



Pullman Service
TO
NEW YORK
and
WESTERN
R.R.

NOTE THE THROUGH
Pullman Service
TO
NEW YORK
and
WESTERN
R.R.

Increased Speed in Train Service,
CHOICE OF ROUTES
NIAGARA FALLS OR
CHAUTAQUA LAKE

And the LOWEST POSSIBLE Rates are guaranteed by the
"ERIE RAILWAY," which combined with the
Pullman Sleeping Cars, makes the most comfortable
and the most economical mode of travel.

For tickets and further information apply to the
Agents of the ERIE RAILWAY.

LESSERS OF PENNSYLVANIA & OHIO R. R.

THE ERIE RY.

STATIONS. Local Time West. Local Time East.

No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10
West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

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No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10
West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

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West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

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STATIONS. Local Time West. Local Time East.

No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10
West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

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THE ERIE RY.

STATIONS. Local Time West. Local Time East.

No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10
West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

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STATIONS. Local Time West. Local Time East.

No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10
West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

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STATIONS. Local Time West. Local Time East.

No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10
West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

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THE ERIE RY.

STATIONS. Local Time West. Local Time East.

No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10
West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

THE ERIE RY.

CHICAGO AND BOSTON
PULLMAN LINE,
Leaves Chicago Daily
Via ALBANY,
Chicago & Atlantic
At 4 o'clock P. M.
Arrives Albany, 8.20 P. M., following day.
Arrives Boston, 6.00 A. M., second morning.
CONNECTIONS MADE AT ALBANY
FOR
SARATOGA
AND ALL POINTS IN
NORTHERN NEW YORK

Passengers en route to Boston and New England points from St. Louis, Cincinnati, Louisville and the Southwest, by securing tickets over the New York, Pennsylvania & Ohio Division, making direct connections with the Pullman Palace Buffet Sleeping Car Line at Marietta, Ohio.

The facilities and rates offered by this route to New England points are features which commend themselves to the traveling public.

THE ERIE RY.

Via CHICAGO & ATLANTIC RY.

STATIONS. Day. Exp. N.Y. Atlantic Night Ex. San. Daily. Daily. Daily. Daily.

West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

THE ERIE RY.

Via CHICAGO & GRAND TRUNK RY.

STATIONS. Day. Exp. N.Y. Atlantic Night Ex. San. Daily. Daily. Daily. Daily.

West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

THE ERIE RY.

Via CHICAGO, DETROIT & NIAGARA FALLS SHORT LINE.

STATIONS. Day. Exp. N.Y. Atlantic Night Ex. San. Daily. Daily. Daily. Daily.

West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

THE ERIE RY.

Via OHIO & MISSISSIPPI RY.

STATIONS. Day. Exp. N.Y. Atlantic Night Ex. San. Daily. Daily. Daily. Daily.

West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

THE ERIE RY.

Via DETROIT & CLEVELAND NAVIGAT'N CO.

STATIONS. Day. Exp. N.Y. Atlantic Night Ex. San. Daily. Daily. Daily. Daily.

West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

THE ERIE RY.

Via INDIANA, BLOOMINGTON & WESTERN RY FROM PEORIA.

STATIONS. Day. Exp. N.Y. Atlantic Night Ex. San. Daily. Daily. Daily. Daily.

West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

THE ERIE RY.

LOCAL TIME TABLE. EAST.

STATIONS. Eastern Time.

No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10
West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

THE ERIE RY.

LOCAL TIME TABLE. WEST.

STATIONS. Eastern Time.

No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10
West	West	West	West	West	West	West	West	West	West
East	East	East	East	East	East	East	East	East	East
Day	Day	Day	Day	Day	Day	Day	Day	Day	Day
Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.	Exp.
N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.	N.Y.
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
San.	San.	San.	San.	San.	San.	San.	San.	San.	San.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

THE ERIE RY.

Midland Railway of England.
Liverpool to London.
The traveler who arrives at Liverpool from America should, on landing, inquire for the Central Station, where the Midland Railway Company. This is the only railway giving the American traveler the advantage of meeting through the magnificent and picturesque scenery of the Peak of Derbyshire, the Vale of Matlock, and the Midland counties, en route to London.

PULLMAN PARLOR CARS
Are attached to all the Express Trains. No extra charge is made to passengers holding first-class tickets.

PULLMAN SLEEPING CARS
On Night Trains between Liverpool and London. The chairs for a berth in the Sleeping Car is 5s., in addition to the first-class railway fare.

SALOON CARRIAGES WITHOUT EXTRA CHARGE
Are also provided, on application, by any of the trains, for seven or more first-class passengers. These saloons are fitted with lavatory accommodation, and every convenience for ladies and family use.

The Midland Railway Company will run a
Special Express Train
From Liverpool to London, immediately on the arrival of
FIFTY OR MORE FIRST-CLASS PASSENGERS.
When this accommodation is desired, and there are the requisite number of passengers, a telegram should be sent from Liverpool to the Manager, Midland (Central) Station, Liverpool, naming the hour at which the train is desired to start.

BAGGAGE—First-class passengers are allowed 10 pounds free; above that weight the charge is 3d. per pound. Between Liverpool and London 60 pounds are allowed 6d. per pound free.

THE MIDLAND GRAND HOTEL.
One of the largest and best appointed in Europe, adjoining the station at St. Pancras. The station and hotel are situated in the Boston Row, London, and there is communication both by railway and omnibus, every few minutes, between the station and the West End of London. Hotel porters meet the train and convey the baggage of passengers to the hotel free of charge. An excellent conveyance is sent to the different hotels.

LINCOLN BASKETS.
By giving notice to the station master before leaving the Central Station, Liverpool, or to the conductor in charge of the Pullman Car, baskets can be supplied at Derby or Leicester with hot or cold luncheons, contained in baskets, which will be brought to the carriage on arrival of the train.

OMNIBUSES.
The Company provide Omnibuses capable of carrying six persons inside and two outside, with the usual quantity of baggage, to meet the traveler at the Central Station, Liverpool, and to convey him to the Through Ticket Office, London, Paris, and all parts of the Continent, from the office of the Company, 201 Broadway, New York, Messrs. Thos. Cook & Son, 261 Broadway, New York.

CHECKING OF BAGGAGE.
The Midland Railway will have the baggage of passengers booked to travel from Liverpool to London by their route, either from New York, when passengers have purchased their tickets from the Liverpool & London & North Western Railway, or from London, when passengers obtain their tickets after arrival. Full particulars may be obtained from Mr. H. H. Brown, New York, or from notices to be found on board of any of the Atlantic Steamers.

JOHN NOBLE, Gen'l Manager.
THOS. COOK & SON, Agents,
261 Broadway, New York.

THE ERIE RY.

NEW YORK
UP TOWN OR DOWN TOWN.
SPECIAL OMNIBUS TRANSFER
Saving from 2 to 6 Miles of City Travel
AND WARREN, O.
MEADVILLE, OHIO, CITY,
JAMESTOWN, N.Y., ELMIRA,
ROCHESTER, ALBANY,
HORNELLVILLE, BOSTON,
All New England Cities.
ONLY ROUTE EAST
VIA
CHAUTAQUA LAKE AND BUFFALO
ERIE RAILWAY
It is becoming each year more and more popular for all through trains to New York



ERIE RAILWAY AND CONNECTIONS.



GREAT AMERICAN OVERLAND ROUTE
Between Europe and Australia,
China, Japan and India,
ACROSS THE AMERICAN CONTINENT
VIA THE
NEW YORK, LAKE ERIE & WESTERN R. R.
Through tickets for sale at lowest rates as follows:
1. Trans Atlantic Steamship Lines to Europe as follows:
2. Through tickets for sale at lowest rates as follows:
3. Through tickets for sale at lowest rates as follows:
4. Through tickets for sale at lowest rates as follows:
5. Through tickets for sale at lowest rates as follows:
6. Through tickets for sale at lowest rates as follows:
7. Through tickets for sale at lowest rates as follows:
8. Through tickets for sale at lowest rates as follows:
9. Through tickets for sale at lowest rates as follows:
10. Through tickets for sale at lowest rates as follows:

THE ERIE RAILWAY TABLE OF Connecting Railways

SUSQUEHANNA BRIDGE. With Lines converging from the West and Buffalo, Albany, Saratoga, Boston, and all New England.
DUNKIRK. With Lake Shore & Michigan Southern Railway.
JAMESTOWN. With New York, Pennsylvania & Ohio Railroad.
SILVER SPRINGS. With Line to Silver Lake.
CARROLLTON. With Bradford Branch to Bedford and Gilesville.
OLNEY. With Buffalo, New York & Philadelphia, and Great Bradford & Warren Railroads.
CORNING. Junction with Rochester Division.
BATH. With Bath & Hammondsport Railroad to Penn Yan, etc.
ELMIRA. With Northern Central Railway for Watkins' Glen, Seneca Lake, Williamson, Harrisburg, Baltimore and Washington.
ELMIRA. With Tross Branch and Elmira State Line for Tross and Boonshag.
ELMIRA. With Lehigh Valley Railroad for Mauch Chunk and Philadelphia.
OWEGO. With Delaware, Lackawanna & Western Railway for Ithaca and Corning.
OWEGO. With Southern Central Railway for Auburn.
BINGHAMTON. With Delaware & Hudson Canal Co. Railway for Sharon Springs, Albany, Saratoga, Boston, and all New England.
BINGHAMTON. With Delaware, Lackawanna & Western Railway for Montrose, Scranton and Philadelphia.
BINGHAMTON. With Delaware, Lackawanna & Western Railway for Binghamton, with Delaware, Lackawanna & Western Railroad for Syracuse, Owego, Norfolk, Highfield Springs and Utica.
SUSQUEHANNA. With Branch to Carlisle, etc.
LACKAWANNA. With Branch to Hawley and Honesdale.
PORT JERVIS. With Branch to Monticello, etc.
MIDDLETOWN. With New York, Ontario & Western Railroad for Elmira, Waton, Delhi, Oneida and Oswego.
GOSHEN. With Branches for Pine Island, and for Montgomery and Kingston.
GREYHOUND. With Branches for Newburgh and Warwick.
TURNEYS. With Short-Cut Branch for Newburgh.
PATERSON. With Branch for Newark.
JERSEY CITY. With Lines Diverging.
NEW YORK.

STOP-OVER CHECKS.
Upon application, the Conductor will furnish holders of unlimited tickets STOP-OVER CHECKS GOOD THIRTY DAYS, at any of the following stations. Through tickets specified in the passenger list are not valid for stop-overs at all intermediate stations. Check is issued only when the destination is beyond the station of issue. It is subject to the following conditions:
1. It is not valid for a return to the station of issue.
2. It is not valid for a return to the station of issue.
3. It is not valid for a return to the station of issue.
4. It is not valid for a return to the station of issue.
5. It is not valid for a return to the station of issue.
6. It is not valid for a return to the station of issue.
7. It is not valid for a return to the station of issue.
8. It is not valid for a return to the station of issue.
9. It is not valid for a return to the station of issue.
10. It is not valid for a return to the station of issue.

MAP OF YORK CITY & VICINITY. Issued by N.Y. L. E. & W. R. R.



THE ERIE RAILWAY ITINERARY.

The grand trunk of the road extends from Jersey City to Dunkirk, on the shores of Lake Erie, a distance of 600 miles, at the many radiating branches and divisions increase the miles of track to the total of 1,010 miles, leased and owned by the company and operated as the Erie system. The Erie Railway also controls and operates the New York & Greenwood Lake Railroad, extending from Jersey City to Greenwood Lake, N. Y., and by branch to Orange, N. J., and the Northern Railroad of New Jersey, from Jersey City to Newark.
The Erie Railway is separated into seven divisions—the Eastern, Delaware, Susquehanna, Rochester, Buffalo, Western, and Buffalo and Southwestern.

EASTERN DIVISION.
Jersey City to Port Jervis, - - - 88 miles.
Newark Branch—Jersey City to Paterson, 17 miles. Piermont Branch—Paterson to Piermont, 16 miles. Newburgh Short Cut—Paterson to Newburgh, 16 miles. Pine Island Branch—Goshen to Pine Island, 11 1/2 miles. Montgomery Branch—Goshen to Montgomery, 10 miles. Crawford Branch—Middletown to Pine Bush, 13 miles. Total miles of track, 137.
J. H. BARRETT, Superintendent, Jersey City.

DELAWARE DIVISION.
Port Jervis to Susquehanna, - - - 105 miles.
Honesdale Branch—Susquehanna to Carlisle, 25 miles. Total miles of track, 130.
N. VAN ETTER, Superintendent, Port Jervis.

SUSQUEHANNA DIVISION.
Susquehanna to Hornellville, - - - 139 miles.
Total miles of track, 139.
A. M. TUCKER, Superintendent, Elmira, N. Y.

ROCHESTER DIVISION.
Corning to Rochester, - - - 94 miles.
Attica Branch—Avon to Attica, 24 miles. Danville & Mount Morris Branch—Avon to Danville, 20 miles. Total miles of track, 118.
W. H. STARR, Superintendent, Rochester, N. Y.

BUFFALO DIVISION.
Hornellville to Buffalo, - - - 91 miles.
Lehigh Branch—Tonawanda to Lockport, 11 miles. Niagara Falls Branch—Buffalo to Niagara Falls and Suspension Bridge, 23 miles. Total miles of track, 114.
W. J. MURPHY, Superintendent, Buffalo, N. Y.

WESTERN DIVISION.
Hornellville to Dunkirk, - - - 128 miles.
Bradford Branch—Carrollton to Johnsonburgh, 23 miles. Total miles of track, 151.
W. S. COFFIN, Superintendent, Hornellville.

BUFFALO & SOUTHWESTERN DIVISION.
Buffalo to Jamestown, - - - 68 miles.
C. A. BRUNS, Superintendent, Buffalo.

LOCAL LINES OPERATED.
NEW YORK & GREENWOOD LAKE RAILWAY.
Jersey City to Greenwood Lake, - - - 48 miles.
Hon. F. S. HOWELL, President, New York; F. F. FARMER, General Passenger Agent, New York; J. H. BARRETT, Superintendent, Jersey City.

NORTHERN RAILROAD OF NEW JERSEY.
Jersey City to Nyack, N. Y., - - - 29 miles.
J. H. BARRETT, Superintendent; L. P. FARO, General Passenger Agent, New York.