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Cleveland, Cincinnati, Chicago & St. Louis Railway

NEW YORK CENTRAL LINES

TIME-TABLE

No. 1

Terre Haute Division

EFFECTIVE 12:01 A.M., MONDAY, SEPT. 1, 1930

E. M. KELLEY,
SUPERINTENDENT.

Wm. B. Burford Printing Co., Indianapolis

SPECIAL INSTRUCTIONS

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 scnedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather, or other, conditions may be.

RAILROAD CROSSING AT GRADE

NAME.	LOCATION.	SIGNALS.
P. C. C. & St. L.	0.6 mile south of Terre Haute	Semi-automatic.
C. M. & St. P.	0.6 mile south of Greenwood	None.
T. H. I. & E. (Int. Elec.)	7th Street Terre Haute	None.
C. M. & St. P.	Spring Hill	Interlocking.
C. & E. I.	Spring Hill	Interlocking.
C. I. & L.	Clay City	Interlocking.
P. C. C. & St. L.	Rincon	None.
C. I. & L.	Elliston	Gate.
C. M. & St. P.	Elnora	None.
Chappell	0.9 miles North Maysville	Interlocking.
B. & O.	Washington	Gates.
Southern	Oakland City	Gates.
Enos Ry	2.7 miles south of Gray	None.

RAILROAD CROSSING NOT AT GRADE

NAME.	LOCATION.	SIGNALS.
I. C.	Elliston	Above grade.

INTERMEDIATE STATIONS

NAME.	LOCATION.	USE.
Riley Mine	0.8 mile north of Riley	Coal Mine.
Hickory Grove	1.7 mile south of Riley	Coal Mine.
Climax	0.7 mile south of Saline City	Industry spur.
Eel River	2.8 mile south of Saline City	Loading spur.
Mancourt	0.7 mile south of Coal City	Doubling track.
Daggett	1.2 mile south of Coal City	Loading spur.
Jefferson Coal Co.	2.4 miles south Coal City	Coal Mine.
Hubbell	3.8 miles south of Coal City	Loading spur.
Plummer	3.3 miles south of Elliston	Loading track.
Chappell	0.9 mile North Maysville	B. & O. Crossing.
Maysville Wye	0.1 mile north of Maysville	Wye.
Greenmound	0.1 mile south of Thomas	Coal Mine.
Sandy Hook	2.1 miles north of Rogers	Loading spur.
Gladstone	2.0 miles south of Rogers	Coal Mine.
Blackburn	1.0 mile south of Bennett	Passenger station.
Pike No. 3	1.1 mile north of Petersburg	Coal Mine.
Gray JCT	1.0 mile south of Oakland City	Branch line connection.
Enosville	3.7 miles south of Oakland City	Connection with Enos Ry.
Coe	6.8 miles south of Oakland City	Coal Mine.
Gudgel	2.0 miles south of Oakland City	Coal Mine.
General Fuel No. 1	1.3 mile north of Somerville	Coal Mine.
General Fuel No. 2	0.4 mile south of Somerville	Coal Mine.
Elberfeld Mine	0.4 mile south of Elberfeld	Coal Mine.
Elliott	2.9 miles south of Elberfeld	Loading spur.
Iglehart	2.2 miles south of Daylight	Loading spur.
McCutcheon	3.3 miles south of Daylight	Suburban station.

SURGEONS

NAME	RESIDENCE	DISTRICT
L. A. ENSMINGER, Chief Surgeon		
N. C. Davidson	Indianapolis	
G. W. Batman, Asst. Surgeon	Indianapolis	
J. J. Briggs, Asst. Surgeon	Indianapolis	
T. W. Moorehead	Terre Haute	Terre Haute to Cory.
W. C. Kunkler, Asst.	Terre Haute	Terre Haute to Cory.
R. Gantz	Saline City	Cory to Eel River.
L. C. Rentschler	Clay City	Eel River to Coal City.
Joseph W. Clifford	Worthington	Coal City to Rincon.
F. A. VanSandt	Bloomfield	Rincon to Newberry
McGuyer Porter	Elnora	Newberry to 3 miles. south of Elnora.
D. H. Swan	Plainville	3 miles south of Elnora to Graham.
Bert O. Burress	Washington	Graham to Thomas.
A. R. Logan	Petersburg	Thomas to Glezen.
E. R. Ropp	Oakland City	Glezen to Mackey.
	Elberfeld	Mackey to Daylight.
W. R. Davidson	Evansville	Daylight to Evansville.
B. J. Larkin, Cons. & Local Oculist	Indianapolis	
ORIS T. ALLEN, Oculist	Terre Haute.	

E. M. KELLEY,
Superintendent.

W. H. CARTER,
Trainmaster.

J. C. MOODY,
Chief Dispatcher.

(Continued on page 3)

1. The superior direction of trains is north.
No. 3 is superior to No. 4.
No. 105 is superior to No. 104.
No. 103 is superior to No. 106.
No. 131 is superior to No. 132.
No. 133 is superior to No. 134.
No. 31 is superior to No. 30.

2. Movement of trains between Straight Line Jct., and Evansville will be governed by time table and special instructions of the C. & E. I. R. R.

3. Movement of trains between Big Four connection and Duane will be governed by time table and special instructions of the St. Louis Division.

4. All trains moving against the current of traffic within yard limits, must move prepared to stop unless the main track is seen or known to be clear.

5. Track extending from Gray Jct. to Coe will be designated as Gray Branch.

6. Standard clocks are located at Evansville dispatchers office, Ashby, Duane.

7. Bulletin books are located at Evansville dispatchers office, Wansford, Ashby, Maple Ave., yard office, Duane roundhouse, Duane.

8. Evansville, Straight Line Jct., Ashby, Duff, Terre Haute, Duane and Washington are register stations.

9. Yard limits: Duane to Spring Hill, Worthington to Rincon, Washington, Petersburg, Oakland City and Enosville as defined by yard limit boards.

10. Between sunset and sunrise, a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

11. Employes must know that switch rails are in proper position and in good order before and after using a switch.

12. On portions of the road where no other form of block system is used, under the operation of Rule 91, it will be the duty of operators and signalmen, at open stations and interlocking stations, to display the train order signal or the home signal (as the case may be) at stop, until ten minutes after the departure of a train carrying passengers and until five minutes after the departure of any other train. They must not deliver, and trainmen must not accept, any form of Clearance Card, for a train that may be thus stopped, until the respective time limit has expired.

13. The "wig-wagging" of Train Order Signal (or of Home Signal, or Slow Speed Signal used in lieu thereof) and its immediate return to normal position, will indicate that an approaching train or engine may proceed and pass signal at reduced speed, prepared to receive Train Orders and Clearance Cards, but if not received in passing, the train or engine must be stopped immediately and not proceed until properly authorized. This does not authorize holding the main track on the time of a superior train, except as may be provided in other rules or special instructions.

14. Engines coming off engine track Petersburg, must in case of Hostler, get line up on telephone from operator as to location of other engines and trains before fouling main track, and must in all cases keep clear of north-bound freight trains leaving Ashby.

Road crews and yard crews must get line up from operator before taking engine from engine track, and must not move against or occupy main track at any time when north-bound freight trains are in yard ready to leave without protecting in accordance with Rule 99. All trains and engines moving in yard limits when north-bound through freights are due to leave must use care not to stop them.

15. Trains and engines working under or about mine tipple tracks must know that all parts of tipple will clear cars or engine before working tracks.

16. Conductors who have work to do between open stations or who know of other reason for delay, not otherwise indicated to dispatcher must notify dispatcher before entering such place

17. A pusher or helper engine must not couple on to either head or rear end of train it is to help until such train has stopped, and must not cut off from a train it is helping when pusher engine is to continue in the same direction, except at a block station where the block rules must be complied with. A pusher engine may cut off at the summit of grade, or elsewhere, without bringing the train it has helped to a stop, when the movement of pusher engine is to be in the reverse direction.

18. When rules require the head light to be displayed electric head lights on engines must be dimmed:
(a) In yards where switch engines are employed.
(b) At meeting points.
(c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
(d) When standing.
(e) On two or more tracks when approaching trains running in opposite direction.
(f) Approaching stations where "19" Train Orders are to be received.
(g) Passing both the engine and caboose of freight trains approached on double track or passed on siding.

19. Trains will stop on signal as follows:
No. 3. Hubbell and Sandy Hook.
No. 4. Sandy Hook and Hubbell.
No. 4 will stop at Wabash Ave., Terre Haute, to discharge passengers.

20. Passenger trains must not exceed 50 miles per hour; Freight trains 30 miles per hour at any point on the Terre Haute Division. Passenger trains must not exceed freight train speed restrictions when handled by freight engine. Trains handling steam derrick or pile driving outfit must not exceed 25 miles per hour; Trains handling loaded high hopper coal cars or loaded refrigerator cars must not exceed 25 miles per hour; Trains and engines 10 miles per hour entering or leaving sidings or passing through crossovers; All trains must run at reduced speed wherever regulations or safety require.

21. Passenger trains must not exceed;
30 miles per hour;
M. P. 46 to M. P. 47–5;
South switch Elliston to M. P. 49–15;
M. P. 57 to M. P. 58–30;
M. P. 63 to M. P. 63–15; (Wilson curve)
M. P. 66; (Killians curve)
On curves Maysville and Petersburg.
25 miles per hour;
M. P. 83–20 to M. P. 85;
M. P. 87–20 to M. P. 88;
M. P. 88–30 to M. P. 89–10.
10 miles per hour;
Just north of Rogers bridge.
M. P. 107–5 to M. P. 107–15.

(Continued on page 6)

DUANE TO EVANSVILLE—SOUTH

Miles from Duane.	STATIONS	FIRST CLASS 3 EVANSVILLE EXPRESS Daily Ex. Sunday	SECOND CLASS 33 LOCAL FREIGHT Daily Ex. Sunday	SECOND CLASS 31 LOCAL FREIGHT Daily Ex. Sunday
		AM	AM	
.....	Duane.....DN	.....	6.15	.....
2.3	**TERRE HAUTE**..DN	6.00	6.45	.....
2.7	Big Four conn.....	6.02	6.50	.....
4.9	Greenwood.....	6.10	7.00	.....
7.9	**SPRING HILL**..DN	6.15	7.10	.....
10.6	Liberty Siding.....	6.20	7.20	.....
13.1	Riley.....D	s 6.25	7.30	.....
18.4	Cory.....DN	s 6.34	7.45	.....
22.7	Saline City.....D	f 6.40	8.01	.....
25.6	Eel River.....	6.44	8.10	.....
28.8	**CLAY CITY**.....DN	s 6.54	8.40	.....
30.5	Lancaster.....	6.57	8.45	.....
33.9	Coal City.....D	s 7.05	8.55	.....
42.7	**WORTHINGTON**DN	s 7.21	9.45	.....
44.1	Rincon.....	7.24	9.55	.....
50.7	Elliston.....D	s 7.36	**10.15** 32	.....
58.7	Newberry.....D	s 7.50	10.35	.....
64.1	**ELNORA**.....DN	s 7.59	11.01	.....
70.6	Plainville.....D	s 8.09	11.21	.....
75.3	Hyatt.....	f 8.16	11.45	.....
77.1	Graham.....	8.19	.....	.....
79.4	Jordan.....	8.22	11.55	.....
80.5	**DUFF**.....DN	s **8.23** 32 **8.42**	12.20 PM 1.25	.....
82.6	Maysville.....	f 8.47	1.37	.....
85.5	Thomas.....	f 8.51	1.47	.....
91.9	Rogers.....D	f 9.02	1.57	.....
93.9	Bennett.....	9.06	2.03	AM
97.2	**PETERSBURG**...D	s 9.15	2.10	5.30
98.0	Ashby.....DN	9.17	2.15	6.10
103.5	Glezen.....D	f 9.25	PM	6.25
103.8	Hosmer.....	9.27	.....	6.30
104.5	Little.....	9.28	.....	6.35
106.6	Massey.....	f 9.31	.....	6.45
109.2	**OAKLAND CITY**.DN	s 9.36	.....	7.15
113.9	Somerville.....D	f 9.43	.....	7.25
115.7	Mackey.....	f 9.47	.....	7.30
117.8	Buckskin.....D	f 9.51	.....	7.45
120.1	Rosebud.....	9.54	.....	7.50
122.8	Elberfeld.....D	s **9.59** 30	.....	8.01
128.1	Daylight.....	f10.09	.....	8.15
133 9	Straight Line Jct....	10.20	.....	8.30
137.4	**EVANSVILLE**...DN	10.30 AM	.....	8.45 AM

Miles from Evansville.	STATIONS	FIRST CLASS								SECOND CLASS							
		4								30		32					
		TERRE HAUTE EXPRESS								LOCAL FREIGHT		LOCAL FREIGHT					
		Daily Ex. Sunday								Daily Ex. Sunday		Daily Ex. Sunday					
		PM								AM							
.....	**EVANSVILLE**...DN	2.50	..	.....	..	.....	..	.....	..	9.15	..	.....	..	.....	..	.....	..
3.5	Straight Line Jct....	3.00	..	.....	..	.....	..	.....	..	9.30	..	.....	..	.....	..	.....	..
9.4	Daylight.....	f 3.12	..	.....	..	.....	..	.....	..	9.45	..	.....	..	.....	..	.....	..
14.6	Elberfeld.....D	s 3.20	..	.....	..	.....	..	.....	..	**9.59**	3	.....	..	.....	..	.....	..
17.3	Rosebud.....	3.23	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
19.6	Buckskin.....D	f 3.27	..	.....	..	.....	..	.....	..	10.23	..	.....	..	.....	..	.....	..
21.7	Mackey.....	f 3.31	..	.....	..	.....	..	.....	..	10.40	..	.....	..	.....	..	.....	..
23.6	Somerville.....D	f 3.35	..	.....	..	.....	..	.....	..	10.50	..	.....	..	.....	..	.....	..
28.2	**OAKLAND CITY**.DN	s 3.43	..	.....	..	.....	..	.....	..	11.40	..	.....	..	.....	..	.....	..
31.1	Massey.....	f 3.48	..	.....	..	.....	..	.....	..	12.05	PM	.....	..	.....	..	.....	..
33.3	Little.....	3.51	..	.....	..	.....	..	.....	..	12.10	..	.....	..	.....	..	.....	..
34.0	Hosmer.....	3.52	..	.....	..	.....	..	.....	..	12.15	..	.....	..	.....	..	.....	..
34.2	Glezen.....D	f 3.53	..	.....	..	.....	..	.....	..	12.30	..	AM	..	.....	..	.....	..
39.4	Ashby.....DN	3.59	..	.....	..	.....	..	.....	..	12.45	..	6.00	..	.....	..	.....	..
40.2	**PETERSBURG**...D	s 4.05	..	.....	..	.....	..	.....	..	1.20	..	6.10	..	.....	..	.....	..
43.5	Bennett.....	4.10	..	.....	..	.....	..	.....	..	PM	..	6.26	..	.....	..	.....	..
45.6	Rogers.....D	f 4.14	..	.....	..	.....	..	.....	..	.....	..	6.35	..	.....	..	.....	..
52.0	Thomas.....	f 4.25	..	.....	..	.....	..	.....	..	.....	..	7.12	..	.....	..	.....	..
54.8	Maysville.....	f 4.29	..	.....	..	.....	..	.....	..	.....	..	7.25	..	.....	..	.....	..
56.9	**DUFF**.....DN	4.33 4.53	..	.....	..	.....	..	.....	..	.....	..	**7.45** **8.35**	3	.....	..	.....	..
58.0	Jordan.....	4.55	..	.....	..	.....	..	.....	..	.....	..	8.40	..	.....	..	.....	..
60.3	Graham.....	4.58	..	.....	..	.....	..	.....	..	.....	..	8.50	..	.....	..	.....	..
62.1	Hyatt.....	5.01	..	.....	..	.....	..	.....	..	.....	..	8.55	..	.....	..	.....	..
66.8	Plainville.....D	s 5.08	..	.....	..	.....	..	.....	..	.....	..	9.10	..	.....	..	.....	..
73.3	**ELNORA**.....DN	s 5.17	..	.....	..	.....	..	.....	..	.....	..	9.30	..	.....	..	.....	..
78.8	Newberry.....D	s 5.25	..	.....	..	.....	..	.....	..	.....	..	9.50	..	.....	..	.....	..
86.7	Elliston.....D	s 5.37	..	.....	..	.....	..	.....	..	.....	..	**10.15**	33	.....	..	.....	..
93.3	Rincon.....	5.46	..	.....	..	.....	..	.....	..	.....	..	10.30	..	.....	..	.....	..
94.8	**WORTHINGTON**DN	s 5.55	..	.....	..	.....	..	.....	..	.....	..	11.32	..	.....	..	.....	..
103.6	Coal City.....D	s 6.13	..	.....	..	.....	..	.....	..	.....	..	11.55	..	.....	..	.....	..
106.9	Lancaster.....	6.18	..	.....	..	.....	..	.....	..	.....	..	12.01	PM	.....	..	.....	..
108.6	**CLAY CITY**.....DN	s 6.22	..	.....	..	.....	..	.....	..	.....	..	12.20	..	.....	..	.....	..
111.8	Eel River.....	6.26	..	.....	..	.....	..	.....	..	.....	..	12.30	..	.....	..	.....	..
114.7	Saline City.....D	f 6.30	..	.....	..	.....	..	.....	..	.....	..	12.40	..	.....	..	.....	..
119.0	Cory.....DN	f 6.38	..	.....	..	.....	..	.....	..	.....	..	12.50	..	.....	..	.....	..
124.3	Riley.....D	f 6.45	..	.....	..	.....	..	.....	..	.....	..	1.05	..	.....	..	.....	..
126.8	Liberty Siding.....	6.49	..	.....	..	.....	..	.....	..	.....	..	1.15	..	.....	..	.....	..
129.5	**SPRING HILL**...DN	6.55	..	.....	..	.....	..	.....	..	.....	..	1.25	..	.....	..	.....	..
132.5	Greenwood.....	7.01	..	.....	..	.....	..	.....	..	.....	..	1.30	..	.....	..	.....	..
134.7	Big Four conn.....	7.06	..	.....	..	.....	..	.....	..	.....	..	1.40	..	.....	..	.....	..
135.1	**TERRE HAUTE**..DN	7.20	..	.....	..	.....	..	.....	..	.....	..	1.46	..	.....	..	.....	..
137.4	Duane.....DN	PM	..	.....	..	.....	..	.....	..	.....	..	2.00 PM	..	.....	..	.....	..

DUFF TO WASHINGTON—SOUTH

	STATIONS	FIRST CLASS								SECOND CLASS							
		105		103						133		131					
		PASSENGER		PASSENGER						LOCAL FREIGHT		LOCAL FREIGHT					
		Daily Ex. Sunday		Daily Ex. Sunday						Daily Ex. Sunday		Daily Ex. Sunday					
		PM		AM						PM		AM					
0.	Duff	4.33	..	8.23	..	.....	..	.....	..	12.20	..	7.45	..	.....	..	.....	..
2.3	Washington	4.43	..	**8.28**	131	.....	..	.....	..	12.25	..	**8.28**	103	.....	..	.....	..
		PM		AM						PM		AM					

WASHINGTON TO DUFF—NORTH

	STATIONS	FIRST CLASS								SECOND CLASS							
		106		104						134		132					
		PASSENGER		PASSENGER						LOCAL FREIGHT		LOCAL FREIGHT					
		Daily		Daily						Daily Ex. Sunday		Daily Ex. Sunday					
		AM		PM						PM		AM					
0.	Washington	**8.32**	132	4.48	..	.....	..	.....	..	1.15	..	**8.32**	106	.....	..	.....	..
2.3	Duff	8.42	..	4.53	..	.....	..	.....	..	1.25	..	8.35	..	.....	..	.....	..
		AM		PM						PM		AM					

SPECIAL INSTRUCTIONS—Continued

21. Continued.

Freight trains must not exceed;
With H-5 or larger engines;
15 miles per hour over bridge 120–2;
20 miles per hour over bridges 53–1, 53–4 and 120–5.

With any engine;
20 miles per hour;
M. P. 46 to M. P. 47–5;
M. P. 57 to M. P. 58–20;
On curves Maysville and Petersburg;
Gray and Coe.

15 miles per hour;
South switch Elliston siding to M. P. 49–15;
M. P. 63 to M. P. 63–12; (Wilsons curve)
M. P. 66; (Killians curve).

10 miles per hour;
M. P. 84–10 to M. P. 85;
M. P. 87–20 to M. P. 88;
Just north of Rogers bridge;
M. P. 88–30 to M. P. 89–10.

6 miles per hour;
Street crossings at Worthington.

Northbound;
20 miles per hour north switch Washington to Duff;
Graham curve;
½ mile north Coal City to Lancaster;
M. P. 25 to north end Big Creek bridge;
M. P. 12–10 to first bridge south of Riley;
Riley Mine to Honey Creek bridge.

Trains handling loaded high hopper coal cars, box cars or refrigerator cars must be carefully watched at all times and whenever riding of such cars indicate an unusual condition, precautions must be taken to prevent derailment, in aggravated cases cars should be set out and proper authorities notified.

22. H-5 engines must not be double headed over bridges 120–2 or 120–5.

23. Engines must not run;
Under any mine tipple;
Around curve north of Walnut Street; east track Washington; beyond frog of switch Rogers.

24. Normal position of main track switch Duff will be for cut-off.

SPEED TABLE

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 "	15.1
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		

TERRE HAUTE DIV.