
**BESSEMER and LAKE ERIE
RAILROAD COMPANY**

**MAIN LINE
AND BRANCHES**

**TIME TABLE
No. 81**

EFFECTIVE

MONDAY, APR. 30, 1934

At 12:01 A. M.

EASTERN STANDARD TIME

F. I. SNYDER, Vice Pres. and General Manager

A. D. CHITTENDEN, Supt. of Transportation

W. M. JOHNSON, General Superintendent

T. F. WILLIAMS, Asst. Superintendent

E. J. McGEARY, Asst. Superintendent

J. C. BAILEY, Asst. to Gen'l Supt.

Meadville to Linesville.....	20.6
YA to State Line.....	3.8
Allegh. Jct. to Argentine & return....	3.8
Lake Trade Jct. to Neco & return.....	2.6
Erico Jct. to Goff and return8
Erie Psgr. Station to Engine House....	1.25
GS to YA.....	53.7
YA to GS.....	53.4
XB to YA via Old Line.....	143.3
River Valley to North	
End of Nixon's Siding.....	1.1
KY to South Main St.....	4.6
KX to South Main St.....	2.4
Sand Plat to KO Tower.....	6.8
YA to Albion Yard Office.....	14.2
XG to NA.....	.9
GS to YA to XB via KO Line & PCO....	192.5

BLOCK STATIONS, TELEGRAPH CALLS, STATION NOS., DISTANCES, ETC. 1

Telegraph Calls	Day or Night Office	Block Stations	MAIN LINE	Distances from Erie Via Old Line	Capacity of Sidings in Cars of 40 ft. in Length	Station Numbers
			Wesleyville—N.Y.C. Yds.....	4.2		1
			Erie.....	00.0		0
F R D N			" W. U. Tel. Office.....			
C A Q			Cascade.....	2.2		2
D J D N			Dock Junction—N.Y.C.....	4.5		
			Esmer N.Y.C.& St.L.....	3.8		3
			Swanville.....	8.4		8
F N D			Fairview.....	11.1		11
W Q B			Wallace Junction.....	14.4	81	14
S Y D			Girard.....	15.5		15
			Platea.....	20.4		20
			NA Tower.....	23.5		
			Cranesville.....	23.8		24
			Albion Yard Office.....	24.1		
R A Q B			Albion.....	24.8		25
			RX Tower.....	25.1		
			Pennside.....	28.6		29
			Shadeland.....	31.3		31
B O D			Springboro.....	32.5		32
U K Q B			Conneautville.....	35.5		36
			Dicksonburg.....	39.6		40
			Harmonsburg.....	42.6		43
MD D N B			Meadville Junction.....	44.6	N70 S68	45
			Shermansville.....	46.1		47
WN D			Hartstown.....	51.5		52
A D D			Adamsville.....	54.3		55
K O D N B			KO Junction.....	57.0		59
			KX Tower.....	59.0		
A J D			Osgood.....	59.3		61
G V Q B			Greenville.....	62.9		64
D X D N			" Dispatchers' Office.....			
H F D			" Gen'l Superin't's Office.....			
G O D			" W. U. Tel. Office.....			
			" Shops.....	63.3		
X N D N B			Shenango.....	64.8		66
			Henlein Sand Track.....	63.8		G 68
K Y Q B			KY Tower.....	69.1		
			Kremis.....	69.9		71
D O D			Fredonia.....	73.6		74
C S D N B			Coolspring.....	76.5		77
			Rattlesnake.....	78.0		79
			Mercer Junction.....	80.2		81
			Mercer.....	81.1		82
			Knauff.....	81.9		B 82
			Houston Jct.....	80.8		83
			Pardoe.....	85.2		86
F I D N B			Filer.....	87.5		87
			Grove City.....	90.1	N117	91
G Z D			" W.U.Tel. Office.....			
			Reed.....	91.2		92
			HX Tower.....	96.1	N98	96
F Y D			Harrisville.....	96.2		97
			Mercer Lime & Stone Co.....	97.3		99
B R D N B			Branchton.....	98.9	N145S117	100
			UN Tower.....	99.5		
			Keisters.....	100.8		102
			Hallston.....	103.8		105
			Hallston Mine.....	104.2		M 105

2 BLOCK STATIONS, TELEGRAPH CALLS, STATION NOS., DISTANCES, ETC.

Telegraph Calls	Day or Night Office	Block Stations	MAIN LINE	Distances from Erie Via Old Line	Capacity of Sidings in Cars of 40 ft. in Length	Station Numbers
			Claytonia.....	105.2		106
			Grant No. 1 Mine.....	105.3		M 206
			Grant No. 2 Mine.....	106.3		108
U C	D		Euclid.....	107.9		109
			MY Tower.....	109.4		
Q	Q	B	Queen Junction.....	109.6	N104	110
			Jamisonville.....	111.7		113
			Oneida Coal Co. Mine.....	114.2		A 115
			Oneida.....	115.6		116
			Cosco No. 1 Mine.....	116.2		A 118
			Zenith No. 1 Mine.....	117.1		118
C N D N	B		Calvin.....	117.3	S99	117
			Butler Transfer.....	117.9		119
			Pittsburgh Junction.....	118.6		
			Butler Freight Station.....	119.0		120
B E D N			Butler.....	119.5		121
			“ W. U. Tel. Office.....			
			Lyndora.....	120.8		C 123
			Odell.....	122.7		124
			McBride.....	126.8		128
			BD Tower.....	127.1		129
			Rockdale.....	129.7		131
F E	Q	B	Houseville.....	134.3		135
B Y	Q	B	Ivywood.....	135.6		136
			Refractory.....	136.9		137
			Pennsylvania Brick Co.....	137.1		C 137
			Whitelaw Mine.....	137.3		M 137
			Sun Mine.....	138.1		138
			Bull Creek.....	138.1		A 138
			CO Tower.....	138.3		
			Cunningham.....	138.5		C 138
			Mutual No. 3 Mine.....	139.9		A 139
			Culmerville.....	140.0		139
			Francis Mine.....	141.1		140
C T	D		Curtisville.....	141.7		C 140
			Bairdford.....	145.5		B 142
			Berry Mine.....	145.8		C 142
			Monarch No. 2 Mine.....	142.6		142
S U	Q	B	SU Tower.....	142.6		
C G	D		Russellton.....	142.8		143
			Russellton No. 2 Mine.....	144.6		145
			Monarch No. 1 Mine.....	144.7		A 145
			Rural Ridge.....	145.4		146
			Deer Creek.....	146.6		147
			Indianola Mine.....	149.1		A 147
			Indianola.....	149.0		B 147
H E	Q	B	River Valley.....	148.2		148
			Jiles Sand Plant—C.&H.R.R.....	148.6		A 148
			Stewarts Siding— “.....	149.4		B 148
			Harwick Mine— “.....	152.0		149
			Murrays Sand Plant— “.....	152.4		A 149
			Blacks Run.....	149.1		150
			Bessemer Loam & Sand Co.....	149.9		B 150
			Unity Junction.....	152.6		153
X B D N	B		North Bessemer.....	152.9		
N B	D		“ “ Agent’s office.....	153.9		154
V S	D		Universal.....	154.9		157
			Gascola.....	155.9		C 157
			Hall.....	157.2		158
			Linhart.....	158.1		159

BLOCK STATIONS, TELEGRAPH CALLS, STATION NOS., DISTANCES, ETC. 3

Telegraph Calls	Day or Night Office	Block Stations	MAIN LINE	Distances from Erie Via Old Line	Capacity of Sidings in Cars of 40 ft. in Length	Station Numbers
			Newtown.....	159.2		160
			Turtle Creek.....	159.7		C 161
			East Pittsburgh.....	160.6		161
S H	D		“ “ U.R.R. Office.....	160.6		
			Bessemer.....	161.4		163
			South Duquesne.....	163.4		164
			Munhall.....	164.3		165
			Mifflin Jct.....			166
C B	D		Pittsburgh, General Office.....			
G	D N		“ W.U.Tel. Office.....			
			CONNEAUT BRANCH			
			Conneaut Harbor.....	37.2		C 9
			YA Tower.....	36.4		
			Conneaut.....	35.6		C 11
			Hewitts.....	31.6		C 15
			West Springfield.....	29.4		C 17
			Summerville.....	26.3		C 20
			XG Tower.....	23.7		
			NA Tower.....	23.5		
			M. C. L. & L. BRANCH			
			Meadville.....	60.2		M 61
X D	D		“ W.U.Tel. Office.....			
F C	D N	B	French Creek.....	56.8		M 57
			Mercer Pike.....	56.3		M 56
			Watsons Run.....	53.2	64	M 53
			West Vernon.....	50.5		M 51
K I	Q	B	Conneaut Lake.....	48.3	66	M 49
			Conneaut Lake Park.....	47.1		M 47
			Lynces Junction.....	46.0		M 46
M D	D N	B	Meadville Junction.....	44.6		45
			Shermansville.....	46.1		
P	D		Linesville.....	49.6		M 40
			HILLIARDS BRANCH			
			Hilliards.....	109.3		H 110
			Spring Valley Mine.....	108.3		E 109
			Keystone No. 5 Mine.....	110.2		L 109
			Argentine.....	109.7		S 110
			Hamilton No. 3 Mine.....	108.9		J 109
			Lake Trade Mine.....	110.0		K 109
			Ferris.....	107.4		H 108
			Butts Mine.....	108.0		G 106
			Martin Stone Quarry.....	107.7		J 106
			Goff.....	107.2		K 106
A N	D		Annandale.....	105.2		H 106
			Pgh. Limestone Co. Quarry.....	104.9		A 106
			Osbornes.....	102.5		H 103
			Nelsons Bridge Mine.....	101.8		M 103
			Nelsons.....	101.7		H 102
			Bovard.....	100.1		H 101
B R	D N	B	Branchton.....	98.9		100

NORTHWARD—BUTLER TO ERIE

STATIONS	FIRST CLASS			Distances Between Stations
	12	2		
	Daily Ex. Sunday	Daily Ex. Sunday		
	Passenger	Passenger		
	A. M.	P. M.		
BUTLER.....		5.11		
CALVIN.....		5.24		2.2
ONEIDA.....		F	5.27	1.7
QUEEN JCT.....		S	5.37	6.0
MY TOWER.....				.2
EUCLID.....		S	5.41	1.5
CLAYTONIA.....		S	5.47	2.7
HALLSTON.....		F	5.50	1.4
KEISTERS.....		F	5.54	3.0
UN TOWER.....			5.55	1.3
BRANCHTON.....		S	6.00	.6
HARRISVILLE.....		S	6.08	2.7
HX TOWER.....				.1
REED.....				4.9
GROVE CITY.....		S	6.20	1.1
FILER.....			6.23	2.6
PARDOE.....		S	6.28	2.3
MERCER JCT.....				5.0
MERCER.....		S	6.42	.9
MERCER JCT.....			6.47	.9
COOLSPRING.....			6.52	3.7
FREDONIA.....		S	6.57	2.9
KY TOWER.....			7.03	4.5
SHENANGO.....			7.10	4.3
GREENVILLE.....		A	7.16	1.9
OSGOOD.....	F		7.27	3.6
KO JCT.....			7.31	2.3
ADAMSVILLE.....	S		7.35	2.7
HARTSTOWN.....	S		7.40	2.8
SHERMANVILLE.....	S		7.50	5.4
MEADVILLE JCT.....	S		7.55	1.5
HARMONSBURG.....	S		7.59	2.0
DICKSONBURG.....	F		8.04	3.0
CONNEAUTVILLE.....	S		8.11	4.1
SPRINGBORO.....	S		8.17	3.0
SHADELAND.....	F		8.19	1.2
PENNSIDE.....	F		8.23	2.7
RX TOWER.....			8.28	3.5
ALBION.....	S		8.31	.3
CRANESVILLE.....	S		8.34	1.0
NA TOWER.....				.3
PLATEA.....	S		8.41	3.1
GIRARD.....	S		8.50	4.9
WALLACE JCT.....	A		8.51	1.1
CASCADE.....			9.13	12.2
ERIE.....	A		9.25	2.2
		A. M.	P. M.	
		12	2	

STATIONS	FIRST CLASS		Distances Between Stations
	1	13	
	Daily Ex. Sunday	Daily Ex. Sunday	
	Passenger	Passenger	
	A. M.	P. M.	
ERIE.....		3.20	
CASCADE.....		A 3.33	2.2
WALLACE JCT.....		3.54	12.2
GIRARD.....		S 3.57	1.1
PLATEA.....		S 4.06	4.9
NA TOWER.....			3.1
CRANESVILLE.....		S 4.12	.3
ALBION.....		S 4.15	1.0
RX TOWER.....		4.16	.3
PENNSIDE.....		F 4.22	3.5
SHADELAND.....		F 4.26	2.7
SPRINGBORO.....		S 4.29	1.2
CONNEAUTVILLE.....		S 4.35	3.0
DICKSONBURG.....		F 4.41	4.1
HARMONSBURG.....		F 4.47	3.0
MEADVILLE JCT.....		S 4.50	2.0
SHERMANSVILLE.....		S 4.55	1.5
HARTSTOWN.....		S 5.03	5.4
ADAMSVILLE.....		S 5.08	2.8
KO JCT.....		5.13	2.7
OSGOOD.....		F 5.17	2.3
GREENVILLE.....	7.00	A 5.25	3.6
SHENANGO.....	7.06		1.9
KY TOWER.....	7.13		4.3
FREDONIA.....	S 7.19		4.5
COOLSPRING.....	7.23		2.9
MERCER JCT.....			3.7
MERCER.....	S 7.32		.9
MERCER JCT.....	7.37		.9
PARDOE.....	S 7.44		5.0
FILER.....	7.48		2.3
GROVE CITY.....	S 7.53		2.6
REED.....			1.1
HX TOWER.....			4.9
HARRISVILLE.....	S 8.05		.1
BRANCHTON.....	S 8.11		2.7
UN TOWER.....	8.13		.6
KEISTERS.....	S 8.16		1.3
HALLSTON.....	F 8.20		3.0
CLAYTONIA.....	S 8.24		1.4
EUCLID.....	S 8.30		2.7
MY TOWER.....			1.5
QUEEN JCT.....	S 8.34		.2
ONEIDA.....	F 8.42		6.0
CALVIN.....	8.43		1.7
BUTLER.....	S 9.02		2.2
	A. M.	P. M.	
	1	13	

NORTHWARD—EAST PITTSBURGH TO BUTLER

STATIONS	FIRST CLASS			Distances Between Stations
	44	2		
	Daily Ex. Sunday	Daily Ex. Sunday		
	Passenger	Passenger		
	A. M.	P. M.		
EAST PGH..... URR		7.16	3.30	
TURTLE CREEK.. "	F	7.18	S 3.33	.9
NEWTOWN..... "	F	7.20	S 3.36	.5
LINHART..... "	F	7.23	S 3.39	1.1
HALL..... "	S	7.26	S 3.43	.9
GASCOLA..... "	F	7.28	S 3.46	1.3
UNIVERSAL..... "	S	7.30	S 3.49	1.0
NORTH BESSEMER.....	A	7.37	S 4.00	2.0
UNITY JCT.....			F 4.02	.3
RIVER VALLEY.....			S 4.12	4.4
RURAL RIDGE.....		Will not	F 4.16	2.8
RUSSELLTON.....		run	S 4.21	2.6
SU TOWER.....		June 1 to	S 4.22	.2
CURTISVILLE.....		Aug. 31	S 4.25	.9
CULMERVILLE.....		Inclusive	F 4.28	1.7
CUNNINGHAM.....			F 4.31	1.5
IVYWOOD.....			S 4.37	2.9
HOUSEVILLE.....			4.40	1.3
ROCKDALE.....			F 4.51	4.6
BD TOWER.....			4.55	2.7
BUTLER.....			S 5.11	7.5
		A. M.	P. M.	
		44	2	

M., C. L. & L. BRH—NORTHWARD—MEADVILLE JCT. TO MEADVILLE

STATIONS	SECOND CLASS			Distances Between Stations
	202			
	Daily Ex. Sunday			
	Mixed			
	A. M.			
MEADVILLE JCT.....		9.00		
LYNCES JCT.....		9.05		1.4
CONN'T LAKE PARK.....	S	9.10		1.1
LYNCES JCT.....		9.15	First trip of 202 to Conneaut Lake Park, May 28. Last trip, Sept. 8.	1.1
CONNEAUT LAKE.....	S	9.30		2.3
MERCER PIKE.....	F	9.50		8.0
FRENCH CREEK.....		9.53		.5
MEADVILLE.....	A	10.05		3.4
		A. M.		
		202		

SOUTHWARD—BUTLER TO EAST PITTSBURGH

STATIONS	FIRST CLASS		Distances Between Stations
	43	1	
	Daily Ex. Sunday	Daily Ex. Sunday	
	Passenger	Passenger	
	A. M.	A. M.	
BUTLER.....		9.02	
BD TOWER.....		9.13	7.5
ROCKDALE.....	Will not	F 9.17	2.7
HOUSEVILLE.....	run	9.24	4.6
IVYWOOD.....	June 1 to	F 9.27	1.3
CUNNINGHAM.....	Aug. 31	F 9.32	2.9
CULMERVILLE.....	inclusive	F 9.35	1.5
CURTISVILLE.....		S 9.38	1.7
SU TOWER.....		9.39	.9
RUSSELLTON.....		S 9.42	.2
RURAL RIDGE.....		F 9.45	2.6
RIVER VALLEY.....		S 9.49	2.8
UNITY JCT.....		F 9.55	4.4
NORTH BESSEMER.....	6.29	S 10.00	.3
UNIVERSAL.....	URR S 6.38	S 10.08	2.0
GASCOLA.....	" S 6.42	S 10.11	1.0
HALL.....	" S 6.46	F 10.14	1.3
LINHART.....	" S 6.49	F 10.18	.9
NEWTOWN.....	" S 6.53	F 10.21	1.1
TURTLE CREEK.....	" S 6.56	S 10.24	.5
EAST PGH.....	" A 7.00	A 10.28	.9
	A. M.	A. M.	
	43	1	

M., C. L. & L. BRH—SOUTHWARD—MEADVILLE TO MEADVILLE JCT.

STATIONS	SECOND CLASS		Distances Between Stations
	203		
	Daily Ex. Sunday		
	Mixed		
	A. M.		
MEADVILLE.....	11.10		
FRENCH CREEK.....	11.18		3.4
MERCER PIKE.....	F 11.20		.5
CONNEAUT LAKE.....	S 11.40		8.0
LYNCES JCT.....			2.3
CONN'T LAKE PARK.....			1.1
LYNCES JCT.....	11.47		1.1
MEADVILLE JCT.....	A 11.50		1.4
	A. M.		
	203		

8 HILLIARDS BRANCH—NORTHWARD—BRANCHTON TO HILLIARDS

STATIONS	SECOND CLASS			Distances Between Stations
	62			
	Daily Ex. Sunday			
	Passenger			
	P. M.			
BRANCHTON.....	6.01			
BOVARD.....	F 6.07			1.2
NELSONS.....	F 6.11			1.6
OSBORNES.....	F 6.14			.8
ANNANDALE.....	S 6.20			2.7
HILLIARDS.....	A 6.45			4.1
	P. M.			
	62			

HILLIARDS BRANCH—SOUTHWARD—HILLIARDS TO BRANCHTON

STATIONS	SECOND CLASS			Distances Between Stations
	61			
	Daily Ex. Sunday			
	Passenger			
	A. M.			
HILLIARDS.....	7.30			
ANNANDALE.....	S 7.45			4.1
OSBORNES.....	F 7.52			2.7
NELSONS.....	F 7.55			.8
BOVARD.....	F 7.59			1.6
BRANCHTON.....	A 8.06			1.2
	A. M.			
	61			

SPECIAL INSTRUCTIONS

1—On single track, northward trains are superior by direction to southward trains of the same class.

2—First class trains must proceed through yard limits as through an occupied block.

3—Southward first class trains must approach switch to northward running track at RX Tower expecting to find northward trains and engines crossing from double track to northward running track unprotected.

4—Extra trains may pass and run ahead of M., C. L. & L. Branch second class trains.

5—Extra trains in either direction will use K-O line between KO Junction and KY Tower, unless an old line movement is indicated by the words "via old line" in train order.

6—Southward extra trains will use Porter Cutoff between Coolspring and Filer unless an old line movement is indicated by the words "via old line" in train order.

Northward extra trains will use old line between Filer and Coolspring unless a cutoff movement is indicated by the words "via Porter Cutoff" in train order.

MOVEMENT BY STAFF SYSTEM

7—No train or engine will enter the Mercer, Bairdford or Indianola Branches without the staff, or train order to do so, unless protected in both directions as prescribed by Rule 99.

A staff lettered "Mercer Branch Staff" is located in a box at switch leading to Mercer Branch at Mercer Junction. The possession of this staff by engineman will authorize a movement from Mercer Junction to Mercer and return.

Main track switch at Mercer Junction may be left open while first class trains are using Mercer Branch.

A staff lettered "Bairdford Branch Staff" is located in a box at the north end of west storage track at Curtisville. The possession of this staff by engineman will authorize a movement from Bairdford junction switch to Bairdford and return. The junction switch must be left in normal position, which is for the Bairdford Branch.

A staff lettered "Indianola Branch Staff" is located in a box at the junction switch leading to Indianola Branch. The possession of this staff by engineman will authorize a movement from Deer Creek to Indianola and return.

Staff boxes must be kept locked.

DOUBLE TRACK

8—Double tracks are installed as follows: Between RX Tower and KO Junction, Greenville and Shenango, KY Tower and Coolspring, Filer and North Bessemer.

HOME BLOCK SIGNALS WITH MORE THAN ONE ARM

9—Albion.

Upper arms govern main track movements.

Lower arm governs movements from southward running track.

French Creek.

Upper arms govern movements to and from Meadville.

Lower arm governs movements from Erie R. R.

Meadville Junction.

Upper arms govern main line movements.

Lower arms govern movements to and from M., C. L. & L. Branch.

KY Tower.

Upper arms govern old line movements.

Lower arms govern movements to and from K-O line.

Coolspring.

Upper arms govern old line movements.

Lower arms govern movements to and from Porter Cut-off and against current of traffic to southward track.

Filer.

Upper arms govern old line movements.

Lower arms govern movements to and from Porter Cut-off.

Branchton.

Upper arms govern main line movements.

Lower arm governs movements to Hilliards Branch.

TRAIN ORDERS AND BLOCK STATIONS

10—At Shermansville, movements to and from M., C. L. & L. Branch will be governed by Clearance Form (A) authorized by operator at Meadville Junction.

At Greenville, enginemen of southward trains must see home block signal change from stop to proceed, but will not give signals as prescribed by General Rule 14 (j) and 14 (g).

Block stations designated by letter "Q" are open as follows:

Wallace Junction, 8.00 a. m. to 4.00 p. m. and 5.00 p. m. to 1.00 a. m.

Albion, 5.00 a. m. to 1.00 p. m. and 2.00 p. m. to 10.00 p. m.

Conneautville, except Sunday, 7.00 a. m. to 5.00 p. m.

Greenville, 6.50 a. m. to 2.50 p. m.

KY Tower, 6.00 a. m. to 2.00 p. m. and 5.00 p. m. to 1.00 a. m.

Queen Junction, 11.00 p. m. to 3.00 p. m., except Sunday, 7.00 a. m. to 3.00 p. m. and 11.00 p. m., Sunday, to 7.00 a. m. Monday.

Houseville, 3.00 p. m. to 7.00 a. m.

Ivywood, except Sunday, 7.00 a. m. to 3.00 p. m.

SU Tower, 8.30 a. m. to 12.30 a. m., except 8.30 a. m., Sunday, to 12.30 a. m., Monday.

River Valley, except Sunday, 8.00 a. m. to 12.00 noon and 1.00 p. m. to 5.00 p. m., and will remain an interlocking station during hours closed as a block station.

Conneaut Lake, except Sunday, 8.00 a. m. to 4.00 p. m.

Lights on home block signals will not be displayed when operator is not on duty.

OPERATORS AND SWITCH TENDERS TO ATTEND CERTAIN SWITCHES

11—Trains must approach switches handled by operators or switch tenders prepared to stop if switches are not in correct position. The receipt of a proceed hand signal from operator or switch tender when given with a red flag during the day and a red light at night will be authority for trains to proceed at normal speed.

At ends of double track, operator will handle the switch for all trains.

At Cascade, operator will handle switch at intersection of B. & L. E. R. R. main track with N. Y. C. & St. L. R. R. siding for northward trains and will close it for southward trains.

At Wallace Junction, operator will handle switch to No. 1 track for Nos. 12 and 13.

At Albion, operator will handle the switch at end of double track and switches to running tracks at RX Tower.

At Meadville Junction, operator will handle junction switch of southward main line and M., C. L. & L. Branch and switches of connection between northward main line and M., C. L. & L. Branch.

At KY Tower, operator will handle the junction switch of K-O and old line tracks and cross-over switches.

At Coolspring, operator will handle the junction switch of Porter Cutoff and old line and cross-over switches.

At Filer, operator will handle the junction switch of Porter Cutoff and old line and cross-over switches.

For switching movements, yard and road crews are not relieved of attending switches to be handled by operators or switch tenders.

LOCATION OF YARDS

12—Erie. Wallace Junction. Albion. Meadville Junction. KO Junction. Shenango. Kremis. Branchton. Butler. Curtisville. North Bessemer. Conneaut Harbor. Meadville. Linesville. Hilliards. Annandale.

LOCATION OF REGISTER BOOKS

13—Regular trains will register at Erie, Cascade, Wallace Junction, Albion, Greenville, Branchton, Calvin and North Bessemer.

The register of first class trains will be transmitted by a clerk at Albion to Albion Yard Office to be entered in register book.

The register of first class trains will be transmitted by the operator at Greenville to Greenville Shops, to be entered in register book.

Regular trains will register at French Creek. Operator will transmit register through Operator at Buchanan to Chief Caller's Office, Engine Dispatcher's Office and Westward Yard Office, Meadville, to be entered in register book for examination by Erie R. R. crews.

When there is an operator on duty, inferior trains may proceed on time of overdue first-class trains moving in same direction, at Meadville Junction, KO Junction, Greenville, Shenango, KY Tower, Coolspring, Filer, Branchton or Calvin, unless notified by operator that the first-class trains have not departed.

LOCATION OF STANDARD CLOCKS

14—Erie. Erie Yard Office. Albion Yard Office. Albion. Greenville Shops. Branchton. Calvin. North Bessemer.

LOCATION OF BULLETIN BOARDS

15—Erie. Erie Yard Office. Albion Yard Office. Albion. Greenville Shops. Shenango for Erie R. R. crews. Branchton. Calvin. North Bessemer. Chief Caller's Office, Engine Dispatcher's Office and Westward yard office, Meadville, for Erie R. R. crews.

SPEED RESTRICTIONS*

* Speed restrictions on street crossings apply only to engines. Other restrictions apply to entire train, except where only engines are specified.

Passenger Trains.

16—Maximum speed on main lines north of Butler and on Conneaut Branch, fifty-five miles an hour; on main line south of Butler and on M., C. L. & L. Branch, forty-five miles an hour; on Hilliards Branch, thirty-five miles an hour, and on Allegheny Branch, thirty miles an hour.

Fifteen miles an hour between station and engine house at Erie.

Ten miles an hour on Main St. crossing, Girard.

Twenty-five miles an hour on first curve north of Elk Creek bridge.

Ten miles an hour between station and Mercer St. at Meadville.

Thirty miles an hour between West Union and Lynces Junction, except on reverse curve south of West Vernon, for Erie R. R. trains.

Twenty miles an hour on reverse curve south of West Vernon.

Thirty-five miles an hour between first road crossing north of Osgood and Williamson's Road, one and one-half miles south of Osgood.

Thirty miles an hour on Osgood viaduct.

Twenty miles an hour on first curve north of bridge No. 40, Greenville.

Ten miles an hour on Shenango, Main, Clinton and State Street crossings, Greenville.

Twenty-five miles an hour through old cross-over, Mercer Jct.

Fifteen miles an hour on P. R. R. crossing at Houston Junction.

Twenty miles an hour on Broad St. crossing, Grove City.

Thirty miles an hour at Branchton coal tipple in dry weather.

Twenty miles an hour on all street crossings within the city limits of Butler.

Thirty miles an hour on Allegheny River bridge.

Twenty miles an hour at ends of double track and through all switches, except twenty-five miles an hour through trailing cross-over at Coolspring.

Freight Trains.

17—Maximum speed on main lines and Conneaut and M., C. L. & L. Branches, thirty-five miles an hour, except for C2 class engines, forty miles an hour, and for Erie R. R. trains between Meadville Junction and KO Junction, forty-five miles an hour; on Hilliards Branch, twenty miles an hour.

Fifteen miles an hour between station and engine house at Erie.

Ten miles an hour on Main St. crossing, Girard.

Twelve miles an hour for C3 or C4 class engines on Elk Creek bridge.

Twenty miles an hour on first curve north of Elk Creek bridge.

Ten miles an hour at Conneaut Harbor pulling from yard into northward main track.

Twenty miles an hour on Hogback curve, south of Conneaut, for D1, D2 or H1 class engines.

Ten miles an hour between station and Mercer St. at Meadville. Fifteen miles an hour on Valonia Branch.

Twenty-five miles an hour between West Union and Lynces Junction for D1, D2, H1 or Erie R. R. class R or heavier engines. Thirty miles an hour for lighter class engines, except on reverse curve south of West Vernon.

Twenty miles an hour on reverse curve south of West Vernon.

Twenty-five miles an hour between first road crossing north of Osgood and Williamson's Road, one and one half miles south of Osgood.

Twenty miles an hour on Osgood viaduct.

Twenty miles an hour on first curve north of bridge No. 40, Greenville.

Ten miles an hour on Shenango, Main, Clinton and State Street crossings, Greenville.

Twenty-five miles an hour through old cross-over at Mercer Junction.

Fifteen miles an hour on P. R. R. crossing at Houston Jet.

Twenty miles an hour on Broad street crossing, Grove City, except those that require momentum to avoid stalling, or those that the use of automatic air brakes would likely result in train parting if not brought to a stop.

Twenty miles an hour for C3, C4, D1, D2 or H1 class engines between Branchton and water tank at Goff-Kirby Junction.

Fifteen miles an hour on southward track on bridge north of Center Ave., Butler, and bridge north of Standard Junction for D1, D2 or H1 class engines.

Twenty miles an hour on all street crossings within the city limits of Butler.

Twenty miles an hour on Taylor trestle on Bairdford Branch.

Fifteen miles an hour on Deer Creek Branch, except between Indianola and highway crossing 2360 ft. from Deer Creek, twenty-five miles an hour.

Twenty miles an hour on Cheswick & Harmar R. R., except between switch-back north of Harwick mine and junction with Pennsylvania R. R., ten miles an hour.

Fifteen miles an hour on Allegheny River Bridge.

Twelve miles an hour on both tracks on Plum Creek viaduct.

Twelve miles an hour at ends of double track and through all switches, except fifteen miles an hour through facing and twenty-five miles an hour through trailing cross-over at Coolspring.

Twenty-five miles an hour with wrecking crane A25.

Engines Running Backward.

18—Twenty miles an hour, and on curves or at any point where track for any reason is not in good condition, fifteen miles an hour.

Freight Engines Running Light or Hauling Passenger Trains.

19—S2 or S3 class engines twenty miles an hour and C2 class engines forty miles an hour on main line and Conneaut Branch and thirty miles an hour on M., C. L. & L. and Hilliards Branches.

C3, C4, D1, D2 or H1 class engines will be governed by Special Instruction No. 17 on main line and branches.

MISCELLANEOUS

20—The following obstructions will not clear a man on top of a box car, on top of a full tender of coal nor on top of the deck of a trainman's cab on D1, D2 or H1 class engines: N. Y. C. R. R. bridges at Erie, YA Tower and Osgood; two bridges north of Platea; bridge north of Watsons Run; Branchton coal tipple; second bridge north of Euclid on northward track; bridge over Pennsylvania R. R. interchange tracks at Butler.

21—The Valonia Branch is OK for C2 class engines and for cars which do not exceed 169,000 lbs. in gross weight.

C2 class engines must not use Foundry track at Penn-Meade Iron Co., Meadville.

22—D1, D2 or H1 class engines may run between Conneaut Harbor and North Bessemer. They may be run between French Creek and Linesville including tracks between Lynces Junction and Conneaut Lake Park and on Deer Creek Branch, except on the empty track from tipple to a point 500 feet south. They may be turned on wye at North Bessemer, Branchton, Kremis, KO Junction, Meadville Junction, Albion, Conneaut Junction and new wye at Conneaut Harbor. They cannot be turned on the old wye at YA Tower nor Grove City. They cannot use the dead rails on scales, except No. 2 and No. 4 scales at Conneaut Harbor and scale at Queen Junction, the lap ladder switches at the north end of repair yard at Albion, the lead to tracks 21 to 27 at south end of Greenville shops yard, nor the cross-over from out-bound track to coach track at North Bessemer.

C3, C4, D1, D2 or H1 class engines may be run on Hilliards Branch between Branchton and water tank at Goff-Kirby Junction and on Bairdford Branch. C3 or C4 class engines may use all tracks at Osbornes.

D1, D2 or H1 class engines must not run on bridge No. 4 on track leading to Car Works at Standard Junction.

23—Clearance is very close between interchange track No. 2 and Pennsylvania R. R. storage track at Shenango. D1, D2 or H1 class engines must not use either of these tracks when there are cars on the other track.

24—D1, D2 or H1 class engines must not pass station at Mercer account close clearance.

25—Tracks north of Sassafras St., Erie, except main track, must not be used by other than six-wheel switch engines. C3 or C4 class engines must not go north of this street on main track nor use any track at engine house except turntable track.

26—Engines must not use trestle to Albion tipple. Ten miles an hour is maximum speed for switching movements on this trestle.

28—H1 class engines must not use the house track at Os-good.

29—Consolidation engines must not use oil house track at Greenville.

30—The track leading to Mathers Mill at Greenville must not be used by other than six-wheel switch engines.

31—Engines using Walters Mill track, Butler, must not go beyond sign at north end of trestle. This trestle is OK for cars which do not exceed 169,000 lbs. gross weight.

32—Engines heavier than C2 class must not run on bridge over highway at Cunningham on Bull Creek fill.

33—H1 class engines must be separated at least twenty car lengths over Plum Creek viaduct on southward track.

34—Engines heavier than C2 class must not use C. & H. R. R.

35—In clear weather, the pusher engine may be cut off from head end at Harmonsburg or couple to rear end at any point, while train is in motion.

36—When freight trains are overtaken while doing work they must allow following trains to pass without delay.

37—Retainers in high pressure position must be used between KY Tower and Shenango by trains of make-up given below:

Kind of Cars	Maximum No. Cars	No. Retainers
5 loads or less	135.....	0
6 to 80 loads	125.....	0
81 to 90 loads	125.....	12
91 to 100 loads	125.....	18
101 to 110 loads	125.....	24
111 to 125 loads	125.....	30

38—At Meadville Junction, all trains must stop not less than 200 feet nor farther than 800 feet from the crossing of M., C. L. & L. Branch and the main line tracks.

39—At the Pennsylvania R. R. crossing, Houston Junction, when the position of the target is vertical (|), the route is clear for B. & L. E. R. R. trains to cross; when horizontal (—), the route is clear for Pennsylvania R. R. trains to cross; when diagonal (/), no train or engine will be allowed to cross. All trains must approach the crossing under control, and proceed only as the way is seen to be clear.

40—At Blacks Run, a one-arm automatic signal controls use of block to River Valley.

Trains must not pass this signal when it indicates stop, except by permission of the operator at River Valley. Northward trains moving against the current of traffic must not pass Blacks Run without permission from the operator at River Valley, unless a clear track indication was received at North Bessemer. This permission must be obtained by the conductor or engineman by telephone. If River Valley is closed, permission must be secured from train dispatcher.

41—Movements of B. & L. E. R. R. engines are superior to those of the Pennsylvania R. R. engines on C. & H. R. R. between coal tipple and River Valley. Movements of Penn-

sylvania R. R. engines are superior to those of B. & L. E. R. R. engines between coal tipple and junction of C. & H. R. R. and Pennsylvania R. R. tracks. When using tracks on which the movement is inferior, engines of either company must be protected by flagman except as follows:

A two-position signal is located 540 feet south of switch to south end of mine yard. This signal will be operated by B. & L. E. R. R. crews, and when placed in diagonal (/) position movements of B. & L. E. R. R. engines may be made between coal tipple and the signal without flag protection if track is clear of Pennsylvania R. R. engines. The signal must be returned to vertical (|) position as soon as the movement is completed.

42—Movements on the running tracks between XG Tower and RX Tower against the specified direction must be made under protection only, except on southward running track between Yard Office and RX Tower.

Switches leading from these tracks must be left in normal position after being used, except the lead track switches from northward track at north and south ends of B yard and the lead track switches from southward track at north and south ends of A yard.

Any northward running track or cross-over switch at north end of B yard which is used in a movement to XG Tower on northward running track, need not be left in normal position.

All southward movements on southward running track will be governed by a light signal located 800 feet north of subway. When a white light is displayed it indicates proceed. The absence of a light indicates stop. If signal is out of order, a proceed signal will be given at yard office with a red flag by day and a red light by night.

43—Cars occupied by workmen must be hauled in rear of train when practicable.

44—Trains required to collect pouches from mail cranes will, when running on other than their regular track, stop to exchange mail.

45—All movements over Cranberry Street on Car Works' track at all times, and over all other streets, Erie, between 7.00 a. m. and 7.00 p. m.; over all streets between 1.00 p. m. and 2.00 p. m. and between 5.15 p. m. and 8.15 a. m. Albion; over Beaver Street, Springboro, on mill track; over Mercer, Poplar, Pine and Mead Streets, Meadville; over public highways on Fisher track, Butler Transfer; over Center Avenue, Butler, when signals are cut out, and on Francis Mine track, must be preceded by a flagman.

All movements over all streets in Erie between 7.00 p. m. and 7.00 a. m. must be made at very slow speed and with both engineman and fireman keeping close watch ahead.

46—The statutes of Pennsylvania and Ohio make it unlawful for any railroad company to block the passage of any public or private crossing or streets or to obstruct any such crossing with locomotives or cars. Cars or locomotives must not be allowed to remain upon such crossings or within thirty-five feet of the center of same. Employes who disobey this rule will be held personally responsible for the action which may be brought as a result of the laws referred to.

47—A telephone in train dispatcher's circuit is installed at

State Line	Reed
West Springfield	Carter
Wallace Junction	HX Tower
Platea	UN Tower
Conneaut Junction	Hilliards
NA Tower	Allegheny Junction
Springboro	Goff-Kirby Junction
Conneautville	A106 Junction
Dicksonburg	Keisters
Harmonsburg	Claytonia
Watsons Run	Euclid
Conneaut Lake	MY Tower
Lynces Junction	Calvin
Meadville Junction	Butler
Shermansville	Standard Junction
Hartstown	Odell
Adamsville	BD Tower
KO Junction	Rockdale
Osgood	Houseville
Henlein Sand Track	Ivywood
KY Tower	Refractory
Fredonia	Junction of Sun Coal Co.'s track
Coolspring	Culmerville
Rattlesnake	Junction of Francis Mine track
Mercer Junction	Bairdford Junction
Mercer	SU Tower
Houston Junction	Russellton No. 2 cross-over
Cornell Viaduct	Deer Creek
Kimble Viaduct	C&H RR Junction
Filer	River Valley
Setoff track and south end northward siding at Grove City.	Blacks Run

The push button of telephone is to be pressed in while talking, released while listening. Doors of iron boxes and wooden booths must be locked when through using telephone.

48—Mileage via K-O line, KO Junction to KY Tower, is 3.1 miles less than that via old line.

Mileage between Shermsville and Hartstown is for southward track. For northward track add .3 mile.

Mileage via Porter Cutoff, Coolspring to Filer, is .9 mile less than that via old line.

49—No. 1's connection on B. & O. R. R. arrives Pittsburgh at 11.05 a. m., and No. 2's connection leaves there at 3.20 p. m.

50—Sherwin is a Saturday flag stop for No. 1 at 8.26 a. m. and No. 2 at 5.44 p. m.

W. A. SKELLIE, Train Master

E. V. PROCTOR, Asst. Train Master

J. C. KENDIG, Assistant Train Master

J. O. JONES, Supervising Agent

F. J. CLAVIN, Chief Train Dispatcher

ENGINE RATING

ENGINE CLASS	Rating	NORTHWARD			
		N. Bessemer to Branchton	Branchton to HX Tower	HX Tower to Mercer Jct.	Mercer Jct. to Kremis
C 2 A	A	1775	1450	2750	2100
	B	1650	1350	2550	1950
	C	1475	1200	2275	1750
	D	1250	1025	1925	1475
C 2 B C 2 C C 2 D	A	1875	1550	2925	2200
	B	1750	1425	2725	2050
	C	1550	1275	2425	1825
	D	1300	1075	2050	1525
C 3	A	2500	2075	3900	2950
	B	2325	1925	3625	2750
C 4	C	2075	1725	3225	2450
	D	1750	1450	2725	2050
D 2	A	3125	2575	4850	3675
	B	2900	2400	4525	3425
	C	2600	2125	4050	3050
	D	2175	1800	3400	2575
D 1	A	3500	2900	5475	4150
	B	3250	2700	5100	3850
	C	2900	2400	4550	3450
	D	2450	2025	3825	2900
H 1	A	4475	3725	7075	5300
	B	4150	3450	6575	4925
	C	3700	3100	5875	4400
	D	3125	2600	4950	3700
Resistance in tons per car		7	6	11	8

The ratings for through freight locomotives are given in tons. In computing the tonnage the resistance figure given is to be added to the total weight of each car. For dead engines the resistance figure should be added to three times the weight of engine and tender.

NORTHWARD					
Kremis to KO Jct. via KO Line and Kremis to Shenango	Shenango to KO Jct.	KO Jct. to Mead. Junction	Mead. Jct. to Conn. Harb.	Albion to Erie	Mead. Jct. to Meadville
5500	2375	2975	5500	3950	1225
5100	2200	2750	5100	3675	1125
4550	1975	2450	4550	3275	1000
3850	1650	2075	3850	2775	850
5900	2500	3100	5900	4100	1300
5500	2325	2875	5500	3800	1200
4900	2075	2575	4900	3400	1075
4125	1750	2175	4125	2875	900
7800	3350	4175	7800	5525	1750
7250	3125	3875	7250	5125	1625
6475	2775	3450	6475	4575	1450
5450	2350	2925	5450	3850	1225
9800	4150	5200	9800		2150
9100	3850	4825	9100		2000
8125	3450	4300	8125		1775
6850	2900	3650	6850		1500
10900	4700	5850	10900		2450
10100	4375	5450	10100		2275
9050	3900	4850	9050		2025
7625	3300	4100	7625		1700
14200	6000	7500	14200		3125
13200	5575	6975	13200		2900
11800	4975	6225	11800		2600
9900	4200	5250	9900		2175
23	9	11	23	15	5

When the weight of lading in cars is not shown on bills, merchandise cars will be estimated at 8 tons and other cars in accordance with kinds and amount of lading. Empty cars of 50 tons or less capacity will be rated at 20 tons, 70-ton cars at 27 tons and 90-ton cars or greater capacity at 30 tons.

ENGINE RATING

ENGINE CLASS	Rating	SOUTHWARD			
		Erie to Cascade and Meadville to Mead. Jct.	Cascade to Wall. Jct.	Wall. Jct. to Albion and Conn. Harb. to State Line	State Line to Albion
S 3 A	A	1450	2575	1825	1800
C 2 A	A	1450	2575	1450	2000
	B	1350	2400	1350	1850
	C	1200	2125	1200	1650
	D	1025	1800	1025	1400
C 2 B C 2 C C 2 D	A	1550	2700	1550	2100
	B	1425	2500	1425	1950
	C	1275	2250	1275	1750
	D	1075	1900	1075	1475
C 3 C 4	A	2075	3600	2075	2775
	B	1925	3350	1925	2575
	C	1725	3000	1725	2300
	D	1450	2525	1450	1950
D 2	A	2575	3550	2575	3500
	B	2400	3250	2400	3250
	C	2125	2950	2125	2900
	D	1800	2650	1800	2450
D 1	A	2900	3850	2900	3925
	B	2700	3650	2700	3650
	C	2400	3250	2400	3250
	D	2025	2850	2025	2750
H 1	A	3725	4750	3725	5075
	B	3450	4350	3450	4700
	C	3100	3950	3100	4200
	D	2600	3450	2600	3550
Resistance in tons per car		6	10	6	8

A rating is to be hauled when temperature is 35 degrees or above; B rating from 34 degrees to 20 degrees; C rating from 19 degrees to zero, and D rating below zero.

When engines cannot haul full rating, enginemen must advise by message what tonnage can be handled.

SOUTHWARD				
Albion to KO Jct. or Shenango	KO Jct. to Kremis	Shenango to Kremis	Kremis to HX Tower	HX Tower to N. Bessemer
2575	2250	1025	1775	2200
2400	2075	950	1650	2050
2125	1850	850	1475	1825
1800	1575	700	1250	1525
2700	2350	1100	1875	2300
2500	2175	1025	1750	2125
2250	1950	925	1550	1900
1900	1650	775	1300	1600
3600	3150	1475	2500	3050
3350	2925	1375	2325	2825
3000	2600	1225	2075	2525
2525	2200	1025	1750	2125
4525	3925	1850	3125	3800
4200	3650	1700	2900	3535
3750	3250	1525	2600	3150
3150	2750	1300	2175	2650
5050	4425	2050	3500	4225
4700	4100	1900	3250	3925
4200	3675	1700	2900	3500
3525	3100	1425	2450	2950
6525	5700	2625	4475	5450
6050	5300	2450	4150	5050
5400	4725	2175	3700	4525
4550	4000	1825	3125	3800
10	9	5	7	9

The Branchton to HX Tower rating will be used for trains leaving North Bessemer unless the tonnage above HX Tower rating is made up of Butler or Branchton cars.

Southward trains will fill to full rating at Branchton and Calvin. 150 cars is the maximum number for a train.

SPEED TABLE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
1.00	60.00	1.52	32.14	2.44	21.95	3.36	16.66
1.01	59.02	1.53	31.86	2.45	21.82	3.37	16.59
1.02	58.06	1.54	31.58	2.46	21.69	3.38	16.51
1.03	57.14	1.55	31.30	2.47	21.56	3.39	16.43
1.04	56.25	1.56	31.03	2.48	21.43	3.40	16.39
1.05	55.38	1.57	30.77	2.49	21.30	3.41	16.29
1.06	54.55	1.58	30.51	2.50	21.17	3.42	16.22
1.07	53.73	1.59	30.25	2.51	21.05	3.43	16.14
1.08	52.94	2.00	30.00	2.52	20.93	3.44	16.07
1.09	52.17	2.01	29.75	2.53	20.81	3.45	16.00
1.10	51.43	2.02	29.50	2.54	20.69	3.46	15.93
1.11	50.70	2.03	29.27	2.55	20.57	3.47	15.86
1.12	50.00	2.04	29.03	2.56	20.45	3.48	15.79
1.13	49.31	2.05	28.80	2.57	20.34	3.49	15.72
1.14	48.65	2.06	28.57	2.58	20.22	3.50	15.65
1.15	48.00	2.07	28.34	2.59	20.11	3.51	15.58
1.16	47.37	2.08	28.12	3.00	20.00	3.52	15.51
1.17	46.74	2.09	27.91	3.01	19.89	3.53	15.45
1.18	46.15	2.10	27.69	3.02	19.78	3.54	15.38
1.19	45.57	2.11	27.48	3.03	19.67	3.55	15.32
1.20	45.00	2.12	27.27	3.04	19.56	3.56	15.25
1.21	44.44	2.13	27.09	3.05	19.46	3.57	15.19
1.22	43.90	2.14	26.87	3.06	19.35	3.58	15.12
1.23	43.37	2.15	26.67	3.07	19.25	3.59	15.06
1.24	42.86	2.16	26.47	3.08	19.15	4.00	15.00
1.25	42.35	2.17	26.28	3.09	19.05	5.00	12.00
1.26	41.86	2.18	26.09	3.10	18.95	6.00	10.00
1.27	41.38	2.19	25.90	3.11	18.85	7.30	8.00
1.28	40.91	2.20	25.71	3.12	18.75		
1.29	40.45	2.21	25.53	3.13	18.65		
1.30	40.00	2.22	25.35	3.14	18.55		
1.31	39.56	2.23	25.17	3.15	18.46		
1.32	39.13	2.24	25.00	3.16	18.37		
1.33	38.71	2.25	24.83	3.17	18.28		
1.34	38.29	2.26	24.66	3.18	18.18		
1.35	37.89	2.27	24.49	3.19	18.09		
1.36	37.50	2.28	24.32	3.20	18.00		
1.37	37.11	2.29	24.16	3.21	17.91		
1.38	36.73	2.30	24.00	3.22	17.82		
1.39	36.39	2.31	23.84	3.23	17.73		
1.40	36.00	2.32	23.68	3.24	17.64		
1.41	35.64	2.33	23.53	3.25	17.56		
1.42	35.29	2.34	23.38	3.26	17.48		
1.43	34.95	2.35	23.23	3.27	17.39		
1.44	34.61	2.36	23.08	3.28	17.31		
1.45	34.29	2.37	22.93	3.29	17.22		
1.46	33.96	2.38	22.78	3.30	17.14		
1.47	33.64	2.39	22.64	3.31	17.06		
1.48	33.33	2.40	22.50	3.32	16.98		
1.49	33.03	2.41	22.36	3.33	16.90		
1.50	32.73	2.42	22.22	3.34	16.82		
1.51	32.43	2.43	22.08	3.35	16.74		

OFFICIALS OF BESSEMER AND LAKE ERIE RAILROAD COMPANY

NAME	TITLE	OFFICE ADDRESS	PLACE	BELL TEL. NO.
SNYDER, F. L.....	Vice Pres. and General Manager.....	Union Trust Building..	Pittsburgh ..	AT lantic 4780
CHITTENDEN, A. D.....	Supt. of Transportation.....	" " "	"	" 4780
CAMPBELL, EDWARD.....	Traffic Manager.....	" " "	"	" 4780
WOLFORD, R. S.....	General Freight Agent.....	" " "	"	" 4780
ROBINSON, J. J.....	Asst. General Freight Agent.....	" " "	"	" 4780
McCANN, W. J.....	General Passenger Agent.....	" " "	"	" 4780
KEPLER, G. W.....	Secretary and Treasurer.....	" " "	"	" 4780
McKALIP, J. C.....	General Auditor.....	" " "	"	" 4780
McCOY, L. W.....	Assistant General Auditor.....	" " "	"	" 4780
CHAMPION, C. W.	Aud'r Freight and Pass. Rev.....	" " "	"	" 4780
DICKINSON, T. R.....	Purchasing Agent.....	" " "	"	" 4780
LEET, C. S.	Engineering Asst. and Land Agent....	" " "	"	" 4780
JOHNSON, W. M.....	General Superintendent.....	Bessemer Building.....	Greenville ..	Bessemer Exchange 76
WILLIAMS, T. F.	Assistant Superintendent.....	" " "	"	" " 78
McGEARY, E. J.....	Assistant Superintendent.....	" " "	"	" " 78
BAILEY, J. C.....	Assistant to Gen'l Superintendent.....	" " "	"	" " 80
SKELLIE, W. A.....	Train Master.....	Albion	Albion	Local 141
KENDIG, J. C.....	Assistant Train Master.....	"	"	" " 141
PROCTOR, E. V.	Assistant Train Master.....	Butler	Butler	
JONES, J. O.	Supervising Agent.....	Bessemer Building ...	Greenville ..	Bessemer Exchange 36
CLAVIN, F. J.....	Chief Train Dispatcher.....	"	"	" " 80
GRAY, GUY M.....	Supt. Motive Power.....	Greenville Shops	"	" " 73
WEBSTER, H. D.....	Engineer of Motive Power.....	" " "	"	" " 41
WINTER, P. S.....	Master Car Bulder.....	" " "	"	" " 29
LAYNG, F. R.....	Chief Engineer.....	Bessemer Building.....	"	" " 74
HARMAN, H. H.....	Engineer of Track.....	" " "	"	" " 58
EKEY, J. S.....	Engineer of Bridges & B'ld'gs.....	" " "	"	" " 60

COMPANY SURGEONS

Location	Name, Address and District Served	Telephone Number
Greenville ..	R. W. Brown (Chief Surgeon) Office, 10 N. Mercer St. Res. 269 Main St.	Bell 33 Bell 254
Pittsburgh ..	W. O'Neil Sherman (Gen'l Consulting Surgeon) Office, Carnegie Bldg.	AT lantic 5100
Pittsburgh ..	J. H. Wagner (Asst. Consulting Surgeon) Office, Carnegie Bldg.	AT lantic 5100
Erie	G. W. Schlindwein (Consulting Oculist) Office, 138 West 9th St. Res. 138 West 9th St.	Penn'a. 23-788 Penn'a. 24-950
Erie	G. S. Ray Office, 153 West 8th St. Res. 950 Arlington Road Between Erie and Wallace Jct.	Penn'a. 22-880 Penn'a. 95-127
Girard	F. K. McCune Office and Res. 311 W. Main St. Between Wallace Jct. and Cranesville	Penn'a. 59
Conneaut Harbor	H. Wilson Office, Legion Bldg. Broad St. Res. 218 Liberty St. Conneaut Harbor Yard	Main 1232 Empire 1517
Albion	G. P. Spaulding Office & Res. Main and Jackson Between Albion, Meadville Jct. and West Springfield	Local 431
Meadville	R. B. Gamble Office, 909 Park Avenue Res. 917 Diamond Square M. C. L. & L. Branch	Meadv. 38 Meadv. 38-B
Conneaut Lake	H. L. Brush Office & Res. N. Second St. Between Meadville Jct. and Osgood and M. C. L. & L. Branch	Meadv. 5
Greenville ..	W. H. Phillips Office, 10 N. Mercer St. Res. 46 Eagle St. Between Osgood and Fredonia	Bell 33 Bell 577
Mercer	M. G. Yeager Office and Res. So. Pitt St. Between Fredonia and Pardoe	Bell 36
Grove City..	Frank M. Bleakney Office, 210½ Broad St. Res. 210 Pine St. Between Pardoe and Branchton	Bell 122 Bell 302
Annandale ..	F. E. DeLong Office and Res. Annandale Between Hilliards & Branchton	Local 11-D
Butler	J. C. Atwell Office 308 B. S. & T. Bldg. Res. 434 N. McKean St. Bet. Branchton & Culmerville	Peo. 25-740 Peo. 39-260
Curtisville ..	E. W. Cross Office, Curtisville Res. 416 2nd Ave., Tarentum Bet. Culmerville & River Valley	Local 11 Bell 982-M
Unity	L. C. Creighton Office and Res. Unity Bet. River Valley & N. Bessemer	Local 140

HOSPITALS

Location	Name and Address	Telephone Number
Erie	St. Vincent's 2420 Sassafras St.	Penn'a. 44-06
Conneaut ...	Brown Memorial West Main St.	Conneaut Main 1046
Meadville ...	Spencer 476 Pine St.	Meadville 6
Greenville ..	Greenville North Main St.	Bell 23
"	Emergency Hospital Greenville Shops	B. & L. E. Exchange 10
Grove City..	Grove City Edgewood Ave.	Bell 33
Butler	Butler County Memorial End of Brady St.	Peoples 2-731
Pittsburgh	West Penn Friendship Ave.	Bell SChenly 4200

When necessary, injured passengers or employes will be taken to one of the above named Hospitals.

In all cases of injury to passengers or employes requiring surgical aid, the nearest regularly appointed surgeon of the Company must be called without delay, and the case put in his exclusive charge.

In case of emergency, where a passenger or employe has been so injured as to require immediate medical or surgical assistance, and the Company's surgeon cannot be had at once, the proper surgical aid should be procured to attend until his arrival. But there must be no delay in sending for the Company's surgeon, notwithstanding the called surgeon is in attendance.

Names and Locations of Watch Inspectors

All employes that are required to have Certificates on their Watches must have them examined during the months of April and October of each year. They must also present their watches to a local inspector semi-monthly for comparison purposes.

NAME	STREET AND NO.	PLACE
B. F. Sieger.....	1326 Turnpike St.....	Erie, Pa.
J. Ralph Mc- Laughlin &.....	223 Main Street.....	Conneaut, Ohio.
H. Wickmiller	State Street	Albion, Pa.
C. G. Hewitt	197 Main Street.....	Greenville, Pa.
W. W. Palmer ...	137 S. Broad Street.....	Grove City, Pa.
R. E. Kirkpatrick	246 S. Main Street.....	Butler, Pa.

**UNITED STATES STEEL
and
CARNEGIE PENSION FUND**

The United States Steel and Carnegie Pension Fund was established in the year 1910 by the joint action of the United States Steel Corporation and Andrew Carnegie, and began operation on January 1, 1911. Its purpose is the payment of pensions to superannuated or incapacitated employees of the United States Steel Corporation and its subsidiaries. This Fund and the Pension Plan of the United States Steel Corporation are administered by the Board of Directors of United States Steel and Carnegie Pension Fund, a non-stock corporation formed under the laws of the Commonwealth of Pennsylvania, through a Manager appointed by the Board.

**PENSION RULES
(Effective May 1, 1931)**

WHO MAY OBTAIN PENSIONS

1. Employees of the United States Steel Corporation or of any other corporation a majority of whose capital stock is owned or controlled by the United States Steel Corporation, also employees of the United States Steel and Carnegie Pension Fund, may obtain pensions under the following conditions:

FIRST—Pensions by Compulsory Retirement.

2. All men who have been twenty-five (25) years or longer in the service, as specified in Rule 1, and have reached the age of seventy (70) years shall be retired and be entitled to pensions.

3. All women who have been twenty-five (25) years or longer in the service, as specified in Rule 1, and have reached the age of sixty (60) years shall be retired and be entitled to pensions.

SECOND—Pensions by Retirement at Request.

4. Any man who has been twenty-five (25) years or longer in the service, as specified in Rule 1, and has reached the age of sixty-five (65) years may be retired and be entitled to pension, either at his request or at the request of his employing officer.

5. Any woman who has been twenty-five (25) years or longer in the service, as specified in Rule 1, and has reached the age of fifty-five (55) years may be retired and be entitled to pension, either at her request or at the request of her employing officer.

THIRD—Pensions for Permanent Incapacity.

6. Any employee who has been twenty-five (25) years or longer in the service, as specified in Rule 1, and has become permanently totally incapacitated through no fault of his own as a result of sickness or injuries may be pensioned at the discretion of the Board of Directors.

FOURTH—Pensions under Exceptional Conditions.

7. Employees as specified in Rule 1, who cannot qualify for pensions under any of the foregoing rules may be pensioned at the discretion of the Board of Directors in case the conditions attending their initial entrance into the service and \times or continuance thereof were unusual, special or exceptional, and \times or required continuity of service had been broken from causes not of their own making, provided, however, that any such cases shall be considered by the Board of Directors only if same have the endorsement of (a) the employing company, (b) the Pension Committee of United States Steel and Carnegie Pension Fund, and (c) the Finance Committee of the United States Steel Corporation.

AMOUNT OF PENSIONS

8. The monthly pensions to be paid will be made on the following basis subject to the provisions of Rules 9, 17 and 24:

For each year of service one per cent (1%) of the average monthly pay received during the last ten years of service.

Illustration—An employee who has been twenty-eight (28) years in the service and has received in the last ten years of service an average monthly pay of one hundred ten dollars (\$110) will receive a pension of twenty-eight per cent (28%) of one hundred ten dollars (\$110) or thirty dollars and eighty cents (\$30.80) a month.

9. The amounts for pensions which may be granted in accordance with provisions of Rule 7, shall in every case be fixed specifically by the Board of Directors but in no case shall such amount exceed the pension which the beneficiary would receive under and in accordance with Rule 8 hereof applied to the number of years' service which he may have creditable for pension calculation consideration.

HOW TO OBTAIN PENSIONS

Pensions by Compulsory Retirement

10. Employing officers will make prompt report to the Manager of the Fund of every man who has been twenty-five (25) years or longer in the service and has reached the age of seventy (70) years, and of every woman who has been twenty-five (25) years or longer in the service and has reached the age of sixty (60) years. These reports will be sent to the president of the company concerned for his approval.

Pensions by Retirement at Request

11. Any man who has been twenty-five (25) years or longer in the service and has reached the age of sixty-five (65) years, and any woman who has been twenty-five (25) years or longer in the service and has reached the age of fifty-five (55) years, who wishes to be retired and pensioned, should notify his or her employing officer.

12. Any employing officer who wishes to retire an employee who has reached the age and has had the length of service fixed for retirement at request, must notify such employee and report to the Manager of the Fund the request that such employee be retired and pensioned. These requests whether from an employee or an employing officer, will be sent to the president of the company concerned for his approval.

Pensions for Permanent Incapacity

13. Any employee who has served twenty-five (25) years and who is permanently totally incapacitated through no fault of his own as a result of sickness or injuries may notify his employing officer and apply for a pension. Every such application will be sent by the employing officer to the president of the company concerned for his approval. In every such case it must be shown to the satisfaction of the Board of Directors by physical examination that the employee applying for a pension is permanently totally incapacitated to continue in the service, whereupon the employee may be pensioned at the discretion of the Board of Directors.

General Regulations

14. Pensions from the Fund will be paid only to those employees who have given their entire time to the service of corporations included under the provisions of the Fund.

15. Any pension granted from the Fund to a retired employee shall not be forfeited by him through his engaging, subsequent to the granting of the pension, in other business

not engaged in by the United States Steel Corporation or any of its Subsidiary Companies, or in any other employment that would not be considered prejudicial to the interest of the United States Steel Corporation. Any pension granted shall be discontinued in case the beneficiary may subsequently re-enter the service as an employee of the United States Steel Corporation or any of the Subsidiary Companies; but this provision shall not apply in case a pensioned employee may be temporarily engaged for specialized work, provided such engagement is specifically authorized by Finance Committee of the United States Steel Corporation.

16. Length of service shall be reckoned from the date since which the employee has been continuously in the service to the date when retired.

17. In reckoning length of service, all time lost shall be deducted, excepting absence resulting from seasonal employment, and absence not in excess of one (1) month when due to leave of absence, suspension, lay-off or disability.

Any absence between April 1, 1901 (date of inauguration of United States Steel Corporation) and January 1, 1911 (date of inauguration of Pension Fund) which continued for more than two (2) years, constitutes a break in continuity of service and causes a loss of credit for all service previous to the break, excepting absence due entirely to lay-off or to disability and which did not extend beyond three (3) years.

From and after January 1, 1911, absence exceeding six (6) months, when due to leave of absence or to suspension, constitutes a break in continuity of service and causes loss of credit for all service previous to the break.

Absence exceeding two (2) years, when due to lay-off or to disability, constitutes a break in continuity of service and causes loss of credit for all service previous to the break; provided, however, that employees injured while on duty may retain credit for previous service until termination of the period for which statutory compensation is payable.

Employees who voluntarily quit the service will lose credit for all previous service.

Employees who are discharged from the service will lose credit for all previous service unless re-employed within six (6) months.

18. Employees prevented from continuing at work by reason of the permanent closing, or disposal of mill, mine, railway, shop, or department, may become eligible for pension, provided that it is impossible for them to continue in the service elsewhere, and provided that they have reached the age of fifty-five (55) years and had been twenty-five (25) years or longer in the service, or, regardless of age if employees have been thirty-five (35) years or longer in the service, subject to the rules and regulations governing continuity of service. Pensions for such employees, when granted, shall be according to length of service and shall bear proportionate relation to full, regular pensions, as follows:

For service of 25 to 29 years inclusive, and 55 years of age or over; 50 per cent of regular pension.

For service of 30 to 34 years, inclusive, and 55 years of age or over; 60 per cent of regular pension.

For service of 35 to 39 years, inclusive, and 55 years of age or over; 70 per cent of regular pension.

For service of 40 to 44 years, inclusive, and 55 years of age or over; 80 per cent of regular pension.

For service of 45 to 49 years, inclusive, and 55 years of age or over; 90 per cent of regular pension.

For service of 50 years or more and 55 years of age or over; 100 per cent of regular pension.

For service of 35 years or more and under 55 years of age; 50 per cent of regular pension.

Any pension granted under this Rule 18 shall not become effective until the expiration of three (3) months following the month in which employee was last on duty in the service.

19. Pension shall commence with the first day of the calendar month following the month in which employment ceased (excepting pension granted under Rule 18) provided that application for pension be made not later than one (1) month after employment ceased; otherwise, pension shall commence with the first day of the calendar month in which application for retirement is made, or, in the event of physical incapacity, pension shall commence with the first day of the calendar month in which it became evident that employee was incapacitated to continue in service.

Pensions shall not be paid for time during which payments are made from any relief fund operated by the United States Steel Corporation or any subsidiary company, nor for time during which an employee injured while on duty is entitled to statutory compensation.

20. Pensions shall be paid monthly or quarterly, as may from time to time be determined by the Board of Directors. If paid monthly, such payments shall be made at the close of each month, and shall terminate with payment for the month in which the death of the retired employee occurs or the month in which pension may be revoked. If pensions are paid quarterly, payment shall be made on the last day of each February, May, August and November, for respectively the calendar quarters ending March 31st, June 30th, September 30th and December 31st; and in case of demise, or if pensions are revoked, same shall terminate with payment of the pro rata amounts for the quarter calculated by including for such pro rate the entire month in which the death of the retired employee occurs or his pension is revoked.

21. Whenever the terms "service" and "in the service" are used in these rules, they mean employment by the United States Steel Corporation, by one or more corporations a majority of whose stock is owned or controlled by the United States Steel Corporation, by their predecessors, or by the United States Steel and Carnegie Pension Fund.

22. Pensions may be withheld or terminated in case of misconduct on the part of the beneficiaries, or for other cause sufficient in the judgment of the Board of Directors to warrant such action, or on request of Finance Committee of United States Steel Corporation.

23. In order that direct personal relations with retired employees may be preserved and that such employees may continue to enjoy the benefits of pensions granted them, no assignment of pensions will be permitted or recognized under any circumstances; neither shall pensions be subject to attachment or other legal process for debts of the beneficiaries.

24. The Pension Plan is a purely voluntary provision for the benefit of employees superannuated or totally incapacitated after long and faithful service, and constitutes no contract and confers no legal rights upon any employees; and the Board of Directors expressly reserves to itself the right from time to time to adopt a new basis and modify these pension rules at its discretion for the payment of pensions which may reduce in amount any pensions theretofore or thereafter granted, provided, however, that any such modifications shall not reduce the aggregate amount of pensions paid to a sum less than the net annual income of the United States Steel and Carnegie Pension Fund from its Trust Fund as originally created and increased by any surplus deemed applicable by the Board of Directors.

25. The Manager of the Fund shall decide all questions arising out of the administration of the Fund and relating to employees, subject to a right of appeal to the Board of Directors within thirty (30) days after notice to the persons interested of the Manager's decision. The action of the Board of Directors or of any committee designated by the Board to hear such appeals shall be final and conclusive.

26. Neither the creation of this Fund nor any other action at any time taken by the Board of Directors shall give to any employee a right to be retained in the service, and all employees remain subject to discharge to the same extent as if this Pension Fund had never been created.

27. An annual report giving an account of the Fund and its administration will be made as soon after the first of each year as practicable, and copies of such report will be posted at all mills, mines, railroads, shops and other works, and published as may be designated by the Board of Directors.

28. By order of the Board of Directors, these Rules for the administration of this Fund shall apply to those in the service on or after May 1, 1931 * * *