

## **Werk**

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## 47. From New York to Chicago.

### a. Via Philadelphia and Pittsburg.

912 M. PENNSYLVANIA RAILROAD in 24-33 hrs. (fare \$ 24 25; continuous passage \$ 20; sleeper \$ 5). To the W. of Pittsburg we may go either via Crestline and Fort Wayne or via Columbus and Logansport (see R. 44). The *Pennsylvania Limited Train* on this route (fare \$ 29, incl. sleeper), starting from New York at 10 a. m. and reaching Chicago at 9.45 a. m. (central time) next day, consists entirely of Pullman vestibuled cars and offers every imaginable comfort to the traveller. It is provided with a dining-car, a library, a smoking and outlook car, a barber's shop, a bath, a ladies' maid, and a stenographer. Through-cars on the other trains also.

The various sections composing this route have been already described. From New York to (90 M.) *Philadelphia*, see R. 31; from Philadelphia to (444 M.) *Pittsburg*, see R. 37; from Pittsburg to (912 M.) *Chicago*, see R. 44. The most beautiful part of the route is that between Philadelphia and Pittsburg, most of which is traversed by the Limited Train by daylight.

### b. Via Buffalo and Detroit.

There are various combinations by which this route can be effected. Through-carriages are run on the following:—

(a.) 976 M. NEW YORK CENTRAL AND HUDSON RIVER R. R. to (440 M.) *Buffalo* and MICHIGAN CENTRAL R. R. thence to (976 M.) *Chicago* in 24-32 hrs. (fare \$ 20, sleeper \$ 5).

(b.) 956 M. WEST SHORE RAILROAD to (429 M.) *Buffalo* and WABASH R. R. thence to (956 M.) *Chicago* in 27½-35 hrs. (fare \$ 18; sleeper \$ 5). Between *Suspension Bridge* and *Windsor* (see below) the line is operated jointly by the Grand Trunk and Wabash Railroads.

(a.) From New York to (440 M.) *Buffalo*, see R. 28 a; from Buffalo to (976 M.) *Chicago*, see R. 46 c. This line affords a good view of *Niagara Falls* (see p. 298).

(b.) From New York to (429 M.) *Buffalo*, see R. 28 b. From Buffalo to (454 M.) *Suspension Bridge* the Wabash route coincides with the Erie line as described in R. 28 d. Beyond *Suspension Bridge* it is parallel with R. 46 c., passing (472 M.) *Welland*, (500 M.) *Canfield Junction*, (529 M.) *Simcoe*, (551 M.) *Tilsonburg*, (576 M.) *St. Thomas*, (603 M.) *Glencoe*, (637 M.) *Chatham*, and (683 M.) *Windsor* (p. 298). — 684 M. *Detroit*, see p. 298. Beyond Detroit the Wabash R. R. runs to the S.W., passing through a rich farming country. 743 M. *Adrian*, see p. 297; 780 M. *Montpelier*. The line now turns to the W. 804 M. *Ashley-Hudson*; 820 M. *Wolcottville*; 876 M. *North Liberty*; 900 M. *Westville*; 914 M. *Crocker*; 939 M. *Englewood* (p. 307). — 956 M. *Chicago*, see p. 308.

### c. Via Buffalo and Port Huron.

982 M. LEHIGH VALLEY RAILROAD to (463 M.) *Suspension Bridge* and GRAND TRUNK RAILWAY thence to (982 M.) *Chicago* in 26-33½ hrs. (fare \$ 18, sleeper \$ 5).

From New York to (463 M.) *Suspension Bridge*, see R. 28 e; from *Suspension Bridge* to (982 M.) *Chicago*, see R. 46 d.

d. **Viâ Buffalo and Cleveland.**

(a.) 980 M. NEW YORK CENTRAL RAILROAD to (440 M.) *Buffalo* and LAKE SHORE & MICHIGAN SOUTHERN R. R. thence to (980 M.) *Chicago* in 24-34 hrs. (fare \$ 20; sleeper \$ 5). The *Vestibule Limited Train* (comp. p. 305) on this route leaves New York at 5 p.m.

(b.) 952 M. WEST SHORE RAILROAD to (429 M.) *Buffalo* and NEW YORK, CHICAGO, & ST. LOUIS RAILROAD thence to (952 M.) *Chicago* in 27-36 hrs. (fare \$ 18; sleeper \$ 5).

(c.) 933 M. DELAWARE, LACKAWANNA, & WESTERN RAILROAD to (410 M.) *Buffalo* and NEW YORK, CHICAGO, & ST. LOUIS RAILROAD thence to (933 M.) *Chicago* in 27-35 hrs. (fare \$ 18; sleeper \$ 5).

(a.) From *New York* to (440 M.) *Buffalo*, see R. 28a; thence to (980 M.) *Chicago*, see R. 46a. This line runs along the S. shore of Lake Erie.

(b.) From *New York* to (429 M.) *Buffalo*, see R. 28c; from *Buffalo* to (952 M.) *Chicago*, see R. 46b.

(c.) From *New York* to (410 M.) *Buffalo*, see R. 28b; from *Buffalo* to (933 M.) *Chicago*, see R. 46b.

e. **Viâ Oswego and Suspension Bridge.**

978 M. NEW YORK, ONTARIO, & WESTERN RAILWAY to (325 M.) *Oswego* in 10 hrs.; ROME, WATERTOWN, & OGDENSBURG R. R. thence to (476 M.) *Suspension Bridge* in 4¼ hrs.; WABASH R. R. thence to (979 M.) *Chicago* in 13 hrs. (in all, 28 hrs.; fare \$ 18, sleeper \$ 5, reclining chair car free). — The trains start from the West Shore Station at Weehawken (p. 6; ferries from Franklin St. and W. 42nd St.).

*Weehawken*, see p. 56. As far as (52 M.) *Cornwall* the route coincides with that of the West Shore R. R. (R. 21c). Our line then diverges to the left (N.W.). 68 M. *Campbell Hall*, the junction of the Phil'a, Reading, & New England R. R. (p. 167) and of a line to Kingston (p. 169). Beyond (78 M.) *Middletown* (p. 217) the country is hilly and picturesque. 93 M. *Summitville*. We now skirt the S.W. side of the Catskills (p. 176). 118½ M. *Liberty*, with the well-known Loomis Sanitarium, for cases of incipient consumption. From (160 M.) *Cadosia* a branch-line runs to (54 M.) *Scranton* (p. 216). 179½ M. *Walton*, for *Delhi*; 203 M. *New Berlin Junction*, for *Edmeston*; 244 M. *Randallsville*, junction of a branch to (32 M.) *Utica* (p. 206). At (267 M.) *Oneida* (p. 214) we intersect the West Shore R. R., and at (298 M.) *Central Square* we cross the R. W. & O. R. R. (see below).

325 M. *Oswego* (*Doolittle Ho.*, \$ 2-3) is a busy flour-making city and port, with 21,826 inhab., on the shore of *Lake Ontario* (p. 302).

We now pass on to the Rome, Watertown, & Ogdensburg R. R., which skirts the S. shore of Lake Ontario. 363 M. *Wallington*; 393 M. *Windsor Beach*. From (394 M.) *Charlotte* a branch-line runs to (7 M.) *Rochester* (p. 210). 415 M. *Morton*; 471 M. *Lewiston*. — 476 M. *Suspension Bridge* (p. 214). Hence to (978 M.) *Chicago*, see R. 47b.