

Lehigh Valley Railroad



COMPLETE TIME TABLES

BETWEEN

NEW YORK PHILADELPHIA

AND

WILKES-BARRE ITHACA

GENEVA ROCHESTER

BUFFALO NIAGARA FALLS

CHICAGO AND THE WEST

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New Lehigh Valley Freight Terminal at Buffalo

The new Lehigh Valley freight station, the first unit in the comprehensive terminal development planned for Buffalo, has just been opened for business. The new terminal is located at Washington and Scott Streets, and consists of two buildings, a freight house proper and an office building—both absolutely fireproof, well lighted and ventilated. The freight shed is 600 feet long, divided into three sections by fireproof walls with doors, protected by automatic fireproofed steel curtains. There are offices for checkers, scales, and every facility for the efficient dispatch of merchandise. A forty-ton electric crane is a feature.

Forty-seven cars may be loaded or unloaded at one time at the station, while the team track yards afford space for 150 cars. Wide, well paved driveways intersperse these tracks.

EXPLANATION OF CHARACTERS AND LETTERS

TIME.—From 12.00 Noon to 11.59 P. M. is shown in heavy-faced type; from 12.00 Midnight to 11.59 A. M. is shown in light-faced type.

C. T. Central Time.

E. T. Eastern Time.

The time tables of this Company and of connecting lines shown in this folder are published for the information and convenience of the public. Due care is exercised to keep them correct, but this Company does not hold itself responsible for any errors or changes that may occur; nor does it guarantee the arrival or departure of trains at time advertised.

IMPORTANT.—Conditional stops of trains as noted below will be made only upon notice to agent or train conductor.

- * Daily.
- † Daily except Sunday.
- ‡ Daily except Saturday.
- § Sunday only.
- ¶ Saturday only.
- a Will stop to let off passengers from points west of Mauch Chunk.
- b Sunday 32 minutes later.
- c Time shown is that of connecting train; Conductor will advise where change is made.
- d Will stop daily except Sunday to take on passengers for Buffalo and points west.
- f Will stop on signal.
- g Via Port Huron.
- h Will stop to let off passengers from New York, Newark and Philadelphia and take on passengers for Buffalo and stations west.
- j Sunday 10 minutes later.
- k Will stop to let off passengers from New York and Newark.
- m Will stop to let off passengers from New York, Newark and Philadelphia; will stop to take on passengers for Buffalo and points west upon notice to station agent not later than 6.00 P. M.
- n Will stop to let off passengers from Philadelphia, Newark or New York.
- p Connection made at Spencer.
- q Sunday 52 minutes later.
- r Will stop to let off passengers from New York, Newark and Philadelphia. Will stop to take on passengers for Buffalo and stations west upon notice to station agent not later than 6.00 P. M. of day previous to that on which stop is desired.
- t Will stop to take on passengers for Philadelphia, Newark and New York.
- u Will stop to take on passengers for Philadelphia, Newark and New York upon notice to station agent not later than 6.00 P. M. of day on which stop is desired.
- v Will stop to take on passengers for Wilkes-Barre and points west.
- w Will stop to let off passengers from Buffalo and points west and to take on passengers for Newark, New York and Philadelphia.
- x Will stop to let off passengers from Wilkes-Barre and points west.
- y Sunday 49 minutes later.
- z Sunday 5 minutes earlier.
- aa Will stop to let off passengers from Buffalo or points west.
- bb Will stop to let off passengers.
- cc Will stop to let off passengers for points on Ashland Branch.
- dd Will stop Sundays only to take on passengers for New York, Newark and Philadelphia.
- hh Sunday 40 minutes later.
- ll Will stop week-days to let off passengers from New York, Newark and Philadelphia and take on passengers for Buffalo and stations west; Sundays regular stop.
- JJ Sunday 5 minutes later.
- nn Will stop to let off passengers from Easton and points west and to take on passengers for Newark and New York.
- pp Will stop to take on passengers for Wilkes-Barre and points east thereof.
- qq Will stop to let off passengers from Rochester Jet, and points west and to take on passengers for Wilkes-Barre and points east.
- rr Stops to receive passengers for Reading and points beyond.
- tt Will stop to let off passengers from Easton and points west; will stop to take on passengers for Newark and New York upon notice to station agent not later than 7.30 P. M. of day on which stop is desired.
- vv Sunday 22 minutes earlier.
- xx Will stop to let off passengers from Hazleton or points beyond.
- zz Will stop to let off passengers from Buffalo, Rochester and points west of Buffalo, and to take on passengers for Philadelphia, Newark and New York.
- △ Passengers to or from Baltimore and Washington change cars at Wayne Junction.
- Through train does not run via Buffalo.
- ‡ Via Sayre. Sunday 10 minutes earlier.
- ♠ Via Sayre.

How to Read This Time-Table



TO THE AVERAGE PERSON A RAILROAD TIME-TABLE IS A DIFFICULT PROBLEM TO SOLVE. Here is a quick guide to the most important features of this folder:

TO FIND THE EXACT LOCATION OF A STATION and the train service to and from it, consult the alphabetical list on page 2. This will give you the numbers of time-tables for that station.

TO LEARN THE CONNECTIONS between the Lehigh Valley Railroad and important points beyond its terminals see page 6. If your destination is a point not on the Lehigh Valley but reached through a connection from one of its local points, see page 20.

LOCATION OF STATIONS AT TERMINALS is told on page 22.

BAGGAGE REGULATIONS, SPECIAL SERVICE, etc., are described on page 22.

TICKETS AND PULLMAN RESERVATIONS, how they may be made, where, and the necessary telephone numbers, the cost of Pullman accommodations to various important points, will be found on page 7.

STOP-OVER REGULATIONS are described in detail on page 21.

PRIERS USED BY TRANS-ATLANTIC AND COASTWISE STEAMERS, their location and special service offered those desiring to go to them directly, will be found on page 23.

ABBREVIATIONS, CHARACTERS, SIGNS AND NOTES used in the various time-tables are explained on this page.

LIST OF OFFICERS AND REPRESENTATIVES of the Lehigh Valley Railroad is given on page 24.

Through Train Service Going West

New York and Philadelphia to Buffalo, Niagara Falls, Chicago and West

Table No. 1

| TRAIN NUMBER | | No. 1 | No. 9 | No. 7 | No. 3 | No. 5 | No. 689 | No. 11 |
|-----------------------------------|----|--|-------------------------|--|---------------------------------|-------------------------|---------|---------------------------------------|
| NAME OF TRAIN | | Philadel- phia and Buffalo Express. | The Black Diamond | New York and Chicago Express. | Chicago, Toronto Express. | The Corn- nellian | | Wilkes- Barre Night Express. |
| TRAIN RUNS | | DAILY. | DAILY. | DAILY. | DAILY. | DAILY. | DAILY. | DAILY. |
| STATIONS | | AM | AM | AM | PM | PM | PM | AM |
| New York: | | | | | | | | |
| Foot of West 23rd St. | Lv | 6 50 | 9 20 | 11 50 | 5 50 | 8 50 | | |
| Foot of Liberty St. | Lv | 7 00 | 9 30 | 12 00 | 6 00 | 9 00 | | 2 00 |
| Jersey City: | | | | | | | | |
| L. V. & C. R. OF N. J. Terminal | Lv | 7 14 | 9 43 | 12 13 | 6 15 | 9 15 | | 2 20 |
| Jackson Avenue | Lv | 7 20 | 9 49 | 12 19 | 6 21 | 9 21 | | 2 26 |
| Newark, Elizabeth & Meeker Aves | Lv | 7 39 | 10 08 | 12 38 | 6 40 | 9 40 | | |
| Easton | Lv | 9 49 | 11 28 | 2 14 | 8 24 | 11 21 | | 4 06 |
| Atlantic City (see note, page 22) | Lv | A. C. | 17 00 | 17 45 | 11 00 | 14 00 | 6 00 | |
| Philadelphia | Lv | P.&R. | 8 30 | 9 30 | 12 30 | 6 30 | 9 40 | 2 15 |
| Bethlehem and So. Bethlehem | Lv | L. V. | 10 18 | 11 50 | 2 37 | 8 50 | 11 45 | 4 31 |
| Reading | Lv | P.&R. | 9 25 | | 112 20 | 6 03 | 18 37 | |
| Allentown | Lv | | 10 29 | 12 00 | 2 48 | 9 01 | 11 56 | 4 43 |
| Mauch Chunk | Ar | L. V. | 11 20 | 12 44 | 3 36 | 9 50 | 12 45 | 6 37 |
| Glen Summit Springs | Ar | | 112 30 | | 14 48 | | | 17 00 |
| Wilkes-Barre | Ar | | 1 05 | 2 15 | 5 21 | 11 40 | 2 30 | 7 35 |
| Seranton | Ar | L&W V | 1 55 | 2 55 | 6 10 | 1 25 | 3 55 | 8 30 |
| Seranton | Ar | D & H | 2 13 | 3 55 | 5 15 | | | 18 35 |
| Wilkes-Barre | Lv | | 1 12 | 2 21 | 5 26 | 11 46 | 2 35 | 8 00 |
| Pittston | Lv | | 1 25 | 2 34 | 5 39 | 12 00 | 2 49 | 18 18 |
| Sayre | Lv | | 3 49 | 4 27 | 7 49 | 2 11 | 5 03 | 11 50 |
| Ithaca | Ar | | | 5 23 | 8 46 | | 6 55 | 11 10 |
| Aurora | Ar | | | 7 04 | | | 8 27 | |
| Auburn | Ar | | | 7 45 | | | 9 10 | |
| Ithaca | Lv | | | 5 28 | 8 51 | | | 11 30 |
| Geneva | Ar | | | 5 28 | 6 31 | 9 59 | 6 40 | 12 56 |
| Clifton Springs | Ar | | | 6 50 | 8 10 | 10 18 | 7 03 | 13 23 |
| Rochester | Ar | | | 7 00 | 7 50 | 11 20 | 8 15 | 14 42 |
| Rochester | Lv | | | 5 50 | 6 30 | 10 15 | 7 10 | 13 05 |
| Buffalo | Ar | | | 8 05 | 8 53 | 12 45 | 6 45 | 16 10 |
| Buffalo | Lv | | | | | 11 40 | 5 35 | 16 25 |
| Niagara Falls | Lv | | | | | 12 58 | 7 10 | 17 22 |
| Suspension Bridge | Ar | | | | | 1 05 | 7 20 | 17 30 |
| Suspension Bridge | Lv | | | | | 1 15 | 7 30 | 4 20 |
| Hamilton | Ar | | | | | 2 25 | 8 50 | 7 35 |
| Toronto | Ar | | | | | 10 05 | | 8 50 |
| London | Ar | | | | | 5 08 | 11 20 | 9 58 |
| London (E. T.) | Lv | | | | | 11 35 | | 8 20 |
| Detroit (C. T.) | Ar | | | | | 8 30 | 1 45 | 9 10 |
| Sarnia (E. T.) | Ar | | | | | 6 50 | 12 50 | 10 30 |
| Pt. Huron (C. T.) | Ar | | | | | 6 05 | 12 05 | 2 35 |
| Pt. Huron (C. T.) | Lv | | | | | 6 30 | 12 20 | 10 00 |
| Mt. Clemens (C. T.) | Ar | | | | | 7 31 | | |
| Flint | Ar | | | | | 8 00 | 1 48 | 11 48 |
| Durand | Ar | | | | | 8 32 | 2 20 | 12 19 |
| Grand Rapids | Ar | | | | | 11 10 | 15 48 | |
| Saginaw | Ar | | | | | 11 20 | 18 25 | |
| Lansing | Ar | | | | | 9 20 | 3 08 | 1 28 |
| Battle Creek | Ar | | | | | 10 25 | 4 13 | 2 35 |
| South Bend | Ar | | | | | 12 32 | 6 06 | 4 46 |
| Chicago (47th Street) | Ar | | | | | 3 17 | 8 57 | 7 47 |
| Chicago (Dearborn Station) | Ar | | | | | 3 30 | 9 10 | 8 00 |
| | | PM | PM | PM | PM | AM | AM | PM |
| | | No. 1 | No. 9 | No. 7 | No. 3 | No. 5 | No. 689 | No. 11 |

Pullman and Through Car Service

No. 1—Philadelphia and Buffalo Express—Daily.

| | |
|------------|---------------------------------------|
| Parlor car | Philadelphia to Buffalo—Drawing Room. |
| Coaches | New York to Buffalo. |
| | Philadelphia to Buffalo. |
| Dining car | Easton to Buffalo. |

No. 9—The Black Diamond—Daily.

| | |
|------------------------|--|
| Observation parlor car | New York to Buffalo—Drawing Room. |
| Parlor cars | Philadelphia to Buffalo—Drawing Room. |
| | New York to Wilkes-Barre—Drawing Room. |
| Dining car | New York to Buffalo. |
| Coaches | New York to Buffalo. |

No. 7—New York and Chicago Express—Daily.

Via Lehigh Valley—Grand Trunk Route.

| | |
|---------------|--|
| Sleeping cars | New York to Chicago—Drawing Room. |
| | Buffalo to Detroit—Drawing Room. Open for occupancy 9:00 P. M. |
| Parlor cars | New York to Ithaca—Drawing Room. |
| | Philadelphia to Wilkes-Barre—Drawing Room. |
| Coaches | New York to Chicago. |
| | Philadelphia to Wilkes-Barre. |
| | Buffalo to Chicago. |
| Dining cars | New York to Ithaca. |
| | Port Huron to Chicago. |

No. 3—Chicago, Toronto Express—Daily.

Via Lehigh Valley—Grand Trunk Route.

| | |
|---------------|---------------------------------------|
| Sleeping cars | New York to Buffalo—Drawing Room. |
| | Philadelphia to Buffalo—Drawing Room. |
| | New York to Toronto—Drawing Room. |
| | New York to Chicago—Drawing Room. |
| Coaches | New York to Chicago. |
| | New York to Buffalo. |
| | Buffalo to Chicago. |
| Dining cars | New York to Mauch Chunk. |
| | Niagara Falls to Valparaiso. |

No. 5—The Cornellian—Daily.

| | |
|----------------------------|--|
| Sleeping cars | New York to Buffalo—Drawing Room. |
| | Philadelphia to Buffalo—Drawing Room. |
| | New York to Ithaca—Drawing Room, via Sayre and Train No. 129. |
| | Philadelphia to Rochester—Drawing Room, via Sayre and Train No. 129. |
| Buffet-library-smoking car | New York to Buffalo. |
| Coaches | New York to Buffalo. |

No. 689—Daily.

Via Lehigh Valley—Grand Trunk Route.

| | |
|-------------------------|----------------------------------|
| Sleeping car | Buffalo to Chicago—Drawing Room. |
| Coaches | Buffalo to Chicago. |
| | Buffalo to Toronto. |
| Parlor-library-cafe car | Niagara Falls, Ont., to London. |
| Dining cars | Valparaiso to Chicago. |

No. 27—Local Express—Daily. (See Tables 3 and 5.)

| | |
|---------|---------------------------|
| Coaches | New York to Mt. Carmel. |
| | Philadelphia to Hazleton. |

No. 29—Wilkes-Barre Express—Daily Except Sunday. (See Table 3.)

| | |
|------------|--|
| Parlor car | New York to Wilkes-Barre and Pittston Jct.—Drawing Room. |
| | Philadelphia to Wilkes-Barre and Pittston Jct.—Drawing Room. |
| Coaches | New York to Wilkes-Barre and Pittston Jct. |
| Cafe car | New York to Wilkes-Barre and Pittston Jct. |

No. 11—Wilkes-Barre Night Express—Daily.

| | |
|---------------|---|
| Sleeping cars | New York to Wilkes-Barre (Open for occupancy 10:00 P. M.) |
| | Philadelphia to Wilkes-Barre |
| Coach | New York to Buffalo. |
| | Wilkes-Barre to Buffalo. |

No. 209—Daily Except Sunday. (See Tables 3 and 5.)

| | |
|-------|---------------------------|
| Coach | Philadelphia to Hazleton. |
|-------|---------------------------|

Sleeping cars arriving at destinations in the morning may be occupied until 8 A. M.

At principal stations on the Lehigh Valley Railroad, Tickets will be delivered to residence or hotel and baggage will be called for and checked to destination.

Numbers opposite stations refer to tables showing connecting trains.

For explanation of characters and letters see page 3.

Through Train Service Going East

Chicago, Niagara Falls, and Buffalo to Philadelphia and New York

Table No. 2

| TRAIN NUMBER | | No. 8 | No. 10 | No. 4 | No. 6 | No. 2 | No. 14 | |
|--|-----------------|------------------------------------|-------------------|---------------------------------------|----------------|-----------------------------------|-----------------------------------|------|
| NAME OF TRAIN | | New York and Philadelphia Express. | The Black Diamond | New York and Philadelphia Day Express | The Cornellian | Philadelphia and New York Express | Philadelphia and New York Express | |
| TRAIN RUNS | | DAILY | DAILY | DAILY | DAILY | DAILY EX. SAT. | SAT. ONLY. | |
| STATIONS | | AM | AM | PM | PM | AM | AM | |
| Chicago { Dearborn Station..... Lv 47th Street..... Lv South Bend..... Lv Battle Creek..... Lv Lansing..... Lv Saginaw..... Lv Grand Rapids..... Lv Durand..... Lv Flint..... Lv | Grand Trunk Ry. | 10 55 | | 5 00 | 11 00 | | | |
| | | 11 05 | | 5 10 | 11 10 | | | |
| | | 1 38 | | 7 54 | 2 04 | | | |
| | | 3 36 | | 10 09 | 4 16 | 7 00 | 7 00 | |
| | | 4 39 | | 11 20 | 5 20 | 7 27 | 8 27 | |
| | | 5 56 | | | | 7 05 | 8 05 | |
| | | | | | 5 10 | 7 10 | 7 10 | 7 10 |
| | | 5 34 | | 12 16 | 6 20 | 7 45 | 9 45 | |
| | | | | 12 51 | 6 55 | 10 22 | 10 22 | |
| | | 8 43 | | 12 56 | 7 57 | 11 18 | 11 18 | |
| Port Huron (C. T.)..... Ar | | Via Det. | 2 38 | 8 55 | 12 20 | 12 20 | | |
| Port Huron (C. T.)..... Lv | | | 3 23 | 9 08 | 12 50 | 12 50 | | |
| Sarnia (E. T.)..... Lv | | | 4 38 | 10 30 | 2 15 | 2 15 | | |
| Detroit (C. T.)..... Lv | | | 7 55 | 12 01 | 7 03 | 11 10 | | |
| London (E. T.)..... Ar | | | | | 4 00 | 4 00 | | |
| London..... Lv | | | 12 29 | 6 11 | 12 20 | 4 25 | 4 25 | |
| Toronto..... Lv | | | 11 45 | 7 20 | 1 25 | 6 05 | 6 05 | |
| Hamilton..... Lv | | | 2 42 | 8 23 | 2 55 | 7 20 | 7 20 | |
| Suspension Bridge..... Ar | | | 4 05 | 9 53 | 4 25 | 8 40 | 8 40 | |
| Suspension Bridge..... Lv | | | 4 05 | 10 03 | 4 35 | 8 50 | 8 50 | |
| Niagara Falls..... Lv | | | 4 12 | 10 10 | 4 42 | 8 57 | 8 57 | |
| Buffalo..... Ar | | | | 11 22 | 5 45 | 10 00 | 10 00 | |
| Buffalo..... Lv | | | 8 00 | 10 25 | 7 30 | 10 30 | 11 25 | |
| Rochester..... Ar | | | 6 38 | 10 19 | 1 12 | 9 54 | | |
| Rochester..... Lv | | | 5 25 | 8 50 | 11 42 | 8 30 | 12 25 | |
| Clifton Springs..... Lv | | | pp6 38 | w9 58 | 12 57 | 10 43 | | |
| Geneva..... Lv | | | 8 57 | 10 13 | 1 14 | 9 59 | 12 54 | |
| Ithaca..... Ar | | | 8 05 | 11 10 | e2 38 | 10 58 | | |
| Auburn..... Lv | | | | 5 18 22 | f11 40 | 6 40 | | |
| Aurora..... Lv | | | | | 11 27 | 7 19 | | |
| Ithaca..... Lv | | | 8 10 | 11 15 | e1 35 | 11 08 | | |
| Sayre..... Ar | | | 9 10 | 12 13 | 3 05 | 12 08 | 3 30 | |
| Pittston..... Ar | | | 11 12 | 2 05 | 5 07 | zz2 10 | 4 40 | |
| Wilkes-Barre..... Ar | | | 11 25 | 2 16 | 5 20 | 2 23 | 4 52 | |
| Scranton..... Lv | D & H | | y9 41 | | 3 20 | | 5 45 | |
| Scranton..... Lv | L & W V | | 10 40 | 1 19 | 4 19 | 1 00 | 4 00 | |
| Wilkes-Barre..... Lv | | | 11 30 | 2 23 | 5 25 | 2 28 | 4 57 | |
| Glen Summit Springs..... Lv | | | 12 13 | 3 06 | 6 12 | 3 11 | 5 41 | |
| Mauch Chunk..... Ar | L V | | 1 14 | 4 00 | 7 11 | 4 10 | 6 41 | |
| Allentown..... Ar | | | 2 14 | 4 46 | 7 59 | 5 01 | 7 30 | |
| Reading..... Ar | P & R | | 5 45 | | | f6 45 | 9 55 | |
| Bethlehem and So. Bethlehem..... Ar | L V | | 2 21 | 4 54 | 8 07 | 5 09 | 7 38 | |
| Philadelphia..... Ar | P & R | | 4 06 | 6 46 | 9 50 | 7 35 | 9 52 | |
| Atlantic City (see page 22)..... Ar | A C | | f6 10 | 9 45 | 12 45 | 10 20 | 12 40 | |
| Easton..... Ar | | | 2 42 | 5 17 | 8 32 | 5 32 | 8 01 | |
| Newark: Elizabeth & Meeker Aves..... Ar | | | 4 21 | 6 50 | 10 09 | 7 05 | 9 30 | |
| Jersey City: Jackson Avenue..... Ar | | | 4 39 | 7 08 | 10 25 | 7 23 | 9 48 | |
| L. V. & C. R. R. of N. J. Terminal..... Ar | | | 4 46 | 7 15 | 10 34 | 7 30 | 9 55 | |
| New York: Foot of Liberty Street..... Ar | | | 5 00 | 7 30 | 10 47 | 7 45 | 10 07 | |
| Foot of West 23rd Street..... Ar | | | 5 10 | 7 40 | 11 00 | 7 57 | 10 18 | |
| | | | PM | PM | PM | AM | AM | |
| | | | No. 8 | No. 10 | No. 4 | No. 6 | No. 2 | |

Pullman and Through Car Service No. 8—New York and Philadelphia Express—Daily. Via Lehigh Valley—Grand Trunk Route.

Sleeping car..... Chicago to New York—Drawing Room.
Parlor car..... Ithaca to New York—Drawing Room.
Coaches..... Chicago to New York.
Wilkes-Barre to New York.
Wilkes-Barre to Philadelphia.
Chicago to Port Huron.
Ithaca to Easton.

No. 10—The Black Diamond—Daily.

Observation parlor car..... Buffalo to New York—Drawing Room.
Parlor cars..... Buffalo to Philadelphia—Drawing Room.
Buffalo to Philadelphia—Drawing Room.
Wilkes-Barre to New York—Drawing Room.
Buffalo to New York.
Dining car..... Buffalo to New York.
Coaches..... Buffalo to New York.

No. 4—New York and Philadelphia Day Express—Daily. Via Lehigh Valley—Grand Trunk Route.

Sleeping cars..... Chicago to New York—Drawing Room.
Detroit to Buffalo—Drawing Room.
Parlor car..... Buffalo to Philadelphia—Drawing Room.
Chicago to New York.
Chicago to Buffalo.
Buffalo to Philadelphia.
Chicago to Durand.
Buffalo to New York.
Parlor-library-cafe car..... London to Niagara Falls, Ont.

No. 6—The Cornellian—Daily. Via Lehigh Valley—Grand Trunk Route.

Sleeping cars..... Chicago to Buffalo—Drawing Room.
Buffalo to New York—Drawing Room.
Buffalo to Philadelphia—Drawing Room.
Rochester to Philadelphia—Drawing Room.
Ithaca to New York—Drawing Room. Open for occupancy 9.30 P. M.
Wilkes-Barre to New York (Open for occupancy 9.30 P. M.)
Wilkes-Barre to Philadelphia (Open for occupancy 9.30 P. M.)
Buffet-library-smoking car..... Buffalo to New York.
Dining car..... Durand to Hamilton.
Coaches..... Chicago to Buffalo.
Buffalo to New York.

No. 2—Philadelphia and New York Express Daily except Saturday.

No. 14 Philadelphia and New York Express Saturday only. Via Lehigh Valley—Grand Trunk Route.

Sleeping cars..... Toronto to New York—Drawing Room.
Buffalo to New York—Drawing Room. Open for occupancy 9.30 P. M.
Buffalo to Philadelphia—Drawing Room. Open for occupancy 9.30 P. M.
Coaches..... Toronto to Buffalo.
Buffalo to New York.
Dining cars..... Sarnia to Hamilton.
Toronto to Niagara Falls, Ont.
Mauch Chunk to New York.
Parlor-library car..... Toronto to Buffalo.
Parlor-library-buffet car..... London to Hamilton. Sundays.

No. 28—Local Express—Daily Except Sunday.

(See Tables 4 and 6.)

Coaches..... Hazleton to Philadelphia.
Hazleton to New York.

No. 30—Wilkes-Barre Express—Daily Except Sunday.

(See Table 4.)

Parlor cars..... Pittston Jet. and Wilkes-Barre to New York—Drawing Room.
Pittston Jet. and Wilkes-Barre to Philadelphia—Drawing Room.
Coaches..... Pittston Jet. and Wilkes-Barre to New York.
Cafe car..... Pittston Jet. and Wilkes-Barre to New York.

No. 180—Daily Except Sunday. (See Tables 4 and 6.)

Coach..... Mt. Carmel to Philadelphia.

Sleeping cars arriving at destinations in the morning may be occupied until 8 A. M.

Numbers opposite stations refer to tables showing connecting trains.

For explanation of characters and letters see page 3.

Connections at Rochester, Buffalo and Suspension Bridge

Note:—A.M. in light-faced type. P.M. in bold face.

| Going West | | Going East | |
|---|-------|------------|-------|
| BUFFALO, ROCHESTER & PITTSBURGH RAILWAY | | | |
| MICHIGAN CENTRAL RAILROAD | | | |
| NEW YORK CENTRAL RAILROAD LINE WEST OF BUFFALO | | | |
| NEW YORK, CHICAGO & ST. LOUIS RAILROAD | | | |
| PERE MARQUETTE RAILROAD | | | |
| WABASH RAILROAD | | | |
| CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY | | | |
| TOLEDO, ST. LOUIS & WESTERN RAILROAD | | | |
| DETROIT & MILWAUKEE DIVISION GRAND TRUNK RAILWAY SYSTEMS | | | |

Numbers opposite stations refer to tables showing connecting trains. For explanation of characters and letters see page 3.

Connections From Chicago

Note:—A.M. in light-faced type. P.M. in bold face.

| Going West | | [Central Time] | |
|--|-------|----------------|-------|
| SANTA FE [A. T. & S. F. RY.] | | | |
| CHICAGO GREAT WESTERN RAILWAY | | | |
| NORTH-WESTERN LINE [C. U. P. & N. W. RY.] | | | |
| CHICAGO MILWAUKEE & ST. PAUL RAILWAY | | | |
| ROCK ISLAND LINES [C. H. I. & P. RY.] | | | |
| BURLINGTON ROUTE | | | |
| WABASH RAILROAD | | | |
| SOO LINE MINN., ST. PAUL & S. STE. M. RY. | | | |
| CHICAGO & ALTON RAILROAD | | | |
| CHICAGO & EASTERN ILLINOIS RAILROAD | | | |
| ILLINOIS CENTRAL RAILROAD | | | |

Connections from St. Paul

Going West

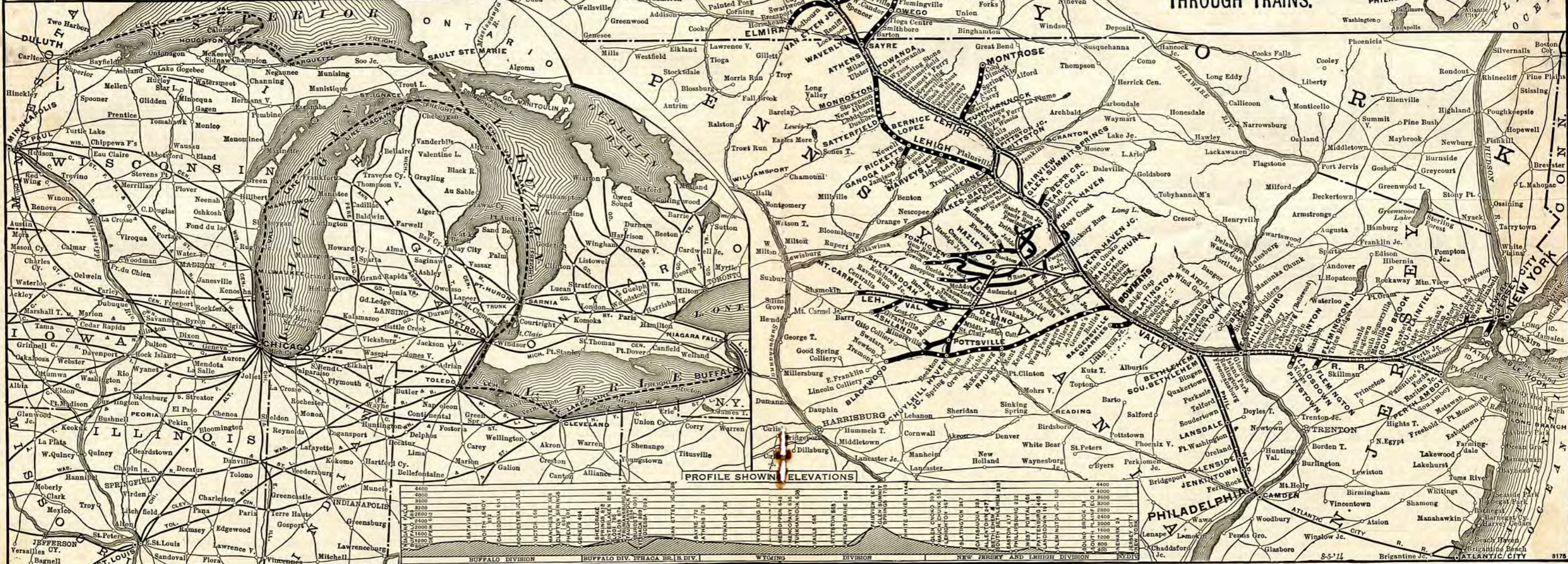
| Going West | | [Central Time] | |
|--|-------|----------------|-------|
| NORTHERN PACIFIC RAILWAY | | | |
| GREAT NORTHERN RAILWAY | | | |
| (SOO LINE) MINN., ST. PAUL & S. STE. M. RY. | | | |



Map of the Lehigh Valley Railroad and Connections



**ROUTE SOLID VESTIBULE
THROUGH TRAINS.**



PROFILE SHOWING ELEVATIONS

Indicates Double Track

Newark's Birthday Party

From May to October, 1916, Newark will celebrate her 250th Anniversary and, following Newark precedent, nothing will be done half-way.

Here is a brief outline of the program of events:

An enormous exhibition building, in which Newark's manufactures will be displayed, will be opened early in May.

Following its use for exhibition purposes, there will be held a Musical Festival and display of Municipal and Civic subjects.

The big event of the Celebration will be a Pageant, in Weequahic Park, where the Lehigh Valley's Newark station is located, in which 5,000 people will take part. It will be staged so that 100,000 people will be able to see it. Seats for 40,000 will be provided.

Monuments commemorating historical events in Newark will be erected all over the city.

The entire New Jersey National Guard, with many other military organizations from other states will hold an encampment.

The city will be in gala dress from one end to the other. Market Street will be decorated with arches, pillars and flags, and the illumination at night will be gorgeous.

There will be a carnival of Athletics, embracing the whole world of sports. The best known American athletes will compete.

More complete announcements concerning this celebration will be made in this folder from time to time.

Connecting Lines and Junction Points

A, same station; B, separate station.

| | |
|---|---|
| Buffalo, Rochester & Pittsburgh Ry. | (b) Buffalo, (a) Pittsburgh & Lehigh Jct., (b) Rochester. |
| Central R. R. of N. J. | (a) Jersey City, (a) New York, (b) Phillipsburg. |
| Delaware & Hudson Co. | (a) Wilkes-Barre. |
| Delaware, Lackawanna & Western R. R. | (b) Cortland Jct., (b) Elmira, (b) Owego, (b) New York, (b) Phillipsburg, (b) Pittston Jct., (b) Waverly. |
| Elrie R. R. | (b) Buffalo, (b) Elmira, (b) New York, (b) Owego, (a) Waverly. |
| Grand Trunk Ry. | (a) Suspension Bridge. |
| Lackawanna & Wyoming Valley R. R. | (b) Wilkes-Barre. |
| Lake Steamship Lines. | (b) Buffalo. |
| Lehigh & Hudson River Ry. | (b) Easton, (b) Phillipsburg. |
| Lehigh & New England R. R. | (a) Slatington. |
| Michigan Central R. R. | (b) Buffalo. |
| New York, Chicago & St. Louis R. R. | (b) Buffalo. |
| New York Central | (b) Auburn, (b) Buffalo, (a) Camden, (a) Canastota, (b) Geneva, (b) New York, (a) Sterling, (b) Weedsport. |
| Niagara Gorge R. R. | (b) Niagara Falls. |
| Pennsylvania R. R. | (b) Buffalo, (b) Elmira, (a) Mt. Carmel, (a) New Boston Jct., (b) New York, (b) Phillipsburg, (a) Stanley, (a) Tomhicken, (a) Wilkes-Barre. |
| Philadelphia & Reading R. R. | (b) Allentown, (b) Catasauqua, (b) Slatington, (a) So. Bethlehem. |
| Susquehanna & New York R. R. | (b) Towanda. |
| Switchback R. R. | (b) Mauch Chunk. |
| Wabash R. R. | (b) Buffalo. |
| West Shore R. R. | (a) Canastota, (b) New York, (a) Rippleton, (b) Weedsport. |
| Wilkes-Barre & Hazleton Ry. | (b) Wilkes-Barre. |
| Williamsport & North Branch R. R. | (a) Bernice, (a) Satterfield. |

"FIRST CALL for DINNER"

This is one of the pleasant sounds you'll hear on a through Lehigh Valley train — and the dining car is not an ornament. It is first and last a place to get good things to eat, well cooked, well served and at a moderate price.

Service is a la Carte at all meals because we have found that most people prefer to pay only for what they order. And we most earnestly recommend that you do not deny yourself because you may only want a little. You'll find you are just as welcome when you ask for a sandwich and a cup of coffee as when you order an eight-course dinner.

ESTABLISHED 1841

American Express Company

OPERATES THE

EXPRESS BUSINESS

ON THE

Lehigh Valley Railroad

Full information can be obtained at any Agency of the Company, or upon application by letter to its offices at

| | |
|-----------------------------|----------------------------------|
| New York: 65 Broadway | Washington: 1328 F St., N. W. |
| Boston: 43 Franklin St. | Philadelphia: 1127 Chestnut St. |
| Baltimore: 6 S. Calvert St. | Portland, Ore.: Bway & Stark St. |
| Chicago: 23 W. Monroe St. | Los Angeles: Main & Sixth Sts. |

Travel and the Telegraph

Along the line of the Lehigh Valley Railroad, wherever there is a station master, there you will find a Western Union Telegraph office. In parlor cars and sleeping cars Western Union Telegraph blanks are always on hand. You may keep up a constant stream of communications from all points on the line. The train porter will file your telegrams at one station and replies may be received at the next.

Why not take the opportunity now to send that message which you were not able to send just before you took the train?

THE WESTERN UNION TELEGRAPH CO.

Offices Everywhere in America

SPECIAL BAGGAGE SERVICE

Telephone the nearest Lehigh Valley ticket office (look on page 7 for 'phone numbers) for special baggage service by which your baggage may be checked from your residence or hotel direct to residence, hotel, steamship pier or railroad station at destination.

Stop-Over Regulations for All Points



GO SOUTH

Special Low Rates for Winter Tours to SOUTHERN POINTS

A day and night's ride by rail brings the traveler from the cold, uncertain weather of the north to the land of sunshine and flowers. The great orange groves are in full bloom as winter reaches its height. The air is laden with the mingled scent of the orange blossom and the jessamine. Tennis, bathing and other summer sports of the north are in full swing.

Reduced rates are made for either all-rail or rail and steamer trips. The former allows stop-overs at Baltimore, Washington and other points of interest. The boat trip takes three days and the rate includes meals and berth on steamer.

Round trip rates to Jacksonville, Fla.

| | All Rail | Rail and Steamer |
|--------------------------|----------|------------------|
| From Buffalo | \$54.15 | \$52.15 |
| “ Rochester | 54.15 | 52.15 |
| “ Auburn | 55.19 | 52.15 |
| “ Wilkes-Barre | 52.06 | 50.60 |
| “ Hazleton | 51.68 | 50.50 |

Other points in proportion—origin and destination

Address: GEO. H. LEE, General Passenger Agent
143 Liberty Street, New York City

Stop-overs allowed at the following points:

Special attention is called to the necessity of depositing tickets at stop-over points

NIAGARA FALLS

Stop-over at Niagara Falls, N. Y., for a period not to exceed ten (10) days including date ticket is deposited, will be allowed on first-class, mixed-class, delegate, limited, continuous passage, one-way, and excursion tickets (except second-class, party, mileage exchange, clergy, employees', charity and shop tickets, or tickets sold account of company or organization excursions, unless specially provided for in tariff to cover such excursion), sold at Rochester, N. Y., or stations east thereof, destined to Dunkirk, N. Y., Salamanca, N. Y., St. Thomas, Ont., Hamilton, Ont., or a point beyond, or vice versa, under the following conditions:—

On one-way tickets of Lehigh Valley Railroad or foreign lines issue stop-over not to exceed ten (10) days including date ticket is deposited, will be allowed regardless of transit limit.

On regular excursion tickets of Lehigh Valley Railroad or foreign lines issue, whether they contain exchange order or bear transit limit, stop-over not to exceed ten (10) days including date ticket is deposited will be allowed on the going or return trip or both within final limit of ticket. On special excursion tickets, stop-over not to exceed ten (10) days including date ticket is deposited, will be allowed on the going or return trip or both (regardless of going transit limit) within final limit of ticket. Where tickets require validation at destination passengers must arrange their stop-over at Niagara Falls, N. Y., on the going trip so as to insure their arrival at destination in sufficient time to have their tickets validated and reach original starting point before expiration of final return limit, as the stop-over in no way extends the final limit of ticket. If ticket has been sold account special occasion, for which more than one day of sale is authorized, stop-over will be allowed until last authorized day of sale from Niagara Falls, but not to exceed ten (10) days including date ticket is deposited.

BUFFALO

Same privileges will be accorded as for Niagara Falls, regardless of starting point or destination of ticket.

PHILADELPHIA

Stop-over will be allowed on first-class, limited, one-way tickets for a period of ten days including date ticket is deposited, and on excursion tickets on going trip, for ten days including date of deposit not to exceed the going transit limit of ticket, if any, or final return limit if ticket

bears no going transit limit; and on return trip for ten days including date of deposit not to exceed final return limit of ticket.

NEW YORK

On regular one-way first-class and one-way tickets marked Delegate and regular excursion tickets reading via Lehigh Valley Railroad from New York, stop-over allowed not to exceed ten days including date ticket is deposited, except stop-over on excursion tickets not to exceed final limit of ticket.

ADDITIONAL STOP-OVER POINTS

| | | |
|----------------------|-------------------|-------------------------------|
| Easton, Pa. | Wilkes-Barre, Pa. | Ithaca, N. Y. |
| South Bethlehem, Pa. | Pittston, Pa. | Geneva, N. Y. |
| Bethlehem, Pa. | Tunkhannock, Pa. | Clifton Springs, N. Y. |
| Allentown, Pa. | Towanda, Pa. | Burdett (Watkins Glen), N. Y. |
| Mauch Chunk, Pa. | Savre, Pa. | Rochester, N. Y. (See Note.) |

Stop-overs will be allowed at any two of the stations named above in addition to stop-overs at New York, Niagara Falls, N. Y., and Buffalo, N. Y., for period not to exceed ten (10) days including date ticket is deposited at each point, on first-class, mixed-class, delegate, limited, continuous passage, one-way and regular excursion tickets (except second-class, party, mileage exchange, clergy, employees', charity and shop tickets, or tickets sold account of company or organization excursions, unless specially provided for in tariff issued to cover such excursions), reading from Wilkes-Barre, Pa., or stations east thereof to Savre, Pa., or points beyond, or vice versa, also on tickets reading from stations west of Wilkes-Barre, Pa., to Buffalo, N. Y., Suspension Bridge, N. Y., or points beyond, or vice versa, but not on tickets reading between stations west of Wilkes-Barre, Pa., and east of Buffalo, N. Y., or Suspension Bridge, N. Y.

On special excursion tickets stop-overs will be allowed under same conditions as noted for Niagara Falls.

Note: Stop-over at Rochester allowed only on tickets sold at Wilkes-Barre and points east thereof, to Buffalo and points beyond, or vice versa: Lehigh Valley coupons of such tickets will be honored for passage between Rochester Jct. and Rochester.

SPECIAL INFORMATION FOR PASSENGERS

Ticket Delivery—Special Baggage Service

At principal stations on the Lehigh Valley Railroad, tickets will be delivered to residence or hotel and baggage will be called for and checked to destination.

Adjustment of Fares

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

Children

Five years of age and under twelve are required to pay half fare; those twelve years of age and over, full fare. This rule is enforced by conductors.

Lehigh Valley Terminals

New York Ferry Stations: Foot of Liberty Street and Foot of West 23d Street

LIBERTY STREET FERRY: For downtown business and financial district; Sound, River and Coastwise steamer docks. Convenient to Cortlandt Street Stations of Ninth and Sixth Avenue Elevated Lines, Brooklyn Bridge Car Lines, Fulton Street Station at Broadway and Fulton Street of Subway, running as far north as 242d Street and Broadway, and south to Brooklyn. Elevated or surface car lines to Staten Island Ferry.

WEST 23d STREET FERRY: For theatre, hotel and shopping district; steamer docks in the vicinity of 23d Street, both sides of North River. Ferry to Hoboken adjacent. Surface cars from Ferry connecting with Elevated, Subway and Surface lines north and south.

Jersey City

Lehigh Valley and C. R. R. of N. J. Terminal.
Jackson Avenue Station.

Newark

Station, Elizabeth and Meeker Avenues.

Philadelphia

Philadelphia & Reading Ry. Depots; Reading Terminal; Ninth and Spring Garden Streets; Ninth Street and Columbia Avenue; Wayne Junction; Twenty-fourth and Chestnut Streets. Principal station: Reading Terminal, at Twelfth and Market Streets, in the centre of the city and from which all sections may be quickly reached by Subway or Surface cars.

Atlantic City Passengers Note

PASSENGERS FOR ATLANTIC CITY, CAPE MAY, SEA ISLE CITY, OCEAN CITY, STONE HARBOR AND WILDWOOD may make quick connections by taking Subway trains (entrance immediately in front of Reading Terminal) direct to Chestnut Street Ferry, Atlantic City Railroad; running time from Reading Terminal is seven minutes and entire trip is made practically under one roof.

Rochester

Station, Court Street Bridge, near South Avenue.

Buffalo

Station, corner Washington and Scott Streets.

Niagara Falls

Lehigh Valley and New York Central Station.

Suspension Bridge

Union Station.

Baggage Regulations

Baggage Allowance, Limited Liability

Shipper of baggage or other property transported in baggage service must at time of delivery for checking declare in writing the value thereof on form prescribed for that purpose, otherwise it cannot be accepted and forwarded in baggage service.

150 pounds of baggage not exceeding \$100.00 in value, will be checked without charge for each adult passenger, and 75 pounds not exceeding \$50.00 in value, for each child traveling on a half ticket, except when baggage is checked on a commutation ticket the limit of value of baggage carried will be \$50.00.

On baggage carried between two points wholly within the State of New York, not requiring transit through another state, the limit of value of baggage carried without charge will be \$150.00 for each adult passenger and \$75.00 for each child traveling on a half ticket.

The Company will not be responsible for any sum greater than that declared by passenger or shipper at time of checking, in case baggage is damaged, destroyed or lost. Value declared in excess of the above amounts will be subject to charge at rate of 10c for each additional \$100.00 or fraction thereof.

Baggage not securely locked is carried entirely at owner's risk for loss of articles therefrom.

New York Baggage

All baggage checked to "New York" will be delivered at West 23d St. Station. Passengers desiring baggage checked for Liberty Street delivery must notify Station Baggage Agent at time of checking.

Stop-Over

Passengers holding limited tickets and intending to avail themselves of stop-over privileges must notify baggage agent when checking their baggage.

Baggage in Bond to or from Canada

Baggage from European Ports destined to Canadian Points is bonded and checked from all Steamship Piers in New York by Lehigh Valley Agents. (See page 23.) This avoids necessity of examination by the U. S. Customs and baggage is forwarded in bond to destination. Baggage from Canadian points destined to European Ports is handled in the same manner and checked from Toronto, Hamilton and London to all Steamship Piers in New York.

Parcel Rooms

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

Lost Articles

In case articles are left on trains or at stations, communicate at once with the General Baggage Agent at South Bethlehem, Pa., giving full particulars.

Baggage for Flag Stations

Baggage for stations where there is no agent must be claimed at baggage car door immediately on arrival at station; otherwise it will be carried to next station where agent is on duty and held for further orders.

Storage

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

These men will direct you to, or will meet you at any Trans-Atlantic or Coastwise Steamer Leaving or Entering New York Harbor

The Lehigh Valley Railroad has a corps of experts in New York City for the aid and convenience of travelers over its lines. Through this service, which is at your disposal without charge, arrangements for hotel accommodations, steamship, railroad, sleeping or parlor car tickets, transfer and checking of baggage, and all other details can be attended to promptly and correctly. Do not hesitate to use this service. Write your requirements, giving time of arrival in New York, where you are going and any other service you wish, and a representative will meet you at the train or boat. Persons unaccustomed to travel, minors, and elderly people are especially invited to avail themselves of this service.

Passengers arriving in New York over the Lehigh Valley Railroad will be met at the Jersey City terminal and directed or escorted to their pier, railway station or hotel by

Mr. L. O. Taylor

You may get his services by notifying the conductor on the train, or by advising him in advance of your arrival, addressing him at 143 Liberty St., N. Y. City.



Incoming steamers at the New York Docks noted below will be met at the pier by

Mr. Chas. A. Foucart

If you are going to the west or any point on the Lehigh Valley Railroad claim his services at the dock, or notify him at 94 Broadway, N. Y. City.

American Line, Cunard Line, White Star Line, Atlantic Transport Line, French Line, Red Star Line, Anchor Line, Swedish-American Line.



Incoming Steamers at the Hoboken Docks noted below will be met at the pier by

Mr. Nathan Lowitz

If you are going to the west or any point on the Lehigh Valley Railroad claim his services at the dock, or notify him in advance at 94 Broadway, N. Y. City.

Holland-America Line, Hamburg-American Line, North German Lloyd Line, Norwegian-America Line, Scandinavian-American Line, Swedish-American Line.



For Trans-Atlantic Ports:

American Line, Pier 62, North River, foot of W. 22d St.
Anchor Line—Glasgow Service, Pier 64, N. R., foot of W. 24th St.
Mediterranean Service, Pier 29, foot of Harrison St., Brooklyn, near Hamilton Ferry.
Atlantic Transport Line, Pier 58, North River, foot W. 16th St.
Austro-Americana S. S. Co., Bush Docks, So. Brooklyn, near 39th St. ferry.
Campania Trasatlantica, Pier 8, East River.
Compagnie Generale Transatlantique, Pier 57, North River, foot of W. 15th St.
Cunard Line, Piers 54 and 56, North River, foot of W. 14th St.
Fabre Line, foot of 31st St., So. Brooklyn.
General Italian Navigation, Pier 74, North River, foot of W. 34th St.
Hamburg-American Line, Pier foot of First St., Hoboken.
Holland-America Line, Piers foot of 5th and 6th Sts., Hoboken.
Lloyd Sabauda, Pier B, foot of Grand St., Jersey City.
National Steam Nav. Co. Ltd., of Greece, Erie Basin, South Brooklyn.
North German Lloyd, Pier foot of Third St., Hoboken.
Norwegian-America Line, Bush Docks, So. Brooklyn, near 39th St. ferry.
Red Star Line, Pier 61, North River, foot of W. 21st St.
Russian-America Line, Bush Docks, South Brooklyn, near 39th St. ferry.
Scandinavian-American Line, Pier foot of 17th St., Hoboken.
Siela Americana Line, Pier 22, foot of Atlantic Ave., Brooklyn, near Atlantic Ave. ferry.
Swedish-American Line, Pier B, foot of Grand St., Jersey City.
Transatlantica Italiana, Pier B, foot of Grand St., Jersey City.
White Star Line, Piers 60 and 61, North River, foot of W. 19th St.

For Coastwise, West Indies and So. American Ports:

Atlas Line, Pier 65, North River, foot of W. 25th St.
Clyde Line, Pier 36, North River, foot of Spring St.
Lampert & Holt Line, Pier 8, foot of Fulton St., Brooklyn.
Maine S. S. Line, Portland, Me., Pier 19, N. R., foot of Warren St.
Mallory Line, Pier 45, North River, foot of W. 10th St.
Metropolitan Line, Boston, Mass., direct, Pier 18, North River, foot of Murray St., discontinued for season.
Munson Line, Pier 9, East River, at Old Slip.
New York & Porto Rico S. S. Co., Pier 35, Brooklyn, near Hamilton Ave. ferry.
Ocean S. S. Co., Pier 35, North River, foot of Spring St.
Old Dominion S. S. Co., Pier 25, North River, foot N. Moore St.
Panama Railroad S. S. Line, Pier 67, N. R., foot of W. 27th St.
Quebec S. S. Co., Pier 47, North River, foot of W. 10th St.
Red Cross Line, Pier 32, foot of Degraw St., Brooklyn.
Red "D" Line, Pier 11, foot of Montague St., Brooklyn.
Royal Dutch West India Mail, Bush Docks, South Brooklyn.
Royal Mail Steam Packet Co., Pier 42, North River, foot of Morton St.
Southern Pacific Co., Atlantic S. S. Lines, Pier 48, North River, foot of W. 11th St.
United Fruit Co., Pier 16, East River, foot of Fulton St.
Ward Line, Piers 13 and 14, East River, foot of Wall St.

Long Island Sound Lines:

Metropolitan Line, Boston, Mass., direct, Pier 18, North River, foot of Murray St., discontinued for season.
New England Steamship Co.:
Fall River Line for Fall River, Pier 14, North River, foot of Fulton St.
New London Line for New London, Pier 40, North River, foot of Houston St.
New Haven Line for New Haven, Pier 28, East River, near Catherine St.
Bridgeport Line for Bridgeport, Pier 28, East River, near Catherine St.
Hartford & New York Transportation Co.:
Bay State Line for Providence, Pier 19, East River, near Beekman St.
Hartford Route for Hartford, Pier 20, East River, foot of Peck Slip.
Colonial Line for Providence, Pier 39, North River, foot of Houston St.

LIST OF OFFICERS AND AGENTS

EXECUTIVE DEPARTMENT

E. B. THOMAS, President (228 South Third Street, Philadelphia, Pa.
143 Liberty Street, New York

| | | | |
|--|---------------------------|--|-------------------|
| J. A. MIDDLETON, Vice-President..... | New York | D. G. BAIRD, Secretary..... | Philadelphia, Pa. |
| T. N. JARVIS, Vice-President..... | New York | E. A. ALBRIGHT, Assistant Secretary..... | New York |
| L. D. SMITH, Vice-President..... | New York and Philadelphia | J. WM. ROBBINS, Assistant Secretary..... | Philadelphia, Pa. |
| F. H. SILVERNAIL, Assistant to the President..... | New York | C. J. KULP, Treasurer..... | Philadelphia, Pa. |
| F. L. BLENDINGER, Assistant to Vice-President..... | New York | G. W. WILEY, Assistant Treasurer..... | Philadelphia, Pa. |

OPERATING DEPARTMENT

J. A. MIDDLETON, Vice-President, 143 Liberty Street, New York
F. L. BLENDINGER, Assistant to Vice-President, 143 Liberty Street, New York

| | | | |
|--|--------------------------|--|---------------------|
| J. F. MAGUIRE, General Manager..... | South Bethlehem, Pa. | P. A. ELLERMAN, Superintendent Dining Car Service..... | Easton, Pa. |
| C. W. KINNEY, Superintendent of Transportation..... | South Bethlehem, Pa. | M. A. MULLIGAN, Superintendent New York Division..... | Jersey City, N. J. |
| G. B. MINSHULL, Superintendent of Car Service..... | South Bethlehem, Pa. | A. ROSS, Superintendent New Jersey and Lehigh Division..... | Easton, Pa. |
| E. B. ASHBY, Chief Engineer..... | New York | C. J. SHEA, Superintendent Wyoming Division..... | Wilkes-Barre, Pa. |
| M. C. CLEVELAND, Valuation Engineer..... | 55 Liberty St., New York | F. M. BARKER, Assistant Superintendent Wyoming Division..... | Wilkes-Barre, Pa. |
| G. L. MOORE, Engineer Maintenance of Way..... | South Bethlehem, Pa. | G. J. GILDROY, Superintendent Mahanoy and Hazleton Division..... | Hazleton, Pa. |
| A. M. MCGILL, Assistant Superintendent Motive Power..... | South Bethlehem, Pa. | W. W. ABBOTT, Superintendent Auburn Division..... | Auburn, N. Y. |
| J. F. CASKEY, Superintendent Telegraph..... | South Bethlehem, Pa. | C. T. O'NEAL, Superintendent Buffalo Division..... | Buffalo, N. Y. |
| G. H. FOSTER, General Land and Tax Agent..... | New York | J. N. HAINES, Superintendent Seneca Division..... | Savre, Pa. |
| R. D. VAN DUZER, Assistant General Land and Tax Agent..... | New York | C. T. O'NEAL, Superintendent Lake Line..... | Buffalo, N. Y. |
| P. H. BURNETT, Industrial Commissioner..... | New York | W. I. POWERS, Superintendent Morris Canal Division..... | Phillipsburg, N. J. |

TRAFFIC DEPARTMENT

T. N. JARVIS, Vice-President, 143 Liberty Street, New York
W. T. GRIER, General Traffic Manager, 143 Liberty Street, New York

FREIGHT

| | |
|---|---|
| C. A. BLOOD, Traffic Assistant..... | 143 Liberty Street, New York |
| F. J. WOLFE, General Freight Agent..... | 143 Liberty Street, New York |
| H. C. HAMILTON, General Freight Agent..... | 143 Liberty Street, New York |
| E. J. HENRY, Western Traffic Manager..... | 208 South La Salle Street, Chicago, Ill. |
| H. C. BURNETT, Assistant General Freight Agent..... | 143 Liberty Street, New York |
| S. A. STORY, Assistant General Freight Agent, Chamber of Commerce Bldg., Buffalo, N. Y. | Buffalo, N. Y. |
| W. T. MOOHE, General Foreign Freight Agent..... | The Bourse, Philadelphia, Pa. |
| B. F. DEWEY, Milk Agent..... | 143 Liberty Street, New York |
| F. E. SINGER, General Eastern Freight Agent..... | 6 Broadway, New York |
| J. S. MCCREA, City Freight Agent..... | Woolworth Building, New York |
| T. C. BECK, Chief of Tariff Bureau..... | 143 Liberty Street, New York |
| O. M. BARRIS, Division Freight Agent..... | South Bethlehem, Pa. |
| R. G. McDOWELL, Division Freight Agent..... | L. V. Station, Wilkes-Barre, Pa. |
| B. HAYDEN, Division Freight Agent..... | Lockhart Bldg., Sayre, Pa. |
| D. J. SIMS, Division Freight Agent..... | 102 Genesee Street, Auburn, N. Y. |
| C. H. MIDDLETON, Commercial Agent..... | Woolworth Building, New York |
| D. L. GULICK, Commercial Agent..... | 207 Market Street, Newark, N. J. |
| F. W. LYONS, Commercial Agent..... | Hazleton, Pa. |
| M. P. HOWELL, General Agent..... | 312 Granite Bldg., Rochester, N. Y. |
| G. W. MITCHELL, Agent..... | The Bourse, Philadelphia, Pa. |
| M. J. ORMOND, General Agent..... | 129 Church Street, New Haven, Conn. |
| J. K. DYER, Commercial Agent..... | 294 Washington Street, Boston, Mass. |
| D. E. COOPER, Canadian Freight Agent..... | 1001 Royal Bank Bldg., Toronto, Ont. |
| F. N. HAIT, Commercial Agent..... | 505 Park Building, Pittsburg, Pa. |
| F. H. HILLEBRAND, Commercial Agent..... | 205 Majestic Building, Detroit, Mich. |
| E. R. BARDGETT, Commercial Agent..... | Rockefeller Building, Cleveland, O. |
| E. H. SCHUTTENBERG, Commercial Agent..... | 1502 Second Nat. Bank Bldg., Toledo, O. |
| M. J. TODD, Commercial Agent..... | 1001 Union Central Building, Cincinnati, O. |
| M. WOLF, Commercial Agent..... | 716 Board of Trade Bldg., Indianapolis, Ind. |
| G. A. GAMBLE, Commercial Agent..... | 919 Pierce Bldg., St. Louis, Mo. |
| F. H. BRIGGS, Commercial Agent..... | 248 Board of Trade, Kansas City, Mo. |
| J. L. KELLGOG, Commercial Agent..... | 304 Chamber of Commerce Bldg., Milwaukee, Wis. |
| M. P. SMITH, Commercial Agent..... | 402 Metropolitan Life Bldg., Minneapolis, Minn. |
| H. H. REAGAN, Agent..... | 353 Rosabel Street, St. Paul, Minn. |
| A. D. FOWLER, Westbound Agent..... | 208 South La Salle Street, Chicago, Ill. |
| N. A. RAHTE, Traveling Freight Agent..... | 681 Market Street, San Francisco, Cal. |
| H. C. EWING, General Agent..... | Baer Building, Reading, Pa. |
| C. L. LYON, Solliciting Freight Agent..... | Geneva, N. Y. |
| J. F. KURTZ, Solliciting Freight Agent..... | 143 Liberty Street, New York |
| E. F. NEAGLE, Traveling Freight Agent..... | 24 State Street, New York |

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| G. W. SHELTON & CO., Import Agents, } N. W. Cor. State & Quincy Sts., Chicago, Ill. | |
| W. WINGATE & JOHNSTON, General Agents, United Kingdom, } 17 and 18 Aldersgate Street, and 12 Falcon Avenue, London, Eng. | |
| JOHN DUFFY, Advertising and Publicity Agent..... | 143 Liberty Street, New York |

PASSENGER

| | |
|---|---|
| GEO. H. LEE, General Passenger Agent..... | 143 Liberty Street, New York |
| E. J. HENRY, Western Traffic Manager..... | 208 South La Salle Street, Chicago, Ill. |
| A. J. SIMMONS, Assistant General Passenger Agent..... | 1460 Broadway, New York |
| P. S. MILLSPAUGH, Assistant General Passenger Agent..... | 369 Main St., Buffalo, N. Y. |
| A. B. HILL, Assistant General Passenger Agent..... | Land Title Building, Philadelphia, Pa. |
| F. E. HAMMANN, Assistant General Passenger Agent..... | 143 Liberty Street, New York |
| A. P. BEAM, General Baggage Agent..... | South Bethlehem, Pa. |
| W. B. ANDRAY, Eastern Passenger Agent..... | 1460 Broadway, New York |
| W. F. THORNTON, City Passenger and Ticket Agent..... | 1460 Broadway, New York |
| C. S. WELLS, Passenger Agent..... | 1460 Broadway, New York |
| C. A. FOUCAUT, Steamship Passenger Agent..... | 94 Broadway, New York |
| G. N. REED, Passenger and Ticket Agent..... | 94 Broadway, New York |
| T. A. PRICE, Ticket Agent..... | 1236 Broadway, New York |
| L. FAYLOR, Passenger Agent..... | 143 Liberty Street, New York |
| W. F. HOLWILL, Jr., City Pass'r and Ticket Agent, 30 Flatbush Avenue, Brooklyn, N. Y. | Brooklyn, N. Y. |
| M. J. ORMOND, General Agent..... | 129 Church Street, New Haven, Conn. |
| J. F. ANDREWS, Division Passenger Agent..... | 211 Market Street, Newark, N. J. |
| F. KITTLER, Traveling Passenger Agent..... | 211 Market Street, Newark, N. J. |
| H. E. COMINGS, City Ticket Agent..... | 192 Smith Street, Perth Amboy, N. J. |
| G. D. NOBLE, South Eastern Passenger Agent..... | Land Title Building, Philadelphia, Pa. |
| D. J. LAMBERT, District Passenger Agent..... | Land Title Building, Philadelphia, Pa. |
| F. J. KELLY, City Passenger Agent..... | Land Title Building, Philadelphia, Pa. |
| C. S. KNOWLTON, Passenger Agent..... | Land Title Building, Philadelphia, Pa. |
| A. D. HUNTSICKER, City Ticket Agent..... | Land Title Building, Philadelphia, Pa. |
| S. K. WEAVER, Division Passenger Agent..... | South Bethlehem, Pa. |
| C. A. BARBER, Traveling Passenger Agent..... | South Bethlehem, Pa. |
| H. MARTENS, Jr., Division Passenger Agent..... | 36 Public Square, Wilkes-Barre, Pa. |
| S. U. SHAFFER, City Ticket Agent..... | Plymouth, Pa. |
| F. H. WINGERT, Traveling Passenger Agent..... | 300 East State St., Ithaca, N. Y. |
| H. FISHER, City Passenger and Ticket Agent..... | 300 East State St., Ithaca, N. Y. |
| M. P. HOWELL, General Agent..... | 51 Main Street, Clifton Springs, N. Y. |
| H. D. MCCREDIE, City Passenger and Ticket Agent..... | 312 Granite Bldg., Rochester, N. Y. |
| N. W. PRINGLE, Division Passenger Agent..... | 369 Main Street, cor. Eagle, Buffalo, N. Y. |
| L. F. BROWNELL, City Pass'r and Ticket Agt., 369 Main St., cor. Eagle, Buffalo, N. Y. | Buffalo, N. Y. |
| H. H. ROBERTS, Michigan Passenger Agent..... | 205 Majestic Bldg., Detroit, Mich. |
| W. B. PRESCOTT, City Pass'r and Ticket Agt., 1 Falls Street, Niagara Falls, N. Y. | Niagara Falls, N. Y. |
| W. J. HAMILTON, Canadian Passenger Agent..... | 63 Yonge Street, Toronto, Ont. |
| D. F. LINDSLEY, Western Passenger Agent..... | Marquette Bldg., 140 South Dearborn Street, Chicago, Ill. |
| E. B. BROPHY, City Passenger Agent..... | 140 South Dearborn Street, Chicago, Ill. |
| H. J. BILLS, District Passenger Agent..... | 402 Metropolitan Life Bldg., Minneapolis, Minn. |
| D. W. MCLEISH, District Passenger Agent..... | 209 Century Bldg., Denver, Colo. |
| H. C. EWING, General Agent..... | 681 Market Street, San Francisco, Cal. |
| W. WINGATE & JOHNSTON, General Agents, United Kingdom } 17 and 18 Aldersgate Street, and 12 Falcon Avenue, London, Eng. | |

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| R. S. DOUSMAN, Auditor of Traffic..... | Philadelphia, Pa. | C. J. KULP, Treasurer..... | Philadelphia, Pa. |
| E. C. MANN, Auditor of Disbursements..... | Philadelphia, Pa. | G. W. WILEY, Assistant Treasurer..... | Philadelphia, Pa. |

LEGAL DEPARTMENT

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| E. H. BOLES, General Solicitor..... | 143 Liberty Street, New York | B. F. LA RUE, Assistant General Solicitor..... | 143 Liberty Street, New York |

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P. H. BURNETT, Industrial Commissioner, 143 Liberty Street, New York
**F. R. STEVENS, Agriculturist, } Geneva, N. Y.
228 South Third Street, Philadelphia, Pa.**

Items of Interest

AFTER 45 YEARS IN SERVICE OF LEHIGH VALLEY, OLD EMPLOYEE RETIRES

Daniel Hurley, 74 years old, and for 45 years an employe of the Lehigh Valley Railroad, in more recent years as a section foreman with headquarters at Easton, has retired.

Recognized as an expert on good track, Mr. Hurley recently was an invited guest on the Maintenance of Way Special, which made a trip over the entire line of the Lehigh Valley carrying its Engineer of Maintenance of Way, Division Engineers and Track Supervisors. While on the trip, Mr. Hurley was presented with an annual pass for himself and Mrs. Hurley, good over the entire system and on all trains.

LEHIGH VALLEY STOCK-HOLDERS INCREASE

Lehigh Valley stockholders increased 878 in the last year. On November 18, 1915, the total number was 8,832 against 7,954 on November 19, 1914. Even more remarkable than this annual increase, however, is the increase in the last few months. The October dividend was distributed among 8,573 stockholders, which means that the total number has increased 259 in less than two months.

There has been a steady increase in the number of Lehigh Valley stockholders for five years past. In June, 1910, the total number was 3,796; a year later, it had increased to 5,040; in November, 1912, it was 5,817; and in November, 1913, the number climbed to 7,012. The increase in five years has amounted to more than 130 per cent.

According to the figures just made up, 40.91 per cent of Lehigh Valley stock is held by women, the actual number of women stockholders being 3,614. Against this, there were 3,241 women stockholders a year ago—an increase of 373 in the year.

LOCOMOTIVE CRANES A GREAT AID IN LAYING NEW TRACK

The Lehigh Valley Railroad has just announced the purchase of six new locomotive cranes. Aside from the purpose for which they were originally designed, the management of the Lehigh Valley has found the locomotive crane its best asset in laying rail for new tracks and in picking up old rail. Recently during the congestion at the port terminals, the cranes have also been used to excellent advantage in the unloading of heavy freight. The Lehigh Valley now has a battery of 32 of these cranes at work.

During the past year the Lehigh Valley Railroad has made some really remarkable records in the loading and unloading of rail through the use of these cranes. The best record was made on a stretch between Gilbert and a point east of Lodi, N. Y., when 4.07 miles of track were laid with new 100-pound rail in remarkable time. Four locomotive cranes were used. The work was begun at 6.23 A. M., the last new rail was laid at 12.51 P. M., and the track was entirely completed and the old rail and material picked up and loaded on cars at 6.30 P. M. This was done without interruption to traffic.

THOS. COOK & SON

are Passenger Representatives of the LEHIGH VALLEY RAILROAD throughout EUROPE and ALL FOREIGN COUNTRIES, as well as in the United States and Canada. Their offices are fully equipped to ticket passengers over the Lehigh Valley Railroad.

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561 Fifth Avenue, cor. 46th Street

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PHILADELPHIA, 137 S. Broad St. TORONTO, Traders' Bank Building
MONTREAL, 530 St. Catherine St., W. SAN FRANCISCO, 689 Market St.
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158 OFFICES ALL OVER THE WORLD



The Black Diamond

Geneva: 103 miles from Buffalo. Population 13,250.

The "Gem of the Lake Country." This city is ideally situated at the head of Seneca Lake. Besides being a noted educational and residential centre, it has worthy industrial interests and is the market for a territory comprising over 50,000 inhabitants. Hobart College, Smith College for Girls, and the DeLancy Schools are all located in Geneva. Of these, Hobart College is probably most widely known. It was founded in 1822, the original expense being met by popular subscription in and about Geneva, with generous help from Episcopalians in New York City and elsewhere. The college has always maintained a high educational standard, at the same time being the front in athletics. From Geneva it is only a short run to Watkins Glen, a State Reservation and a wonderfully picturesque work of nature. The glen is a gorge some 800 feet in depth and three miles in length, through which runs a mountain streamlet.

From Geneva to Ithaca the most beautiful vineyard section of the Eastern States is traversed. Many of the best-known brands of grape juice come from this region. Fifteen miles before reaching Ithaca the Black Diamond comes within

sight of Cayuga Lake. The course of the great intercollegiate race is on the opposite shore from this train. A Special Lehigh Valley observation train of thirty cars, following the races from start to finish, is operated annually. The crews are never more than one hundred feet away from the spectators.

Ithaca: 144 miles from Buffalo. Population 16,775.

Located in a most attractive spot at the foot of Cayuga Lake. Ithaca supports several prosperous industries, but is for the most part a residential and college town. It is the home of Cornell University, founded in 1865 by Ezra Cornell. His original donation was \$500,000 and 200 acres of land, with several useful buildings. Since then the University has received many handsome endowments. Five thousand students attend this university annually. Though taking a high position in all branches of athletics, Cornell, perhaps, prides herself most on her crew, which has an almost unbroken record of victories to its credit.

Wilkes-Barre: 272 miles from Buffalo and 176 miles from New York. Population 75,225.

The leading commercial and trading center of the anthracite coal region. It is a prominent railroad and manufacturing city.

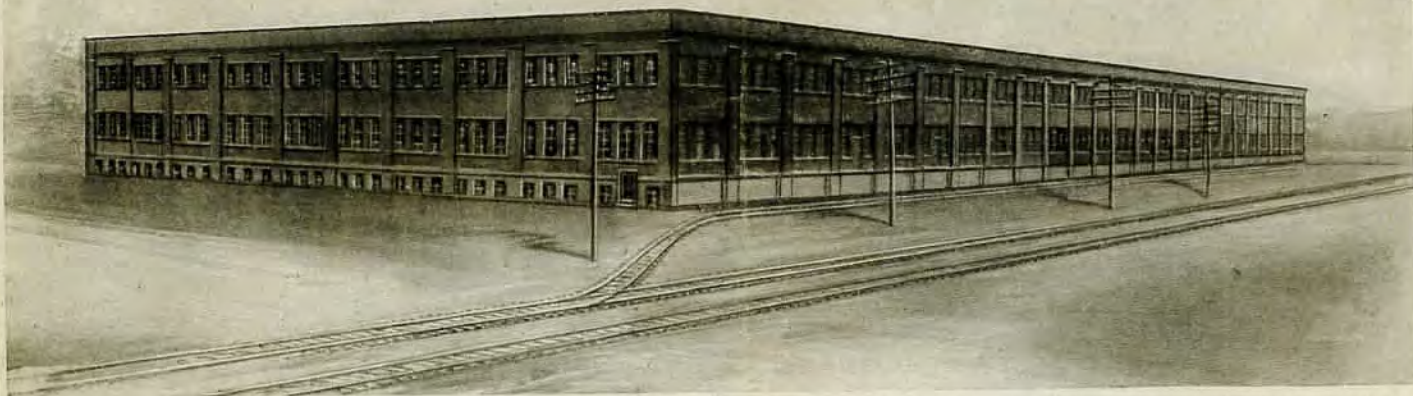
The train now begins the 1,100-foot climb of the Blue Ridge Mountains of Pennsylvania. Nescopak Mountain, the highest point reached, is 1,600 feet above sea level. Every foot of the climb appears in ever-changing form. The Wyoming Valley and the Susquehanna River spread before you in magnificent panorama, while a glorious view of Wilkes-Barre and the towns and villages clustered about it is afforded.

Something for Black Diamond Patrons

Above are excerpts from a souvenir leaflet soon to be distributed among the passengers on the "Black Diamond." "The Log of the Black Diamond" will contain interesting information regarding the various points of interest reached by the "Black Diamond" in the trip from Buffalo to New York, giving the population of the cities and towns, their distance from Buffalo or New York, as well as scenic, historical, educational, residential and industrial data.

This leaflet is designed to make the trip over "The Route of the Black Diamond" even more pleasant than it is now. Instead of being totally unfamiliar with the different places passed, the passenger will be able to identify each one, and learn all the interesting facts about it.

Additional excerpts taken from the folder will be shown in subsequent issues.



The new plant of the Empire Floor & Wall Tile Company at Metuchen, N. J., is a substantial structure 200 feet wide x 300 feet long. It is fireproof throughout, being constructed of brick and steel with reinforced concrete floors and roof. Operations will begin about February 1st with between five and seven hundred employees.

Metuchen's Growth

Metuchen, like every other New Jersey town on the line of the Lehigh Valley Railroad, is growing by leaps and bounds. Industrial concerns of all sorts are erecting their plants along the route, taking advantage of the low cost of land available for factory sites and the excellent shipping facilities afforded.

The Empire Floor & Wall Tile Company, whose new works is pictured above, is one of the latest concerns to erect a plant on the Lehigh Valley. They selected Metuchen as the location because of its being within a few hours' shipping distance of New York and at the same time a comparatively short distance from supplies of fuel and raw material. This concern picked out this site with the co-operation of the Industrial Department of the Lehigh Valley Railroad, which made suggestions as to the most suitable location and otherwise gave it the benefit of experience in finding favorable factory locations.

This department is maintained for this purpose. It is at your service just as much as it was at the service of the Empire Floor & Wall Tile Company. We invite you to take advantage of it.

P. H. BURNETT, Industrial Commissioner

143 Liberty Street, New York