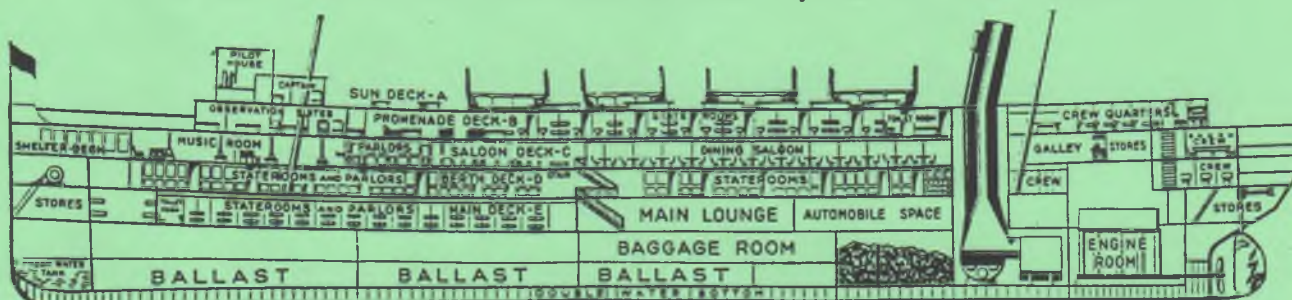


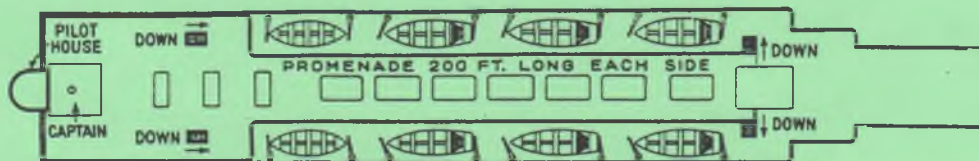
GREAT LAKES TRANSIT CORPORATION

Buffalo--Cleveland--Detroit--Mackinac Island--Sault Ste. Marie--Houghton--Duluth--Chicago--Milwaukee

NO FREIGHT CARRIED ON S. S. TIONESTA — S. S. JUNIATA — S. S. OCTORARA



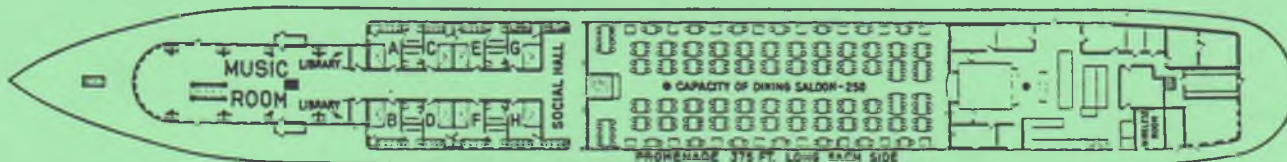
Longitudinal Sectional View of Tionesta, Juniata and Octorara. Length over all—361 feet.



DECK "A"—SUN DECK—No staterooms or parlors on this deck.



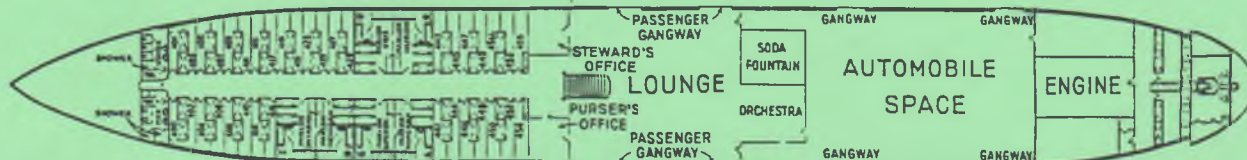
DECK "B"—PROMENADE DECK—Eight parlors de luxe en suite; also 28 two-berth outside staterooms (Nos. 200 to 229) and 28 two-berth corridor staterooms (Nos. 350 to 377)



DECK "C"—SALOON DECK—Eight parlors de luxe.



DECK "D"—BERTH DECK—Six parlors without bath, but equipped with lavatory; 47 outside staterooms (Nos. 1 to 48); 45 inside staterooms (Nos. 101 to 147)



DECK "E"—MAIN DECK—Twin bed parlors and bath, Ontario, Michigan, Niagara, Superior, Erie, Huron, and 36 two-berth outside rooms in the 400 series.

This comes from the 1933 sailing schedule of the Great Lakes Transit Corporation. OCTORARA was running the Lake Superior Division, with service from Buffalo to Duluth, via Cleveland, Detroit, Mackinac Island, the Soo and Houghton. TIONESTA and JUNIATA were running from Buffalo to "A Century of Progress", the World's Fair at Chicago, via Cleveland, Detroit, Mackinac Island and Milwaukee, in the company's Lake Michigan Division. OCTORARA left Buffalo every nine days; TIONESTA sailed from Buffalo on Wednesdays, JUNIATA on Sundays. Eastbound, JUNIATA sailed from Chicago on Wednesdays and TIONESTA on Saturdays. If only they still were running today...