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Cleveland, Cincinnati, Chicago & St. Louis Railway

NEW YORK CENTRAL LINES

Michigan Division

TIME-TABLE

No. 70

Effective 12.01 A. M., Sunday, October 21, 1917.

E. H. ZEIGLER,
SUPERINTENDENT.

WM. B. BURFORD, INDIANAPOLIS

SAFETY FIRST.

"Safety First" at all times and in all places, is the most important rule of conduct, of each and every employe, whatever his position. The safety of every movement, or action, in its effect upon himself and others and upon property, must be the first consideration of every trainman, yardman, stationman, shopman, sectionman, and all other classes of employes. Trains and engines must be operated accordingly, under all circumstances; the maintenance of schedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather, or other conditions may be.

RAILROAD CROSSINGS AT GRADE.

NAME.	LOCATION.	SIGNALS.
B.H.St.J.R.&L.(Int.Elec.)	Eau Claire	Home signals.
G. T.	Granger	Interlocking.
St. Joseph Valley (Int. Elec.)	Elkhart	None.
N. Y. C.	Goshen	Interlocking.
Wabash	0.3 mile north of New Paris	Interlocking.
B. & O.	Milford Jct.	Interlocking.
P. F. W. & C.	Warsaw	Interlocking.
N. Y. C. & St. L.	Claypool	Gate.
Vandalia	0.2 mile south of North Manchester	None.
Erie	Bolivar	Interlocking.
I. U. T. (Int. Elec.)	1.3 miles north of Marion	Interlocking.
T. St. L. & W.	Marion	Home signals.
M. B. & E. (Int. Elec.)	Marion	None.
P. C. C. & St. L.	Marion	Gate.
I. U. T. (Int. Elec.)	2.7 miles south of Marion	None.
I. U. T. (Int. Elec.)	0.3 mile north of Fairmount	None.
P. C. C. & St. L.	0.7 mile south of Fairmount	Interlocking.
I. U. T. (Int. Elec.)	0.2 mile north of Alexandria	None.
I. U. T. (Int. Elec.)	0.1 mile north of Alexandria	None.
L. E. & W.	0.5 mile south of Alexandria	Target.
P. C. C. & St. L.	J R	Interlocking.
C. C. C. & St. L. (Indpls. Div.)	Anderson	None.
C. I.	0.4 mile south of Anderson	None.
P.C.C. & St. L. Belt	0.7 mile south of Anderson	None.
C. C. C. & St. L. (Indpls. Div.)	South Anderson	None.
C.C.C.& St. L. (Springfield Div.)	Shirley	Gate.
I. N. C. & T. (Int. Elec.)	Shirley	None.
T. H. I. & E. (Int. Elec.)	0.2 mile south of Knightstown	None.
I. & C. (Int. Elec.)	0.6 mile north of Rushville	None.
C. I. & W.	Rushville	None.
P. C. C. & St. L.	Rushville	None.
I. & C. (Int. Elec.)	Greensburg	None.
C. C. C. & St. L. (Chgo. Div.)	Greensburg	Interlocking.
P. C. C. & St. L.	North Vernon	Target.
B. & O.	North Vernon	Target.

RAILROAD CROSSINGS NOT AT GRADE.

NAME.	LOCATION.	POSITION.
P. M.	1.8 miles south of Benton Harbor	Above grade.
B. H. St. J. R. & L. (Int. Elec.)	3.1 miles south of Benton Harbor	Above grade.
S. B. & S. M. (Int. Elec.)	1.1 miles north of Niles	Above grade.
M. C.	Niles	Above grade.
M. C.	2.1 miles south of Niles	Above grade.
S. B. & S. M. (Int. Elec.)	2.1 miles south of Niles	Above grade.
N. Y. C.	0.5 mile south of Elkhart	Above grade.
Wabash	0.7 mile north of Wabash	Above grade.
Ft. W. & N. I. (Int. Elec.)	Wabash	Below grade.
I. U. T. (Int. Elec.)	2.2 miles south of Wabash	Above grade.
C. & O. of Indiana	1.4 miles south of Marion	Above grade.
P. C. C. & St. L.	0.9 mile south of Knightstown	Above grade.

SURGEONS.

NAME.	RESIDENCE.	DISTRICT.
L. A. ENSMINGER, Consulting Surgeon	Indianapolis.	
C. M. Ryno	Benton Harbor	Benton Harbor to Berrien Centre.
B. D. Giddings	Niles	Berrien Centre to Granger.
C. W. Frink	Elkhart	Granger to Dunlap.
I. J. Becknell	Goshen	Dunlap to Leesburg.
A. C. McDonald	Warsaw	Leesburg to Claypool.
N. H. Thompson & L. E. Jewett	Wabash	Claypool to Marion.
W. A. Fankboner & O. W. McQuown	Marion	Marion to Alexandria.
E. O. McWilliams	Anderson	Alexandria to Shirley.
O. H. Barrett	Knightstown	Shirley to Carthage.
W. S. Coleman	Rushville	Carthage to Milroy.
P. R. Tindall	Greensburg	Milroy to Westport.
W. H. Stemm	North Vernon	Westport to North Vernon.
D. C. Peyton & O. P. Graham.	Jeffersonville	Jeffersonville.
O. E. Bloch	Louisville	Louisville.
C. W. TANGEMAN, Oculist	Cincinnati	
H. F. TANGEMAN, Ass't "		
C. F. NELSON, " "	Cleveland.	
T. C. HOOD, " "	Indianapolis.	

1. The superior direction of trains is north.

2. Double track between Pearl street Anderson, and the north wye South Anderson.

3. B. & O. time-table governs between North Vernon and North Tower.

4. Louisville & Jeffersonville Bridge Company rules govern between North Tower and Floyd Street Jct.

5. Short Route time-table governs between Floyd Street Jct. and the Union Station, Louisville.

6. Benton Harbor, Elkhart, Wabash, Anderson, South Anderson, Greensburg, C. H. & G. Jct. and North Vernon, are register stations.

7. C. H. & G. trains only, will be registered at C. H. & G. Jct.

8. Enginemen are relieved from examining registers at intermediate register stations, except when they act as pilot, or have no conductor, but this does not relieve them from knowing whether all trains due, which are superior or of the same class, have arrived or left, before leaving such station.

9. Standard clocks are located at Benton Harbor, Elkhart, Wabash, Anderson, South Anderson, Greensburg and North Vernon.

10. Bulletin books are located at Benton Harbor round house, Benton Harbor, Elkhart, Wabash, Wabash round house, Anderson, South Anderson, South Anderson round house, Greensburg, North Vernon, North Tower, Jeffersonville round house and Louisville.

11. Trains and engines in respective directions must approach automatic block signals at Anderson, one located near School street, governing northbound movements, and one between 10th and 11th streets, governing southbound movements, prepared to stop if clear indication is not given.

12. Trains must not leave Anderson between 6:30 a. m. and 10:30 p. m., third class and inferior trains must not leave South Anderson, and trains must not leave Greensburg, without clearance card Form A, and train orders, if any.

13. Nos. 21 and 34 will run daily except Sunday between Greensburg and Wabash.

14. A work train or other train, carrying workmen, must be handled under Rule 91, the same as a train carrying passengers, except in a case where a work train is working in a block and it is necessary for another train to drive it in, or vice versa, where a work train needs to follow another train into a block so that the work train may commence work. Such cases should be covered by suitable train orders.

15. The limits of Wabash pusher engine are between Mile Post 116 and Mile Post 111; it will help trains out of Wabash, in either direction within its limits and will return to Wabash against or ahead of third class and inferior trains, running extra and displaying proper signals.

16. Michigan division trains will use Indianapolis division track and Indianapolis division trains will use Michigan division track for such movements as may be necessary, between the junction switches east and west of the passenger station at Anderson, respectively. Trains of either division must accordingly approach and move between these points, prepared to stop short of any obstruction. Ordinarily, Michigan division trains must not run ahead of Indianapolis division passenger trains when the latter would be delayed thereby.

17. Trains and engines using South Anderson terminal will back into yards. Through trains between Indianapolis and Michigan divisions, via South Anderson, will use north wye.

(Continued on page 3.)

18. Northbound third class and inferior trains must approach yard limit board south of South Anderson, and southbound third class and inferior trains must approach the north end of north wye, South Anderson, prepared to stop short of any obstruction. This will not excuse trainmen or yardmen from compliance with Rule 99.

19. Southbound third class and inferior trains must approach the yard limit board, north of Greensburg, and move from that point, prepared to stop short of any obstruction. This will not excuse trainmen or yardmen from exercising necessary caution when turning trains or engines on the wye, or when using the track for any purpose.

20. On track used jointly by C. C. C. & St. L. and L. E. & W., at Rushville, between the junction switch north of C. I. & W. crossing and a point 300 feet south of the C. C. C. & St. L. passenger station, trains and engines, irrespective of class, must move prepared to stop short of any obstruction.

21. At Greensburg, No. 36 will use Chicago division eastward and westward tracks with the current of traffic in making delivery of train to Chicago division No. 35.

22. Third class and inferior trains and engines, in respective directions, must approach and move between north end of siding and passenger station North Vernon, prepared to stop short of any obstruction, expecting to find B. & O. yard engines using the track.

23. The whistle signal prescribed in Rule 14 (m), must be sounded approaching all curves, by all engines, except on regular passenger trains and except in city or town limits or suburban districts.

24. Trains and engines must not exceed:
- 12 miles per hour through cross-overs and entering or leaving sidings, or ends of double track.
- 20 miles per hour on curves and 30 miles per hour on straight track with steam derricks and must run slower wherever regulations or prudence require.
- 30 miles per hour on curves north and south of Elkhart.
- 30 miles per hour on first three curves south of Warsaw.
- 5 miles per hour entering No. 10 track, Warsaw.
- 30 miles per hour, on first three curves north of I. U. T. crossing north of Marion.
- 35 miles per hour over P. C. C. & St. L. crossing, JR.
- 15 miles per hour over approaches to L. & J. bridge.

25. Passenger trains must not exceed 55 miles per hour on straight track and 40 miles per hour on curves, and other trains must not exceed 40 miles per hour on straight track and 30 miles per hour on curves at any point, and must run slower wherever regulations or prudence require.

26. Passenger trains must not exceed 40 miles per hour on straight track and 20 miles per hour on curves, and other trains must not exceed 30 miles per hour on straight track and 20 miles per hour on curves, between Benton Harbor and Granger.

27. Passenger trains must not exceed 30 miles per hour on curves approaching, or 20 miles per hour within, Wabash yard limits. Other trains and engines must move on these curves, prepared to stop short of any obstruction.

28. Road engines running light in any service, and without more than five cars in other than passenger service, must not exceed 30 miles per hour, and must run slower wherever regulations or prudence require.

29. Engines running backward in any service, must not exceed 15 miles per hour on any portion of the road, and must run slower wherever regulations or prudence require.

30. Trains handling loaded self-clearing high hopper coal cars must not exceed 15 miles per hour between Beebe and Benton Harbor, 20 miles per hour at all other points, and must run slower wherever regulations or prudence require.

31. Trains and engines, regardless of class, must reduce speed for each facing point switch at night where the switch light is not burning and enginemen must know before passing over it, that the switch is in proper position. Trainmen must relight switch lamps when found not burning at switches where they stop and in any case must report conditions to the train dispatcher from first stop.

32. Work trains or other trains, must not run with engine pushing cars, except when absolutely necessary and then must move with caution, prepared to stop short of any obstruction.

33. When caution-signal is displayed on a distant signal, it indicates not only that trains must proceed with caution to the home signal, but that switches between distant and home signals may be open or out of order, and trains and engines must be governed accordingly, notwithstanding the home signals may be seen to be clear.

34. Trainmen must, as far as practicable, protect use of crossings while trains are cut, selecting the most important when they cannot protect all.

35. Trains will stop on signal as follows:
- No. 39 at New Paris, Milford and Silver Lake to receive passengers to Indianapolis;
- Nos. 39 and 40 at Lafontaine, Jonesboro, Fairmount and Summitville to receive or discharge passengers to and from Indianapolis;
- No. 21 at Leesburg, Urbana, Jonesboro, Fairmount and Summitville to receive passengers to Anderson and beyond;
- Nos. 3 and 46 at Treaty and Linwood to receive or discharge fragile parcel post matter;
- No. 31 at Letts to receive or discharge fragile parcel post matter;
- No. 21 at Brewersville to discharge passengers from Indianapolis;
- Nos. 31 and 34 at Brewersville on Tuesdays and Saturdays to receive or discharge passengers;
- Nos. 31 and 34 at Horace and Brewersville to receive or discharge fragile parcel post matter.

36. Nos. 50 and 51 will carry passengers between Benton Harbor and Niles, and Nos 56 and 57 between Greensburg and North Vernon, and must stop coach or caboose at platform for them.

37. Trains must stop before entering joint track at Marion and be governed by signal indication, and must move expecting to find track obstructed.

38. The N. Y. C. & St. L. crossing at Claypool is governed by gate located on south side; P. C. C. & St. L. crossing at Marion, by gate located on south side; L. E. & W. crossing at Alexandria, target horizontal for L. E. & W., vertical for C. C. C. & St. L., diagonal, stop; Springfield division crossing at Shirley, by gate located on north side; and B. & O. and P. C. C. & St. L. crossings at North Vernon, target diagonal for C. C. C. & St. L., horizontal for B. & O. vertical for P. C. C. & St. L.

39. The indication of signal aspect, as per figures 21 and 22, page 159, of the Book of Rules, is modified to read as follows:

> "Proceed with caution and at low speed via desired route, prepared to stop short of any obstruction and expecting to find the track occupied or unsafe."

40. The indication of signal aspect, as per figure 30, page 160, of the Book of Rules, is modified to read as follows:

> "Distant Switch Signal: Indication—Proceed, switch closed, (or) Distant Interlocking or Block Signal: Indication—Proceed, next signal clear or at caution."

41. Rule 11 of the Book of Rules is modified as follows:

> A burning fusee on or near the track must be regarded as a stop signal. After stopping, trains or engines may proceed, prepared to stop short of any obstruction, to next block signal; providing that the fusee must be extinguished before being passed and another lighted and dropped in the rear.

42. Firemen must not handle engines, unless the engineman is on the engine, except in case of engineman disabled, or other extreme emergency.

43. When a passenger train has started from any station (terminal or intermediate) trainmen must not, under any circumstances, attempt to stop the train to permit or encourage any passenger or person to get aboard. On the contrary, they must take action to prevent such persons or passengers from trying to get aboard moving trains, not using force but by warning, advising and telling them to keep off.

(Continued on page 10.)

ST. JOSEPH TO WABASH—SOUTH

Miles from St. Joseph.	STATIONS	FIRST CLASS						THIRD CLASS				FOURTH CLASS					
		39		21		3		75		65		53		51			
		LAKE SPECIAL		SOUTHERN EXPRESS		INDIANAPOLIS EXPRESS		THROUGH FREIGHT		INDIANAPOLIS FREIGHT		LOCAL FREIGHT		LOCAL FREIGHT			
		Daily		Daily Ex. Sunday		Daily Ex. Sunday		Daily		Daily		Daily Ex. Sunday		Daily Ex. Sunday			
.....	St. Joseph	.....	..	.....	..	PM	..	AM	..	.....	..	.....	..	AM	..	.....	..
1.4	BENTON HARBOR....DN	.....	..	.....	..	2.20	..	1.00	..	.....	..	.....	..	10.00	..	.....	..
8.7	Sodus.....D	.....	..	.....	..	s 2.35	..	1.20	..	.....	..	.....	..	s10.25	..	.....	..
11.7	Hartman.....	.....	..	.....	..	f 2.40	..	.....	..	.....	..	.....	..	f10.35	..	.....	..
14.2	Eau Claire.....D	.....	..	.....	..	s 2.48	..	1.40	..	.....	..	.....	..	s10.45	..	.....	..
16.6	Berrien Centre....D	.....	..	.....	..	s 2.55	..	1.47	..	.....	..	.....	..	s11.00	..	.....	..
20.6	Fairland.....	.....	..	.....	..	3.03	..	1.59	..	.....	..	.....	..	f11.12	..	.....	..
25.4	Niles.....D	.....	..	.....	..	s **3.15** 68		2.14	..	.....	..	.....	..	s11.45	..	.....	..
27.5	Mich. Central Wye.	.....	..	.....	..	3.20	..	2.34	..	.....	..	.....	..	12.15	PM	.....	..
30.4	Beebe.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
35.8	Granger.....D	.....	..	.....	..	s 3.35	..	3.04	..	.....	..	.....	..	s**12.58** 46		.....	..
39.4	Belleview.....	AM	..	AM	..	3.42	..	3.14	..	PM	..	AM	..	1.20	..	.....	..
44.9	**ELKHART**.....DN	6.00	..	10.00	..	s **3.55** 72		3.45	..	5.45	..	6.40	..	**1.45** 68		.....	..
50.3	Dunlap	6.08	..	10.08	..	4.03	..	4.00	..	6.00	..	6.55	..	PM	..	.....	..
55.4	Goshen.....DN	s 6.22	..	s10.20	..	s 4.15	..	4.25	..	6.25	..	s 7.10	..	.....	..	.....	..
61.4	New Paris.....D	6.31	..	10.30	..	f 4.27	..	4.45	..	6.45	..	s 7.35	..	.....	..	.....	..
66.4	Milford Jct.....DN	6.40	..	10.38	..	f 4.37	..	5.00	..	**7.02** 34		s 8.15	..	.....	..	.....	..
67.6	Milford.....D	6.44	..	s10.42	..	s 4.41	..	5.05	..	7.23	..	s 8.40	..	.....	..	.....	..
68.7	Deeter.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
73.3	Leesburg.....D	s 6.54	..	10.51	..	s 4.50	..	5.25	..	7.40	..	s 9.03	..	.....	..	.....	..
79.3	Grandy.....	7.02	..	**11.00** 68-52		4.58	..	5.45	..	8.00	..	**10.05** 52		.....	..	.....	..
79.7	**WARSAW**.....DN	s 7.08	..	s11.04	..	s 5.03	..	.....	..	.....	..	s10.10	..	.....	..	.....	..
83.8	Reed	7.15	..	**11.11** 46		5.11	..	6.00	..	8.20	..	f**10.30** 68		.....	..	.....	..
87.6	Claypool.....DN	s 7.22	..	s**11.18** 53		s 5.19	..	6.15	..	8.35	..	s**11.04** **11.18** 46-21		.....	..	.....	..
91.5	Silver Lake.....D	7.30	..	s11.27	..	s 5.27	..	6.40	..	**8.56** 40		s11.45	..	.....	..	.....	..
94.3	Rose Hill.....	7.35	..	11.32	..	5.33	..	6.55	..	9.17	..	f**12.25** 72 PM		.....	..	.....	..
99.1	North Manchester.D	s **7.43** 52		s11.40	..	s 5.40	..	**7.15** 52		9.40	..	s 1.00	..	.....	..	.....	..
101.7	Bolivar.....DN	7.50	..	**11.45** 72		**5.49** 34		7.25	..	9.50	..	s 1.18	..	.....	..	.....	..
106.1	Urbana.....D	s 7.59	..	11.54	..	s 6.00	..	7.35	..	10.05	..	s 1.40	..	.....	..	.....	..
109.2	Speicher.....	**8.05** 75		11.59	..	6.05	..	**8.05** 39		10.15	..	f 1.50	..	.....	..	.....	..
113.5	**WABASH**.....DN	s 8.15	..	s12.10	..	s 6.15	..	8.30	..	10.35	..	2.15	..	.....	..	.....	..
		AM		PM		PM		AM		PM		PM					

Miles from Louisville.	STATIONS	FIRST CLASS								THIRD CLASS				FOURTH CLASS			
		46		34		40				68		72		50		52	
		MICHIGAN EXPRESS		NORTHERN EXPRESS		LAKE SPECIAL				MICHIGAN FREIGHT		THROUGH FREIGHT		LOCAL FREIGHT		LOCAL FREIGHT	
		Daily Ex. Sunday		Daily Ex. Sunday		Daily				Daily		Daily		Daily Ex. Sunday		Daily Ex. Sunday	
		AM		PM		PM				AM		AM				AM	
191.1	**WABASH**.....DN	10.10	..	5.25	..	8.15	..	.....	..	8.15	..	10.50	..	.....	..	6.15	..
195.4	Speicher.....	10.18	..	5.34	..	8.24	..	.....	..	8.35	..	11.10	..	.....	..	f 6.25	..
198.5	Urbana.....D	s10.25	..	s 5.40	..	8.29	..	.....	..	8.43	..	11.20	..	.....	..	s 6.40	..
202.9	Bolivar.....DN	f10.33	..	**5.49**	3	8.36	..	.....	..	8.53	..	**11.45**	21	.....	..	s 7.00	..
205.5	North Manchester.D	s10.42	..	s 5.57	..	s 8.43	..	.....	..	9.08	..	12.01	PM	.....	..	s **7.15** **7.43**	39-75
210.3	Rose Hill.....	10.50	..	6.06	..	8.51	..	.....	..	9.35	..	**12.25**	53	.....	..	f 8.00	..
213.1	Silver Lake.....D	s10.56	..	s 6.12	..	**8.56**	65	.....	..	9.55	..	12.40	..	.....	..	s 8.25	..
217.0	Claypool.....DN	s**11.04**	53	s 6.19	..	9.03	..	.....	..	10.15	..	1.00	..	.....	..	s 9.31	..
220.8	Reed.....	**11.11**	21	6.26	..	9.10	..	.....	..	**10.30**	53	1.15	..	.....	..	f 9.45	..
224.9	**WARSAW**.....DN	s11.22	..	s 6.36	..	s 9.20	..	.....	..	.....	..	.....	..	.....	..	s10.00	..
225.3	Grandy.....	11.25	..	6.39	..	9.25	..	.....	..	**11.00**	21-52	1.40	..	.....	..	**10.05** **11.00**	53-21 68
231.3	Leesburg.....D	s11.35	..	s 6.48	..	9.34	..	.....	..	11.20	..	2.00	..	.....	..	s11.30	..
235.9	Deeter.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
237.0	Milford.....D	s**11.45**	52	s 6.58	..	9.42	..	.....	..	11.40	..	2.15	..	.....	..	s**11.45**	46
238.2	Milford Jct.....DN	f**11.50**	68	**7.02**	65	9.44	..	.....	..	**11.50**	46	2.25	..	.....	..	s12.15	PM
243.2	New Paris.....D	s11.59	..	7.11	..	9.52	..	.....	..	12.10	PM	2.40	..	.....	..	s12.40	..
249.2	Goshen.....DN	s12.09	PM	s 7.20	..	s10.00	..	.....	..	12.30	..	3.00	..	.....	..	s 1.30	..
254.3	Dunlap.....	12.24	..	7.30	..	10.15	..	.....	..	12.45	..	3.30	..	AM	..	2.00	..
259.7	**ELKHART**.....DN	s12.40	..	7.45	..	10.30	..	.....	..	**1.45**	51	**3.55**	3	6.00	..	2.30	..
265.2	Belleview.....	12.52	..	PM	..	PM	..	.....	..	2.00	..	PM	..	6.12	..	PM	..
268.8	Granger.....D	s**12.58**	51	.....	..	.....	..	.....	..	2.20	..	.....	..	s 6.35	..	.....	..
274.2	Beebe.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
277.1	Mich. Central Wye.	1.12	..	.....	..	.....	..	.....	..	2.50	..	.....	..	7.15	..	.....	..
279.2	Niles.....D	s 1.18	..	.....	..	.....	..	.....	..	**3.15**	3	.....	..	s 8.00	..	.....	..
284.0	Fairland.....	1.27	..	.....	..	.....	..	.....	..	3.30	..	.....	..	f 8.20	..	.....	..
288.0	Berrien Centre....D	s 1.36	..	.....	..	.....	..	.....	..	3.45	..	.....	..	s 8.35	..	.....	..
290.4	Eau Claire.....D	s 1.44	..	.....	..	.....	..	.....	..	3.54	..	.....	..	s 8.45	..	.....	..
292.9	Hartman.....	f 1.49	..	.....	..	.....	..	.....	..	.....	..	.....	..	f 8.52	..	.....	..
295.9	Sodus.....D	s 1.55	..	.....	..	.....	..	.....	..	4.08	..	.....	..	s 9.02	..	.....	..
303.2	**BENTON HARBOR**....DN	2.10	..	.....	..	.....	..	.....	..	4.30	..	.....	..	9.25	..	.....	..
304.6	St. Joseph.....	PM	..	.....	..	.....	..	.....	..	PM	..	.....	..	AM	..	.....	..

WABASH TO LOUISVILLE—SOUTH

Miles from St. Joseph.	STATIONS	FIRST CLASS												THIRD CLASS			
		31		1		39		21		121		3		75		65	
		LOUISVILLE NIGHT SPECIAL		GREENSBURG ACCOMMODATION		LAKE SPECIAL		SOUTHERN EXPRESS		SOUTHERN EXPRESS		INDIANAPOLIS EXPRESS		THROUGH FREIGHT		INDIANAPOLIS FREIGHT	
		Daily		Daily Ex. Sunday		Daily		Daily		Daily Ex. Sunday		Daily Ex. Sunday		Daily		Daily	
						AM		PM				PM		PM		PM	
113.5	**WABASH**.....DN	.....	..	.....	..	8.20	..	12.15	..	.....	..	6.20	..	1.00	..	11.30	..
119.1	Treaty.....	.....	..	.....	..	8.30	..	12.25	..	.....	..	6.30	..	**1.30**	54	11.52	..
123.6	La Fontaine.....D	.....	..	.....	..	8.37	..	12.32	..	.....	..	s 6.38	..	1.45	..	12.08	AM
126.5	Fox.....	.....	..	.....	..	8.42	..	**12.37**	54	.....	..	6.42	..	1.55	..	12.16	..
132.7	Marion.....DN	.....	..	.....	..	s 8.55	..	s12.52	..	.....	..	s 6.55	..	2.20	..	12.50	..
135.5	Soldiers Home Jct...	.....	..	.....	..	9.01	..	12.58	..	.....	..	7.00	..	2.35	..	1.00	..
138.3	Jonesboro.....D	.....	..	.....	..	**9.06**	46-55	1.03	..	.....	..	s 7.05	..	2.45	..	1.10	..
142.8	Fairmount.....D	.....	..	.....	..	9.16	..	1.13	..	.....	..	s **7.15**	40	3.10	..	1.30	..
148.1	Summitville.....D	.....	..	.....	..	**9.26**	54	1.23	..	.....	..	s **7.26**	96	3.25	..	1.50	..
153.5	Alexandria.....D	.....	..	.....	..	s 9.37	..	s 1.33	..	.....	..	s 7.36	..	**3.56**	34	**2.10**	68
154.7	South Alexandria...	.....	..	.....	..	9.43	..	1.39	..	.....	..	7.41	..	4.10	..	2.15	..
158.5	Linwood.....	.....	..	.....	..	9.50	..	1.47	..	.....	..	7.49	..	4.25	..	2.30	..
162.5	JR.....	.....	..	.....	..	9.58	..	1.53	..	.....	..	7.58	..	4.40	..	2.45	..
163.9	North Yard.....	.....	..	AM	..	.....	..	.....	..	PM	..	.....	..	.....	..	.....	..
165.3	**ANDERSON**....DN	.....	..	6.45	..	s10.20	..	s 2.15	..	2.20	..	8.10	..	5.00	..	3.05	..
166.7	South Anderson..DN	.....	..	6.48	..	10.26	..	2.22	..	2.26	..	PM	..	5.30	..	3.15	..
170.4	Alliance.....	.....	..	6.55	..	AM	..	2.29	..	PM	..	.....	..	6.10	..	AM	..
172.6	Emporia.....	.....	..	f 6.59	..	.....	..	2.33	..	.....	..	.....	..	.....	..	.....	..
174.8	Markleville.....D	.....	..	s 7.03	..	.....	..	s 2.37	..	.....	..	.....	..	6.34	..	.....	..
181.2	Shirley.....DN	.....	..	s **7.15**	57	.....	..	s **2.49**	34	.....	..	.....	..	**7.05**	94	.....	..
187.2	Relief.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
188.2	Knightstown.....D	.....	..	s 7.29	..	.....	..	s 3.00	..	.....	..	.....	..	7.30	..	.....	..
193.1	Carthage.....D	.....	..	s 7.37	..	.....	..	s 3.09	..	.....	..	.....	..	7.55	..	.....	..
195.3	Blix.....	.....	..	7.41	..	.....	..	3.15	..	.....	..	.....	..	8.20	..	.....	..
196.4	Farmers.....	.....	..	7.43	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
198.6	Henderson.....	.....	..	f 7.48	..	.....	..	3.21	..	.....	..	.....	..	8.30	..	**327**	
204.5	Rushville.....D	.....	..	s 8.03	..	.....	..	s 3.35	..	.....	..	.....	..	8.55	..		
212.2	Milroy.....D	.....	..	s 8.18	..	.....	..	s 3.48	..	.....	..	.....	..	9.20	..	C. H. & G. PASSENGER	
215.2	Williamstown.....	.....	..	s 8.24	..	.....	..	3.53	..	.....	..	.....	..	9.35	..		
217.7	Sandusky.....	AM	..	s **8.30**	56	.....	..	**3.58**	94	.....	..	.....	..	9.50	..	Daily Ex. Sunday	
223.5	**GREENSBURG**..DN	6.35	..	8.45	..	.....	..	s 4.10 4.20	..	.....	..	.....	..	10.40	..	5.20	PM
225.0	C. H. & G. Jct.....	6.38	..	AM	..	.....	..	4.23	..	.....	..	.....	..	10.55	..	5.25	..
230.6	Horace.....	6.46	..	.....	..	.....	..	4.31	..	.....	..	.....	..	11.10	..	PM	..
232.5	Letts.....D	f 6.49	..	.....	..	.....	..	s 4.34	..	.....	..	.....	..	11.25	..	.....	..
236.5	Westport.....DN	s **6.55**	56	.....	..	.....	..	s 4.40	..	.....	..	.....	..	**11.45**	92	.....	..
238.9	Harper.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
243.4	Brewersville.....	7.05	..	.....	..	.....	..	4.50	..	.....	..	.....	..	**12.05** **12.42**	64-36 AM	.....	..
249.0	**NORTH VERNON**.....DN	s 7.15	..	.....	..	.....	..	s 5.00	..	.....	..	.....	..	1.00	..	.....	..
301.3	North Tower....DN	8.32	..	.....	..	.....	..	6.20	..	.....	..	.....	..	4.30	..	.....	..
302.4	Jeffersonville.....DN	s 8.40	..	.....	..	.....	..	s 6.25	..	.....	..	.....	..	AM	..	.....	..
304.6	**LOUISVILLE**....DN	8.55	..	.....	..	.....	..	6.45	..	.....	..	.....	..	.....	..	.....	..
		AM						PM									

Miles from St. Joseph.	STATIONS	FOURTH CLASS															
		61		329		55		57		301		95		63			
		THROUGH FREIGHT		C. H. & G. FREIGHT		LOCAL FREIGHT		LOCAL FREIGHT		C. H. & G. PASSENGER		BFl FREIGHT		LOUISVILLE MDSE.			
		Daily		Daily Ex. Sunday		Daily Ex. Sunday		Daily Ex. Sunday		Daily Ex. Sunday		Daily		Daily			
113.5	**WABASH**.....DN	.....	..	.....	..	AM 7.00	..	.....	..	.....	..	.....	..	.....	..	.....	..
119.1	Treaty.....	.....	..	.....	..	f 7.15	..	.....	..	.....	..	.....	..	.....	..	.....	..
123.6	La Fontaine.....D	.....	..	.....	..	s 7.41	..	.....	..	.....	..	.....	..	.....	..	.....	..
126.5	Fox.....	.....	..	.....	..	f 7.55	..	.....	..	.....	..	.....	..	.....	..	.....	..
132.7	Marion.....DN	.....	..	.....	..	s 8.25	..	.....	..	.....	..	.....	..	.....	..	.....	..
135.5	Soldiers Home Jct..	.....	..	.....	..	8.35	..	.....	..	.....	..	.....	..	.....	..	.....	..
138.3	Jonesboro.....D	.....	..	.....	..	s **9.06**	39-46	.....	..	.....	..	.....	..	.....	..	.....	..
142.8	Fairmount.....D	.....	..	.....	..	s 9.40	..	.....	..	.....	..	.....	..	.....	..	.....	..
148.1	Summitville.....D	.....	..	.....	..	s**10.10**	54	.....	..	.....	..	.....	..	.....	..	.....	..
153.5	Alexandria.....D	.....	..	.....	..	s11.57	..	.....	..	.....	..	.....	..	.....	..	.....	..
154.7	South Alexandria..	.....	..	.....	..	1.06	PM	.....	..	.....	..	.....	..	.....	..	.....	..
158.5	Linwood.....	.....	..	.....	..	f 1.20	..	.....	..	.....	..	.....	..	.....	..	.....	..
162.5	JR.....	.....	..	.....	..	1.35	..	.....	..	.....	..	.....	..	.....	..	.....	..
163.9	North Yard.....	.....	..	.....	..	1.39	..	.....	..	.....	..	.....	..	.....	..	.....	..
165.3	**ANDERSON**....DN	.....	..	.....	..	2.00	..	AM	..	.....	..	AM	..	.....	..	.....	..
166.7	South Anderson..DN	.....	..	.....	..	2.15	..	**6.00**	92	.....	..	10.15	..	.....	..	.....	..
170.4	Alliance.....	.....	..	.....	..	PM	..	f 6.15	..	.....	..	10.30	..	.....	..	.....	..
172.6	Emporia.....	.....	..	.....	..	.....	..	f 6.30	..	.....	..	.....	..	.....	..	.....	..
174.8	Markleville.....D	.....	..	.....	..	.....	..	s 6.45	..	.....	..	**10.50**	2	.....	..	.....	..
181.2	Shirley.....DN	.....	..	.....	..	.....	..	s **7.15**	1	.....	..	11.05	..	.....	..	.....	..
187.2	Relief.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
188.2	Knightstown.....D	.....	..	.....	..	.....	..	s 8.00	..	.....	..	**11.25**	56	.....	..	.....	..
193.1	Carthage.....D	.....	..	.....	..	.....	..	s 9.00	..	.....	..	11.45	..	.....	..	.....	..
195.3	Blix.....	.....	..	.....	..	.....	..	9.10	..	.....	..	12.01	PM	.....	..	.....	..
196.4	Farmers.....	.....	..	.....	..	.....	..	f 9.15	..	.....	..	.....	..	.....	..	.....	..
198.6	Henderson.....	.....	..	.....	..	.....	..	f 9.30	..	.....	..	12.10	..	.....	..	.....	..
204.5	Rushville.....D	.....	..	.....	..	.....	..	s **9.52**	56-2	.....	..	12.30	..	.....	..	.....	..
212.2	Milroy.....D	.....	..	.....	..	.....	..	s10.35	..	.....	..	12.44	..	.....	..	.....	..
215.2	Williamstown.....	.....	..	.....	..	.....	..	f10.50	..	.....	..	12.53	..	.....	..	.....	..
217.7	Sandusky.....	AM	..	AM	..	.....	..	f11.10	..	AM	..	1.00	..	AM	..	.....	..
223.5	**GREENSBURG**..DN	**1.35**	64	10.00	..	.....	..	s11.35	..	9.05	..	**1.30** **1.40**	34 66	11.45	..	.....	..
225.0	C. H. & G. Jct.....	1.40	..	10.05	..	.....	..	11.40	..	9.10	..	1.45	..	11.50	..	.....	..
230.6	Horace.....	1.56	..	AM	..	.....	..	s**12.02**	63 PM	AM	..	1.58	..	**12.02**	57 PM	.....	..
232.5	Letts.....D	2.05	..	.....	..	.....	..	s12.30	..	.....	..	2.03	..	12.10	..	.....	..
236.5	Westport.....DN	2.20	..	.....	..	.....	..	s**12.47** **1.00**	66-34	.....	..	**2.18**	94	12.20	..	.....	..
238.9	Harper.....	.....	..	.....	..	.....	..	f 1.10	..	.....	..	.....	..	.....	..	.....	..
243.4	Brewersville.....	2.40	..	.....	..	.....	..	s **1.30**	94	.....	..	2.38	..	**12.35**	34-66	.....	..
249.0	**NORTH VERNON**....DN	3.00	..	.....	..	.....	..	2.00	..	.....	..	3.20	..	**1.00**	94	.....	..
301.3	North Tower....DN	5.15	..	.....	..	.....	..	PM	..	.....	..	7.20	..	5.30	..	.....	..
302.4	Jeffersonville.....DN	AM	..	.....	..	.....	..	.....	..	.....	..	PM	..	PM	..	.....	..
304.6	**LOUISVILLE**....DN	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..

LOUISVILLE TO WABASH—NORTH

Miles from Louisville.	STATIONS	FIRST CLASS												THIRD CLASS			
		46		2		34		40		134		36		94		92	
		MICHIGAN EXPRESS		ANDERSON ACCOMMODATION		NORTHERN EXPRESS		LAKE SPECIAL		NORTHERN EXPRESS		CHICAGO NIGHT SPECIAL		NY4 FREIGHT		NY6-BA4 FREIGHT	
		Daily Ex. Sunday		Daily Ex. Sunday		Daily		Daily		Daily Ex. Sunday		Daily		Daily		Daily	
						AM						PM					
.....	**LOUISVILLE**....DN	.....	..	.....	..	10.50	..	.....	..	.....	..	10.45	..	.....	..	.....	..
2.2	Jeffersonville.....DN	.....	..	.....	..	s11.00	..	.....	..	.....	..	s10.55	..	AM	..	PM	..
3.3	North Tower....DN	.....	..	.....	..	11.02	..	.....	..	.....	..	10.58	..	9.30	..	7.00	..
55.6	**NORTH VERNON**....DN	.....	..	.....	..	s12.25	PM	.....	..	.....	..	s12.30	AM	**1.00**	63 PM	11.05	..
61.2	Brewersville.....	.....	..	.....	..	**12.35**	63-66	.....	..	.....	..	**12.42**	75	**1.30**	57	11.25	..
65.7	Harper.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
68.1	Westport.....DN	.....	..	.....	..	s**12.47**	57	.....	..	.....	..	s12.54	..	**2.18**	95	**11.45**	75
72.1	Letts.....D	.....	..	.....	..	s12.55	..	.....	..	.....	..	1.03	..	2.30	..	12.05	AM
74.0	Horace.....	.....	..	.....	..	1.01	..	.....	..	.....	..	**1.06**	64	2.35	..	12.15	..
79.6	C. H. & G. Jct.....	.....	..	AM	..	1.11	..	.....	..	.....	..	1.16	..	2.50	..	12.35	..
81.1	**GREENSBURG**..DN	.....	..	9.15	..	s **1:17 1:30**	95	.....	..	.....	..	1.25	..	3.30	..	12.45	..
86.9	Sandusky.....	.....	..	s 9.26	..	f 1.42	..	.....	..	.....	..	AM	..	**3.58**	21	1.45	..
89.4	Williamstown.....	.....	..	s 9.31	..	1.48	..	.....	..	.....	..	.....	..	4.15	..	2.05	..
92.4	Milroy.....D	.....	..	s 9.38	..	s 1.52	..	.....	..	.....	..	.....	..	4.30	..	2.20	..
100.1	Rushville.....D	.....	..	s **9.52**	56-57	s 2.07	..	.....	..	.....	..	.....	..	5.00	..	2.50	..
106.0	Henderson.....	.....	..	f10.03	..	2.18	..	.....	..	.....	..	.....	..	5.25	..	3.00	..
108.2	Farmers.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
109.3	Blix.....	.....	..	10.10	..	2.23	..	.....	..	.....	..	.....	..	5.35	..	3.15	..
111.5	Carthage.....D	.....	..	s10.16	..	s 2.28	..	.....	..	.....	..	.....	..	5.45	..	3.30	..
116.4	Knightstown.....D	.....	..	s10.26	..	s 2.37	..	.....	..	.....	..	.....	..	6.13	..	3.50	..
117.4	Relief.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
123.4	Shirley.....DN	.....	..	s10.40	..	s **2.49**	21	.....	..	.....	..	.....	..	**7.05**	75	4.40	..
129.8	Markleville.....D	.....	..	s**10.50**	95	2.58	..	.....	..	.....	..	.....	..	7.25	..	5.00	..
132.0	Emporia.....	.....	..	f10.55	..	3.02	..	.....	..	.....	..	.....	..	.....	..	.....	..
134.2	Alliance.....	.....	..	10.59	..	3.06	..	PM	..	PM	..	.....	..	7.40	..	5.20	..
137.9	South Anderson..DN	AM	..	11.04	..	3.12	..	6.20	..	3.05	..	.....	..	8.00	..	**6.00**	57
139.3	**ANDERSON**....DN	8.10	..	11.15	..	s 3.30	..	s 6.35	..	3.15	..	.....	..	PM	..	AM	..
140.7	North Yard.....	.....	..	AM	..	.....	..	.....	..	PM	..	.....	..	.....	..	.....	..
142.1	JR.....	8.20	..	.....	..	3.37	..	6.42	..	.....	..	.....	..	.....	..	.....	..
146.1	Linwood.....	8.27	..	.....	..	3.42	..	6.47	..	.....	..	.....	..	.....	..	.....	..
149.9	South Alexandria...	8.33	..	.....	..	3.50	..	**6.52**	96	.....	..	.....	..	.....	..	.....	..
151.1	Alexandria.....D	s 8.38	..	.....	..	s **3.56**	75	s 6.56	..	.....	..	.....	..	.....	..	.....	..
156.5	Summitville.....D	s **8.48**	54	.....	..	s 4.06	..	7.05	..	.....	..	.....	..	.....	..	.....	..
161.8	Fairmount.....D	s 8.58	..	.....	..	s 4.16	..	**7.15**	3	.....	..	.....	..	.....	..	.....	..
166.3	Jonesboro.....D	s **9.06**	39-55	.....	..	s 4.25	..	7.23	..	.....	..	.....	..	.....	..	.....	..
169.1	Soldiers Home Jct ..	9.15	..	.....	..	4.31	..	7.27	..	.....	..	.....	..	.....	..	.....	..
171.9	Marion.....DN	s 9.20	..	.....	..	s 4.39	..	s 7.32	..	.....	..	.....	..	.....	..	.....	..
178.1	Fox.....	9.38	..	.....	..	4.55	..	7.48	..	.....	..	.....	..	.....	..	.....	..
181.0	La Fontaine.....D	s 9.42	..	.....	..	5.01	..	7.52	..	.....	..	.....	..	.....	..	.....	..
185.5	Treaty.....	9.49	..	.....	..	5.09	..	8.00	..	.....	..	.....	..	.....	..	.....	..
191.1	**WABASH**.....DN	s10.05	..	.....	..	s 5.20	..	s 8.10	..	.....	..	.....	..	.....	..	.....	..
		AM				PM		PM									

Miles from Louisville.	STATIONS	FOURTH CLASS							
		68	56	318	66	336	310	64	96
		MICHIGAN FREIGHT	LOCAL FREIGHT	C. H. & G. FREIGHT	CHICAGO MDSE.	C. H. & G. PASSENGER	C. H. & G. PASSENGER	THROUGH FREIGHT	THROUGH FREIGHT
		Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily
.....	**LOUISVILLE**....DN	.....	.....	.....	.....	.....	.....	.....	.....
2.2	Jeffersonville.....DN	.....	.....	.....	AM	.....	.....	PM	.....
3.3	North Tower....DN	.....	AM	.....	8.30	.....	.....	7.20	.....
55.6	**NORTH VERNON**....DN	.....	6.00	.....	12.15 PM	.....	.....	11.35	.....
61.2	Brewersville.....	.....	s 6.20	.....	**12.35** 63-34	.....	.....	**12.05** 75 AM	.....
65.7	Harper.....	.....	f 6.30	.....	.....	.....	.....	.....	.....
68.1	Westport.....DN	.....	s **6.55** 31	.....	**1.00** 57	.....	.....	12.25	.....
72.1	Letts .....D	.....	s 7.13	.....	1.15	.....	.....	12.38	.....
74.0	Horace.....	.....	s 7.25	PM	1.22	AM	PM	**1.06** 36	.....
79.6	C. H. & G. Jct.....	.....	7.40	6.00	1.35	8.35	12.55	1.27	.....
81.1	**GREENSBURG**..DN	.....	s 8.00	6.10	**1.40** 95	8.40	1.00	**1.35** 61	.....
86.9	Sandusky.....	.....	f **8.30** 1	PM	PM	AM	PM	AM	.....
89.4	Williamstown.....	.....	f 8.45	.....	.....	.....	.....	.....	.....
92.4	Milroy.....D	.....	s 9.05	.....	.....	.....	.....	.....	.....
100.1	Rushville.....D	.....	s **9.52** 57-2	.....	.....	.....	.....	.....	.....
106.0	Henderson.....	.....	f10.20	.....	.....	.....	.....	.....	.....
108.2	Farmers.....	.....	f10.25	.....	.....	.....	.....	.....	.....
109.3	Blix.....	.....	10.30	.....	.....	.....	.....	.....	.....
111.5	Carthage.....D	.....	s10.40	.....	.....	.....	.....	.....	.....
116.4	Knightstown.....D	.....	s**11.25** 95	.....	.....	.....	.....	.....	.....
117.4	Relief.....	.....	.....	**54**	.....	.....	.....	.....	.....
123.4	Shirley.....DN	.....	s12.01 PM	LOCAL FREIGHT	.....	.....	.....	.....	.....
129.8	Markleville.....D	.....	s12.45	Daily Ex. Sunday	.....	.....	.....	.....	.....
132.0	Emporia.....	.....	f 1.05		.....	.....	.....	.....	.....
134.2	Alliance.....	AM	f 1.15	AM	.....	.....	.....	.....	PM
137.9	South Anderson..DN	1.00	2.00	6.50	.....	.....	.....	.....	6.00
139.3	**ANDERSON**....DN	1.08	PM	7.00	.....	.....	.....	.....	6.10
140.7	North Yard.....	.....	.....	.....	.....	.....	.....	.....	.....
142.1	JR.....	1.20	.....	7.10	.....	.....	.....	.....	6.20
146.1	Linwood.....	1.35	.....	f 7.25	.....	.....	.....	.....	6.30
149.9	South Alexandria ..	1.52	.....	7.35	.....	.....	.....	.....	**6.52** 40
151.1	Alexandria.....D	**2.10** 65	.....	s 8.05	.....	.....	.....	.....	7.05
156.5	Summitville.....D	2.40	.....	s **8.25** 39-46 **10.10** 55	.....	.....	.....	.....	**7.26** 3
161.8	Fairmount.....D	3.05	.....	s10.40	.....	.....	.....	.....	7.40
166.3	Jonesboro.....D	3.30	.....	s11.00	.....	.....	.....	.....	7.55
169.1	Soldiers Home Jct..	3.45	.....	11.20	.....	.....	.....	.....	8.05
171.9	Marion.....DN	4.05	.....	s12.10 PM	.....	.....	.....	.....	8.15
178.1	Fox.....	4.30	.....	**12.37** 21	.....	.....	.....	.....	8.35
181.0	La Fontaine.....D	4.41	.....	s 1.05	.....	.....	.....	.....	8.45
185.5	Treaty.....	5.00	.....	f **1.30** 75	.....	.....	.....	.....	9.00
191.1	**WABASH**.....DN	5.30 AM	.....	2.00 PM	.....	.....	.....	.....	9.30 PM

E. H. ZEIGLER,
Superintendent.

I. C. SCHRECK,
Trainmaster.

E. C. HOWELL,
Chief Dispatcher.

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

MICHIGAN DIVISION.