



Ann Arbor Railroad and Steamship Lines 1911.

[s.l.]: [s.n.], 1911

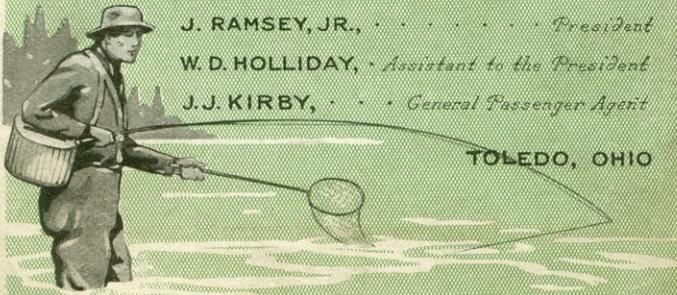
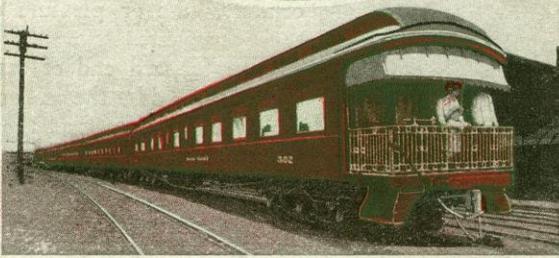
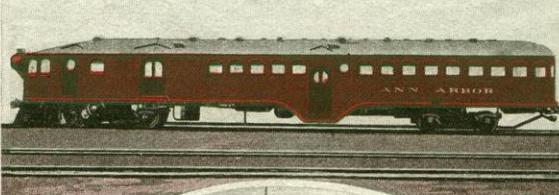
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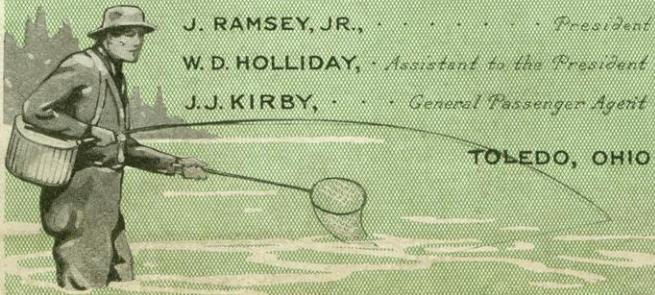
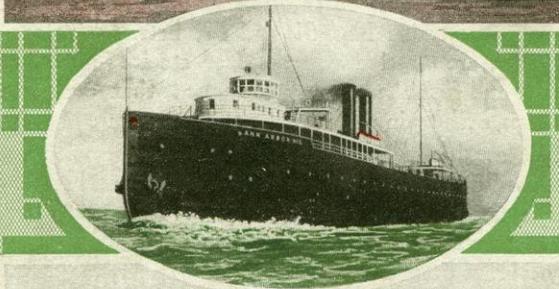
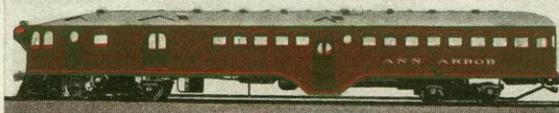
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ANN ARBOR RAILROAD *and* STEAMSHIP LINES



ANN ARBOR RAILROAD *and* STEAMSHIP LINES



ANN ARBOR RAILROAD AND STEAMSHIP LINES

Through Pullman Drawing-Room
Sleeping-Car Tri-Weekly

Between

CHICAGO AND
FRANKFORT

via

Pere Marquette Railroad
and
Ann Arbor Railroad

Leave Chicago—Monday, Wednesday and Friday . . . 8.35 P. M.
Arrive Frankfort—Tuesday, Thursday and Saturday . . . 7.40 A. M.
Leave Frankfort—Tuesday, Thursday and Sunday . . . 8.00 P. M.
Arrive Chicago—Wednesday, Friday and Monday . . . 7.15 A. M.

CAFE CAR SERVICE ON THE ANN ARBOR RAILROAD

The dining-rooms in our Cafe Coaches and Cafe-Parlor Cars are cozy, well-furnished rooms, where the choicest dainties of the season are served to travelers.

The furnishings of these cars, the fine linen, artistic glass, china and silverware, add materially to the enjoyment of the well-cooked, well-served meals.

The menus are tastefully arranged, all meals are served a la carte and are equal to those of the best hotels.

Everything is done by the management to make the dining-room service one of the most enjoyable features of your journey over the Ann Arbor Railroad.

TRY IT ON YOUR NEXT TRIP

INDIVIDUAL DRINKING CUPS

Recent investigations show that there are few dangers within the reach of the traveling public to-day, so grave in a health sense as the public drinking cup. Every coach on every one of this Company's trains carries a supply of individual drinking cups. They are manufactured of paper in the exact form of a drinking glass, are stiffened by a coating of paraffine, and being manufactured automatically, are untouched by hands until they reach those of the drinker.

Motor Car Service

Animated by a desire to keep step with the march of progress and to give its patrons all the comfort that human skill and ingenuity can devise, this Company has recently established Motor Car Service over its entire line. The motor cars are of all-steel construction, beautifully appointed and finished in Cuban mahogany. They are divided into four compartments, one for the 200 horse-power gasoline engine, one for baggage, one as a smoking room and the balance of the car for passengers of both sexes. The seats are upholstered in leather and will accommodate 83 passengers. These cars stop for passengers at designated highways crossing the railroad, the stops averaging one mile apart.

All-Steel Passenger Cars

An Innovation in Passenger Train Equipment.

The new *all steel* trains (Nos. 51 and 52) which were recently placed in service between *Toledo* and *Frankfort*, are the finest and most luxuriously furnished trains ever offered Ohio and Michigan people for travel, and the first

ALL-STEEL PASSENGER TRAINS

ever operated in the Central States. The Coaches and Observation Cafe-Parlor Cars are constructed of *steel*, lighted by electricity from locomotive to Observation platform, cooled by electric fans and vestibuled throughout. They are the very last word in modern railway passenger car construction and, with their locomotives, represent an investment of \$100,000 each.

No excess fare charged for transportation in these superb trains.

Trains Nos. 53 and 54 are solid vestibuled trains carrying modern high-back-seat coaches and cafe dining-cars.

Trains Nos. 55 and 56 are equipped with first-class coaches and electric-lighted Pullman drawing-room sleepers.

Industrial Department

Any Manufacturer, dissatisfied with his present location or in need of additional capital to enable him to extend his business; or who desires a suitable location for a branch plant, would do well to investigate factory openings along the line of this railroad. We are in close touch with Boards of Trade and other industrial organizations, and can secure for reliable concerns desiring factory locations the

Most Liberal Inducements

Let us know what particular industry or business you desire to locate and your inquiry will receive immediate attention.

MANY VALUABLE OFFERS OF FREE SITES

H. S. BRADLEY, Gen'l Freight Agent, TOLEDO, O.

ANN ARBOR RAILROAD AND STEAMSHIP LINES

Round-Trip Excursion Fares

to

Homeseekers

from

Toledo, Ohio

to the

Fruit and Agricultural Sections of MICHIGAN

TICKETS ON SALE TUESDAYS

July 4-18; August 1-15; September 5-19; October 3-17;
November 7-21; December 5-19, 1911.

ROUND-TRIP FARES

Tickets good seven days after Date of Sale.

Alba	\$7.50	Lincoln	\$7.00
Aloha	8.00	Manistee	6.00
Alpena	7.50	Mancelona	7.50
AuGres	7.00	Manton	6.50
AuSable (Oscoda)	7.00	Marion	6.00
Beulah	6.50	McBain	6.00
Black River	7.00	Metz	7.50
Boyne City	7.50	Millersburg	8.00
Boyne Falls	7.50	Mullet Lake	8.00
Buckley	7.00	Onaway	8.00
Cadillac	6.00	Onekama	6.00
Clare	6.00	Ossineke	7.50
Copemish	6.00	Pellston	8.00
East Tawas	7.00	Petoskey	8.00
Farwell	6.00	Prescott	7.00
Fife Lake	7.00	Proevmont	7.00
Frankfort	7.00	Reed City	6.00
Harrisville	7.00	Rose City	7.00
Honor	7.00	Thompsonville	6.00
Kaleva	6.00	Traverse City	7.00
Kalkaska	7.50	Tustin	6.00
Lake City	6.50	Twining	7.00

Full information concerning farming lands will be furnished by

**J. J. KIRBY, General Passenger Agent,
Ann Arbor Railroad, Toledo, Ohio**

Officers and Representatives

General Offices: Toledo, Ohio.

EXECUTIVE DEPARTMENT

NEWMAN ERB	Chairman of the Board New York, N. Y.
JOS. RAMSEY, Jr.	President New York, N. Y.
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H. B. BLANCHARD	Secretary New York, N. Y.
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GUSTAVUS OHLINGER	Attorney Toledo, Ohio

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JOHN T. WALSH	Asst. Auditor and Asst. Treasurer Toledo, Ohio

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K. A. GOHRING	Superintendent Owosso, Mich.
T. H. HERVEY	Car Accountant Toledo, Ohio
C. P. BURGMAN	Master Mechanic Owosso, Mich.
C. G. FRALICH	Assistant Master Mechanic Owosso, Mich. (In charge of Motor Cars)
J. K. HOWARD	Engineer Maintenance of Way Owosso, Mich.
J. P. RAMSEY	Assistant Engineer Maintenance of Way Owosso, Mich.
DR. A. M. HUME	Chief Surgeon Owosso, Mich.

TRAFFIC DEPARTMENT

J. J. KIRBY	General Passenger Agent Toledo, Ohio
H. S. BRADLEY	General Freight Agent Toledo, Ohio
F. F. BARKOW	Commercial Agent Milwaukee, Wis.
A. ALLISON	Commercial Agent Minneapolis, Minn.
G. A. WELLER	Commercial Agent Pittsburgh, Pa.
T. M. BELL	Commercial Agent Toledo, Ohio
A. C. KETCHAM	Traveling Freight Agent Toledo, Ohio.
E. W. WELLS	Contracting Freight Agent Toledo, Ohio
R. J. WILDA	Travelling Freight and Passenger Agent Menominee, Mich.

ANN ARBOR RAILROAD AND STEAMSHIP LINES

Lake Michigan Steamship Service

Between Frankfort and Upper Peninsula and Northern Wisconsin

Steamers Sail on Irregular Schedule between
FRANKFORT AND MENOMINEE, MICH.

FRANKFORT and MANISTIQUE, MICH.

FRANKFORT and MANITOWOC, WIS.

FRANKFORT and KAWAUNEE, WIS.

Invariably one of our steamers sails every day between Frankfort and Manistique and Frankfort and Manitowoc; four times each week between Frankfort and Menominee; and twice each week between Frankfort and Kewaunee, but, as stated above, not on schedule. Information regarding sailings between the various ports will be furnished upon application to agents.

Steamship Line Connections With Other Railroads

At Frankfort—With Ann Arbor Railroad trains for Michigan, Ohio, Canada and all points East and South.

At Kewaunee—Kewaunee, Green Bay & Western Railroad.

At Menominee—Chicago & North Western Railway
Chicago, Milwaukee & St. Paul Railway
Wisconsin & Michigan Railway.

At Manistique—Minneapolis, St. Paul & S. S. M. Railway.
Manistique & Lake Superior Railroad.

At Manitowoc—Chicago & North Western Railway.
Wisconsin Central Railway.

Railroad Connections

With Other Railroads

At Toledo—With Hocking Valley Railway; Pennsylvania Lines; Cincinnati, Hamilton & Dayton Railway; Ohio Central Lines; Lake Shore & Michigan Southern Railway; Wabash Railroad; Toledo, St. Louis & Western Railroad; Wheeling & Lake Erie Railroad; Big Four Route.

At Federman—With Lake Shore & Michigan Southern Railway.
At Dundee—With Lake Shore & Michigan Southern Railway; Detroit, Toledo & Ironton Railway.

At Milan—With Wabash Railroad.

At Pittsfield—With Lake Shore & Michigan Southern Railway.

At Ann Arbor—With Michigan Central Railroad.

At Lakeland—With Grand Trunk Railway, Michigan Air Line Division.

At Ann Arbor—With Pere Marquette Railroad.

At Durand—With Grand Trunk Railway System, Detroit and Milwaukee Division; Cincinnati, Saginaw and Mackinaw Division; Grand Trunk Western Division.

At Owosso Junction—With Detroit and Milwaukee Division, Grand Trunk Railway; Michigan Central Railroad.

At Ashley—With Toledo, Saginaw and Muskegon Division, Grand Trunk Railway.

At Alma—With Pere Marquette Railroad.

At Clare—With Pere Marquette Railroad.

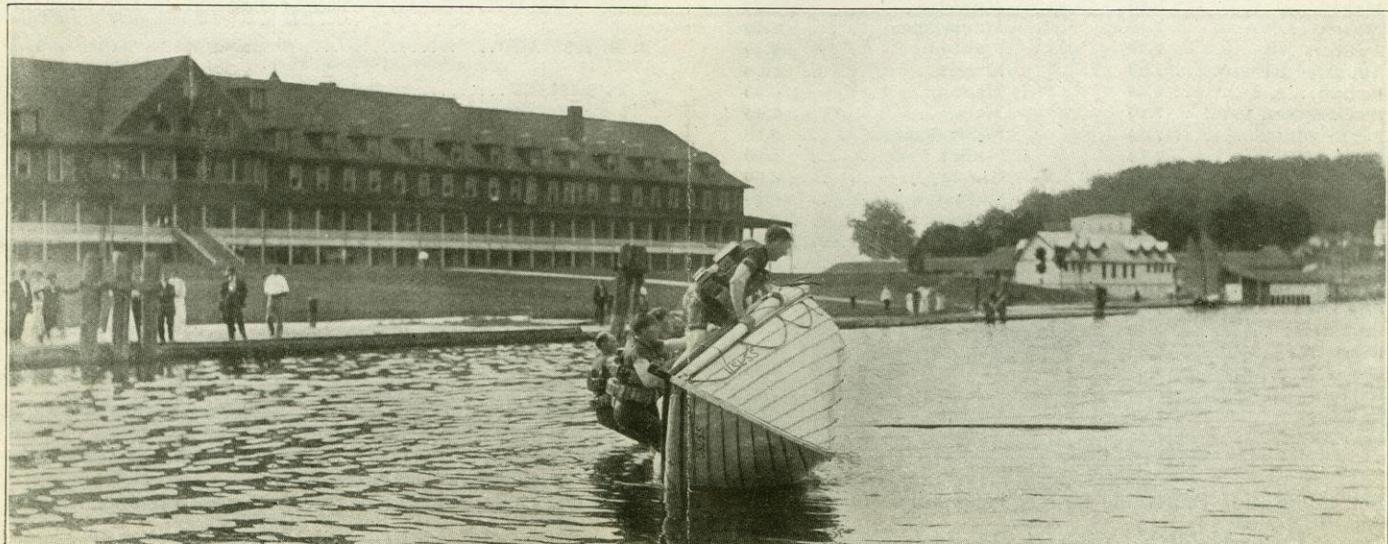
At Marion—With Manistee & Grand Rapids Railroad.

At Cadillac—With Grand Rapids & Indiana Railroad.

At Copemish—With Manistee & North-Eastern Railroad.
With Arcadia & Betsey River Railway.

At Thompsonville—With Pere Marquette Railroad.
At Frankfort—With Northern Michigan Transportation Company.

And Ann Arbor Railroad Steamers for Wisconsin and Upper Peninsula of Michigan.



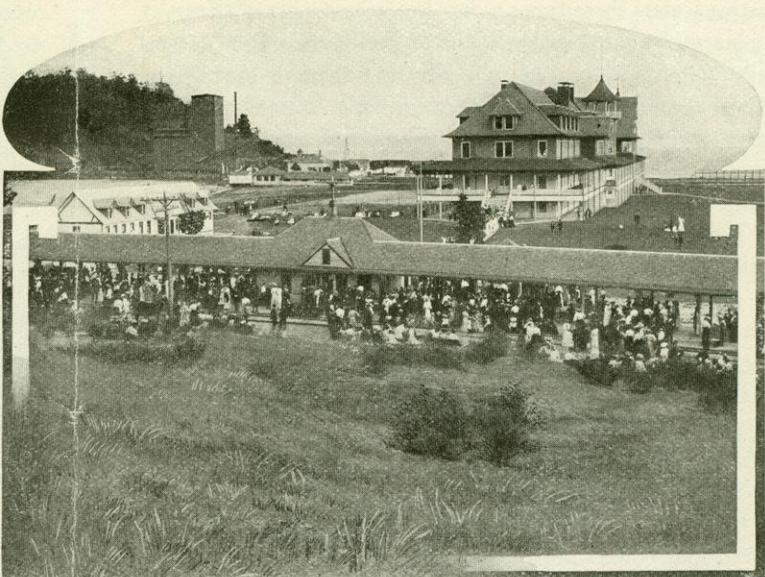
LIFE SAVING CREW IN ACTION AS SEEN FROM THE ROYAL FRONTENAC HOTEL.

VACATION DAYS IN MICHIGAN.

Royal Frontenac Hotel is superbly furnished throughout and provides accommodations for four hundred guests. Every sleeping apartment is arranged to give the occupant the benefit of the beautiful lake view. Some of the apartments are arranged in beautiful suites with graceful balconies overlooking the lake.

The management of this superb hotel is in the able hands of Mr. E. T. Osborn, whose name is synonymous everywhere with service of the highest order. Unquestionably one of the most beautiful and luxurious summer hotels in Northern Michigan, it is Mr. Osborn's policy to provide a perfect cuisine and by unremitting attention to their comfort to make every guest an enthusiastic partisan of Frankfort and the Royal Frontenac. Full information concerning the hotel can be secured by addressing him at Frankfort.

The beach directly in front of the hotel is white and sandy, and children congregate there by the hundreds during the summer, while their elders remain on the verandas or lawns, perfectly satisfied that the little ones are safe as well as happy. Michigan waters are always cold, but this does not deter the average enthusiast, who finds a wrestle with the waves of the lake one of the delights of the day. The more timid ones, who love the waters but seek more warmth, repair to Crystal Lake—a few minutes' ride by

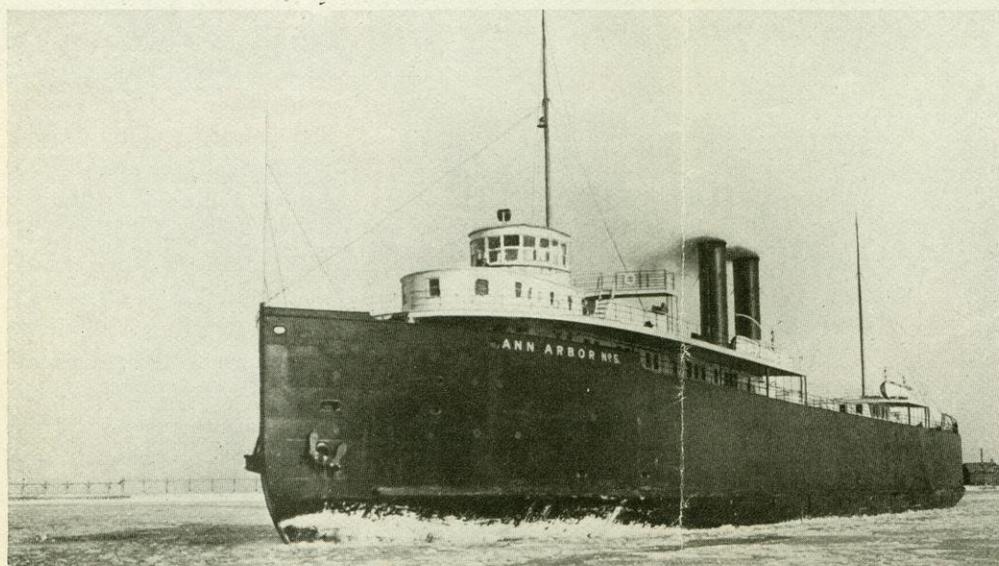


WAITING FOR THE SOUTHBOUND TRAIN—FRANKFORT.

suburban train—where the conditions are ideal. Children can wade and bathe in this beautiful body of water, the clear, white sand running out to a distance of fifty or seventy-five feet before a waist-high depth is reached. Ample bathing

accommodations are provided and the water is always at a delightfully equable temperature.

“Water cures” for worn-out men and women certainly abound in Frankfort, for besides the tonic effects of bathing in Michigan and Crystal, the city is noted for the marvelous qualities of its mineral springs. Expert medical testimony of the highest character, and repeated analysis, declare them to possess curative virtues not second to the waters of Mt. Clemens and other famous health resorts. A remarkable record of results is cited by local physicians and residents; and a visit to the springs to drink the pleasant



ANN ARBOR RAILROAD TRANSPORT NO. 5 ENTERING FRANKFORT HARBOR.