.6	Passaic	.....	.....	7 37		.....	10 13		11 29		.....	.....	3 49	.....		.....	9 03		.....		7 46	.....
385.8	Delawanna	.....	.....	7 40		.....	.....		.....		.....	.....	3 53	.....		.....	.....		.....		♦7 48	.....
386.9	Lyndhurst	.....	.....	7 43		.....	10 17		.....		.....	.....	3 56	.....		.....	9 08		.....		♦7 50	.....
387.7	Kingsland	.....	.....	7†45		.....	.....		11 35		.....	.....	3 59	.....		.....	.....		.....		♦7 51	.....
391.5	Secaucus ..... Ar.	.....	.....	.....		.....	.....		.....		.....	.....	4 10	.....		.....	.....		.....		♦7 56	.....
361.2	Denville	.....	.....	.....	7 00	8 51	.....	10 14	.....	11 27	.....	.....	.....	.....	4 08	.....	.....	8 30	k6 24	d6 30	.....	.....
361.8	Mount Tabor	.....	.....	Connecting at Dover week-days with Train No. 12.	7 02	f8 53	.....	10 16	.....	f11 30	.....	.....	.....	.....	4 11	.....	.....	f8 33	.....	f6 33	.....	.....
365.4	Morris Plains	.....	.....		7 08	9 00	.....	10 22	.....	11 37	.....	.....	Connecting at Dover daily with Train No. 2.	.....	4 18	.....	.....	8 40	.....	6 40	Connecting at Denville daily with Train No. 6.	.....
367.7	Morristown	.....	.....		7 13	9 05	.....	10 27	.....	11 43	.....	c2 17		.....	4 23	.....	.....	8 46	.....	6 45		.....
369.8	Convent	.....	.....		7 17	9 10	.....	10 31	.....	11 48	.....	.....		.....	4 28	.....	.....	8 51	.....	6 50		.....
371.9	Madison	.....	.....		7 21	9 15	.....	10 36	.....	11 53	.....	.....		.....	4 32	.....	.....	8 56	.....	6 56		.....
374.1	Chatham	.....	.....		7 26	9 20	.....	10 43	.....	11 58	.....	.....		.....	4 37	.....	.....	9 01	.....	7 02		.....
377.4	Summit	.....	.....		7 34	9 26	.....	10 50	.....	12 06	.....	c2 36		.....	4 44	.....	.....	9 07	.....	7 11		.....
379.7	Short Hills	.....	.....		7 38	§9 32	.....	10 55	.....	12 11	.....	.....		.....	4 49	.....	.....	9 12	.....	7 17		.....
380.8	Millburn	.....	.....		7 41	§9 35	.....	10 58	.....	12 14	.....	.....		.....	4 52	.....	.....	9 15	.....	7 20		.....
382.3	Maplewood	.....	.....		.....	♦9 39	.....	11 02	.....	12 18	.....	.....		.....	4 56	.....	.....	9 18	.....	7 23		.....
383.7	South Orange	.....	.....		.....	§9 43	.....	11 06	.....	12 24	.....	.....		.....	4 59	.....	.....	9 21	.....	7 27		.....
384.5	Mountain Station	.....	.....		.....	.....	.....	11 09	.....	12 27	.....	.....		.....	5 01	.....	.....	9 23	.....	7 30		.....
385.3	Highland Ave	.....	.....		.....	.....	.....	11 12	.....	12 30	.....	.....		.....	5 04	.....	.....	9 26	.....	7 33		.....
386.2	Orange	.....	.....		.....	†9 40	.....	11 21	.....	12 33	.....	.....		.....	5 07	.....	.....	9 29	.....	7 38		.....
386.9	Brick Church	.....	.....		.....	.....	.....	11 23	.....	12 35	.....	c2 53		.....	5 09	.....	.....	9 31	.....	7 40		.....
387.5	East Orange	.....	.....		.....	.....	.....	11 25	.....	12 37	.....	.....		.....	5 11	.....	.....	9 33	.....	7 42		.....
388.0	Grove St	.....	.....		.....	.....	.....	11 27	.....	12 39	.....	.....		.....	5 13	.....	.....	9 35	.....	7 44		.....
388.5	Roseville Ave	.....	.....		.....	.....	.....	11 30	.....	12 41	.....	.....		.....	5 15	.....	.....	9 37	.....	7 46		.....
389.7	**Newark** ..... Ar.	.....	.....		7†58	9 50	.....	*11 35	.....	†12 45	.....	c3 00		.....	†5 20	.....	.....	9 42	.....	7 54		.....
395.1	Hoboken	6 42	7 42		.....	10 05	10 35	.....	11 50	.....	.....	3 15	.....	4 30	.....	.....	9 33	.....	7 12	.....	.....	.....
.....	Christopher St.	6 55	8 00	.....	.....	10 22	10 55	.....	12 10	.....	.....	3 35	.....	4 45	.....	.....	9 55	.....	7 25	.....	.....	.....
.....	Barclay St.	7 00	8 00	.....	.....	10 20	10 55	.....	12 05	.....	.....	3 40	.....	4 48	.....	.....	9 55	.....	7 30	.....	.....	.....
.....	West 23d St. ..... Ar.	*7 05	*8 00	.....	.....	*10 25	*10 55	.....	†12 10	.....	.....	*3 40	.....	†4 45	.....	.....	*9 55	.....	*7 30	.....	.....	.....
396.1	**New York**	AM	AM	AM	AM	AM	AM	AM	PM	PM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM


DELAWARE
LACKAWANNA & WESTERN
RAILROAD
AND THROUGH CONNECTIONS
Lackawanna Railroad
THE ROAD OF ANTHRACITE
LAKE SUPERIOR
LAKE MICHIGAN
LAKE HURON
LAKE ONTARIO
ATLANTIC OCEAN
CHICAGO
BUFFALO
DETROIT
CLEVELAND
TOLEDO
PITTSBURGH
CINCINNATI
Columbus
Indianapolis
LOUISVILLE
ST. LOUIS
MILWAUKEE
MINNEAPOLIS
St. Paul
DULUTH
Toronto
Hamilton
Ottawa
MONTREAL
QUEBEC
OSWEGO
UTICA
ROCHESTER
SYRACUSE
ITHACA
BINGHAMTON
SCRANTON
WILKES-BARRE
NEW YORK
PHILADELPHIA
Harrisburg
BALTIMORE
Washington
Charleston
Albany
Boston
PORTLAND
Trenton
Reading
Lancaster
Scranton
Hoboken
Jersey City
Newark
Paterson
Passaic
Elmira
Corning
Binghamton
Oneonta
Cooperstown
Utica
Rome
Oswego
Watertown
Ogdensburg
Massena Sprs.
Malone
Plattsburg
Burlington
Montpelier
Concord
Manchester
Nashua
Lowell
Worcester
Springfield
Hartford
Providence
Newport
Portland
Bangor
Augusta
Lewiston
Auburn
Rangeley Lakes
Oquossoc
Sebago Lake
Lake Winnipesaukee
Lake Champlain
Lake George
Lake Placid
Saranoga Springs
Schenectady
Troy
Albany
Catskill Mts.
Adirondack Mountains
Long Branch
Atlantic City
Ocean City
Cape May
Wilmington
Dover
Annapolis
Baltimore
Washington
Richmond
Norfolk
Newport News
Lexington
Frankfort
Louisville
Cincinnati
Dayton
Toledo
Cleveland
Akron
Youngstown
Pittsburgh
Harrisburg
Scranton
Wilkes-Barre
Binghamton
Elmira
Corning
Buffalo
Niagara Falls
Rochester
Syracuse
Utica
Albany
Troy
Schenectady
Saratoga Springs

LACKAWANNA RAILROAD

BINGHAMTON TO SYRACUSE AND OSWEGO

READ DOWN — READ UP

	919	903	Mixed 943 Train	915	909	Mls.	STATIONS.	904	Mixed 944 Train	906	Mixed 920 Train	916	912
	PM	AM	PM	AM	PM		New York	PM	PM	PM	PM	PM	AM
		*10 00		*2 00	*8 30		Lv....West 23d St.....Ar.	†4 45	*7 30	*7 30			*8 00
		10 00		2 00	8 30		.....Barclay St.....	4 48	7 30	7 30			8 00
		10 00		2 00	8 30		.....Christopher St.....	4 45	7 25	7 25			8 00
		10 20		2 25	8 55	1.0	.....Hoboken.....	4 30	7 12	7 12			7 42
	†5 45	*3 35	*2 10	*8 50	*5 00	192.7	Lv...**Binghamton**...Ar.	†10 45	*1 50	*2 10	†6 00	*8 05	*1 00
	5 55	a3 47			a5 10	197.8	....Chenango Bridge....	10 34	f1 40		f5 22	7 52	h12 50
	6 06	a3 54	2 37	9 09	a5 20	203.7	....Chenango Forks....	10 24	f12 45		5 10	7 42	h12 41
	f6 14	a4 01	f2 48	f9 17	a5 28	208.5	.....Itaska.....	f10 14	f12 30		f4 55	♦7 32	h12 32
	6 23	4 08	3 12	9 25	5 36	213.0	....Whitney Point....	10 06	f12 10		4 44	7 25	f12 26
	6 29	a4 13	3 21	9 31	a5 40	215.3	.....Lisle.....	10 00	f11 54		4 33	7 17	h12 22
	6 36	a4 18	f3 31	9 38	a5 45	218.9	.....Killawog.....	9 53	f11 42		4 18	7 09	h12 17
	6 44	4 25	3 42	9 47	5 53	221.9	.....Marathon.....	9 47	f11 22		4 05	7 02	12 12
	6 53	a4 31	f3 55	9 55	a6 00	225.8	....Messengerville....	9 38	f11 10		f3 55	6 53	h12 04
	7 03	a4 40	f4 10	10 04	a6 09	232.1	....Blodgett Mills....	9 28	f10 58		f3 38	6 44	h11 55
	7 09			10 10	a6 14	235.1	.....Cortland Jct.....	9 22				6 38	h11 50
	7 15	4 51	4 30	10 15	6 25	235.7	.....**Cortland**.....	9 19	10 40	1 03	3 25	6 35	11 48
	7 22	4 58	f4 40	10 22	6 35	238.3	.....Homer.....	9 09	f10 21	12 55	2 41	6 19	11 40
	7 30	a5 04	f4 55	10 30	6c43	242.6	.....Little York.....	9 01	f10 13		2 29	6 09	h11 33
	7 36	a5 07	f5 12	10 36	6c48	245.4	.....Preble.....	8 56	f10 05		2 21	6 03	j11 29
	7 46	5 15	5 25	10 46	6 57	250.0	.....Tully.....	8 47	f9 51	12 38	2 07	5 52	11 21
	7 53	a5 20	5 45	10 53	7 04	252.7	.....Apulia.....	8 41	f9 40		1 57	5 45	f11 14
	8 02	a5 30	6 00	11 02	7 13	257.8	.....Onativia.....	8 31	♦9 30		1 37	5 30	f11 02
	8 15	a5 40	f6 15	11 15	7 26	265.4	.....Jamesville.....	8 15	♦9 10		1 08	5 15	h10 45
	8†35	*5 53	*6 30	*11 30	*7 42	272.1	Ar.....**Syracuse**.....Lv.	†8 00	*8 55	*12 00	†12 45	*5 00	*10 30
		*6 00			*7 50	272.1	Lv.....**Syracuse**.....Ar.			*11 50			*10 17
		6 25			8 15	284.1	.....Baldwinsville.....			11 30			9 54
		6 33			8 23	288.7	.....Lamson.....			11 11			9 40
		6 41			8 27	291.3	....South Granby....			10 59			9 34
		6 55			8 38	296.0	.....Fulton.....			10 43			9 26
		6 59			8 41	296.6	.....North Fulton.....			f10 39			h9 19
		7 10			8 50	302.5	.....Minetto.....			10 30			9 10
		*7 20			*9 00	307.1	Ar.....**Oswego**.....Lv.			*10 20			*9 00
	PM	PM	PM	AM	AM			AM	AM	AM	PM	PM	PM

Dining Car Binghamton to Cortland. Dining Car Cortland to Syracuse. Dining Car Syracuse to New York.

AM time, light type. PM time, heavy type. * Daily. † Daily except Sunday. § Sunday only. ♦ Stops on signal Sunday only to receive or discharge passengers. a Stops on notice to conductor to let off passengers holding tickets from Scranton and points east and from Elmira and points west. c Stops on signal to take on passengers for Syracuse, and on notice to conductor to let off passengers holding tickets from Scranton and points east and Elmira and points west. f Stops on signal or on notice to conductor. h Stops on signal to take on passengers for Scranton and points east, and Elmira and points west, providing Agents are notified before 6 p. m. j Stops on signal to take on passengers for Scranton and points east, and Elmira and points west, providing Agent is notified before 6 p. m., and on notice to conductor to let off passengers from Syracuse.

BINGHAMTON TO UTICA

READ DOWN — READ UP

	819	861	803	Mixed 845 Train	817	815	851	809	Mls.	STATIONS.	850	804	806	816	858	812	814
	PM	PM	AM	PM	PM	AM	AM	PM		New York	AM	PM	PM	PM	PM	AM	AM
			*10 00			*2 00		*6 30		Lv....West 23d St.....Ar.		†4 45	*7 30			*8 00	
			10 00			2 00		6 30		.....Barclay St.....		4 48	7 30			8 00	
			10 00			2 00		6 30		.....Christopher St.....		4 45	7 25			8 00	
			10 20			2 25		6 55	1.0	.....Hoboken.....		4 30	7 12			7 42	
	†5 55		*3 30	*2 40		*8 45		*4 55	192.7	Lv...**Binghamton**...Ar.		†10 40	*1 50	*8 00		*1 05	
	b6 05		a3 39	f2 55		8 55		a5 04	197.8	....Chenango Bridge....		g10 30	f1 40	L7 48		k12 54	
	6 15		a3 47	3 08		9 06		5 13	203.7	....Chenango Forks....		10 20	1 32	7 38		12 45	
	f6 17		a3 49			f9 08		a5 15	204.6	.....Willards.....		f10 16		f7 35		k12 42	
	6 30		4 00	3 38		9 21		5 28	211.8	.....Greene.....		10 00	1 16	7 23		12 28	
	6 40		a4 08	3 46		9 32		a5 36	217.6	.....Brisbin.....		9 49	1 05	7 10		k12 17	
	6 47		a4 15	f3 54		9 42		a5 41	221.1	.....Coventry.....		9 42	12 57	7 04		k12 11	
	6 55		4 23	4 02		9 50		5 49	225.7	.....Oxford.....		9 34	12 49	6 55		12 04	
	f7 04		a4 29	f4 10		f9 56		a5 54	229.0	.....Haynes.....		f9 27	f12 42	f6 46		k11 57	
	7 14		4 43	4 30		10 08		6 10	233.9	.....**Norwich**.....		9 19	12 33	6 38		11 50	
	7 23		a4 52	4 43		10 18		a6 19	239.5	.....Galena.....		9 05	12 21	6 24		k11 39	
	7 32		5 00	5 05		10 28		6 28	245.0	.....Sherburne.....		8 56	12 12	6 15		11 31	
	7 41		5 08	5 12		10 39		f6 37	250.1	.....Earlville.....		8 47	12 03	6 06		e11 23	
	7 45		a5 13	5 22		10 47		f6 42	252.6	.....Poolville.....		8 42	11 58	6 00		k11 19	
	7 53		a5 18	5 31		10 56		f6 51	256.8	.....Hubbardsville.....		8 35	11 51	5 52		k11 13	
	7 59		a5 23	5 44		11 02		f6 58	260.6	....North Brookfield....		8 28	11 44	5 44		k11 07	
			a5 29	f5 50		f11 10		a7 04	265.0	.....Sangerfield.....		f8 19	f11 36	f5 36		k11 01	
	8 11		5 33	5 57		11 17		7 08	266.3	.....Waterville.....		8 16	11 33	5 33		10 59	12 30
			a5 42	f6 05		11 27		f7 18	270.5	.....Paris.....		8 10	f11 27	5 27		k10 51	12 22
	8 28		5 50	6 16		11 35		7 25	274.3	Ar.Richfield Junction.Lv.		8 00	11 18	5 17		10 41	12 12
	8 31	†8 26	5 53	6 16	t1 10	11 36	†9 32	7 30	274.3	Lv..Richfield Junction..Ar.	†7 20	7 57	11 14	5 14	†5 53	10 38	12 11
	8 36	c8 31	5 58	6 23	t1 15	11 40	9 38	7 35	276.5	.....Clayville.....	7 12	7 49	11 08	5 07	5 45	10 32	12 04
	8 41	c8 35	6 03	6 29	t1 20	11 45	9 46	7 43	278.5	.....Sauquoit.....	7 06	7 43	11 02	5 00	5 38	10 26	11 59
	8 45	c8 38	6 07	6 34	t1 26	11 48	9 52	7 48	280.0	.....Chadwick.....	7 02	7 37	10 57	4 54	5 33	10 21	11 54
		c8 43	6 11	6 38	t1 32	11 53	9 57	7 52	282.1	....Washington Mills....	6 57	7 32	10 51	4 48	5 27	f10 15	11 49
	8 55	c8 47	a6 14	6 42	t1 38	11 57	10 01	7 56	283.7	.....New Hartford.....	6 53	7 28	10 47	4 43	5 22	k10 11	11 43
	†9 10	†9 00	*6 25	*7 00	t1 53	*12 10	10†15	*8 10	287.7	Ar.....**Utica**.....Lv	†6 40	†7 15	*10 35	*4 30	†5 10	*10 00	11 30
	PM	PM	PM	PM	PM	PM	AM	AM			AM	AM	AM	PM	PM	PM	PM

Saturdays only. Sunday morning only. Sat. night only.

* Daily. † Daily except Sunday. § Sunday only. a Stops on notice to conductor to let off passengers holding tickets from Scranton or points east and from Elmira or points west. b Stops on signal to take on passengers for Willards or beyond. c Stops on notice to conductor to let off passengers from stations on the Richfield Springs Branch. e Stops to take on passengers for Scranton and points east, and Elmira and points west, providing Agent is notified before 6 p. m., and will stop on notice to conductor to let off passengers holding tickets from Utica. f Stops on signal or on notice to conductor. g Stops on notice to conductor to let off passengers from Willards or beyond. k Stops to take on passengers for Scranton and points east, and Elmira and points west, providing Agents are notified before 6 p. m. L Stops only on notice to conductor to let off passengers. t Saturday only.

LACKAWANNA RAILROAD

SCRANTON TO WILKES-BARRE AND NORTHUMBERLAND

READ DOWN — READ UP

25	705	703	719	715	Mls.	STATIONS.	26	702	704	720	708
PM	PM	AM	AM	AM		New York	PM	PM	PM	PM	AM
†5 00	*2 00	†10 00	*3 00	†2 00	.....	Lv... West 23d Street...Ar.	†12 10	*3 40	†4 45	.....	*7 05
5 00	2 00	10 00	3 00	2 00	.....	..... Barclay Street	12 05	3 40	4 48	.....	7 00
5 00	2 00	10 00	3 00	2 00	.....	....Christopher Street....	12 10	3 35	4 45	.....	6 55
5 20	2 20	10 20	3 30	2 25	1.0	.....Hoboken.....	11 50	3 15	4 30	.....	6 42
†9 20	*6 30	†1 50	*10 25	†6 35	134.2	Lv..... Scranton ....Ar.	†7 55	*9 22	†12 35	†4 50	*8 50
9 26	6 40	2 00	10 33	6 44	137.7	.....Taylor.....	7 45	9 12	.....	4 40	8 40
9 32	6 46	2 07	10 38	6 50	141.1	..... Old Forge	7 37	9 05	.....	4 32	8 33
a9 34	6 48	2 10	.....	6 53	142.1	..... Duryea	.....	9 02	.....	4 29	8 29
9 38	6 53	2 15	10 43	6 57	143.7	..... Pittston	7 30	8 58	12 14	4 24	8 24
9 41	6 56	2 18	10 46	7 00	144.4	....Susquehanna Ave....	7 25	8 53	12 11	4 19	8 19
9 44	7 01	2 21	.....	7 04	145.0	.....West Pittston.....	7 22	8 50	.....	4 16	8 16
b9 47	7 06	2 25	10 52	7 09	147.1	.....Wyoming.....	7 18	8 45	12 05	4 11	8 11
a9 50	.....	f2 29	.....	.....	149.8	..... Forty Fort	.....	f8 40	.....	4 05	.....
9 52	7 12	2 32	10 58	7 16	150.9	..... Luzerne	7 12	8 38	11 58	4 02	8 04
9 55	7 18	2 39	11 04	7 24	151.6	Ar..... Kingston .... Lv.	7 10	8 35	11 55	3 58	8 00
†10 10	7 30	3 00	11 20	7 40	.....	Ar...Wilkes-Barre...Lv.	†7 00	8 20	11 40	3 40	7 40
.....	7 00	2 20	10 50	7 10	.....	Lv...Wilkes-Barre...Ar.	.....	8 50	12 10	4 10	8 10
.....	7 18	2 39	11 04	7 24	151.6	Lv.....Kingston.....Ar.	.....	8 35	11 55	3 58	8 00
.....	7 25	2 49	11 13	7 33	154.9	..... Plymouth	.....	8 24	11 45	3 47	7 43
.....	7 30	2 54	.....	7 37	156.6	.....Avondale.....	.....	8 20	.....	3 42	7 43
.....	7 39	2 58	11 21	7 41	158.5	.....West Nanticoke.....	.....	8 16	11 36	3 38	7 39
.....	7 45	3 06	11 31	7 47	161.8	..... Hunlock Creek	.....	8 10	.....	3 31	7 32
.....	7 55	3 20	11 41	8 00	167.5	..... Shickshinny	.....	8 00	11 22	3 20	7 21
.....	f8 05	f3 30	.....	8 10	173.0	..... Hicks Ferry	.....	7 47	f11 12	3 09	f7 09
.....	8 10	3 37	11 57	8 16	175.4	.....Beach Haven.....	.....	7 42	11 07	3 03	7 04
.....	8 15	3 44	12 02	8 22	178.4	..... Berwick	.....	7 37	11 02	2 58	6 57
.....	.....	f3 50	.....	.....	181.4	.....Briar Creek.....	.....	f7 32	.....	f2 50	f6 50
.....	f8 23	f3 54	.....	.....	183.1	.....Willow Grove.....	.....	f7 29	.....	f2 47	.....
.....	f8 25	f3 58	.....	f8 33	185.1	..... Lime Ridge	.....	7 23	f10 51	f2 44	6 44
.....	f8 31	f4 06	.....	f8 38	188.5	.....Espy.....	.....	7 18	f10 46	2 38	f6 38
.....	8 36	4 12	12 25	8 45	191.0	.....Bloomsburg.....	.....	7 12	10 41	2 33	6 33
.....	f8 40	4 15	12 30	8 50	192.7	.....Rupert.....	.....	7 06	10 37	2 27	6 29
.....	8 45	4 20	12 35	8 54	193.4	..... Catawissa	.....	7 02	10 32	2 23	6 24
.....	8 58	4 33	12 49	9 09	202.7	..... Danville	.....	6 49	10 19	2 10	6 11
.....	.....	f4 35	.....	.....	206.0	.....Chulasky.....	.....	f6 43	.....	.....	f6 02
.....	f9 08	f4 43	.....	f9 17	208.1	.....Cameron.....	.....	f6 41	.....	f2 00	f6 01
.....	*9 20	†4 55	*1 10	†9 30	214.5	Ar. Northumberland .Lv.	.....	*6 30	†10 00	†1 50	*5 50
	PM	PM	PM	AM			AM	AM	AM	PM	PM

TO AND FROM ITHACA VIA OWEGO

READ DOWN — READ UP

3	3	15	9	Mls.	STATIONS.	4	6	10
AM	AM	AM	PM		Lv..... New York .....Ar.	PM	PM	AM
§10 00	†10 00	†2 00	*8 30	.....	.....West 23d Street.....	†4 45	†7 30	*7 05
10 00	10 00	2 00	8 30	.....	.....Barclay Street.....	4 48	7 30	7 00
10 00	10 00	2 00	8 30	.....	.....Christopher Street.....	4 45	7 25	6 55
10 20	10 20	2 25	8 55	1.0	.....Hoboken.....	4 30	7 12	6 42
7 45	8 41	.....	7 00	.....	Lv.....Philadelphia.....Ar.	6 23	9 05	.....
1 52	1 52	6 18	12 55	134.2	Lv.....Scranton .....Ar.	12 35	3 42	2 25
3 24	3 24	7 55	2 40	192.7	.....Binghamton.....	10 50	2 12	12 10
§3 50	†3 50	†8 26	*3 10	213.4	Ar.....Owego.....Lv.	†9 50	†1 42	*11 35
PM	PM	AM	AM			AM	PM	PM
955	953	▲971	959			954	956	958
PM	PM	AM	AM			AM	PM	PM
§4 45	†4 00	†10 50	*5 40	213.4	Lv..... Owego.....Ar.	*9 40	†1 25	*11 15
4 59	4 14	f11 07	5 54	218.7	.....Catatonk.....	f9 26	1 12	f11 01
5 10	4 25	11 35	6 05	224.1	.....Candor.....	9 05	1 02	10 50
5 21	4 36	f11 50	6 16	229.4	.....Wilseyville.....	8 55	f12 52	f10 38
5 33	4 48	12 06	6 28	235.2	.....Caroline.....	8 45	12 42	10 27
§6 05	†5 20	†1 00	*7 00	247.4	Ar..... Ithaca .....Lv.	*8 20	†12 15	*10 00
PM	PM	PM	AM			AM	PM	PM

RICHFIELD SPRINGS BRANCH

READ DOWN — READ UP

858	▲856	850	Mls.	STATIONS.	851	▲853	861
PM	PM	AM			AM	AM	PM
†6 00	§5 35	†7 30	0.0	Lv..Richfield Junction.Ar.	†9 31	§10 53	†8 25
6 10	5 47	7 39	4.7	..... Bridgewater.....	9 24	10 18	8 13
6 19	5 53	7 46	7.6	.....West Winfield.....	9 15	10 14	8 00
f6 23	5 59	f7 51	9.7	.....East Winfield.....	f9 09	10 02	f7 54
f6 28	6 05	f7 56	11.6	.....Cedarville.....	f9 04	9 54	f7 50
f6 32	6 11	f8 00	13.2	.....Millers Mills.....	f9 01	9 47	f7 47
f6 33	.....	f8 02	14.0	.....Young's Crossing....	f8 59	.....	f7 45
f6 41	6 21	8 10	18.0	.... South Columbia.....	8 53	9 35	f7 38
†6 50	§6 45	†8 20	21.7	Ar..Richfield Springs..Lv.	†8 45	§9 25	†7 30
PM	PM	AM			AM	AM	PM

BANGOR & PORTLAND DIVISION

READ DOWN — READ UP

▲21	▲19	▲17	Mls.	STATIONS.	▲16	▲22	▲18	▲20
PM	PM	AM			AM	AM	AM	PM
†5 20	†12 40	†7 35	0.0	Lv..... Portland.....Ar.	†6 48	10 30	†11 50	†4 55
f5 26	f12 51	f7 40	1.4	.....Mt. Bethel.....	f6 42	10 25	11 40	f4 43
f5 30	f1 00	f7 45	3.6	..... Stier.....	f6 38	10 20	11 30	f4 37
5 33	1 15	7 50	5.5	.....East Bangor.....	6 34	10 15	11 20	4 32
†5 38	1 20	7 55	7.1	.....Bangor.....	†6 30	10 10	11 05	4 26
.....	f1 55	f8 14	8.6	.....Flicksville.....	.....	f10 05	f10 32	f4 15
.....	1 58	8 16	9.8	....Martin's Creek Jct....	.....	10 02	10 28	4 11
.....	f2 01	f8 20	11.3	.....Ackermanville.....	.....	f9 58	f10 25	f4 08
.....	f2 06	f8 25	12.9	.....Delabole.....	.....	f9 54	f10 19	f4 04
.....	2 35	8 35	14.7	.....Pen Argyl.....	.....	9 50	10 10	3 57
.....	f2 41	f8 39	15.1	.....Grand Central.....	.....	f9 40	f9 40	3 49
.....	f2 48	f8 46	18.9	.....Edelman.....	.....	f9 31	f9 31	f3 41
.....	2 55	8 53	21.0	.....Belfast Junction.....	.....	9 26	9 26	3 37
.....	†3 05	†9 00	24.2	Ar.....Nazareth.....Lv.	.....	9 20	†9 20	†3 30
PM	PM	AM			AM	AM	AM	PM

(See Note. — Holidays only. — See Note — See Note)

Trains Nos. 18, 19, 20 and 21 will not run on the following holidays — New Year's Day, Lincoln's Birthday, Washington's Birthday, Memorial Day, Independance Day, Labor Day, Thanksgiving Day and Christmas Day. Train No. 22 will run on the above named holidays.

CINCINNATUS BRANCH

READ DOWN — READ UP

▲4	▲2	Mls.	STATIONS.	▲1	▲3
PM	AM			AM	PM
*5 00	†11 00	0.0	Lv.....Cortland.....Ar.	*10 05	†3 10
5 05	11 03	0.6	.....Cortland Jct.....	10 00	3 05
5 17	11 18	4.3	.....McGraw.....	9 43	2 52
f5 20	f11 25	5.6	.....Maybury's.....	9 38	f2 47
5 27	11 35	8.4	.....Solon.....	9 25	2 38
5 38	11 55	11.8	.....East Freetown.....	9 18	2 26
f5 46	f12 05	15.1	.....White's Mills.....	f8 59	f2 13
5 50	12 15	16.6	.....Gee Brook.....	8 55	2 07
*5 55	†12 25	18.7	Ar.....Cincinnatus.....Lv.	*8 50	†2 00
PM	PM			AM	PM

MONTROSE BRANCH

READ DOWN — READ UP

759	▲755	753	▲751	Mls.	STATIONS.	750	752	754	▲756	758
PM	PM	PM	AM			AM	PM	PM	PM	PM
*7 32	†2 25	*12 40	*10 05	0.0	Lv.... Alford ....Ar.	*9 05	*12 20	†2 10	†6 00	§6 10
7 45	2 40	12 55	10 18	5.4	.....Heart Lake.....	8 49	11 53	1 53	5 41	5 56
7 52	2 45	1 05	10 23	7.5	.....Tiffany.....	8 40	11 47	1 47	5 23	5 48
*8 01	†3 00	*1 25	*10 31	10.7	Ar....Montrose...Lv.	*8 30	*11 40	†1 40	†5 15	§5 40
PM	PM	PM	AM			AM	AM	PM	PM	PM

* Daily. † Daily except Sunday. § Sunday only. ▲ Mixed train. a Will stop on notice to conductor to let off passengers from New York and Philadelphia. b Will stop on notice to conductor to let off passengers. f Stops on signal or on notice to conductor. AM time, light type. PM time, heavy type.

LACKAWANNA RAILROAD

THE ROAD OF ANTHRACITE

Connection from and to points on the Pennsylvania Railroad is made at Stroudsburg, Pa. while Lackawanna Railroad coupons read to Manunka Chunk.

STATIONS.	WEEK-DAYS.								SUNDAY.		
	355	357	357	363	363	373	379		387	387	379
	AM	AM	AM	AM	AM	AM	PM		AM	AM	PM
Washington ..... Lv.	12 40	12 40	12 40	9 00	9 00	11 00	3 00	.....	12 40	12 40	3 00
Baltimore ..... Lv.	1 54	4 10	4 10	9 55	9 55	12 05	3 55	.....	1 54	1 54	3 55
Philadelphia (B'd. St.)	7 00	8 41	8 41	12 39	12 39	3 30	7 00	.....	7 45	7 45	7 03
Trenton ..... Lv.	7 59	9 39	9 39	1 28	1 28	4 26	7 54	.....	8 40	8 40	7 55
Phillipsburg (Easton) .	9 54	11 08	11 08	3 23	3 23	5 53	9 47	.....	10 48	10 48	9 47
Belvidere	10 20	11 33	11 33	3 55	3 55	6 27	10 19	.....	11 20	11 20	10 19
Delaware	10 41	11 43	11 43	4 08	4 08	6 41	10 31	.....	11 35	11 35	10 31
Portland	10 46	.....	.....	4 13	4 13	6 46	10 35	.....	11 40	11 40	10 35
Water Gap ..... Ar.	10 56	11 55	11 55	4 23	4 23	6 56	10 45	.....	11 49	11 49	10 45
Stroudsburg and. { Ar.	11 05	12 03	12 03	4 34	4 34	7 05	10 55	.....	11 59	11 59	10 55
East Stroudsburg { Lv.	11 16	12 19	12 20	4 40	5 00	7 25	11 07	.....	12 19	12 20	11 07
Analomink	11 24	.....	12 28	.....	5 07	7 32	.....	.....	.....	12 28	.....
Henryville	11 33	.....	12 36	.....	5 16	7 42	.....	.....	.....	12 36	.....
Cresco	11 47	.....	12 51	.....	5 30	7 58	.....	.....	.....	12 51	.....
Mount Pocono	12 05	.....	1 06	.....	5 45	8 15	.....	.....	.....	1 06	.....
Pocono Summit	12 13	.....	1 12	.....	5 51	8 22	.....	.....	.....	1 12	.....
Tobyhanna	12 22	.....	1 20	.....	6 00	8 32	.....	.....	.....	1 20	.....
Scranton	1 05	1 48	.....	6 25	.....	9 15	12 50	.....	1 48	.....	12 50
Binghamton	3 00	3 19	.....	8 15	.....	.....	2 30	.....	3 19	.....	2 30
Ithaca ..... Ar.	.....	5 20	.....	.....	.....	.....	7 00	.....	6 05	.....	7 00
Syracuse ..... Ar.	.....	5 53	.....	.....	.....	.....	7 42	.....	5 53	.....	7 42
Elmira	.....	4 33	.....	9 50	.....	.....	3 55	.....	4 33	.....	3 55
Buffalo ..... Ar.	.....	7 58	.....	1 50	.....	.....	7 30	.....	7 58	.....	7 30
	PM	PM	PM	AM	PM	PM	AM		PM	PM	AM

BUFFALO AND SYRACUSE TO PHILADELPHIA

STATIONS.	WEEK-DAYS.									SUNDAY.		
	360	364	366	370	376	376				388	376	376
	PM	AM	AM	AM	PM	AM				PM	PM	AM
Buffalo ..... Lv.	9 00	.....	3 15	.....	.....	9 30	.....	.....	.....	9 00	.....	9 30
Elmira	12 30	.....	7 00	8 30	.....	12 53	.....	.....	.....	12 30	.....	12 53
Syracuse ..... Lv.	10 30	.....	.....	8 00	.....	12 00	.....	.....	.....	10 30	.....	12 00
Ithaca	.....	.....	.....	8 20	.....	12 15	.....	.....	.....	.....	.....	.....
Binghamton	1 57	6 00	8 35	11 00	.....	2 20	.....	.....	.....	1 57	.....	2 20
Scranton	3 45	8 00	10 15	12 40	.....	3 47	.....	.....	.....	3 45	.....	3 47
Tobyhanna	.....	8 48	10 45	a1 31	3 25	.....	.....	.....	.....	.....	3 25	.....
Pocono Summit	.....	8 54	10 53	1 40	3 32	.....	.....	.....	.....	.....	3 32	.....
Mount Pocono	.....	9 00	11 00	1 46	3 37	.....	.....	.....	.....	.....	3 37	.....
Cresco	.....	9 10	11 10	1 56	3 47	.....	.....	.....	.....	.....	3 47	.....
Henryville	.....	9 19	11 19	.....	3 56	.....	.....	.....	.....	.....	3 56	.....
Analomink	.....	9 25	11 26	.....	4 02	.....	.....	.....	.....	.....	4 02	.....
Stroudsburg and. { Ar.	5 30	9 37	11 36	2 21	4 10	5 15	.....	.....	.....	5 30	4 10	5 15
East Stroudsburg. { Lv.	6 35	9 42	12 10	2 26	5 25	5 25	.....	.....	.....	6 25	5 25	5 25
Water Gap	6 44	9 50	12 20	2 35	5 33	5 33	.....	.....	.....	6 33	5 33	5 33
Portland	6 54	9 59	12 28	2 46	5 41	5 41	.....	.....	.....	6 42	5 41	5 41
Delaware	7 00	10 04	12 33	2 50	5 47	5 47	.....	.....	.....	6 47	5 47	5 47
Belvidere	7 14	10 20	12 44	3 02	5 59	5 59	.....	.....	.....	7 00	5 59	5 59
Phillipsburg (Easton) Ar.	7 44	10 46	1 11	3 30	6 42	6 42	.....	.....	.....	7 25	6 42	6 42
Trenton ..... Ar.	9 00	12 23	3 15	5 15	8 12	8 12	.....	.....	.....	9 00	8 12	8 12
Philadelphia (B'd St.) Ar.	9 55	1 19	4 17	6 23	9 05	9 05	.....	.....	.....	9 56	9 05	9 05
Baltimore ..... Ar.	12 35	3 20	7 22	9 12	2 14	2 14	.....	.....	.....	12 39	2 14	2 14
Washington ..... Ar.	1 38	4 20	8 20	10 25	3 30	3 30	.....	.....	.....	1 45	3 30	3 30
	PM	PM	PM	PM	AM	AM				PM	AM	AM

a-Stops on signal to take on passengers for Pennsylvania R. R. points. f-Stops on signal or on notice to conductor. **A.M. time, light type; P.M. time, heavy type.**

The time of trains south of Delaware is shown for the accommodation of the public and this Company will not be responsible for errors or changes that may occur.

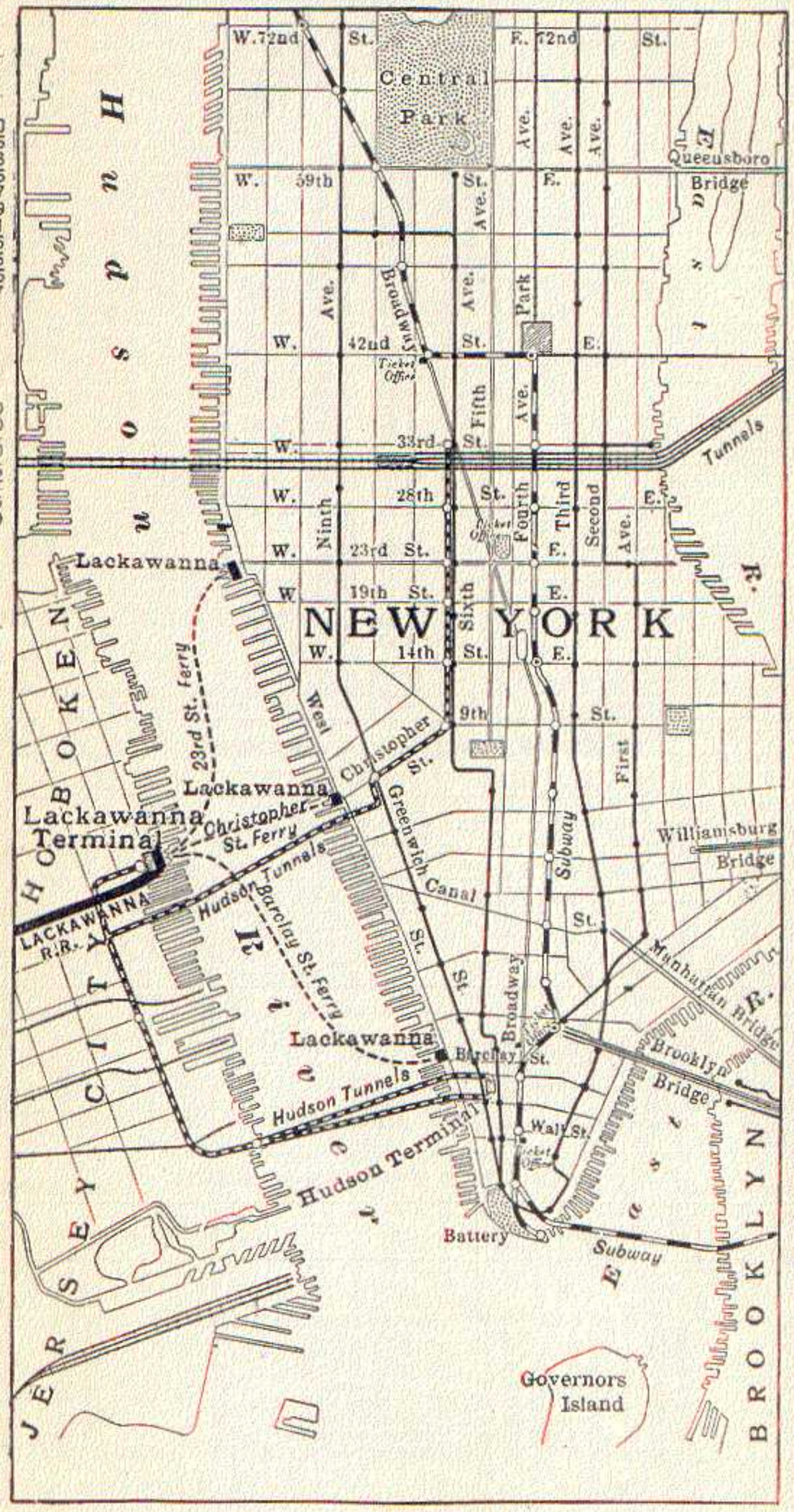
DELAWARE VALLEY RAILWAY CO.

....	....	....	PM	PM	AM			AM	PM	PM	....	....	....
....	....	....	†5 ‡00	12 ‡35	7 ‡00	Lv.	Stroudsburg and East Stroudsburg	Ar.	8 ‡35	3 ‡40	6 ‡15	....	....
....	....	....	f5 12	12f47	7f12	....	Craig's Meadows	....	8f23	3f25	6f03	....	....
....	....	....	f5 14	12f49	7f14	....	Marshall's Creek	....	8f21	3f23	6f01	....	....
....	....	....	f5 16	12f51	7f16	....	Oak Grove	....	8f19	3f21	5f59	....	....
....	....	....	f5 19	12f54	7f19	....	Frutcheys	....	8f16	3f18	5f56	....	....
....	....	....	f5 21	12f56	7f21	....	Delaware Valley	....	8f14	3f16	5f54	....	....
....	....	....	f5 22	12f57	7f22	....	Coolbaugh	....	8f13	3f15	5f53	....	....
....	....	....	f5 24	12f59	7f24	....	Echo Lake	....	8f11	3f11	5f51	....	....
....	....	....	f5 26	f1 01	7f26	....	Turn Villa	....	8f09	3f09	5f49	....	....
....	....	....	f5 30	f1 05	7f30	....	Shoemakers (Winona)	..	8f05	3f05	5f45	....	....
....	....	....	f5 33	f1 08	7f33	....	Maples	....	8f02	3f02	5f42	....	....
....	....	....	†5 35	†1 10	7 ‡35	Ar.	Bushkill	Lv.	8 ‡00	3 ‡00	5 ‡40	....	....
			PM	PM	AM				AM	PM	PM		

†Daily except Sunday. *Daily. §Sunday only. f Stops on signal or on notice to conductor.
‡Will wait 15 minutes for No. 6 on notice from Scranton. A.M. time light type; P.M. time heavy type

LACKAWANNA RAILROAD

THE ROAD OF ANTHRACITE



MAP OF NEW YORK CITY

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

OFFICE OF SUPERINTENDENT OF CAR SERVICE.

SCRANTON, PA.,

April 7, 1917.

TO THE SHIPPING PUBLIC:

Railroads are taxed to their utmost capacity in handling traffic offered for transportation.

Shippers and consignees can assist the carriers in facilitating movement of this traffic and making a larger number of cars available for loading by observing the following suggestions:

SHIPPERS

OUTBOUND SHIPMENTS

(a) Give as much advance notice as possible to local agents regarding empty cars for loading, and state exact date wanted for loading.
(b) Load in minimum time.
(c) Load to full carrying capacity when possible.
(d) Furnish billing instructions not later than when loading is completed.

CONSIGNEES

INBOUND SHIPMENTS

(a) Anticipate arrival of cars and have bills of lading available when cars are received.
(b) When reconsignments are desired have orders for the reconsignments in hands of local agent on arrival of cars.
(c) Unload in minimum time.
(d) Release maximum number of cars each day.
(e) Avoid holding overnight, cars containing small lots of freight.

Frequently receivers are also shippers. In such cases they can render valuable aid in having equipment available for outbound shipments by promptly releasing cars received under load.

Your hearty coöperation is requested to the end that a larger supply of empty cars may be available for loading, and unnecessary delay in releasing cars under load avoided.

P. J. FLYNN,
Vice-President.

C. J. PHILLIPS,
General Superintendent.

A. E. STAUB,
Supt. Car Service.

LACKAWANNA RAILROAD DIRECTORY OF OPERATING AND TRAFFIC DEPARTMENTS

OPERATING DEPARTMENT

E. M. RINE, Vice President and General Manager, 90 West St., New York City.

C. J. PHILLIPS.....General Superintendent, Scranton, Pa.
H. C. MANCHESTER..Superintendent of Motive Power and Equipment, Scranton, Pa.
L. B. FOLEY.....Superintendent of Telegraph, Telephone and Wireless, New York
A. E. STAUB.....Superintendent Car Service, Scranton, Pa.
H. H. SHEPARD.....Supt. Morris & Essex Division, Hoboken, N. J.
P. N. PLACE.....Superintendent Scranton Division, Scranton, Pa.
F. M. BENNING.....Superintendent Buffalo Division, Buffalo, N. Y.
FRANK CIZEK.....Supt. Syracuse & Utica Divisions, Binghamton, N. Y.
R. M. WHITE.....Superintendent Bangor & Portland Division, Easton, Pa.

Captain JOHN M. EMERY, Manager of the Marine Department.

TRAFFIC DEPARTMENT

P. J. FLYNN, Vice-President.
90 West Street, New York City.

PASSENGER DEPARTMENT.

GEORGE A. CULLEN.....Passenger Traffic Manager
W. F. GRIFFITTS.....General Passenger Agent
G. E. ZIPPEL.....General Baggage Agent, Hoboken, N. J.
H. C. BOARDMAN.....Superintendent Dining Car Service, Hoboken, N. J.
JAMES FISTER.....Advertising Agent, New York City
HENRY FOULKES.....Mail Traffic Agent, New York City
J. L. SMITH.....Assistant General Passenger Agent, 1183 Broadway, New York
C. P. BARRETT.....Gen. Western Passenger Agent, 58 W. Adams St., Chicago, Ill.
CHAS. K. RATH.....General Agent, Passenger Traffic Department, New York City
M. L. SMITH.....Division Passenger Agent, Scranton, Pa.
E. J. QUACKENBUSH.....Division Passenger Agent, 285 Main St., Buffalo, N.Y.
J. L. HOMER.....Division Passenger Agent, Broad and Market Sts., Newark, N. J.
W. S. CUMMINGS.....Division Passenger Agent, Syracuse, N.Y.
A. B. DAY.....Traveling Passenger Agent, 58 W. Adams St., Chicago, Ill.
J. G. BRAY.....City Passenger Agent, 1183 Broadway, New York City
C. B. TINSMAN.....City Passenger Agent, 1183 Broadway, New York City
HERBERT CLENDANIEL...City Ticket Agt., Cor. Park Pl. (Woolworth Bldg.), N. Y. City
D. J. WHITE.....City Ticket Agent, 1183 Broadway, New York City
G. E. JAMISON.....City Ticket Agent, Broadway & Wall St., New York City
M. H. MURPHY.....City Ticket Agent, 1465 Broadway, New York City
JAS. MCCLOSKEY, JR...City Passenger and Ticket Agt., 505 Fulton St., Brooklyn, N.Y.
W. C. ELLIS.....City Passenger Agent, Broad and Market Sts., Newark, N. J.
F. S. CLARK.....Traveling Passenger Agent, 285 Main St., Buffalo, N.Y.
H. F. FRACE.....City Passenger and Ticket Agent, 285 Main St., Buffalo, N.Y.
A. C. MEINCK.....Ticket Agent, Scranton, Pa.
J. R. PRESTON.....Ticket Agent, Binghamton, N.Y.
HENRY HILL.....Ticket Agent, Oswego, N.Y.
CHARLES W. ARNOLD.....Ticket Agent, Elmira, N.Y.
J. C. DRAKE.....City Ticket Agent, Corning, N.Y.
W. H. EVANS.....City Ticket Agent, Wilkes-Barre, Pa.
F. W. PHILLIPS.....City Ticket Agent, Ithaca, N.Y.
F. M. BARR.....Ticket Agent, Paterson, N. J.
J. L. COBB.....City Ticket Agent, 124 University Building, Syracuse, N.Y.
M. M. HENNESSEY.....Ticket Agent, Utica, N.Y.
E. WORTMANN.....Steamship Passenger Agent, 1183 Broadway, New York City
HENRY W. NAMENDORF....Steamship Passenger Agent, 1183 Broadway, New York City
JAY W. ADAMS.....Pacific Coast Passenger Agt., 613 Hearst Bldg., San Francisco, Cal.

FREIGHT DEPARTMENT.

JNO. H. CRAWFORD.....Freight Traffic Manager
NAT. DUKE.....Assistant Freight Traffic Manager
A. S. LEAROYD.....General Freight Agent
A. B. WALLACE.....Assistant General Freight Agent
EDW. S. GILES.....Assistant General Freight Agent
C. F. MCTAGUE..Assistant General Freight Agent, Lackawanna Terminal, Buffalo, N.Y.
JOSEPH J. BYRNE.....General Eastern Freight Agt., Woolworth Bldg., New York City
T. J. MCGEOY.....General Western Freight Agent, 58 W. Adams St., Chicago, Ill.
A. S. HINDMAN.....Eastbound Freight Agent, 58 W. Adams St., Chicago, Ill.
R. F. LOCKE.....Westbound Freight Agent, 58 W. Adams St., Chicago, Ill.
WM. HEYMAN.....Foreign Freight Agent, Produce Exchange, New York City
ADAMS EXPRESS CO.....Import Agents, 61 Broadway, New York City
FRANK W. SMITH.....Division Freight Agent, Broad and Market Sts., Newark, N. J.
E. C. CAMPBELL.....Division Freight Agent, Scranton, Pa.
FRANK H. PYKE.....Division Freight Agent, Syracuse, N.Y.
P. E. AHERN.....City Freight Agent, Woolworth Bldg., New York City
FRED G. PLATT.....Eastbound Freight Agent, Produce Exchange, New York City
J. F. RYDENE.....City Freight Agent, Brooklyn, N.Y.
L. E. SNIVELY.....Commercial Agent, Bourse Building, Philadelphia, Pa.
HERVEY LOVE.....Commercial Agent, Easton, Pa.
J. A. LEARY.....Commercial Agent, Boston, Mass.
HUGH MILLER.....Traveling Freight Agent, Boston, Mass.
R. H. MARTIN.....Commercial Agent, New Haven, Conn.
A. LEADLAY.....Freight and Passenger Agent, Royal Bank Bldg., Toronto, Ont.
M. J. NAUGHTON.....Commercial Agent, Park Building, Cleveland, Ohio
S. A. JONES.....Commercial Agent, 222 Hammond Building, Detroit, Mich.
CHARLES S. BENTLEY....Commercial Agent, 26 Produce Exchange Bldg., Toledo, O.
J. R. MCDOWELL.....Commercial Agent, Majestic Building, Milwaukee, Wis.
CHAS. H. HUNT.....Commercial Agent, Pierce Bldg., St. Louis, Mo.
C. H. DRINKWATER.....Commercial Agent, Minneapolis, Minn.
C. L. BULLARD.....Commercial Agent, Utica, N.Y.
C. V. MCKOWNE.....Traveling Freight Agent, Buffalo, N.Y.
HARRY E. JARMAN.....Pacific Coast Agent, Sheldon Bldg., San Francisco, Cal.
W. R. KNEISS.....Contracting Agent, Los Angeles, Cal.

INDUSTRIAL DEPARTMENT.

J. B. KEEFE, Industrial Commissioner, New York City.

INFORMATION FOR PASSENGERS

SPECIAL DELIVERY OF BAGGAGE

Baggage may be forwarded under **Special Delivery Checks** between all principal stations on the Lackawanna Railroad and delivered direct to any address at destination by terminal transfer or express companies, insuring prompt delivery at residence, hotel, steamship dock or railroad station without further attention on the part of the traveler.

All baggage checked to "New York" will be delivered at West 23rd St. Station. Passengers desiring baggage checked to Christopher or Barclay Streets, New York, or Hoboken, N. J., must notify Station Baggage Agent at time of checking.

STOP-OVER PRIVILEGES

EASTWARD—On all first-class one-way tickets sold at Dunkirk, Hamilton and points west thereof, ten days' stop-over will be allowed at Niagara Falls, and on all first-class tickets sold at any point beyond Buffalo similar stop-over will be allowed at Buffalo, and on first-class tickets sold at Buffalo and points west 10-day stop-over will be allowed at any two of the following points, tickets to be deposited immediately on arrival with ticket agent at stop-over point:

Bath, N. Y.	Elmira, N. Y.	Scranton, Pa.
Binghamton, N. Y	Lake Hopatcong, N. J.	Stroudsburg and East Stroudsburg, Pa.
Corning, N. Y.	Mount Morris, N. Y.	
Cresco, Pa.	Mt. Pocono, Pa.	Water Gap, Pa.
Dansville, N. Y.	Owego, N. Y.	Waverly, N. Y.

No stop-over will be allowed on local round-trip tickets of this Company's issue, or on tickets of our issue sold account special New York and Niagara Falls excursions.

No stop-over will be allowed on tickets stamped or endorsed "Clergy," "Special," or "Charity," or on Party Tickets.

On all other round-trip tickets stop-over will be allowed at any point in either direction on application to Conductor.

Stop-overs on all round-trip tickets will in no case be allowed longer than final return limit.

WESTWARD—Similar stop-overs are allowed westbound on all first and mixed class one-way and round-trip tickets.

CHANGES OF TIME

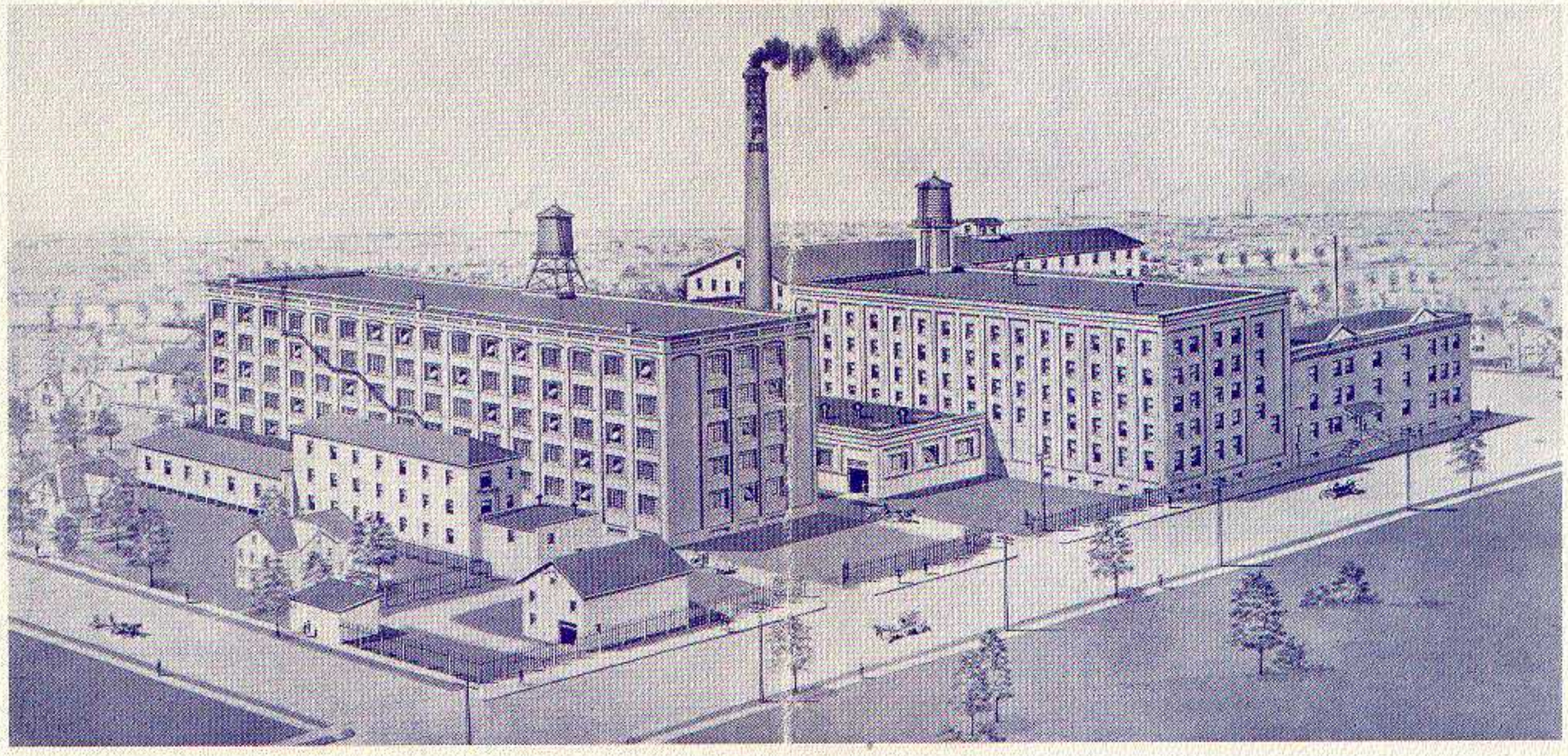
This time card is furnished to the public only as a matter of information, and every effort is made to keep it correct. Trains usually are on time according to tables herein given, but the Company will not be responsible for consequences arising from delays, or from errors in the printed schedules. The Company reserves the right to vary from the time shown herein without notice to the public.

ADJUSTMENT OF FARES

In event of any disagreement with the Conductor relative to tickets required, privileges allowed, etc., passengers should pay Conductor's claim, take his receipt, and refer case for adjustment to the Passenger Traffic Manager. The Conductor has no discretionary power in such matters, but is governed by rules which he is not authorized to change.

REDEMPTION OF TICKETS

Local or coupon tickets of this Company's issue that have not been used in part or in whole, or when of any value, will be redeemed through the office of the Passenger Traffic Manager in accordance with established rules.



The Norwich Pharmacal Company, Norwich, N. Y.

THE plant of the Norwich Pharmacal Company, one of the six largest manufacturers of pharmaceuticals in the United States, is located on the line of the Lackawanna Railroad at Norwich, N. Y.

They manufacture a complete line of medicines used by physicians and druggists all over the country, their Unguentine, "The First Thought in Burns," being known and used wherever the English language is spoken and in many countries where it is not.

The excellent service given by the railroad enables them to handle an immense volume of business promptly, their tonnage aggregating several cars daily. In addition to weekly solid cars shipped to branches in New York, Chicago and Kansas City, they shipped in 1916 more than one hundred thousand boxes with a minimum of breakage or delays in transit.

Their products are used in every State in the Union, and in practically every foreign country with which commerce is enjoyed.

Applications for factory sites or vacant factory buildings will receive prompt attention by the Industrial Department of the Lackawanna Railroad.

J. B. KEEFE,

Industrial Commissioner, Lackawanna Railroad,

90 West Street, New York City.