

CANADIAN GOVERNMENT RAILWAYS

Eastern Lines

DISTRICT No. 4

SAFETY FIRST **TIME TABLE**

TAKING EFFECT AT 1.01 A. M. ATLANTIC STANDARD TIME.

SUNDAY, SEPT. 29th, 1918

The Superior Direction is East or South, and East or South Bound Trains are superior to trains of the same class in the opposite (Inferior) Direction.

The Railways' Rules are printed separately in book form. Every employee whose duties are prescribed by the Rules and every employee whose duties are connected with the movement of trains must have a copy of the Rules and of the current Time Table accessible when on duty.

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY.**

C. A. HAYES,
General Manager.

L. S. BROWN,
General Superintendent.

E A S T E R N L I N E S.

D I S T R I C T N O . 4.

	Miles
Truro to Mulgrave (not including Truro)	122.62
Ferrona Jct. to Sunny Brae	12.48
New Glasgow to Pictou Landing	8.24
Stellarton to Oxford Jct. (not including Oxford Jct.)	79.86
Brown's Point to Pictou	1.92
Pugwash Jct. to Pugwash	4.54
Point Tupper to Sydney	101.84
New Glasgow to Thorburn	5.26
 Total	 336.76

Despatching District, Mulgrave, Sunny Brae, Thorburn, Trenton, Stellarton, Pictou and Pugwash Sub-Divisions.

Despatching Office, New Glasgow. Telegraph Call, B A.

J. J. Macleod, Chief Train Despatcher.

J. J. Ryan	}	Train Despatchers
E. W. MacKinnon		
F. E. Tibbits		
G. L. Roulston		

A. F. McDougall,	}	Relieving Despatchers
J. W. F. McLeod		
D. L. McLeod		

Despatching District, Sydney Sub-Division.

Despatching Office, Sydney. Telegraph Call, S Y.

A. DUNN, Chief Train Despatcher.

H. V. Musgrave	}	Train Despatchers
J. H. Murray		
J. D. MacLean		

J. W. Reeves	}	Relieving Despatcher

K. STEWART, Asst. Supt, New Glasgow.

R. H. MARTIN, Superintendent, New Glasgow.

M E D I C A L O F F I C E R S.

DR. J. W. McKAY	New Glasgow, N. S.
DR. JOHN McDONALD	Sydney, N. S.

DR. W. A. FERGUSON,
Chief Medical Officer, Moncton, N. B.

S T A N D A R D W A T C H I N S P E C T O R S.

H. HOWARD SUTHERLAND	New Glasgow, N. S.
H. W. CURRY	Sydney, N. S.
F. J. TOBIN	Pictou, N. S.
G. E. MACK	Truro, N. S.
J. S. LLOYD	Stellarton, N. S.

NORTHBOUND TRAINS, INFERIOR DIRECTION							TRENTON Sub-Division		SOUTHBOUND TRAINS, SUPERIOR DIRECTION						
Third Class		First Class			Mileage from New Glasgow	Telegraph Offices	STATIONS		Telegraph Calls		First Class			3rd Class	
	424	426	422	420							419	421	423	425	
	Mixed	Passenger	Passenger	Passenger							Passenger	Mixed	Mixed	Mixed	
	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.							a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	
.....	A.M. s 8.35	P.M. s 5.20			8.24	D	 PICTOU LANDING	W P	.....		A.M. s 8.15	P.M. s 4.55	.....		
.....	8.50	s 5.42	A.M. s 6.27		2.22	.....	..... CAR WORKS .....		.....		A.M. s 6.27	s 8.00	s 4.33	.....	
.....	s 8.53	s 5.45	s 6.34		1.67	D	 TRENTON	N	.....		s 6.25	s 7.58	s 4.30	.....	
.....	s 9.00 10.35	s 6.00	s 6.39			DN	 NEW GLASGOW	W J	.....		s 6.18	7.55 s 7.45	s 4.25	P.M. s 6.50	
MULGR	AVE SU	B-DIVIS	ION								MULGR	AVE SU	B-DIVIS	ION	
.....	s 10.45	s 6.10	s 6.47	A.M. s 5.30	.....	DN	 STELLARTON	CW M	.....		s 6.10	7.35 s 7.25	s 4.20	s 6.45	
.....	A.M.	s 6.25	s 7.03	s 5.50	.....	DN	 HOPEWELL	SF	.....		s 5.55	s 7.08	P.M.	s 6.30	
		P.M.	A.M.	A.M.							A.M.	A.M.		P.M.	
	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.							1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	
	424	426	422	420							419	421	423	425	

All trains between New Glasgow and Hopewell will be governed by Time Table for Mulgrave Sub-Division.

Trains Nos. 423 and 424 have no schedule rights between New Glasgow and Stellarton and will proceed only as authorized by train order or foot notes.

PRIVATE SIDINGS AND PLATFORMS—TRENTON SUB-DIVISION.

P. Platform only.

P. S. Platform and Siding.

P.	George Street	Mileage	0.27	P. S.	Car Works	Mileage	2.22
	McPherson's	"	0.36	P. S.	Marshall's	"	3.79
	Old Mill	"	0.46		Glenfalloch	"	5.35
	Lower Matheson's	"	0.52	P.	Sutherland's	"	6.20

INSTRUCTIONS AS TO CONNECTIONS BETWEEN PASSENGER TRAINS.

GENERAL NOTE.

Trains will not unless otherwise directed wait for delayed connecting trains, unless there are passengers on such delayed trains for them, and unless by so waiting connection will be made with such delayed trains.

In all cases, where the incoming train is due to arrive previous to the time the outgoing train is due to leave, a margin of five minutes will be allowed when necessary to insure connection.

No. 6 will wait 30 minutes at North Sydney for connection with Newfoundland steamers.

Oxford Jct. No. 3 will connect with No. 489 when not more than one (1) hour late.

Oxford Jct. No. 4 will connect with No. 33 when not more than 30 minutes late.

Oxford Jct. No. 34 will connect with No. 18 when not more than one (1) hour late.

Oxford Jct. No. 199 will connect with No. 33 when not more than 20 minutes late.

Oxford Jct. No. 490 will connect with No. 10 when not more than one (1) hour late.

Truro No. 3 will connect with No. 6 when not more than one (1) hour late.

Truro No. 10 will connect with No. 8 when not more than one (1) hour late.

Brown Point No. 33 will connect with No. 461 when not more than 20 minutes late.

Point Tupper No. 5 will connect with No. 438 when not more than 30 minutes late.

Point Tupper No. 6 will connect with No. 436 when not more than 20 minutes late.

TIME TABLE NO. 11, SEPTEMBER 29th, 1918. ATLANTIC TIME.

WESTBOUND TRAINS—INFERIOR DIRECTION.										Mileage from Truro Telegraph Offices		MULGRAVE Sub-Division Truro to New Glasgow		STATIONS					
Third Class		First Class																	
872	656	426	6	12	422	420	8												
Fast Freight 1 Daily ex. Sun.	Way Freight 1 Daily ex. Sun.	Passenger 1 Daily ex. Sun.	Passenger 1 Daily ex. Sun.	Passenger 1 Daily ex. Sun.	Passenger 1 Daily ex. Sun.	Passenger 1 Daily ex. Sun.	Passenger 1 Daily ex. Sun.												
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.												
s 8.10	s 1.00	s 6.00	s 2.50	s 7.20	s 6.39	s 4.29	s 4.29	42.78	DN										
s 8.20	s 1.10	s 6.10	s 2.55	s 7.25	s 6.47	s 4.30	s 4.30	40.69	DN										
8.45	1.40	6.19	3.05	7.30	6.56	5.30	4.40	37.01											
9.10	2.00	6.19	3.14	7.39	6.56	5.39	4.50	36.28											
9.20	2.05	6.21	3.16	7.41	6.58	5.41	4.52	36.28											
9.39	2.18	6.25	3.19	7.44	7.03	5.50	4.56	34.85	DN										
9.55	2.35	P.M.	3.28	7.53	A.M.	A.M.	5.05	31.32											
10.13	2.55		3.35	8.01			5.11	28.31	DN										
10.37	f 3.15		f 3.48	f 8.13			5.22	23.58											
10.55	s 3.25		s 3.57	s 8.20			f 5.30	20.60	DN										
11.22	3.38		4.07	8.30			5.42	16.20											
11.37	s 3.49		s 4.15	s 8.37			f 5.50	12.67	DN										
11.51	s 4.02		f 4.23	f 8.45			6.00	8.57											
A.M. 12.03	s 4.14		s 4.33	s 8.55			f 6.08	4.50	D										
12.20	s 4.30		s 4.45	s 9.05			s 6.20		DN										
A.M.	P.M.		P.M.	A.M.			A.M.												
a Daily ex. Mon.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.											
872	656	426	6	12	422	420	8												

Double Track		{	NEW GLASGOW	W	2.09	{	STELLARTON	CW	3.68	{	FERRONA JCT.	0.73	{	EUREKA	1.43	{	HOPEWELL	3.53	{	MEADOW	3.01	{	GLENGABRY	4.73	{	GORDON SUMMIT	2.98	{	WEST RIVER	4.40	{	CAMPBELL	3.53	{	RIVERSDALE	4.10	{	UNION	4.07	{	VALLEY	4.50	{	TRURO		CW
Double Track																											★No Passing Track																			

★No Passing Track

NORTHBOUND TRAINS, INFERIOR DIRECTION.

Third Class		Mileage from Ferrona Jct.	Telegraph Offices	SUNNY BRAE Sub-Division STATIONS		Telegraph Calls
433	431					
Mixed	Mixed					
1 Daily ex. Sun.	1 Daily ex. Sun.					
P.M.	A.M.					
s 3.15	s 7.50			FERRONA JCT.		JO
s 3.18	s 7.53	0.68		★ FERRONA		
s 3.42	s 8.15	6.45		★ BRIDGEVILLE		
s 4.12	s 8.45	12.48		★ SUNNY BRAE		
P.M.	A.M.					
a Daily ex. Sun.	a Daily ex. Sun.			★ No passing track		
433	431					

SOUTHBOUND TRAINS, SUPERIOR DIRECTION.

Third Class		Mileage from Sunny Brae	Telegraph Offices	SUNNY BRAE Sub-Division STATIONS		Telegraph Calls
432	434					
Mixed	Mixed					
1 Daily ex. Sun.	1 Daily ex. Sun.					
P.M.	A.M.					
s 10.10	s 5.25			FERRONA JCT.		JO
s 10.05	s 5.20			★ FERRONA		
s 9.40	s 4.55			★ BRIDGEVILLE		
s 9.10	s 4.30			★ SUNNY BRAE		
A.M.	P.M.					
1 Daily ex. Sun.	1 Daily ex. Sun.			★ No passing track		
432	434					

No. 432 will wait at Sunny Brae until No. 431 arrives.
No. 434 will wait at Sunny Brae until No. 433 arrives.

PRIVATE SIDINGS AND PLATFORMS—SUNNY BRAE SUB-DIVISION.

P. Platform only.
P. S. Platform and Siding.

P. Island	Mileage	2.62	P. S. St. Paul	Mileage	8.83
P. S. Springville	"	4.74	P. S. Glencoe	"	9.79
P. Charcoal	"	7.64	P. S. Black Rock	"	10.84

MULGRAVE Sub-Division Truro to New Glasgow		EASTBOUND TRAINS—SUPERIOR DIRECTION.									
		First Class					Third Class			Telegraph Calls	
		419	421	5	11	7	655	871	425		
		Passenger	Mixed	Passenger	Passenger	Passenger	Way Freight	Fast Freight	Mixed		
		a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Mon.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.		
STATIONS		A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.		
Double Track	 NEW GLASGOW .....W	J	s 6.18	s 7.45	s 11.15	s 10.10	s 12.27	s 8.40	s 4.45	s 6.50	
	2.09 STELLARTON .....CW	M	s 6.10	s 7.35 7.25	11.10 11.00	10.00 9.55	12.22 12.12	8.30 7.55	4.35 4.05	6.45	
	3.68 FERRONA JCT.	JO	s 6.00	s 7.14	f 10.51	f 9.45	12.05	s 7.39	3.51	6.37	
	0.73 ★..... EUREKA	UK	s 5.58	s 7.12	s 10.49	s 9.42	* 12.03	s 7.25	3.49	6.33	
	1.43 HOPEWELL	SF	s 5.55	s 7.08	s 10.45	s 9.39	* 12.01	s 7.20	⁶ 3.43 3.14	s 6.30	
	3.53 MEADOW		A.M.	A.M.	10.36	9.32	A.M. 11.54	7.04	3.04	P.M.	
	3.01 GLENGARRY .....W	DJ			s 10.29	s 9.25	* 11.47	s 6.51	2.55		
	4.73 GORDON SUMMIT				10.17	s 9.13	11.37	f 6.34	2.39		
	2.98 WEST RIVER .....W	SY			s 10.08	s 9.07	* 11.31	s 6.22	2.28		
	4.40 CAMPBELL				9.58	8.59	11.22	6.07	2.12		
	7.53 RIVERSDALE	BR			s 9.50	s 8.52	* 11.14	s 5.50	1.58		
	4.10 UNION	UN			s 9.42	s 8.42	* 11.03	s 5.20	1.42		
	4.07 VALLEY	V			s 9.32	s 8.31	* 10.52	s 5.05	1.25		
	4.50 TRURO .....CW	HB G			s 9.20	s 8.20	s 10.40	s 4.50	s 1.10		
			A.M.		P.M.	P.M.	A.M.	P.M.			
★No Passing Track			1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	
			419	421	5	11	7	655	871	425	

FOOT NOTES FOR MULGRAVE SUB-DIVISION.

Registering Stations—Truro, Hopewell, Stellarton, New Glasgow, Pirate Harbor and Mulgrave.

Bulletin Stations—Truro, Stellarton, New Glasgow, Pirate Harbor and Mulgrave.

Comparison Clocks—Truro, Stellarton, New Glasgow, Pirate Harbor and Mulgrave.

Agent at Hopewell will register 5, 6, 7, 8, 11, 12 and 872 when not running in sections.

Agent at Pirate Harbor will register Nos. 5, 6, 7, 8, 15 and 16 trains when not running in sections.

Westbound extras are not required to register at Hopewell.

No. 419 will wait at Hopewell until No. 420 arrives.

No. 421 will wait at Hopewell until No. 422 arrives.

Unless authorized by train order no train or engine will leave Harbor au Bouche until the preceding train has arrived at Pirate Harbor.

Speed of trains through New Glasgow yard must not exceed six miles per hour.

Speed of trains over crossings with Electric Tramways must not exceed six miles per hour.

No. 7 train will stop at South River to pick up passengers for Sydney Mines, North Sydney and Sydney.

No. 7 train will stop between Truro and Stellarton only to set down passengers from points West or South of Truro and to pick up passengers for points East of New Glasgow at which the train is scheduled to stop.

No. 7 train will stop at Woodburn, Piedmont and Barney River to set down passengers from points West or South of Truro.

No. 8 train will stop at South River to pick up passengers for New Glasgow.

No. 8 train will stop at Piedmont on Monday only to pick up passengers for New Glasgow or beyond.

Nos. 655 and 656 trains will carry passengers.

Nos. 871 and 872 trains will carry passengers between Mulgrave and Stellarton.

When double track is in operation, movements not authorized by train order may be made between New Glasgow and Stellarton subject to the following rules:

A terminal clearance must be obtained from the Operator at Stellarton as authority for Eastbound movements and from the Operator at New Glasgow as authority for Westbound movements.

Trains must register at Stellarton and New Glasgow and move with the current of traffic.

The time of first-class trains must be cleared.

When trains are not required to go through from one of the designated stations to the other, the movement must be arranged by train order.

Markers and classification signals must be displayed.

WESTBOUND TRAINS, INFERIOR DIRECTION.										MULGRAVE										EASTBOUND TRAINS, SUPERIOR DIRECTION									
Third Class				First Class				Mileage from Truro	Telegraph Offices	Sub-Division		Telegraph Calls	First Class		Third Class														
730	872	656	728		6	8	New Glasgow to Mulgrave			STATIONS	7		5	655	871														
Freight	Fast Freight	Way Freight	Freight		Passenger	Passenger				Passenger	Passenger	Way Freight	Fast Freight																
1 Daily	1 Daily	1 Daily ex. Sun.	1 Daily		1 Daily ex. Sun.	1 Daily ex. Sun.				a Daily ex. Mon.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.																
P.M.	P.M.	A.M.	A.M.		A.M.	A.M.				A.M.	P.M.	P.M.	P.M.																
s 10.10	s 2.50	s 6.45	s 5.05		s 11.30	s 1.05	122.62	DN	MULGRAVE ....W	SB	s 3.45	s 2.50	s 4.25	s 10.15															
	s 2.55	s 6.49	s 5.05		s 11.33	s 1.08	122.02	DN	PIRATE HARBOR C	HO	s 3.41	s 2.47	s 4.20	s 10.10															
10.40	3.20	f 7.07	5.25		11.46	1.17	117.23	....	CAPE PORCUPINE....	....	3.29	2.32	f 4.01	9.50															
10.58	s 3.45	s 7.23	5.45		s 11.57	f 1.27	113.02	DN	HARBOR AU BOUCHE	HR	f 3.19	s 2.21	s 3.45	f 9.35															
11.16	f 3.57	f 7.38	6.00		P.M. f 12.07	1.37	108.98	....	LINWOOD .....	....	3.07	f 2.08	f 3.15	f 9.12															
11.26	f 4.04	f 7.48	6.10		f 12.14	1.43	106.08	....	MONASTERY .....	....	3.00	f 2.01	f 3.03	f 9.00															
11.32	f 4.09	s 7.55	6.15		s 12.17	f 1.46	104.29	D	TRACADIE	BN	f 2.56	s 1.57	s 2.55	f 8.55															
11.47	f 4.22	f 8.10	6.30		12.27	1.55	100.20	....	AFTON	AF	2.47	f 1.46	f 2.37	f 8.40															
11.52	f 4.27	s 8.16	6.35		s 12.30	1.58	98.74	D	BAYFIELD ROAD..W	BU	f 2.44	s 1.42	s 2.30	f 8.33															
A.M. 12.02	f 4.34	s 8.24	6.45		s 12.36	2.04	96.41	D	HEATHERTON	SG	f 2.37	s 1.35	s 2.17	f 8.24															
12.10	f 4.40	f 8.33	6.52		f 12.41	2.09	94.15	....	POMQUET	Q	2.32	f 1.29	f 2.08	f 8.17															
12.23	f 4.50	f 8.44	7.05		12.49	2.15	90.98	....	TAYLOR'S ROAD ....	....	2.24	1.20	f 1.58	f 8.05															
12.28	f 4.54	s 8.50	7.10		s 12.52	2.22	89.37	D	SOUTH RIVER	SR	* 2.22	s 1.17	s 1.53	f 8.00															
12.50	s 5.10	s 9.15	7.30		5-655 s 1.04	s 2.35	84.27	DN	ANTIGONISH ....W	NA	s 2.10	6-655 s 1.04	5-6 s 1.35	s 7.40															
1.10	5.31	f 9.53	7.55		1.18	2.50	78.84	....	BRIERLY BROOK....	....	1.50	f 12.47	f 11.57	f 7.23															
1.43	f 5.57	s 10.11	8.15		s 1.28	f 2.58	74.78	D	JAMES RIVER	JR	f 1.43	s 12.37	s 11.33	f 7.08															
1.55	f 6.12	f 10.28	8.30		f 1.36	3.06	70.92	D	MARSHY HOPE	MH	1.35	f 12.29	f 11.20	f 6.55															
2.10	f 6.26	f 10.43	8.45		f 1.45	f 3.17	66.99	....	BARNEY RIVER	BA	f 1.25	f 12.20	f 11.07	f 6.42															
2.29	f 6.35	s 10.55	8.53		s 1.50	f 3.22	64.98	DN	AVONDALE	BD	f 1.21	s 12.15	s 10.55	f 6.35															
2.42	f 6.56	f 11.15	9.15		f 2.00	f 3.31	61.20	....	PIEDMONT ....W	PM	f 1.14	f 12.05	f 10.40	f 6.18															
2.57	f 7.12	s 11.30	9.35		s 2.12	f 3.43	56.41	D	MERIGOMISH	FR	f 1.00	P.M. s 11.53	s 10.25	f 5.58															
3.08	f 7.23	f 11.45	10.02		f 2.20	f 3.53	53.02	....	WEST MERIGOMISH.	MA	f 12.53	s 11.45	f 10.02	f 5.47															
3.22	f 7.44	s 12.20	10.25		f 2.30	4.03	48.50	D	WOODBURN	WO	f 12.45	s 11.35	s 9.43	f 5.33															
3.34	7.54	12.32	10.35		2.36	4.09	45.92	....	ACADEMY .....	....	12.38	11.29	9.33	5.24															
s 3.55	s 8.10	s 12.45	s 10.50		s 2.45	s 4.17	42.78	DN	NEW GLASGOW..W	J	s 12.32	s 11.20	s 9.20	s 5.10															
A.M.	P.M.	P.M.	A.M.		P.M.	A.M.					A.M.	A.M.	A.M.	P.M.															
a Daily	a Daily	a Daily ex. Sun.	a Daily		a Daily ex. Sun.	a Daily ex. Sun.					1 Daily ex. Mon.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.															
730	872	656	728		6	8					7	5	655	871															

PRIVATE SIDINGS AND PLATFORMS—MULGRAVE SUB-DIVISION.

P. Platform only.

P. S. Platform and Siding.

P. S. Murray's	Mileage	3.00	Chisholm's	Mileage	29.03	P. S. Dewar's	Mileage	65.96
Salmon River	"	6.30	Moore's	"	29.98	Bear Brook	"	67.80
Atlantic Pulp Mill and			P. S. Lorne	"	30.90	Baxter's	"	69.49
Maynard's	"	9.20	Muir's	"	36.50	Marshy Hope Pit	"	71.3
N. S. Iron, Coal and Rail-			P. Asylum	"	37.49	Major's	"	72.18
way Co.	"	10.50	Riverton	"	37.91	O'Brien's	"	76.33
Primrose	"	12.88	Water Works	"	40.00	James River Pit	"	76.34
Hingley	"	13.98	P. Lourdes	"	42.22	Sylvan Valley	"	84.27
Mount Thom	"	15.79	Upper Matheson's	"	43.50	Colonial Lumber Company	"	85.20
Alvin's	"	16.20	Maritime Bridge Company	"	44.17	DeLorey's	"	102.23
Lansburg	"	19.06	Cameron and Fraser	"	44.31	Grosvenor's	"	109.95
P. S. Lansdowne	"	25.41	Micmac	"	50.10	Bowman	"	111.70
Wilkin's	"	26.30	Heurtley's	"	51.78			

WESTBOUND TRAINS, INFERIOR DIRECTION.										SYDNEY Sub-Division		EASTBOUND TRAINS, SUPERIOR DIRECTION.							
Third Class				First Class				First Class				Third Class							
402	726	654	872	8	438	6	436	Mileage from Point Tupper	Telegraph Offices	STATIONS	Telegraph Calls	7	5	871	653	435	437	725	
Mixed	Freight	Way Freight	Fast Freight	Passenger	Inv'nss Pas'gr.	Passenger	Inv'nss Pas'gr.					Passenger	Passenger	Fast Freight	Way Freight	Inv'nss Pas'gr.	Inv'nss Pas'gr.	Freight	
1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sat.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.					a Daily ex. Mon.	a Daily ex. Sun.	a Daily ex. Mon.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	
P.M.	P.M.	A.M.	A.M.	P.M.		A.M.						A.M.	P.M.	A.M.	P.M.			P.M.	
s 6.00	s 12.40	s 7.15	s 4.35	s 8.30		s 6.40		101.84	DN	 SYDNEY .....CW	SY	s 8.40	s 8.00	s 7.15	s 4.20			s 11.00	
6.10	12.52	7.30	4.47	8.37		6.47		98.66		 GIBBON		8.28	7.52	7.05	4.00			10.55	
6.19	1.02	7.40	4.59	8.44		6.54		95.75		 JEFFERSON		8.23	7.44	6.54	3.52			10.44	
s 6.33	1.18	s 8.10	5.14	f 8.54		s 7.05		91.50	D	 LEITCH CREEK .....CR	f	8.10	s 7.32	6.35	s 3.35			10.08	
s 6.48	1.38	s 8.25 9.00	5.30	s 9.07		s 7.20		86.68	DN	 NORTH SYDNEY .....CW	AU	s 7.58	s 7.20	6.15	s 3.00			9.50	
s 7.09	1.48	s 9.10 10.00	5.42	s 9.12		s 7.25		84.06	D	 SYDNEY MINES	SM	s 7.45	s 7.09	6.00	s 2.45			9.40	
s 7.17	1.53	s 10.15	5.52	* 9.17		* 7.35		81.50		 FLORENCE		7.35	f 7.03	5.52	s 1.53			9.30	
7.21	1.58	10.30	5.56	9.21		7.38		80.15		 GANNON		7.33	7.00	5.46	1.30			9.21	
s 7.22	2.00	s 10.40	5.58	f 9.22		s 7.39		79.90	D	★..... LITTLE BRAS D'OR	BS	f 7.32	s 6.59	5.45	s 1.25			9.10	
f 7.30	2.09	f 10.55	6.05	9.28		7.46		76.84		★..... WATSON		f 7.26	f 6.53	5.35	f 1.10			9.00	
f 7.36	2.17	s 11.05	6.13	f 9.33		f 7.51		74.53	D	 GEORGE RIVER	GO	f 7.21	f 6.48	5.28	s 1.00			8.52	
f 7.55	2.35	f 11.25 P.M.	6.26	9.44		f 8.03		69.06		 BARRACHOIS		f 7.10	f 6.36	5.10	s 12.40 s			8.33	
s 8.14	3.05	s 12.10	6.57	f 9.55		s 8.14		63.44	D	 BOISDALE	W BO	f 6.57	s 6.23	4.51	12.10 P.M.			8.14	
8.26	3.25	12.25	7.10	10.03		8.23		59.43		 CROSS POINT		6.49	6.13	4.38	11.50			7.51	
f 8.40	3.45	s 12.42	7.24	10.13		f 8.33		54.71		 SHENACADIE	SA	f 6.39	f 6.04	4.20	s 11.30			7.33	
s 9.02	4.10	s 1.02	7.40	* 10.26		f 8.45		48.79		 CHRISTMAS ISLAND		* 6.27	f 5.51	4.01	s 11.00			7.14	
s 9.12	4.20	s 1.20	7.50	s 10.32		s 8.52		46.16	DN	 GRAND NARROWS .....W	GR	f 6.21	s 5.45 s 5.25	3.52	s 10.45			7.04	
s 9.18	4.30	s 1.35	7.56	f 10.37		s 8.58		45.42	D	 IONA	DA	f 6.15	s 5.19	3.46	s 10.15			6.54	
s 9.36	5.06	s 2.00	8.14	10.49		f 9.10		39.99	D	 MCKINNON HARBOR	KY	f 6.05	f 5.06	3.27	s 9.50			6.37	
f 9.58	5.30	f 2.23	8.31	10.59		f 9.23		34.11		 ALBA		f 5.54	f 4.54	3.04	f 9.23			6.14	
s 10.14	5.57	s 2.45	8.50	f 11.11		s 9.35		29.16	D	 ORANGEDALE	DJ	f 5.41	s 4.43	2.47	s 8.50			5.57	
s 10.43	6.25	s 3.26	9.15	f 11.28		s 9.53		21.17	D	 RIVER DENYS .....W	P	f 5.25	s 4.26	2.20	s 8.13			5.29	
s 11.08	7.00	s 4.11	9.45	f 11.45 A.M.		s 10.12		13.88	DN	 WEST BAY ROAD .....W	BR	f 5.10	s 4.11	1.45	s 7.45			5.03	
f 11.32	7.25	s 4.33	10.05	12.01		s 10.28		7.28	D	 MACINTYRE LAKE	RN	f 4.56	s 3.53	1.05	s 7.15			4.33	
f 11.43	7.35	s 4.43	10.14	12.08		f 10.33		4.36		 MINE ROAD		4.50	3.46	12.55	f 7.00			4.20	
11.54	7.45	4.55	10.23	12.16		s 3.20	10.41	s 10.35		 INVERNESS JCT.		4.44	3.39	12.45	6.50	A.M. 11.05	P.M. 3.45	4.10	
s 11.59	7.50	s 5.05	s 10.30	s 12.20		s 3.25	s 10.45	s 10.40		 POINT TUPPER .....CW	FY D	s 4.40 A.M.	s 3.35 P.M.	s 12.40 A.M.	s 6.45 A.M.	s 11.00 A.M.	s 3.40 P.M.	s 4.00 P.M.	
a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.		★No passing track.		1 Daily ex. Mon.	1 Daily ex. Sun.	1 Daily ex. Mon.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	1 Daily ex. Sun.	
402	726	654	872	8	438	6	436					7	5	871	653	435	437	725	

Registering Stations and Comparison Clocks—Point Tupper and Sydney.

Bulletin Stations—Point Tupper, North Sydney and Sydney.

Train No. 6 and Inverness trains Nos. 436 and 437 will follow the train ahead as per Time Table, regardless of Rule 91. The train following must run with such caution as will prevent accident with the train ahead. This does not relieve the trainmen of the train ahead from protecting their train as required by rules. A box has been placed near the main line switch at Inverness Jct. in which Conductors of Inverness trains Nos. 435 and 437 will place a Terminal Train Report, Form No. 429, showing the time such trains arrived at that point.

Draw bridge located between Grand Narrows and Iona—interlocked. See special instructions on page 11.

Train No. 7 will stop at Florence to set down passengers from Grand Narrows and West, and to pick up passengers for North Sydney and Sydney.

Trains Nos. 6 and 8 will stop at Florence to set down passengers from Sydney and North Sydney, and to pick up passengers for Grand Narrows and points west at which these trains are scheduled to stop.

No. 7 will stop at Christmas Island to set down passengers from Truro or beyond, and to pick up passengers for Sydney. No. 8 will stop at Christmas Island to set down passengers from Sydney, and to pick up passengers for Truro or beyond.

All trains and engines must stop 200 yards short of and before crossing the track of the Intercolonial Coal Company's Railway, half a mile South of Westville Station, and they must not proceed until the all right signal is shewn. Immediately before crossing the swing bridge over the West River, all trains and engines must come to a full stop three minutes to ascertain that the bridge is closed and in order for passing.

Northbound Trains Inferior Direction			THORBURN Sub-Division		Southbound Trains, Superior Direction	
3rd Class					3rd Class	
417	Mileage from New Glasgow	Telegraph Offices			418	
Mixed					Mixed	
1 Daily ex. Sun.			STATIONS		a Daily ex. Sun.	
P.M. s 6.05	.....	DN	NEW GLASGOW		J	
			5.26			
s 6.30 P.M.	5.26	.....	THORBURN		s 5.50 A.M.	
a Daily ex. Sun.					1 Daily ex. Sun.	
417					418	

PRIVATE SIDINGS AND PLATFORMS—SYDNEY SUB-DIVISION.

P. Platform only.
P. S. Platform and Siding.

Mileage		Mileage	
P. S. Morrison's	10.27	Long Island	70.08
West Bay Pit	14.42	Young's	72.82
Big Brook	18.36	P. S. Watson	76.84
River Denys Pit	22.49	Colonial Coal Company	79.96
Cumming	22.51	MacKay Mine	85.24
Blues	24.97	Jackson's	91.11
P. S. Eden	25.08	P. S. Ball's	92.40
Malagawatch	26.85	Point Edward Quarry	95.80
Ashfield	28.08	Cox Heath	97.54
P. S. Estmere	35.23	Chappell	99.01
P. S. Ottawa Brook	37.56	P. S. Sydney River	99.10
P. S. Barra Glen	42.44	Exhibition Siding	100.53
Cooper's Pond	47.00	Imperial Oil Company	100.76
McKenzie's	49.73		
P. S. Big Beach	52.40		
P. S. Beaver Cove	60.50		
Bras d'Or	64.93		
McNeill's	65.26		
McSween	66.00		
Porter's	68.77		

THORBURN SUB-DIVISION.		Mileage	
P. S. Wilsons			0.70
Standard Clay Products			1.22
Macks			2.15

THORBURN SUB-DIVISION.

P. S. Wilsons	Mileage	0.70
Standard Clay Products	"	1.22
Macks	"	2.15

TIME TABLE NO. 11, SEPTEMBER 29th, 1918. ATLANTIC TIME.

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NORTHBOUND TRAINS, INFERIOR DIRECTION.						STELLARTON		SOUTHBOUND TRAINS, SUPERIOR DIRECTION.					
Third Class		First Class		Mileage from Oxford Jct.	Telegraph Offices	Sub-Division		First Class		Third Class		Mileage from Oxford Jct.	Telegraph Offices
651	489		33			OXFORD JCT. TO BROWN POINT		34		490	652		
Way Freight 1 Mon. Tues. Thurs. & Fri.	Mixed		Passenger			STATIONS		Passenger		Mixed	Way Freight a Mon. Tues. Thurs. & Fri.		
	1 Wed. & Sat.		1 Daily ex. Sun.					a Daily ex. Sun.		a Wed. & Sat.			
A.M. s 7.00	P.M. s 1.15		A.M. s 8.00	69.71	DN	 PICTOU CW DT		P.M. s 5.45		A.M. s 9.20	P.M. s 1.25		
	Pictou		Sub-Division			1.92		Pictou		Sub-Division			
s 7.10	s 1.20		s 8.05	67.79	D	 BROWN POINT FN		s 5.37		s 9.13	s 1.15		
s 7.35	s 1.28		s 8.12	65.16	D	2.63 LYON BROOK HO		s 5.31		s 9.05	s 12.55		
s 8.05	s 1.43		s 8.21	60.55	D	4.61 SCOTSBURN S		s 5.21		s 8.50	s 12.30		
s 8.33	s 1.58		s 8.33	55.51	D	5.04 MEADOWVILLE A		s 5.10		s 8.33	s 12.02		
s 9.20	s 2.23		s 8.51	47.51	D	8.00 RIVER JOHN W SN		s 4.52		s 7.58	s 11.18		
s 9.47	s 2.40		s 9.02	42.04	D	5.47 BENDARK DE		s 4.38		s 7.45	s 10.45		
s 10.10	s 3.00		s 9.16	35.38	D	6.66 TATAMAGOUCHE W RU		s 4.23		s 7.31	s 10.10		
s 10.57	s 3.25		s 9.35	27.56	D	7.82 MALAGASH MA		s 4.04		s 7.10	s 9.35		
s 11.20	s 3.54		s 9.44	23.29	D	4.27 WALLACE WC		s 3.54		s 6.59	s 9.02		
s 11.40	s 4.13		s 9.51	20.38	D	2.91 ★ WALLACE BRIDGE *		s 3.47		s 6.53	s 8.30		
s 12.05	s 4.28		s 10.02	15.72	D	4.66 PUGWASH JCT. W WA		s 3.38		s 6.41	s 8.10		
s 12.35	s 4.47		s 10.16	20.26	D	4.54 PUGWASH G		s 3.25		s 6.27	s 7.40		
	Pugwash		Sub-Division			4.54		Pugwash		Sub-Division			
s 1.10	s 5.05		s 10.30	15.72	D	4.33 PUGWASH JCT. W WA		s 3.13		s 6.14	s 7.10		
s 1.28	s 5.20		s 10.41	11.39	D	8.48 CONN MILLS CN		s 3.03		s 5.59	s 6.46		
s 2.46	s 5.50		s 11.00	2.91	D	2.91 OXFORD FA		s 2.46		s 5.34	s 6.15		
s 3.00	s 6.00		s 11.10		DN	 OXFORD JCT. CW OD		s 2.40		s 5.25	s 5.25		
P.M.	P.M.		A.M.					P.M.		A.M.	A.M.		
a Mon. Tues. Thurs. & Fri.	a Wed. & Sat.		a Daily ex. Sun.			★No passing track		1 Daily ex. Sun.		1 Wed. & Sat.	1 Mon. Tues. Thurs. & Fri.		
651	489		33					34		490	652		

Registering Stations—Pictou, Brown Point, Pugwash Junction, Pugwash and Oxford Junction.

Bulletin Stations—Pictou and Oxford Junction.

Comparison Clocks—Pictou and Oxford Jct.

All trains between Brown Point and Pictou will be governed by Time-Table for Stellarton Sub-Division (New Glasgow to Pictou.)

Trains receiving orders to meet or wait at Pugwash Jct. will, unless otherwise instructed by train order, fulfill the order before proceeding to Pugwash.

Speed of trains over crossings with Electric Tramways and through the town of Pictou must not exceed six miles per hour.

PRIVATE SIDINGS AND PLATFORMS—STELLARTON SUB-DIVISION.

P. Platform only.
P. S. Platform and Siding.

Sweet's	Mileage	1.33	P. S. Rogers	"	52.50
Niron's	"	1.36	P. S. McDonald's	"	53.58
P. S. Hantsford's	"	7.76	Dufferin	"	57.21
Oxley's	"	9.23	Scotsburn Pit	"	59.52
P. S. Fountain Road	"	18.29	Logan Tannery	"	65.29
Wallace Quarry	"	23.60	Haliburton	"	66.73
P. McCallum's	"	30.47	Norway	"	67.68
Urquhart's	"	37.24	Acadia Coal Company	"	77.05
P. Ferguson's	"	38.72	I. C. Mining Company	"	77.46
P. S. Wilson's	"	43.58	P. Asphalt	"	79.06
Fitzpatrick's	"	48.99			

SPECIAL RULES.

Definition—The word Station, as used in Rule 91 and Special Rules E and J must be understood to mean "A place designated in the Time Table by name."

A. At meeting points not fixed by train order, at which there is no open telegraph office, and at which they do not stop, second and third class trains running in sections must give identification tickets to all extra trains, and to all second and third class trains over which they have right to track by class or direction. Such latter trains must receive such identification tickets, or stop the other train to ascertain its identity. Observe Rule 90.

Conductors of trains to be registered by Operator at designated registering stations must hand Operator Identification Ticket, Form 320, containing necessary information.

Operators must be on hand to receive Identification Ticket from Conductor.

B. Between the hours of 8.00 p. m. and 8.00 a. m. at all open telegraph offices, trains (except first class and passenger extras), must receive a clearance from the operator, whether train order signal indicates "stop" or "proceed." If there are no "31" orders on hand for delivery to any train in the direction as indicated by the approaching train, operators are required to have clearance ready, so engineer and conductor may secure it while passing at slow speed.

C. Employees must not ride on top of cars passing under overhead bridges, through tunnels, or into or out of buildings, at which there is not sufficient clearance.

D. At a safe distance before commencing a descent of steep grades and approaching railway crossings at grade, junctions, draw bridges, and at points where trains are to be met and passed, and where at any other point failure of the brakes would be attended with hazard, brakemen must be on the rear car of each train within convenient access of conductor's valve, and if train is exceeding authorized speed limit, brakes must be applied by him at once, and train brought to a full stop.

Conductors must see that trainmen apply brakes or use retainers (as per Rule 7 on page 25, in the book of instructions for the care and operation of air brakes), to the cars when going down grades, so as to steady the train and keep it under control. The brakes should not be applied so as to slip or heat the wheels, but should be frequently changed from one car to another.

E. At stations where yard limit boards are not provided the outer main track switches of passing tracks will be considered "station limits" and main track may be used inside such limits, by keeping clear of first and second class trains.

All trains except first and second class trains must, unless otherwise directed, approach and pass through such limits, prepared to stop unless the main track is seen to be clear.

Trains occupying or using main track outside of station limits must be protected, unless train orders or schedule confer the right to use the main track.

During foggy, smoky or stormy weather, protection as per Rule 99 must in addition be maintained to ensure absolute safety.

F. Those employed on sub-divisions that are double tracked, are in every instance, when stepping out of the way of approaching trains, to move to the right of way, and not to the other track. Foremen will be personally responsible for educating their men to this.

G. Snow plows working on double track when passing trains on the other track, must not be run at a speed exceeding ten (10) miles an hour, and points must be lifted and wings closed. Flangers must also be lifted when passing trains on the other track.

Snow plows or flangers working must not be run at a speed exceeding ten (10) miles per hour, when passing stations or other buildings, which are liable to damage by snow or ice being thrown against them.

H. When using cross overs or switches to and from main tracks or passing tracks, trains must not exceed a speed of six (6) miles per hour, or as much less as may be necessary to insure safety.

I. Trains handling an auxiliary steam crane must not exceed a speed of thirty-five (35) miles per hour on level track and up grades, and not exceed a speed of twenty (20) miles per hour on down grades or on branch lines. Speed must in all cases be regulated to safety limit in going around curves.

No light engine, freight train, or mixed train shall run any one mile in less than 2 minutes.

J. Unless some form of block signals is used, or unless otherwise directed, all trains in the same direction must keep at least ten (10) minutes apart, except in closing up at stations, but a train must not follow a train carrying passengers or operating a snow plow until a report is received of its

arrival at a station ahead, except that a train may follow twenty minutes after the departure of a train carrying passengers or operating a snow plow, when either the station from which it is to follow or the next station ahead is not a telegraph or telephone station, or when communication with the Train Dispatcher is interrupted, and the wire failure is noted on the Clearance.

K. When trains, any of which are carrying passengers, meet by train order arrangements (except under expired time orders) at non-telegraph stations, they must stop, and before proceeding must positively know that the train or trains met are those which had right to track over them, as called for in train orders received.

M. Conductors and Engineers of freight and work trains, which are supplied with two or more brakemen, must see that one brakeman is on front portion of train or engine while the train is in motion.

Each engineman and forward brakeman must frequently look to the rear of his train, so he may be sure that no cars have become detached or derailed, and if marker lamps burn dimly or become extinguished, conductor must be notified at once.

N. The Train Order Signal will be used by operators to maintain the proper interval between trains, and it must be pulled to the stop position when the rear end of the train has reached a point three hundred (300) feet beyond the signal and kept in that position as prescribed by Rule 91.

O. When within one (1) mile of terminal or other point where engines are changed, the steam valve must be opened on the rear of the last car of passenger or other trains heated by direct steam from the engine. After all condensation is blown from steam pipes, Engineer must be signalled by one (1) blast of the communicating signal to close main steam valve.

SPECIAL INSTRUCTIONS IN REGARD TO THE OPERATION OF INTERLOCKING PLANT AT GRAND NARROWS.

The draw span of Grand Narrows bridge is protected by the interlocking plant operated from the tower of the draw span. Trains will be governed by the interlocking signals instead of hand signals.

Westbound train movements are controlled by a mechanical home signal situated about 500 feet east of the draw span. Eastbound train movements are controlled by two electric home signals—one situated at the Iona end of the bridge and the other situated on the bridge 500 feet west of the draw span. The inside electric home signal is for emergency use only.

A semaphore arm standing in a horizontal position indicates "stop." When in this position at night a red light is displayed.

A semaphore arm standing 90 degrees above the horizontal indicates "proceed." When in this position at night a green light is displayed.

Trains must not go beyond a home signal when in the "stop" position.

Trains must not stand between the inside electric home signal and the home signal east of the bridge longer than absolutely necessary, as draw span cannot be operated while a train or any part thereof is standing between those signals.

The switch leading to Forge siding is operated from the tower. Trains wishing to use this siding will advise the Towerman so he can operate the switch. Should a train be in Forge siding when the draw span is opened, a derailler will be set against the train, and such train must not attempt to leave the siding until the draw span is closed and the derailler removed.

Steamers and sailing vessels must be allowed to pass through the draw without delay. All trains, except passenger or auxiliary trains, if in such position as will prevent draw span being operated, will move promptly so that draw may be operated.

SPEED SCHEDULE

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