



PASSENGER
SCHEDULES

MARCH—APRIL—MAY, 1944



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A MAN AND A RAILROAD

—they're guided by the same code

We all know someone like Ed Bell. That's not his name, but it will serve.

Ed was doing pretty well in business fifteen years ago. He was working hard, looking ahead, had rosy plans for the future.

But along came the depression and you know what happened. Borrowing, debts, a struggle to keep going.

Ed stayed at it. Slowly he's climbed back on his feet. Today he's working in a war plant—working harder than he ever worked before.

He's got responsibilities, plenty of them, and recognizes them, too. Taxes to be paid. Debts to be paid off. War bonds to be bought.

And Ed has always put first things first. He likes to buy things for his family as much as any man, but he feels that the meeting of his obligations should come before anything else.

* * *

Many railroads have a similar history, and are now faced with the same kind of obligations.

They have been through a lot in recent years. High costs for labor, material and taxes, and low revenues due to depressed traffic. The average net earnings of all our railroads from the 1929 market crash to the attack on Pearl Harbor amounted to only a fraction over 2% per year on investment.

It is small wonder, then, that thirty-seven Class I railroads sought relief in bankruptcy. And that many others had a tight squeeze because of the burden of debt they carried.

In recent months railroad income has improved. Carrying the huge loads of war traffic, they averaged for 1942 about 5½% return on investment.

* * *

Now they are faced with the same question that confronted Ed Bell. Shall they pay out these earnings to their families of stockholders, or shall they use them to reduce their overpowering burden of debt—so that once again our railroads can become sound and solvent institutions?

In the interest of both their stockholders and the public most of our railroads—and this includes the Nickel Plate—are currently placing debt reduction first.



NICKEL PLATE ROAD



EQUIPMENT
AND THROUGH
SCHEDULES

SLEEPING CAR
COACH AND
DINING CAR
SERVICE....

CHICAGO
ST. LOUIS
CLEVELAND
BUFFALO
NEW YORK

EASTBOUND

WESTBOUND

NICKEL PLATE LIMITED

TRAIN NO. 6 DAILY

CHICAGO - CLEVELAND - BUFFALO - SCRANTON - NEW YORK

| | |
|-----------------------------------------|----------------|
| Lv Chicago (La Salle St. Sta.) | 11.29 pm (CST) |
| Englewood (63rd St., Chicago) | 11.33 pm |
| Ft. Wayne, Ind. | 2.35 am |
| Fostoria, O. | 5.30 am (EST) |
| Lorain, O. | 7.05 am |
| Rocky River (Lakewood) | 7.28 am |
| Ar Cleveland (Union Terminal) | 8.00 am |
| Lv Cleveland (Union Terminal) | 8.15 am |
| East Cleveland (Superior Ave) | 8.34 am |
| Erie, Pa. | 11.03 am |
| Ar Buffalo, N. Y. (Lackawanna Terminal) | 1.15 pm |
| Elmira, N. Y. (Lack. No. 10) | 9.57 pm |
| Binghamton, N. Y. | 11.35 pm |
| Scranton, Pa. | 1.25 am |
| Ar New York City | 5.55 am (EST) |

EQUIPMENT

Sleeping Cars:
Chicago to Cleveland, Single Bedrooms (Car 63) 18 Roomettes (Car 62) (except Saturday night) 14 Sections (Car 61) (Sleeper open 9.30 p.m.).
Chicago to New York—12 Section Drawing-room (Car C-60) (open 9.30 p.m. until 7.00 a.m.).

Coaches: Chicago to New York (Ladies' Lounge).

Diner Lounge: Chicago to Buffalo (Radio) open 9.30 p.m.).

Diner: Buffalo to Elmira.

NICKEL PLATE LIMITED

TRAIN NO. 5 DAILY

NEW YORK - SCRANTON - BUFFALO - CLEVELAND - CHICAGO

| | |
|--------------------------------------|---------------|
| Lv New York City | |
| Lackawanna R. R. No. 1 | 9.00 am (EST) |
| Newark, N. J. | 9.35 am |
| Scranton, Pa. | 1.10 pm |
| Binghamton, N. Y. | 2.35 pm |
| Elmira, N. Y. | 4.02 pm |
| Lv Buffalo, N. Y., Nickel Plate Road | |
| (Lackawanna Terminal) | 7.25 pm |
| Erie, Pa. | 9.20 pm |
| East Cleveland (Superior Ave) | 11.52 pm |
| Ar Cleveland (Union Terminal) | 11.59 pm |
| Lv Cleveland (Union Terminal) | 12.15 am |
| Rocky River (Lakewood) | 12.40 am |
| Lorain, O. | 1.06 am |
| Ft. Wayne, Ind. | 3.55 am (CST) |
| Englewood (63rd St., Chicago) | 7.15 am |
| Ar Chicago, La Salle St. Sta. | 7.33 am (CST) |

EQUIPMENT

Sleeping Cars:
Cleveland to Chicago, Single Bedrooms (Car 63); 18 Roomettes (Car 62) (except Saturday night); 14 Sections (Car 61) (Sleeper open 9.30 p.m.).

New York to Chicago—12 Section Drawing-room (Car L-10).

Coach: New York to Chicago (Ladies' Lounge).

Diner: New York to Buffalo.

Other - Lounge: Buffalo to Cleveland.

Diner Lounge: Cleveland to Chicago (Radio) (open 9.30 p. m.).

TRAIN NO. 3 DAILY

CHICAGO - CLEVELAND - BUFFALO - NEWARK - NEW YORK

| | |
|-----------------------------------------|---------------|
| Lv Chicago (La Salle St. Station) | 9.40 am (CST) |
| Englewood (63rd St., Chicago) | 9.53 am |
| Ft. Wayne, Ind. | 12.59 pm |
| Mortimer (Findlay, Ohio) | 3.23 pm (EST) |
| Lorain, O. | 5.12 pm |
| Rocky River (Lakewood) | 5.32 pm |
| Ar Cleveland (Union Terminal) | 6.00 pm |
| Lv Cleveland (Union Terminal) | 6.19 pm |
| East Cleveland (Superior Ave.) | 6.27 pm |
| Erie, Pa. | 8.23 pm |
| Ar Buffalo, N. Y. (Lackawanna Terminal) | 10.15 pm |
| Scranton, Pa. | 4.05 am |
| Newark, N. J. | 7.29 am |
| Ar New York City | 8.10 am (EST) |

EQUIPMENT

Sleeping Cars:
Chicago to New York—10 Section Drawing-room, 2 Compartment (Car C-80).

See Note — Buffalo to New York Sleeper.

Diner Lounge (Radio): Chicago to Buffalo.

Diner: Scranton to New York.

Coaches: Chicago to Buffalo and Chicago to New York (Ladies' Lounge).

NOTE:
Buffalo to New York—12 Section Drawing-room, Sleeping Car is operated in D. L. & W. No. 2 leaving Buffalo 3.30 a. m., arriving Elmira 7.00 a. m., Binghamton 8.40 a. m., Scranton 10.15 a. m., New York 2.40 p. m. (Open at Buffalo 9.00 p. m.)

TRAIN NO. 7 DAILY

THE WESTERNER

NEW YORK - NEWARK - SCRANTON - CLEVELAND - CHICAGO

| | |
|--------------------------------------|---------------|
| Lv New York City | |
| Lackawanna R. R. | 7.00 pm (EST) |
| Newark, N. J. | 7.35 pm |
| Scranton, Pa. | 11.13 pm |
| Binghamton, N. Y. | 12.40 am |
| Lv Buffalo, N. Y., Nickel Plate Road | |
| (Lackawanna Terminal) | 5.15 am |
| Erie, Pa. | 7.06 am |
| East Cleveland (Superior Ave.) | 9.03 am |
| Ar Cleveland (Union Terminal) | 9.30 am |
| Lv Cleveland (Union Terminal) | 9.45 am |
| Rocky River (Lakewood) | 10.10 am |
| Lorain, O. | 10.35 am |
| Mortimer (Findlay, Ohio) | 12.32 pm |
| Ft. Wayne, Ind. | 1.20 pm (CST) |
| Englewood (63rd St., Chicago) | 4.43 pm |
| Ar Chicago, La Salle St. Sta. | 4.55 pm (CST) |

EQUIPMENT

Sleeping Cars:
New York to Chicago—10 Section Drawing-room, 2 Compartment (Car L-22).

Diner: New York to Scranton.

Diner Lounge (Radio): Buffalo to Chicago.

Coaches: New York to Chicago and Buffalo to Chicago (Ladies' Lounge).

TRAIN NO. 10 DAILY

ST. LOUIS - LIMA - FINDLAY - CLEVELAND

| | |
|-----------------------------------------------------|---------------|
| Lv St. Louis (Union Station) (via Merchants Bridge) | 5.40 pm (CST) |
| Muncie, Ind. | 1.55 am |
| Lima, Ohio | 5.35 am (EST) |
| Findlay, Ohio | 6.45 am |
| Lv Fostoria, Ohio | 7.15 am |
| Lorain, O. | 8.44 am |
| Rocky River (Lakewood) | 9.04 am |
| Ar Cleveland (Union Terminal) | 9.35 am (EST) |

EQUIPMENT

Sleeping Cars: St. Louis to Cleveland—8 Section Observation Lounge (Radio) (Car 101).

Dining Service.

Coaches: St. Louis to Cleveland.

TRAIN NO. 9 DAILY

CLEVELAND - FINDLAY - LIMA - ST. LOUIS

| | |
|----------------------------------------------------|----------------|
| Lv Cleveland (Union Terminal) | 5.45 pm (EST) |
| Rocky River (Lakewood) | 6.10 pm |
| Lorain, Ohio | 6.35 pm |
| Fostoria, Ohio | 8.12 pm |
| Findlay, Ohio | 8.50 pm |
| Lima, Ohio | 9.55 pm |
| Muncie, Ind. | 11.35 pm (CST) |
| Ar St. Louis, Union Station (via Merchants Bridge) | 8.35 am (CST) |

EQUIPMENT

Sleeping Cars: Cleveland to St. Louis—8 Section Observation Lounge (Radio) (Car 91).

Dining Service: Cleveland to St. Louis.

Coach: Cleveland to St. Louis.

BUY WAR STAMPS AND BONDS . . . KEEP 'EM ROLLING

CHICAGO CLEVELAND BUFFALO NEW YORK

EASTBOUND



| Miles | STATIONS | No. 8 Daily | No. 6 Daily (Note B) | |
|-------|----------------------------------|-------------|----------------------|-----------------------------|
| | (Central Standard Time) | AM | PM | |
| 0.0 | ▼Chicago (LaSalle St. Sta.) Ill. | 9.40 | 11.20 | |
| 6.7 | Englewood (63rd St.) | 9.53 | 11.33 | |
| 11.3 | Stony Island | | | |
| 19.9 | Hammond Ind. | 10.20 | 11.59 | |
| 30.0 | South Gary (Gary, Ind.) | r | g | |
| 35.4 | Hobart | | | |
| 46.5 | Valparaiso | | | |
| 55.6 | South Waukegan | | | |
| 60.6 | Thomaston | | | |
| 72.0 | Knox (Bass Lake) | 11.17 | 12.56 | |
| 83.2 | Burr Oak | | | |
| 84.8 | Hibbard (Culver) | a 11.31 | m | |
| 92.2 | Argos | | | |
| 99.3 | Tippecanoe | | | |
| 104.0 | Mentone | | | |
| 107.8 | Burket | | | |
| 112.7 | Claypool | | | |
| 117.3 | Packertown | | | |
| 120.3 | Sidney | | | |
| 126.5 | South Whitley | f | | |
| 133.8 | Peabody | | | |
| 136.7 | Raber | | | |
| 152.2 | Ft. Wayne Ar | 12.45 | 2.20 | |
| | (St. Marys River) | | | |
| 152.2 | ▼Ft. Wayne Ly | 12.50 | 2.35 | |
| 158.8 | New Haven | | | |
| 169.7 | Edgerton | | | |
| | (Eastern Standard Time) | | | |
| 174.0 | Payne Ohio | | | From St. Louis, see Table 3 |
| 181.5 | Latty | | | |
| 189.9 | Melrose | | | |
| 192.2 | Oakwood | | | |
| 198.0 | Continental | 2.45 | u | |
| 205.1 | Millers City | | | No. 10 Daily |
| 213.0 | Leipsic Jet. | | m 4.47 | |
| 222.9 | McComb | 3.14 | | |
| 230.5 | Martimer (Findlay B-Page 10) | 3.23 | c | |
| 237.4 | Aresdia | | | AM 7.01 |
| 243.1 | Fostoria | 3.45 | 5.30 | 7.15 |
| 254.1 | Maple Grove | | | |
| 258.5 | Old Fort (Sandusky River) | | | |
| 263.4 | Green Springs | b | | f |
| 275.0 | Bellevue Ar | 4.24 | 5.15 | 7.54 |
| 275.0 | Bellevue Ly | 4.27 | 6.20 | 7.56 |
| 283.2 | Kimball | | | |
| 287.4 | Avery (Huron River) | | | |
| 292.8 | Shinrock | | | |
| 294.3 | Berlin Heights | | | |
| 302.3 | Vermilion (Vermilion River) | | | f |
| 313.0 | Lorain (Black River) | 5.12 | 7.08 | 8.44 |
| 321.3 | Avon | | | |
| 326.4 | Day Village | | | |
| 331.0 | Rocky River (Lakewood) | 5.32 | 7.28 | 9.04 |
| 339.7 | ▼Cleveland Ar | 6.00 | 8.00 | 9.35 |
| | (Union Terminal) PM | | AM | AM |
| | (Cuyahoga River) | | | |

| Miles | STATIONS | No. 8 Daily | No. 6 Daily (Note B) |
|-------|---------------------------------------------------|---------------|----------------------|
| | (Central Standard Time) | AM | PM |
| 0.0 | Chicago (LaSalle St. Sta.) Ill. | 9.40 | 11.20 |
| | (Eastern Standard Time) | PM | AM |
| 339.7 | ▼Cleveland (Union Terminal) Ohio | 6.10 | 8.15 |
| 346.7 | East Cleveland (Superior Ave.) | 6.27 | 8.34 |
| 351.2 | Euclid | | f |
| 354.8 | Wickliffe | | f 6.59 |
| 359.6 | Willoughby (Chagrin River) | | |
| 363.9 | Mentor | | |
| 369.9 | Painesville (Grand River) | m | 9.13 |
| 375.4 | Perry | | |
| 380.6 | Madison | | |
| 382.9 | Unionville | | |
| 386.0 | Geneva | | f |
| 390.3 | Saybrook | | f |
| 395.6 | Ashtabula (Ashtabula River) | 7.22 | 9.49 |
| 401.3 | Kingsville | | |
| 408.7 | Conneaut Ar | 7.40 | 10.12 |
| 408.7 | Conneaut Ly | 7.43 | 10.17 |
| 413.2 | Crayton Pa. | | d |
| 421.6 | Girard | | d |
| 422.3 | Wallace Jet. | | |
| 425.6 | Fairview | | |
| 428.2 | Swanville | | |
| 436.8 | Erie | 8.23 | 11.03 |
| 443.0 | Harbor Creek | | |
| 446.7 | Moorheads | | |
| 450.5 | North East | | 11.24 |
| 458.2 | Ripley N. Y. | | d |
| 466.2 | Westfield (Chautauque, N. Y.) | | f 11.44 |
| 473.1 | Portland | | |
| 474.2 | Brocton | | no |
| 482.7 | Dunkirk | | 12.07 |
| 492.3 | Silver Creek | | b |
| 502.2 | Angola | | |
| 523.8 | ▼Buffalo (Lackawanna Terminal) Ar | 10.15 | 1.15 |
| | | D.L.&W. No. 8 | D.L.&W. No. 10 |
| 533.8 | ▼Buffalo (Lackawanna Terminal) Ly | 10.30 | 5.45 |
| 586.3 | Mt. Morris Ar | 11.44 | 7.15 |
| 600.5 | Danville | f 12.03 | 7.48 |
| 633.4 | Bath | 12.41 | 8.57 |
| 652.3 | Corning | 1.03 | 9.29 |
| 670.3 | Elmira | 1.25 | 9.57 |
| 727.3 | Binghamton (Susquehanna River) | 2.40 | 11.35 |
| 785.9 | ▼Scranton Pa. | 4.05 | 1.25 |
| | Wilkes-Barre Ar | 6.10 | 3.10 |
| | (Laurel Line from Scranton) | | |
| 837.4 | East Stroudsburg and Stroudsburg (Delaware River) | 5.29 | 3.12 |
| 841.8 | Delaware Water Gap | | |
| 850.9 | Dover N. J. | 6.36 | 4.25 |
| 904.3 | Paterson Ar | 7.39 | 5.03 |
| 889.2 | Morristown | 8 6.50 | |
| 898.9 | Summit | 8 7.03 | |
| 908.4 | Briek Church | 8 7.17 | |
| 911.2 | ▼Newark | 8 7.29 | |
| 920.0 | Hoboken (Hudson River) Ar | 7.50 | 5.35 |
| 920.0 | ▼New York (W. 23rd St.) | 8.10 | f 5.55 |
| | York (Barclay St.) N. Y. | | |
| | Ferries (Christopher St.) | | |
| | Hudson Tun. (33rd & 6th Ave.) (Fare 10c) | 8.11 | 5.59 |
| | Hudson Ter. Bl. (Cortl' St.) (Fare 6c) Ar | 8.09 | 5.55 |
| | | AM | AM |

TIME—12:01 midnight to 12:00 noon light face type.
 12:01 noon to 12:00 midnight dark face type.
 *—Daily. †—Daily except Sunday. f—Stop on signal.
 Note B.—No. 6 will stop on signal at points east of Cleveland where not scheduled to stop to leave pay passengers from Chicago and west.

DIRECT BUS SERVICE TO UPTOWN NEW YORK
 From Lackawanna Terminal, Hoboken, via Lincoln Tunnel. Fare 20 cents

—HUDSON AND MANHATTAN TUNNEL TRAINS
 Tunnel trains are operated at frequent intervals, day and night between Lackawanna Terminal (Hoboken) and Cortlandt Street (downtown New York) fare 8 cents. Also to Christopher Street, 14th Street (6th Avenue), 23rd Street (6th Avenue) and 33rd Street (6th Avenue)—the hotel and shopping districts—fare 10 cents. See map on pages 19 and 20.
 S—Stops to let off passengers.

NEW YORK BUFFALO CLEVELAND CHICAGO

WESTBOUND



| STATIONS | No. 7 Daily | No. 5 Daily (Note D) |
|----------------------------------------------------|-----------------|----------------------|
| | D.L. & W. No. 7 | D.L. & W. No. 3 |
| (Eastern Standard Time) | | |
| ▼ New York (N. Y. Lv) | | |
| Hudson Tun. (33rd & 6th Ave.) (Fare 10c) | * 6.57 | * 8.54 |
| Hudson Ter. Bl. (Cortl' St.) (Fare 8c) | 7.01 | 9.01 |
| D. L. & W. (W. 23rd St.) | * 7.00 | † 9.00 |
| R. R. (Barclay St.) | | |
| Ferries (Christopher St.) (Hudson River) | | |
| Hoboken (N. J.) | 7.20 | 9.20 |
| Newark | 7.35 | 9.35 |
| Brick Church | 7.42 | 9.42 |
| Summit | 7.56 | 9.56 |
| Morristown | 8.11 | 10.11 |
| Paterson | 7.18 | 9.28 |
| Dover | 8.29 | 10.29 |
| Delaware Water Gap (Delaware River) | | |
| Stroudsburg and East Stroudsburg | 9.34 | 11.36 |
| Wilkes-Barre (Laurel Line to Scranton) | 9.45 | 12.15 |
| Scranton | 11.13 | 1.10 |
| Binghamton (Susquehanna River) (N. Y.) | 12.40 | 2.35 |
| Elmira | 1.57 | 4.02 |
| Corning | 2.19 | 4.24 |
| Bath | | 4.46 |
| Danville | | 5.24 |
| Mt. Morris | 3.36 | 6.45 |
| Buffalo (Eastern Standard Time) (Lack. Term'l) | 4.50 | 7.05 |
| Buffalo (Nickel Plate) (Lv) | * 5.15 | * 7.25 |
| Angola | | |
| Silver Creek | | |
| Dunkirk | | † 8.22 |
| Brocton | | |
| Portland | | |
| Westfield (Chautauqua, N. Y.) | | |
| Ripley | | |
| North East (Pa) | | |
| Moorheads | | |
| Harbor Creek | | |
| Erie | 7.06 | 9.20 |
| Fairview | | |
| Wallace Jet | | |
| Girard | | |
| Crayton | | |
| Conneaut (Ohio Ar) | 7.42 | 10.05 |
| Conneaut (Lv) | 7.47 | 10.10 |
| Kingsville | | |
| Ashtabula (Ashtabula River) | 8.06 | 10.30 |
| Saybrook | | |
| Geneva | | |
| Unionville | | |
| Madison | | |
| Perry | | |
| Painesville (Grand River) | † 8.35 | † 11.00 |
| Mentor | | |
| Willoughby (Chagrin River) | | |
| Wickliffe | | |
| Euclid | | |
| East Cleveland (Superior Ave.) | 9.09 | 11.32 |
| ▼ Cleveland (Union Terminal) (Cuyahoga River) (Ar) | 9.30 | 11.59 |

| STATIONS | No. 7 Daily | No. 5 Daily (Note D) | No. 9 Daily |
|-------------------------------------------------|-------------|----------------------|---------------------------|
| | | | |
| (Eastern Standard Time) | | | |
| ▼ Cleveland (Union Terminal) (Ohio Lv) | * 9.45 | * 12.15 | * 5.45 |
| Rocky River (Lakewood) | 10.10 | 12.40 | 6.10 |
| Bay Village | | | |
| Avon | | | |
| Lorain (Black River) | 10.35 | 1.08 | 6.35 |
| Vermilion (Vermilion River) | | | f |
| Berlin Heights | | | |
| Shinrock | | | |
| Avery (Avery River) | | | |
| Kimball | | | |
| Bellevue (Ar) | 11.22 | 1.58 | 7.25 |
| Bellevue (Lv) | 11.36 | 2.02 | 7.28 |
| Green Springs | | | f 7.44 |
| Old Fort (Sandusky River) | | | |
| Maple Grove | | | |
| Fostoria | 12.15 | 2.45 | 8.12 |
| Arcadia | | | 8.21 |
| Mortimer (Findlay R.) | 12.32 | 3.04 | PM |
| McComb | f | | |
| Leipsic Jet | en 12.58 | ef 3.27 | To St. Louis, see Table 3 |
| Millers City | | | |
| Continental | 1.17 | ef 3.45 | |
| Oakwood | ch | | |
| Melross | | | |
| Latty | f | | |
| Payne | | | |
| (Central Standard Time) | | | |
| Edgerton (Ind.) | | | |
| New Haven | | | |
| ▼ Ft. Wayne (St. Marys River) (Ar) | 1.10 | 3.45 | |
| ▼ Ft. Wayne (Lv) | 1.20 | 3.55 | |
| Raber | | | |
| Peabody | | | |
| South Whitley | f | 4.32 | |
| Sidney | | | |
| Packertown | | | |
| Claypool | | | |
| Burket | | | |
| Mentone | | | |
| Tipperanoe | | | |
| Argos | | | |
| Hibbard (Culver) | y 2.42 | z 5.18 | |
| Burr Oak | | | |
| Knox (Bass Lake) | 2.59 | 5.36 | |
| Thomaston | | | |
| South Wauatah | | | |
| Valparaiso | f 3.27 | z | |
| Hobart | f | | |
| South Gary (Gary, Ind.) | z | z | |
| Hammond | 4.03 | 6.35 | |
| Stony Island | | | |
| Englewood (63rd St.) | 4.43 | 7.18 | |
| ▼ Chicago (Cent. Time) (La Salle St. Sta.) (Ar) | 4.55 | 7.33 | |

TIME—12:01 midnight to 12:00 noon light face type.
 12:01 noon to 12:00 midnight dark face type.

*—Daily. †—Daily except Sunday—11.45 am Sunday only.
 ‡—Daily except Sundays and Holidays.
 f—Stop on signal.

Note D.—No. 5 will stop on signal at points east of Cleveland where not scheduled to stop to pick up pay passengers for Chicago and west.

‡ Stops to take for Blairstown and west. § Leaves Paterson 9.23 am Sundays.

BUS SERVICE TO AND FROM FINDLAY (Via Mortimer)

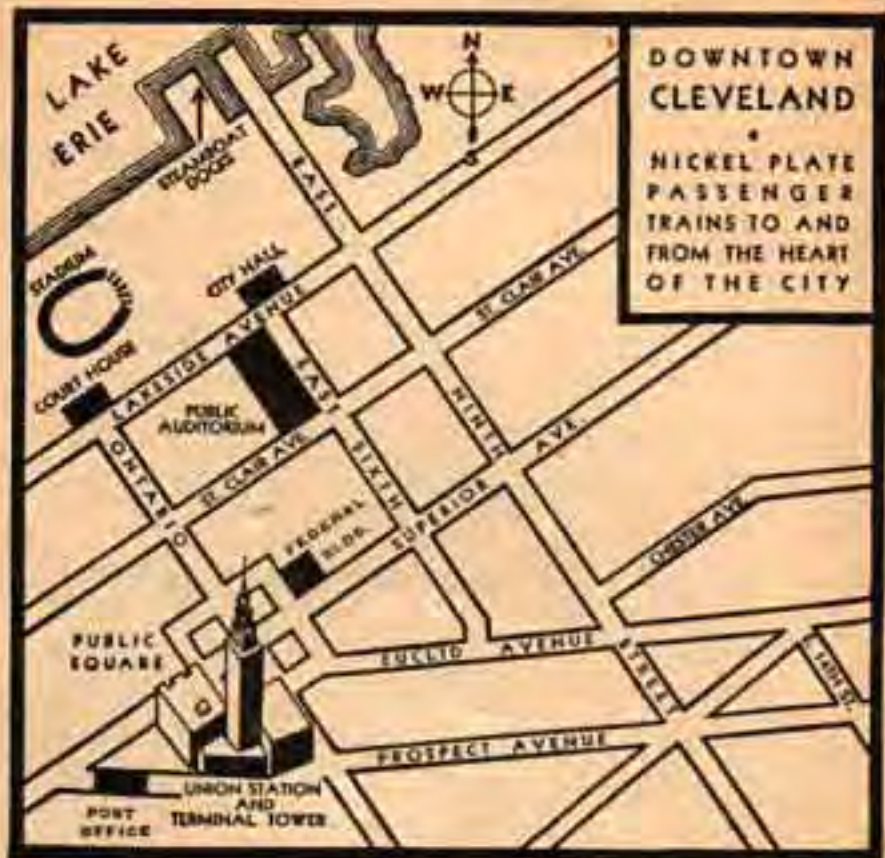
| | | |
|--------------------------------|--------------------------|---------------------|
| From Cleveland and East | To Chicago | To Cleveland |
| Lv Mortimer (Bus) 1.10 pm | Lv Findlay (Bus) 9.10 am | 12.30 pm |
| Ar Findlay 1.22 pm | Ar Mortimer 9.22 am | 12.42 pm |
| From Chicago and West | | |
| Lv Mortimer (Bus) 4.55 pm | | |
| Ar Findlay 5.07 pm | | |

Bus Fare 17c One Way

Taxi service also available from Mortimer to Findlay, \$1.25. Ask Agent or Conductor to arrange for taxi to meet train. No bus connection for trains Nos. 5 and 6. Subject to change without notice. Inquire of Ticket Agent.

FOR ADDITIONAL REFERENCE MARKS SEE PAGE 13

Many Towns in Ohio Operate on Central Standard Time Which is One Hour Slower Than Time Shown at Ohio Stations in This Folder.



**SAVE TIRES—SAVE GAS
USE THE RAILROAD STATION
NEAREST TO
YOUR OFFICE OR RESIDENCE**

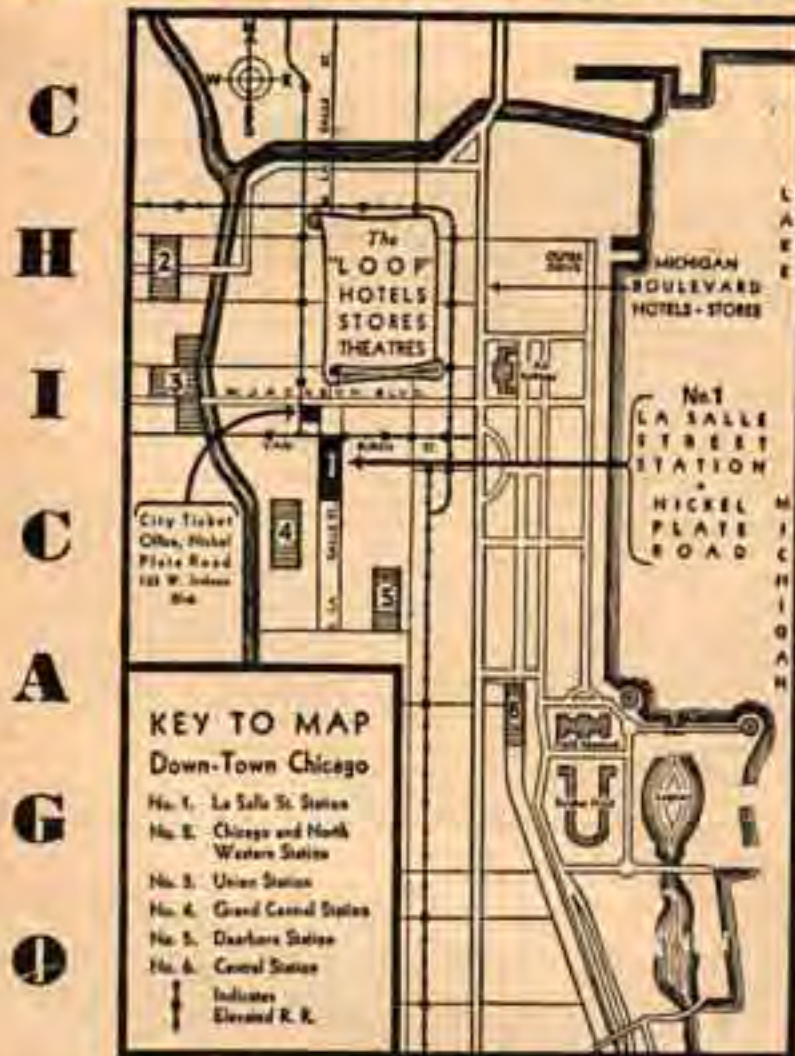
See page 27 for Phone Numbers



**AIR-CONDITIONED
EQUIPMENT**

**NICKEL
PLATE
ROAD**

**Bedrooms—Roomettes
Diner Lounge—Standard Sleepers
and Coaches between
CHICAGO and CLEVELAND**



LOCATION OF RAILWAY STATIONS IN CHICAGO

- No. 1.** La Salle St. Station (Van Buren and La Salle Sts.)
Nickel Plate Road—Rock Island Lines—N. Y. C.
- No. 2.** Chicago & North Western Station (Madison, Canal and Clinton Sts.)
- No. 3.** Union Station (Canal and Adams Sts.)
C. & A. R. R.—C. B. & Q. R. R.—C. M. St. P. & P. R. R.—Pennsylvania R. R.
- No. 4.** Grand Central Station (Harrison & Wells Sts.)
C.G.W.R.R.—B. & O. R. R.—P. M. R. R.—Soo Line.
- No. 5.** Dearborn Station (Dearborn and Polk Sts.)
A. T. & S. F. Ry.—C. & E. I. Ry.—C. I. & L. Ry.—Erie R. R.—Grand Trunk Ry.—Wabash Ry.
- No. 6.** Central Station (12th St. and Lake Front)
I. C. R. R.—C. C. C. & St. L. Ry.—M. C. R. R.