



ERIE

№7 №6 №3 №2

№1 №4 №5 №8

THE
Eric Limited

AND COMPANION TRAINS

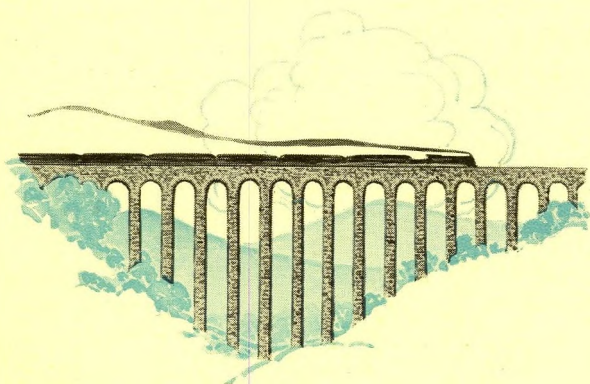
ERIE RAILROAD SYSTEM

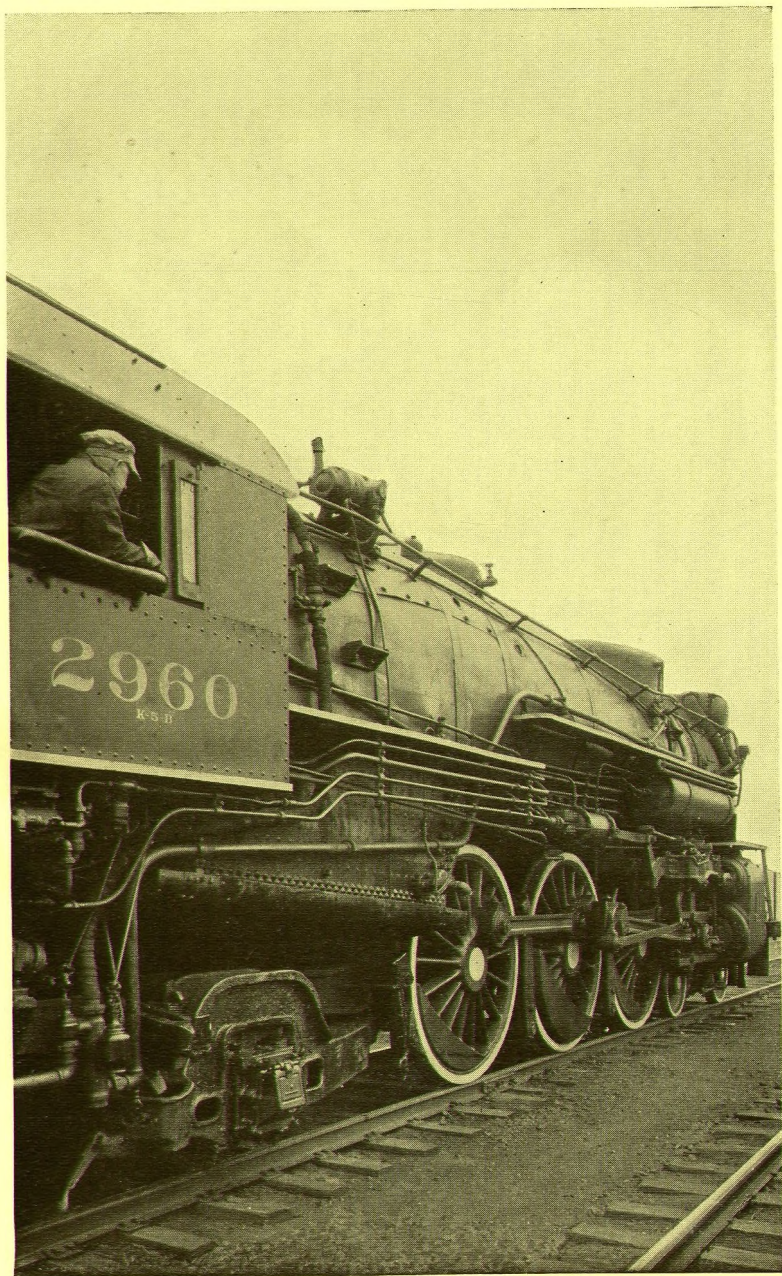
The Erie Limited

New 25-Hour Service

NEW YORK-CHICAGO

and
Companion Trains





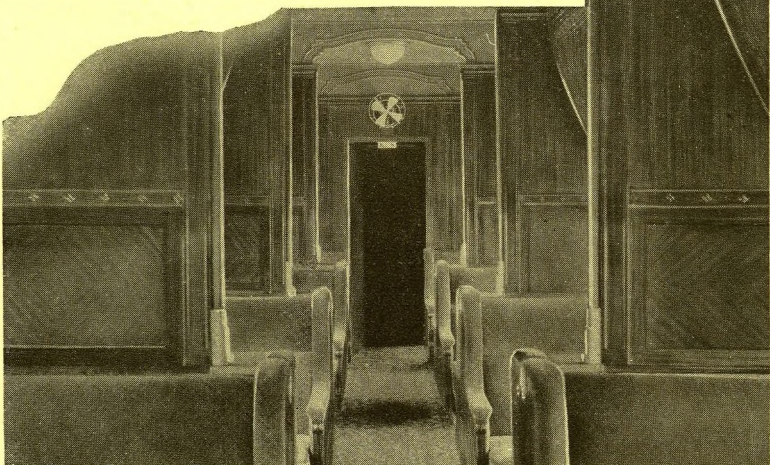
These Giant Locomotives haul The Erie Limited

Additional Travel Luxury at Lower Cost on The Erie

The splendid new Erie Limited, between New York and Chicago, gives its patrons more than ever before for their travel dollars—it provides twenty-five-hour service at the lowest fares available. And the train is specially designed for Erie travelers, with many improvements and delightful innovations. In addition to the New York-Chicago equipment, through Coaches and Pullman Parlor Cars are operated between New York and Buffalo, and through Pullmans are carried from Youngstown and Akron to Chicago.

The following pages briefly describe the luxuries of the new Erie Limited, standard bearer of Erie passenger service. Condensed schedules are shown on pages 14 and 15; and on page 21 are the schedules of companion trains. The charming scenes en route and the great Industrial Empire traversed are touched upon, as are the advantages of the Erie entrances to New York City. There's a list of Erie passenger representatives, ready to serve you, on page 23.

An
Erie
Limited
Pullman





Erie
Limited
Drawing-Rooms
and
Compartments
may be used
en suite

Luxurious New Pullman Sleeping Cars

The Erie Limited carries specially designed Pullmans of the most luxurious, up-to-the-minute type, with berths, compartments and drawing-rooms. On page 3 is a glimpse of the interior of one of these beautiful cars.

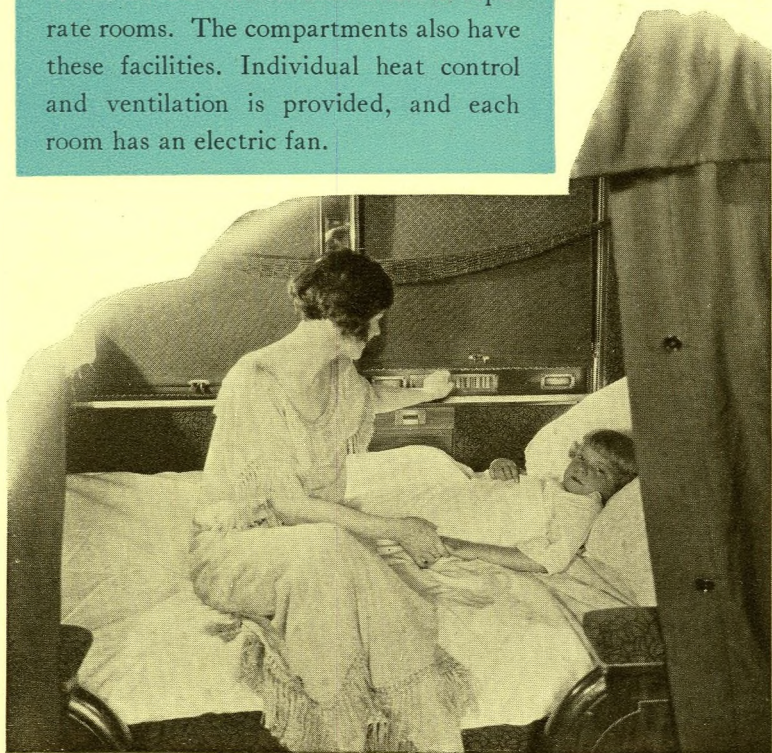
These Pullmans are of all-steel construction, the walls and panels finished in rich, harmonious patterns with ceilings of lighter color. Permanent extended headboards divide the sections and afford semi-privacy. Soft shaded lighting gives brilliancy without glare. Thick, soft, soundless carpets of pleasing patterns completely cover the floors. Electric fans keep the air pure and fresh. Berths have coil-spring mattresses, individual ventilation and floor lights.

Drawing-Rooms and Compartments

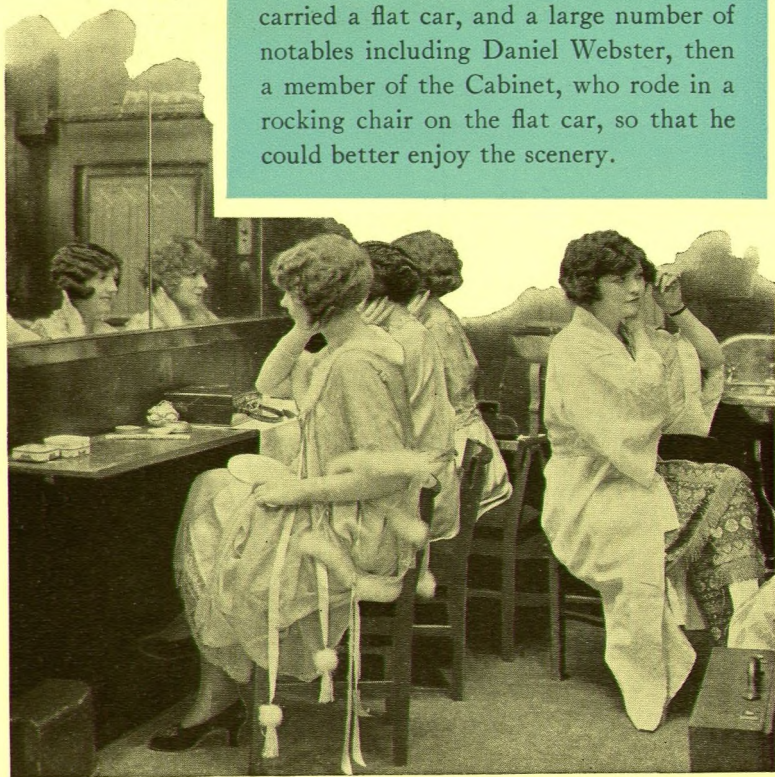
Drawing-rooms and compartments on the new Erie Limited afford the utmost refinement of modern travel. They are finished in rich, artistic manner and, of course, insure complete privacy. The convenience of the Observation Lounge Car and all other facilities of the train are available to their occupants.

For family parties two or more rooms may be used en suite. The drawing-rooms have lavatories and toilets in separate rooms. The compartments also have these facilities. Individual heat control and ventilation is provided, and each room has an electric fan.

Erie
Limited
Berths have
Coil-spring
Mattresses

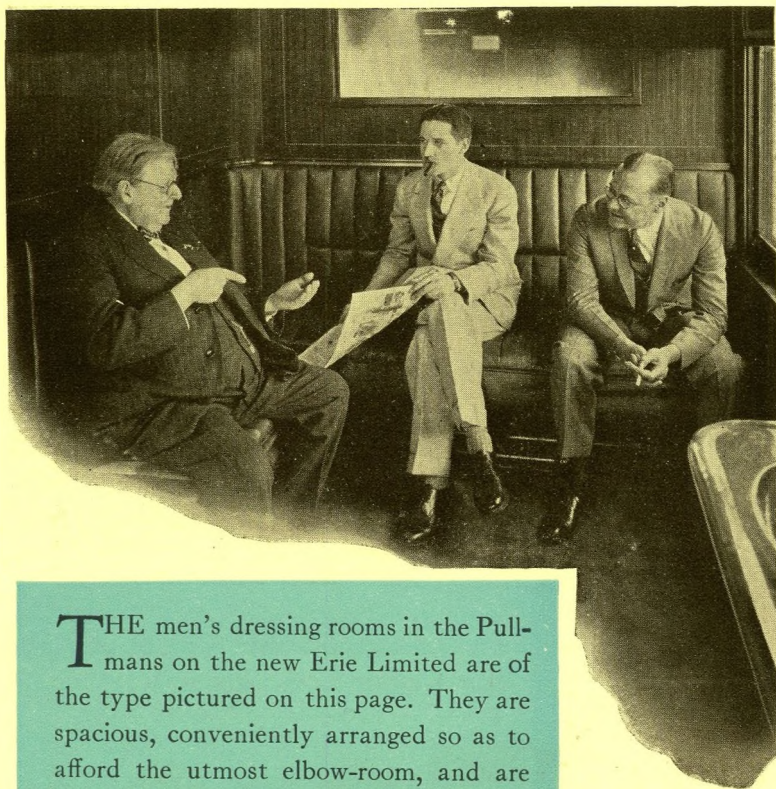


The
Spacious
Women's Dressing-
Room on
The Erie
Limited



THE women's dressing rooms in the new Pullmans on The Erie Limited are, as depicted here, exceptionally spacious and conveniently arranged, with ample shelf and mirror space for making one's toilet. These dressing rooms of the latest type, reduce delays to a minimum, particularly in the morning.

From the luxury of the new Erie Limited it is a long look backward to May 15, 1851, when the first passenger train operated on the Erie Railroad from Piermont, N. Y., on the Hudson River to Dunkirk, N. Y., on Lake Erie. This train carried a flat car, and a large number of notables including Daniel Webster, then a member of the Cabinet, who rode in a rocking chair on the flat car, so that he could better enjoy the scenery.



THE men's dressing rooms in the Pullmans on the new Erie Limited are of the type pictured on this page. They are spacious, conveniently arranged so as to afford the utmost elbow-room, and are finished in harmony with the remainder of the car. Soft leather-cushioned seats, lights efficiently placed and spotless porcelain wash basins make this room both convenient and attractive.

The smoothness of The Erie Railroad's double-track, rock-ballasted roadbed is another factor in the pleasure of the morning toilet. And the porters on this train have been selected for their experience, thoughtfulness and courtesy. Nothing has been left undone to make travel on The Erie Limited a genuine pleasure.

The
Comfortable
Men's Dressing=
Room



The
Luxurious
Observation
Car

The Observation-Lounge

The Observation-Lounge on The Erie Limited has the same harmonious richness of appointments as the sleeping cars. The individual chairs are deep-seated, overstuffed and ease-inviting. Overhead lights are supplemented by attractive wall lamps conveniently placed for reading. A selected list of the latest weekly and monthly magazines, and daily newspapers are provided in the cabinet at the forward end of the lounge for the convenience of our guests. Smoking is permitted. The commodious, restful lounge and the observation platform afford delightful places to while away the brief, pleasant hours, smoking, reading, or watching the continuous succession of charming scenes throughout the daytime, as the train rolls smoothly over the perfectly ballasted roadway.

At the forward end of the Observation-Lounge Car is a conveniently placed, well-lighted writing desk, with all correspondence accessories provided. Here is a spot that makes it easy for the traveler to "catch up" on personal letters, and the smoothness of the Erie Railroad makes writing a pleasure.

The fast schedule of The Erie Limited is so arranged that the traveler passes through the most attractive scenes in the daytime. The Erie is the outstanding scenic line between the Great Lakes and the Atlantic Seaboard, and there is always some interesting view to occupy the attention of the Observation-Lounge guest. Patrons of The Erie Limited will find this car carefully planned throughout for their comfort and enjoyment.

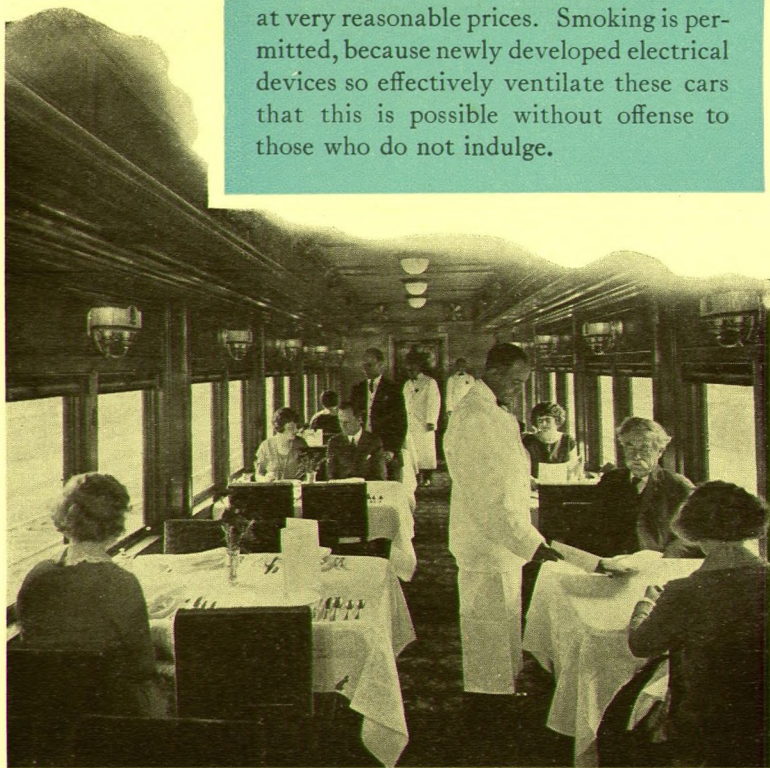
The
Convenient
Writing Desk
in the
Observation
Car



These
Handsome
Dining Cars
run on
The Erie
Limited

THE new all-steel dining cars on the Erie Limited seat 36 persons. The walls are in attractive, light gray art metal effects; rich, soft carpets cover the floor. Over the tables are pretty wall lamps with parchment shades and there is indirect illumination overhead. New silver and napery gleam on the tables.

Courteous, experienced waiters give the service of exclusive metropolitan hotels and clubs. The food is the best that the markets offer, tastily prepared by skilled chefs. Meals are a la carte, but combination breakfasts, luncheons and dinners, and grill-plate service are available—all at very reasonable prices. Smoking is permitted, because newly developed electrical devices so effectively ventilate these cars that this is possible without offense to those who do not indulge.





FOR the convenience of its New York-Buffalo patrons, and those from intermediate cities, the Erie Limited carries a handsome, modern, Pullman Parlor Car between those terminals, leaving and arriving at each at convenient hours. (See the schedules on pages 14 and 15.) Tasteful appointments throughout, commodious retiring rooms for men and women, a smoking room, and a trained attendant make this service the best obtainable for business or pleasure between New York and Buffalo. Particular attention is directed to the new type of luxurious, individual revolving armchairs. Along the Buffalo Division of the Erie Railroad also, there is much arresting scenery which may be viewed in comfort through the wide-vision windows from the deep, easy-swinging chairs of the Parlor Car.

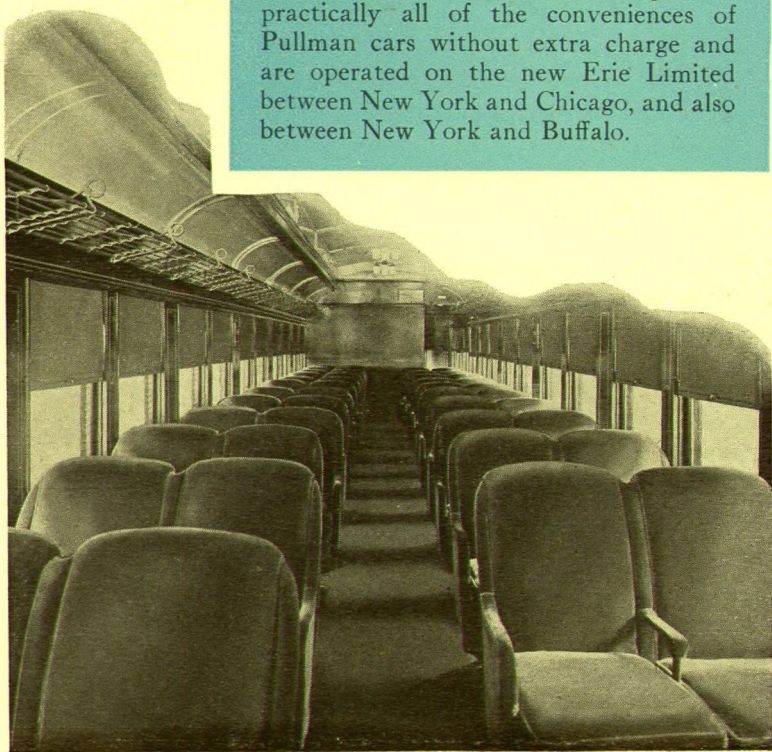
Erie
Limited
Through
Pullman
Parlor Cars
between
New York
and
Buffalo

New
Individual—
Seat Coaches
on
The Erie
Limited—
Built for
Super—
Comfort

THE new coaches on the Erie Limited are a distinctive innovation in travel. They provide Pullman standards of luxury without any additional charge.

The seats are noteworthy for beauty and comfort, deeply cushioned, in pairs with adjustable arm between and with backs set at a twenty-two-degree angle, proven to afford maximum ease. These cars are all-steel, artistically finished and brilliantly lighted; blue carpets completely cover the floors, the parcel racks for hand baggage are continuous, electric fans keep the air fresh, and there are spacious, separate washrooms for men and women, with plenty of hot water.

These super-comfort coaches provide practically all of the conveniences of Pullman cars without extra charge and are operated on the new Erie Limited between New York and Chicago, and also between New York and Buffalo.



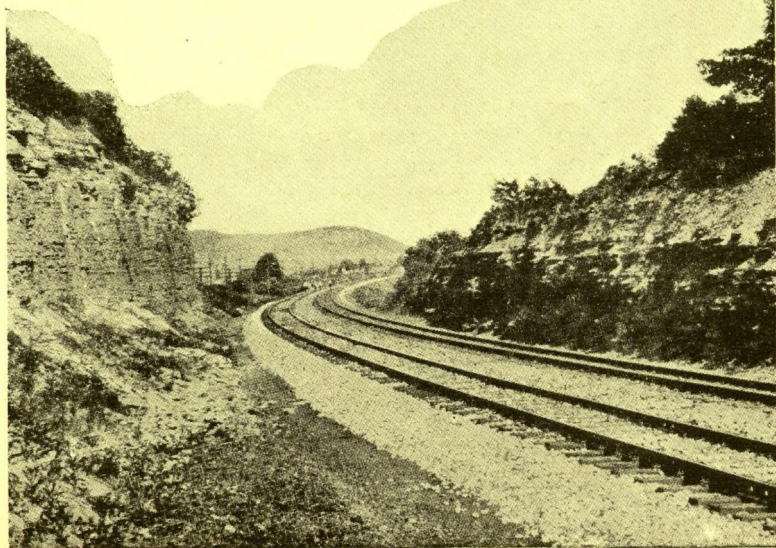
The Coach-Lounge

This handsome, new Lounge Car on the Erie Limited is another surprising innovation, and one that appeals particularly to men. It lifts Erie Limited coach travel up to Pullman standards of luxury—and yet there is no additional cost.

The Coach-Lounge is an all-steel car, tastefully decorated, brilliantly lighted, and floored with rubber tiling. At one end are deep, easy, cushioned club-car chairs upholstered in blue Spanish leather, while the remainder of the car has seats in pairs. This car was especially designed throughout for Erie passenger travel.

Here is a place, in effect a Club Car, to smoke and lounge at ease, to view the interesting car window scenes, to enjoy thorough travel comfort.

Rock Cut—
Route of
The Erie
Limited



The Erie Limited

Westbound Schedules

(CONDENSED)

Standard (not Daylight) time shown

Lv New York, West 23d Street Station (<i>Eastern Standard Time</i>)	8.35 am
Lv " Chambers Street Station	8.45
Lv " Jersey City Station	9.10
Lv Paterson, N. J.	9.36
Lv Middletown, N. Y.	10.42
Lv Deposit, N. Y.	1.28 pm
Lv Binghamton, N. Y.	2.35
Lv Owego, N. Y.	3.04
Lv Waverly, N. Y.	3.30
Lv Elmira, N. Y.	3.58
Lv Corning, N. Y.	4.23
Ar Buffalo, N. Y.	7.35
Lv Hornell, N. Y.	5.22
Lv Olean, N. Y.	6.50
Lv Salamanca, N. Y.	7.23
Lv Jamestown, N. Y.	8.11
Lv Meadville, Pa.	9.50
Lv Sharon, Pa.	10.50
Lv Youngstown, Ohio.	11.15
Lv Warren, Ohio.	11.37
Lv Akron, Ohio.	12.40 am
Lv Marion, Ohio.	3.16
Lv Huntington, Ind (<i>Central Standard Time</i>)	5.00
Ar Englewood, Ill.	8.07
Ar Chicago, Dearborn Station	8.25

FOR TIME AT OTHER POINTS SEE TIME TABLES

EQUIPMENT

LOUNGE CAR FOR COACH PASSENGERS: New York to Chicago.

INDIVIDUAL SEAT COACHES: New York to Chicago; New York to Buffalo.

PARLOR CAR: New York to Buffalo.

DINING CAR: Serving all meals.

SLEEPING CARS:

New York to Chicago..... 10-Section, 2-Compartment, 1-Drawing-Room

New York to Chicago..... 10-Section, Parlor-Lounge-Observation

Youngstown to Chicago..... 12-Section and Drawing-Room

Akron to Chicago..... 12-Section and Drawing-Room

The Erie Limited

Eastbound Schedules

(CONDENSED)

Standard (not Daylight) time shown

Lv Chicago, Dearborn Station (<i>Central Standard Time</i>)	5.35 pm
Lv Englewood, Ill.	5.50
Lv Huntington, Ind.	9.05
Lv Marion, Ohio (<i>Eastern Standard Time</i>)	1.02 am
Lv Akron, Ohio.	3.24
Lv Warren, Ohio.	4.30
Lv Youngstown, Ohio.	4.58
Lv Sharon, Pa.	5.21
Lv Meadville, Pa.	6.28
Lv Jamestown, N. Y.	8.05
Lv Salamanca, N. Y.	9.00
Lv Olean, N. Y.	9.27
Lv Buffalo, N. Y.	8.55
Lv Hornell, N. Y.	11.07
Lv Corning, N. Y.	12.01 pm
Lv Elmira, N. Y.	12.26
Lv Waverly, N. Y.	12.48
Lv Owego, N. Y.	1.11
Lv Binghamton, N. Y.	1.46
Lv Deposit, N. Y.	2.53
Lv Middletown, N. Y.	5.33
Ar Paterson, N. J.	6.43
Ar New York, Jersey City Station	7.10
Ar " Chambers Street Station	7.22
Ar " West 23d Street Station (<i>Eastern Standard Time</i>)	7.30

FOR TIME AT OTHER POINTS SEE TIME TABLES

EQUIPMENT

LOUNGE CAR FOR COACH PASSENGERS: Chicago to New York.

INDIVIDUAL SEAT COACHES: Chicago to New York and Buffalo to New York.

PARLOR CAR: Buffalo to New York.

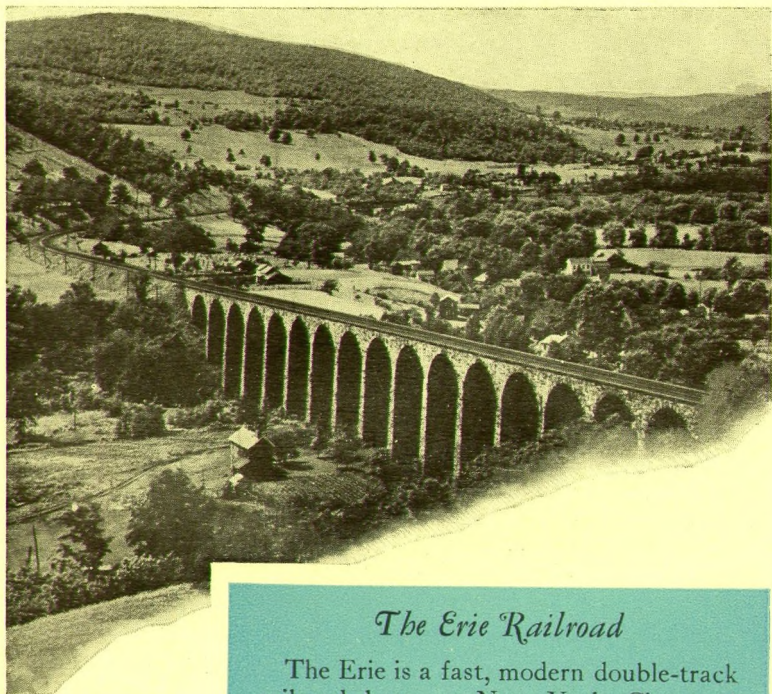
DINING CAR: Serving all meals.

SLEEPING CARS:

Chicago to New York.....10-Section, 2-Compartment, 1-Drawing-Room

Chicago to New York.....10-Section, Parlor-Lounge-Observation

Chicago to Youngstown.....12-Section, Drawing-Room



Starrucca
Viaduct
and the
Susquehanna
Valley

The Erie Railroad

The Erie is a fast, modern double-track railroad between New York City and Chicago, serving important cities in New York, New Jersey, Pennsylvania, Ohio, Indiana and Illinois. (See map on page 24.) Its roadbed is ballasted with rock. Its trains are protected by automatic block signals. Its locomotives, both passenger and freight, are powerful modern types maintained in the highest state of efficiency.

In the six states named, the Erie traverses the heart of America's Industrial Empire, wherein is concentrated a large percentage of the nation's population, wealth, production of coal, iron, steel, manufactures and electric power.

The men who operate Erie passenger trains are carefully selected for ability and courtesy.



The Erie a Scenic Passenger Route

The Erie might well be called a route of rivers, since it crosses twenty-nine streams between New York and Chicago. Some of these rivers and their mountain valleys are responsible for much of the beautiful scenery revealed from the observation cars of the new Erie Limited and from the car windows of other trains.

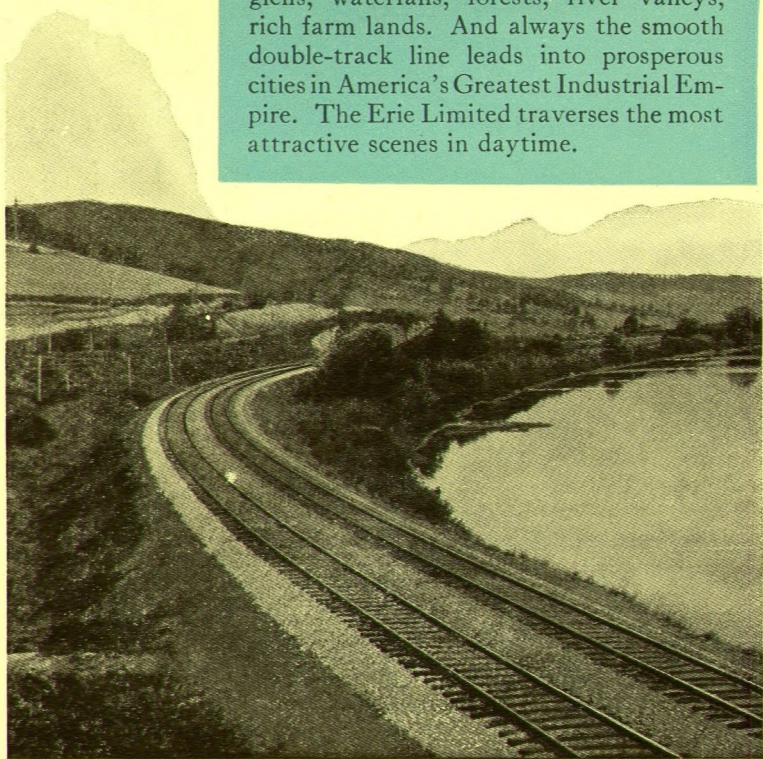
Westward from New York the Erie Route passes the Ramapo Mountains, follows the Ramapo River through Palisades Interstate Park, crosses the Shawangunk Mountains to the Neversink River, which it follows to the stately Delaware. For many miles the Delaware River is continually in view and contributes many a magnificent landscape. The colossal Starrucca Viaduct, pictured herein, is in the valley of the Susquehanna River, visible from Susquehanna Station to Binghamton and Waverly.

Chautauqua
Lake—
Route of
The Erie
Limited

Copper Head
Curve,
Allegheny
River

At Olean the stately Allegheny River comes into view and affords excellent views from Rock Cut Curve; and near Jamestown, the Chadakoin, outlet of Chautauqua Lake, appears. In Pennsylvania the route touches the Venango and Shenango Rivers; in Indiana, it crosses the Little Wabash, the Tippecanoe and the Kankakee.

Perhaps the finest scenes en route are along the Delaware River, between Port Jervis, New York and Susquehanna, Pa., where the Erie follows the majestic stream for ninety miles. But there is wonderful scenic variety all the way from New York to Chautauqua Lake—mountains, cliffs, glens, waterfalls, forests, river valleys, rich farm lands. And always the smooth double-track line leads into prosperous cities in America's Greatest Industrial Empire. The Erie Limited traverses the most attractive scenes in daytime.

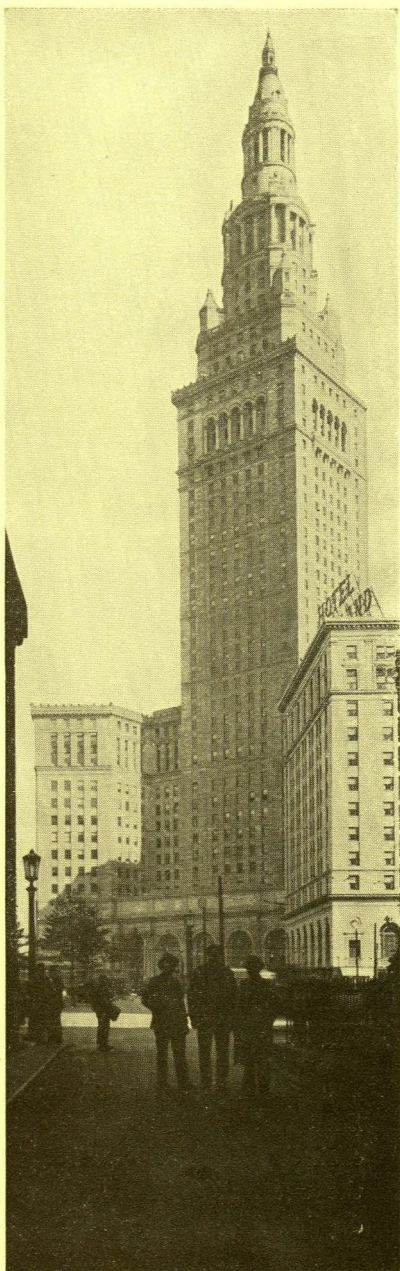


Cleveland-Pittsburgh Service

Seven fine, fast, modern trains provide frequent and convenient service between those two great cities every day in the week. A splendid overnight service also is offered.

Their arrivals and departures are arranged for maximum service to busy travelers who have engagements in both cities on the same day. Dining cars serve regular meals, and for the traveler who finds it convenient to take a snack between times, Pullman broiler-buffet service is provided.

Train schedules agree with departures East and West from both points for those making longer journeys. Through Pullman Parlor Cars and Standard Coaches are provided in this service which has met with a wide appreciation among business men who require fast, comfortable travel and convenient connections.



Cleveland Terminal Tower

Youngstown-Detroit Overnight Service

Overnight service between Youngstown and Detroit, in both directions, provides convenient accommodations for business engagements in both these great cities.

At Youngstown sleeping cars may be occupied until 8.00 a.m. and departing are ready for occupancy at 9.30 p.m.

Other Fine Erie Trains

Pacific-Atlantic Express
No. 7 Westbound No. 8 Eastbound

This modern train provides Pullman and coach service between New York and Binghamton, New York and Chicago, New York and Buffalo, Albany and Chicago, and an improved faster Pullman Sleeping Car service between Chicago and Columbus, O. There is splendid dining service, of course. A new overnight sleeping car service between Chicago and Akron is carried on this train. Sleeping cars are ready at Dearborn Station, Chicago, at 9:30 p.m.

Lake Cities Express
No. 5 Westbound No. 6 Eastbound

This train offers Pullman Sleeping Car service between New York and Buffalo, and New York and Cleveland, and between New York and Meadville and Bradford as well. It provides complete and comfortable overnight service for all those points. It makes close connections at Youngstown for Akron, Mansfield, Dayton and Cincinnati. Splendid Erie dining service for all meals.

Chicago-New York Express
No. 3 Westbound No. 4 Eastbound

Besides Pullman Sleeping Car service between New York and Chicago, and between New York and Cincinnati, this fine, fast train provides Pullman-Chair Car service in each direction between New York and Hornell, traversing the outstanding scenic portions of the Erie Railroad by daylight. Standard dining service throughout.

See Time Tables for detailed Schedules

Condensed Schedules of Other Through Trains

WESTBOUND—DAILY

Standard (not Daylight) Time	Chicago Express No. 3	Lake Cities Express No. 5	Pacific Express No. 7
Lv. New York, W. 23d St. (E.S.T.)...	2. 10 PM	7. 00 PM	12. 30 AM
Lv. " Chambers St.	2. 40 PM	7. 30 PM	12. 30 AM
Lv. " Jersey City Station ...	3. 00 PM	7. 45 PM	12. 55 AM
Lv. Paterson.....	① 3. 30 PM	② 8. 15 PM	② 1. 28 AM
Lv. Binghamton.....	8. 55 PM	1. 41 AM	7. 06 AM
Lv. Elmira.....	10. 23 PM	3. 01 AM	8. 36 AM
Ar. Buffalo.....		7. 00 AM	1. 25 PM
Lv. Hornell.....	12. 01 AM	4. 33 AM	10. 25 AM
Lv. Olean.....	1. 34 AM	6. 25 AM	12. 27 PM
Lv. Jamestown.....	3. 03 AM	8. 10 AM	2. 15 PM
Ar. Cleveland.....	9. 55 AM	1. 40 PM	9. 25 PM
Lv. Youngstown.....	6. 38 AM	12. 10 PM	6. 55 PM
Lv. Akron.....	8. 26 AM	2. 14 PM	9. 10 PM
Ar. Dayton.....	1. 40 PM	8. 10 PM	
Ar. Cincinnati.....	① 3. 40 PM	② 10. 05 PM	
Lv. Marion.....	11. 20 AM		1. 10 AM
Ar. Chicago, Dearborn Station (C.S.T.)	5. 00 PM		7. 20 AM

① To receive for Binghamton and west weekdays, and Middletown and west Sundays.

② To receive for Goshen and west.

EASTBOUND—DAILY

Standard (not Daylight) Time	New York Express No. 4	Lake Cities Express No. 6	Atlantic Express No. 8
Lv. Chicago, Dearborn Sta. (C.S.T.)..	11. 20 AM		10. 20 PM
Lv. Marion (E.S.T.).....	7. 10 PM		6. 25 AM
Lv. Cincinnati.....	① 1. 05 PM	② 7. 30 AM	
Lv. Dayton.....	4. 00 PM	9. 10 AM	
Lv. Akron.....	10. 10 PM	3. 15 PM	9. 30 AM
Ar. Youngstown.....	11. 56 PM	5. 00 PM	11. 20 AM
Lv. Cleveland.....	9. 45 PM	3. 50 PM	8. 20 AM
Lv. Youngstown.....	12. 06 AM	5. 22 PM	11. 30 AM
Lv. Jamestown.....	3. 40 AM	8. 45 PM	4. 05 PM
Lv. Olean.....	5. 04 AM	10. 06 PM	6. 05 PM
Lv. Buffalo.....		9. 15 PM	4. 10 PM
Lv. Hornell.....	7. 01 AM	11. 42 PM	8. 25 PM
Lv. Elmira.....	8. 25 AM	1. 04 AM	10. 10 PM
Lv. Binghamton.....	9. 55 AM	2. 24 AM	11. 56 PM
Lv. Paterson.....	① 3. 10 PM	② 7. 35 AM	
Ar. New York, Jersey City Station...	3. 40 PM	8. 05 AM	6. 00 AM
Ar. " Chambers St.	3. 52 PM	8. 24 AM	6. 14 AM
Ar. " West 23d St. (E.S.T.)..	4. 05 PM	8. 30 AM	6. 35 AM

① To discharge from Binghamton and west.

② To discharge from Port Jervis and west.

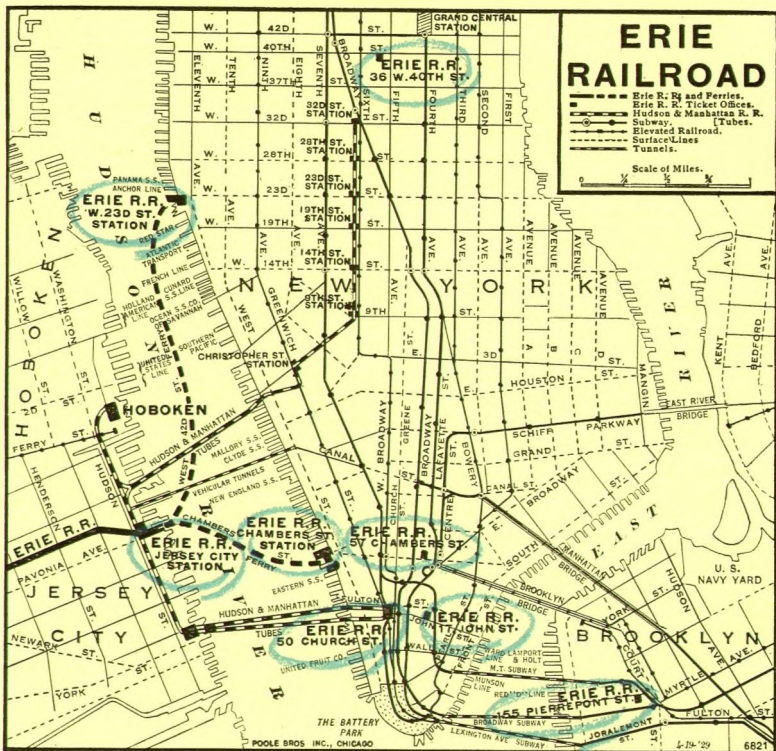
EQUIPMENT—Through coaches, Pullman Sleeping, Parlor and Dining Cars. For details of equipment and time at other points, see time tables.

① Via B. & O.

② Via Big Four

The Erie Enters New York at the Front Door

The Erie Railroad has a variety of convenient passenger entrances to New York City, all radiating from the city's front door—the Hudson River. From Jersey City Station, Hudson Tubes reach the heart of the business and financial districts in six minutes, and the shopping and theatre districts in fourteen. Fast, frequent ferries, to Chambers Street Station, in the business district, and to 23d Street Station, connect with all Erie trains, and there is speedy taxi service through the new Vehicular Tunnel. Erie Terminals are, in fact, more conveniently located than if they were in Central Park. Complete information may be obtained and reservations made at the six conveniently located Erie Ticket Offices in New York City (see map and opposite page).



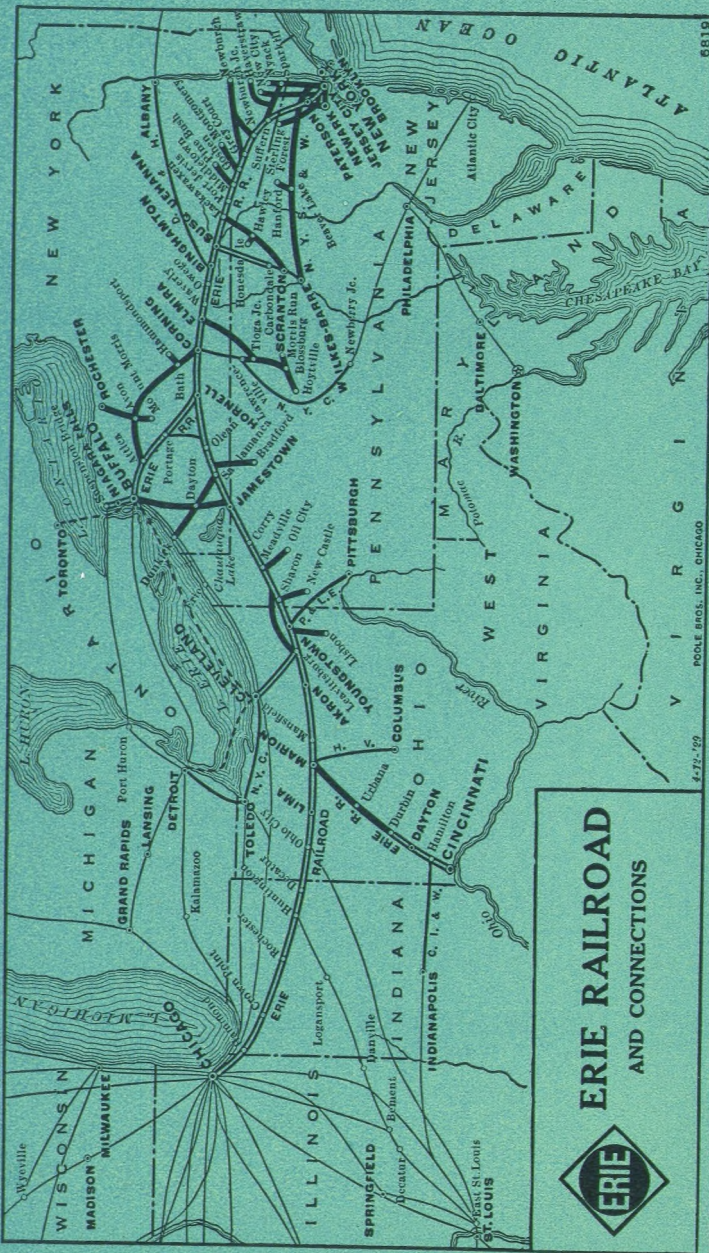
Erie Ticket Offices and Passenger Stations in Principal Cities

- Akron, Ohio**—City Ticket Office, 228 Market Street. (Telephone Main 2106.) B. L. BENDER, Ticket Agent.
Union Station (Telephone Main 1200.) B. L. BENDER, Ticket Agent.
- Binghamton, N. Y.**—Erie Station. (Telephone 329.) D. O. COLBURN, Ticket Agent.
- Brooklyn, N. Y.**—City Ticket Office, 155 Pierrepont Street. (Telephone Triangle 7440.) JAMES MORRISON, Ticket Agent.
- Buffalo, N. Y.**—City Ticket Office, 299 Main Street. (Telephone Seneca 4431.) J. E. MCINNIS, Ticket Agent.
Erie Station. (Telephone Seneca 5280.) C. L. FAIRBANKS, Ticket Agent.
- Chicago, Ill.**—City Ticket Office, 163-165 West Jackson Blvd. (Telephone Wabash 4600.) J. J. CURTIN, Ticket Agent.
75 East Congress Street. (Telephone Harrison 2205.) F. E. SCOTT, Ticket Agent.
Dearborn Station. (Telephone Harrison 9830.) H. S. BARE, Ticket Agent.
- Cleveland, Ohio**—City Ticket Office, 2051-53 East 9th Street. (Telephone Cherry 1842.) CASPER J. MILLER, Ticket Agent.
Erie Station. (Telephone Main 0116.) J. W. CONWAY, Ticket Agent.
- Dayton, Ohio**—City Ticket Office, 25 North Main St. (Telephone Main 2708.) C. C. HAWKINS, Ticket Agent.
Union Station. (Telephone Garfield 15 and 16.) W. P. GRAYBILL, Ticket Agent.
- Elmira, N. Y.**—Erie Station. (Telephone 380.) E. J. STEELE, Ticket Agent.
- Hornell, N. Y.**—Erie Station. (Telephone 680.) S. C. KNAPP, Ticket Agent.
- Huntington, Ind.**—Erie Station. (Telephone 748.) G. W. MEHRLING, Ticket Agent.
- Jamestown, N. Y.**—Erie Station. (Telephone 1878.) M. M. MARTIN, Ticket Agent.
- Jersey City, N. J.**—Erie Station. (Telephone Montgomery 6400.) G. B. IRVING, Ticket Agent.
O. R. KRECH, Ticket Agent (Concourse.)
- Mansfield, Ohio**—Erie Station. (Telephone Canal 1423.) S. E. STERNER, Ticket Agent.
- Marion, Ohio**—Erie Station. (Telephone 2399.) L. E. NEBERGALL, Ticket Agent.
- Meadville, Pa.**—Erie Station. (Telephone 1212.) C. W. GULICK, Ticket Agent.
- Newark, N. J.**—Erie Station. (Telephone Humboldt 0315.) O. A. CURRENT, Ticket Agent.
- New York, N. Y.**—City Ticket Office, 36 West 40th Street. (Telephone Pennsylvania 0933.) R. B. ROGERS, Ticket Agent.
West 23d Street Station. (Telephone Chelsea 0780.) R. O. DAY, Ticket Agent.
Chambers Street Station. (Telephone Barclay 6500.) T. I. NEWMAN, Ticket Agent.
17 John Street. (Telephone Cortland 8700.) C. H. POTTER, Ticket Agent.
57 Chambers Street. (Telephone Worth 5281.) C. H. POTTER, Ticket Agent.
- Olean, N. Y.**—Erie Station. (Telephone 4343.) J. F. MITCHELL, Ticket Agent.
- Paterson, N. J.**—Erie Station. (Telephone Sherwood 3337.) J. H. GRAF, Ticket Agent.
- Port Jervis, N. Y.**—Erie Station. J. W. O'HARA, Ticket Agent.
- Rochester, N. Y.**—Erie Station. (Telephone Main 4378.) C. J. GILBERT, Ticket Agent.
- Youngstown, Ohio**—Erie Station. (Telephone 65157.) G. D. HUGHES, Ticket Agent.

Erie Railroad Passenger Representatives

- Akron, Ohio**—606 First-Second National Bank Bldg. O. L. ENOS, Division Passenger Agent.
- Buffalo, N. Y.**—Ellicott Square Building. ALFRED FYNN, General Agent, Passenger Department.
- Chicago, Ill.**—608 S. Dearborn Street. E. J. HAWERKOST, General Western Passenger Agent.
- Cleveland, Ohio**—Terminal Tower Building. T. R. PATTON, Assistant General Passenger Agent. T. W. HOBBS, Division Passenger Agent.
- Elmira, N. Y.**—Erie Station. J. H. WEBSTER, Division Passenger Agent.
- Huntington, Ind.**—Erie Station. L. B. SMITH, Division Passenger Agent.
- J. F. SHINN, General Pass'r Agent
NEW YORK**
- Jamestown, N. Y.**—311 Hotel Jamestown Building. FRANK PRIEST, Division Passenger Agent.
- Jersey City, N. J.**—Erie Terminal. F. A. WALDRON, Assistant General Passenger Agent.
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