

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

President

Robert Russell
2225-B Prior Road
Wilmington, DE 19809

Membership and Dues

Membership is open to any person or organization interested in timetables or related memorabilia. Dues are \$15 per year, regular membership, \$20 per year, contributing member. Members 18 years of age or under, \$8.00 per year. All memberships include subscriptions to The Timetable Collector and to the monthly First Edition. Send membership requests and dues checks (made payable to National Association of Timetable Collectors) to Thomas Coval, 21 East Robin Road, Holland, PA 18966.

Address Change

Send all address and name changes to Distribution Manager, address below.

Region Directors

Region 1..... Max Brunswick
Region 2..... Donald Steffee
Region 3..... Bob Russell
Region 4..... Dick Clover
Region 5..... Richard Baldwin
Region 6..... Richard Stair
Region 7..... Harold Henre
Region 8..... Robert Johnson
Region 9..... Dr. Sydney Green

Directors-At-Large
Emory Kemler
Allan Follett
Thomas Coval

The Timetable Collector

Editor

Alan Follett
300 N. State #5026
Chicago, IL 60610

Distribution Manager

Carl Loucks
199 Wayland St.
Hamden, CT 06518

**THE
TIMETABLE
COLLECTOR**

**QUARTERLY
ISSUE No.**

17

JANUARY 15, 1982

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

Robert Russell

President

Lester H. Carmichael

Vice President

Bradford Stiles

Treasurer

Jeff Asay

Secretary

Thomas Coval

Membership Director

Richard S. Clover

General Counsel

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.

