

**THE TIMKEN ROLLER BEARING LINE**  
**ROLLER BEARINGS FOR ALL TYPES OF LOCOMOTIVES, PASSENGER AND FREIGHT CARS**

Atlanta, Ga.	12 00 noon.
Augusta, Ga.	12 00 noon.
Baltimore, Md.	12 00 noon.
Berlin, Germany	6 00 p.m.
Birmingham Ala.	11 00 a.m.
Boston, Mass.	12 00 noon.
Buenos Aires, Arg.	1 00 p.m.
Buffalo, N.Y.	12 00 noon.
Calgary, Alta.	10 00 a.m.
Charleston, S.C.	12 00 noon.
Charlotte's n.P.R.I.	1 00 p.m.
Chicago, Ill.	11 00 a.m.
Cincinnati, O.	12 00 noon.
Cleveland, O.	12 00 noon.
Columbia, S.C.	12 00 noon.
Columbus, O.	12 00 noon.
Denver, Colo.	10 00 a.m.
Detroit, Mich.	12 00 noon.
El Paso, Tex.	10 00 a.m.
Galveston, Tex.	11 00 a.m.
Halifax, N.S.	1 00 p.m.
Hamilton, Ber.	12 00 noon.
Hamilton, Ont.	12 00 noon.
Havana, Cuba.	11 00 a.m.
Honolulu, T.H.	6 30 a.m.
Houston, Tex.	11 00 a.m.
Indianapolis, Ind.	11 00 a.m.
Jacksonville, Fla.	12 00 noon.
Juneau, Alaska.	9 00 a.m.
Kansas City, Mo.	11 00 a.m.
Knoxville, Tenn.	11 00 a.m.
Little Rock, Ark.	11 00 a.m.
London, Eng.	5 00 p.m.
Los Angeles, Cal.	9 00 a.m.
Louisville, Ky.	11 00 a.m.
Macon, Ga.	12 00 noon.
Manila, P.I.	1 a.m. next day
Memphis, Tenn.	11 00 a.m.
Mexico City.	10 00 a.m.

**PUBLISHED MONTHLY**

**1945 MARCH**

**77TH YEAR No. 10**

The Standard Time in use in various important cities is shown in the columns on the right and left.

**THE OFFICIAL GUIDE**

**STANDARD TIME**

**RAILWAYS**

**OF THE**

**AND STEAM NAVIGATION LINES**

**OF THE UNITED STATES**

**PORTO RICO CANADA MEXICO AND CUBA**

**ALSO TIME-TABLES OF RAILROADS IN CENTRAL AMERICA**

**AIR-LINE SCHEDULES**

Milwaukee, Wis.	11 00 a.m.
Minneapolis.	11 00 a.m.
Mobile, Ala.	11 00 a.m.
Moncton, N.E.	1 00 p.m.
Montreal, Que.	12 00 noon.
Nashville, Tenn.	11 00 a.m.
New Haven, Ct.	12 00 noon.
New Orleans, La.	11 00 a.m.
New York.	12 00 noon.
Oklahoma City.	11 00 a.m.
Omaha, Neb.	11 00 a.m.
Ottawa, Ont.	12 00 noon.
Paris, France.	5 00 p.m.
Panama, Fla.	11 00 a.m.
Philadelphia, Pa.	12 00 noon.
Pittsburgh, Pa.	12 00 noon.
Port Huron, Mich.	12 00 noon.
Portland, Me.	12 00 noon.
Portland, Ore.	9 00 a.m.
Providence, R.I.	12 00 noon.
Quebec, Que.	12 00 noon.
Richmond, Va.	12 00 noon.
Rio de Janeiro, Br.	1 00 p.m.
St. John, N.E.	1 00 p.m.
St. Louis, Mo.	11 00 a.m.
St. Paul, Minn.	11 00 a.m.
Salt Lake City.	10 00 a.m.
San Antonio, Tex.	11 00 a.m.
San Francisco, Cal.	9 00 a.m.
San Juan, P.R.	12 00 noon.
Santiago, Chile.	1 00 p.m.
Savannah, Ga.	12 00 noon.
Seattle, Wash.	9 00 a.m.
Toledo, O.	12 00 noon.
Toronto, Ont.	12 00 noon.
Vancouver, B.C.	9 00 a.m.
Washington, D.C.	12 00 noon.
Wilmington, N.C.	12 00 noon.
Windspe, Man.	12 00 a.m.

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## **CANADA, MEXICO and CUBA**

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## **AIR-LINE SCHEDULES**

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COMPILED AND EDITED UNDER THE DIRECTION OF

**A. J. BURNS, Manager**

**J. F. BURNS, Assistant Manager**

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**THE NATIONAL RAILWAY PUBLICATION COMPANY, PUBLISHERS AND PROPRIETORS**

**424 West Thirty-Third Street, New York 1, N.Y.**

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WAR DEPARTMENT, QUARTERMASTER'S DEPARTMENT, WASHINGTON, September 25, 1870.  
*Sir*—THE OFFICIAL RAILWAY GUIDE, published under the direction and supervision of the "General Ticket Agents Association," is adopted as the standard of the Quartermaster's Department, and will be used accordingly.

Official: **M. I. LUDINGTON**, Quartermaster, U.S.A.

(Signed)

**M. C. WEIGS**,  
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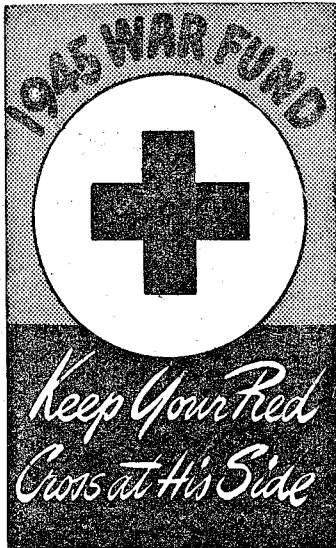
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Program, MARC HAAS.

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# THE OFFICIAL GUIDE

OF THE RAILWAYS AND STEAM NAVIGATION LINES OF THE UNITED STATES,  
PORTO RICO, CANADA, MEXICO AND CUBA

MARCH, 1945

## PUBLISHERS' NOTICE

Address all Mail to 424 West Thirty-Third Street, New York 1, N.Y.

Copy for changes intended for insertion in THE OFFICIAL GUIDE should be delivered at this office on or before the EIGHTEENTH of the month preceding the date of issue.

When such copy is received later than the EIGHTEENTH, even when available, it cannot be inserted without seriously delaying the issue of THE OFFICIAL GUIDE. The prompt publication and delivery of THE OFFICIAL GUIDE is of great importance to many interests all over the country.

By forwarding copy as above suggested much unnecessary delay can be avoided, and we earnestly ask the co-operation of the officials of transportation lines in accomplishing this result.

It is also very desirable that time-tables should be sent us on or before the EIGHTEENTH. When this is not practicable, notice should be sent us BY TELEGRAM on that date of intended changes later in the month. The observance of this request will greatly facilitate the compilation and correction of both local and condensed time-tables.

## NOTICE.

Wherever the following signs are used on the time-table pages their meaning is as indicated below:

\* Means that the service is operated daily, Sunday included.

† That the service is operated daily, except Sunday.

‡ Daily, except Saturday.

¶ Daily, except Monday.

§ Sunday only.

‡ Saturday only.

-- Trains do not stop.

‡ That the train stops for meals at the station opposite the time to which this mark is prefixed.

Where other signs are used their meaning is explained in footnotes on the same page.

The time is shown in two series of figures. From 12 01 a.m. to 12 00 noon light-face type is used. From 12 01 p.m. to 12 00 night dark-face type is used. The suffixes a.m. and p.m. are not used in connection with time shown as 12 o'clock. For 12 00 midday the term "noon" is applied; for 12 00 midnight the term "night" is used.

In all cases, unless otherwise stated, the time given is leaving time.

The schedules and time-tables of transportation lines as published in this issue are in accordance with the latest information available at the time of going to press. No responsibility is assumed for errors and subsequent changes in schedules, time-tables and train consists set forth herein, nor for inconvenience or damage resulting from delays or failure to make connections.

The standard time shown for transportation lines in the United States is the new advanced one hour time which is the legal standard time of the nation, according to the Act of Congress which was effective February 9, 1942. The same standards are also in effect throughout Canada. Railroads in Mexico generally operate on Mexican Central Time which is one hour earlier than the new United States Standard Central Time. Railroads in Cuba use Time of the 75° Meridian which is the same as the pre-war United States Standard Eastern Time and is one hour earlier than the present United States Standard Eastern Time, except that from the first Sunday of June until the first Sunday of September clocks are advanced one hour.

## EDITORIAL COMMENTS.

The new 1944 Yearbook of Railroad Information is now available for distribution.

This 96-page booklet covers a wide variety of subjects relating to railways, including capitalization, mileage, equipment, operations, purchases, revenues, earnings, employes, wages and service.

Most of the figures used in the Yearbook have been taken from official publications of the Interstate Commerce Commission. The Bureau of Railway Economics also has furnished various figures contained therein. It will be found useful as a reference book for all those interested in any phase of railroading. Copies will be sent free upon request to Eastern Railroad Presidents Conference, Committee on Public Relations, 143 Liberty Street, New York 6, N.Y.

Important changes in schedules were effective February 18th on the Missouri Pacific and Texas Pacific Railroads. The running time of the Sunshine Special between St. Louis and Dallas and Ft. Worth was shortened 35 minutes, providing for earlier arrival at the latter points. No change was made in the leaving time from St. Louis. Fifteen minutes was cut from the schedule of this train to San Antonio and Laredo. Under the new time-table train No. 25, The Texan, is scheduled to arrive at Dallas and Ft. Worth 15 minutes earlier with no change north of Little Rock. Numerous other changes in time were made on the Missouri, Arkansas and Louisiana-Little Rock Divisions of the Missouri Pacific Railroad and on the Texas and Pacific Railway, all of which are included in this issue.

The Office of Defense Transportation advises that regardless of the outcome of the European war, military demands for domestic transportation will "in all likelihood" be greater this year than in 1944.

This prediction is based on information furnished by Maj. Gen. C. P. Gross, Chief of Transportation, Army Service Forces, who, in estimating the War Department's requirements for this year, said:

"The Army's need for rail transportation certainly will be no less and in all likelihood will be greater than it was last year."

General Gross pointed to the increasing number of wounded service men returned to this country for treatment, and to the thousands of soldiers sent back to the United States each month on furlough rotation as indicative of the "more difficult" type of transportation that the War Department must provide for an increasing scale.

In contrast with a troop-train movement involving only one point of origin and one destination, this type of travel requires arrangements to be made for thousands of widely separated destinations. In its demands upon the railroads, this travel will more than compensate for the decrease in transportation requirements for the troop population still in the United States.

"Should the Allies defeat Germany in 1945, our transportation estimates would have to be revised upwards," General Gross stated. "The redeployment of our forces to bring the full weight of our arms against the Japs would place an unprecedented load upon the nation's transportation facilities."

Class I railroads on February 1, 1945, had 36,734 new freight cars on order, the Association of American Railroads discloses. On the same date last year, they had 33,411 cars on order.

New freight cars on order on February 1, this year, included 7,086 hopper, 5,763 gondola, 850 flat, 18,997 plain box, 1,771 automobile, 2,153 refrigerator and 109 stock cars.

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# Rail oddities

**CLOSE ON THE HEELS OF THE RETREATING NAZI—AND OFTEN CAUGHT BETWEEN OPPOSING ARMIES—MORE THAN 12,000 U. S. RAILROAD MEN IN THE MILITARY RAILWAY SERVICE, ARMY TRANSPORTATION CORPS, PITCHED INTO THE HERCULEAN JOB OF RESTORING 3,000 MILES OF ALMOST TOTALLY DEMOLISHED FRENCH RAILWAYS.**

**BRIDGES HAD BEEN BLOWN UP.\* RAILROAD YARDS WERE A SHAMBLES. TRAINS RAN WITHOUT LIGHTS OR COMMUNICATIONS AND CARRIED THEIR OWN FUEL SUPPLY 400 LBS. LAND MINES WERE FOUND IN THE TRACK AREA OF ONE STATION.**

**THE GERMANS PULLED OUT OF PARIS AUGUST 27. THE FIRST GI-OPERATED TRAIN ARRIVED THERE AT 5:00 A.M. SEPT. 2—40 CARS OF MEDICAL SUPPLIES.**

\* RAILROAD BRIDGE OVER OISE RIVER, NORTH OF PARIS (From a Photograph)

ASSOCIATION OF AMERICAN RAILROADS (46)

# EASTERN AIR LINES, INC.

EASTERN AIR LINES' BUILDING, 10 ROCKEFELLER PLAZA, NEW YORK 20, N. Y.

## BOSTON - NEW YORK - JACKSONVILLE - MIAMI.

15 Jack-son-v. Flyer	3 Florida Flyer	45 New Engl'd Flyer	25 Tampa Flyer	41 Latin Am. Flyer	Even-ghades Flyer	5 Semi-nola Flyer	43 Carib-bean Flyer	27 Hav-ana Flyer	Mls.	ALL FLIGHTS DAILY	14 Jack-son-v. Flyer	6 Florida Flyer	46 New Engl'd Flyer	28 Hav-ana Flyer	26 Tampa Flyer	44 Carib-bean Flyer	42 Latin Am. Flyer	4 Semi-nola Flyer	16 Pan Am Flyer
										<i>(Eastern time.)</i>									
										<i>March 1, 1945.</i>									
										<i>(Eastern time.)</i>									
										lv. Boston . . . . . ar. . . . .									
										lv. New York . . . . . ar. . . . .									
										lv. Philadelphia . . . . . ar. . . . .									
										lv. Baltimore . . . . . ar. . . . .									
										lv. Washington . . . . . ar. . . . .									
										lv. Washington . . . . . ar. . . . .									
										lv. Richmond . . . . . ar. . . . .									
										lv. Raleigh-Durham . . . . . ar. . . . .									
										lv. Columbia . . . . . ar. . . . .									
										lv. Charleston . . . . . ar. . . . .									
										lv. Savannah (Field) . . . . . ar. . . . .									
										lv. Savannah (Adm. Bldg) . . . . . ar. . . . .									
										lv. Savannah (Adm. Bldg) . . . . . ar. . . . .									
										lv. Savannah (Field) . . . . . ar. . . . .									
										lv. Jacksonville . . . . . ar. . . . .									
										lv. Jacksonville . . . . . ar. . . . .									
										ar. Orlando . . . . . lv. . . . .									
										ar. Vero Beach . . . . . lv. . . . .									
										ar. West Palm Beach . . . . . lv. . . . .									
										ar. Miami . . . . . lv. . . . .									

## BOSTON - NEW YORK - ATLANTA - NEW ORLEANS - HOUSTON - SAN ANTONIO - BROWNSVILLE - MEXICO.

33	31 Central Am. Flyer	25 Tampa Flyer	1 San Anton. Flyer	21 Mex-ico Flyer	19 New Or-ls. Flyer	11 Hous-ton Flyer	Ml.	ALL FLIGHTS DAILY	18 New Or-ls. Flyer	26 Tampa Flyer	2 San Anton. Flyer	22 Mex-ico Flyer	34 Hous-ton Flyer	32 Central Am. Flyer	
<i>(Eastern time.)</i>															
<i>March 1, 1945.</i>															
<i>(Eastern time.)</i>															
lv. Boston . . . . . ar. . . . .															
lv. New York . . . . . ar. . . . .															
lv. New York . . . . . ar. . . . .															
lv. Philadelphia . . . . . ar. . . . .															
lv. Baltimore . . . . . ar. . . . .															
lv. Washington . . . . . ar. . . . .															
lv. Washington . . . . . ar. . . . .															
lv. Richmond . . . . . ar. . . . .															
lv. Raleigh-Durham . . . . . ar. . . . .															
lv. Greensboro-High Point . . . . . ar. . . . .															
lv. Winston-Salem . . . . . ar. . . . .															
lv. Charlotte . . . . . ar. . . . .															
lv. Spartanburg . . . . . ar. . . . .															
lv. Greenville . . . . . ar. . . . .															
lv. Atlanta . . . . . ar. . . . .															
lv. Atlanta . . . . . ar. . . . .															
lv. Columbus (E. T.) . . . . . ar. . . . .															
lv. Birmingham (C. T.) . . . . . ar. . . . .															
lv. Montgomery . . . . . ar. . . . .															
lv. Mobile . . . . . ar. . . . .															
lv. New Orleans . . . . . ar. . . . .															
lv. New Orleans . . . . . ar. . . . .															
lv. Baton Rouge . . . . . ar. . . . .															
lv. Lake Charles . . . . . ar. . . . .															
lv. Beaumont-Port Arthur . . . . . ar. . . . .															
lv. Houston . . . . . ar. . . . .															
lv. Houston . . . . . ar. . . . .															
lv. San Antonio . . . . . ar. . . . .															
lv. Corpus Christi . . . . . ar. . . . .															
lv. Brownsville (C. T.) . . . . . ar. . . . .															
Via Pan American Airways.															
lv. Brownsville (C. T.) . . . . . ar. . . . .															
ar. Tampico (C. S. T.) . . . . . lv. . . . .															
ar. Mexico City (C. S. T.) . . . . . lv. . . . .															

## BOSTON - NEW YORK - ATLANTA - TAMPA - MIAMI.

33	25 Tampa Flyer	21 Mex-ico Flyer	19 New Orleans Flyer	ALL FLIGHTS DAILY	18 New Orleans Flyer	26 Tampa Flyer	12 Hous-ton Flyer
<i>(Eastern time.)</i>							
<i>March 1, 1945.</i>							
<i>(Eastern time.)</i>							
lv. Boston . . . . . ar. . . . .							
lv. New York . . . . . ar. . . . .							
lv. New York . . . . . ar. . . . .							
lv. Baltimore . . . . . ar. . . . .							
lv. Washington . . . . . ar. . . . .							
lv. Washington . . . . . ar. . . . .							
lv. Richmond . . . . . ar. . . . .							
lv. Raleigh-Durham . . . . . ar. . . . .							
lv. Greensboro-High Point . . . . . ar. . . . .							
lv. Winston-Salem . . . . . ar. . . . .							
lv. Spartanburg . . . . . ar. . . . .							
lv. Greenville . . . . . ar. . . . .							
lv. Atlanta . . . . . ar. . . . .							
lv. Atlanta (E. T.) . . . . . ar. . . . .							
lv. Tallahassee . . . . . ar. . . . .							
lv. Tampa . . . . . ar. . . . .							
lv. Tampa . . . . . ar. . . . .							
lv. Miami . . . . . ar. . . . .							

## CHICAGO - ATLANTA - TAMPA - MIAMI

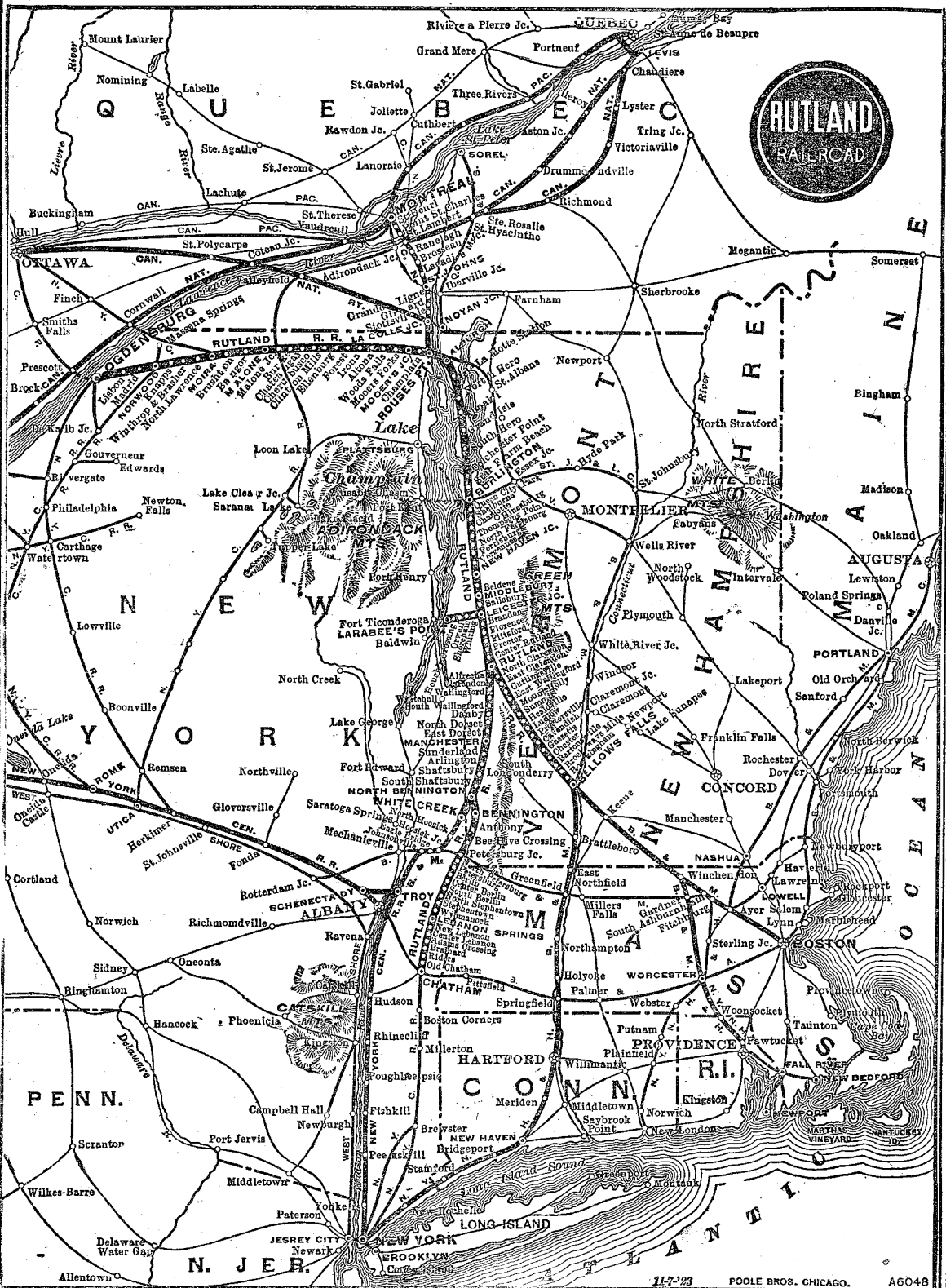
9 Mi-ami Flyer	25 Tam-pa Flyer	53 Great Lakes Flyer	Mls.	ALL FLIGHTS DAILY	58 At-lanta Flyer	26 Tam-pa Flyer	54 Great Lakes Flyer
<i>(Central time.)</i>							
<i>March 1, 1945.</i>							
<i>(Central time.)</i>							
lv. Chicago . . . . . ar. . . . .							
lv. Indianapolis . . . . . ar. . . . .							
lv. Indianapolis . . . . . ar. . . . .							
lv. Louisville . . . . . ar. . . . .							
lv. Evansville . . . . . ar. . . . .							
lv. Evansville . . . . . ar. . . . .							
lv. Nashville . . . . . ar. . . . .							
lv. Chattanooga . . . . . ar. . . . .							
lv. Chattanooga (O.T.) . . . . . ar. . . . .							
lv. Atlanta (E. T.) . . . . . ar. . . . .							
lv. Atlanta . . . . . ar. . . . .							
lv. Tallahassee . . . . . ar. . . . .							
lv. Tallahassee . . . . . ar. . . . .							
lv. Tampa . . . . . ar. . . . .							
lv. Tampa . . . . . ar. . . . .							
lv. Miami . . . . . ar. . . . .							

For Explanation of Signs, see page 31. Copyright Eastern Air Lines, Inc. 1945.



# RUTLAND RAILROAD

## Green Mountain - Lake Champlain Route



# RUTLAND RAILROAD COMPANY

## Green Mountain - Lake Champlain Route.

(WILLIAM E. NAVIN and WALLACE M. FAY, Trustees.)

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**JOHN A. PROCTOR**, Asst. General Freight Agent, "

**CECIL S. BROWN**, General Agent, Rutland, Vt.  
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Total Mileage, 415.

Eastern Standard time.

Table I—NEW YORK-MONTREAL.

43	51	65	57-87	Miles.	September 24, 1944.	64	88	56	46-52	52
	P.M.	A.M.	A.M.		N. Y. Cent. System (E. T.)	P.M.	A.M.	A.M.	A.M.	A.M.
	*8 50	*8 30	*12 15	0	ive. ... <b>NEW YORK</b> ... arr.	8 30	4 45	7 30	7 30	
	10 57	10 11	2 35	72.8	... <b>Poughkeepsie</b> ...	6 38	2 49	-	-	
		11 45	16 45	142.2	ive. ... <b>Albany</b> ... arr.	*6 20	9 22	4 30	4 30	
	*1 30	12 30	*8 00	148.3	ive. <b>Troy (B. &amp; M. R.R.)</b> arr.	4 38	8 07	3 46	3 46	
				178.7	arr. ... <b>White Creek</b> ...	-	-	-	-	
				0	ive. <b>White Creek (Rut.)</b> arr.	-	-	-	-	
	2 24	1 23	9 00	1.9	arr. + <b>North Bennington</b> ...	3 50	7 17	2 59	2 59	
	*2 45	*1 50	*9 25	6.4	arr. + <b>Bennington</b> ...	*3 20	*6 40	*2 25	*2 25	
	*1 53	*1 53	*8 30		ive. ... <b>Bennington</b> ... arr.	*4 15	*7 30	*3 15	*3 15	
	*2 27	*1 27	*9 05	1.9	ive. + <b>North Bennington</b> ...	3 47	7 05	2 54	2 54	
			9 09	3.8	+ ... <b>South Shaftsbury</b> ...	-	7 09	-	-	
			19 19	8.9	+ ... <b>Shaftsbury</b> ...	-	16 51	-	-	
	m p	f 1 44	9 29	13.7	+ ... <b>Arlington</b> ...	13 24	6 41	-	-	
			19 34	16.9	+ ... <b>Sunderland</b> ...	-	16 35	-	-	
	m p	f 1 57	9 46	23.1	+ ... <b>Manchester</b> ...	3 08	6 25	2 20	2 20	
			12 05	28.6	+ ... <b>East Dorset</b> ...	13 00	16 13	-	-	
			11 02	31.9	+ ... <b>North Dorset</b> ...	1 07	16 07	-	-	
			10 08	35.2	+ ... <b>Danby</b> ...	Δ V	16 00	-	-	
			11 05	40.9	+ ... <b>South Wallingford</b> ...	Δ V	15 52	-	-	
			12 28	45.1	+ ... <b>Wallingford</b> ...	12 39	15 44	-	-	
			11 02	48.3	+ ... <b>Clarendon</b> ...	-	15 40	-	-	
			11 03	51.5	+ ... <b>Alfreda</b> ...	-	15 35	-	-	
	3 42	2 50	10 38	54.5	arr. ... + <b>Rutland</b> ...	2 25	*5 30	1 37	1 37	
	3 52	3 00	10 52	54.5	ive. ... <b>Rutland</b> ... arr.	2 15	4 50	1 58	1 27	
			11 07	56.0	+ ... <b>Center Rutland</b> ...	-	-	-	-	
	4 50	3 09	11 04	60.5	+ ... <b>Proctor</b> ...	2 04	6 40	1 46	1 46	
	5 08	3 15	11 10	64.1	+ ... <b>Pittsford</b> ...	-	-	11 38	-	
	5 26	3 26	11 25	70.6	+ ... <b>Florence</b> ...	-	-	-	-	
	5 34	3 35	11 35	76.3	+ ... <b>Brandon</b> ...	1 48	4 25	1 28	1 28	
	5 51	3 49	11 45	80.7	+ ... <b>Leicester Junction</b> ...	g z	4 19	1 19	1 19	
	6 11	3 49	11 55	87.1	+ ... <b>Salisbury</b> ...	1 25	3 49	1 10	1 10	
	6 31	4 00	12 12	95.3	+ ... <b>Middlebury</b> ...	g z	-	-	-	
	6 51	4 09	12 40	100.5	+ ... <b>Beldens</b> ...	g z	-	-	-	
	7 11	4 29	13 08	102.4	+ ... <b>New Haven</b> ...	g z	-	-	-	
	7 31	4 16	12 59	105.6	+ ... <b>Vergennes</b> ...	1 07	3 24	1 36	1 36	
	7 51	4 22	1 11	109.7	+ ... <b>Ferrisburg</b> ...	g z	-	-	-	
	8 11	4 39	1 29	121.8	+ ... <b>North Ferrisburg</b> ...	g z	-	-	-	
	8 31	4 49	1 47	121.8	+ ... <b>Charlotte</b> ...	g z	-	-	-	
	8 51	4 59	2 05	135.2	+ ... <b>Shelburne</b> ...	g z	-	-	-	
	9 11	5 12	2 18	139.3	arr. ... + <b>Burlington</b> ...	12 35	2 15	10 03	11 59	
	9 31	5 21	2 30	144.0	ive. ... + <b>Burlington</b> ...	12 25	1 47	9 48	11 55	
	9 51	5 33	2 40	146.7	+ ... <b>South Hero</b> ...	12 06	-	19 25	-	
	10 11	5 43	2 50	152.6	+ ... <b>Grand Isle</b> ...	11 59	-	19 18	-	
	10 31	5 53	3 02	159.0	+ ... <b>Abnaki</b> ...	-	-	19 05	-	
	10 51	6 01	3 20	162.6	+ ... <b>North Hero</b> ...	11 47	-	18 55	-	
	11 11	6 11	3 30	166.6	+ ... <b>Isle La Motte</b> ...	11 37	-	*8 40	-	
	11 31	6 33	3 42	172.3	arr. ... + <b>Alburgh</b> ...	*11 25	-	*8 40	-	
	11 51	6 51	3 54	178.7	ive. ... + <b>Rouses Point</b> ...	*11 15	-	*8 40	-	
	12 11	7 11	4 06	184.4	arr. <b>Rouses Point (B.N.)</b> arr.	11 09	P.M.	10 52	P.M.	
	12 31	7 31	4 18	190.1	arr. <b>St. Johns</b> ...	10 32	P.M.	10 52	P.M.	
	12 51	7 51	4 30	195.8	arr. <b>St. Lambert</b> ...	10 06	P.M.	10 52	P.M.	
	1 11	8 11	4 42	201.5	+ ... <b>Montreal (Cent. Sta.)</b> ...	*9 45	P.M.	*9 25	P.M.	
	1 31	8 31	4 54	207.2	ARR. (Can. Nat. Rys.) [L.V.E.]	A.M.	P.M.	P.M.	P.M.	

### EQUIPMENT

**No. 43—Daily.** ★ Sleeping Car New York to Burlington (may be occupied until 8 00 a.m.). Coaches ★ New York to Rutland; Rutland to Ogdensburg (daily, except Sunday); Rutland to Alburgh (Sunday only).

**No. 46—Daily.** ★ Sleeping Car Burlington to New York (on No. 52 from Rutland). Coach Ogdensburg to Rutland (week-days); Alburgh to Rutland (Sunday only).

**No. 51—THE MOUNT ROYAL—Daily.** ★ Sleeping Cars New York to Montreal. (Double Bedrooms and Sections); New York to Burlington (on No. 43 from Rutland) (may be occupied until 8 00 a.m.). ★ Reclining Seat Coach New York to Montreal.

**No. 52—THE MOUNT ROYAL—Daily.** ★ Sleeping Cars Montreal to New York (Double Bedrooms and Sections); ★ Burlington to New York (on No. 46 to Rutland). ★ Reclining Seat Coach Montreal to New York.

**No. 56—Daily.** ★ Sleeping Car Albany to New York (open 9 30 p.m., leaves Albany 1 20 a.m.; may be occupied in New York until 7 00 a.m.). Coaches Rutland to Troy; Troy to Albany (Belt Line).

**No. 57-87—Daily.** ★ Sleeping Car New York to Albany (except Saturday night). Coaches Albany to Troy (Belt Line); Troy to Ogdensburg.

**No. 64—GREEN MOUNTAIN FLYER—Daily.** ★ Dining Car Troy to New York. ★ Reclining Seat Coach Montreal to New York.

**No. 65—GREEN MOUNTAIN FLYER—Daily.** ★ Dining Car New York to Albany. ★ Reclining Seat Coach New York to Montreal.

★ Regularly assigned cars are AIR-CONDITIONED.

### EXPLANATION OF SIGNS—Pages 138-139.

\* Daily; † daily, except Sunday; ‡ daily, except Saturday; § daily, except Monday; ¶ Sunday only; g stops to take or leave passengers for or from North Bennington, Bellows Falls or points beyond; / stops on signal to take or leave passengers; c stops to leave passengers from Burlington or beyond; A Saturday only; m stops to take passengers for beyond Burlington; n daily, except Sunday and Monday; p stops to leave passengers from Troy or points beyond; q stops to leave passengers from Alburgh or points beyond; r stops to leave passengers from beyond Burlington; s stops to leave passengers; u daily, but on Sunday arrives 7 48 a.m.; v stops to leave passengers from points beyond Bellows Falls; y stops on signal to take passengers for Burlington or points beyond; z stops to take passengers for Rutland or points beyond. b Stops to leave passengers from Bellows Falls or points beyond. c Stops to leave passengers from North Bennington and points beyond. Δ Stops to leave passengers from Rutland and points beyond. √ Stops to take passengers for North Bennington and points beyond. • Connection via bus. \* Stops to take passengers for beyond Bellows Falls. \* Frequent bus service between Troy and Albany. \* Monday only. □ Tuesday Thursday and Saturday. + Coupon stations; δ Telegraph stations.