

The New York Central Railroad Company

ALLIANCE DIVISION

Time Table No. 25

FOR EMPLOYEES ONLY

Effective 2.00 A. M.

Sunday, April 24, 1927

EASTERN STANDARD TIME

Superseding Time Table No. 24,
dated September 26, 1926.

J. J. DALEY,
Superintendent

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SPECIAL INSTRUCTIONS

Rules referred to by numbers are the Rules for the Government of the Operating Department, unless otherwise specified.

M. OTHER RAILROADS.

Between Minerva and Brady Lake, trains run via P.R.R.

O. OBSERVANCE OF PASSING TRAINS.

When trains are passing, trainmen of freight trains must observe the general condition of trains on other tracks for the entire length of each train.

When a freight train is standing, trainmen of that train must place themselves in best position on ground to observe running gear of passing passenger trains, and, when other duties do not interfere the same observation must be made of passing freight trains.

When approaching track pans or immediately after passing them, and frequently at other points, rear trainmen must observe each side of their train.

When trains are passing, signalman or operator, whenever practicable, must observe from signal station or station platform, the condition of the train for its entire length. Trackmen, Bridgemen, Signal Maintainers, Pumpers and other employes must make similar observations.

If any indication of conditions endangering a train is observed, 'Stop' signal must be given. If there are no apparent defects, employes, except crossing watchmen, must give 'Proceed' signal.

All signals must be acknowledged.

Passenger trainmen will comply with the above as far as practicable.

DEFINITION.

Communicating Station: A station where an operator or signalman is on duty, or where a trainman may communicate by telephone with train dispatcher, signalman or operator.

3. STANDARD CLOCKS.

Alliance.....Dispatchers office.
Alliance Yard....Telegraph office.
Dillonvale.....Telegraph office.
Minerva.....Telegraph office.

6a. SIGNS.

Rule 6a is eliminated.

12. HAND, FLAG AND LAMP SIGNALS.

The following will be used when giving signals in connection with Special Instructions 'O' where other signals are not required.

	MANNER OF USING	INDICATION
By day:	Nose held with right hand, and left hand pointed toward track.....	Hot journal.
By night:	Lamp swung vertically in small circle: lamp to be held by guard wire around globe.....	Hot journal.
By day:	Raise and lower right hand slowly full length of body...	Car door swinging or about to fall.
By night:	Raise and lower lamp slowly full length of body and in addition give 'Stop' signal..	Car door swinging or about to fall.
By day:	Hand shoved in sliding motion out from body.....	Brakes sticking.
By night:	Lamp shoved in sliding motion out from body.....	Brakes sticking.
By day:	Hand raised and held stationary.....	All right.
By night:	'Proceed' signal.....	All right.

14. WHISTLE SIGNALS.

Sound	Indications
00—	Southward train desires C. & P. target.
0000	Southward train desires P. F. W. & C. signal. To be sounded after receiving C. & P. target.

17. HEADLIGHTS.

When rules require the headlight to be displayed, it must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are to be made or where trains are receiving or discharging passengers; approaching train order signals, junctions, terminals, or meeting points or standing on main track at meeting points and on two or more tracks when approaching trains in the opposite direction.

19. MARKERS.

Trains with rear car not equipped to display markers, as per Rule 19, will display red flag by day and red light by night, on rear of train.

34. COMMUNICATION OF SIGNAL INDICATIONS.

Indication of signals day and night will be communicated as follows: "red," "yellow" or "green." When other than the top arm or "top light" of an interlocking signal is "yellow" or "green," add "middle arm" or "middle light," or "bottom arm" or "bottom light," as the case may be. Rule 34 is modified accordingly.

83. TRAIN REGISTERS.

*Alliance Yard... Yard office.
Dillonvale..... Passenger station.
*Minerva..... Yard masters office.
Phalanx..... Passenger station.
*Signalman will register first class trains at Minerva and Alliance Yard.

83. CLEARING OF TRAINS.

Piney Fork: Freight trains verbally by telephone, located at north end of yard, by train dispatcher.

Trains will not leave the following stations without clearance card:

Dillonvale.
Phalanx.

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 train orders for train to which issued.

93. YARDS. Limits defined by signs.

Alliance Yard. Dillonvale.
Amsterdam. Minerva.
Bergholz. Newton Falls.
Braceville. Phalanx.
Piney Fork.

98. RAILROAD GRADE CROSSINGS.

Location	Railroad	Signals
Alliance, C. & P.	P. R. R.	R. R. grade crossing.
Alliance, P.F.W.& C.	P. R. R.	Interlocking.
Braceville	Erie	Interlocking.
Minerva	W. & L. E. and P. R. R.	R. R. grade crossing.
Newton Falls	B. & O.	R. R. grade crossing.

98. SIDINGS.

	Capacity, based on 43-foot cars.
Alliance Yard, Track No. 4	40
Amsterdam	38
Apex	69
Augusta	9
Bergholz	60
Crescent	46
Davis	49
Deerfield	10
Dillonvale Yard, Track No. 1	57
Freeburg	37
Hays	19
Hopedale	55
Mahoning, Track No. 2	57
Mechanicstown	50
Mills	24
Mount Union	37
Newton Falls	27
North Benton	39
Palmyra	24
Pan	43
Paris	15
Phalanx, Track No. 1	43
Piney Fork, Track No. 6	30
Pritchards	51
Shepherd	68
Watheys	79
Wattsville	60

106. PASSING TRAINS.

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

108. WATER STATIONS.

- | | |
|----------------|-------------|
| Phalanx. | Minerva. |
| Newton Falls. | Bergholz. |
| North Benton. | Pan. |
| Alliance Yard. | Piney Fork. |
| | Dillonvale. |

Except when scooping at track pans, engines of freight trains of more than 25 cars must be detached before taking water unless, in the judgment of the engineman, it is unnecessary. Rule 108 is modified accordingly.

109. BULLETIN BOARDS AND BOOKS.

- | | |
|-------------------|------------------------------------|
| Alliance Yard.... | Yard office. |
| Dillonvale..... | Passenger station. |
| Minerva..... | Engine house, yard masters office. |
| Phalanx..... | Passenger station. |

110. DESIGNATION AND USE OF MAIN TRACKS.

Single Track:
Between Phalanx and Dillonvale.

751. TIME SIGNAL STATIONS ARE OPEN.

Signal stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

901. MANUAL BLOCK SIGNALS.

Between Dillonvale and Phalanx.

Rule 917 is modified as follows:

A train must not go to a non-communicating station 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 947. Second paragraph reading, "A train must not be admitted to a block which is occupied by an opposing train or by a passenger train, nor a passenger train admitted to a block occupied by a preceding train, except as provided in Rule 953, or by train orders," will not apply within yard limits in connection with movements of extra trains. Indications of manual block signals will convey to extra trains information as to conditions of block only to yard limit signs.

Rule 951 is modified as follows:

Signalmen must not permit a train to go to a non-communicating station to be met or passed by other trains until a train order, a Permissive Card and a Clearance Card have been delivered to the engineman and conductor authorizing the movement. When such orders are given the block signal must not be cleared.

1051. RAILROAD GRADE CROSSING SIGNALS.

Location	Signal	Position	Indication
Newton Falls...	Pole Target...	Vertical...	Proceed on N.Y.C.
Alliance, C. & P...	Pole Target...	Vertical...	Proceed on N.Y.C.
Minerva.....	Pole Target...	Vertical...	Proceed on N.Y.C.

1267. LEAVING CARS ON SIDE TRACKS.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

1269. OBSTRUCTING PUBLIC CROSSINGS.

Alliance, P. F. W. & C.: When stopping for crossing, northward trains will stop south of Columbia St.

1307. AIR BRAKES.

When stopping freight train of 25 or more cars for water or coal, air brakes must be applied by engineman and engine detached, unless, in the judgment of the engineman, it is unnecessary. If on a grade, hand brakes must be applied to hold train. While taking coal or water, engine brake must be held applied.

Rule 1549 of the Rules for the Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment is modified accordingly.

Mount Union: Northward freight trains must stop and test air brakes, taking up slack if necessary. Enginemen must not start train until they have full train line and main reservoir pressure. If engineman is in doubt as to his ability to control the train by air, he must notify the conductor and the train must be brought down Mount Union Hill in such portions as can be controlled by air.

1401. SPEED RESTRICTIONS.

Speed restrictions apply to the entire train.

	Miles Per Hour
General	
Circus trains with freight equipped cars.....	30
Engines: Classes B, M and U under steam or being towed.....	15
Classes H-7a, H-10, L1 and NE.....	25
Engines running backward.....	15
Engines, light or with caboose.....	30
Freight and work trains.....	30
Freight trains with pushers.....	25
Passenger trains.....	40
Revenue freight trains with cranes moving on their own wheels.....	25
Signal Indications, Rules 708 and 709, through interlocking.....	10
Snow plows and flangers.....	30
Switches and crossovers, not interlocked.....	10
Trains with dead engines, not having all side or main rods.....	20
Trains with steam cranes, except as above shown..	30
Troop trains with freight cars.....	30
Work trains with locomotive cranes.....	30

Local

Between Hutson and H. C. Co. Mine No. 4.....	10
Mahoning River Trestle: One mile north of North Benton, engines Classes H-5, H-10 and NE.....	10
Mahoning River Trestle: One mile north of North Benton, engines Class G-6.....	25
Mt. Union and Alliance Yard, inclusive.....	20
Between Phillips and Wolf Run Co. Mine.....	15
Bridge 74.08 Pan.....	20

1406. TELEPHONES.

Conductor or engineman must use telephones whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and name and occupation of the employes exchanged to avoid misunderstanding.

1420. LAWS.

Ohio.

At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, not nearer than two hundred (200) feet, nor further than eight hundred (800) feet from the crossing, and shall not cross until signalled to do so by the watchman, nor until the way is clear.

J. J. DALEY, Superintendent.

H. J. MOORE, Trainmaster.

J. I. CASE, } Chief Train Dispatchers.
B. O. COWAN }

F. W. CURTIS } Train Dispatchers.
J. G. BETTIS }
R. COLAHAN }
J. R. McQUILKIN }

TIME ALLOWANCE FREIGHT TRAINS

SOUTHWARD

STATION	Minutes	Mileage
Minerva Yard to Augusta.....	10	3.98
Augusta to Watheys.....	5	2.11
Watheys to Mechanicstown.....	12	4.32
Mechanicstown to Wattsville.....	8	3.48
Wattsville to Bergholz.....	15	4.87
Bergholz to Amsterdam.....	10	3.63
Amsterdam to Apex.....	16	4.11
Apex to Pan.....	10	4.36
Pan to Hopedale.....	12	2.78
Hopedale to Piney Fork.....	15	6.10
Piney Fork to Dillonvale.....	17	4.85

2 hr. 10 m.

NORTHWARD

STATION	Minutes	Mileage
Dillonvale to Piney Fork.....	20	4.85
Piney Fork to Hopedale.....	25	6.10
Hopedale to Pan.....	10	2.78
Pan to Apex.....	15	4.36
Apex to Amsterdam.....	15	4.11
Amsterdam to Bergholz.....	12	3.63
Bergholz to Wattsville.....	20	4.87
Wattsville to Mechanicstown.....	16	3.48
Mechanicstown to Watheys.....	12	4.32
Watheys to Augusta.....	5	2.11
Augusta to Minerva Yard.....	10	3.98

2 hr. 40 m.

Time shown is for information only.

PHALANX TO DILLONVALE
SOUTHWARD — FIRST-CLASS

Miles from Phalanx	STATIONS	1																			
		Local																			
		Daily Except Sunday																			
		LEAVE	A. M.																		
	Phalanx.....		8.50																		
1.34	Braceville.....	f	8.54																		
4.38	Newton Falls.....	s	9.02																		
8.55	Pritchard.....	f	9.07																		
11.20	Palmyra.....	s	9.15																		
12.98	Davis.....	f	9.19																		
14.79	Mottstown.....	f	9.22																		
16.32	Deerfield.....	s	9.28																		
16.90	Hutson.....		9.29																		
18.48	North Benton.....	s	9.34																		
20.69	Best.....	f	9.37																		
22.40	Mahoning.....		9.39																		
24.49	Alliance Yard.....		9.43																		
25.08	Alliance.....	s	10.00																		
26.57	Mount Union.....	s	10.05																		
31.13	Center Road.....	f	10.13																		
32.79	Freeburg.....	s	10.17																		
35.35	Paris.....	s	10.23																		
36.74	Crescent.....		10.24																		
38.14	Myers.....	f	10.26																		
41.42	Minerva.....	s	10.34																		
42.11	Minerva Yard.....		10.38																		
46.09	Augusta.....	s	10.46																		
48.20	Watheys.....	f	10.50																		
51.70	Mills.....		10.55																		
52.52	Mechanicstown.....	s	11.01																		
56.00	Wattsville.....	s	11.08																		
60.87	Bergholz.....	s	11.18																		
62.16	Phillips.....																				
63.93	Shepherd.....		11.22																		
65.00	Amsterdam.....	s	11.30																		
68.18	Hays.....	f	11.35																		
69.57	Apex.....	s	11.40																		
72.07	Swanson.....	f	11.43																		
73.93	Pan.....	f	11.48																		
76.71	Hopedale.....	s	11.55																		
79.25	Florence.....	f	11.58																		
81.09	Henry.....	f	12.01																		
82.81	Piney Fork.....	s	12.07																		
84.99	Harperville.....	s	12.17																		
87.64	Dillonvale.....		12.30																		
	ARRIVE		P. M.																		

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified.

DILLONVALE TO PHALANX

NORTHWARD — FIRST-CLASS

Miles from Dillonvale	2																				
	STATIONS	Local																			
		Daily Except Sunday																			
		P. M.																			
LEAVE																					
.....	Dillonvale.....	1.40																			
2.65	Harperville.....	s 1.43																			
4.83	Piney Fork.....	s 1.52																			
6.55	Henry.....	f 1.54																			
8.39	Florence.....	f 1.57																			
10.93	Hopedale.....	s 2.02																			
13.71	Pan.....	f 2.08																			
15.57	Swanson.....	f 2.11																			
18.07	Apex.....	s 2.18																			
19.46	Hays.....	f 2.20																			
22.64	Amsterdam.....	s 2.30																			
23.71	Shepherd.....																				
25.48	Phillips.....	2.34																			
26.77	Bergholz.....	s 2.40																			
31.64	Wattsville.....	s 2.49																			
35.12	Mechanicstown.....	s 2.57																			
35.94	Mills.....	2.58																			
39.44	Watheys.....	f 3.04																			
41.55	Augusta.....	s 3.09																			
45.53	Minerva Yard.....	3.14																			
46.22	Minerva.....	s 3.19																			
49.50	Myers.....	f 3.24																			
50.90	Crescent.....	3.27																			
52.29	Paris.....	s 3.35																			
54.85	Freeburg.....	s 3.41																			
56.51	Center Road.....	f 3.43																			
61.07	Mount Union.....	s 3.52																			
62.56	Alliance.....	s 4.03																			
63.15	Alliance Yard.....	4.08																			
65.24	Mahoning.....	4.10																			
66.95	Best.....	f 4.13																			
69.16	North Benton.....	s 4.20																			
70.74	Hutson.....	4.24																			
71.32	Deerfield.....	s 4.27																			
72.85	Mottstown.....	f 4.29																			
74.66	Davis.....	f 4.35																			
76.44	Palmyra.....	s 4.40																			
79.09	Pritchard.....	f 4.43																			
83.26	Newton Falls.....	s 4.52																			
86.30	Braceville.....	f 5.03																			
87.64	Phalanx.....	5.07																			
	ARRIVE	P. M.																			

On single track, northward trains are superior to southward trains of the same class, unless otherwise specified.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

PHALANX TO DILLONVALE

STATIONS	Office Calls	Miles from Phalanx	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Southward	Northward			
Phalanx	C.S. NX	.0	M.B.	M.B.	Station	E	T.D.-M-B
Braceville	C.S. C	1.1	D		Interlocking signal station	W	T.D.-M-B
		1.3	INT.-M.B.	INT.-M.B.			
		1.6		D			
Newton Falls Open week days 8:30 a. m. to 5:30 p. m.	C.S. NF	4.3	M.B.	M.B.	Siding, north end, opposite B. & O. Transfer house, in booth Station	E W	T.D.-M-B T.D.-M-B
		5.0		SW.			
		5.7		SW.			
Pritchard	C.S.	8.5			Siding, north end, in booth	E	T.D.-M-B
Palmyra Open week days 8:15 a. m. to 5:15 p. m.	C.S. MY	11.2	M.B.	M.B.	Station	E	T.D.-M-B
Davis	C.S.	12.9			Station, south end, in booth	E	T.D.-M-B
Hutson No. 10	C.S.	15.6			Switch leading into mine, on pole.	E	T.D.-M-B
Deerfield Open week days 8:00 a. m. to 5:00 p. m.	C.S. DR	16.3	M.B.	M.B.	Station	W	T.D.-M-B
Hutson No. 4	C.S.	16.9			North of Hutson mine switch, in booth	E	T.D.-M-B
North Benton Open week days 7:45 a. m. to 4:45 p. m.	C.S. NB	18.4	M.B.	M.B.	Station	E	T.D.-M-B
Mahoning	C.S.	22.4			Siding, north end, in booth	E	T.D.-M-B
Alliance Yard Open week days 8:00 a. m. to 5:00 p. m.	C.S. HD C.S.	24.4	M.B.	M.B.	Yard office	W	T.D.-M-B-Y
					North Webb St., on pole	E	T.D.-M-B
					Penn Crossing, in tenders cabin	E	Y
Alliance	C.S.	24.8	D		Interlocking signal station	E	Y
		25.0	INT.	INT.			
Alliance	C.S. C.S.	25.1			Freight office	E	M-Y
		25.6			Dispatchers office	E	T.D.-M-B-Y
			W26.2			Attached to building, rear of station, north end Track supervisors office	E E
Morgan's Point	C.S.	26.1			200 ft. north of switch, in booth	E	T.D.-M-B
		26.4		W27.2			
Mount Union Open week days 8:00 a. m. to 5:00 p. m.	C.S. MU C.S.	26.5	M.B.	M.B.	Station	E	T.D.-M-B-Y
					On south end of station	E	T.D.-M-B-Y
Freeburg Open week days 8:00 a. m. to 5:00 p. m.	C.S. FR C.S.	32.7	M.B.	M.B.	Siding, north end, in booth	E	T.D.-M-B
					Station	E	T.D.-M-B
Paris Open week days 8:30 a. m. to 5:30 p. m.	C.S. RS	35.3	M.B.	M.B.	Station	E	T.D.-M-B
Crescent	C.S.	36.7			Siding, north end, in booth	E	T.D.-M-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

PHALANX TO DILLONVALE—Continued

STATIONS	Office Calls	Miles from Phalanx	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Southward	Northward				
Minerva	C.S. C.S.		41.4			Station	E	T.D.-M-Y
						Yard, north end, on pole	E	T.D.-M-B-Y
						Booth, north end depot	E	Y
Minerva Yard	C.S. C.S. C.S.	MI	42.1	M.B.	M.B.	Murray Ave.	E	Y
						Block office	E	T.D.-M-B-Y
						Yard, south end, in booth	W	T.D.-M-B
						150 feet south of south yard limit board, on pole	E	T.D.-M-B
Augusta	C.S.	GS	46.0	M.B.	M.B.	Station	E	T.D.-M-B
Open week days 8:00 a. m. to 5:00 p. m.								
Watheys	C.S. C.S.	WA	48.2			Siding, north end, in booth	E	T.D.-M-B
						Station	E	T.D.-M-B
Mills	C.S.		51.7			North end of switch, in booth	E	T.D.-M-B
Mechanicstown	C.S. C.S.	WN	52.5	M.B.	M.B.	Station	E	T.D.-M-B
Open week days 8:00 a. m. to 5:00 p. m.						South end siding, in booth	W	T.D.-M-B
Wattsville	C.S. C.S.	WS	56.0	M.B.	M.B.	Siding, north end, in booth	E	T.D.-M-B
Open week days 8:00 a. m. to 5:00 p. m.						Station	E	T.D.-M-B
Bergholz	C.S. C.S.	B	60.8	M.B.	M.B.	Station	E	T.D.-M-B-Y
Open week days 8:00 a. m. to 5:00 p. m.						North end yard, in booth	W	T.D.-M-B-Y
Phillips	C.S.		62.0 62.1 62.7	SW.		South of switch, in booth	W	T.D.-M-B
					SW.			
Shepherd	C.S.		63.0 63.9 64.2	SW.		Siding, south end, in booth	W	T.D.-M-B
					SW.			
Amsterdam	C.S. C.S.	S	65.0	M.B.	M.B.	Station	W	T.D.-M-B
Open week days 8:00 a. m. to 5:00 p. m.						500 ft. north of Y. & O. No. 1 mine, in booth	W	T.D.-M-B
Hays	C.S.		68.2			Siding, north end, in booth	W	T.D.-M-B
Apex	C.S. C.S. C.S.	AX	69.5 70.2	M.B.	M.B. SW.	Siding, north end, in booth	W	T.D.-M-B
Open week days 8:00 a. m. to 5:00 p. m.						Station	W	T.D.-M-B
						North switch, No. 1 mine, in booth	W	T.D.-M-B
Pan	C.S.	JN	73.9	M.B.	M.B.	Block office	W	T.D.-M-B
Hopedale	C.S. C.S.	HF	76.7 78.9	M.B.	M.B. SW.	Station	W	T.D.-M-B
Open week days 8:00 a. m. to 5:00 p. m.						Siding, south end, in booth	W	T.D.-M-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

PHALANX TO DILLONVALE—Continued

STATIONS	Office Calls	Miles from Phalanx	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Southward	Northward			
Marion.....	C.S.	79.4 79.6	W80.1		At point switch-booth.....	W	T.D.-M-B
Taylor.....	C.S.	80.1			At point switch-booth.....	W	T.D.-M-B
Witch Hazel....	C.S.	80.6 81.3	W81.1		South of switch, on pole.....	W	T.D.-M-B
Piney Fork.....	C.S. C.S.	RK 82.8	M.B.	M.B.	North end of yard, in box car.... Station.....	W W	T.D.-M-B T.D.-M-B
Harperville....	C.S.	84.0 84.9	W84.1		North of station, in booth.....	W	T.D.-M-B
Dillonvale.....	C.S. C.S. C.S.	DV 87.6	M.B.	M.B.	Station..... South of station, in booth..... Transfer of W. & L. E., in booth...	W W E	T.D.-M-B T.D.-M-B T.D.-M-B

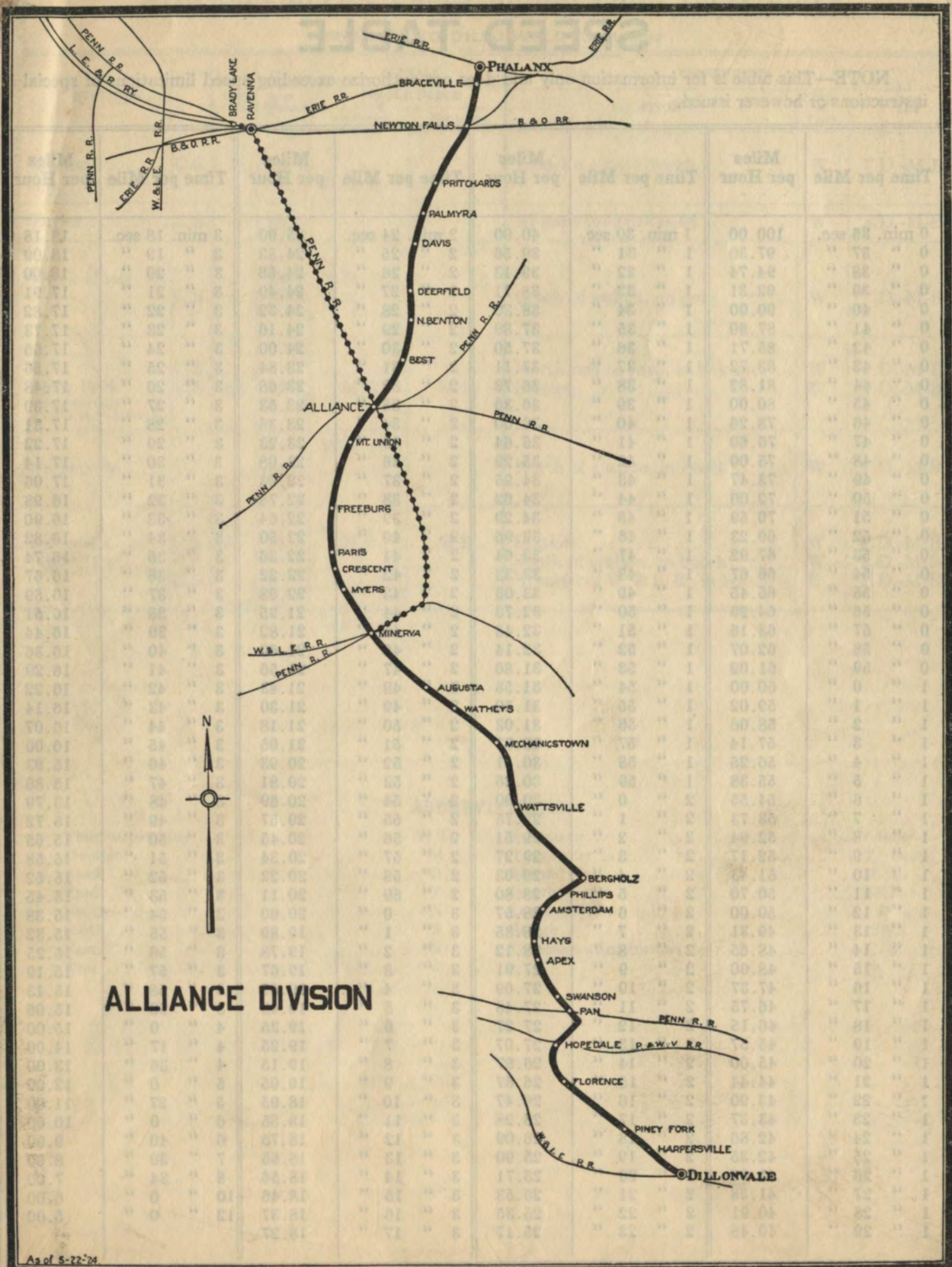
ABBREVIATIONS

Train dispatching.....	T. D.	Automatic.....	Number
Message.....	M	Train order.....	T. O.
Block.....	B	Manual block.....	M. B.
Yard.....	Y	Interlocking.....	INT.
North.....	N	Distant.....	D
South.....	S	Switch.....	SW.
East.....	E	Communicating station.....	C. S.
West.....	W		

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 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		



ALLIANCE DIVISION