

JOINT TEXAS DIVISION HOSPITAL DEPARTMENT

SURGEONS

Dr. M. E. Hastings, Local Surgeon.....Waxahachie
Dr. J. B. Jenkins, Local Surgeon.....Waxahachie
Dr. Fred L. Story, Local Surgeon.....Bardwell
(PO Ennis, Texas)
Dr. W. T. Shell, Sr., Local Surgeon.....Corsicana
Dr. W. T. Shell, Jr., Local Surgeon.....Corsicana
Dr. W. P. Harrison, Local Surgeon.....Teague

B-RI RR HOSPITAL DEPARTMENT

SURGEONS

Dr. A. Philo Howard, Chief Surgeon, Houston Clinic Bldg... Houston
Dr. M. B. Stokes, Asst. Chief Surgeon....."
Dr. P. R. Cruse, Chief Medical Consultant....."
Dr. G. C. Farrish, Eye, Ear, Nose and Throat....."
Dr. W. A. Clark, Consultant Dermatologist....."
Dr. Joe B. Foster, Consultant Orthopedist....."
Dr. Homer E. Prince, Consulting Allergist....."
Dr. Anders P. Overgaard, Consulting Roentgenologist...."
Dr. W. B. Thorning, Local Surgeon....."
Dr. A. L. W. Tackaberry, Local Surgeon....."
Dr. J. Thos. Jones, Local Surgeon....."
Dr. N. A. Kilgore, Local Physician....."
Dr. Carl F. Shaffer, Local Physician....."
Dr. F. E. McAlister, Local Surgeon....."
Dr. W. P. Harrison, Division Surgeon.....Teague
Dr. Hodges McKnight, Local Surgeon.....Ft. Worth
Dr. R. J. White, Local Surgeon....."
Dr. Ozro T. Wood, Local Surgeon.....Dallas
Dr. J. L. Dawson, Local Surgeon....."
Dr. O. T. Christoffer, Local Surgeon.....Mexia
Dr. Marion M. Brown, Local Surgeon....."
Dr. L. P. Tenney, Local Surgeon, (PO Buffalo, Texas)....Newby
Dr. Joe Rogers, Local Surgeon.....Normangee
Dr. J. E. Burney, Local Surgeon.....North Zulch
Dr. G. C. Sanders, Local Surgeon.....Richards
Dr. G. B. Coker, Local Surgeon.....Tomball
Dr. John Q. Mc Givney, Local Surgeon.....Galveston

OFFICIAL HOSPITALS:

Name	Place	Telephone
St. Joseph's Hospital.....	Fort Worth, Tex., 1607 So. Main.....	4-1204
St. Joseph's Infirmary.....	Houston, Texas, 1910 Crawford.....	F-5151

EMERGENCY HOSPITAL:

Gaston Hospital..... Dallas, Texas, 3505 Gaston.....8-5145

GENERAL CLAIM AGENT:

O. W. PORTMAN, BRI, Fort Worth, Texas

CLAIM AGENT:

R. E. EITEMAN, BRI, Houston, Texas

C. D. PECKENPAUGH,

Vice President and General Manager,
Fort Worth.

P. F. THOMAS,

Superintendent,
Houston.

J. L. CORBITT,

Superintendent of Transportation,
Fort Worth.

Fort Worth & Denver City Railway Chicago, Rock Island & Pacific Railway

JOINT TEXAS DIVISION (F.W.&D.C. Operating) AND Burlington-Rock Island Railroad Company



TIME TABLE No. 10

Effective 12:01 A.M.

CENTRAL STANDARD TIME

SUNDAY, MAY 19, 1946

Destroy All Time Tables of Previous Date

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

FWDC — JOINT TEXAS DIVISION — BETWEEN TEAGUE AND DALLAS — CRIP

SUBDIVISION No. 1
TIME TABLE No. 10
EFFECTIVE MAY 19, 1946

SOUTHWARD			Office Open Weekdays	Signs	Capacity of		Mile Post	STATIONS	Distance from Ft. Worth	Office Open Sundays and Holidays	NORTHWARD		
FIRST CLASS					Other Tracks	Siding					FIRST CLASS		
DAILY	DAILY	DAILY									DAILY	DAILY	DAILY
3	1	507									4	2	508
Sam Houston Zephyr	Passenger	Twin Star Rocket									Sam Houston Zephyr	Passenger	Twin Star Rocket
P.M. L 4.00		A.M. L 8.00					Ft. Worth Passenger Sta.				P.M. A 1.55		P.M. A 9.55

Trains between Ft. Worth and Dallas are governed by rules and timetables of T&P Ry., GC&SF Ry., CRI&P Ry. and U. T. Co.

					Yard	..FWDC Yard Ft. Worth..	0.0						
					Yard	..CRIP Yard Ft. Worth..	2.3						
5.00	A.M. L 10.15	9.00				..... DALLAS	35.5				1.05	P.M. A 4.55	9.00

Trains between Dallas and end of double track, Dallas, are governed by rules and timetable of U. T. Co.

Trains between end of double track, Dallas, and MK&T Jct. are governed by rules and timetable of MK&T R.R.

						Yard	....CADIZ ST. JCT....	36.1					
5.37	11.00	9.37					.....MKT JCT.....	65.8			12.25	4.10	8.20
s 5.39	s 11.05	s 9.39	Continuous	FKRW Y Yd.	121	90	A270.9	66.5	Continuous		s 12.19	s 3.58	s 8.16	
							A270.4	67.0						
5.45	11.14	9.45				9	A264.8	72.6			12.13	3.50	8.10	
5.51	f 11.23	9.51	9:00 a.m. to 12:01 p.m. 1:00 p.m. to 6:00 p.m.			31	48	A258.7	78.7	9:00 a.m. to 12:01 p.m. 1:00 p.m. to 6:00 p.m.	12.08	f 3.42	8.05	
5.55	f 11.30	9.55		W		17	42	A253.4	84.0		12.04	f 3.33	8.00	
6.00	f 11.38	10.00				22	51	A248.4	89.0		11.59	f 3.26	7.56	
s 6.10	s 11.51	s 10.10	Continuous	W Yd		170	45	A239.9	97.5		s 11.51	s 3.15	s 7.48	
								A239.7	97.7	Continuous				
6.18	f 12.05	10.18				13	50	A231.5	105.9		11.41	f 3.02	7.38	
6.25	s 12.20	10.25	9:00 a.m. to 1:00 p.m. 2:00 p.m. to 6:00 p.m.	W		39	78	A222.4	115.0	9:00 a.m. to 1:00 p.m. 2:00 p.m. to 6:00 p.m.	11.33	s 2.49	7.31	
6.31	f 12.31	10.31				26	51	A214.7	122.7		11.27	f 2.35	7.25	
6.36	12.40	10.36				3		A208.1	129.3		11.22	2.25	7.20	
A 6.40	A 12.45	A 10.40	Continuous	FKRTW Y Yd.			Yard	Yard	A204.3	133.1	Continuous	L 11.18 A.M.	L 2.20 P.M.	L 7.17 P.M.
DAILY	DAILY	DAILY									DAILY	DAILY	DAILY	
1:40	2:30	1:40									1:47	2:35	1:43	
58.5	39.0	58.5									54.7	37.7	56.8	
									SCHEDULE TIME					
									Average Speed Per Hour					

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD
EXCEPT No. 3 and No. 507 ARE SUPERIOR TO No. 2.**

Waxahachie is initial station for southward trains.

All trains will register by ticket at Waxahachie.

All trains come to a stop before crossing T&NO at MP A270.4.

Special Instruction 9 in effect.

When first class trains meet at Teague, the train taking siding will use the old Fort Worth main track, which is the first track west of main track at passenger depot.

BURLINGTON-ROCK ISLAND RAILROAD COMPANY

TEAGUE DIVISION-BETWEEN TEAGUE, HOUSTON AND GALVESTON

SUBDIVISION No. 2

TIME TABLE No. 10

EFFECTIVE MAY 19, 1946

SOUTHWARD			Office Open Weekdays	Signs	Capacity of		Mile Post	STATIONS	Distance from Teague	Office Open Sundays and Holidays	NORTHWARD			
FIRST CLASS					Other Tracks	Siding					STATIONS	FIRST CLASS		
DAILY	DAILY	DAILY										DAILY	DAILY	DAILY
3	1	507									4	2	508	
Sam Houston Zephyr	Passenger	Twin Star Rocket									Sam Houston Zephyr	Passenger	Twin Star Rocket	
P.M.	P.M.	A.M.		FKRTW							A.M.	P.M.	P.M.	
L 6.41	L 12.50	L 10.41	Continuous	Yd.	Yard	204.3	..... TEAGUE	0.0	Continuous		A 11.17	A 2.15	A 7.16
6.47	f 1.00	10.47			7 53	198.1	..... FREESTONE	6.2			11.10	f 2.05	7.10
6.51	f 1.07	10.51		W	15 53	193.2	..... DONIE	11.1			11.06	f 1.58	7.06
6.59	s 1.20	10.59	8:00 a.m. to 12:01 p.m. 1:00 p.m. to 5:00 p.m.		24 57	184.6	..... NEWBY	19.7	8:00 a.m. to 12:01 p.m. 1:00 p.m. to 5:00 p.m.		10.59	s 1.45	6.59
7.08	f 1.33	11.08			7 58	176.6	..... CONCORD	27.7			10.51	f 1.33	6.51
7.15	f 1.49	11.15			17 47	168.5	..... FLYNN	35.8			10.44	f 1.19	6.44
7.22	s 2.04	11.22	9:00 a.m. to 11:30 a.m. 12:30 p.m. to 6:00 p.m.		26 46	159.6	... NORMANGEE ...	44.7	9:00 a.m. to 11:30 a.m. 12:30 p.m. to 6:00 p.m.		10.37	s 1.05	6.37	
	f 2.13		8:00 p.m. to 11:30 p.m. 12:30 a.m. to 5:00 a.m.		25	151.8	... NORTH ZULCH ...	52.5	8:00 p.m. to 11:30 p.m. 12:30 a.m. to 5:00 a.m.			f 12.52		
7.29	2.20	11.29		W	5 41	149.8	..... ZULCH	54.5			10.30	12.46	6.30
7.36	s 2.32	11.36			8 42	141.4	..... IOLA	62.9			10.23	s 12.37	6.23
7.40	2.40	11.40			3 61	136.1	..... GRIMES	68.2			10.19	12.28	6.19
7.45	s 2.50	11.45		W	26 44	130.5	..... SINGLETON	73.8			10.14	s 12.20	6.14
7.50	s 2.58	11.50			20 57	125.3	..... SHIRO	79.0			10.10	s 12.08	6.10
7.55	s 3.08	11.55	9:00 a.m. to 12:30 p.m. 1:30 p.m. to 6:00 p.m.		22 41	119.0	..... RICHARDS	85.3	9:00 a.m. to 12:30 p.m. 1:30 p.m. to 6:00 p.m.		10.05	s 11.55	6.05
8.01	f 3.20	12.01		W	11 56	111.8	..... DACUS	92.5			9.59	11.39	5.59
8.06	f 3.30	12.06			18 51	105.7	..... DOBBIN	98.6			9.53	11.31	5.53
			Continuous			105.6	... GCSF CROSSING ...	98.7	Continuous					
8.14	3.42	12.14			10 42	97.2	..... KAREN	107.1			9.45	11.19	5.45
8.19	3.49	12.19			10 59	91.7	..... VENTURA	112.6			9.40	11.13	5.40
8.24	s 4.00	12.24	Continuous	FWY	163 63	84.8	..... TOMBALL	119.5	Continuous		9.35	11.05	5.35
8.29	4.08	12.29			8 63	78.4	..... LOUETTA	125.9			9.30	10.55	5.30
8.34	4.16	12.34			3 69	71.4	..NORTH HOUSTON..	132.9			9.25	10.47	5.25	
8.39	4.24	12.39			67	64.9	..... ROSSLYN	139.4			9.20	10.39	5.20
8.47	4.35	12.47	Continuous	RY Yd		57.4	..... BELT JCT	146.9	Continuous		9.13	10.29	5.13

Trains between Belt Junction, Houston Union Station, and New South Yard, Houston, are governed by rules and timetable of HB&T Ry.

A 9.00 P.M.	A 4.55 P.M.	A 1.05 P.M.		Yard	Yard	Houston Union Station	152.0	L 9.00 A.M.	L 10.15 A.M.	L 5.00 P.M.
				Yard	Yard	New So. Yd. Houston	158.4			

Trains between New South Yard, Houston, and Galveston are governed by rules and timetable of GC&SF Ry.

				Yard	Yard	O.O	GALVESTON FRT. YD.	206.6					
							206.6						
DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	
2:19	4:05	2:24					SCHEDULE TIME			2:17	4:00	2:16	
65.6	37.2	63.3					Average Speed Per Hour			66.5	38.0	67.0	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD EXCEPT No. 3 and No. 507 ARE SUPERIOR TO No. 2.

Special Instruction 9 in effect.

When first class trains meet at Teague, the train taking siding will use the old Fort Worth main track, which is the first track west of main track at passenger depot.

BURLINGTON-ROCK ISLAND RAILROAD COMPANY

MEXIA BRANCH

SUBDIVISION No. 3

TIME TABLE No. 10

EFFECTIVE MAY 19, 1946

SOUTHWARD	Office Open Weekdays	Signs	Capacity of		Mile Post	STATIONS	Distance from Teague	Office Open Sundays and Holidays	NORTHWARD
			Other Tracks	Siding					
	8:00 a.m. to 4:00 p.m.	YYd	52	Yard	217.9	..... MEXIA	13.6	Closed	
					216.4	..... TNO CROSSING (Interlocked)	12.1		
			4		211.2	..... LIMESTONE	6.9		
	Continuous	FKRTW Y Yd.	Yard	Yard	204.3	..... TEAGUE	0.0	Continuous	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

Special Instruction 8 in effect.

T. & N. O. Crossing at M. P. 216.4 is protected by cabin type interlocking. Instructions for operation are posted in cabin.

FREIGHT TRAINS — (Information Only)

SOUTHWARD				STATIONS	NORTHWARD			
	75	93			76	98		
	L 6.00PM	L12.01AM		..... F. W. & D. C. YARD—FT. WORTH.....	A10.00AM	A 9.30PM		
	6.45PM	1.01AM		..... C. R. I. & P. YARD—FT. WORTH.....	9.30AM	8.45PM		
	9.00PM	3.15AM		..... CADIZ STREET JCT.....	6.45AM	7.20PM		
				..... WAXAHACHIE				
	12.30AM	11.01AM		..... TEAGUE	L 3.15AM	L11.45AM		
	1.30AM	12.01PM		..... BELT JUNCTION.....	A 2.15AM	A 9.30AM		
	6.00AM	A11.10PM		..... NEW SOUTH YARD—HOUSTON.....	L 8.45PM	2.30AM		
	A 9.30AM			..... GALVESTON FREIGHT YARD.....		L11.00PM		

SPEED RESTRICTIONS

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop, and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in subdivision speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Gas-Electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backward on that subdivision.

3. Diesel-electric power units running light must not exceed 50 miles an hour.

4. Zephyr and Rocket train equipment handled by steam engines and steam trains operating on Zephyr or Rocket train schedules will be governed by speed restrictions applying to other passenger trains, unless modified by train order.

5. To prevent damage to traction motors, when handling electrically operated power units dead in train maximum speed must not exceed:

Gas-Electric motor cars 60 MPH
 Diesel-electric power units 75 MPH
 Diesel-electric switch engines 40 MPH

When subdivision maximum speeds are less, they will govern.

Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed 3 miles an hour to prevent damage to traction motors.

LOCATION	Passenger Trains MPH	Freight Trains MPH
ALL SUBDIVISIONS		
Through crossovers, turnouts and on sidings	10	10
Short scale test car (must be handled just ahead of caboose with air hose coupled)		
Main line .....	..	25
Branch line .....	..	10
Handling clamshells, pile drivers, steam shovels and similar equipment (leads and boom must be down and boom end trailing)		
Main line .....	..	25
Branch line .....	..	15
Handling steam wrecking derricks:		
Main line .....	..	30
Branch line .....	..	15
See Special Instructions 16		
Engines under steam disconnected on one side with main rod down		
Main line	25	25
Branch line	10	10
Trains hauling wholly disconnected or dead engines	20	20
Steam switch engines without engine truck, outside of switching limits, must be run forward when practicable .....	..	20
Engines with drivers blocked up	30	30

LOCATION	Passenger Trains MPH	Freight Trains MPH
SUBDIVISION 1		
MAXIMUM SPEED	70	50
Around all curves unless otherwise specified	60	45
StL&SW Crossing, MP A239.7	20	20
Around curve MP A240.5	30	20
Around curve MP A244.4	45	30
Around curve MP A263.1	55	40
Between MP A269.7 and MP A270.8	20	20
Between north switch of siding Waxahachie and MKT Jt.	Restricted Speed	Restricted Speed
SUBDIVISION 2		
MAXIMUM SPEED	70	50
Around all curves unless otherwise specified	60	45
Around curve MP 92.8	45	30
Around curve MP 102.2	45	30
Around curve MP 103.0	40	25
GC&SF Crossing between home signals, MP 105.6	20	20
Around curve MP 112.0	45	30
Around curve MP 126.8	45	30
Around curve MP 131.6	45	30
Around curve MP 176.1	40	25
Around curve MP 181.0	40	25
Around curve MP 182.0	40	25
Around curve MP 188.5	45	30
SUBDIVISION 3		
MAXIMUM SPEED	20	20

SPECIAL INSTRUCTIONS—Concluded

division, except where they have consulted the Bulletin Board and General Order Book of such division at the initial station of run.

11. On passenger trains, at points where only the engine or train crew is changed, but no angle cock turned, the incoming engineman must apply the train brakes with a 15 pound brake pipe reduction immediately after stopping and without waiting for a signal; the outgoing engineman will release the brakes upon receiving the proper release signal. It must be known that the brakes are applied on the rear car, then signal the engineman to release with the communicating signal from the rear car; after the brakes on the rear car are seen to be released, engineman will be signaled with one blast of the communicating signal.

12. Conductors of passenger trains must know that the engineman makes a running test of the brakes after leaving an initial terminal, after engine-man or engine is changed, or after an angle cock has been turned for any reason except cutting off cars from rear of train.

Trainmen stationed on rear of train must note that brakes apply and release properly, then give engineman proceed signal with one short sound of communicating signal.

If brakes fail to apply and release properly, train must be stopped, cause ascertained and remedied.

13. The headlight of diesel and gas-electric engines must be burned dim during daylight hours when in road service.

14. **EMERGENCY RED HEADLIGHTS.** Enginemen operating engines equipped with oscillating emergency red headlight will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the enginemen or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, resulting in fouling an adjacent track, engineman must immediately display the emergency red headlight.

Engineman on approaching train on adjacent track must immediately stop and will not proceed until it has been ascertained that track is clear.

This rule is in effect at all hours. The use of the emergency red headlight does not in any way relieve enginemen and trainmen from complying with the requirements of Rules 99 and 102.

EMERGENCY RED REAR END LIGHTS. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end lights will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

15. The standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after sunset. The fuses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel-electric motors.

On Gas-electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of engine or motor, there is the prescribed flagging equipment.

16. Derricks, steam shovels, pile drivers, ditchers, draglines, rail loaders and other similar equipment loaded on flat or other open-top cars with booms connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks having specially designed idler cars, are excepted from requirements of this rule.

17. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance, must be handled next to engine when practicable.

18. The night signals to be used under Rule 712 are modified as follows:
Hot Journals.....Stop signal followed by lamp swung in small vertical circle.

Brakes sticking.....Stop signal followed by lamp in sliding movement out from body.

19. Employes must not stand upon cars while passing over, through or under the following bridges or viaducts:

Subdivision	MP	Kind of Structure
1	A240.57	TNO Overhead Bridge
1	A251.36	Overhead Highway Bridge
1	A270.85	TE Viaduct Overhead
1	A271.05	Overhead Highway Bridge
2	88.30	I-GN Overhead Bridge
2	131.00	Overhead Highway Bridge
2	175.00	Overhead " "
2	183.38	I-GN Overhead Bridge
2	183.42	Overhead Highway Bridge
3	218.04	Overhead " "

20. Lights on train order signals will not be displayed when train order offices are closed.

21. All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and INSURE ABSOLUTE SAFETY REGARDLESS OF TIME.

The following letters in "station" and "signs" columns indicate

- F—Fuel station.
- K—Standard clock.
- R—Train register station.
- T—Turn table.
- W—Water station.
- Y—Wye.
- Yd—Station where Yard Limit signs are maintained.

22. Industrial or spur tracks between stations are located at:

Sub-Div.	MP	Name	Station No.	Car Capacity
1	A233.8	*Woolley Spur.....	0103	4
2	68.4	†Fortune	71	11
2	68.6	†Carbon Spur.....	73	19
2	69.5	*†Hudson.....	74	44
2	82.5	*Humble Oil Spur.....	86	18
2	94.9	†*Mostyn.....	97	13
2	132.9	†Polk.....	136	9
2	155.6	†*George.....	159	3
2	174.0	†*Cullinan.....	177	3
2	183.3	†Koch.....	186	12
3	214.3	†Holden.....	217	21

†—Spur connected at south end.

*—Spur connected at north end.

†—Flag stop for trains 1 and 2.

SPEED OF TRAINS:

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5.....	12	0	50.....	1	12
10.....	6	0	55.....	1	5
15.....	4	0	60.....	1	0
20.....	3	0	65.....	0	55
25.....	2	24	70.....	0	51
30.....	2	0	75.....	0	48
35.....	1	43	80.....	0	45
40.....	1	30	85.....	0	42
45.....	1	20	90.....	0	40