INDEX

	Pages
Special Instructions	2, 3, 10
St. Joseph to Anderson	4
Anderson to St. Joseph	5
Anderson to North Vernon	6, 7
North Vernon to Anderson	8, 9
Speed Table	11
Map	12

Cleveland, Cincinnati, Chicago & St. Louis Railway

NEW YORK CENTRAL LINES

Michigan Division

TIME-TABLE

No. 92

Effective 12.01 A. M., Sunday, November 2, 1930.

E. H. ZEIGLER,
SUPERINTENDENT.

Wm. B. Burford Printing Co., 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.
G. T.	Granger	Interlocking.
N. Y. C.	Goshen	Interlocking.
Wabash	New Paris	Interlocking.
B. & O.	Milford Jct	Interlocking.
Pennsylvania	Warsaw	Interlocking.
N. Y. C. & St. L.	Claypool	Interlocking.
Pennsylvania	North Manchester	None.
Erie	Bolivar	Interlocking.
U. T. Co. (Int. Elec.)	1.3 miles north of Marion	Interlocking.
N. Y. C. & St. L.	Marion	Interlocking.
Indiana Service (Int. Elec.)	Marion	None.
Pennsylvania	Kent	Interlocking.
U. T. Co. (Int. Elec.)	1.0 mile south of Kent	None.
U. T. Co. (Int. Elec.)	0.3 mile north of Fairmount	None.
Pennsylvania	0.7 mile south of Fairmount	Interlocking.
U. T. Co. (Int. Elec.)	0.2 mile north of Alexandria	None.
U. T. Co. (Int. Elec.)	Alexandria	None.
N. Y. C. & St. L.	0.5 mile south of Alexandria	Target.
Pennsylvania	Dow	Interlocking.
C. C. C. & St. L. (Indpls. Div.)	Anderson	None.
Central Indiana	0.4 mile south of Anderson	Target.
Pennsylvania	0.7 mile south of Anderson	Target.
C. C. C. & St. L. (Indpls. Div.)	South Anderson	None.
C.C.C.& St.L. (Springfield Div.)	Shirley	Home signals.
U. T. Co. (Int. Elec.)	Shirley	None.
T. H. I. & E. (Int. Elec.)	Knightstown	None.
I. & S. E. (Int. Elec.)	Rushville	None.
B. & O.	Rushville	Target.
Pennsylvania	Rushville	None.
I. & S. E. (Int. Elec.)	Greensburg	None.
C. C. C. & St. L. (Chgo. Div.)	Greensburg	Interlocking.
Pennsylvania	North Vernon	Target.
B. & O.	North Vernon	Target.
Pennsylvania	North Tower	Interlocking.
I. C	Floyd St.	None.

RAILROAD CROSSINGS NOT AT GRADE.

NAME	LOCATION.	POSITION.
P. M.	1.8 miles south of Benton Harbor	Above grade.
N. I. Ry. Inc. (Int. Elec.)	1.1 miles north of Niles	Above grade.
M. C.	Niles	Above grade.
M. C.	Michigan Wye	Above grade.
N. I. Ry. Inc. (Int. Elec.)	Michigan Wye	Above grade.
N. Y. C.	0.5 mile south of Elkhart	Above grade.
Wabash	0.7 mile north of Wabash	Above grade.
Indiana Service (Int. Elec.)	Wabash	Below grade.
U. T. Co. (Int. Elec.)	2.2 miles south of Wabash	Above grade.
C. & O.	0.7 mile south of Kent	Above grade.
Pennsylvania	0.9 mile south of Knightstown	Above grade.
Pennsylvania	Jeffersonville	Below grade.
L. & N.	F S Tower	Below grade.

SURGEONS.

NAME.	RESIDENCE.	DISTRICT.
L. A. ENSMINGER, Chief Surgeon	Indianapolis.	
Gordon W. Batman, Asst. Surgeon.	"	
J. J. Briggs, " "	"	
N. C. Davidson, " "	"	
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.
Jas. Wilson, F. M. Whistler	Wabash	Claypool to Marion.
W. A. Fankboner, O. W. McQuown	Marion	Marion to Alexandria.
J. B. Fattic, H. W. Gante	Anderson	Alexandria to Shirley.
O. H. Barrett	Knightstown	Shirley to Rushville.
Charles Overpeck, W. E. Thomas	Greensburg	Rushville to Westport.
John H. Green	North Vernon	Westport to North Vernon.
W. M. Varble	Jeffersonville	Jeffersonville.
Oscar Bloch	Louisville	Louisville.
B. J. LARKIN, Consulting Oculist	Indianapolis.	
W. F. Hughes, Oculist	Indianapolis.	
D. A. Bartley, Oculist	Indianapolis.	
Frank Pirkey, Oculist	Louisville.	

1. The superior direction of trains is north.

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

3. M. C. time-table governs between Niles Terminal Yard and Michigan Wye

4. N. Y. C. time-table governs between Elkhart and Goshen via N. Y. C.

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

6. Rules of C. C. C. & St. L. Railway and Special Instructions of L. & J. B. & R. R. govern between North Tower and Floyd St. The Manual Block System will be used between North Tower and GI. Rules 317A and 331A will govern. Between GI and Floyd St. trains and engines, regardless of class, will move under control, prepared to stop short of any obstruction and expecting to find track occupied.

7. Short Route Rules govern between Floyd St. and Louisville.

8. Benton Harbor, Michigan Wye, Elkhart, Goshen(CX), Wabash, Anderson, South Anderson, Greensburg, Craig, North Vernon, North Tower and Louisville are register stations.

9. Trains using Niles Terminal Yard only, will be registered at Michigan Wye.

10. Trains using N. Y. C. tracks between Elkhart and Goshen only, will be registered at Goshen (CX).

11. Trains which are required to register at Goshen (CX) will be registered by the operator, if signals for a section are not and have not been displayed.

12. C. H. & G. Branch trains only, will be registered at Craig.

13. Enginemen are relieved from examining register 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.

14. Conductors of first class trains are relieved from examining register at intermediate register stations.

15. Nothing in these instructions will relieve conductors and enginemen from observing whether trains met, of the same or superior class, are displaying signals for a following section, or from observing whether such trains have been met.

16. Standard clocks are located at Benton Harbor, Elkhart, Wabash, Marion, Anderson, South Anderson, South Anderson roundhouse, Greensburg, North Vernon, Jeff Yard and Louisville.

17. Bulletin books are located at Benton Harbor roundhouse, Benton Harbor, Elkhart, Wabash, Marion, Anderson,

(Continued on page 3.)

South Anderson, South Anderson roundhouse, Greensburg, North Vernon, Jeffersonville roundhouse, Jeff Yard, Louisville roundhouse and Louisville.

18. The Manual Block System will be used between the Yard Limit-Block Limit Board two miles south of Elkhart, and Dow, between South Anderson and Kime, and between Rushville and North Vernon.

Rules 317A and 331A will govern the movement of passenger trains or freight trains carrying passengers.

Rules 317B and 331B will govern the movement of freight trains.

Rules S-251 to S-254, inclusive, will govern on single track.

C. H. & G. trains and engines must secure permission by telephone from operator at Greensburg before occupying Michigan Division main track at Craig, and likewise must report when clear of Michigan Division main track.

Northbound trains or engines must not foul the main track north of North Vernon telegraph office without first securing permission from the operator.

19. Automatic block system will be used between Dow and South Anderson for movements with the current of traffic on double track and for movements on single track.

20. Block signals Yost are remote controlled from Goshen.
Block signals Grandy are remote controlled from Warsaw.
Block signals 1 mile north and 1 mile south of Wabash are remote controlled from Wabash.
Block signals Alda are remote controlled from Alexandria.
Block signals 1 mile south of South Anderson are remote controlled from South Anderson.
Block signals Crest are remote controlled from Knightstown.
Block signals Blix are remote controlled from Carthage.
Block signals Kime are remote controlled from Rushville.
Block signals 1 mile north of Greensburg are remote controlled from Greensburg.
Block signal Craig is remote controlled from Greensburg.
Block signals Horace are remote controlled from Greensburg.
Block signals 1 mile north of North Vernon are remote controlled from North Vernon.

Train must not pass these block signals without entire train or do switching without first notifying the operator of intended moves and reporting after such moves have been completed.

21. In manual or automatic block territory, when a train or engine takes a siding or otherwise clears the main track it must not again enter the block or foul the main track without permission of signalman or dispatcher.

22. At Milford Jct., North Manchester, Lafontaine, Fairmount, Dow, Shirley, Carthage, Milroy and Westport, southbound trains finding train order or block signal at stop position, will make stop back of clearance, south end of siding.

At Bolivar, Urbana, Alexandria and Sandusky, northbound trains finding train order or block signal at stop position, will make stop back of clearance, north end of siding.

23. 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.

24. Trains and engines moving against the current of traffic within yard limits must move prepared to stop unless main track is seen or known to be clear.

25. Rule 93 of the Book of Rules, is revised as follows: Within yard limits the main track may be used, protecting against first class trains. Second class and extra trains and engines must move within yard limits prepared to stop unless main track is seen or known to be clear.

26. One long and one short blast of the whistle will be sounded before sounding signals 14-d or 14-e, when running against the current of traffic.

27. Between Anderson and South Anderson, trains and engines irrespective of class, will run with current of traffic, prepared to stop short of any obstruction, protecting against following movements, and expecting to find track obstructed. Care must be exercised not to delay passenger trains by other trains or engines. Flagman must ride on rear of last car.

28. While on the main tracks of the Indianapolis or Cincinnati Terminal Divisions, the brakeman or flagman must ride on the rear of last car on all trains or cuts.

29. Southbound trains via N. Y. C. must not leave Goshen (CX) without Clearance Card Form A, and Train Orders, if any.

30. Trains must not leave Elkhart, Wabash or Greensburg without Clearance Card Form A, and Train Orders, if any. Second class and inferior trains must not leave South Anderson without Clearance Card Form A, and Train Orders, if any. Between the hours of 7:30 A. M. and 11:30 P. M., daily except Sunday, trains must not leave Anderson without Clearance Card Form A, and Train Orders, if any.

31. The limits of Wabash pusher engine are between Mile Post 110 and Mile Post 116; it will help any train within its limits, and will return to Wabash ahead of or against second class and inferior trains, running extra and displaying prescribed signals.

32. 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. Pusher engines 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.

33. 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 will be delayed thereby.

34. On track used jointly by C. C. C. & St. L., and N. Y. C. & St. L., between Kime and Rushville, trains and engines irrespective of class, must move prepared to stop short of any obstruction.

35. Trains and engines must not exceed:
12 miles per hour through crossovers and entering or leaving sidings, or ends of double track;

(Continued on page 10)

ST. JOSEPH TO ANDERSON—SOUTH

Miles from St. Joseph.	STATIONS	FIRST CLASS						SECOND CLASS									
		39		3				99		53		55		73		51	
		THE WINONA		INDIANAPOLIS EXPRESS				L'VILLE-IND'PLS FREIGHT		LOCAL FREIGHT		LOCAL FREIGHT		CINCINNATI FREIGHT		SWITCH RUN	
		Daily		Daily Ex. Sunday				Daily		Daily Ex. Sunday		Daily Ex. Sunday		Daily		Daily Ex. Sunday	
.....	St. Joseph	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
1.5	**BENTON HARBOR**....DN	.....	..	PM 12.05	..	.....	..	.....	..	.....	..	.....	..	AM 11.20	..	PM 9.30	..
1.8	Long	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
4.1	Napier	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
8.7	Sodus.....D	.....	..	s **12.20** 46	..	.....	..	.....	..	.....	..	.....	..	11.45	..	**9.50** 72	..
11.7	Hartman	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
14.2	Eau Claire.....D	.....	..	s12.30	..	.....	..	.....	..	.....	..	.....	..	**12.10** 46 PM	..	10.25	..
16.5	Berrien Centre	.....	..	f12.34	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
20.5	Fairland	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
25.3	Niles.....D	.....	..	s12.50	..	.....	..	AM	..	.....	..	.....	..	12.30	..	10.55	..
	Niles Terminal Yard	.....	..	.....	..	.....	..	5.30	..	.....	..	.....	..	.....	..	.....	..
27.4	Michigan Wye	.....	..	12.54	..	.....	..	6.00	..	.....	..	.....	..	12.35	..	11.45	..
30.3	Beebe	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
35.6	Granger.....DN	AM	..	f **1.07** 73	..	.....	..	6.20	..	AM	..	.....	..	**1.07** 3	..	12.15	AM
44.7	**ELKHART**.....DN	6.30	..	s **1.25** 92	..	.....	..	7.05	..	6.30	..	.....	..	**2.00** 92	..	1.00	..
48.3	Packman	Via N.Y.C.	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	AM	..
50.3	Dunlap		..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
55.2	Goshen.....DN	s 6.45	..	s 1.41	..	.....	..	.....	..	f 6.50	..	.....	..	.....	..	.....	..
57.2	Yost	6.48	..	1.44	..	.....	..	7.40	..	6.55	..	.....	..	2·30	..	.....	..
61.2	New Paris.....DN	6.53	..	s 1.50	..	.....	..	7.50	..	f 7.20	..	.....	..	2.40	..	.....	..
66.2	Milford Jct.....DN	6.59	..	1.57	..	.....	..	8.00	..	f 7.40	..	.....	..	2.50	..	.....	..
67.4	Milford.....D	7.01	..	s 2.02	..	.....	..	.....	..	f 7.55	..	.....	..	.....	..	.....	..
72.9	Leesburg.....D	7.08	..	s 2.12	..	.....	..	.....	..	f 8.10	..	.....	..	.....	..	.....	..
78.9	Grandy	7.14	..	2.20	..	.....	..	**8.35** 53	..	**8.35** 99 **9.45** 52	..	.....	..	3.25	..	.....	..
79.6	Warsaw.....DN	s 7.20	..	s 2.25	..	.....	..	.....	..	f.....	..	.....	..	.....	..	.....	..
87.4	Claypool.....DN	f 7.31	..	s 2.38	..	.....	..	**9.00** 52	..	f **10.06** 46	..	.....	..	3.55	..	.....	..
91.3	Silver Lake.....D	7.35	..	s 2.46	..	.....	..	9.10	..	f10.55	..	.....	..	4.10	..	.....	..
94.2	Rose Hill	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
99.0	NorthManchester DN	s **7.43** 52	..	s 2.54	..	.....	..	9.25	..	f **11.10** 92	..	.....	..	4.25	..	.....	..
101.5	Bolivar.....DN	7.49	..	3.05	..	.....	..	**9.39** 46	..	11.40	..	.....	..	4.35	..	.....	..
106.0	Urbana.....D	7.55	..	s 3.12	..	.....	..	10.08	..	f12.05	PM	.....	..	**4.45** 72	..	.....	..
109.0	Speicher	.....	..	.....	..	.....	..	.....	..	.....	..	AM	..	.....	..	.....	..
113.3	**WABASH**.....DN	s 8.10	..	s **3.30** 72	..	.....	..	**10.30** 92	..	2.15	..	6.30	..	6.00	..	.....	..
119.0	Treaty	.....	..	.....	..	.....	..	.....	..	PM	..	f.....	..	.....	..	.....	..
123.5	La Fontaine.....DN	8.22	..	s 3.45	..	.....	..	**12.01** 54 PM	..	.....	..	f 7.10	..	6.25	..	.....	..
126.4	Fox	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
132.6	Marion.....DN	s 8.40	..	s 4.07	..	.....	..	.....	..	.....	..	f.....	..	.....	..	.....	..
133.3	Kent.....DN	**8.42** 92-46	..	4.10	..	.....	..	12.30	..	.....	..	7.52	..	7.00	..	.....	..
138.3	Jonesboro.....D	8.48	..	s 4.18	..	.....	..	12.45	..	.....	..	f **8.15** 92	..	.....	..	.....	..
142.7	Fairmount.....DN	**8.54** 55	..	s 4.27	..	.....	..	12.55	..	.....	..	f **8.27** 46 **8.54** 39	..	**7.27** 40	..	.....	..
148.0	Summitville.....D	9.02	..	s 4.37	..	.....	..	1.10	..	.....	..	f **10.12** 54	..	7.50	..	.....	..
153.4	Alexandria.....DN	**9.09** 54	..	s 4.47	..	.....	..	.....	..	.....	..	f11.30	..	.....	..	.....	..
155.0	Alda	9.12	..	4.50	..	.....	..	**1.30** 72	..	.....	..	11.50	..	8.10	..	.....	..
158.5	Linwood	.....	..	.....	..	.....	..	.....	..	.....	..	f.....	..	.....	..	.....	..
162.5	Dow.....DN	9.20	..	4.58	..	.....	..	1.55	..	.....	..	**1.10** 72 PM	..	8.35	..	.....	..
165.3	**ANDERSON**....DN	9.30 AM	..	5.10 PM	..	.....	..	2 05	..	.....	..	1.45	..	8.45	..	.....	..
166.7	South Anderson..DN	.....	..	.....	..	.....	..	5.00 PM	..	.....	..	2.00 PM	..	11.15 PM	..	.....	..

Miles from Louisville.	STATIONS	FIRST CLASS						SECOND CLASS									
		46		40				52		54		92		72		50	
		MICHIGAN EXPRESS		THE WINONA				LOCAL FREIGHT		LOCAL FREIGHT		OIL RUN		MICHIGAN FREIGHT		SWITCH RUN	
		Daily Ex. Sunday		Daily				Daily Ex. Sunday		Daily Ex. Sunday		Daily		Daily		Daily Ex. Sunday	
137.6	South Anderson..DN	.....	..	.....	..	.....	..	.....	..	AM 6.45	..	AM 7.00	..	PM 12.45	..	.....	..
		AM		PM													
139.0	**ANDERSON**....DN	7.50	..	6.55	..	.....	..	.....	..	6.55	..	7.08	..	12.55	..	.....	..
141.8	Dow.....DN	7.55	..	7.00	..	.....	..	.....	..	7.05	..	7.18	..	**1.10** 55		.....	..
145.8	Linwood.....	.....	..	.....	..	.....	..	.....	..	f.....	..	.....	..	.....	..	.....	..
149.3	Alda.....	8.03	..	7.08	..	.....	..	.....	..	**7.35** 92		**7.35** 54		**1.30** 99		.....	..
150.9	Alexandria .....DN	s **8.08** 54		s 7.12	..	.....	..	.....	..	f **8.08** 46 **9.09** 39		.....	..	.....	..	.....	..
156.3	Summitville.....D	s 8.17	..	7.20	..	.....	..	.....	..	f**10.12** 55		7.55	..	1.45	..	.....	..
161.6	Fairmount.....DN	s **8.27** 55		**7.27** 73		.....	..	.....	..	f10.40	..	8.05	..	2.00	..	.....	..
166.0	Jonesboro.....D	s 8.34	..	7.33	..	.....	..	.....	..	f11.00	..	**8.15** 55		2.10	..	.....	..
171.0	Kent.....DN	**8.42** 39-92		7.39	..	.....	..	.....	..	11.15	..	**8.42** 46-39		2.30	..	.....	..
171.7	Marion.....DN	s 8.48	..	s 7.45	..	.....	..	.....	..	f	..	.....	..	.....	..	.....	..
177.9	Fox.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
180.8	La Fontaine.....DN	s 9.02	..	7.58	..	.....	..	.....	..	f**12.01** 99 PM		9.10	..	2.50	..	.....	..
185.3	Treaty.....	.....	..	.....	..	.....	..	AM	..	f.....	..	.....	..	.....	..	.....	..
191.0	**WABASH**.....DN	s 9.20	..	s 8.15	..	.....	..	6.00	..	1.30	..	**10.30** 99		**3.30** 3		.....	..
195.3	Speicher.....	.....	..	.....	..	.....	..	.....	..	PM	..	.....	..	.....	..	.....	..
198.3	Urbana.....D	s 9.33	..	8.25	..	.....	..	f 6.30	..	.....	..	10.45	..	**4.45** 73		.....	..
202.8	Bolivar.....DN	**9.39** 99		8.31	..	.....	..	7.00	..	.....	..	11.00	..	5.00	..	.....	..
205.3	NorthManchester DN	s 9.47	..	s 8.37	..	.....	..	f **7.43** 39		.....	..	**11.10** 53		5.10	..	.....	..
210.1	Rose Hill.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
213.0	Silver Lake.....D	s10.00	..	8.46	..	.....	..	f 8.15	..	.....	..	11.35	..	5.35	..	.....	..
216.9	Claypool.....DN	s**10.06** 53		8.51	..	.....	..	f **9.00** 99		.....	..	11.45	..	5.45	..	.....	..
224.7	Warsaw.....DN	s10.20	..	s 9.07	..	.....	..	f.....	..	.....	..	.....	..	.....	..	.....	..
225.4	Grandy.....	10.23	..	9.09	..	.....	..	**9.45** 53		.....	..	12.10 PM		6.10	..	.....	..
231.4	Leesburg.....D	s10.31	..	9.16	..	.....	..	f10.15	..	.....	..	.....	..	.....	..	.....	..
236.9	Milford.....D	s10.41	..	9.23	..	.....	..	f10.25	..	.....	..	.....	..	.....	..	.....	..
238.1	Milford Jct.....DN	**10.43** 52		9.25	..	.....	..	f**10.43** 46		.....	..	12.40	..	6.45	..	.....	..
243.1	New Paris.....DN	s10.51	..	9.31	..	.....	..	f11.35	..	.....	..	12.50	..	6.55	..	.....	..
247.1	Yost.....	10.56	..	9.36	..	.....	..	11.42	..	.....	..	1.00	..	7.02	..	.....	..
249.1	Goshen.....DN	s11.00	..	s 9.40	..	.....	..	f11.46	..	.....	..	.....	..	.....	..	.....	..
254.0	Dunlap	11.07	..	Via N.Y.C.	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
256.0	Packman.....	.....	..		..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
259.6	**ELKHART**.....DN	s11.25	..	10.05	..	.....	..	1.20	..	.....	..	**1.25** 3 **2.15** 73		7.55	..	PM 6.00	..
268.7	Granger.....DN	f11.40	..	PM	..	.....	..	PM	..	.....	..	2.55	..	8.20	..	6.30	..
274.0	Beebe.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
276.9	Michigan Wye.....	11.51	..	.....	..	.....	..	.....	..	.....	..	3.30	..	8.45	..	7.45	..
.....	Niles Terminal Yard	.....	..	.....	..	.....	..	.....	..	.....	..	5.00	..	.....	..	.....	..
279.0	Niles.....D	s11.55	..	.....	..	.....	..	.....	..	.....	..	PM	..	8.50	..	8.00	..
283.8	Fairland.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
287.8	Berrien Centre.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
290.1	Eau Claire.....D	s**12.10** 73 PM		.....	..	.....	..	.....	..	.....	..	.....	..	9.15	..	8.30	..
292.6	Hartman.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
295.6	Sodus.....D	s**12.20** 3		.....	..	.....	..	.....	..	.....	..	.....	..	**9.50** 51		8.45	..
300.2	Napier.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
302.5	Long.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..
302.8	**BENTON HARBOR**....DN	12.45 PM	..	.....	..	.....	..	.....	..	.....	..	.....	..	11.45 PM	..	9.10 PM	..
304.3	St. Joseph.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..

ANDERSON TO NORTH VERNON—SOUTH

Miles from St. Joseph.	STATIONS	FIRST CLASS **39** LOUISVILLE EXPRESS Daily Ex. Sunday
		PM
165.3	**ANDERSON**....DN	1.00
166.7	South Anderson..DN	**1.06** 56
172.6	Emporia..........	......
174.7	Markleville.......D	1.18
181.0	Shirley..........DN	s 1.30
186.6	Crest	1.39
188.1	Knightstown....DN	s 1.43
193.0	Carthage........DN	s 1.53
195.1	Blix..............	1.56
196.3	Farmer	......
198.5	Henderson.........	......
203.4	Kime..............	2.11
204.4	Rushville........DN	s 2.19
212.0	Milroy..........DN	s 2.30
215.1	Williamstown......	......
217.5	Sandusky.........D	2.40
223.3	**GREENSBURG**..DN	s 3:25 4:15 40
224.8	Craig	4.20
230.4	Horace............	4.30
232.4	Letts.............D	f 4.33
236.4	Westport........DN	s **4.40** 64
240.6	Sherwood..........	4.45
243.3	Brewersville.......	......
248.8	**NORTH VERNON**.....DN	s 5.05
299.9	Jeff Yard	......
300.9	North Tower....DN	6.21
301.1	Jeffersonville.......	s 6.22
302.0	Market St.........	......
302.6	FS Tower........DN	......
303.1	GI.............DN	......
303.5	Floyd St..........	......
304.3	**LOUISVILLE**....DN	6.40
		PM

Miles from St. Joseph.	STATIONS	SECOND CLASS																			
		69		75		57		93		315		65		99							
		LOUISVILLE FREIGHT		CINCINNATI FREIGHT		LOCAL FREIGHT		SY-2		C. H. & G. MIXED		LOUISVILLE MDSE.		LOUISVILLE FREIGHT							
		Daily		Daily		Daily Ex. Sunday		Daily		Daily Ex. Sunday		Daily		Daily							
165.3	ANDERSON....DN	.....	..	AM	..	AM	..	.....	..	.....	..	.....	..	PM	..	.....	..				
166.7	South Anderson..DN	.....	..	12.50	..	6.30	..	.....	..	.....	..	.....	..	7.00	..	.....	..				
172.6	Emporia.....	.....	..	.....	..	f.....	..	.....	..	.....	..	.....	..	.....	..	.....	..				
174.7	Markleville.....D	.....	..	**1.15**	92	f 6.42	..	.....	..	.....	..	.....	..	7.18	..	.....	..				
181.0	Shirley.....DN	.....	..	1.50	..	f **7.15**	74	.....	..	.....	..	.....	..	7.31	..	.....	..				
186.6	Crest.....	.....	..	2.10	..	7.30	..	.....	..	.....	..	.....	..	7.43	..	.....	..				
188.1	Knightstown....DN	.....	..	2.17	..	f 8.00	..	.....	..	.....	..	.....	..	7.48	..	.....	..				
193.0	Carthage.....DN	.....	..	.....	..	f 9.00	..	.....	..	.....	..	.....	..	.....	..	.....	..				
195.1	Blix.....	.....	..	2.50	..	9.15	..	.....	..	.....	..	.....	..	8.02	..	.....	..				
196.3	Farmer	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..				
198.5	Henderson.....	.....	..	.....	..	f.....	..	.....	..	.....	..	.....	..	.....	..	.....	..				
203.4	Kime	.....	..	3.15	..	9.50	..	.....	..	.....	..	.....	..	8.20	..	.....	..				
204.4	Rushville .....DN	.....	..	3.40	..	f**10.30**	56	.....	..	.....	..	.....	..	8.25	..	.....	..				
212.0	Milroy.....DN	.....	..	4.00	..	f10.50	..	.....	..	.....	..	.....	..	8.40	..	.....	..				
215.1	Williamstown.....	.....	..	.....	..	f.....	..	.....	..	.....	..	.....	..	.....	..	.....	..				
217.5	Sandusky.....D	AM	..	4.10	..	f11.05	..	AM	..	AM	..	AM	..	8.50	..	.....	..				
223.3	GREENSBURG..DN	12.05	..	**5.00**	74	12.30	PM	7.15	..	10.45	..	11.15	..	9.30	..	.....	..				
224.8	Craig	12.10	..	AM	..	12.35	..	7.18	..	10.50	..	11.20	..	9.35	..	.....	..				
230.4	Horace.....	**12.20**	66	.....	..	f12.50	..	**7.30**	56	AM	..	11.30	..	9.45	..	.....	..				
232.4	Letts.....D	.....	..	.....	..	f.....	..	.....	..	.....	..	.....	..	....	..	.....	..				
236.4	Westport.....DN	12.35	..	.....	..	f 1.10	..	7.40	..	.....	..	11.45	..	**10.05**	92	.....	..				
240.6	Sherwood.....	12.42	..	.....	..	1.20	..	7.47	..	.....	..	11.52	..	10.15	..	.....	..				
243.3	Brewersville.....	.....	..	.....	..	f.....	..	.....	..	.....	..	.....	..	.....	..	.....	..				
248.8	NORTH VERNON....DN	1.20	..	.....	..	2.30	..	8.05	..	.....	..	12.30	PM	10.58	..	.....	..				
299.9	Jeff Yard	6.30	..	.....	..	PM	..	11.00	..	.....	..	4.00	..	3.00	..	.....	..				
300.9	North Tower....DN	AM	..	.....	..	.....	..	AM	..	.....	..	PM	..	AM	..	.....	..				
301.1	Jeffersonville.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..				
302.0	Market St.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..				
302.6	FS Tower.....DN	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..				
303.1	GI .....DN	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..				
303.5	Floyd St	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..				
304.3	LOUISVILLE....DN	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..				

NORTH VERNON TO ANDERSON—NORTH

FIRST CLASS

Miles from Louisville.	STATIONS	40 LOUISVILLE EXPRESS Daily Ex. Sunday
		PM
.....	**LOUISVILLE**....DN	1.30
0.8	Floyd St.....	.....
1.2	GI.....DN	.....
1.7	FS Tower.....DN	.....
2.3	Market St.....	.....
3.2	Jeffersonville.....	s 1.43
3.4	North Tower....DN	1.44
4.4	Jeff Yard.....	.....
55.5	**NORTH VERNON**....DN	s 2.57
61.0	Brewersville.....	.....
63.7	Sherwood.....	3.08
67.9	Westport.....DN	s 3.14
71.9	Letts.....D	3.19
73.9	Horace.....	3.22
79.5	Craig.....	3.28
81.0	**GREENSBURG**..DN	s **3.42** [39]
86.8	Sandusky.....D	3.52
89.2	Williamstown.....	.....
92.3	Milroy.....DN	s 4.02
99.9	Rushville.....DN	s 4.20
100.9	Kime.....	4.23
105.8	Henderson.....	.....
108.0	Farmer.....	.....
109.2	Blix.....	4.35
111.3	Carthage.....DN	s 4.40
116.2	Knightstown.....DN	s 4.49
117.7	Crest.....	4.52
123.3	Shirley.....DN	s 5.00
129.6	Markleville.....D	f 5.10
131.7	Emporia.....	.....
137.6	South Anderson..DN	5.20
139.0	**ANDERSON**....DN	5.35
		PM

Miles from Louisville.	STATIONS	SECOND CLASS																	
		62		74		56		64		318		92		66					
		INDIANAPOLIS FREIGHT		MICHIGAN FREIGHT		LOCAL FREIGHT		INDIANAPOLIS FREIGHT		C. H. & G. MIXED		NYC-CCI CHGO. MDSE.		INDIANAPOLIS FREIGHT					
		Daily		Daily		Daily Ex. Sunday		Daily		Daily Ex. Sunday		Daily		Daily					
.....	**LOUISVILLE**....DN	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..		
0.8	Floyd St.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..		
1.2	GI.....DN	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..		
1.7	FS Tower.. .....DN	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..		
2.3	Market St.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..		
3.2	Jeffersonville.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..		
3.4	North Tower....DN	AM	..	.....	..	.....	..	PM	..	.....	..	PM	..	PM	..	.....	..		
4.4	Jeff Yard.....	1.30	..	.....	..	AM	..	12.30	..	.....	..	7.30	..	8.30	..	.....	..		
55.5	**NORTH VERNON**....DN	4.30	..	.....	..	6.45	..	4.00	..	.....	..	9.30	..	11.30	..	.....	..		
61.0	Brewersville.....	.....	..	.....	..	f.....	..	.....	..	.....	..	.....	..	.....	..	.....	..		
63.7	Sherwood.....	5.00	..	.....	..	7.01	..	4.25	..	.....	..	9.55	..	11.55	..	.....	..		
67.9	Westport.....DN	5.10	..	.....	..	f 7.10	..	**4.40** 39		.....	..	**10.05** 99		12.05	AM	.....	..		
71.9	Letts .....D	.....	..	.....	..	f.....	..	.....	..	.....	..	.....	..	.....	..	.....	..		
73.9	Horace.....	5.20	..	.....	..	f **7.30** 93		5.01	..	PM	..	10.20	..	**12.20** 69		.....	..		
79.5	Craig	5.35	..	AM	..	7.46	..	5.15	..	6.00	..	10.35	..	12.35	..	.....	..		
81.0	**GREENSBURG**..DN	6.30	..	**5.00** 75		8.35	..	5.20	..	6.30	..	11.30	..	1.15	..	.....	..		
86.8	Sandusky.....D	AM	..	5.20	..	f 8.55	..	PM	..	PM	..	11.42	..	AM	..	.....	..		
89.2	Williamstown.....	.....	..	.....	..	f.....	..	.....	..	.....	..	.....	..	.....	..	.....	..		
92.3	Milroy.....DN	.....	..	5.30	..	f 9.15	..	.....	..	.....	..	11.55	..	.....	..	.....	..		
99.9	Rushville.....DN	.....	..	5.55	..	f **10.30** 57		.....	..	.....	..	12.08	AM	.....	..	.....	..		
100.9	Kime	.....	..	6.00	..	11.05	..	.....	..	.....	..	12.13	..	.....	..	.....	..		
105.8	Henderson.....	.....	..	.....	..	f.....	..	.....	..	.....	..	.....	..	.....	..	.....	..		
108.0	Farmer.....	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..	.....	..		
109.2	Blix.....	.....	..	6.25	..	11.30	..	.....	..	.....	..	12.30	..	.....	..	.....	..		
111.3	Carthage.....DN	.....	..	.....	..	f11.50	..	.....	..	.....	..	.....	..	.....	..	.....	..		
116.2	Knightstown....DN	.....	..	6.40	..	f12.05	PM	.....	..	.....	..	12.45	..	.....	..	.....	..		
117.7	Crest	.....	..	6.50	..	12.10	..	.....	..	.....	..	12.48	..	.....	..	.....	..		
123.3	Shirley.....DN	.....	..	**7.15** 57		f12.30	..	.....	..	.....	..	1.01	..	.....	..	.....	..		
129.6	Markleville.....D	.....	..	7.35	..	f12.45	..	.....	..	.....	..	**1.15** 75		.....	..	.....	..		
131.7	Emporia.....	.....	..	.....	..	f.....	..	.....	..	.....	..	.....	..	.....	..	.....	..		
137.6	South Anderson..DN	.....	..	9.30	..	**1.06** 39		.....	..	.....	..	4.45	..	.....	..	.....	..		
139.0	**ANDERSON**....DN	.....	..	AM	..	PM	..	.....	..	.....	..	AM	..	.....	..	.....	..		

30 miles per hour on straight track, and 20 miles per hour on curves with steam derricks, and must run slower wherever regulations or safety requires;

30 miles per hour with troop trains handling freight equipment, or passenger equipment equipped with cast iron wheels;

30 miles per hour for passenger trains, and 20 miles per hour for freight trains;
Pipestone curve between Napier and Sodus;
Curves through Niles;
Curves through Goshen;
Reverse curve south of Warsaw;
Reverse curve 2.5 miles north of Marion;
Curves through Anderson.

20 miles per hour over L. & J. Bridge and approaches.

10 miles per hour on curve FS Tower.

36. In automatic train stop territory, when the automatic stop device on the locomotive becomes inoperative after leaving engine terminal, such locomotive will be operated at a speed not to exceed 40 miles per hour for passenger trains, and 30 miles per hour for freight trains, and unless otherwise directed must not be operated beyond the first engine terminal where relief engine can be furnished.

37. Trains and engines must not exceed:

30 miles per hour handling dead engines equipped with side rods;

20 miles per hour handling dead engines not equipped with side rods;

20 miles per hour with engines not equipped with an engine truck, operating under steam or when being towed, and slower wherever regulations or safety requires.

38. Passenger trains must not exceed 60 miles per hour; 45 miles per hour when handled by freight engine, and other trains must not exceed 40 miles per hour, and must run slower wherever regulations or safety requires.

39. 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.

40. Trains handling loaded self clearing high hopper coal cars must not exceed 25 miles per hour between Benton Harbor and North Vernon, and 30 miles per hour between North Vernon and Jeff Yard, and must run slower wherever regulations or safety requires.

41. Whenever possible, locomotive cranes, when handled in trains, will be run with heavy end forward.

42. Trains and engines must approach the joint track at Marion prepared to stop short of any obstruction, and will be governed by signal indication. After receiving proper signal indication, movement over the joint track must be made prepared to stop short of any obstruction.

43. N. Y. C. & St. L. crossing, Alexandria, governed by target, vertical for C. C. C. & St. L., horizontal for N. Y. C. & St. L.

Central Indiana crossing, Anderson, governed by target, vertical for C. C. C. & St. L., horizontal for Central Indiana.

Pennsylvania crossing, Anderson, governed by target, vertical for C. C. C. & St. L., horizontal for Pennsylvania.

B. & O. crossing, Rushville, governed by target, horizontal for C. C. C. & St. L., diagonal for B. & O.

B. & O. and Pennsylvania crossings, North Vernon, governed by target, diagonal for C. C. C. & St. L., horizontal for B. & O., vertical for Pennsylvania.

44. When rules require the headlight to be displayed, electric headlights on engines will 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 the opposite direction.
(f) Approaching station 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.
(h) When moving either in yard or round house territory.

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

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

47. 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 an approaching train or engine may proceed and pass signal at reduced speed, prepared to receive Train Orders and Clearance Card; 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.

48. Trains will stop on signal as follows:

Nos. 39 and 40 at Milford, Leesburg, Silver Lake, Urbana and Fairmount to receive or discharge revenue passengers to or from Anderson, or beyond.

No. 39 at Alexandria to receive or discharge revenue passengers to or from Wabash and Indianapolis, or beyond.

Nos. 39 and 40 at Jonesboro to receive or discharge revenue passengers to or from Indianapolis.

No. 39 at Markleville to discharge fragile parcel post.

No. 3 at Treaty to receive or discharge fragile parcel post.

No. 40 at Letts to receive or discharge revenue passengers to or from Greensburg and North Vernon, or beyond.

E. H. ZEIGLER,
Superintendent.

R. T. GRAY,
Trainmaster, North.

O. J. REPSCHLAGER,
Trainmaster, South.

E. C. HOWELL,
Chief Dispatcher.

C. A. PENNINGTON,
Superintendent Louisville Terminal.

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
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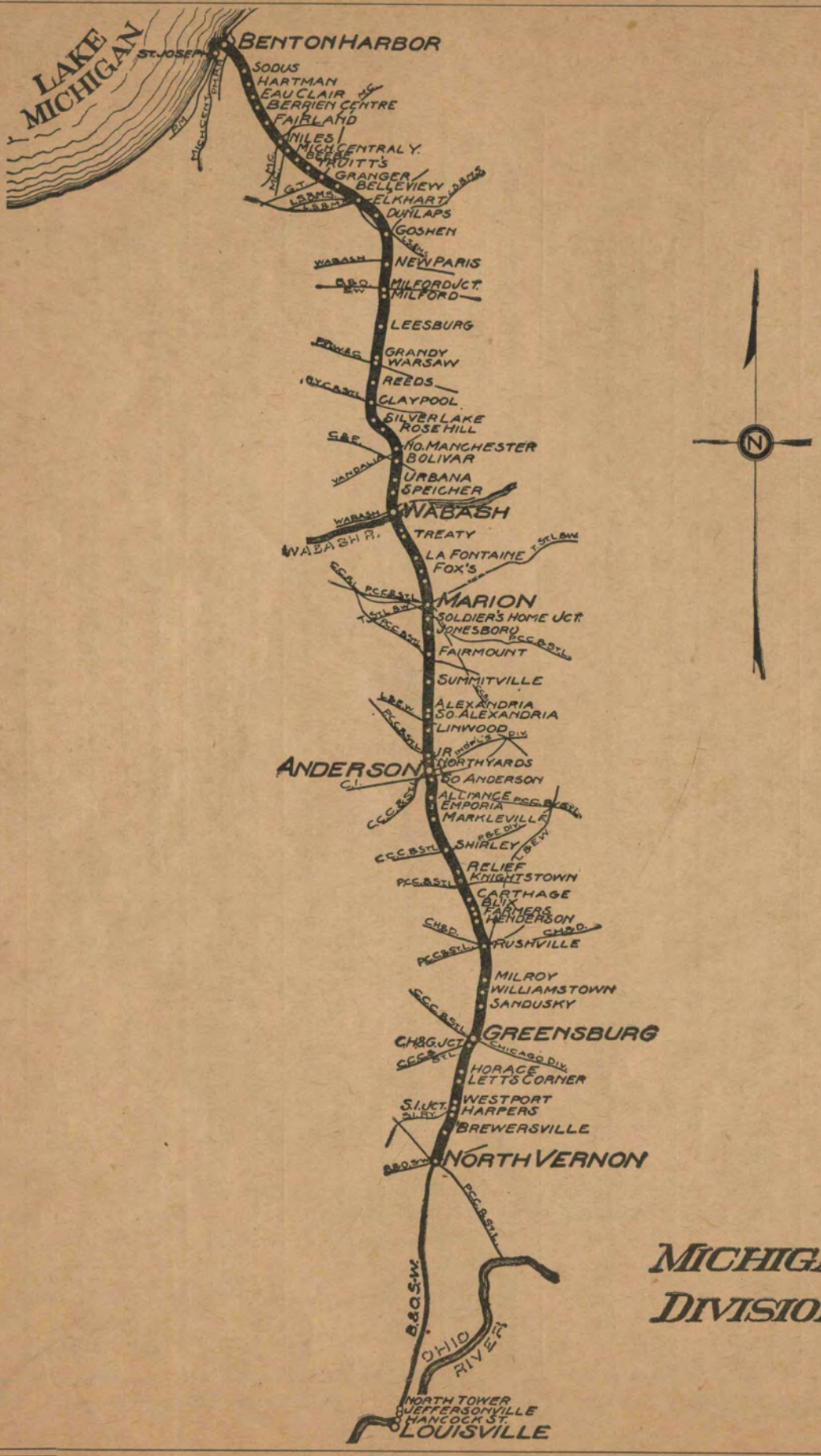

MICHIGAN DIVISION.