

SEPTEMBER 1893,

O & M

OHIO & MISSISSIPPI
— RAILWAY. —



F. W. TRACY,
PRESIDENT.

O. P. MCCARTY,
ACT'G GEN'L PASSENGER AGENT.

CINCINNATI, O.

SEPTEMBER 1893.

O & M

OHIO & MISSISSIPPI
— RAILWAY. —



G. B. WARFEL, GEN'L. WESTERN PASS'R AGENT,
105 N. BROADWAY,
— ST. LOUIS, MO. —

OHIO & MISSISSIPPI RAILWAY

DOUBLE DAILY

Through Car Service

ST. LOUIS

— TO —

NEW YORK,

VIA BALTIMORE & OHIO ROUTE.

The Ohio & Mississippi Railway, for Eastern travel, offers a double daily through Vestibule Buffet Sleeping Car service between St. Louis and New York, without change, via the Baltimore & Ohio Route, in connection with the fast trains leaving St. Louis at 8.00 a. m. and 8.05 p. m.

The very latest and finest pattern of Pullman Buffet Sleepers are used in these lines, which run via Washington, Baltimore and Philadelphia to New York, affording an opportunity to stop off at these points en route; a facility which no other through car route from St. Louis can offer.

The Scenery through which these Through Car Lines pass going East, is unequalled for variety on the American Continent: crossing the Alleghenies in the wildest regions of West Virginia and Maryland, presenting a series of grand and striking views unsurpassed in America. Among them may be mentioned the tremendous gorge of Cheat River; the diversified Scenery of the "Glades;" Martinsburg, with its relics and ruins of the war; Harpers' Ferry with its romantic scenery and the historic associations which cluster about John Brown's Fort, the ruined arsenal and other public buildings standing as mute witnesses of the mighty conflict which raged here a score of years ago, and on to Washington where the train glides into the depot in the very shadow of the Capitol.

OHIO & MISSISSIPPI RAILWAY

The WASHINGTON ROUTE

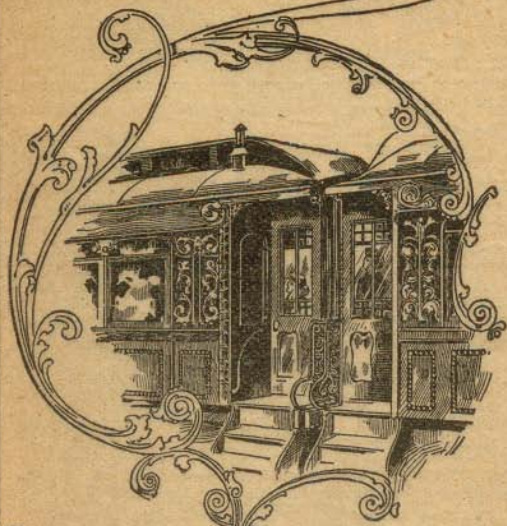
THE BALTIMORE & OHIO SYSTEM is known throughout the length and breadth of the land among those who travel, as the "Washington Route." All its trains pass through it, and the traveler can stop over on his way east or west. Every patriotic American hopes to get there some day—if not as an office holder—at least as a visitor who takes a just pride in the Capital of his country; to gaze with delight on the Capitol building, the fairest and most beautifully proportioned structure in the world today; and to feel that as a citizen of this mighty republic, he is a part owner in its glories; to visit the many public buildings and observe the practical workings of government in all its details; to see the city itself—one of the most beautiful in the world—with its broad and shaded streets, its numerous parks and stately private residences; and to take a trip down the Potomac to Mt. Vernon the home of Washington, which should be the Mecca of every true American at least once in his lifetime.

These and many other things of interest are comprehended in a visit or a "stop over" at Washington and the above brief reference will be supplemented with a "Guide to Washington" and complete time table and map of the line, by addressing the General Passenger Agent at Cincinnati, O.

The Ohio & Mississippi Ry., in connection with the B. & O. Lines, is the only route running two daily trains with Pullman Sleeping Cars from St. Louis to New York via Washington, Baltimore and Philadelphia.

The "Limited" is equipped with cars built expressly for these trains by the Pullman Company, having all the features of the famous Royal Blue Line between Washington and New York, and include the vestibule, with anti-telescopic device, steam heat, Pintsch gas, and separate toilet accessories for men and women.

VESTIBULED TRAINS



WHEN the Pullman Sleeping Cars were first placed at the service of the public, thirty years ago, the device was regarded with wonder and admiration, and it was thought that the perfection of railway equipment had been reached. But invention did not cease, and the Pullman of to-day is a greater advance over the Pullman of that day than the first Pullman was over the rude sleeping cars of an earlier date.

It is unnecessary to describe at length the features which go to make up the modern passenger car, but the successive steps to its present state of perfection may be seen in the introduction of spiral springs, paper wheels, six wheel trucks and outside bearings, all tending to lessen the jar and oscillation; while inside, the improved seats with high backs, the gas and electric lighting, steam heating, electric bells and buffet service, still further increase the comfort and pleasure of a journey.

But by far the most important of recent improvements is the Vestibule attachment. By this ingenious device the whole train is united under one roof, so that in place of detached cars with exposed platforms, there is in reality an elongated suite of apartments, the passenger passing from one car to another without the least exposure to the elements, or any risk of soiled hands and garments. A child can go from one end of the train to the other without the slightest danger.

Of the vestibule train there is an entire absence of the gusts of wind which enter the ordinary passenger car every time the door is opened. The Vestibules are formed by inclosing the platforms.

They are as well finished as any part of the car, carpeted so as to conceal the points of connection between the joined cars, and illuminated by means of lights depending from the ceiling, whose rays fall through cut glass panel doors upon the steps. The construction of the vestibule consists of a broad, thick frame of steel, like a huge, inverted ox-bow, which is supported by pressure of strong springs. These springs bear against the top and bottom of the steel frame as well as against the solid timbers of the platform and the upper part of the superstructure. The effect of the springs upon the steel frame or rim, is to cause them to project several inches beyond the vertical plane of the end of the car when it is detached from the train, but when two vestibule cars are joined by the couplers, the steel frames are forced backward, and the springs being compressed, the broad faces of the frames press against each other uniformly with considerable force. This frictional contact of the vestibule frame plates under strong pressure serves to check the tendency to oscillation, imparting steadiness to the whole train so that there is almost an entire absence of the swaying motion, even at a high rate of speed.

There is little to indicate the point of juncture when the cars are coupled together. The springs are hidden from view within and without by folded rubber diaphragms, which expand like the folds of an accordeon when the train is rounding a curve. Thus, under all circumstances, the walls of the vestibule are complete, shutting out cinders, smoke, dust, wind and rain. The side doors opening upon the steps are barred while the train is in motion, but can be instantly opened when the train stops. The rear vestibule is protected by a gate, making it safe even for children.

Another, and still more important result obtained by the vestibule, is that of safety; for the pressure of the vestibule car is not confined to the platforms of the coupled cars, but is made uniform from floor to roof. To provide for this increased pressure at the top, the frames of the cars are greatly strengthened behind the steel springs, affording an additional safeguard, while the continuous character of the vestibule train renders it practically impossible for the cars to "telescope."

Such are the vestibuled trains running between St. Louis and Louisville, Cincinnati, Washington, Baltimore, Philadelphia and New York over the OHIO & MISSISSIPPI ROUTE, which, in the essentials of thorough equipment, good track, efficient train service, strict discipline, ample facilities and fast time, fills all the requirements of a first-class American railway, and forms one of the leading routes from St. Louis to the East.

OHIO & MISSISSIPPI RAILWAY

Reduced Rates to New York

Attention is called to the fact that rates to New York City via St. Louis and the Ohio & Mississippi Railway are two dollars less than via other routes running through cars, while at the same time the high character and efficiency of our train service is fully maintained.

We are therefore able to offer lower rates, combined with a first-class through car service from St. Louis to New York via Washington, Baltimore and Philadelphia; a combination of advantages possessed by no other line. Holders are entitled to all the privileges usually accorded on tickets of the class purchased; there being no extra charge whatever for passage on limited express trains, except for Pullman car accommodations.

Daily lines of Pullman Vestibule Sleepers are run by this Company from St. Louis to Cincinnati, Louisville, Washington, Baltimore, Philadelphia and New York, without change.

Solid Vestibuled Day Express with Pullman Buffet Parlor Cars to Cincinnati and Louisville.

No change of cars on any train for either passengers or baggage.

When purchasing, ask for tickets via the Ohio & Mississippi Railway, for sale by agents of connecting lines throughout the entire West, Northwest and Southwest.

THREE SOLID DAILY VESTIBULE TRAINS

—FROM—

St. Louis to Cincinnati

—WITH—

DAY COACHES,
PULLMAN PARLOR CARS, and
PULLMAN SLEEPERS.

**NO CHANGE OF CARS FOR PASSENGERS OR
BAGGAGE ON ANY TRAIN OR ON
ANY CLASS OF TICKET.**

OHIO & MISSISSIPPI RAILWAY

The Only Through Sleeping Car Line

—BY WAY OF—

WASHINGTON, D. C.

THE ONLY ROUTE RUNNING LINES OF
PULLMAN BUFFET SLEEPING CARS

—TO—

NEW YORK,

—VIA—

Washington, Baltimore and Philadelphia.

THE QUICKEST ROUTE BY
4 HOURS to the NATIONAL CAPITAL

The Traveler going East naturally desires to visit the Capital of his country, especially if he is one of the large number who are making the trip for the first time. To be able to do so without going out of his way, losing time, or incurring any extra expense for railroad fare is an end to be desired, and can only be attained by taking the O. & M. Through Car Routes.

The reason is obvious; the cities of Washington, Baltimore and Philadelphia, in order named, lie geographically on the direct line of travel to the East, and the O. & M. is the only line from St. Louis running cars over any route through these cities.

Best and Quickest Route

VIA CINCINNATI OR LOUISVILLE

—TO—

CHATTANOOGA, KNOXVILLE,

ATLANTA, MACON, SAVANNAH,

CHARLESTON, JACKSONVILLE,

ST. AUGUSTINE,

AND ALL POINTS IN THE

SOUTH-EAST.

OHIO & MISSISSIPPI RAILWAY

—TO—

Cincinnati

and Louisville!

3 DAILY TRAINS TO CINCINNATI.

2 DAILY TRAINS TO LOUISVILLE.

—IN LESS THAN—

10 HOURS TIME.

Remember The O. & M. runs Baggage Cars, Smoking Cars, and first-class Passenger Cars through on every train. Elegant Pullman Buffet Parlor Cars on Day Trains, and Pullman Vestibule Buffet Sleeping Cars on Night Trains between St. Louis and Cincinnati. *No other road* runs all trains through between St. Louis and Cincinnati, and statements to the contrary are liable to deceive the public.

Central Time is used in this folder through to Eastern points, 1 hour slower than Eastern time.

THE DIRECT AND FAST LINE

—TO—

Columbus, O.

—AND—

Pittsburgh, Pa.

VIA CINCINNATI

—WITH—

Parlor Cars and Pullman Sleeping Coaches

—FOR—

THE ENTIRE JOURNEY.

—TO FIND—

COMFORT
SAFETY,

SPEED,
REGULARITY,

TAKE THE O. & M. RY.

OHIO & MISSISSIPPI RAILWAY

ARRANGEMENT OF THROUGH PARLOR AND SLEEPING CARS.

EASTWARD.

Leaving ST. LOUIS

NO. 8.

7.20 a.m.

EXCEPT SUNDAY.

Accommodation.

Has Day Coaches to Cincinnati without change.

NO. 2.

8.00 a.m.

DAILY.

Vestibule Fast Line.

Has Day Coaches and Pullman Buffet Parlor Cars St. Louis to Cincinnati; Day Coach St. Louis to Louisville; Pullman Vestibule Buffet Sleeping Cars St. Louis to Washington, Baltimore, Philadelphia and New York, without change via B. & O. R. R.

NO. 4.

8.05 p.m.

DAILY.

Vestibule Express.

Has Day Coaches, and Pullman Vestibule Buffet Sleeping Cars St. Louis to Cincinnati; Day Coaches and Pullman Buffet Sleeping Cars St. Louis to Louisville; Pullman Vestibule Buffet Sleeping Cars St. Louis to Washington, Baltimore, Philadelphia and New York, without change, via B. & O. R. R.

3—Solid Daily Trains to Cincinnati—3

Making Direct Connections with

Baltimore & Ohio R. R.
Baltimore & Ohio South-Western R. R.
Columbus & Cincinnati Midland Route.
Cincinnati, Hamilton & Dayton R. R.
Chesapeake & Ohio Ry.
Cleveland, Cincinnati, Chicago & St. Louis Ry.
Queen & Crescent Route.
New York, Lake Erie & Western R. R.
Kentucky Central Ry.
Pittsburg, Cincinnati, Chicago & St. Louis R. R.
Cincinnati, Portsmouth & Virginia R. R.

DOUBLE DAILY LINE TO LOUISVILLE.

Through Day Coaches leaving St. Louis every morning and evening, and Pullman Sleepers leaving St. Louis every evening, connect in Union Depot, Louisville, with trains of the Newport News & Miss. Val. Ry. and Louisville Southern Ry. for the Southeast.

When purchasing, please ask Agent for Tickets via the OHIO & MISSISSIPPI RAILWAY, for sale at all Offices of Connecting Lines. In St. Louis at 105 North Broadway, and at Union Depot.

The Ohio & Mississippi Railway has a representative at Union Depot, St. Louis, upon arrival of trains of connecting lines to assist passengers in the change, re-checking baggage and the securing of Sleeping and Parlor Car accommodations.

OHIO & MISSISSIPPI RAILWAY

ST. LOUIS TO CINCINNATI, WITHOUT CHANGE.

Central or 90th Meridian Time,	No. 8. Accom. Ex. Sun.	No. 2. Fast Line, Daily.	No. 4. Lim. Exp. Daily.
Lv. ST. LOUIS	7 20am	8 00am	8 05 pm
" E. St. Louis	7 35am	8 15am	8 20 pm
Ar. Lebanon	8 26am	8 55am	9 07 pm
" Carlyle	9 10am	9 32am	9 47 pm
" Shattuc	9 31am	9 49am	10 08 pm
" Sandoval	9 40am		10 18 pm
" Odin	9 48am	10 02am	10 25 pm
" Salem	10 03am	10 18am	10 40 pm
" Xenia	10 31am		
" Flora	10 45am	10 54am	11 18 pm
" Clay City	11 18am		
" Olney	11 44am	11 31am	12 08 am
" Sumner	12 06pm		
" Lawrenceville	12 23pm	12 05 pm	12 44 am
" Vincennes	12 38pm	12 20 pm	1 00 am
Lv. Vincennes	12 50pm	12 40 pm	1 10 am
Ar. Washington	1 40pm	1 16 pm	1 48 am
" Shoals	2 25pm		
" Mitchell	3 06pm	2 24 pm	3 12 am
" Brownstown	3 58pm		
" Seymour	4 16pm	3 24 pm	4 15 am
" North Vernon	4 48pm	3 55 pm	4 45 am
" Osgood	5 28pm		
" Milan	5 51pm	4 37 pm	5 44 am
" Aurora	6 24pm	5 05 pm	6 10 am
" Lawrenceburg	6 33pm	5 14 pm	6 18 am
Ar. CINCINNATI	7 26pm	5 54 pm	6 59 am

ST. LOUIS TO LOUISVILLE, WITHOUT CHANGE.

Central Stan. Time.	No. 2. Fast Line Daily.	No. 6. Lim. Exp Daily.		
Lv. St. Louis	8 00 am	8 05 pm		
Lv. E. St. Louis	8 15 am	8 20 pm		
" Vincennes	12 40 pm	1 10 am		
" North Vernon	4 13 pm	5 15 am		
" Charleston	5 20 pm	6 30 am		
Ar. New Albany	5 44 pm	6 58 am		
" Jeffersonville	5 45 pm	7 00 am		
" Louisville	5 56 pm	7 10 am		

1 20 minutes for dinner.

No. 14, Vincennes Accommodation.—Leaves St. Louis, 5.59 p.m.; Arrives Lebanon, 7.00 p.m.; Carlyle, 7.58 p.m., Salem, 8.48 p.m.; Flora, 9.33 p.m.; Olney, 10.20 p.m.; Vincennes, 11.20 p.m.

For additional information as to routes, time, connections, rates, etc.; also for Sleeping Car Berths, which will be secured on application, call on or address the following agents of this company:

G. B. WARFEL, General Western
Passenger Agent,
T. C. WELLS, City Passenger
Agent,
J. M. HOFFNER, Ticket Agent,
G. M. TAYLOR, Trav. Passenger
Agent.

No. 105
North Broadway
St. Louis,
Mo.

A. C. GOODRICH, Western Passenger Agent, P. O. Box 261
Kansas City, Mo.

H. C. ARCHER, Southwestern Passenger Agent,
105 South Austin Street, Dallas, Texas.

S. M. SHATTUC, Colorado Passenger Agent,
1661 Larimer St., Denver, Col.

OHIO & MISSISSIPPI RAILWAY

EAST.

Via Baltimore & Ohio Route.

Central Time used through.	Route.	No. 2. Limit'd Ex. Daily.	No. 4. Fast Exp. Daily.
Lv. ST. LOUIS	O. & M.	8 00 am	8 05 pm
Ar. CINCINNATI	"	5 54 pm	6 59 am
		Daily.	Daily.
Lv. CINCINNATI	B. & O. S.-W	7 15 pm	8 20 am
Ar. Loveland	"	8 09 pm	9 18 am
" Midland City	"	8 46 pm	9 56 am
" Greenfield	"	9 35 pm	10 44 am
" Chillicothe	"	10 15 pm	11 25 am
" Hamden	"	11 11 pm	12 44 pm
" Portsmouth	"	11 25 am	4 45 pm
" Athens	"	12 05 am	1 44 pm
" Marietta	"	2 50 am	3 35 pm
" Parkersburg	"	1 10 am	2 45 pm
" Grafton	B. & O.	4 50 am	6 50 pm
" Oakland	"	6 43 am	9 20 pm
" Piedmont	"	7 39 am	10 24 pm
" Cumberland	"	8 30 am	11 20 pm
" Martinsburg	"	10 54 am	1 54 am
" Harper's Ferry	"	11 30 am	2 35 am
" Staunton	"	5 53 pm	12 41 pm
" Lexington	"	7 50 pm	2 25 pm
" Washington	"	1 10 pm	4 30 am
" Richmond	R. F. & P.	6 15 pm	1 38 pm
" Baltimore	B. & O.	2 15 pm	5 40 am
" Newark, Del	"	4 18 pm	7 32 am
" Wilmington, Del	"	4 38 pm	7 50 am
" Chester	"	4 56 pm	8 07 am
" Philadelphia	"	5 15 pm	8 25 am
" Bethlehem	P. & R.	7 30 pm	.....
" Easton	C. R. of N. J.	8 05 pm	.....
" Maybrook	L. & H. R.	10 53 pm	.....
" Poughkeepsie	P. R. & N. E.	11 54 pm	.....
" Hopewell Junct.	"	12 15 am	.....
" Hartford	N. Y. & N. E.	3 25 am	.....
" Boston	"	6 45 am	.....
" NEW YORK	C. of N. J.	8 02 pm	11 10 am
Ar. Boston via Springfield, Mass	NYNH&H	5 15 am	4 40 pm

‡ Stop for Meals.

LIMITED EXPRESS.—Solid Vestibule train of Day Coaches. Pullman Buffet Parlor Car and Pullman Buffet Sleeping Car to Cincinnati; the Sleeper running through without change from St. Louis to Washington, Baltimore, Philadelphia and New York. Pullman Buffet Sleeper from Washington to Boston via Poughkeepsie, and Northampton without change.

FAST EXPRESS has Pullman Vestibule Buffet Sleeping Cars St. Louis to Washington, Baltimore, Philadelphia and New York without change. Passengers not wishing to arrive at Washington and Baltimore early in the morning may transfer at Grafton to Washington and Baltimore Sleeper, and will be allowed to remain in sleeper until 7 a.m. for Washington and 8 a.m. for Baltimore.

OHIO & MISSISSIPPI RAILWAY

EAST.

Via Columbus & Midland Route.

Central Time.	Route.	No. 2. Lim. Exp. Daily.	No. 4. Fast Exp. Daily.	News. Express. Daily.
Lv. ST. LOUIS Ar. Cincinnati	O. & M. "	8 00 am 5 54 pm	8 05 pm 6 59 am	8 00 am 5 54 pm
		Daily.	Daily.	Daily.
Lv. Cincinnati Ar. Loveland	B. & O. S. W. "	7 25 pm 8 27 pm	8 00 am 8 45 am	8 30 am 4 17 am
" Blanchester	"	8 52 pm	9 10 am	
" Midland City	"	9 03 pm	9 21 am	4 53 am
" Wilmington	B. & O.	9 18 pm	9 36 am	5 10 am
" Sabina	"	9 36 pm	9 51 am	5 29 am
" Wash'ton C.H.	"	9 54 pm	10 10 am	5 48 am
" Mt. Sterling	"	10 20 pm		6 19 am
" COLUMBUS.	"	11 05 pm	11 15 am	7 10 am
" Mt. Vernon	C. A. & C	1 37 am	1 17 pm	
" Akron	"	5 10 am	3 57 pm	
" Cleveland	Valley Ry.	8 00 am	6 40 pm	
" Newark	B. & O.	12 05 am	12 10 pm	8 25 am
" Zanesville	"	12 57 am	1 12 pm	
" Cambridge	"	1 47 am	2 00 pm	
" Barnesville	"	2 33 am	3 09 pm	
" Bellaire	"	3 25 am	3 35 pm	
" Benwood	"	3 35 am	3 45 pm	
" Wheeling	"	4 05 am	4 20 pm	
" Washington Pa	"	5 12 am	5 22 pm	
Ar. PITTSBURG	"	6 45 am	6 55 pm	

Limited Express.—Solid train with Pullman Sleeping Car Cincinnati to Columbus and Pittsburg without change.

Fast Express.—Solid Train Cincinnati to Columbus and Pittsburg. Parlor Car Cincinnati to Pittsburg.

News Express.—Pullman Sleeper and Day Coaches Cincinnati to Columbus. Sleeper will be in depot at 9.00 p. m.

C. C. C. & St. L. (Cleveland Division).

Central Time used Through.	Route.	No. 12. Daily.	No. 2. Ex. Sun.	No. 18. Daily.	No. 8. Daily.
Lv. Cincinnati	C. C. C. & St. L.	9 00 am	12 noon	6 00 pm	9 00 pm
Ar. Dayton	"	10 35 am	2 00 pm	7 33 pm	11 15 pm
" Springfield	"	11 15 am	3 00 pm	8 15 pm	12 20 am
" Columbus	"	1 00 pm	4 25 pm	9 30 pm	1 50 am
" Delaware	"	1 50 pm	5 15 pm	10 15 pm	3 02 am
" Galion	"	2 55 pm	6 20 pm	11 10 pm	4 05 am
" Crestline	"	3 05 pm	6 50 pm	11 20 pm	4 25 am
" Cleveland	"	5 20 pm	9 30 pm	1 20 am	7 30 am
" Sandusky	"	4 25 pm			8 30 am
" Buffalo	L. S. & M. S.	10 30 pm	3 05 am	5 55 am	2 30 pm
" Syracuse	N. Y. C. & H. R.	2 15 am	7 30 am	9 30 am	7 30 pm
" Albany	"	5 55 am	1 10 pm	1 20 pm	12 15 am
" Boston	B. & A.	1 50 pm	7 30 pm	7 30 pm	9 50 am
" Troy	N. Y. C. & H. R.	6 25 am	8 20 am	1 55 pm	6 25 am
" NEW YORK	"	9 35 am	6 00 pm	5 00 pm	5 30 am

No. 12—Parlor Car Cincinnati to Cleveland. Sleeping Car Cleveland to New York.

No. 2—Sleeping Cars Cleveland to Buffalo and Syracuse.

No. 18. (Through Vestibule Sleepers to New York.

South-Western } Vestibule Dining Car and Day Coaches.

No. 8—Wagner Palace Sleepers Cincinnati to Cleveland and Sleeper Cleveland to New York and Boston.

OHIO & MISSISSIPPI RAILWAY

EAST.

VIA ERIE ROUTE.

Central Time used through.	Route.	Limited Express.	No. 2. Atlantic Ex Daily.	No. 4. Fast Exp. Dai'y.
Lv. ST. LOUIS	O. & M.		8 00 am	8 05 pm
Ar. Cincinnati	"		5 54 pm	6 59 am
		Daily.	Daily.	Daily.
Lv. Cincinnati	NYLE&W	5 55 pm	11 30 pm	1 20 pm
Ar. Springfield	"	8 21 pm	2 23 am	4 05 pm
" Urbana	"	8 45 pm	2 46 am	4 28 pm
" Richwood	"	9 46 pm	3 52 am	5 36 pm
" Marion Junc.	"	10 25 pm	4 35 am	6 15 pm
" Marion	"	10 30 pm	4 40 am	6 20 pm
" Galion	"	11 02 pm	5 17 am	6 52 pm
" Mansfield	"	11 38 pm	6 01 am	7 28 pm
" Ashland	"	12 07 am	6 35 am	7 59 pm
" Akron	"	1 31 am	8 06 am	9 20 pm
" Keat	"	2 05 am	8 55 am	9 50 pm
" Ravenna	"	2 17 am	9 07 am	10 00 pm
" Leavittsburg	"	2 55 am	9 45 am	10 35 pm
" Warren	"	8 08 am	10 03 am	10 46 pm
" Shenango	"	4 35 am	11 44 am	12 02 am
" Greenville	"	4 41 am	11 50 am	12 07 am
" Youngstown	"	3 33 am	10 32 am	11 12 pm
" Pittsburg	P. & L. E.	6 30 am	12 30 pm	
" Meadville	NYLE&W	5 30 am	12 55 pm	12 55 am
" Oil City	"	8 20 am	3 20 pm	
" Corry	"	6 37 am	2 20 pm	8 30 pm
" Lakewood	"	7 13 am	3 00 pm	
LakeChautauque	"	7 25 am	3 10 pm	2 50 am
" Jamestown	"		3 45 pm	
" Randolph	"		6 20 pm	
" Buffalo	"	10 05 am	11 13 pm	
" Niagara Falls	"	1 08 pm		
" Salamanca	"	8 25 am	4 15 pm	3 45 am
" Carrollton	"	8 41 am	4 37 pm	
" Hornellsville	"	10 50 am	7 00 pm	6 10 am
" Elmira	"	12 23 pm	9 07 pm	8 00 am
" Waverly	"	12 51 pm	9 31 pm	8 28 am
" Wilkesbarre	L. V. R. R.	4 12 pm	1 25 am	1 00 pm
" Philadelphia	"	8 55 pm	6 10 am	4 37 pm
" Binghamton	NYLE&W	1 58 pm	10 46 pm	9 30 am
" Albany	D. & H.	7 50 pm	5 50 am	
" Troy	"	8 10 pm	6 05 am	
" Boston	Fitchburg.	6 00 am	2 00 pm	
" Susquehanna	NYLE&W	2 33 pm	11 40 pm	10 05 am
" Hancock	"		12 40 am	11 04 am
" Lackawaxen	"	4 53 pm	2 30 am	12 28 pm
" Port Jervis	"	5 30 pm	2 50 am	1 05 pm
" Middletown	"	6 14 pm	3 38 am	1 48 pm
" Paterson	"	7 34 pm	6 18 am	
Ar NEW YORK	"	8 07 pm	6 00 am	3 52 pm

† Stop for Meals.

LIMITED EXPRESS—Pullman Vestibule Buffet Sleepers Cincinnati to Hornellsville, and from Marion to Boston. Pullman Sleepers and Dining Cars Marion to New York.

ATLANTIC EXPRESS—Pullman Sleepers from Cincinnati to Youngstown and from Marion to New York, and from Waverly to Philadelphia.

FAST EXPRESS—Pullman Parlor Car Cincinnati to Marion. Sleeper Marion to New York, without change.

OHIO & MISSISSIPPI RAILWAY

NORTH & NORTHEAST

Via Cincinnati, Hamilton & Dayton Railroad.

Central Time.	Route.	Fast Exp. Daily.	Express Ex. Sun.	Limit'd Ex Daily.
Lv. St. Louis	O. & M.	8 05 pm	.....	8 00 am
Ar. Cincinnati	"	6 59 am	.....	5 54 pm
*Daily. †Except Sunday.		Except Sunday.		Daily.
Lv. Cincinnati	C. H. & D.	9 00 am	* 1 20 pm	10 30 pm
Ar. Hamilton	"	9 52 am	2 14 pm	11 25 pm
" Middletown	"	10 18 am	2 41 pm	11 51 pm
" Dayton	"	10 55 am	* 3 20 pm	12 30 am
" Troy	"	11 35 am	† 4 12 pm	1 20 am
" Piqua	"	11 50 am	4 30 pm	1 40 am
" Sidney	"	12 13 pm	4 45 pm	2 05 am
" Lima	"	1 15 pm	6 00 pm	3 15 am
Ar. Toledo	"	4 00 pm	8 50 pm	5 55 am
Ar. Detroit	Mich Cen	6 20 pm	10 50 pm	8 00 am
Ar. St. Thomas	"	10 45 pm	1 55 am	12 45 pm
Ar. Toronto	C. P.	7 15 am	7 15 am	8 40 pm
Ar. Niagara Falls	Mich Cen.	2 16 am	5 35 am	4 12 pm
Ar. Buffalo	"	3 00 am	6 25 am	5 05 pm

Fast Express.—Parlor Car, Cincinnati to Detroit.

Express.—Parlor Car Cincinnati to Detroit.

Limited Express.—Pullman Palace Sleeping Cars, Cincinnati to Toledo and Detroit.

SOUTH AND SOUTHEAST.

VIA KENTUCKY CENTRAL RAILROAD.

	Route.	Except Sunday.	No. 2 Daily.	No. 4 Express Daily.
Lv. St. Louis	O. & M.	.....	8 00 am	8 05 pm
Ar. Cincinnati . . . . .	"	.....	5 54 pm	6 59 am
Lv. Cincinnati	Ky. Cent.	3 35 pm	7 55 pm	8 11 am
Ar. Cynthia	"	5 42 pm	9 50 pm	10 43 am
" Paris	"	6 15 pm	10 15 pm	11 18 am
" Maysville	"	8 40 pm	.....	.....
" Lexington	"	7 10 pm	10 55 pm	12 10 pm
" Winchester	"	6 53 pm	10 55 pm	12 10 pm
" Richmond	"	7 50 pm	11 43 pm	1 25 pm
" Livingston	L. & N.	.....	1 05 am	2 55 pm
Middlesborough . . . . .	"	.....	5 05 am	6 40 pm
" Cumberland Gap . . . . .	"	.....	5 20 am	6 55 pm
" Knoxville	K.C.C.&I.	.....	8 30 am	.....

No. 2.—Pullman Vestibule Parlor and Sleeping Cars St. Louis to Cincinnati; also Pullman Sleepers Cincinnati to Cumberland Gap and Knoxville.

No. 4.—Pullman Vestibule Sleeping Cars St. Louis to Cincinnati.

VIA LOUISVILLE SOUTHERN RAILROAD.

	Route.	Daily.	Daily.	
Lv. Louisville	L. S. Ry.	7 50 pm	7 40 am	.....
Ar. Shelbyville	"	9 17 pm	9 15 am	.....
" Lawrenceburg	"	10 02 pm	10 15 am	.....
" Harrodsburg . . . . .	"	.....	11 05 am	.....
" Burgin . . . . .	"	.....	11 20 am	.....
" Versailles	"	10 23 pm	10 39 am	.....
" Lexington	"	10 50 pm	11 10 am	.....
Ar. Georgetown . . . . .	"	.....	12 00 am	.....

OHIO & MISSISSIPPI RAILWAY

SOUTH-EAST.

Via Q. & C. Route and W. & A. Railroad.

Central Time.	Route.	No. 2. Day Exp. Daily.	No. 4. Night Exp. Daily.
Lv. ST. LOUIS	O. & M.	8 00 am	8 05 pm
Ar. Cincinnati	"	5 54 pm	6 59 am
		Daily.	Daily.
Lv. Cincinnati	Q. & C.	8 00 pm	8 00 am
Ar. Burgin	"	11 58 pm	11 20 am
Ar. Chattanooga-Boyce	"	7 38 am	
Ar. Chattanooga	"	8 00 am	6 50 pm
Lv. Chattanooga (Boyce.)	W. & A.	8 16 am	3 20 am
Ar. Dalton	"	9 18 am	4 34 am
" Marietta	"	12 08 pm	6 56 am
" Atlanta	"	1 00 pm	7 45 am
Lv. Atlanta	C. R. R.	1 30 pm	8 00 am
Ar. Macon	"	4 00 pm	11 35 am
" Lake City	G. S. & F.	5 30 am	
Ar. Jacksonville	F. C. & P.	7 55 am	
Lv. Atlanta	C. R. R.	1 30 pm	8 00 am
Ar. Savannah	"	8 15 pm	6 20 pm
Lv. Atlanta	Geo. R. R.	2 45 pm	8 00 am
Ar. Augusta	"	8 15 pm	3 15 pm
" Charleston	S. C.	11 40 am	10 15 pm

No. 2 EXPRESS.—Pullman Vestibule Buffet Parlor and Sleeping Cars St. Louis to Cincinnati and Buffet Sleeping Cars Cincinnati to Chattanooga. Sleeper Atlanta to Savannah and Charleston.

No. 4 EXPRESS.—Pullman Vestibule Buffet Sleeping Cars St. Louis to Cincinnati, Sleeping Cars Cincinnati to Chattanooga and Chattanooga to Atlanta.

Via Queen & Crescent Route.

	Route.	Daily.	Daily.	Daily.
Lv. Cincinnati	Q. & C.	7 00 am	8 00 am	8 00 pm
Ar. Georgetown	"	9 49 am	10 05 am	10 30 pm
" Lexington	"	10 25 am	10 25 am	10 55 pm
" Burgin	"	11 41 am	11 20 am	11 58 pm
" Danville	"	12 00 pm		12 17 am
" Junction City	"	12 12 pm	11 50 am	12 27 am
" Somerset	"	1 55 pm	1 15 pm	1 45 am
" Oakdale	"	5 30 pm	4 10 pm	5 10 am
" Boyce	"	8 30 pm		7 38 am
Ar. Chattanooga	"	8 45 pm	6 50 pm	8 00 am

Cincinnati, Portsmouth & Virginia R. R.

	Route.	Daily.	Ex. Sunday
Lv. CINCINNATI	C. P. & V.	* 8 00 am	4 30 pm
Ar. Portsmouth	"	* 12 05 pm	8 40 pm
" Ironton	N. & W.	† 4 41 pm	9 55 pm
Ar. Kenova		† 5 15 pm	10 30 pm

* Daily. † Daily except Sunday.

OHIO & MISSISSIPPI RAILWAY

SOUTH-EAST.

Via Q. & C. Route and E. T. V. & G. Railroad.

Central Time.	Route.	No. 2. Day Exp. Daily.	No. 4. Night Exp. Daily.
Lv. ST. LOUIS	O. & M.	8 00 am	8 05 pm
Ar. Cincinnati	"	5 54 pm	6 59 am
		Daily.	Daily.
Lv. Cincinnati	Q. & C.	8 00 pm	8 00 am
Ar. Chattanooga	"	8 00 am	6 50 pm
Lv. Chattanooga	E.T.V.&G.	8 30 am	7 00 pm
Ar. Dalton	"	9 45 am	8 18 pm
" Rome	"	11 10 am	9 25 pm
" Atlanta	"	2 00 pm	11 59 pm
" Augusta	Geo. R. R.	8 00 pm	3 15 pm
" Columbia	R. & D.	3 00 pm	10 00 pm
" Charleston	S. C.	11 40 am	9 30 pm
" Macon	E.T.V.&G.	10 40 pm	11 00 am
" Jesup	"	4 10 am	4 55 pm
" Brunswick	"	6 00 am	7 00 pm
" Savannah	S. F. & W.	8 35 am	12 09 pm
Ar. Jacksonville	"	12 09 pm	
" St. Augustine	J.St.A.&I. R.	10 40 am	4 50 pm
" Palatka	J.T.&K.W.	10 59 am	10 44 pm
" Sanford	"	1 40 pm	2 05 am
" Titusville	"	7 00 pm	
" Orlando	S. F. R. R.	5 47 pm	5 05 am
" Kissimmee	"	6 12 pm	5 38 am
Ar. Tampa	"	8 55 pm	8 55 am
Lv. Cincinnati	Q. & C.	8 00 pm	8 00 am
Ar. Lexington	"	10 55 pm	10 25 am
Ar. Burgin	"	11 58 pm	11 20 am
" Junction City	"	12 27 am	11 50 am
" Oakdale	"	5 10 am	4 15 pm
" Knoxville	E.T.V.&G.	7 45 am	6 30 pm
Lv. Knoxville	E.T.V.&G.	8 10 am	
Ar. Morristown	"	9 40 am	
" Paint Rock	"	11 30 am	
" Hot Springs	E.&D (W.A.C)	11 39 am	
" Asheville	"	2 10 pm	
" Bristol	E.T.V.&G.	5 55 pm	5 45 am
" Roanoke	N. & W.	10 46 pm	12 10 pm
" Lynchburg	"	3 25 am	2 15 pm
" Petersburg	"	7 20 am	6 30 pm
" Norfolk	"	10 00 am	9 10 pm

No. 2—Pullman Vestibule Buffet Parlor and Sleeping Cars St. Louis to Cincinnati. Sleeping Cars Cincinnati to Chattanooga, Atlanta, Macon and Jacksonville. Pullman Sleeper Cincinnati to Knoxville and Asheville via Oakdale.

No. 4—Pullman Vestibule Buffet Sleeping Cars St. Louis to Cincinnati, and Vestibule Buffet Sleeping Cars Cincinnati to Chattanooga, Atlanta and Macon.

OHIO & MISSISSIPPI RAILWAY EAST.

Via Chesapeake & Ohio Route.

Central Time used through.	Route.	Express. Daily.	Limited.* Daily.
Lv. ST. LOUIS	O. & M.	8 05 pm	8 00 am
Ar. Cincinnati	"	6 59 am	5 54 pm
Lv. Cincinnati	C. & O.	8 00 am	6 15 pm
Ar. Augusta	"	9 33 am	
" Maysville	"	10 05 am	8 00 pm
" Ashland	"	12 38 pm	10 20 pm
" Huntington	"	1 15 pm	10 57 pm
" Charleston	"	2 57 pm	12 30 am
" Kanawha Falls	"	4 01 pm	1 38 am
" Lowell	"	6 37 pm	4 04 am
" Ronceverte	"	7 27 pm	4 47 am
" White Sulphur	"	7 50 pm	5 09 am
" Clifton Forge	"	9 17 pm	6 18 am
" Lynchburg	"		10 51 am
" Danville	R. & D. Ry		5 00 pm
" Goshen	C. & O.	10 18 pm	7 12 am
" Staunton	"	11 32 pm	8 15 am
" Waynesboro	"	11 53 am	
" Charlottesville	"	1 00 am	9 28 am
" Gordonsville	"	2 15 am	10 08 am
" Washington	"	5 35 am	1 10 pm
" Richmond	"	5 25 am	1 00 pm
Lv. Richmond	"	5 30 am	2 00 pm
Ar. Newport News	"	8 10 am	4 40 pm
" Old Point Comfort	"	8 45 am	5 15 pm
" Norfolk	"	9 15 am	5 45 pm

Trains of O. & M. Ry. make direct connection in Union Depot, Cincinnati, with trains of Chesapeake & Ohio Route.

PENNSYLVANIA ROUTE.

Central Time.	Route.	Express. Daily.		Fast Line Daily.
Lv. St. Louis	O. & M.	8 05 pm		8 00 am
Ar. Cincinnati	"	6 59 am		5 54 pm
		Daily.	†Daily.	†Daily.
Lv. Cincinnati	P. C. C. & St. L.	8 00 am	4 45 pm	8 00 pm
Ar. Loveland	"	8 46 am	5 28 pm	8 46 pm
" Morrow	"	9 08 am	5 50 pm	9 10 pm
" Xenia	"	9 50 am	6 35 pm	10 00 pm
" Columbus	"	11 20 am	8 15 pm	11 40 pm
" Mt. Vernon	C. A. & C.	1 28 pm		1 47 am
" Akron	"	3 57 pm		5 10 am
" Cleveland	C. & P.	5 25 pm		7 00 am
Ar. Pittsburgh	P. C. C. & St. L.	5 40 pm	2 20 am	6 00 am

† Pullman Vestibule Sleeper from Cincinnati to Pittsburgh, via Columbus; Palace Sleeper Cincinnati to Cleveland.

8 00 a. m. Express, Day Coaches and Parlor Cars Cincinnati to Cleveland and Sleeper Cincinnati to Pittsburgh.