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MICHIGAN CENTRAL RAILROAD

Detroit Division TIME TABLE

No. 398¹/₂

For the Government and Information of Employees
Only.

Effective 12:01 A. M.

Wednesday, Sept. 6, 1922

CENTRAL STANDARD TIME

Superseding Time Table No. 398
Dated June 25, 1922

STUDY THE SPECIAL INSTRUCTIONS AND
NOTE ALL CHANGES

J. L. McKEE,
General Superintendent.

M. T. WRIGHT,
Division Superintendent.

H. SHEARER,
General Manager

Company Surgeons

- DR. W. L. HARTMAN, Chief Surgeon, Detroit.**
Office, Room 313 M. C. Depot, Phone Main 7000, Line 210. Hours 2 to 4 p. m.
Reidence, Phone Northway 1223.
- DR. WALTER R. PARKER, Chief Oculist, Detroit.**
Office, 1025 David Whitney Bldg., Phone Main 489.
Residence, Phone Edgewood 276.
- DR. G. B. LOWRIE, Asst. to Chief Surgeon, Detroit.**
Office, 612 Washington Arcade, Phone Main 722.
Residence, Phone Glendale 1507. Hours 2 to 4 p. m.
- DR. GEO. P. MYERS, Local Surgeon, Detroit.**
Office, 1752 David Whitney Bldg., Phone Main 6519.
Residence, 442 Chandler Ave., Phone Market 96.
- DR. G. P. COOLEY, JR., Local Surgeon, Detroit.**
Office, 607 Fine Arts Building, Phone Main 4196.
Residence, Phone Market 1915.
- DR. A. M. WATSON, Orion, Mich.**
Office, Flint St.
- DR. W. J. KAY, Lapeer, Mich.**
Office, Cedar and Clay Sts., Phone 168-2 Rings.
Residence, Phone 168-3 Rings.
- DR. W. A. WELLEMAYER, Vassar, Mich.**
Office, 220 North Main St., Phone Valley 79
- DR. J. E. HANDY, Caro, Mich.**
- DR. HUGH M. BEEBE, Ann Arbor.**
Office, 317 South State St., Phone 444.
Residence, 1717 South University Ave., Phone 1892.

SPECIAL INSTRUCTIONS

Rules referred to by numbers are the rules for government of the Operating Department unless otherwise specified.

M. OTHER RAILROADS.

Ypsilanti. New York Central passenger trains arrive on, depart from and stand on second side-track at Ypsilanti.

No. 51 leave Ypsilanti 8:45 A. M.
 No. 53 leave Ypsilanti 11:45 A. M.
 No. 52 arrive Ypsilanti 10:45 A. M.
 No. 54 arrive Ypsilanti 5:15 P. M.

All trains daily except Sunday.
 Owendale G. T. W. R. R.

3. STANDARD CLOCKS.

Detroit.....	}	Telegraph office.
Junction Yard.....		Stationmaster's office.
Ypsilanti.....	}	Crew dispr's office.
Jackson Jct.....		Engine house.
Bay City, E. S.....	}	Telegraph office.
Bay City, W. S.....		Crew dispr's office.
Caro.....	}	Engine house.
		Telegraph office.

4. TIME TABLES.

Between Detroit, Town Line and North Yard, Detroit Yard Time Table will govern the movement of trains.
 Within Bay City E. S. and Bay City W. S. Yard Limits, Bay City Yard Time Table will govern the movement of trains.

6. SIGNS.

"K"—Stop only to discharge passengers.
 "*"—See foot notes, also train-order and block offices.
 "T"—Telephone stations.

19. MARKERS.

Trains with rear car (or engines under conditions when display of markers is required) if not equipped to display markers, as per Rule 19, will display red flag by day and red light by night on rear of train.

21a. EXTRA TRAINS.

Extra trains will omit the display of white signals.

34. COMMUNICATIONS OF SIGNAL INDICATIONS.

Indications of signals day and night, in addition to name of signal, must be communicated as follows: "red", "yellow" or "green". When other than the top arm of an interlocking signal is "yellow" or "green" add "middle arm" or "bottom arm," as the case may be.

83. TRAIN REGISTER STATIONS

*Town Line..... All trains by operator.
 Westward freight trains at west-bound yardmaster's office.
 Jackson Jct..... Eastward freight trains at east-bound yardmaster's office.
 *East Yard..... All trains by operator.
 *Jackson..... All trains, except through Main Line regular and through extra passenger.
 North Yard..... All trains by operator.
 Vassar..... All trains that originate and terminate.
 *Denmark Jct..... All trains except those not scheduled or otherwise required to stop.
 Water Street Jct..... All trains by operator.
 Bay City E. S..... All regular and extra passenger trains.
 Bay City W. S..... All freight trains.
 Saginaw, Genesee Ave... All trains.
 Caro..... All trains.
 Owendale..... All trains.
 *Operators will register trains that are relieved of this duty.

83. CLEARING OF TRAINS.

S-83b. Clearance card must be obtained at the following stations, in addition to initial station, except at Detroit Terminal Station and Denmark Jct.

North Yard... All northward trains.

Denmark Jct.. Regular trains running in either direction between Detroit and Saginaw via Denmark Jct., are authorized to proceed, when train-order signal indicates proceed, and in addition, a proceed hand signal is received from the operator with green flag by day and green light by night.

Clearance cards must be authorized by the train dispatcher, except in case of wire failure, when they may be issued by operators provided they have no incomplete train orders for trains to which issued. See rule 214.

D-83c. Main Line trains are authorized to proceed when cleared as follows:

Town Line.. Westward trains by train-order signal as prescribed by time-table rule 221. Trains approaching Town Line on YARD TRACKS in addition to the indication of the train-order signal, must receive a proceed hand signal from the operator before fouling the main tracks.

East Yard... Eastward freight trains by signal in yard, and in addition, a proceed hand signal is received from operator.

Jackson.... Eastward regular and extra passenger trains by train-order signal indicating proceed.

Trains turning at, or starting from intermediate stations, must obtain permission from the dispatcher before proceeding.

When means of communication have failed, operators may clear trains by clearance card, provided they have no incomplete train orders for train to which issued, writing thereon the words, "wire failure." Freight trains receiving clearance card marked, "wire failure," must clear the time of first-class trains in the same direction, at the time they are due to leave the next station in the rear where time is shown. Operators must not issue, nor conductors and enginemen accept a clearance card marked "wire failure" as authority for a train or engine to start a return movement from any intermediate station except from its authorized turning point.

93. YARDS. (Limits Defined by Signs.)

Main Line:		
Detroit	Dearborn	Ypsilanti
Ann Arbor	Jackson	
Detroit-Bay City Branch:		
Detroit	Utica	Rochester
Oxford	Metamora	Lapeer
Millington	Vassar	Denmark Jct.
Bay City E. S.		
Saginaw Branch:		
Saginaw	Denmark Jct.	
Caro Branch:		
Caro	Owendale	

S-97. Northward Detroit-Bay City Branch extra passenger trains starting from Detroit terminal station, will obtain running order at North Yard.

98. APPROACHING STATIONS AND JUNCTIONS.

Trains must approach Town Line, East Yard, Jackson Jct., Jackson, and North Yard, with caution.
 Saginaw and Caro Branch trains must stop before going on the Detroit-Bay City Branch main track at Denmark and Caro Junctions, unless switch is set for the movement and a proceed signal is given by person in charge. Southward Detroit-Bay City Branch extra freight trains must stop before fouling branch track at Denmark and Caro Junctions.

98. RAILROAD GRADE CROSSING GOVERNED BY INTERLOCKING SIGNALS.

Main Line:

Location	Railroad
*Eloise (side track)	D. U. R. Electric.
Wayne Jct.	P. M. R. R.

*Half Interlocking, derails on M. C.; signals on D. U. R. Electric.

Detroit-Bay City Branch:

North Yard	Det. Ter. R. R.
Rochester Jct.	G. T. W. R. R.
Rochester	D. U. R. Electric
Oxford	G. T. W. R. R.
Lapeer Jct.	G. T. W. R. R.
Otter Lake	P. M. R. R.
Vassar	P. M. R. R.

Saginaw Branch:

Hoyt	P. M. R. R.
Saginaw, E. S. (East of draw-bridge)	C. S. & M. R. R.
Saginaw, W. S. (West of draw-bridge)	P. M. R. R. C. S. & M. R. R.

Caro Branch:

Caro	D. B. C. & W. R. R.
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98. RAILROAD GRADE CROSSINGS GOVERNED BY SIGNALS (NOT INTERLOCKING).

Location	Signal	Position	Indication
Reese	Target	Vertical	Proceed on M. C. Horizontal Proceed on P. M.

Normal position of target, (Diagonal) against all trains.

*Siding to Forbes Gate Over D. B. Proceed on M. C.
Mill at Caro C. & W.

*Derail on M. C. 75 feet east of crossing.

98a. DRAWBRIDGE.

Location	Signals
Saginaw	Semaphores, not interlocked.
Bay City E. S.	Semaphores, not interlocked.

98. SIDINGS.

Capacity based on 42-foot cars.

Main Line:

Ann Arbor	North 114 South 72 North 120
Chelsea, No. 1	South 85
No. 2	South 120
Dearborn	North 168 South 84
Dexter	North 120 South 120
Francisco	North 159 South 79
Geddes	South 120
Grass Lake	North 84 South 120
Michigan Center	North 120
Wayne Jct.	North 125 Exten. 80 South 86
Wiard	North 165 South 117
Ypsilanti	South 27

Detroit-Bay City Branch:

Centre Line	Team 10
Carpenter	East 50
Columbiaville	East 21
Depews Siding	East 31
Denmark Jct.	West 51
Goodison	West 33
Hunters Creek	East 34
Lapeer	East 32 West 15
Munger	East 35
Metamora	East 45
Millington	East 52
North Detroit	Team 28
Orion	West 50
Oxford (Freight)	West 77

Oxford	West 75
Otter Lake	East 52
Rochester	East 17 West 34
Reese	West 53
Thomas	East 52
Utica	West 60
Vassar	East 61
Warren	West 50

Saginaw Branch:

Buena Vista	East 28
Denmark Jct.	Wye 65
Richville	Team 15
Veenfleits	Team 6

Caro Branch:

Atwood	West 2
Ashmore	East 10
Bach	East 15
Caro	East 20
Colling	West 24
Duro	Team 10
Hutchinson	Team 6
Owendale	West 12
Perkins	Team 4
Purdy	Team 4
Patterson	Team 7
Patton	Team 10
Ross Crossing	East 5
Watrousville	East 9
Wahjamega	East 19

104. NORMAL POSITION OF SPECIFIED SWITCHES.

Denmark Jct. Detroit-Bay City and Saginaw Branches: Switch set for Detroit-Bay City Branch.

106. PASSING TRAINS.

Passenger trains will, if practicable, be moving when passed by a train on an adjacent track.

108. TRACK PANS.

On double track, passenger trains must not scoop water from opposite pans at the same time, Eastward passenger trains to have preference.

Freight trains must hold back, when necessary, to let passenger trains clear the pan.

Trains 155 and 156 need not detach engine to take water except when handling more than 30 cars.

109. BULLETIN BOARDS OR BOOKS.

Detroit	Conductor's room. Brakeman's room. Crew dispatcher's office.
Junction Yard	Engine house. Telegraph office.
Ypsilanti	Crew dispatcher's office. Engine house.
Jackson Jct.	Yardmaster's office. Passenger Station
River Rouge	Telegraph office.
Vassar	Conductor's room.
Denmark Jct.	Yardmaster's office.
Bay City E. S.	Telegraph office.
Bay City W. S.	Conductor's room.
Caro	Yardmaster's office. Telegraph office.

D-151. DOUBLE TRACK.

Main Line: Between Detroit and Jackson.

Detroit-Bay City Branch: Between Detroit and North Yard.

D153. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

When a train is moved against the current of traffic by train order to a designated point, if the crossover it will use to return to track with the current of traffic is located beyond the train-order signal, the movement from the train-order signal to such crossover, unless otherwise directed, must be protected as prescribed by rule 99.

206. TRANSMITTING TRAIN ORDERS.

The letters duplicating names of stations and numerals, except time, will not be written in the dispatcher's order book nor upon train orders. That part of third paragraph rule 206 is modified accordingly.

221. TRAIN-ORDER SIGNALS.

The normal position of train-order signal controlling movement of WESTWARD trains at TOWN LINE will be at "STOP" and trains moving in the direction specified will be governed as follows:

When approaching TOWN LINE the engineman after he has seen the train-order signal in its normal "STOP" position will sound the engine whistle signal (14j), if no orders are held for delivery to such train or to another train moving in same direction, the operator will then change the signal to indicate proceed and it must be acknowledged by engine whistle signal (14g). When orders are held for delivery to a train other than to the train to be cleared, or when "19" ORDERS, TRAIN MESSAGES or CLEARANCE CARD only are to be delivered, the signal may be changed to "CAUTION" after the engine whistle signal (14j) has been given, but will not be acknowledged by engine whistle signal. When the signal has been changed to "CAUTION" or "PROCEED" as herein prescribed, it must be returned to the normal "STOP" position as soon as a train has passed. While "STOP" or "CAUTION" is indicated, or if indicating "CAUTION" or "PROCEED" before engineman has seen signal in its normal "STOP" position and engine whistle signal (14j) sounded, trains must not proceed without a clearance card:

Rule 221 in its application to TOWN LINE is modified accordingly.

D-251. MOVEMENT OF TRAINS WITH THE CURRENT OF TRAFFIC BY BLOCK SIGNAL INDICATIONS.

Between Detroit and Jackson.

FORM E, TRAIN ORDERS.

Time orders, examples 3 and 4 form E, page 64, are applicable to extra trains when used in connection with form "C" orders and when so used, the times stated in the order have the same meaning as schedule time in the examples referred to. Opposing trains over which the extra is given the right, must clear the time of the extra not less than five minutes. Trains moving in the same direction with the extra and over which the extra is given the right, must clear the time of the extra at the next station in the rear where time is shown.

301. MANUAL BLOCK SIGNALS.

Detroit-Bay City Branch: Between North Yard and Bay City E. S.

Saginaw Branch: Between Denmark Jct. and Hoyt.

Caro Branch: Between Vassar and Owendale.

On the Detroit-Bay City Branch only, the head end of a train with mixed passenger and freight equipment may pass a block signal not more than 1500 feet for the purpose of doing station work, or to take coal and water, provided it does not foul the entrance switch of siding to be used by an opposing train. For such trains only, paragraph (a) Rule 362 is modified accordingly.

Northward trains moving to Oxford, Lapeer Jct. or Vassar against Southward superior trains, either by schedule or train order, may pass the manual Block Signal at the stations named to enter the siding when the movement is protected by Interlocking signals holding Southward trains north of the fouling point of such sidings, otherwise the movement must be made only as prescribed by rule 362-b and third paragraph, rule 365.

367. A train must not go to a siding from which there are no means of communication with the dispatcher or signalman, to be met or passed by other trains, unless the conductor and engineman have received a train order authorizing the movement and, in addition, have received a permissive card and a clearance card. Rule 367 is modified accordingly.

374. TIME SIGNAL STATIONS ARE CLOSED.

Day signal stations from 7:00 p. m. to 7:00 a. m. except:

*Bach.....	4:45 p. m. to 8:45 a. m.
*Caro.....	5:45 p. m. to 9:45 a. m.
*Colling.....	5:00 p. m. to 9:00 a. m.
*Columbiaville.....	9:00 p. m. to 6:00 a. m.
*Dearborn.....	2:00 p. m. to 6:00 a. m.
*Francisco.....	4:00 p. m. to 7:00 a. m.
*Hunters Creek.....	4:00 p. m. to 7:00 a. m.
*Millington.....	9:40 p. m. to 5:40 a. m.
*Munger.....	4:30 p. m. to 7:30 a. m.
*Reese.....	10:00 p. m. to 6:00 a. m.

*Thomas.....	3:00 p. m. to 7:00 a. m.
*Wahjamega.....	2:45 p. m. to 6:45 a. m.
*Water St. Jct.....	10:00 p. m. to 6:00 a. m.

502. AUTOMATIC BLOCK SIGNALS.

Main Line: Between Detroit and Jackson. (Rule D-505 applies.)

Saginaw Branch: Between Saginaw, Genesee Ave., and Hoyt. (Rule S-505 applies.)

701. LOCATION OF STATION SEMAPHORES.

Water Street Jct....	North and south.
Denmark Jct.....	North and south.
Vassar.....	North and south.
Millington.....	South.
Columbiaville.....	South.
Lapeer.....	North and south.
Metamora.....	South.
Oxford.....	North.
Rackhams.....	North and south.
Rudds Mill.....	North.
Bailey's Pit.....	North and south.
Orion.....	North.
Goodison.....	North.
Dodge Bros.' Pit....	North
(So. of Goodison)	
Rochester.....	North and south, also north of west siding.
Houghton's Siding..	South.
Houghton's Pit.....	North, operated at switch at Detroit Sand and Gravel Pits.
Utica.....	North.
North Detroit.....	North.
Owendale.....	South of wye switch.

817. EXCHANGE SIGNALS.

When trains are passing, the rear trainmen (from the rear platform) must closely observe the general conditions, and for the entire length of trains on the opposite track, if any indications of conditions endangering the train, or any other train, "stop" signal must be given; if no apparent defects, "proceed" signal must be given. Rear trainmen of freight trains after passing another train and exchanging signals, must look over each side of their train before going back in way-car.

When trains are standing, trainmen must place themselves in the best possible position on the ground to observe the running gear of passenger trains passing in either direction, and when other duties do not interfere, the same observation must be given to passing freight trains.

The engineman and forward trainman of freight trains must be on the lookout for signals from the rear after meeting or passing trains, also when approaching and passing stations, towers, track pans and trackmen. The rear trainmen of all trains, (from the rear platform) must frequently look over each side of their train, and in all cases when going over track pans, for hot journals and other defects. Rear trainmen of freight trains must also perform this duty approaching stations.

Operators (except in towers) from the station platform, must observe all passing trains that do not stop and exchange signals with the rear trainmen, if any indication of conditions endangering the train, or other trains, "stop" signal must be given; if no apparent defects, "Proceed" signal must be given. Towermen will be governed in like manner, except that they will make such observation of passing trains as is possible from the tower.

Trackmen, Bridgemen, Signal Maintainers, Pumpers at track pans and other employes must observe passing trains, and signal them to "stop" if any indications of conditions endangering the train, or other trains, is noted.

931. Second paragraph is modified to read: When the order cannot be given to opposing trains at least one station in advance of the point to which movement against the current of traffic is being made, it must not be made "complete" to the inferior train until the signature of either the conductor or engineman of the superior train has been obtained. If the engine of the superior train has passed the train-order signal, the signature of the engineman must first be obtained.

932. Paragraph (b) is modified to read: To fix a meeting or waiting point between any trains, when the order is sent to the operator at the meeting or waiting point and to the superior train before it reaches such station.

1401. SPEED RESTRICTIONS.

Speed restrictions apply to entire train.

	Miles per hour	
	Main Line	Branches
Passenger trains	70	60
Passenger trains (Double Heading)	65	55
Passenger and express trains with freight equipped cars	40	40
Freight trains	40	40
Engines running backward	25	25
Engines running backward by night over public crossings	15	15
Switch engines	20	20
Track pans (Summer Apr. 1-Oct. 31)	50	50
Track pans (Winter Nov. 1-Mar. 31)	40	40

	Miles per hour
Passenger trains, over interlocking crossings	30
Freight trains, over interlocking crossings	20
Trains taking a diverging route from one track to another	10
Trains with dead engines, not having all side or main rods connected	20
Engines, class H-6 and H-7	40
Engines, class H-6 and H-7, on 80-lb. rail	25
Engines, class H-6 and H-7, on sidings	10

Main Line:

Junction Yard, eastward trains pulling into yard at new ice house	6
Ann Arbor, curve west	30
Ann Arbor, freight trains, through yard limits	20
Whitmore Lake, curve, at overhead crossing	55
Dexter, curve west	55
Prospect Pit, curve	55

Detroit-Bay City Branch:

Rochester Jct., G. T. W. Crossing	30
Goodison, curve, between mile posts 34½ and 35, southward trains	50
Orion, over street crossings	20
Hunters Creek, curve north of mile post 54, northward trains	50
Lapeer, between Lapeer and Lapeer Jct.	10
Columbiaville, over the three public crossings north of station	20
Columbiaville, curve, north, between mile posts 69¾ and 70¼, southward trains	50
Millington, through village	15
Denmark Jct., over junction switch	20

Caro Branch:

Between Vassar and Colling (passenger)	35
Between Vassar and Colling (freight)	30
Between Colling and Owendale (passenger)	30
Between Colling and Owendale (freight)	25

1402. ENGINE AND CAR RESTRICTIONS.

Engines, Classes G and H must not be operated over dock track switch or frog at Ann Arbor.

1410. LOCATION OF DISPATCHERS AND BLOCK TELEPHONES.

Main Line:

Dearborn Jct.	South side of track, in booth.
Dearborn	{ North siding, at east switch, in booth. In box, west end north siding and in booth north side at cross-over leading from middle of north siding.
Inkster	North side, west of street crossing, in booth.
Eloise	Outside of station.
Denton	Outside of station.
Wayne	{ In freight house. South siding, east end, in box.
Wayne Jct.	North siding, west end, in box.
Wiard	{ North side, between station and road crossing, on pole. South siding, east end on pole.

Ypsilanti	{ In interlocking tower. Entrance to telegraph office. In booth, located 150 feet west, where N. Y. C. connects with eastward main track, west of Ypsilanti.
Shanghai Pit	East end, in switch shanty.
Ann Arbor	{ West of stock yards, on west end of car repairer's office. North siding, west end, in booth. West of University switch, in box.
Delhi	East, at crossover.
Dexter	{ North siding No. 1, east end, in box on pole. North siding No. 2, both ends, in booth. South siding, east end, in box.
Prospect Pit	West of crossover, north side.
Chelsea Track Pan.	In pump station.
Four Mile Lake	Opposite Cement Works, in booth.
Chelsea	{ South siding No. 2, both ends, in booth. North side, opposite freight office, in booth.
Sylvan Crossing	Between Chelsea and Francisco, 5 poles east of crossing.
Francisco	{ North side, opposite station. North siding, west end, in box on pole.
Grass Lake	{ North siding, west end, in box on pole. South siding, east end, in box on pole.
Michigan Center	{ Curve east of overhead bridge, west side of battery house, in box. North siding, east end, in booth.

Detroit-Bay City Branch:

Warren	{ *Siding, south end. Station, east side.
Utica	*Siding, south end.
Beatty's Pit	In box, on pole, west side of track.
Houghton's Pit	In booth.
Depew's Siding	In booth.
Yates	*In box, on pole.
Rochester	*West siding, north end.
Goodison	In booth.
Rudds	*In box, on pole.
Orion	{ *Siding, north end, east side of track, in booth. Siding, south end, 1½ telephone poles south of depot, in booth.
*Bailey's Pit	In booth.
Oxford	{ In freight house. *South end of west storage tracks. *Siding, north end.
Thomas	In freight house.
Metamora	Siding, north end.
Hunter's Creek	Siding, north end.
Lapeer	Opposite freight house, on car repairer's office.
Carpenter	In booth.
Columbiaville	100 feet south of depot, in booth.
*Otter Lake	Siding, south end.
Millington	{ In freight house. *Siding, south end.
*Vassar	South end of storage track, in booth.
Caro Jct.	In box.
*Richville	In office.
*Hoyt	In tower.
*East or top end of Saginaw Yard	{ At west end of the Hill siding.
*Emerson St. Tower	East of Washington Ave.
*Reese	{ Baggage room. Siding, north end.

Munger In freight house.

Caro Branch:

*Caro Yard South end near elevator, in box, on pole.

*Owendale South of station, in box on pole.

*Telephones not connected with dispatcher.

Conductor or engineman must use the telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and names and occupations of the employees exchanged to avoid misunderstanding.

B. H. WINANS }
M. J. SCHLOFF } Train Masters
Detroit
R. B. TURNEY—Trainmaster
Junction Yard
J. H. REMICK—Supervisor Passenger Service
Detroit

D. N. SMITH—Chief Train Dispatcher, Detroit.

H. M. SENFF—Night Chief Train Dispatcher.

J. E. CAVANAGH }
F. L. WOODRUFF }
W. S. KILCLINE }
D. T. WHOLIHAN }
G. I. STILES }
W. H. BRADSHAW }
J. M. COYNE } Dispatchers
G. H. HANLON }
C. L. TOWNS }
S. A. PRENTICE }
A. B. ALLEN }

TIME TABLE No. 398 $\frac{1}{2}$		DETROIT TO JACKSON												
Miles from Detroit	CENTRAL STANDARD TIME	WESTWARD—FIRST CLASS												
	STATIONS	19	1	41	17	105	13	5	15	23	39	11	109	45
	LEAVE	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday	Daily Except Sunday	Daily	Daily
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
0.00	DETROIT..... DN	12.30	1.28	4.45	7.25	7.50	8.00	8.05	12.35	1.55	2.20	4.15	5.15	9.30
1.51	WEST DETROIT.....	12.34	1.32	4.49	7.29	7.54	8.04	8.09	12.39	1.59	2.24	4.19	5.19	9.34
5.09	TOWN LINE..... DN	12.40	1.38	4.55	7.35	8.00	8.10	8.15	12.45	2.05	2.30	4.27	5.25	9.42
6.80	DEARBORN..... D★	12.45	1.42	4.59	7.39	8.03	8.14	8.20	12.48	2.09	2.35	4.32	5.29	9.47
16.12	WAYNE.....							8.40			f 4.43			
16.75	WAYNE JCT..... DN	12.54	1.50	5.10	7.48	8.12	8.24	8.43	1.00	2.19	2.46	4.44	5.37	9.57
26.17	WIARD..... DN	1.04	1.59	5.20	7.58	8.22	8.35	8.58	1.10	2.28	2.57	4.54	5.46	10.08
28.04	YPSILANTI..... DN	★ 1.08	2.02	★ 5.23	8.02	8.25	★ 8.38	9.01	1.13	2.32	3.00	4.58	5.49	10.12
35.88	ANN ARBOR..... DN	1.20	★ 2.12	5.34	★ 8.12	8.35	★ 8.50	9.19	1.23	2.44	3.12	5.13	6.00	10.27
45.37	DEXTER..... DN	1.33	2.28	5.47	8.23	8.49	9.08	9.42	1.35	3.00	3.26	5.33	★ 6.15	10.47
52.07	CHELSEA..... DN	1.44	2.37	5.57	8.31	8.56	9.19	9.55	1.45	3.09	3.37	5.47	★ 6.24	11.00
59.68	FRANCISCO..... D★	1.55	2.46	6.06	8.39	9.04	9.29	10.07	1.55	3.20	3.48	f 6.00	6.33	11.14
63.78	GRASS LAKE..... DN	2.01	2.50	6.12	8.45	9.08	9.34	10.13	2.00	3.27	3.53	f 6.11	★ 6.37	11.20
71.76	EAST YARD..... DN	2.11	2.59	6.21	8.53	9.16	9.45	10.25	2.11	3.36	4.05	6.30	6.45	11.35
74.07	JACKSON..... DN	2.15	3.03	6.25	8.57	9.20	9.50	10.30	2.15	3.40	4.10	6.35	6.50	11.40
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		19	1	41	17	105	13	5	15	23	39	11	109	45

- No. 1. Stop on signal at Ann Arbor to discharge passengers from Niagara Falls, N. Y., Buffalo and points east.
- No. 5. { Regular stop at Car Shop, opposite West End New Ice House Junction Yard, Inkster, Eloise and Denton; on signal at Sheldon, Geddes, Delhi, Four Mile Lake and Leoni to receive and discharge passengers.
- No. 11. Stop on signal at Delhi to receive and discharge passengers; on signal at Leoni to discharge passengers.
- No. 13. { Stop on signal at Ypsilanti and Ann Arbor to discharge passengers from east of Buffalo; Stop on signal at Ann Arbor to receive passengers for west of Jackson.
- No. 17. Stop on signal at Ann Arbor to discharge passengers from east of Buffalo.
- No. 19. Stop on signal at Ypsilanti to discharge passengers from Detroit.
- No. 39. Will not carry passengers.
- No. 41. Stop on signal at Ypsilanti to discharge passengers from St. Thomas and east thereof.
- No. 109. Stop on signal (Sundays), at Dexter, Chelsea and Grass Lake to receive and discharge passengers.

TIME TABLE
No. 398^{1/2}

Continued from page 6

DETROIT TO JACKSON

Miles from Detroit	CENTRAL STANDARD TIME	WESTWARD—FIRST CLASS										
		7										
	STATIONS	Daily										
	LEAVE	P. M.										
0.00	DETROIT..... D N	11.30										
1.51	WEST DETROIT.....	11.34										
5.99	TOWN LINE..... D N	11.40										
8.80	DEARBORN..... D★	11.44										
16.12	WAYNE.....											
16.75	WAYNE JCT..... D N	11.55										
26.17	WIARD..... D N	12.05										
28.04	YPSILANTI..... D N	12.09										
35.88	ANN ARBOR..... D N	12.21										
45.37	DEXTER..... D N	12.37										
52.67	CHELSEA..... D N	12.48										
59.68	FRANCISCO..... D★	12.59										
63.78	GRASS LAKE..... D N	1.05										
71.76	EAST YARD..... D N	1.16										
74.07	JACKSON..... D N	1.20										
	ARRIVE	A. M.										
		7										

TIME TABLE
No. 398 1/2

JACKSON TO DETROIT

EASTWARD—FIRST CLASS

Miles from Jackson	CENTRAL STANDARD TIME		40	32	6	16	36	46	12	108	8	2	10	4	110
	STATIONS		Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily
	LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
0.00	JACKSON.....	DN	12.27	3.40	4.35	5.16	6.05	8.40	9.30	1.47	1.55	2.50	4.08	5.15	7.23
2.31	EAST YARD.....	DN	12.31	3.45	4.41	5.21	6.10	8.45	9.35	1.51	1.59	2.55	4.13	5.19	7.27
10.29	GRASS LAKE.....	DN	12.41	3.55	4.51	5.36	6.20	8.55	9.46	2.01	2.09	3.10	4.23	5.29	7.36
14.39	FRANCISCO.....	D★	12.46	4.00	4.57	5.43	6.27	9.02	9.53	2.06	2.15	3.18	4.29	5.35	7.40
21.40	CHELSEA.....	DN	12.54	4.08	5.06	5.54	6.38	9.14	10.03	2.14	2.23	3.29	4.37	5.43	7.48
28.70	DEXTER.....	DN	1.04	4.18	5.16	6.05	6.46	9.25	10.15	2.24	2.33	3.40	4.47	5.53	7.56
38.19	ANN ARBOR.....	DN	1.15	4.30	5.30	6.17	7.00	9.43	10.30	2.35	2.45	3.55	5.00	6.05	8.07
46.03	YPSILANTI.....	DN	1.25	4.48	5.50	6.30	7.16	10.02	10.50	2.48	★ 2.57	4.15	5.14	6.18	8.17
47.90	WIARD.....	DN	1.29	4.52	5.55	6.35	7.21	10.07	11.00	2.52	3.00	4.21	5.19	6.22	8.20
57.32	WAYNE JCT.....	DN	1.41	5.01	6.07	6.47	7.32	10.19	11.16	3.02	3.10	4.35	5.29	6.31	8.30
57.95	WAYNE.....				6.08			11.21			4.38				
65.27	DEARBORN.....	D★	1.49	5.09	6.22	6.57	7.41	10.33	11.32	3.10	3.20	4.55	5.39	6.40	8.39
68.08	TOWN LINE.....	DN	1.52	5.14	6.31	7.03	7.48	10.39	11.39	3.14	3.24	5.02	5.44	6.44	8.43
72.56	WEST DETROIT.....		1.58	5.20	6.39	7.10	7.55	10.45	11.48	3.20	3.30	5.15	5.50	6.50	8.48
74.07	DETROIT.....	DN	2.03	5.25	6.45	7.15	8.00	10.50	11.55	3.25	3.35	5.20	5.55	6.55	8.53
	ARRIVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			40	32	6	16	36	46	12	108	8	2	10	4	110

- No. 2. { Regular stop at Denton, Inkster, opposite west end of New Ice House at Junction Yard and at Car Shops.
Stop on signal at Leoni, Four Mile Lake, Delhi, Geddes, Sheldon and Eloise to receive and discharge passengers.
- No. 6. Regular stop at Car Shops to handle railroad mail and let off employes.
- No. 8. Stop on signal at Ypsilanti to discharge passengers from west of Jackson.
- No. 12. Stop on signal at Delhi and Eloise to receive and discharge passengers.
- No. 32. Will not carry passengers.

TIME TABLE
No. 398½

Continued from page 8

JACKSON TO DETROIT

EASTWARD—FIRST CLASS

Miles from Jackson	CENTRAL STANDARD TIME	14		20											
		DAILY		DAILY											
		LEAVE		P. M.	P. M.										
		ARRIVE		P. M.	A. M.										
0.00	JACKSON..... D N	8.50	10.30												
2.31	EAST YARD..... D N	8.55	10.35												
10.29	GRASS LAKE..... D N	9.05	10.45												
14.39	FRANCISCO..... D★	9.09	10.50												
21.40	CHELSEA..... D N	9.17	10.58												
28.70	DEXTER..... D N	9.25	11.08												
38.19	ANN ARBOR..... D N s	9.38 s	11.19												
46.03	YPSILANTI..... D N s	9.55 f	11.30												
47.90	WIARD..... D N	10.00	11.34												
57.32	WAYNE JCT..... D N	10.11	11.45												
57.95	WAYNE.....														
65.27	DEARBORN..... D★	10.20	11.52												
68.08	TOWN LINE..... D N	10.24	11.57												
72.56	WEST DETROIT.....	10.30	12.05												
74.07	DETROIT..... D N	10.35	12.10												
		14	20												

TIME TABLE
No. 398 1/2

DETROIT TO BAY CITY

Miles from Detroit	CENTRAL STANDARD TIME	NORTHWARD—FIRST CLASS				SECOND CLASS		
		203	205	207		155	211	213
		Daily	Daily Except Sunday	Daily		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
		STATIONS						
LEAVE	A. M.	P. M.	P. M.		A. M.	P. M.	P. M.	
0.00	DETROIT.....D N	7.55	4.16	9.00		4.10		
0.83	B. C. JUNCTION.....	7.58	4.19	9.03		4.20		
4.27	WOODWARD AVE.....	8.08	4.28	9.13		4.35		
5.33	MILWAUKEE JCT.....	8.11	4.31	9.16		4.40		
5.81	BELT LINE JCT.....	8.13	4.33	9.17		4.42		
8.12	NORTH YARD.....D N	8.17	4.37	9.22		4.50		
8.87	NORTH DETROIT.....	8.18	4.38	9.24		4.55		
12.35	CENTRE LINE.....		4.42			5.10		
15.63	WARREN.....D N	8.26	4.47	9.33		5.20		
22.40	UTICA.....D N	★ 8.33	4.56	9.43		5.45		
27.24	YATES.....					5.55		
29.48	ROCHESTER.....D N	8.43	5.06	9.55		6.05		
33.48	GOODISON.....	8.47	★ 5.13	10.02		6.15		
38.86	ORION.....D N	8.55	5.21	10.10		6.30		
42.16	OXFORD.....D N	9.05	5.30	10.20		6.35		
46.15	THOMAS.....D ★	9.11	5.37	10.27		7.03		
50.64	METAMORA.....D N	9.16	5.44	10.34		7.13		
53.87	HUNTER'S CREEK.....D ★	9.20	5.49	10.39		7.23		
58.40	LAPEER JCT.....D N	★ 9.26	5.56	10.45		7.33		
58.94	LAPEER.....	9.28	6.00	10.49		7.43		
64.09	CARPENTER.....	9.34	6.07	10.58		7.53		
67.61	COLUMBIAVILLE.....D N ★	★ 9.38	6.14	11.05		8.05	211	213
72.17	OTTER LAKE.....D N	9.43	6.23	11.13		8.30	P. M.	P. M.
78.17	MILLINGTON.....D N ★	9.50	6.30	11.21		8.55	2.30	★ 7.01
84.77	VASSAR.....D N	9.58	6.40	11.29		9.10		
89.74	DENMARK JCT.....D N	10.07	7.00	11.42		9.25	2.45	7.09
93.03	REESE.....D N ★					3.25	3.25	7.16
96.81	ARN.....	Via Saginaw	Via Saginaw	Via Saginaw		3.36	3.36	7.23
99.48	MUNGER.....D ★					4.00	4.00	7.28
104.60	WATER ST. JCT.....D N ★					4.10	4.10	7.34
105.99	CENTER AVE.....					4.15	4.15	7.38
107.53	BAY CITY E. S.....D N	11.05	8.15	1.00		11.40	4.20	7.45
	ARRIVE	A. M.	P. M.	A. M.		A. M.	P. M.	P. M.
		203	205	207		155	211	213

SOUTHWARD Trains are superior to Northward Trains of the same class.

- No. 203. Stop on signal at Utica (Sundays), to receive and discharge passengers; on signal at Columbiaville to discharge passengers from Buffalo and east thereof; at Lapeer Jct. Sundays, to pick up U. S. Mail.
- No. 205. Stop on signal at Goodison for the purpose of handling parcel post and fragile mail matter to and from that station.
- No. 213. Will run to Bay City, W. S. station to accommodate passengers destined to that point.

SAGINAW BRANCH

Miles from Denmark Jct.	TIME TABLE No. 398 1/2	WESTWARD—FIRST CLASS				SECOND CLASS
		203	205	207		155
		Daily	Daily Except Sunday	Daily		Daily Except Sunday
		STATIONS				
LEAVE	A. M.	P. M.	P. M.		A. M.	
0.00	DENMARK JCT.....D N	10.07	7.00	11.42		f 9.25
1.49	RICHVILLE.....	10.09	f 7.05	11.45		f 9.30
3.34	VEENFLEITS.....					f 9.37
7.04	FRANKENTROST.....					f 9.50
9.42	BUENA VISTA.....	10.19	f 7.23	11.58		f 10.00
15.24	WASHINGTON AVE.....		f 7.35	12.12		f 10.30
15.74	S. B. JCT.....	10.28	7.40	12.15		f 10.40
	ARRIVE	A. M.	P. M.	A. M.		A. M.
		203	205	207		155

EASTWARD Trains are superior to Westward Trains of the same class.

TIME TABLE
No. 398 1/2

BAY CITY TO DETROIT

Miles from Bay City	CENTRAL STANDARD TIME	SOUTHWARD—FIRST CLASS						SECOND CLASS		
		202	208	206				156	212	214
		Daily	Daily	Daily Except Sunday				Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
		LEAVE	A. M.	A. M.	P. M.			A. M.	A. M.	P. M.
0.00	BAY CITY E. S. D N	3.45	11.45	5.20			6.00	11.59	5.20	
1.54	CENTRE AVE.							12.05	5.25	
2.87	WATER ST. JCT. D N *							12.08	5.28	
8.05	MUNGER. D *							12.25	5.36	
10.72	ARN	Via Saginaw	Via Saginaw	Via Saginaw			Via Saginaw	12.45	5.43	
14.50	REESE D N *							1.00	5.50	
17.79	DENMARK JCT. D N	4.57	12.39	6.28			7.20	1.35	6.00	
22.76	VASSAR D N	5.05	12.46	6.40	205		7.35	2.00	6.10	
29.36	MILLINGTON D N *	5.20	12.59	6.55			8.00	P. M.	P. M.	
35.39	OTTER LAKE D N	5.30	1.09	7.05			8.30	212	214	
39.92	COLUMBIAVILLE D N *	5.40	1.15	7.13			8.45			
43.44	CARPENTER	5.48	1.22	7.19			9.00			
48.59	LAPEER	5.54	1.29	7.25			9.15			
49.13	LAPEER JCT D N	5.56	1.31	7.29			9.28	203		
53.66	HUNTER'S CREEK D *	6.06	1.39	7.38			9.40			
56.89	METAMORA D N	6.12	1.44	7.46			10.00			
61.38	THOMAS D *	6.19	1.50	7.53			10.16			
65.37	OXFORD D N	6.28	1.55	8.00			10.35			
68.67	ORION D N	6.35	2.06	8.11			10.45			
74.05	GOODISON	6.43	2.13	8.22			10.55			
78.05	ROCHESTER D N	6.50	2.19	8.27			11.05			
80.29	YATES	6.53					11.10			
85.13	UTICA D N	7.03	2.29	8.42			11.25			
91.90	WARREN D N	7.14	2.38	8.52			11.45			
95.18	CENTRE LINE	7.19		8.59			11.55			
98.66	NORTH DETROIT	7.25	2.47	9.03			12.03			
99.41	NORTH YARD D N	7.27	2.48	9.06			12.15			
101.72	BELT LINE JCT.	7.33	2.53	9.12			12.21			
102.20	MILWAUKEE JCT.	7.35	2.55	9.14			12.25			
103.26	WOODWARD AVE.	7.38	2.58	9.17			12.30			
106.70	B. C. JUNCTION	7.52	3.07	9.27			12.50			
107.53	DETROIT D N	7.55	3.10	9.30			1.00			
	ARRIVE	A. M.	P. M.	P. M.			P. M.	P. M.	P. M.	
		202	208	206			156	212	214	

SOUTHWARD Trains are superior to Northward trains of the same class.

SAGINAW BRANCH

Miles from S. B. Jct.	CENTRAL STANDARD TIME	EASTWARD—FIRST CLASS						SECOND CLASS
		202	208	206				156
		Daily	Daily	Daily Except Sunday				Daily Except Sunday
		LEAVE	A. M.	P. M.	P. M.			A. M.
0.00	S. B. JCT.	4.20	12.14	5.55				6.45
0.50	WASHINGTON AVE.	4.28	12.18	5.59				6.50
6.32	BUENA VISTA	4.41	12.28	6.07				7.00
8.70	FRANKENTROST	4.44		6.11				7.05
12.40	VEENFLEITS	4.52		6.16				7.12
14.25	RICHVILLE	4.55	12.37	6.22				7.16
15.74	DENMARK JCT. D N	4.57	12.39	6.28				7.20
	ARRIVE	A. M.	P. M.	P. M.				A. M.
		202	208	206				156

EASTWARD Trains are superior to Westward trains of the same class.

CARO BRANCH

Miles from Vassar	NORTHWARD				TIME TABLE		SOUTHWARD			Miles from Owendale
	SECOND CLASS				No. 398½		SECOND CLASS			
		257	255	251	CENTRAL STANDARD TIME		252	256	258	
		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	STATIONS		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
	P. M.	P. M.	A. M.	LEAVE	ARRIVE	A. M.	P. M.	P. M.		
0.00	6.55	12.55	10.15	VASSAR.....	D N	7.30	12.35	6.15	33.88	
0.36	6.57	12.57	10.20	CARO JUNCTION.....		7.25	12.30	6.12	33.52	
5.44	s 7.10 s	s 1.10 s	s 10.33	WATROUSVILLE.....	s	s 7.10 s	s 12.16 s	s 6.00	28.44	
7.45	f 7.15 f	f 1.15 f	f 10.39	ROSS CROSSING.....	f	f 7.05 f	f 12.11 f	f 5.55	26.43	
9.36	s 7.20 s	s 1.20 s	s 10.46	WAHJAMEGA.....	T s	s 7.00 s	s 12.08 s	s 5.50	24.52	
12.68	f 7.28 f	f 1.28 f	f 10.56	PENINSULAR ST.....	f	f 6.47 f	f 12.02 f	f 5.42	21.20	
13.66	7.30	s 1.30	s 11.00	CARO.....	D★	6.45 s	11.59	s 5.40	20.22	
16.03	P. M.	f 2.00	A. M.	ATWOOD.....		A. M.	A. M.	f 5.00	17.85	
17.03	257	f 2.07	251	GRAVEL PIT.....		252	256	f 4.54	16.65	
19.04		f 2.10		PURDY.....				f 4.42	14.84	
19.89		f 2.15		PATTERSON.....				f 4.32	13.99	
20.91		f 2.19		HUTCHINSON.....				s 4.25	12.97	
22.06		f 2.23		COLLING.....	T			s 4.15	11.82	
25.30		f 2.27		ASHMORE.....				f 4.05	8.58	
26.61		f 2.35		ROBINSON.....				f 3.58	7.27	
28.06		f 2.40		BACH.....	T			s 3.50	5.82	
31.61		f 2.45		PATTON.....				f 3.40	2.27	
33.88		f 2.53		OWENDALE.....	D			3.30	0.00	
		3.10								
	P. M.	P. M.	A. M.	ARRIVE	LEAVE	A. M.	A. M.	P. M.		
	257	255	251			252	256	258		

NORTHWARD Trains are superior to Southward Trains of the same class.

No. 255 will wait at Vassar for No. 256.

SPEED SCHEDULE

<i>Time per Mile</i>	<i>Miles per Hour</i>	<i>Time per Mile</i>	<i>Miles per Hour</i>	<i>Time per Mile</i>	<i>Miles per Hour</i>
0 min. 36 sec.	100.00	1 min. 48 sec.	33.33	3 min. 0 sec.	20.00
0 " 37 "	97.30	1 " 49 "	33.03	3 " 1 "	19.89
0 " 38 "	94.74	1 " 50 "	32.73	3 " 2 "	19.78
0 " 39 "	92.31	1 " 51 "	32.43	3 " 3 "	19.67
0 " 40 "	90.00	1 " 52 "	32.14	3 " 4 "	19.57
0 " 41 "	87.80	1 " 53 "	31.86	3 " 5 "	19.46
0 " 42 "	85.71	1 " 54 "	31.58	3 " 6 "	19.35
0 " 43 "	83.72	1 " 55 "	31.30	3 " 7 "	19.25
0 " 44 "	81.82	1 " 56 "	31.03	3 " 8 "	19.15
0 " 45 "	80.00	1 " 57 "	30.77	3 " 9 "	19.05
0 " 46 "	78.26	1 " 58 "	30.51	3 " 10 "	18.95
0 " 47 "	76.60	1 " 59 "	30.25	3 " 11 "	18.85
0 " 48 "	75.00	2 " 0 "	30.00	3 " 12 "	18.75
0 " 49 "	73.47	2 " 1 "	29.75	3 " 13 "	18.65
0 " 50 "	72.00	2 " 2 "	29.51	3 " 14 "	18.56
0 " 51 "	70.59	2 " 3 "	29.27	3 " 15 "	18.46
0 " 52 "	69.23	2 " 4 "	29.03	3 " 16 "	18.37
0 " 53 "	67.92	2 " 5 "	28.80	3 " 17 "	18.27
0 " 54 "	66.67	2 " 6 "	28.57	3 " 18 "	18.18
0 " 55 "	65.45	2 " 7 "	28.35	3 " 19 "	18.09
0 " 56 "	64.29	2 " 8 "	28.12	3 " 20 "	18.00
0 " 57 "	63.16	2 " 9 "	27.91	3 " 21 "	17.91
0 " 58 "	62.07	2 " 10 "	27.69	3 " 22 "	17.82
0 " 59 "	61.02	2 " 11 "	27.48	3 " 23 "	17.73
1 " 0 "	60.00	2 " 12 "	27.27	3 " 24 "	17.65
1 " 1 "	59.02	2 " 13 "	27.07	3 " 25 "	17.56
1 " 2 "	58.06	2 " 14 "	26.87	3 " 26 "	17.48
1 " 3 "	57.14	2 " 15 "	26.67	3 " 27 "	17.39
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1 " 6 "	54.55	2 " 18 "	26.09	3 " 30 "	17.14
1 " 7 "	53.73	2 " 19 "	25.90	3 " 31 "	17.06
1 " 8 "	52.94	2 " 20 "	25.71	3 " 32 "	16.98
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1 " 10 "	51.43	2 " 22 "	25.35	3 " 34 "	16.82
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1 " 17 "	46.75	2 " 29 "	24.16	3 " 41 "	16.29
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1 " 23 "	43.37	2 " 35 "	23.23	3 " 47 "	15.86
1 " 24 "	42.86	2 " 36 "	23.08	3 " 48 "	15.79
1 " 25 "	42.35	2 " 37 "	22.93	3 " 49 "	15.72
1 " 26 "	41.86	2 " 38 "	22.78	3 " 50 "	15.65
1 " 27 "	41.38	2 " 39 "	22.64	3 " 51 "	15.58
1 " 28 "	40.91	2 " 40 "	22.50	3 " 52 "	15.52
1 " 29 "	40.45	2 " 41 "	22.36	3 " 53 "	15.45
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1 " 39 "	36.36	2 " 51 "	21.05	5 " 0 "	12.00
1 " 40 "	36.00	2 " 52 "	20.93	5 " 27 "	11.00
1 " 41 "	35.64	2 " 53 "	20.81	6 " 0 "	10.00
1 " 42 "	35.29	2 " 54 "	20.69	6 " 40 "	9.00
1 " 43 "	34.95	2 " 55 "	20.57	7 " 30 "	8.00
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1 " 45 "	34.29	2 " 57 "	20.34	10 " 0 "	6.00
1 " 46 "	33.96	2 " 58 "	20.22	12 " 0 "	5.00
1 " 47 "	33.64	2 " 59 "	20.11		

