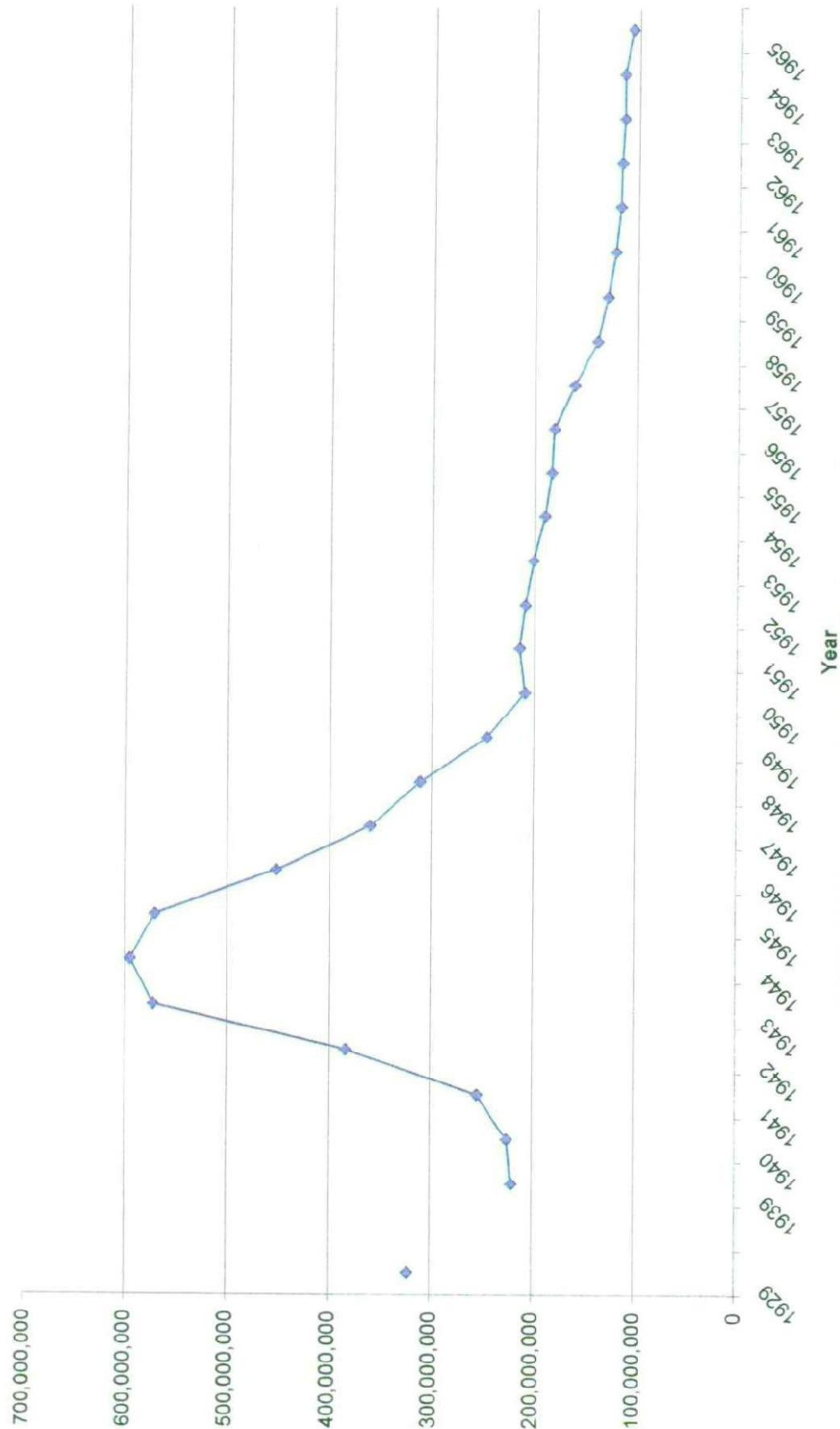
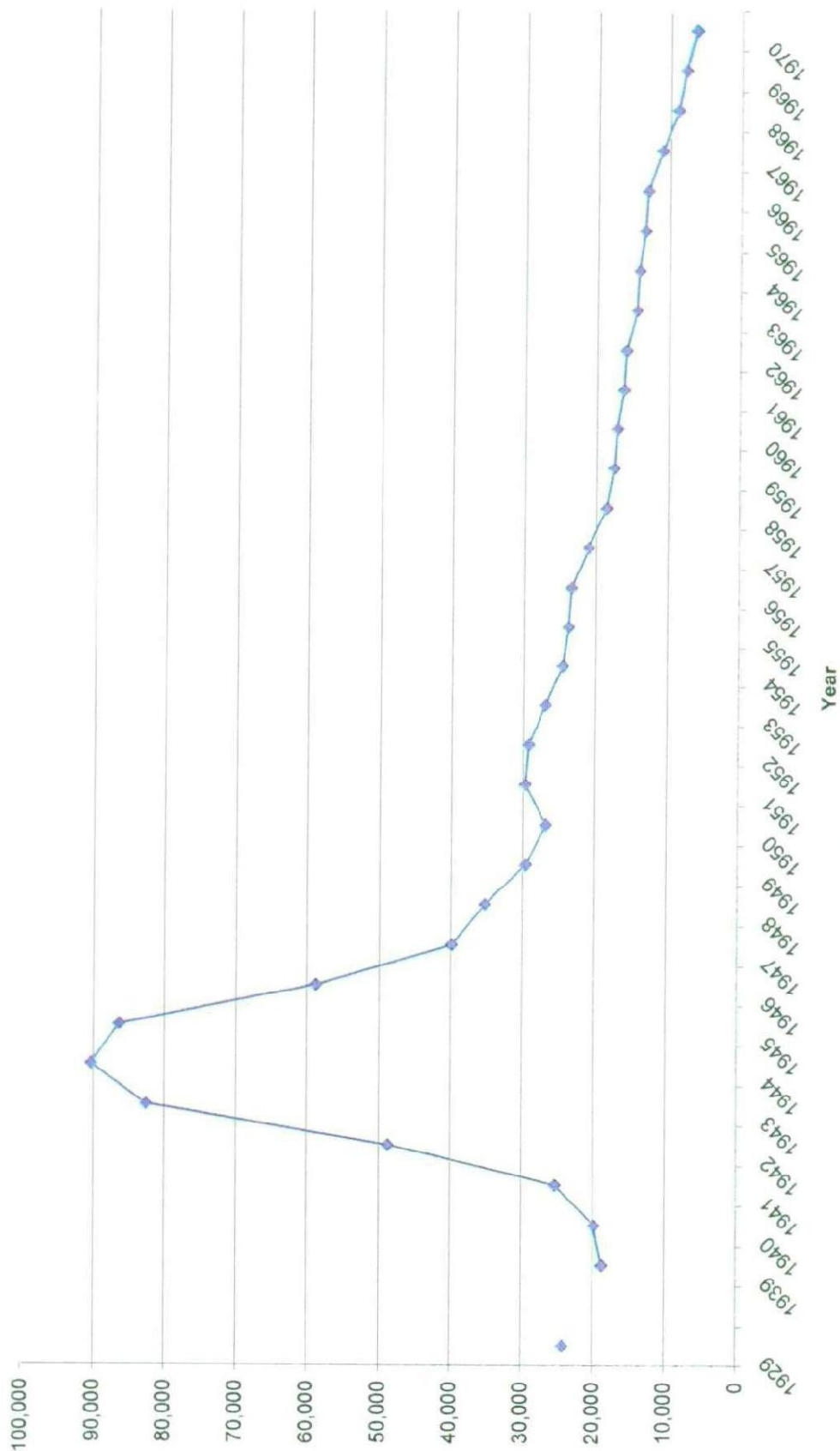


# US Railroad Passengers Excluding Commutation



Source: Statistics of Railroad Passenger Service, AAR, October 1966

# US Railroad Passenger Miles Excluding Commutation



Source: Statistics of Railroad Passenger Service, AAR, October 1966

# North American Railroad Passenger Statistics

| Year   | United States<br>Railroad<br>Revenue<br>Passenger<br>Miles (other<br>than<br>commutation)<br>(millions) | Canadian<br>National<br>Passenger<br>Miles<br>(millions) | United States<br>Railroad<br>Revenue<br>passengers<br>carried (other<br>than<br>commutation) | Canadian<br>National<br>Passengers | United States<br>Railroad<br>Passenger<br>Revenue (other<br>than<br>commutation)<br>total |
|--------|---------------------------------------------------------------------------------------------------------|----------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------------------------------------------------------|
| 1929   | 24,180                                                                                                  |                                                          | 321,449,000                                                                                  |                                    | \$796,369,683                                                                             |
| 1939   | 18,645                                                                                                  |                                                          | 219,896,800                                                                                  |                                    | \$375,754,399                                                                             |
| 1940   | 19,773                                                                                                  |                                                          | 224,625,828                                                                                  |                                    | \$376,427,401                                                                             |
| 1941   | 25,272                                                                                                  |                                                          | 254,125,890                                                                                  |                                    | \$473,486,577                                                                             |
| 1942   | 48,763                                                                                                  |                                                          | 383,299,210                                                                                  |                                    | \$975,556,088                                                                             |
| 1943   | 82,582                                                                                                  |                                                          | 572,494,395                                                                                  |                                    | \$1,596,381,920                                                                           |
| 1944   | 90,231                                                                                                  |                                                          | 595,299,438                                                                                  |                                    | \$1,733,297,381                                                                           |
| 1945   | 86,327                                                                                                  |                                                          | 571,225,032                                                                                  |                                    | \$1,657,911,043                                                                           |
| 1946   | 58,840                                                                                                  |                                                          | 451,974,770                                                                                  |                                    | \$1,196,174,128                                                                           |
| 1947   | 39,921                                                                                                  |                                                          | 359,725,873                                                                                  |                                    | \$895,551,936                                                                             |
| 1948   | 35,329                                                                                                  |                                                          | 310,735,726                                                                                  |                                    | \$887,781,402                                                                             |
| 1949   | 29,622                                                                                                  |                                                          | 245,994,418                                                                                  |                                    | \$781,989,015                                                                             |
| 1950   | 26,781                                                                                                  |                                                          | 209,094,275                                                                                  |                                    | \$734,417,231                                                                             |
| 1951   | 29,749                                                                                                  |                                                          | 214,302,289                                                                                  |                                    | \$816,971,094                                                                             |
| 1952   | 29,261                                                                                                  |                                                          | 209,018,367                                                                                  |                                    | \$817,066,446                                                                             |
| 1953   | 26,904                                                                                                  |                                                          | 200,941,188                                                                                  |                                    | \$749,094,074                                                                             |
| 1954   | 24,537                                                                                                  |                                                          | 189,538,718                                                                                  |                                    | \$670,950,727                                                                             |
| 1955   | 23,747                                                                                                  |                                                          | 183,618,130                                                                                  |                                    | \$641,102,307                                                                             |
| 1956   | 23,348                                                                                                  |                                                          | 181,459,930                                                                                  |                                    | \$649,612,465                                                                             |
| 1957   | 20,988                                                                                                  |                                                          | 162,036,998                                                                                  |                                    | \$619,214,921                                                                             |
| 1958   | 18,473                                                                                                  |                                                          | 139,837,415                                                                                  |                                    | \$551,538,405                                                                             |
| 1959   | 17,501                                                                                                  | 1,272                                                    | 129,824,369                                                                                  | 12,693,777                         | \$525,806,875                                                                             |
| 1960   | 17,064                                                                                                  | 1,201                                                    | 122,669,236                                                                                  | 12,023,530                         | \$517,609,135                                                                             |
| 1961   | 16,154                                                                                                  | 1,076                                                    | 118,100,832                                                                                  | 12,104,791                         | \$497,523,318                                                                             |
| 1962   | 15,858                                                                                                  | 1,129                                                    | 117,190,787                                                                                  | 12,342,782                         | \$492,130,686                                                                             |
| 1963   | 14,396                                                                                                  | 1,189                                                    | 114,522,247                                                                                  | 13,598,961                         | \$457,887,585                                                                             |
| 1964   | 14,048                                                                                                  | 1,613                                                    | 114,786,407                                                                                  | 15,500,649                         | \$443,402,894                                                                             |
| 1965   | 13,260                                                                                                  | 1,782                                                    | 106,282,578                                                                                  | 16,409,281                         | \$416,408,487                                                                             |
| 1966   | 12,903                                                                                                  | 1,996                                                    |                                                                                              | 16,843,639                         |                                                                                           |
| 1967   | 10,920                                                                                                  | 2,495                                                    |                                                                                              | 18,349,159                         |                                                                                           |
| 1968   | 8,737                                                                                                   | 2,046                                                    |                                                                                              | 14,842,007                         |                                                                                           |
| 1969   | 7,622                                                                                                   | 1,837                                                    |                                                                                              | 13,799,279                         |                                                                                           |
| 1970   | 6,179                                                                                                   | 1,738                                                    |                                                                                              | 13,433,037                         |                                                                                           |
| Source | a and b                                                                                                 | "I"                                                      | a                                                                                            | "I"                                | a                                                                                         |

C:\Chuck Bode\CUT Passenger Service\RR Passenger Miles ver cl(sheet US Total + CN)

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Individual railroad passenger miles (millions)

|        | ATSF | C&NW | CB&Q | MILW | D&RG | GN  | MP  | NP  | SP   | UP   | WP  | reserved | sum of individual RR | remainder of US RR | Canada CN |
|--------|------|------|------|------|------|-----|-----|-----|------|------|-----|----------|----------------------|--------------------|-----------|
| 1929   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1939   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1940   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1941   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1942   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1943   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1944   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1945   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1946   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1947   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1948   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1949   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1950   | 1881 | 1059 | 749  | 788  | 139  | 494 | 455 | 275 | 2221 | 1426 | 130 | 9617     | 17164                |                    |           |
| 1951   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1952   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1953   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1954   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1955   | 1943 | 980  | 861  | 670  | 136  | 507 | 379 | 346 | 1684 | 1437 | 118 | 9061     | 14686                |                    |           |
| 1956   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1957   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1958   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1959   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1960   | 1689 | 601  | 874  | 627  | 123  | 408 | 452 | 323 | 1197 | 1233 | 116 | 7643     | 9421                 | 1272               | 1201      |
| 1961   |      |      |      |      |      |     |     |     |      |      |     |          |                      | 1076               | 1129      |
| 1962   |      |      |      |      |      |     |     |     |      |      |     |          |                      | 1189               | 1613      |
| 1963   |      |      |      |      |      |     |     |     |      |      |     |          |                      | 1782               | 1996      |
| 1964   |      |      |      |      |      |     |     |     |      |      |     |          |                      | 2495               | 2046      |
| 1965   | 2317 | 561  | 815  | 451  | 111  | 424 | 236 | 332 | 797  | 1013 | 111 | 7168     | 6092                 | 1837               | 1738      |
| 1966   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1967   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1968   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1969   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| 1970   |      |      |      |      |      |     |     |     |      |      |     |          |                      |                    |           |
| Source | g    | g    | g    | g    | g    | g   | g   | g   | g    | g    | g   |          |                      |                    | "         |

C:\Chuck Bode\CUT Passenger Service\RR Passenger Miles ver c(sheet individual RR pass miles)

Individual railroad passengers

|        | ATSF | C&NW | CB&Q | MILW | D&RG | GN | MP | NP | SP | UP | WP | reserved | sum of<br>individual RR | remainder<br>of US RR | Canada<br>CN |
|--------|------|------|------|------|------|----|----|----|----|----|----|----------|-------------------------|-----------------------|--------------|
| 1929   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1939   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1940   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1941   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1942   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1943   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1944   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1945   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1946   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1947   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1948   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1949   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1950   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1951   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1952   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1953   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1954   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1955   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1956   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1957   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1958   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1959   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1960   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1961   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1962   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1963   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1964   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1965   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1966   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1967   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1968   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1969   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| 1970   |      |      |      |      |      |    |    |    |    |    |    |          |                         |                       |              |
| Source | g    | g    | g    | g    | g    | g  | g  | g  | g  | g  | g  | g        | g                       | g                     | "i"          |

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# Other Information

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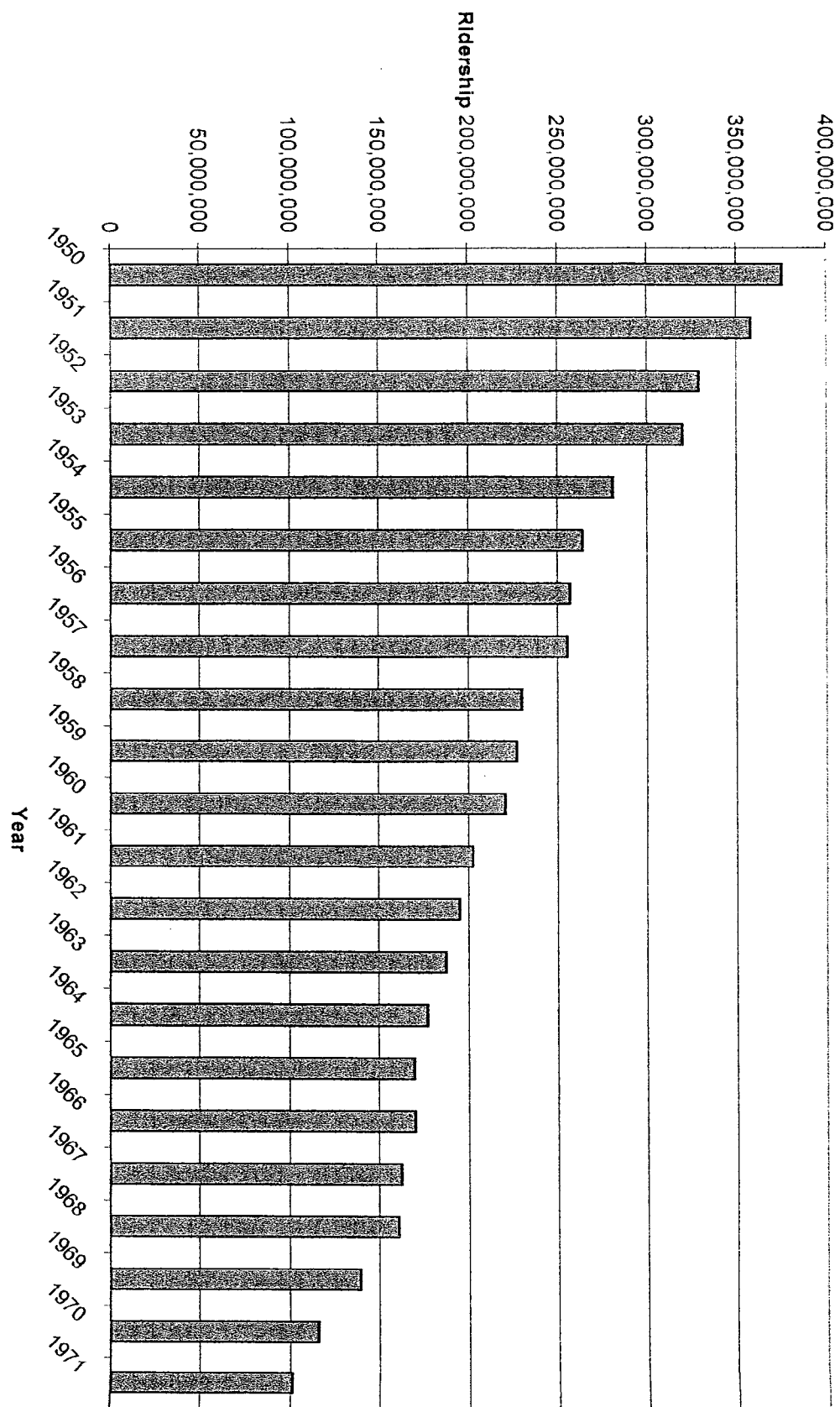
# Cleveland Transit Ridership

| Year | Ridership   |
|------|-------------|
| 1950 | 375,518,252 |
| 1951 | 357,848,431 |
| 1952 | 329,033,813 |
| 1953 | 319,825,920 |
| 1954 | 281,088,421 |
| 1955 | 263,923,120 |
| 1956 | 256,787,123 |
| 1957 | 255,191,652 |
| 1958 | 230,020,099 |
| 1959 | 226,874,951 |
| 1960 | 220,674,969 |
| 1961 | 202,451,456 |
| 1962 | 194,708,054 |
| 1963 | 187,107,249 |
| 1964 | 176,796,931 |
| 1965 | 169,552,089 |
| 1966 | 170,000,000 |
| 1967 | 162,300,000 |
| 1968 | 160,700,000 |
| 1969 | 139,400,000 |
| 1970 | 115,700,000 |
| 1971 | 101,000,000 |

C:\...Transit Ridership  
9/13/2007

PCC003961

# Cleveland Transit Ridership



PCC003962

It was revived again in 1959 as downtown stores, reeling under suburban shopping center competition and the dumping of rapid passengers on the Public Square, were hurting. The price tag on the latest subway was \$35,000,000 to be assessed against every homeowner in the county. Close study of rapid transit trends everywhere indicated that the rapid would bring no new business downtown, but only spread its load like a pat of butter under a knife a short dis-

tance through the downtown area. Shaker rapid evinced no interest in the subway again, and the CTS rapid had proven itself far short of the promised Saviour of downtown. This time it was clear that the rapid had not even dented auto registrations, and Porter fought the subway a second time and won. The last subway plan was even designed to abandon the Union Terminal Station, and today would have been mislocated with current Erieview planning.

## 28: FACTS ABOUT DOWNTOWN

As the CTS rapid transit continues to lose riders, some of the causes must be understood.

Huge suburban shopping centers draw multitudes, competing with downtown. Despite rapid transit claims of saving downtown areas, Higbee's has opened two branch stores on outer feeder lines in Severance and Westgate; Halle's is in Severance, Westgate, and Middleburg Heights; the May Company has new stores in University Heights, Southgate, Parma, Mentor, and North Olmsted.

Since the rapid opened, the large Bailey's, Bing's, Taylor's, Mayer Marks and other stores folded. And the May Co. is building a large garage a stone's throw from the rapid station, and Higbee's, atop the depot, has built two new suburban stores. (Other cities, take note!)

Rapid transit salesmen never mention this. Outlying stores offer free parking, downtown doesn't. It costs to come downtown via rapid, bus, or auto. This takes time, and is inconvenient.

It is cheaper for a husband-wife team, plus kids, to drive downtown and park several hours than it is to pay the high rapid transit and additional zone fares today. It is still cheaper to stay in the suburbs.

I doubt if anyone standing in a suburban shopping center parking lot offering free dollar bills could convince anyone to drive or take transit downtown. It is a changing America, and we must face it. We are in a growing countywide area, and millions of words or miles of rail lines will not change public preference.

For those who have known Cleveland for years, it is sad to walk deserted downtown streets on a Saturday afternoon, and recall how once sidewalk mobs prevailed, even spilling over sidewalks to walk in the streets on busy days. Downtown is still active for those who have business there, and who live close enough to it to find it convenient, but no amount of transit subsidy can lure suburbanites back.

### RAPID IMPROVEMENT NEEDED

This is an age of competition, and as usual lethargy has set in on the rapid transit. Downtown Cleveland is in competition with Severance Center, and Heights area people must use the rapid transit to reach downtown if they do not drive.

An escalator is urgently needed at Cedar Glen Station, instead of more plush furnishings in executive offices at CTS headquarters. Climbing stairs is outmoded in this day and age.

There is not enough parking space for Heights residents who want to use the rapid. CTS could buy the abandoned East Cleveland passenger depot of the New York Central, and convert the Superior Ave. site, at the foot of the Heights gateway, into a parking lot. An escalator is also needed there.

A moving rubber walkway is needed at the ramps leading from the Union Terminal to Public Square. Both CTS and Shaker rapid patrons do not like these ramps. They are outmoded in today's world.

Chicago has just placed into service 180 air-conditioned rapid transit cars. Why not air condition Cleveland's cars to attract riders---and likewise, Shaker?

A down escalator is also needed in the Union Terminal, and at other rapid stations. Transit Board member Allen J. Lowe, responsible for rapid transit success, has thoughtfully installed up-and-down escalators at his Sheraton-Cleveland Hotel garage, and as hotel manager constantly strives to please his guests. He has a double responsibility with the

persons who ride the CTS rapid, and should push for similar accommodations for the transit rider.

The Transit Board acts as if it is owned by the taxicab company, and refused to compete with them. New business can be obtained immediately by an Airport Express bus with luggage racks and touching downtown hotels and the inns along Euclid Avenue in the 3000-block. Likewise the Greyhound Depot, where possible transit revenues are surrendered to cabs.

Downtown merchants might be interested to learn that CTS has a fare schedule that favors suburban shopping centers. Wherever, CTS has one of its 40 five-cent extra fare zones, a local resident can ride for 15 cents within that zone. So, when it costs 35 cents to come downtown from Parma, Rocky River, or University Heights, local residents can reach a suburban shopping center for 15 cents.

There is much talk of saving downtown, and the Erieview is the cornerstone of it. Planners must stop listening to transit Pied Pipers who speak of auto strangulation and congestion wrecking downtown areas.

### MOTORIST IS FREE

We must get realistic and learn that the motorist can drive wherever he pleases. If he is a suburbanite, and parking is too tough downtown, he merely has to drive to a suburban shopping center. He doesn't---and will not---leave his car at home to use public transit at high fares. He will just motor somewhere else.

The downtown Lakefront Municipal lot is a victim of backward thinking. It costs 25 cents to park there, and then one must pay 20 cents per person round trip on buses to reach the downtown area at great time loss and inconvenience. If downtown wants to compete, the lot should be free. And so should the buses, even if merchants must give free loop bus tickets for purchases. Even at best, this is very inferior to present outlying shopping centers. It is not competitive anymore.

One of the most interesting plans to come forth, and pigeonholed at City Hall, was a proposal by Alexander Mintz, president of the Shaker Savings & Loan and Howard Klein, president of the Euclid Avenue Association, to rip down most of buildings along the south side of Prospect Avenue from Ontario Street to East 18th St. for a large parking lot within a stone's throw from Euclid Avenue mercantile business. If the city would aid, and provide this lot free, it would have some advantages of the competing suburban shopping centers.

Downtown has lost a large proportion of its shopping business.

The theater picture is bleak. New first run houses with free parking are being built in the suburbs, and long lines form at those already open. The downtown redevelopment means little if it only results in moving the existing working population from one location to another. There must be new businesses, new offices--if there is to be a downtown revival.

A vast network of freeways are coming.

They will lead downtown from all sections of Cuyahoga County, and will enable motorists to speed 60 miles per hour into the central business district. Buses can roll on them at railroad express schedules, and circulate through the business district. Downtown Cleveland will be no further than 10 to 15 minutes of effortless driving from most suburbs. Competitive parking lots must open. It is just as easy to drive in other directions on the freeways to centers

| Population Trends of Large Cities Served by Rail from Cleveland |            |         |                     |      |                  |      |                    |      |  |
|-----------------------------------------------------------------|------------|---------|---------------------|------|------------------|------|--------------------|------|--|
| City                                                            | Population |         | As fraction of 1950 |      | Fraction of 1960 |      | Decrease from 1960 |      |  |
|                                                                 | 1950       | 1960    | 1950                | 1960 | 1960             | 1970 | 1960               | 1970 |  |
| Cleveland                                                       | 914808     | 876050  | 1                   | 0.96 | 1                | 0.86 | 125171             |      |  |
| Buffalo                                                         | 580132     | 532759  | 1                   | 0.92 | 1                | 0.87 | 69991              |      |  |
| Chicago                                                         | 3620962    | 3550404 | 1                   | 0.98 | 1                | 0.95 | 181047             |      |  |
| Cincinnati                                                      | 503998     | 502550  | 1                   | 1.00 | 1                | 0.90 | 51095              |      |  |
| Columbus                                                        | 375901     | 471316  | 1                   | 1.25 | 1                | 1.15 | -68709             |      |  |
| Detroit                                                         | 1849568    | 1670144 | 1                   | 0.90 | 1                | 0.91 | 156543             |      |  |
| Indianapolis                                                    | 427173     | 476258  | 1                   | 1.11 | 1                | 1.57 | -270044            |      |  |
| Pittsburgh                                                      | 676806     | 604332  | 1                   | 0.89 | 1                | 0.86 | 84215              |      |  |
| St Louis                                                        | 856796     | 750026  | 1                   | 0.88 | 1                | 0.83 | 127790             |      |  |
| Sum of above                                                    | 9806144    | 9433839 | 1                   | 0.96 | 1                | 0.95 | 457099             |      |  |

C:\Chuck Bode\CUT Passenger Service\Population of large cities  
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one dollar and forty-four cents. The passenger loss in 1970 totaled \$73.1 million.

If these losses were eliminated, Saunders believed, the profits would come quickly. There would be money to expand, to move into other, nonrailroad, enterprises. The conglomerates were doing it. Saunders was already sitting atop an enormous empire but, at the time of the merger, that appeared to be just the beginning.

The Penn Central had a considerable investment in its passenger service, but this investment was not paying off. The burden, in fact, was growing heavier. The commuter operation was particularly onerous, accounting for some 46 percent of passenger losses, according to the railroad's figures. While all passenger traffic appeared to be unprofitable, commuter traffic was even more so.

Commuters traveled during short periods of time, in the mornings and in the evenings. But the Penn Central could not require its trainmen to divide their working day in this fashion. The result was that some employees sat for long hours with nothing to do. And it cost the railroad \$12,500 annually, in salary and fringe benefits, for each employee.

The inclusion in the system of the bankrupt New Haven Railroad dramatically increased the Penn Central's responsibilities in the commuter field. In 1968, the year before the New Haven was taken in, the Penn Central carried 36,514,274 commutation passengers, realizing revenues of \$27.4 million. In 1969, after the New Haven came in, commuters totaled 54,001,358 with revenues of \$45.4 million.<sup>1</sup>

To service these passengers, Penn Central owned or leased 896 coaches, 222 sleeping and parlor cars, 122 dining and club cars (all but a handful were club cars, since the diners were being phased out), thirteen other cars that could be used for passengers, 853 self-propelled electric cars and sixty-four self-propelled diesel cars.

<sup>1</sup> Penn Central passenger statistics:

|                     | 1969       | 1968       |
|---------------------|------------|------------|
| Coach               | 36,735,110 | 28,998,815 |
| Sleepers and Parlor | 701,305    | 601,467    |
| Commuters           | 54,001,358 | 36,514,274 |
| TOTAL PASSENGERS    | 91,437,773 | 66,114,556 |

The passenger dilemma was underscored when the railroad's board, at the June 1968 meeting, enthusiastically flched an idea from the Chesapeake & Ohio, which had been giving shareholder parties at its Greenbrier Hotel in White Sulphur Springs for years. The Penn Central did not have a Greenbrier Hotel but, through a subsidiary, Arvida Corporation, it had the Boca Raton Hotel and Club. The board scheduled two parties there, from October 23 to 27, and from November 27 to December 1. A special brochure offered a package at 20 percent off regular rates and promised "superb accommodations, meals, tea dances, cabanas, free golf and golf carts, baby-sitting and an exciting program of activities."

About 300 of the company's 118,000 shareholders signed up for each party. The railroad offered three alternative, all-inclusive packages — rail travel (about \$300 for a roomette, \$200 for a coach seat from the New York-Philadelphia area), air travel via Eastern Airlines (\$298 first class, \$264 coach), or get there on your own by auto, with individually adjusted rates.

For the first party, fifty railroad shareholders said they would travel by train. Sixty said they would travel by Eastern's jets. The rest said they would drive.

The reluctance of even railroad stockholders to ride the trains illustrated the Penn Central's difficulties in its passenger operations. Passenger revenue throughout the decade of the sixties steadily decreased. The only exception was 1969. Revenue showed an increase that year, but only because the bankrupt New Haven Railroad was brought into the Penn Central system at the direction of the Interstate Commerce Commission. The inclusion of the New Haven's passenger receipts gave the appearance of an upturn in revenue but, compared to combined revenue figures for earlier years, there was actually a decrease. The 1969 revenue picture was also brightened somewhat by the inauguration of Metroliner service on January 16.<sup>2</sup>

<sup>2</sup> Combined passenger revenue of the Pennsylvania and New York Central 1960 through 1969:

|      |               |      |               |
|------|---------------|------|---------------|
| 1960 | \$167,785,995 | 1965 | \$134,494,269 |
| 1961 | \$160,443,354 | 1966 | \$129,661,193 |
| 1962 | \$152,519,899 | 1967 | \$114,961,837 |
| 1963 | \$146,588,654 | 1968 | \$105,087,068 |
| 1964 | \$142,576,667 | 1969 | \$147,111,527 |

passenger  
Statistic

INTERCITY PASSENGER TRAFFIC IN THE UNITED STATES

MILLIONS OF PASSENGER-MILES

| <u>YEAR</u> | <u>RAILROADS</u> | <u>BUSSES</u> | <u>AIR<br/>CARRIERS</u> | <u>PASSENGER<br/>AUTOMOBILES</u> |
|-------------|------------------|---------------|-------------------------|----------------------------------|
| 1949        | 35,133           | 27,933        | 8,616                   | 276,313                          |
| 1950        | 31,790           | 25,436        | 10,072                  | 402,843                          |
| 1951        | 34,640           | 27,418        | 12,938                  | 457,787                          |
| 1952        | 34,033           | 28,704        | 14,988                  | 495,547                          |
| 1953        | 31,679           | 28,397        | 17,430                  | 529,194                          |
| 1954        | 29,310           | 25,614        | 19,568                  | 548,763                          |
| 1955        | 28,500           | 25,100        | 22,700                  | 585,817                          |
| 1956        | 28,216           | 25,189        | 25,523                  | 617,713                          |
| 1957        | 25,914           | 21,455        | 28,128                  | 637,755                          |
| 1958        | 23,295           | 20,756        | 28,522                  | 663,679                          |
| 1959        | 22,075           | 20,364        | 32,566                  | 659,435                          |
| 1960        | 21,284           | 19,896        | 33,958                  | 677,589                          |
| 1961        | 20,308           | 19,703        | 34,599                  | 697,831                          |
| 1962        | 19,926           | 21,279        | 37,491                  | 724,945                          |
| 1963        | 18,519           | 22,538        | 42,765                  | 748,467                          |
| 1964        | 18,271           | 23,344        | 49,500                  | 801,796                          |
| 1965        | 17,557           | 23,775        | 58,083                  | 858,641                          |
| 1966        | 17,268           | 24,592        | 69,356                  | 901,573                          |

NOTE: BUS PASSENGER-MILES FOR 1957 THROUGH 1962 ARE NOT COMPARABLE WITH THOSE SHOWN FOR PRIOR YEARS. THE ABOVE ESTIMATE FOR 1957, BASED ON NEW DATA DEVELOPED BY THE BUREAU OF PUBLIC ROADS, IS 3,543 MILLION PASSENGER-MILES LESS THAN THE OLD-SERIES ESTIMATE FOR THAT YEAR PUBLISHED IN THE 72ND ANNUAL REPORT OF THE INTER-STATE COMMERCE COMMISSION.

BUS ESTIMATES INCLUDE URBAN PORTIONS OF INTERCITY TRIPS.

DATA FOR AIR CARRIERS INCLUDE NON-SCHEDULED COMMERCIAL CARRIERS AND PRIVATE PLANES.

SOURCE: INTERSTATE COMMERCE COMMISSION REPORTS, - DATA FURNISHED BY U. S. BUREAU OF PUBLIC ROADS FOR BUS AND AUTOMOBILE TRAVEL AND BY CIVIL AERONAUTICS BOARD FOR AIR CARRIERS.

PCC003967

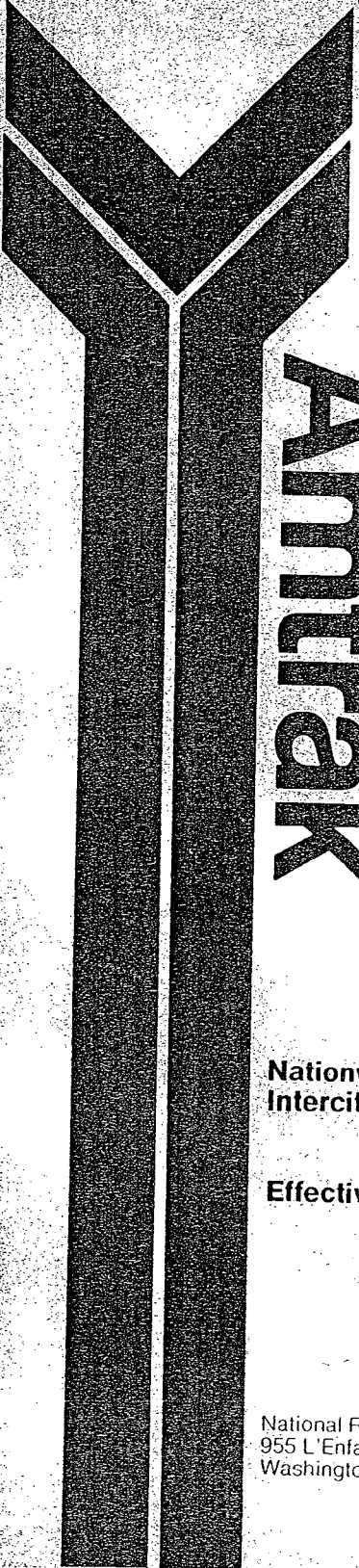
# Inventory Of Train Schedules

PCC003968

# Timetable Inventory and sources

| R                                                                                                  | Date       | Description                        | Pub/Emp  | Source      | Item ID | Notes              | mo |
|----------------------------------------------------------------------------------------------------|------------|------------------------------------|----------|-------------|---------|--------------------|----|
| all                                                                                                | May-61     | Official Guide                     | p        | PTSI office | PT2     |                    |    |
| NKP                                                                                                | 4/29/1962  | system                             | p        | Tony Dawson | TD5     |                    |    |
| NYC                                                                                                | 4/29/1962  | system                             | p        | Tony Dawson | TD7     |                    |    |
| EL                                                                                                 | 7/1/1962   | system                             | p        | Tony Dawson | TD1     |                    |    |
| EL                                                                                                 | 10/28/1962 | system                             | p        | Tony Dawson | TD2     | no applicable info |    |
| all                                                                                                | Mar-63     | Official Guide                     | p        | PTSI office | PT3     |                    |    |
| EL                                                                                                 | 4/28/1963  | system                             | p        | Tony Dawson | TD3     | no applicable info |    |
| NKP                                                                                                | 4/26/1964  | system                             | p        | Tony Dawson | TD6     |                    |    |
| NYC                                                                                                | 4/26/1964  | system                             | p        | Tony Dawson | TD8     |                    |    |
| NYC                                                                                                | 10/25/1964 | Lake, Toledo, Western Division     | e        | Bill Howes  | BH1     |                    |    |
| NYC                                                                                                | 4/25/1965  | system                             | p        | Tony Dawson | TD9     |                    |    |
| NYC                                                                                                | 4/24/1966  | Western area                       | p        | Tony Dawson | TD16    |                    |    |
| NYC                                                                                                | 4/24/1966  | Lake, Toledo, Western Division     | e        | Carl Loucks | CL1     |                    |    |
| NYC                                                                                                | 4/24/1966  | system                             | p        | Tony Dawson | TD10    |                    |    |
| all                                                                                                | May-66     | Official Guide                     | p        | PTSI office | PT4     | EL & NYC 4/24/66   |    |
| NYC                                                                                                | 10/30/1966 | system                             | p        | Tony Dawson | TD11    |                    |    |
| all                                                                                                | Nov-66     | Official Guide                     | p        | PTSI office | PT5     | EL & NYC 10/30/66  |    |
| EL                                                                                                 | 11/28/1966 | system                             | p        | Tony Dawson | TD4     |                    |    |
| NYC                                                                                                | 4/30/1967  | Western area                       | p        | Tony Dawson | TD15    |                    |    |
| NYC                                                                                                | 9/17/1967  | Western area                       | p        | Tony Dawson | TD17    |                    |    |
| NYC                                                                                                | 11/5/1967  | system                             | p        | Tony Dawson | TD12    | also in Timpany VI |    |
| NYC                                                                                                | 11/5/1967  | Western area                       | p        | Tony Dawson | TD18    |                    |    |
| NYC                                                                                                | 11/5/1967  | Western District                   | e        | Tony Dawson | TD25    |                    | o  |
| NYC                                                                                                | 11/5/1967  | Southern District                  | e        | Tony Dawson | TD26    |                    | o  |
| NYC                                                                                                | 12/3/1967  | system                             | p        | Tony Dawson | TD13    |                    |    |
| NYC                                                                                                | 12/3/1967  | Western area                       | p        | Tony Dawson | TD19    |                    |    |
| NYC                                                                                                | 12/3/1967  | Lake, Toledo, Western Division     | e, sup 1 | Bill Howes  | BH2     |                    |    |
| NYC                                                                                                | 1/26/1968  | system                             | p        | Tony Dawson | TD14    |                    |    |
| EL                                                                                                 | 4/28/1968  | system                             | p        | PTSI office | PT1     |                    |    |
| PC                                                                                                 | 4/28/1968  | system                             | p        | Tony Dawson | TD20    |                    |    |
| PC                                                                                                 | 4/28/1968  | Lake Region                        | e        | Tony Dawson | TD24    |                    | mo |
| PC                                                                                                 | 7/15/1968  | system                             | p        | Tony Dawson | TD21    |                    |    |
| PC                                                                                                 | 9/16/1968  | system                             | p        | Tony Dawson | TD22    |                    |    |
| PC                                                                                                 | 10/27/1968 | East-West                          | p        | Tony Dawson | TD23    |                    |    |
| PC                                                                                                 | 4/27/1969  | Lake Region                        | e        | Bill Howes  | BH3     |                    | mo |
| PC                                                                                                 | 3/1/1970   | Chi-Fla, Chi-Cin, Cin-Cle, Ind-Cle | p        | PTSI office | PT9     |                    |    |
| PC                                                                                                 | 1/1/1970   | Cleveland, Toledo Division         | e        | Bill Howes  | BH4     |                    | mo |
| PC                                                                                                 | 5/15/1970  | Cleveland, Toledo, Chi, Ft W D     | e        | Bill Howes  | BH5     |                    | mo |
| PC                                                                                                 | 6/30/1970  | East-West                          | p        | PTSI office | PT10    |                    |    |
| all                                                                                                | Feb-71     | Official Guide                     | p        | PTSI office | PT6     |                    |    |
| all                                                                                                | Apr-71     | Official Guide                     | p        | PTSI office | PT7     |                    |    |
| Amtrak                                                                                             | 5/1/1971   | Nationwide                         | p        | PTSI office | PT8     | shows no CUT       |    |
| Notes: Colors in first column indicate groups with the same date                                   |            |                                    |          |             |         |                    |    |
| mo column indicates item shows trains carrying mail (m) and ticket office hours (o)                |            |                                    |          |             |         |                    |    |
| Above timetables vary in the amount of information provided, even from issue to issue of same item |            |                                    |          |             |         |                    |    |
| C:\ChuckBode\CUT Passenger Service\timetable inventory                                             |            |                                    |          | 9/11/2007   |         |                    |    |

PCC003969



# Amtrak

**Nationwide Schedules of  
Intercity Passenger Service**

**Effective May 1, 1971**

National Railroad Passenger Corporation  
955 L'Enfant Plaza  
Washington, D.C. 20024



# Amtrak

PCC003970

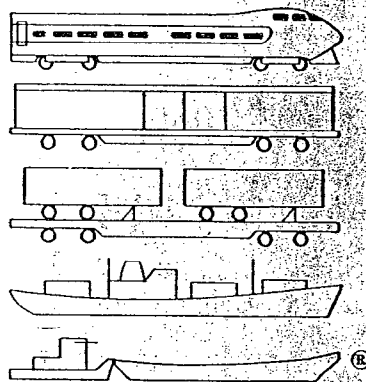
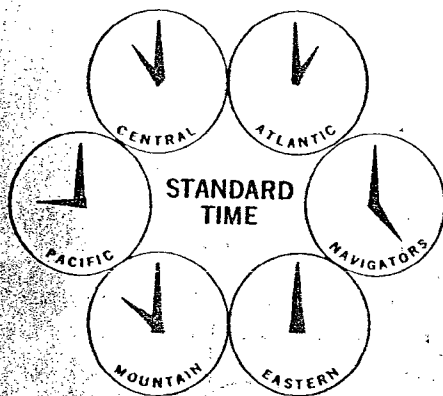
For Quick Reference Index to Through Rail Passenger Schedules, see page XI.

103rd YEAR—No. 11

APRIL 1971

# THE OFFICIAL GUIDE OF THE RAILWAYS®

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



PUBLISHED MONTHLY BY  
**NATIONAL RAILWAY PUBLICATION COMPANY**  
424 WEST THIRTY-THIRD STREET, NEW YORK, N.Y. 10001

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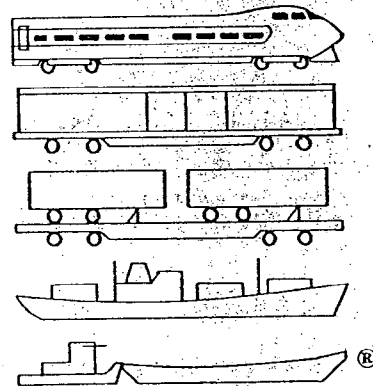
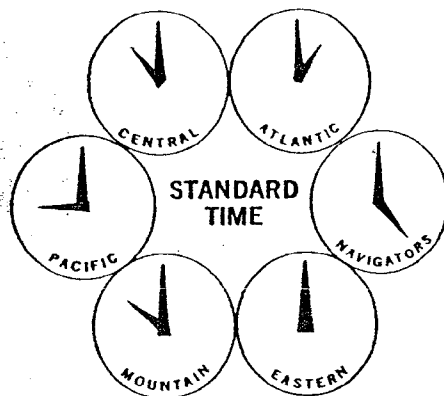
For Quick Reference Index to Through Rail Passenger Schedules, see page XI.

103rd YEAR—No. 9

FEBRUARY 1971

# THE OFFICIAL GUIDE OF THE RAILWAYS®

AND STEAM NAVIGATION LINES OF  
THE UNITED STATES, PUERTO RICO,  
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PUBLISHED MONTHLY BY  
**NATIONAL RAILWAY PUBLICATION COMPANY**  
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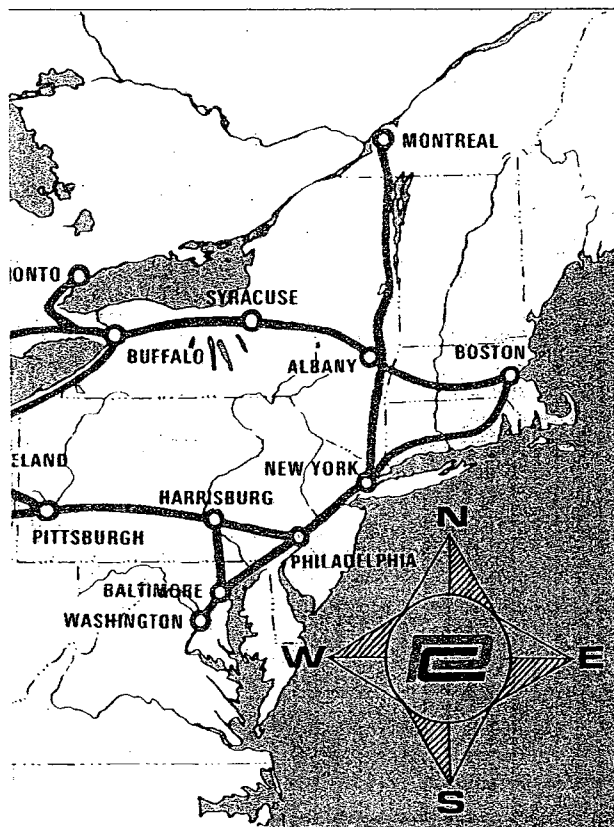
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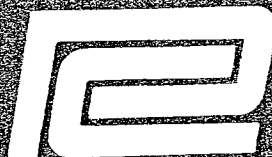
Effective June 30, 1970

PENN CENTRAL

# ***EAST WEST TIMETABLE***



PCC003973



**PENN CENTRAL  
TRANSPORTATION COMPANY**

## **WESTERN REGION**

\* \* \*

**CLEVELAND DIVISION  
TOLEDO DIVISION  
CHICAGO DIVISION  
FORT WAYNE DIVISION**

\* \* \*

## **TIMETABLE No. 4**

In Effect **4:01 A.M., EST** Friday, May 15, 1970  
**3:01 A.M., CST**

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

PCC003974



**PENN CENTRAL**

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**TIME TABLE**

**LOCAL TIME**

Effective March 1, 1970

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**CHICAGO — FLORIDA**

**CHICAGO — CINCINNATI**

**CINCINNATI — CLEVELAND**

**INDIANAPOLIS — CLEVELAND**



***See more...***  
**the safe, easy,**  
**fun-way,**  
**by train!**

Form 92

PCC003975



**PENN CENTRAL**

## **LAKE REGION**

CLEVELAND DIVISION

TOLEDO DIVISION

## **TIMETABLE No. 4**

In Effect 4:01 A.M. EST Thursday, January 1, 1970

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

PCC003976

# MAIN LINE BUFFALO TO CHICAGO — Continued

| Interlocking Station | Block Station & Train Order Office | Block Limit Station | STATIONS                               | Distance from Buffalo | Capacity of Sidings Based on 50 ft. Cars |      |      |
|----------------------|------------------------------------|---------------------|----------------------------------------|-----------------------|------------------------------------------|------|------|
|                      |                                    |                     |                                        |                       | West                                     | East | Both |
| X                    |                                    |                     | MENTOR                                 | 159.4                 |                                          |      | 432  |
| X                    |                                    |                     | CP 162                                 | 162.1                 |                                          |      |      |
| X                    |                                    |                     | WILLOUGHBY                             | 163.7                 |                                          |      |      |
| X                    |                                    |                     | CP 167                                 | 167.0                 |                                          |      | 380  |
| X                    |                                    |                     | WICKLIFFE                              | 168.3                 | 275                                      |      |      |
| X                    |                                    |                     | CP-BR                                  | 171.3                 |                                          |      |      |
| X                    | X                                  | X*                  | COLLINWOOD                             | 173.8                 |                                          |      |      |
| X                    | X                                  | X*                  | QD                                     | 174.7                 |                                          |      |      |
| X                    | X                                  | X*                  | EAST 55th STREET                       | 178.6                 |                                          |      |      |
| X                    | X                                  | X*                  | EAST 33rd STREET                       | 180.1                 |                                          |      |      |
| X                    | X                                  | X*                  | EAST 26th STREET                       | 180.5                 |                                          |      |      |
| X                    | X                                  | X*                  | DOUBLE TRACK                           | 181.8                 |                                          |      |      |
| X                    | X                                  | X*                  | DB (Myble Bldg.)                       | 182.3                 |                                          |      |      |
| X                    | X                                  | X*                  | LORAIN STREET                          | 187.9                 |                                          |      |      |
| X                    | X                                  | X*                  | WS                                     | 189.9                 |                                          |      |      |
| X                    | X                                  | X*                  | CP 190 (Rockport)                      | 190.7                 |                                          |      |      |
| X                    | X                                  | X*                  | BEREA                                  | 193.9                 |                                          |      |      |
| X                    | X                                  | X*                  | BE                                     | 193.9                 |                                          |      |      |
| X                    | X                                  | X*                  | DIVISION POST (Cleveland Division)     | 194.3                 |                                          |      |      |
| X                    |                                    |                     | DIVISION POST (Toledo Division)        | 194.3                 |                                          |      | 312  |
| X                    |                                    |                     | OLMSTED FALLS                          | 196.6                 |                                          |      |      |
| X                    |                                    |                     | CP 197                                 | 197.8                 |                                          |      |      |
| X                    |                                    |                     | SHAWVILLE                              | 202.5                 |                                          |      |      |
| X                    |                                    |                     | CP 203                                 | 202.9                 |                                          |      |      |
| X                    |                                    |                     | ELYRIA YARD                            | 204.6                 |                                          |      |      |
| X                    |                                    |                     | ELYRIA                                 | 206.5                 |                                          |      |      |
| X                    |                                    |                     | CP 207 (B&O Crossing) (Norwalk Branch) | 207.0                 |                                          |      |      |
| X                    |                                    |                     | CP 212                                 | 212.7                 |                                          |      |      |
| X                    |                                    |                     | AMHERST                                | 213.2                 |                                          |      |      |
| X                    |                                    |                     | FAIRLANE                               | 215.9                 |                                          |      |      |
| X                    |                                    |                     | CP 216                                 | 216.8                 |                                          |      |      |
| X                    |                                    |                     | CP 219                                 | 218.7                 |                                          |      |      |
| X                    |                                    |                     | VERMILION                              | 220.9                 |                                          |      |      |
| X                    |                                    |                     | CEYLON                                 | 222.2                 |                                          |      |      |
| X                    |                                    |                     | CP 232                                 | 232.3                 |                                          |      |      |
| X                    |                                    |                     | HURON                                  | 232.3                 |                                          |      |      |
| X                    |                                    |                     | CP 234                                 | 234.4                 |                                          |      |      |
| X                    |                                    |                     | CP 240 (B&O Crossing)                  | 240.7                 |                                          |      |      |
| X                    |                                    |                     | SANDUSKY                               | 241.0                 |                                          |      |      |
| X                    |                                    |                     | CP 242 (N&W Crossing)                  | 242.8                 |                                          |      |      |
| X                    |                                    |                     | CP 244                                 | 244.8                 |                                          |      |      |
| X                    |                                    |                     | BAY BRIDGE (Myble Bldg.)               | 247.0                 |                                          |      |      |
| X                    |                                    |                     | CP 248                                 | 248.5                 |                                          |      |      |
| X                    |                                    |                     | GYPSUM                                 | 251.2                 |                                          |      |      |
| X                    |                                    |                     | CP 253                                 | 253.6                 |                                          |      |      |
| X                    |                                    |                     | PORT CLINTON                           | 254.5                 |                                          |      |      |
| X                    |                                    |                     | CP 256 (Myble Bldg.)                   | 255.9                 |                                          |      |      |
| X                    |                                    |                     | LACARNE                                | 260.2                 |                                          |      |      |
| X                    |                                    |                     | OAK HARBOR                             | 260.7                 |                                          |      |      |
| X                    |                                    |                     | CP 268 Rocky Ridge                     | 268.3                 |                                          |      |      |
| X                    |                                    |                     | GRAYTOWN                               | 271.0                 |                                          |      |      |
| X                    |                                    |                     | MARTIN                                 | 274.1                 |                                          |      |      |
| X                    |                                    |                     | CLAY CENTER                            | 277.0                 |                                          |      |      |
| X                    |                                    |                     | CP 281 Millbury Jet. (Norwalk Branch)  | 280.0                 |                                          |      |      |
| X                    |                                    |                     | CP 285 (Toledo Terminal Crossing)      | 286.4                 |                                          |      |      |
| X                    |                                    |                     | CP 286                                 | 286.6                 |                                          |      |      |
| X                    |                                    |                     | FASSETT                                | 287.1                 |                                          |      |      |
| X                    |                                    |                     | CP MAUMEE (Myble Bldg.)                | 287.0                 |                                          |      |      |
| X                    |                                    |                     | CP 287 (N&W Crossing)                  | 287.0                 |                                          |      |      |
| X                    |                                    |                     | TOLEDO Dispr. Office (Yard Dispatcher) | 288.3                 |                                          |      |      |
| X                    | X                                  | X*                  | CP 288                                 | 288.7                 |                                          |      |      |
| X                    | X                                  | X*                  | SWAN CREEK (Toledo Branch)             | 289.0                 |                                          |      |      |
| X                    | X                                  | X*                  | AIR LINE                               | 290.0                 |                                          |      |      |
| X                    | X                                  | X*                  | NABBY (Toledo Terminal Crossing)       | 290.9                 |                                          |      |      |
| X                    |                                    |                     | CP 295                                 | 294.0                 |                                          |      |      |
| X                    |                                    |                     | HOLLAND                                | 297.0                 |                                          |      |      |
| X                    |                                    |                     | CP 304                                 | 301.0                 |                                          |      |      |
| X                    |                                    |                     | SWANTON                                | 309.0                 |                                          |      |      |
| X                    |                                    |                     | CP 367                                 | 309.0                 |                                          |      |      |
| X                    |                                    |                     | DELTA                                  | 310.0                 |                                          |      |      |
| X                    |                                    |                     | DELTA YARD                             | 310.0                 |                                          |      |      |
| X                    |                                    |                     | CP 317 (N&W Crossing)                  | 310.0                 |                                          |      |      |
| X                    |                                    |                     | WAUSEON                                | 310.0                 |                                          |      |      |
| X                    |                                    |                     | CP 320 (DT&I Crossing)                 | 310.0                 |                                          |      |      |
| X                    |                                    |                     | PETTISVILLE                            | 310.0                 |                                          |      |      |
| X                    |                                    |                     | CP 327                                 | 310.0                 |                                          |      |      |
| X                    |                                    |                     | ARCHBOLD                               | 310.0                 |                                          |      |      |
| X                    |                                    |                     | CP 329                                 | 310.0                 |                                          |      |      |
| X                    |                                    |                     | STRYKER                                | 310.0                 |                                          |      |      |
| X                    |                                    |                     | CP 340                                 | 310.0                 |                                          |      |      |
| X                    |                                    |                     | CP 341 (Southern Region Crossing)      | 310.0                 |                                          |      |      |
| X                    |                                    |                     | BRYAN                                  | 310.0                 |                                          |      |      |
| X                    |                                    |                     | CP 342                                 | 310.0                 |                                          |      |      |
| X                    |                                    |                     | EDGEWATER                              | 310.0                 |                                          |      |      |
| X                    |                                    |                     | CP 352                                 | 310.0                 |                                          |      |      |

Continued on next page

# MAIN LINE BUFFALO TO CHICAGO — Continued

| Interlocking Station | Block Station & Train Order Office | Block Limit Station | STATIONS                                      | Distance from Buffalo | Capacity of Sidings Based on 50 ft. Cars |      |      |
|----------------------|------------------------------------|---------------------|-----------------------------------------------|-----------------------|------------------------------------------|------|------|
|                      |                                    |                     |                                               |                       | West                                     | East | Both |
| X                    |                                    |                     | STATE LINE (Ohio-Ind.)                        | 355.3                 |                                          |      |      |
| X                    |                                    |                     | CP 358 (N&W Crossing)                         | 358.5                 |                                          |      |      |
| X                    |                                    |                     | BUTLER                                        | 359.1                 |                                          |      |      |
| X                    |                                    |                     | WATERLOO                                      | 367.0                 |                                          |      |      |
| X                    |                                    |                     | CP 367                                        | 367.0                 |                                          |      |      |
| X                    |                                    |                     | CORUNNA                                       | 373.4                 |                                          |      |      |
| X                    |                                    |                     | KENDALLVILLE                                  | 379.7                 |                                          |      |      |
| X                    |                                    |                     | CP 379 (Western Region Crossing)              | 379.7                 |                                          |      |      |
| X                    |                                    |                     | BRIMFIELD                                     | 386.5                 |                                          |      |      |
| X                    |                                    |                     | WAWAKA                                        | 390.9                 |                                          |      |      |
| X                    |                                    |                     | CP 395                                        | 395.4                 |                                          |      |      |
| X                    |                                    |                     | LIGONIER                                      | 398.3                 |                                          |      |      |
| X                    |                                    |                     | CP 397                                        | 397.7                 |                                          |      |      |
| X                    |                                    |                     | MILLERSBURG                                   | 403.3                 |                                          |      |      |
| X                    |                                    |                     | GOSHEN                                        | 411.5                 |                                          |      |      |
| X                    |                                    |                     | CP 412                                        | 412.4                 |                                          |      |      |
| X                    |                                    |                     | CP 415 (Dunlap)                               | 415.6                 |                                          |      |      |
| X                    |                                    |                     | DIVISION POST (Toledo Division) (Lake Region) | 421.1                 |                                          |      | 544  |
| X                    |                                    |                     | B. CHICAGO (Western Region)                   | 421.5                 |                                          |      |      |
| X                    |                                    |                     |                                               | 522.2                 |                                          |      |      |

The Direction from BV to Chicago is Westward.  
Toledo — Train Order office only.

## MAIN LINE ALLIANCE TO DB

| Interlocking Station | Block Station & Train Order Office | Block Limit Station | STATIONS                                         | Distance from Buffalo | Capacity of Sidings Based on 50 ft. Cars |      |      |
|----------------------|------------------------------------|---------------------|--------------------------------------------------|-----------------------|------------------------------------------|------|------|
|                      |                                    |                     |                                                  |                       | West                                     | East | Both |
| X                    | X                                  | X*                  | ALLIANCE (Central Region)                        | 67.0                  |                                          |      |      |
| X                    | X                                  | X*                  | HUDSON                                           | 96.9                  | 148                                      | 117  |      |
| X                    |                                    |                     | DIVISION POST (Cleveland Division) (Lake Region) | 102.0                 |                                          |      |      |
| X                    |                                    |                     | TWIN                                             | 102.9                 |                                          |      |      |
| X                    |                                    |                     | LEDGE                                            | 105.1                 |                                          |      |      |
| X                    |                                    |                     | MOTOR                                            | 105.4                 |                                          |      |      |
| X                    |                                    |                     | WHELOCK                                          | 106.5                 |                                          |      |      |
| X                    |                                    |                     | WALTON                                           | 107.4                 |                                          |      |      |
| X                    |                                    |                     | BEDFORD R-Harvard                                | 109.4                 |                                          |      |      |
| X                    |                                    |                     | MAPLE R-Harvard                                  | 110.3                 |                                          |      |      |
| X                    | X                                  | X*                  | ROCKSIDE                                         | 110.9                 |                                          |      |      |
| X                    | X                                  | X*                  | MCCRACKEN                                        | 113.1                 |                                          |      |      |
| X                    | X                                  | X*                  | HARVARD (N&W-N&SS Crossing)                      | 116.0                 |                                          |      |      |
| X                    | X                                  | X*                  | ERIE CROSSING (E-L Crossing)                     | 116.9                 |                                          |      |      |
| X                    | X                                  | X*                  | BESSEMER AVENUE                                  | 117.1                 |                                          |      |      |
| X                    | X                                  | X*                  | KINSMAN                                          | 117.6                 |                                          |      |      |
| X                    | X                                  | X*                  | HOLTON AVENUE                                    | 118.2                 |                                          |      |      |
| X                    | X                                  | X*                  | SUPERIOR                                         | 120.9                 |                                          |      |      |
| X                    | X                                  | X*                  | ALABAMA                                          | 121.8                 |                                          |      |      |
| X                    | X                                  | X*                  | FOUR DOUBLE                                      | 123.2                 |                                          |      |      |
| X                    | X                                  | X*                  | DB (Myble Bldg.)                                 | 123.6                 |                                          |      |      |

\*Distance from Rochester.

The direction from Alliance to DB is Westward.

## ERIE YARD BRANCH (CLEVELAND DIVISION)

| Interlocking Station | Block Station & Train Order Office | Block Limit Station | STATIONS                                         | Distance from Buffalo | Capacity of Sidings Based on 50 ft. Cars |      |      |
|----------------------|------------------------------------|---------------------|--------------------------------------------------|-----------------------|------------------------------------------|------|------|
|                      |                                    |                     |                                                  |                       | West                                     | East | Both |
| X                    |                                    |                     | LOVE (Main Line Erie) (Central Region)           | 33.7                  |                                          |      |      |
| X                    |                                    |                     | ELM                                              | 2.9                   |                                          |      |      |
| X                    |                                    |                     | DIVISION POST (Cleveland Division) (Lake Region) | 2.9                   |                                          |      |      |
| X                    |                                    |                     | ERIE                                             | 0.0                   |                                          |      |      |

\*Distance from Erie.

The direction from Love to Elm is Westward.

## CLARK BRANCH (CLEVELAND DIVISION)

| Interlocking Station | Block Station & Train Order Office | Block Limit Station | STATIONS                  | Distance from Buffalo | Capacity of Sidings Based on 50 ft. Cars |      |      |
|----------------------|------------------------------------|---------------------|---------------------------|-----------------------|------------------------------------------|------|------|
|                      |                                    |                     |                           |                       | West                                     | East | Both |
| X                    | X                                  | X*                  | DB                        | 0.3                   |                                          |      |      |
| X                    | X                                  | X*                  | OX (Myble Bldg.)          | 0.9                   |                                          |      |      |
| X                    | X                                  | X*                  | CP - DK                   | 1.4                   |                                          |      |      |
| X                    | X                                  | X*                  | CLOGGVILLE                | 2.8                   |                                          |      |      |
| X                    | X                                  | X*                  | CLARK R-Dispatcher Office | 3.8                   |                                          |      |      |

\*Distance from Double Track.

The direction from DB to Clark is Westward.

PCC003977

### C.U.T. BRANCH (CLEVELAND DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block Limit Station | STATIONS                                                | Distance from | Capacity of Sidings Based on 50 ft. Cars |      |      |
|--------------|----------------------|------------------------------------|---------------------|---------------------------------------------------------|---------------|------------------------------------------|------|------|
|              |                      |                                    |                     |                                                         |               | West                                     | East | Both |
| X            | X                    | X*                                 |                     | QD.....(Cleveland).....                                 | 0.0           |                                          |      |      |
| X            | X                    | X*                                 |                     | CT.....(R-Dispatcher office).....                       | 9.7           |                                          |      |      |
| X            | X                    | X*                                 |                     | CLARK.....(R-Dispatcher office).....                    | 12.0          |                                          |      |      |
| X            | X                    | X*                                 |                     | LINDDALE.....(CSL Crossing).....                        | 15.6          |                                          |      |      |
| X            | X                    | X*                                 |                     | SHORT.....(R-Dispatcher office).....                    | 17.6          |                                          |      |      |
| X            | X                    | X*                                 |                     | BEREA.....                                              | 21.9          |                                          |      |      |
| X            | X                    | X*                                 |                     | BE.....                                                 | 21.9          |                                          |      |      |
| X            | X                    | X*                                 |                     | DIVISION POST (Cleveland Division).....                 | 22.3          |                                          |      |      |
| X            | X                    | X*                                 |                     | DIVISION POST (Toledo Division).....(Lake Region)       | 22.3          |                                          |      |      |
| X            | X                    | X*                                 |                     | DIVISION POST (Columbus Division).....(Southern Region) | 22.3          |                                          |      |      |

\*Distance from QD.  
The direction from QD to BE is Westward.  
CUT — Train Order office only.

### CLEVELAND SHORT LINE BRANCH (CLEVELAND DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block Limit Station | STATIONS                             | Distance from | Capacity of Sidings Based on 50 ft. Cars |
|--------------|----------------------|------------------------------------|---------------------|--------------------------------------|---------------|------------------------------------------|
| X            | X                    | X*                                 |                     | QD.....                              | 0.0           |                                          |
| X            | X                    | X*                                 |                     | EAST 131st STREET.....               | 0.7           |                                          |
| X            | X                    | X*                                 |                     | MAYFIELD.....                        | 0.9           |                                          |
| X            | X                    | X*                                 |                     | QUINCY.....                          | 0.9           |                                          |
| X            | X                    | X*                                 |                     | BUCKEYE ROAD.....                    | 0.9           |                                          |
| X            | X                    | X*                                 |                     | KINSMAN.....                         | 10.0          |                                          |
| X            | X                    | X*                                 |                     | MARCY.....                           | 12.4          |                                          |
| X            | X                    | X*                                 |                     | STATE ROAD.....                      | 12.4          |                                          |
| X            | X                    | X*                                 |                     | PARMA (B&O Crossing).....            | 12.4          |                                          |
| X            | X                    | X*                                 |                     | SHORT.....(R-Dispatcher office)..... | 17.0          |                                          |

\*Distance from QD.  
The direction from QD to Short is Westward.

### ORANGE SECONDARY TRACK (CLEVELAND DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block Limit Station | STATIONS            | Distance from | Capacity of Sidings Based on 50 ft. Cars |
|--------------|----------------------|------------------------------------|---------------------|---------------------|---------------|------------------------------------------|
|              |                      |                                    |                     | BUCKEYE ROAD.....   |               |                                          |
|              |                      |                                    |                     | KINGSBURY YARD..... |               |                                          |

\*Distance from Buckeye Road.  
The direction from Buckeye Road to Kingsbury Yard is Northward.

### MARCY SECONDARY TRACK (CLEVELAND DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block Limit Station | STATIONS    | Distance from | Capacity of Sidings Based on 50 ft. Cars |
|--------------|----------------------|------------------------------------|---------------------|-------------|---------------|------------------------------------------|
|              |                      |                                    |                     | MARCY.....  |               |                                          |
|              |                      |                                    |                     | WARNER..... |               |                                          |

\*Distance from Marcy.  
The direction from Marcy to Warner is Eastward.

### CROWN SECONDARY TRACK (CLEVELAND DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block Limit Station | STATIONS   | Distance from | Capacity of Sidings Based on 50 ft. Cars |
|--------------|----------------------|------------------------------------|---------------------|------------|---------------|------------------------------------------|
|              |                      |                                    |                     | TWIN.....  |               |                                          |
|              |                      |                                    |                     | CROWN..... |               |                                          |

\*Distance from Twin.  
The direction from Twin to Crown is Northward.

### TIRO INDUSTRIAL TRACK (TOLEDO DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block Limit Station | STATIONS                                  | Distance from Mansfield | Capacity of Sidings Based on 50 ft. Cars |
|--------------|----------------------|------------------------------------|---------------------|-------------------------------------------|-------------------------|------------------------------------------|
| X            |                      |                                    |                     | CARROTHERS.....(R-Portsmouth N&W)         | 27.1                    |                                          |
| X            | P                    |                                    |                     | NEW WASHINGTON STACK (AC&Y Crossing)..... | 23.5                    |                                          |
| X            |                      |                                    |                     | TIRO.....                                 | 22.9                    |                                          |
| X            |                      |                                    |                     | END OF TRACK.....                         | 17.8                    |                                          |
| X            |                      |                                    |                     |                                           | 17.0                    |                                          |

The direction from Carrothers to Tiro is Southward.  
Stack — In Service only when opened by Train Order.

### CARROTHERS BRANCH (TOLEDO DIVISION) Olive Secondary Track

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block Limit Station | STATIONS                                                  | Distance from Mansfield | Capacity of Sidings Based on 50 ft. Cars |
|--------------|----------------------|------------------------------------|---------------------|-----------------------------------------------------------|-------------------------|------------------------------------------|
| X            | X                    | X*                                 |                     | ALEXIS (Toledo Division).....(Lake Region) (C&O Crossing) | 90.9                    |                                          |
| X            | X                    | X*                                 |                     | HALLET (C&O-TT Crossing).....                             | 89.9                    |                                          |
| X            | X                    | X*                                 |                     | BOULEVARD (R-Hallet).....(TT Crossing)                    | 88.4                    |                                          |
| X            | X                    | X*                                 |                     | MANHATTAN (N&W Crossing).....                             | 87.7                    |                                          |
| X            | X                    | X*                                 |                     | GALENA.....(R-Manhattan)                                  | 86.7                    |                                          |
| X            | X                    | X*                                 |                     | BUFFALO STREET.....                                       | 86.4                    |                                          |
| X            | X                    | X*                                 |                     | OLIVE.....                                                | 85.8                    |                                          |
| X            | X                    | X*                                 |                     | OLIVE MAUMEE RIVER.....(Mvble Brdg.)                      | 85.8                    |                                          |
| X            | X                    | X*                                 |                     | SPRING.....                                               | 85.7                    |                                          |
| X            | X                    | X*                                 |                     | CP MAUMEE (R-Toledo).....                                 | 84.0                    |                                          |
| X            | X                    | X*                                 |                     | SPRING.....                                               | 83.6                    |                                          |
| X            | X                    | X*                                 |                     | OAK STREET.....                                           | 84.0                    |                                          |
| X            | X                    | X*                                 |                     | COY.....                                                  | 82.7                    |                                          |
| X            | X                    | X*                                 |                     | OUTER YARD.....                                           | 82.5                    |                                          |
| X            | X                    | X*                                 |                     | WALBRIDGE.....                                            | 81.7                    |                                          |
| X            | X                    | X*                                 |                     | WALBRIDGE (C&O-TT Crossing).....                          | 80.5                    |                                          |
| X            | X                    | X*                                 |                     | LIME.....                                                 | 80.5                    |                                          |
| X            | X                    | X*                                 |                     | WOODVILLE.....                                            | 79.0                    |                                          |
| X            | X                    | X*                                 |                     | HYDRATE.....                                              | 68.6                    |                                          |
| X            | X                    | X*                                 |                     | GIBSONBURG.....                                           | 67.6                    |                                          |
| X            | X                    | X*                                 |                     | HELENA.....                                               | 63.1                    | 83                                       |
| X            | X                    | X*                                 |                     | MILLERSVILLE.....                                         | 60.0                    |                                          |
| X            | X                    | X*                                 |                     | BURGOON (N&W Crossing).....                               | 57.9                    |                                          |
| X            | X                    | X*                                 |                     | BETTSVILLE.....                                           | 54.5                    |                                          |
| X            | X                    | X*                                 |                     | MAPLE GROVE (N&W Crossing).....                           | 52.7                    |                                          |
| X            | X                    | X*                                 |                     | COLEMAN.....(R-Tiffin)                                    | 50.8                    |                                          |
| X            | X                    | X*                                 |                     | WALL STREET.....                                          | 44.5                    |                                          |
| X            | X                    | X*                                 |                     | TIFIN (Southern Region — B&O Crossing).....               | 43.9                    |                                          |
| X            | X                    | X*                                 |                     | BLOOMVILLE.....(R-Tiffin)                                 | 43.1                    |                                          |
| X            | X                    | X*                                 |                     | BLOOM.....                                                | 33.3                    | 140                                      |
| X            | X                    | X*                                 |                     | NORTH CARROTHERS.....(R-Tiffin)                           | 32.0                    |                                          |
| X            | X                    | X*                                 |                     | (Distance from Columbus).....                             | 27.1                    | 135                                      |
| X            | X                    | X*                                 |                     | CARROTHERS (R-Portsmouth).....                            | 76.6                    |                                          |
| X            | X                    | X*                                 |                     | CHATFIELD (AC&Y Crossing).....                            | 73.7                    |                                          |
| X            | X                    | X*                                 |                     | RIDGETON.....                                             | 69.6                    |                                          |
| X            | X                    | X*                                 |                     | BENSON.....(R-Colsan)                                     | 65.8                    |                                          |
| X            | X                    | X*                                 |                     | HOLMES.....(R-Colsan)                                     | 63.8                    |                                          |
| X            | X                    | X*                                 |                     | COLSAN.....                                               | 62.8                    |                                          |
| X            | X                    | X*                                 |                     | COLSAN (Western Region).....                              | 62.8                    |                                          |

\*Distance from Mansfield.  
The direction from Colsan to Alexis is Northward.

PCC003978

## BUFFALO TO CHICAGO

| STATIONS         | FIRST CLASS   |                                    |              |            |
|------------------|---------------|------------------------------------|--------------|------------|
|                  | 27            | E.L.<br>629                        | 63           | 15         |
|                  | C. #<br>Daily | Daily Ex.<br>Sat., Sun.<br>& Hols. | a #<br>Daily | •<br>Daily |
|                  | A.M.          | A.M.                               | A.M.         | A.M.       |
| BUFFALO          | 2.51          |                                    | 8.25         |            |
| BV (N.E. Region) | 3.07          |                                    | 8.44         |            |
| DUNKIRK          |               |                                    |              |            |
| WESTFIELD        |               |                                    |              |            |
| ERIE             | 4.08          |                                    | S 9.55       |            |
| ASHTABULA        | 4.40          |                                    | S 10.35      |            |
| PAINESVILLE      |               |                                    | F 11.00      |            |
| QD               | 5.25          |                                    | 11.35        |            |
|                  | 5.35          |                                    | 11.45        |            |
| EAST 26th STREET |               |                                    |              |            |
| LAKE FRONT M.H.  |               |                                    |              |            |
| DB               |               |                                    |              |            |
| BROADWAY         |               | 7.36                               |              |            |
| CLEVELAND        | 5.55          |                                    | S 12.05      |            |
| UNION TERMINAL   |               | S 7.40                             | a 1.05       | S 8.30     |
| BE               | 6.13          |                                    | 1.27         | 8.52       |
| ELYRIA           | 6.25          |                                    | 1.42         |            |
| SANDUSKY         | 6.51          |                                    | 2.15         |            |
| PORT CLINTON     |               |                                    |              |            |
| CP 285           | 7.38          |                                    | 3.02         |            |
| TOLEDO           | S 7.45        |                                    | S 3.10       |            |
|                  | # 7.50        |                                    | a 3.30       |            |
| NASBY            | 7.58          |                                    | 3.38         |            |
| BRYAN            | 8.35          |                                    | 4.16         |            |
| WATERLOO         | S 8.56        |                                    |              |            |
| KENDALLVILLE     | 9.07          |                                    | 4.47         |            |
| B                | 10.08         |                                    | 5.46         |            |
| W. KHART         |               |                                    |              |            |
| (Western Region) | # 9.09        |                                    | # 4.47       |            |
| CHICAGO          | 11.30         |                                    | 7.25         |            |
|                  | A.M.          | A.M.                               | P.M.         | A.M.       |

## WESTWARD

|   | FIRST CLASS                     |               |         |  |
|---|---------------------------------|---------------|---------|--|
|   | 5                               | 51            | 315     |  |
|   | Mall & Express<br>• bd<br>Daily | xa #<br>Daily | Daily   |  |
|   | P.M.                            | P.M.          | P.M.    |  |
|   | 3.50                            | 4.15          |         |  |
|   | 4.08                            | 4.34          |         |  |
|   |                                 | S 4.58        |         |  |
|   |                                 | S 5.18        |         |  |
|   | 5.20                            | S 5.55        |         |  |
|   | 6.02                            | S 6.35        |         |  |
|   |                                 | K 7.00        |         |  |
|   | 6.50                            | 7.35          |         |  |
|   | 7.00                            | 7.45          |         |  |
|   | 7.30                            |               |         |  |
| d | 8.15                            |               |         |  |
|   | 8.25                            |               |         |  |
|   |                                 | S 8.05        |         |  |
|   |                                 | 9.55          | S 11.50 |  |
|   | 8.45                            | 10.17         | 12.12   |  |
|   | 9.00                            | S 10.30       |         |  |
|   | 9.33                            | S 11.00       |         |  |
|   |                                 | F 11.10       |         |  |
|   | 10.16                           | 11.51         |         |  |
|   | 10.24                           | S 11.59       |         |  |
| d | 10.35                           | a 12.30       |         |  |
|   | 10.43                           | 12.38         |         |  |
|   | 11.27                           | F 1.18        |         |  |
|   | 12.01                           | 1.51          |         |  |
|   | 12.44                           | 2.49          |         |  |
|   |                                 |               |         |  |
| d | 11.45                           | # 1.50        |         |  |
|   | 2.15                            | 4.30          |         |  |
|   | (12th St.)                      |               |         |  |
|   | A.M.                            | A.M.          | A.M.    |  |

## CHICAGO TO BUFFALO

| STATIONS                    | FIRST CLASS       |                                       |              |                                                   |
|-----------------------------|-------------------|---------------------------------------|--------------|---------------------------------------------------|
|                             | 64<br>aX<br>Daily | 6<br>Mail &<br>Express<br>bd<br>Daily | 316<br>Daily | E.L.<br>628<br>Daily Ex.<br>Sat., Sun.<br>& Hols. |
|                             | A.M.              | P.M.<br>(12th St.)                    | P.M.         | P.M.                                              |
| CHICAGO                     | 8.35              | d 2.00                                |              |                                                   |
| ELKHART<br>(Western Region) | a 11.15           | d 4.17                                |              |                                                   |
| B.                          | 12.16             | 5.20                                  |              |                                                   |
| KENDALLVILLE                | 12.50             | 5.55                                  |              |                                                   |
| WATERLOO                    |                   |                                       |              |                                                   |
| BRYAN                       | 1.20              | 6.35                                  |              |                                                   |
| NASBY                       | 2.12              | 7.15                                  |              |                                                   |
| TOLEDO                      | S 2.20            | S 7.23                                |              |                                                   |
|                             | a 2.35            | d 7.30                                |              |                                                   |
| CP 285                      | 2.42              | 7.37                                  |              |                                                   |
| PORT CLINTON                | F 3.10            |                                       |              |                                                   |
| SANDUSKY                    | S 3.20            | 8.19                                  |              |                                                   |
| ELYRIA                      | S 3.55            | 8.53                                  |              |                                                   |
| BE                          | 4.20              | 9.10                                  | 3.45         |                                                   |
| CLEVELAND                   | S 4.40            |                                       | S 4.05       |                                                   |
| UNION TERMINAL              | a 5.30            |                                       |              | S 5.20                                            |
| BROADWAY                    |                   |                                       |              | 5.23                                              |
| DB                          |                   | 9.25                                  |              |                                                   |
| LAKE FRONT M.H.             |                   | 9.40                                  |              |                                                   |
| EAST 26th STREET            |                   | d 10.30                               |              |                                                   |
| QD                          | 5.50              | 10.50                                 |              |                                                   |
| PAINESVILLE                 | S 6.00            | 11.00                                 |              |                                                   |
| ASHTABULA                   | S 6.18            |                                       |              |                                                   |
| ERIE                        | S 6.50            | 11.55                                 |              |                                                   |
| WESTFIELD                   | S 7.30            | 12.35                                 |              |                                                   |
| DUNKIRK                     | S 8.00            |                                       |              |                                                   |
|                             | S 8.15            |                                       |              |                                                   |
| V (N.E. Region)             | 8.59              | 1.47                                  |              |                                                   |
| BUFFALO                     | 9.15              | 2.05                                  |              |                                                   |
|                             | P.M.              | A.M.                                  | P.M.         | P.M.                                              |

## EASTWARD

| FIRST CLASS        |                  |                      |  |  |  |  |
|--------------------|------------------|----------------------|--|--|--|--|
| 28<br>• #<br>Daily | 18<br>•<br>Daily | 98<br>a • #<br>Daily |  |  |  |  |
| P.M.               | P.M.             | P.M.                 |  |  |  |  |
| 2.35               |                  | 9.15                 |  |  |  |  |
| # 5.00             |                  | # 12.04              |  |  |  |  |
| 6.05               |                  | 1.07                 |  |  |  |  |
| 6.37               |                  | 1.40                 |  |  |  |  |
| S 6.50             |                  | A 2.07               |  |  |  |  |
| 7.10               |                  | 2.47                 |  |  |  |  |
| S 7.57             |                  | S 3.00               |  |  |  |  |
| S 8.05             |                  | a 3.25               |  |  |  |  |
| # 8.10             |                  | 3.32                 |  |  |  |  |
| 8.17               |                  | 4.05                 |  |  |  |  |
| 8.52               |                  | 4.35                 |  |  |  |  |
| 9.30               | 8.53             | 4.55                 |  |  |  |  |
| 9.50               |                  |                      |  |  |  |  |
| S 10.10            | S 9.15           | S 5.15               |  |  |  |  |
| # 10.15            | a 6.30           |                      |  |  |  |  |
| 10.35              |                  | 6.50                 |  |  |  |  |
| 10.45              |                  | 7.00                 |  |  |  |  |
|                    | S 7.20           |                      |  |  |  |  |
| 11.25              | S 7.50           |                      |  |  |  |  |
| F 12.01            | S 8.35           |                      |  |  |  |  |
|                    | S 9.10           |                      |  |  |  |  |
|                    | S 9.25           |                      |  |  |  |  |
| 1.19               | 9.59             |                      |  |  |  |  |
| 1.35               | 10.15            |                      |  |  |  |  |
| A.M.               | P.M.             | A.M.                 |  |  |  |  |

# **OFFICES OPEN FOR SALE OF TICKETS** **CLEVELAND DIVISION**

| Station   | Monday to Friday    | Saturday            | Sunday and Holidays |
|-----------|---------------------|---------------------|---------------------|
| Erie      | 8:30 AM to 12:30 PM | Closed              | Closed              |
|           | 1:30 PM to 4:30 PM  | Closed              | Closed              |
| Cleveland | 6:30 AM to 11:00 PM | 6:30 AM to 11:00 PM | 6:30 AM to 11:00 PM |

## **TOLEDO DIVISION**

|          |                    |                    |                    |
|----------|--------------------|--------------------|--------------------|
| Toledo   | 9:00 AM to 9:15 PM | 9:00 AM to 9:15 PM | 9:00 AM to 9:15 PM |
| Waterloo | 3:30 PM to 4:30 PM | Closed             | Closed             |

## **TRAINS WAIT FOR CONNECTIONS** **CLEVELAND DIVISION**

### **CLEVELAND**

| Train No. | Due to Leave | Will Wait for Train No. | Due       |                                                                             |
|-----------|--------------|-------------------------|-----------|-----------------------------------------------------------------------------|
| 64        | 5:25 P.M.    | 316                     | 4:05 P.M. | Not to exceed 10 minutes for U.S. Mail                                      |
| 315       | 11:50 P.M.   | 51                      | 8:05 P.M. | Will be held for U.S. Mail when No. 51 arrives before departure of No. 315. |
| 315       | 11:50 P.M.   | 5                       | 7:30 P.M. |                                                                             |

At Toledo and Cleveland mail work on all trains will be limited to the allotted station time in the schedules of all trains except it will be permissible to complete the unloading of the last platform truckload of mail at train side in the process of being unloaded at departure time.

## **U. S. MAIL WORK**

| STATIONS  | Westward |    |     | Eastward |    |    | Northward |        |  | Southward |        |   |
|-----------|----------|----|-----|----------|----|----|-----------|--------|--|-----------|--------|---|
|           | 63       | 51 | 315 | 316      | 64 | 08 | B&O 54    | C&O 39 |  | C&O 40    | B&O 53 |   |
| ERIE      | E        | E  |     |          | E  | E  |           |        |  |           |        |   |
| CLEVELAND | E        | E  | E   | E        | E  | E  |           |        |  | E         |        | E |
| TOLEDO    | E        |    |     |          |    |    |           |        |  |           |        |   |

B—Daily except Sunday.

E—Train stops; mail received or delivered; or both.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in Special Instruction 1004-A or 1004-B1.

PCC003981



**PENN CENTRAL**

## **LAKE REGION**

**CLEVELAND DIVISION**

**TOLEDO DIVISION**

# **TIMETABLE No. 3**

IN EFFECT FOR A.M. Eastern Standard Time  
SUNDAY, APRIL 27, 1963

**FOR THE GOVERNMENT OF EMPLOYEES ONLY**

**J. H. BURDAKIN**  
Vice President  
and General Manager

**R. E. STROHL**  
General Superintendent  
Transportation

Division Superintendents

**R. Y. BRINKWORTH**  
**R. J. SLATER**

Divisions

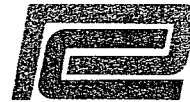
**Cleveland**  
**Toledo**

PCC003982



Effective OCTOBER 27, 1968

PENN CENTRAL

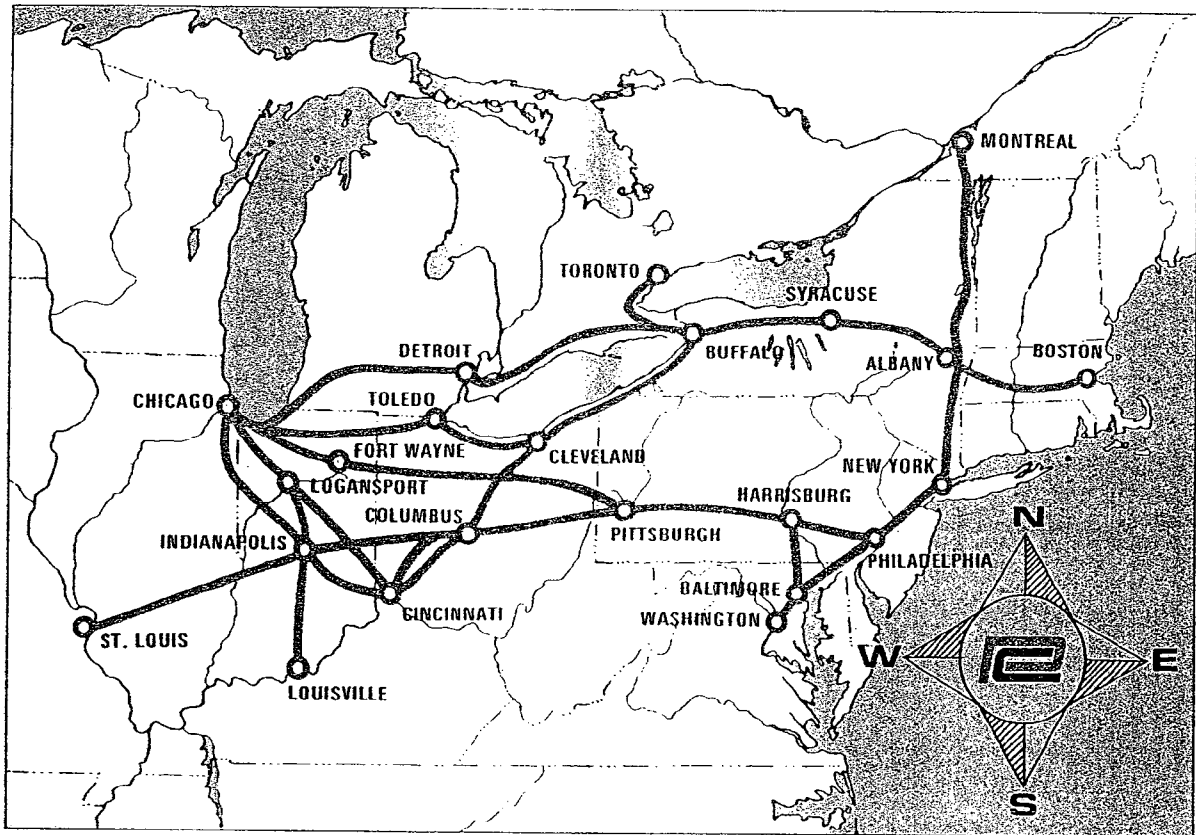


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# ***EAST/WEST TIMETABLE***

# ***EAST/WEST TIMETABLE***



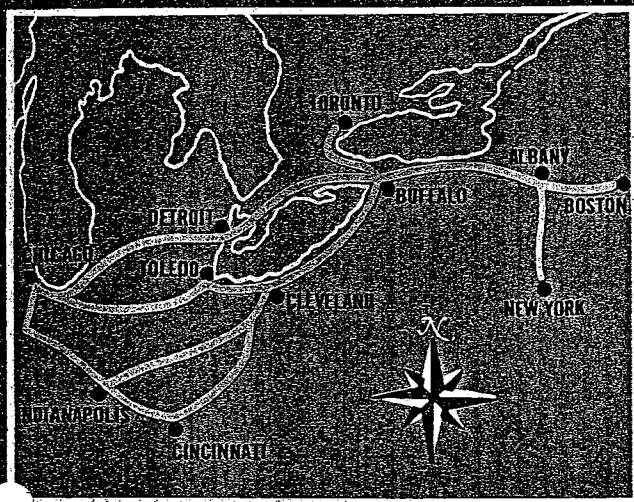
Form 1 1st ed. 200M 10-14-68

PCC003983



PENN CENTRAL

# TIME TABLE



**Effective  
Sept. 16, 1968**

**NOW!**

## ***Your Family Fun-fare Plan*** **MAKE IT A FAMILY PARTY**

One parent pays regular roundtrip fare — the other parent and all children 12 to 21 pay only the one way fare for the roundtrip.

What's more, youngsters under 12 travel for only half the one way fare for the roundtrip, and small fry under 5 ride for free.

Big savings also available for one way travel.

**THE FUN-WAY  
BY TRAIN**



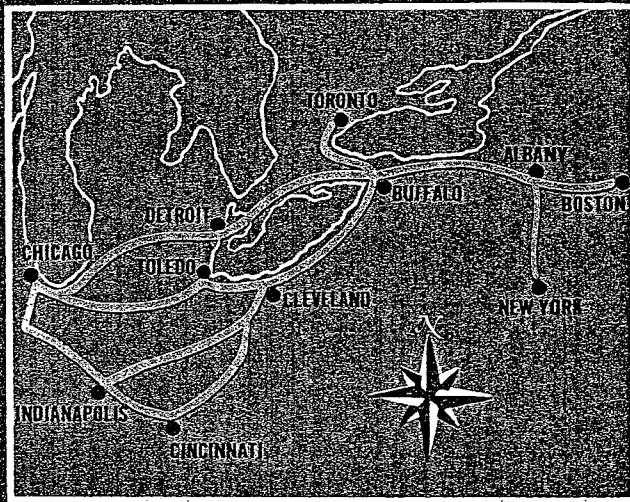
FOR INFORMATION, ASK YOUR TICKET AGENT.

Form 1



PENN CENTRAL

# TIME TABLE



**Effective  
Sept. 16, 1968**

**NOW!**

## ***Your Family Fun-fare Plan*** **MAKE IT A FAMILY PARTY**

One parent pays regular roundtrip fare — the other parent and all children 12 to 21 pay only the one way fare for the roundtrip.

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**THE FUN-WAY  
BY TRAIN**

FOR INFORMATION, ASK YOUR TICKET AGENT.

Form 1

PCC003984



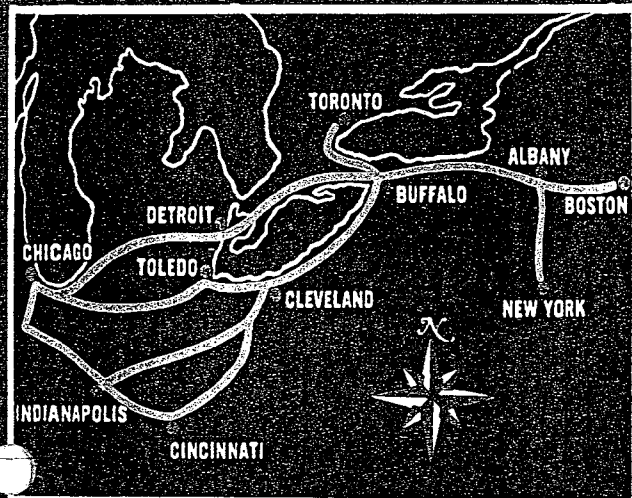
## CHICAGO—INDIANAPOLIS—CINCINNATI

| READ DOWN | 302 Daily |       | 304 Daily |       | Trains shown in this table leave and arrive Central Station, Chicago—Michigan Avenue at 11th Place | READ UP |
|-----------|-----------|-------|-----------|-------|----------------------------------------------------------------------------------------------------|---------|
|           | AM        | PM    | AM        | PM    |                                                                                                    |         |
|           | 8 45      | 3 50  | 4 00      | 4 52  | Lv CHICAGO (Central Station).....(CT) Ar                                                           |         |
|           | 9 55      | 4 00  | 4 52      | 5 44  | Woodlawn.....                                                                                      |         |
|           | 10 55     | 4 52  | 5 44      | 6 36  | Kankakee.....                                                                                      |         |
|           | 11 55     | 5 44  | 6 36      | 7 28  | Fowler.....                                                                                        |         |
|           | 1 45      | 6 36  | 7 28      | 8 20  | Lafayette.....                                                                                     |         |
|           |           | 7 28  | 8 20      | 9 12  | Lebanon.....(CT) Ar                                                                                |         |
|           |           | 8 20  | 9 12      | 10 04 | Ar INDIANAPOLIS.....(ET) Lv                                                                        |         |
|           |           | 9 12  | 10 04     | 10 56 | Lv INDIANAPOLIS.....(ET) Ar                                                                        |         |
|           |           | 10 04 | 10 56     | 10 56 | Shelbyville.....                                                                                   |         |
|           |           | 10 56 | 11 48     | 11 40 | Greensburg.....                                                                                    |         |
|           |           | 11 48 | 12 40     | 12 32 | Batesville.....                                                                                    |         |
|           |           | 12 40 | 1 32      | 1 24  | Ar CINCINNATI.....(ET) Lv                                                                          |         |
|           |           | 1 32  | 2 24      | 2 16  |                                                                                                    |         |
|           |           | 2 24  | 3 16      | 3 08  |                                                                                                    |         |
|           |           | 3 16  | 4 08      | 4 00  |                                                                                                    |         |
|           |           | 4 08  | 5 00      | 4 52  |                                                                                                    |         |
|           |           | 5 00  | 5 52      | 5 44  |                                                                                                    |         |
|           |           | 5 52  | 6 44      | 6 36  |                                                                                                    |         |
|           |           | 6 44  | 7 36      | 7 28  |                                                                                                    |         |
|           |           | 7 36  | 8 28      | 8 20  |                                                                                                    |         |
|           |           | 8 28  | 9 20      | 9 12  |                                                                                                    |         |
|           |           | 9 20  | 10 12     | 10 04 |                                                                                                    |         |
|           |           | 10 12 | 11 04     | 10 56 |                                                                                                    |         |
|           |           | 11 04 | 11 56     | 11 48 |                                                                                                    |         |
|           |           | 11 56 | 12 48     | 12 40 |                                                                                                    |         |
|           |           | 12 48 | 1 40      | 1 32  |                                                                                                    |         |
|           |           | 1 40  | 2 32      | 2 24  |                                                                                                    |         |
|           |           | 2 32  | 3 24      | 3 16  |                                                                                                    |         |
|           |           | 3 24  | 4 16      | 4 08  |                                                                                                    |         |
|           |           | 4 16  | 5 08      | 5 00  |                                                                                                    |         |
|           |           | 5 08  | 6 00      | 5 52  |                                                                                                    |         |
|           |           | 6 00  | 6 52      | 6 44  |                                                                                                    |         |
|           |           | 6 52  | 7 44      | 7 36  |                                                                                                    |         |
|           |           | 7 44  | 8 36      | 8 28  |                                                                                                    |         |
|           |           | 8 36  | 9 28      | 9 20  |                                                                                                    |         |
|           |           | 9 28  | 10 20     | 10 12 |                                                                                                    |         |
|           |           | 10 20 | 11 12     | 11 04 |                                                                                                    |         |
|           |           | 11 12 | 12 04     | 11 56 |                                                                                                    |         |
|           |           | 12 04 | 1 00      | 1 48  |                                                                                                    |         |
|           |           | 1 00  | 2 00      | 2 48  |                                                                                                    |         |
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|           |           | 6 00  | 7 00      | 7 48  |                                                                                                    |         |
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|           |           | 9 00  | 10 00     | 10 48 |                                                                                                    |         |
|           |           | 10 00 | 11 00     | 11 48 |                                                                                                    |         |
|           |           | 11 00 | 12 00     | 12 48 |                                                                                                    |         |
|           |           | 12 00 | 1 00      | 1 48  |                                                                                                    |         |
|           |           | 1 00  | 2 00      | 2 48  |                                                                                                    |         |
|           |           | 2 00  | 3 00      | 3 48  |                                                                                                    |         |
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|           |           | 7 00  | 8 00      | 8 48  |                                                                                                    |         |
|           |           | 8 00  | 9 00      | 9 48  |                                                                                                    |         |
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|           |           | 11 00 | 12 00     | 12 48 |                                                                                                    |         |
|           |           | 12 00 | 1 00      | 1 48  |                                                                                                    |         |
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|           |           | 2 00  | 3 00      | 3 48  |                                                                                                    |         |
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|           |           | 8 00  | 9 00      | 9 48  |                                                                                                    |         |
|           |           | 9 00  | 10 00     | 10 48 |                                                                                                    |         |
|           |           | 10 00 | 11 00     | 11 48 |                                                                                                    |         |
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|           |           | 9 00  | 10 00     | 10 48 |                                                                                                    |         |
|           |           | 10 00 | 11 00     | 11 48 |                                                                                                    |         |
|           |           | 11 00 | 12 00     | 12 48 |                                                                                                    |         |
|           |           | 12 00 | 1 00      | 1 48  |                                                                                                    |         |
|           |           | 1 00  | 2 00      | 2 48  |                                                                                                    |         |
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|           |           | 4 00  | 5 00      | 5 48  |                                                                                                    |         |
|           |           | 5 00  | 6 00      | 6 48  |                                                                                                    |         |
|           |           | 6 00  | 7 00      | 7 48  |                                                                                                    |         |
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|           |           | 9 00  | 10 00     | 10 48 |                                                                                                    |         |
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PENN CENTRAL

# TIME TABLE



**Effective  
July 15, 1968**

**NOW!**

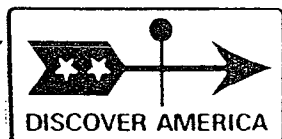
## ***Your Family Fun-fare Plan*** MAKE IT A FAMILY PARTY

One parent pays regular roundtrip fare — the other parent and all children 12 to 21 pay only the one way fare for the roundtrip.

What's more, youngsters under 12 travel for only half the one way fare for the roundtrip, and small fry under 5 ride for free.

Big savings also available for one way travel.

THE FUN-WAY  
BY TRAIN

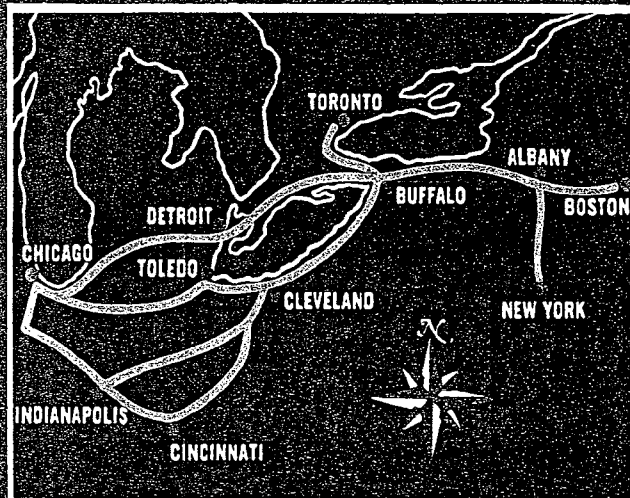


FOR INFORMATION, ASK YOUR TICKET AGENT.



PENN CENTRAL

# TIME TABLE



**Effective  
July 15, 1968**

**NOW!**

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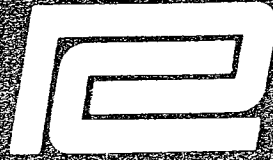
Big savings also available for one way travel.



THE FUN-WAY  
BY TRAIN

FOR INFORMATION, ASK YOUR TICKET AGENT.

PCC003987



**PENN CENTRAL**

## **LAKE REGION**

LAKE DIVISION  
VALLEY DIVISION  
TOLEDO DIVISION

### **TIMETABLE No. 1**

EXCEPTED SUNDAY APRIL 24, 1966

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

**J. H. BURDAKIN**  
Vice President  
and General Manager

**R. T. STORPE**  
District  
Transportation Superintendent

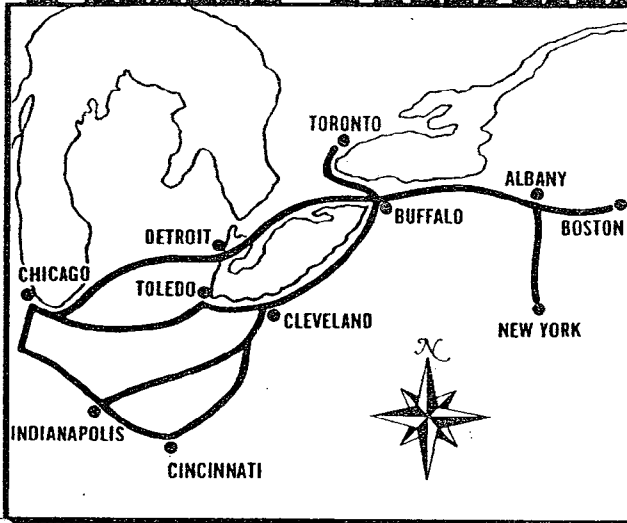
Supervisors:  
**R. S. BRENKFORTH**  
**L. J. ALEXIS**  
**L. H. CLARK**

Divisions:  
Lake  
Valley  
Toledo

PCC003988



# TIME TABLE



**Effective  
April 28, 1968**

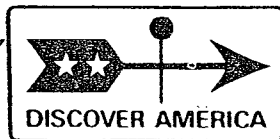
**NOW!**

## ***Your Family Fun-fare Plan*** **MAKE IT A FAMILY PARTY**

One parent pays regular one way or roundtrip fare — the other parent and all children 12 to 21 go at **HALF COST!!**

What's more, youngsters under 12 travel for only ¼ of the regular cost, and small fry under 5 ride for free.

**THE FUN-WAY  
BY TRAIN**

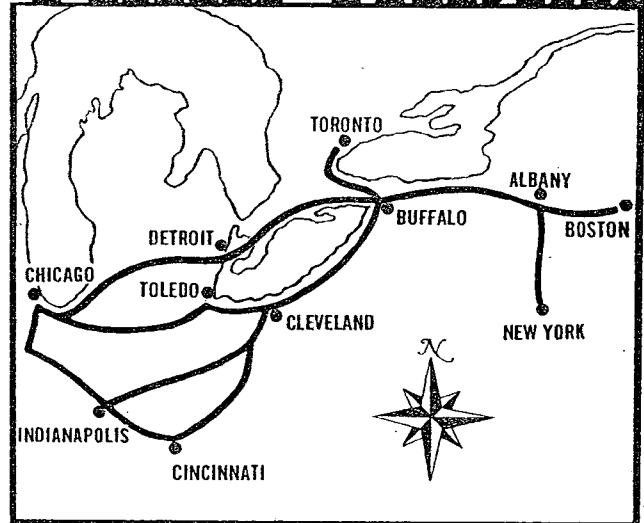


FOR INFORMATION, ASK YOUR TICKET AGENT.

Form 1



# TIME TABLE



**Effective  
April 28, 1968**

**NOW!**

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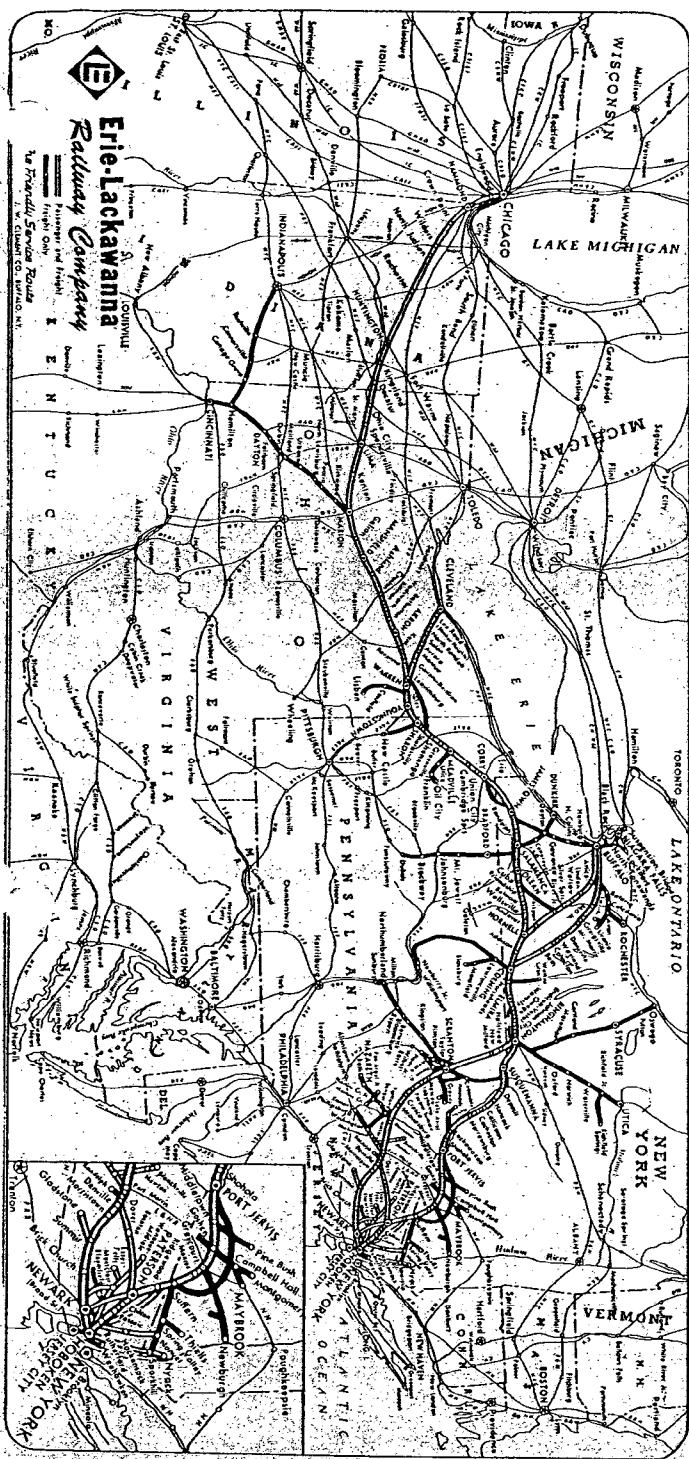


**THE FUN-WAY  
BY TRAIN**

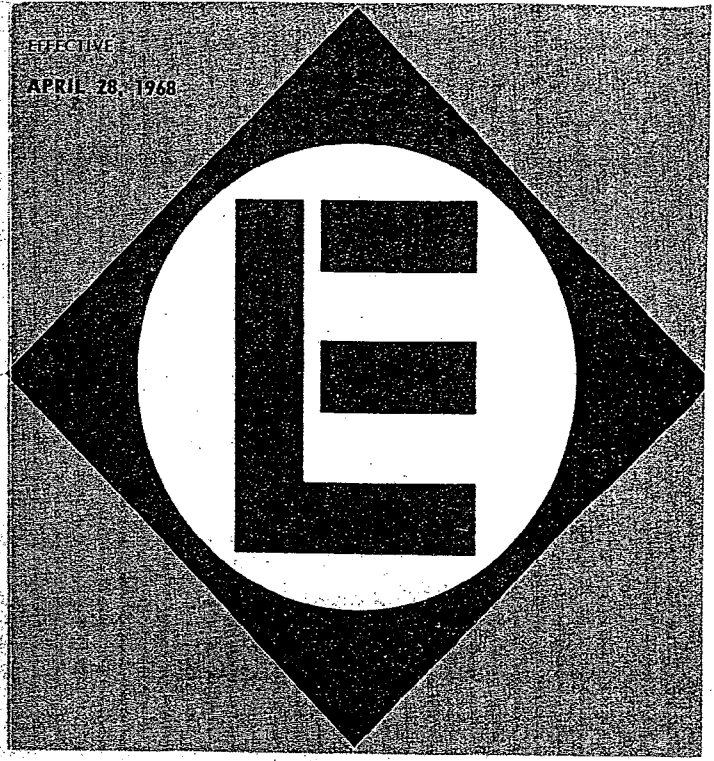
FOR INFORMATION, ASK YOUR TICKET AGENT.

Form 1

PCC003989



FORM 1



# ERIE LACKAWANNA

## time table

*the Friendly Service  
 Route*

BETWEEN  
 NEW YORK • THE POCONOS • SCRANTON • BINGHAMTON • ELMIRA  
 BUFFALO • JAMESTOWN • YOUNGSTOWN • CLEVELAND • AKRON • CHICAGO



**ERIE LACKAWANNA RAILWAY**

PCC003990





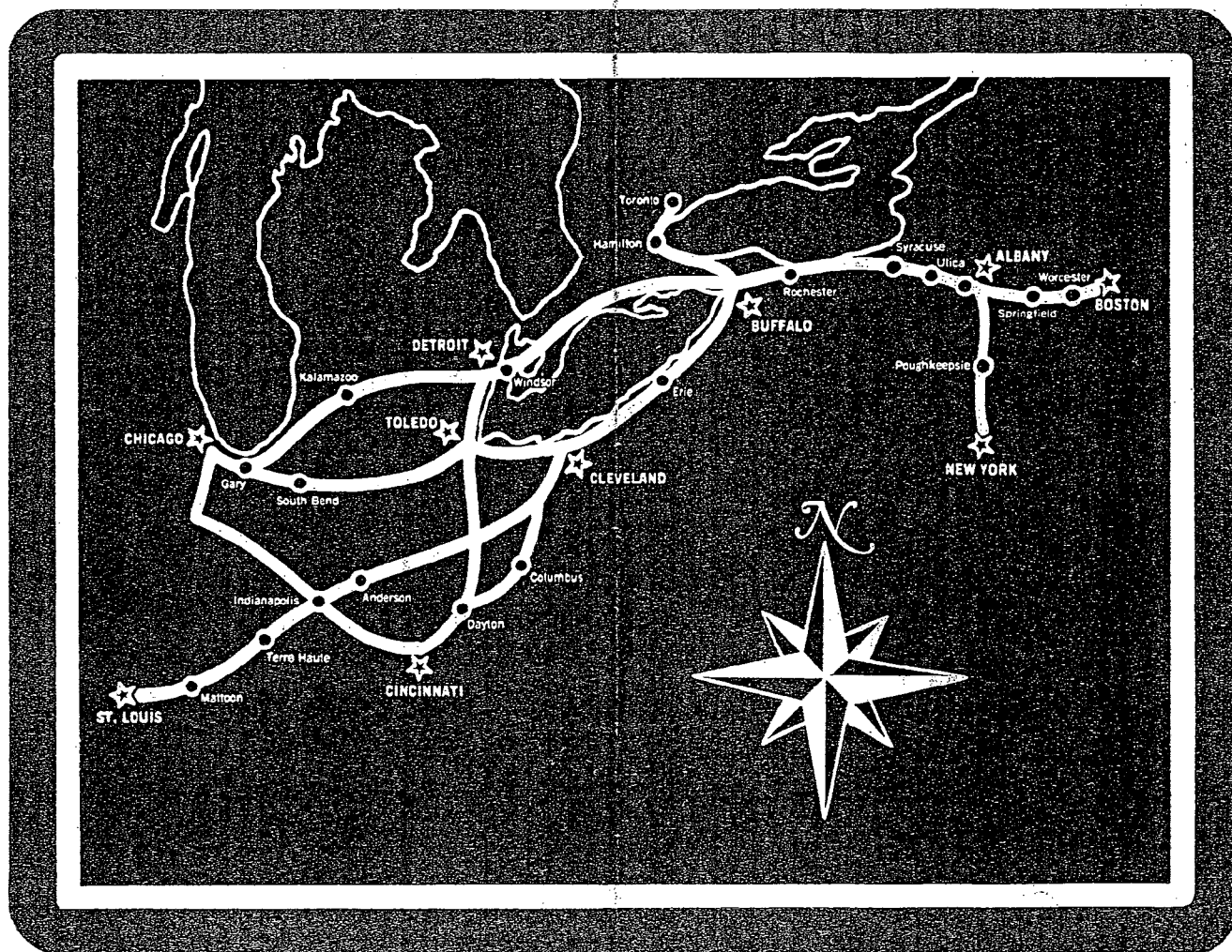
Effective Jan. 26, 1968



Effective Jan. 26, 1968

# PASSENGER TIME TABLE

# PASSENGER TIME TABLE



PCC003992

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**The  
New York Central  
Railroad Company**

WESTERN DISTRICT

LAKE DIVISION

TOLEDO DIVISION

WESTERN DIVISION

**Supplement No. 1**

**to**

**Time Table No. 22**

FOR EMPLOYEES ONLY

Effective 4:01 A. M. Eastern Standard Time

Effective 3:01 A. M. Central Standard Time

**Sunday, December 3, 1967**

PCC003993

APPENDIX-0116

NEW YORK CENTRAL

# WESTERN

AREA TIME TABLE

EFFECTIVE DECEMBER 3, 1967

CHICAGO—TOLEDO—CLEVELAND—BUFFALO

CHICAGO—DETROIT—BUFFALO

BUFFALO—WELLAND—HAMILTON—TORONTO

ST. LOUIS—INDIANA POINTS

CINCINNATI—COLUMBUS—CLEVELAND

CINCINNATI—INDIANAPOLIS—CHICAGO

# NYC

FORM 200

PCC003994



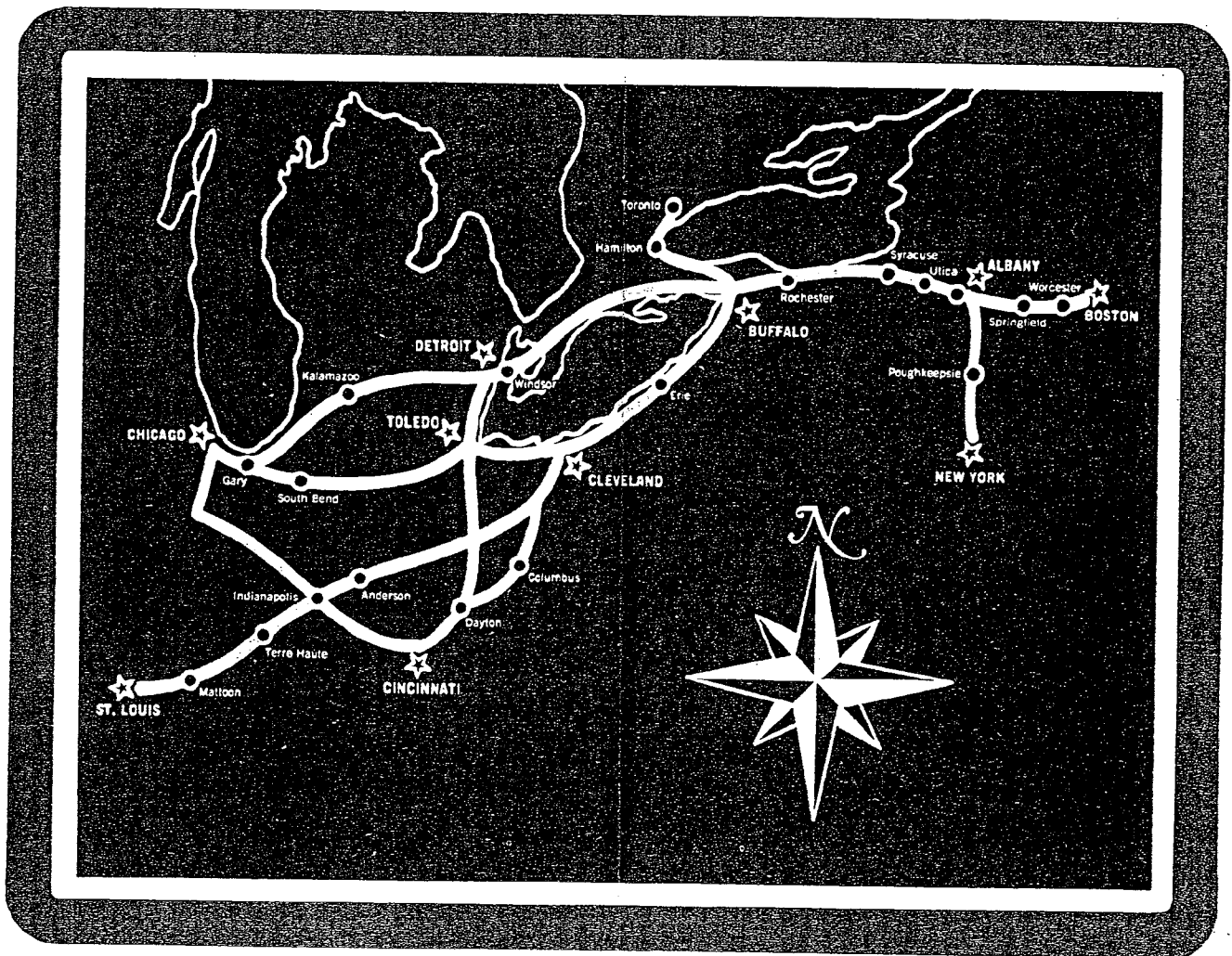
Effective Dec. 3, 1967



Effective Dec. 3, 1967

# PASSENGER TIME TABLE

# PASSENGER TIME TABLE



PCC003995