

**The National Association of  
Timetable Collectors, Inc.**

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**THE  
TIMETABLE  
COLLECTOR**

**QUARTERLY  
ISSUE No.**

**17**

**JANUARY 15, 1982**

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A Journal of Timetable History Issued By the  
National Association of Timetable Collectors,  
Inc., a Non-Profit Corporation

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## THE HARD WAY:

### CHICAGO TO UPSTATE NEW YORK BY INTERURBAN

In the years around the First World War, the New York Central System dispatched some sixteen trains a day from Chicago to Upstate New York points, en route to New York or Boston. The most distinguished of these, the Twentieth Century Limited, was oriented almost exclusively toward end-point traffic, making only a few grudging conditional stops in the Upstate cities; but the rest were quite content to take on business in the likes of Syracuse and Rochester, and some served smaller towns as well. In the summer of 1916, a passenger bound from Chicago to Little Falls might, for example, have boarded a Pullman on No. 42, the Boston Express, at Chicago's Central Station in time for a 12:05 a.m. departure, and would, after a leisurely journey on the Michigan Central and the NYC proper, have been deposited on the station platform at Little Falls at 10:50 the next evening, shoes shined, coat brushed, and bulging with the provender of a (somewhat secondary) Central diner.

That was doing it the easy way.

But, from 1910 (with the completion of the Winona Interurban) to 1922 (the abandonment of the Cleveland & Erie), the traveller with a taste for adventure and three and a half days to spare had another option. He could have made the journey from Chicago to Little Falls by interurban electric railway. Or rather, to be strictly accurate, by sixteen interurbans, with a change of cars (and attendant risk of missed connections) at fifteen points. (Actually, the trip could have started far north of Chicago, at Elkhart Lake, Wisconsin.) Through ticketing for the journey would have

been impossible, but all of the companies between Chicago and Ash-tabula would have honored Central Electric Railway Association mileage coupons. Accommodations would have been no-frills green plush coach for most of the stages, but some of the roads did offer parlor service at various periods.

It may be asked whether anyone actually made this journey. No doubt a few did undertake this or some similar trolley odyssey; but this must have been limited to traction buffs rather than ordinary travellers. In 1910, an Oneida Railway car chartered by a group of Utica businessmen made a round trip to Louisville, Kentucky; but, for all practical passenger traffic purposes, the Chicago-area, Indiana-Ohio, and Upstate New York interurban networks might as well have been on separate planets.

In the following pages, we trace a hypothetical journey from Chicago to Little Falls by interurban. It has been impossible to assemble a set of schedules in effect at the same time (and, indeed, fourteen miles of the trip is unrepresented by any timetable). However, this problem has been minimized by relying as much as possible on two regional interurban guides: CERA's Electric Railways Official Timetables in Indiana, Michigan, Ohio, Kentucky for March 1917, and Official Electric Railway Guide, New York State for November 1912. Of the individual-road timetables needed to fill in the lacunae in these two publications, only the 1933 International Railway issue is seriously out-of-period. Overall running times, if not specific arrival and departure times, tended to remain consistent over a period of many years.

# ITINERARY FOR OUR TRACTION TREK

<u>STATION</u>	<u>TIME</u>	<u>ROAD</u>	<u>SOURCE</u>
Lv. Chicago	7:45 am Mon.	CLS&SB	CERA Guide, 3/17
Ar. South Bend	10:50 am "		
Lv. South Bend	11:00 am "	CSE&NI	"
Ar. Goshen	12:25 pm "		
Lv. Goshen	12:35 pm "	Winona	"
Ar. Peru	3:00 pm "		
Lv. Peru	3:22 pm "	FtW&NI	"
Ar. Ft. Wayne	5:35 pm "		
Lv. Ft. Wayne	8:05 pm "	Ohio Elec.	"
Ar. Lima	10:30 pm "		
Lv. Lima	9:20 am Tue.	Ohio Elec.	"
Ar. Toledo	11:35 am "		
Lv. Toledo	1:30 pm "	Lake Shore	"
Ar. Cleveland	5:50 pm "		
Lv. Cleveland	7:00 pm "	CP&E-CP&A	CP&E-CP&A 9/16/20
Ar. Ashtabula	10:20 pm "		
Lv. Ashtabula	SEE NOTE	Wed. P & O	SEE NOTE
Ar. Conneaut			
Lv. Conneaut	10:35 am "	C & E	C & E 3/17/12
Ar. Erie	12:25 pm "		
Lv. Erie	1:05 pm "	B & L E	NY State Electric Railway Guide, 11/12
Ar. Buffalo	5:45 pm "		
Lv. Buffalo	6:10 pm "	Internat'l	International Ry., 6/20/33
Ar. Lockport	7:20 pm "		
Lv. Lockport	8:30 pm "	B L & R	NY State Electric Railway Guide, 11/12
Ar. Rochester	10:48 pm "		
Lv. Rochester	6:00 am Thu.	R S & E	"
Ar. Syracuse	9:27 am "		
Lv. Syracuse	9:35 am "	Oneida	"
Ar. Utica	11:34 am "		
Lv. Utica	12:00 n'n "	U & M V	"
Ar. Little Falls	1:00 pm "		

NOTE: The Pennsylvania & Ohio is not represented in the author's collection, or in any guide known to the author. Presumably this company scheduled an early-morning departure from Ashtabula which connected with Cleveland & Erie's mid-morning car from Conneaut.

# THE CHICAGO, LAKE SHORE & SOUTH BEND RAILWAY COMPANY

C. N. WILCOXON, President and General Manager.  
 F. PANTEL, Auditor.  
 W. E. ROLSTON, Superintendent of Power and Equipment.

S. H. TOLLES, Vice President, Cleveland, Ohio.  
 H. G. FAIRHORN, Traffic Manager.  
 GEO. W. DALTON, Traveling Freight and Passenger Agent.

R. R. ALEXANDER, Sec'y and Treas., Cleveland, Ohio.  
 J. K. GRAY, Superintendent of Transportation.  
 General Offices, Michigan City, Indiana.

**Daily Except Sunday Trains**

**SOUTH BEND TO CHICAGO—West Bound**

Mil	STATIONS	Loc.	Loc.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	
0	South Bend.....	Lv			5 20		7 30		8 30		10 30		11 30		1 30		2 30		3 30		4 30		5 30	
7	Lydick.....	Lv			5 35		7 45		8 45		10 45		11 45		1 45		2 45		3 45		4 45		5 45	
14	New Carlisle.....	Lv			5 47		7 56		8 56		10 56		11 56		1 56		2 56		3 56		4 56		5 56	
15	Hudson Lake.....	Lv			5 49		7 58		8 58		10 58		11 58		1 58		2 58		3 58		4 58		5 58	
34	Michigan City.....	Lv		5 30	6 41		8 30		9 48		11 30		12 48		2 30		3 48		4 30		5 30		6 30	
48	Tremont.....	Lv			5 44		7 01		8 06		10 06		11 06		1 06		2 06		3 06		4 06		5 06	
49	Dune Park.....	Lv			5 57		7 15		8 17		10 17		11 17		1 17		2 17		3 17		4 17		5 17	
55	Miller.....	Lv			6 22		7 28		8 29		10 29		11 29		1 29		2 29		3 29		4 29		5 29	
59	Gary.....	Lv	5 40	6 10	6 35	7 10	7 42	8 35	9 12	9 45	10 42	11 43	12 12	1 00	1 29	2 25	3 12	4 00	4 42	5 30	6 12	7 00	7 50	8 40
67	East Chicago.....	Lv	6 04	6 32	6 58	7 31	8 02	8 58	9 32	10 08	11 02	12 06	12 32	1 23	2 02	2 55	3 42	4 14	5 02	5 34	6 22	7 10	7 50	8 40
69	Hammond.....	Lv	6 11	6 39	7 05	7 38	8 09	8 55	9 39	10 15	11 09	12 13	12 39	1 30	2 09	3 01	3 48	4 21	5 09	5 41	6 30	7 18	8 00	8 40
71	Hegewisch.....	Lv	6 18	6 46	7 12	7 44	8 15	9 12	9 45	10 21	11 15	12 19	12 45	1 37	2 16	3 08	3 41	4 28	5 15	5 47	6 36	7 24	8 05	8 45
75	Kensington.....	Chic. Ar	6 28	6 57	7 22	7 54	8 25	9 21	9 55	10 32	11 25	12 30	12 55	1 47	2 26	3 18	4 01	4 38	5 25	6 00	6 50	7 40	8 20	9 00
76	Pullman.....	Chic. Ar	6 33	7 00	7 25	7 57	8 30	9 25	10 00	10 35	11 30	12 35	1 00	1 50	2 30	3 13	4 00	4 41	5 30	6 05	6 55	7 45	8 25	9 05

**Daily Except Sunday Trains**

**CHICAGO TO SOUTH BEND—East Bound**

Mil	STATIONS	Loc.	Loc.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	
0	Randolph St.....	Lv			5 20		7 30		8 30		10 30		11 30		1 30		2 30		3 30		4 30		5 30	
0	Van Buren St.....	Lv			5 22		7 32		8 32		10 32		11 32		1 32		2 32		3 32		4 32		5 32	
0	Central Station.....	Lv			5 25		7 35		8 35		10 35		11 35		1 35		2 35		3 35		4 35		5 35	
6	43rd St.....	Lv			5 29		7 39		8 39		10 39		11 39		1 39		2 39		3 39		4 39		5 39	
7	Hyde Park, 53rd.....	Lv			5 30		7 40		8 40		10 40		11 40		1 40		2 40		3 40		4 40		5 40	
7	Woodlawn, 63rd.....	Lv			5 33		7 43		8 43		10 43		11 43		1 43		2 43		3 43		4 43		5 43	
10	Grand Crossing.....	Lv			6 00		8 10		9 10		11 10		12 10		2 10		3 10		4 10		5 10		6 10	
14	Pullman.....	Ill. Ar			6 14		8 24		9 24		11 24		12 24		2 24		3 24		4 24		5 24		6 24	
15	Kensington.....	Ill. Ar			6 16		8 26		9 26		11 26		12 26		2 26		3 26		4 26		5 26		6 26	

**Sunday Only Trains**

**SOUTH BEND TO CHICAGO—West Bound**

Mil	STATIONS	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.	Loc.	Exp.		
0	South Bend.....	Lv			5 20		7 30		8 30		10 30		11 30		1 30		2 30		3 30		4 30		5 30		
7	Lydick.....	Lv			5 35		7 45		8 45		10 45		11 45		1 45		2 45		3 45		4 45		5 45		
14	New Carlisle.....	Lv			5 47		7 56		8 56		10 56		11 56		1 56		2 56		3 56		4 56		5 56		
15	Hudson Lake.....	Lv			5 49		7 58		8 58		10 58		11 58		1 58		2 58		3 58		4 58		5 58		
34	Michigan City.....	Lv	5 30	6 41		8 30		9 48		11 30		12 48		2 30		3 48		4 30		5 30		6 30		7 30	
48	Tremont.....	Lv			5 44		7 01		8 06		10 06		11 06		1 06		2 06		3 06		4 06		5 06		6 06
49	Dune Park.....	Lv			5 57		7 15		8 17		10 17		11 17		1 17		2 17		3 17		4 17		5 17		6 17
55	Miller.....	Lv			6 22		7 28		8 29		10 29		11 29		1 29		2 29		3 29		4 29		5 29		6 29
59	Gary.....	Lv	6 35	7 42	8 15	9 12	9 45	10 42	11 15	12 12	12 45	1 42	2 45	3 45	4 42	5 45	6 42	7 45	8 42	9 45	10 42	11 45	12 45	1 45	
67	East Chicago.....	Lv	6 58	8 02	8 49	9 32	10 10	11 03	11 40	12 32	1 10	2 03	3 07	4 03	5 03	6 03	7 03	8 03	9 03	10 03	11 03	12 03	1 03	2 03	
69	Hammond.....	Lv	7 05	8 09	8 47	9 39	10 17	11 10	11 47	12 39	1 17	2 10	3 14	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	
71	Hegewisch.....	Lv	7 12	8 15	8 54	9 45	10 24	11 17	11 54	12 45	1 24	2 17	3 21	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	12 15	1 15	2 15	
75	Kensington.....	Chic. Ar	7 22	8 25	9 04	9 55	10 34	11 27	12 04	12 55	1 34	2 27	3 30	4 25	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	
76	Pullman.....	Chic. Ar	7 25	8 30	9 07	10 00	10 37	11 30	12 07	12 55	1 37	2 30	3 33	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30	12 30	1 30	2 30	

Chicago passengers change to Illinois trains at Pullman. \*Passengers for South Shore Line stations change at Pullman. †Passengers for South Shore Line stations change at Kensington. At Gary, this company's train connects with those of the Gary & Southern Traction Company to and from Crown Point, Ind. At Michigan City with trains of the Chicago, South Bend & Northern Indiana Railway Company to and from Laporte, Ind. At South Bend with trains of the Chicago, South Bend & Northern Indiana Railway Company to and from Mishawaka, Elkhart and ... Inc. At South Bend with trains of the Southern Michigan Railway Company to and from Niles and St. Joseph, Mich.

The first stage of the interurban marathon was actually behind steam. CLS&SB's (later CSS&SB's) own trackage began at a connection with the Illinois Central at Pullman, 14 miles south of downtown Chicago. Prior to electrification of IC's suburban service in 1926, the interurban's cars were hauled between Randolph Street and Pullman behind IC's suburban tank locomotives.

THE CHICAGO, LAKE SHORE & SOUTH BEND RAILWAY COMPANY—Concluded

Sunday Only Trains

CHICAGO TO SOUTH BEND—East Bound

Table with 16 columns (Mileage, Name of Illinois Central Trains, STATIONS, and various train types like Local, Express, etc.) and 16 rows of train schedules.

Chicago passengers change to Illinois trains at Pullman. Passengers for South Shore Line stations change at Pullman. Passengers for South Shore Line stations change at Kensington. At Gary, this company's trains connect with those of the Gary & Southern Traction Company to and from Crown Point, Ind. At Michigan City with trains of the Chicago, South Bend & Northern Indiana Railway Company to and from La Porte, Ind. At South Bend with trains of the Chicago, South Bend & Northern Indiana Railway Company to and from Mishawaka, Elkhart and Goshen, Ind. At South Bend with trains of the Southern Michigan Railway Company to and from Niles and St. Joseph, Mich.

BENTON HARBOR--ST. JOE RAILWAY & LIGHT COMPANY

W. E. WELCHER, Supt. of Transportation. J. H. POORN, G. F. & P. A.

PAW PAW LAKE (WATERVLIT) DIVISION table with Read Down and Read Up sections and 16 columns of schedule data.

DOWAGIAC (RIVER ROUTE) DIVISION table with Read Down and Read Up sections and 16 columns of schedule data.

Best Connections with Michigan Central—Main Line—at Dowagiac.

CHICAGO, SOUTH BEND & NORTHERN INDIANA RAILWAY

C. FRANTZ, General Passenger and Freight Agent, South Bend, Ind. L. E. HOLLAR, Superintendent Lines, South Bend, Ind. F. I. HARDY, General Manager, South Bend, Ind.

NORTHERN INDIANA RAILWAY table with East Bound—Read Down and West Bound—Read Up sections and 16 columns of schedule data.

SOUTH BEND AND MICHIGAN CITY table with West Bound—Read Down and East Bound—Read Up sections and 16 columns of schedule data.

SOUTHERN MICHIGAN RAILWAY table with North Bound—Read Down and South Bound—Read Up sections and 16 columns of schedule data.

The second segment, South Bend to Chicago, will be over the rails of the Chicago, South Bend & Northern Indiana Railway. Since one of the Northern Indiana's three lines paralleled the CLS&SB between Michigan City and South Bend, it would also have been possible to have changed carriers at Michigan City.

