



J. I. POOLE, Assistant Superintendent.  
O. L. CRAIN, Assistant Superintendent.  
J. A. BARNARD, Chief Dispatcher.  
H. L. BENDER,  
J. A. PETERSON,  
R. O. MORRIS,  
W. N. TAYLOR,  
N. G. JONES,  
F. C. DAVIS,  
M. N. HALE,  
Dispatchers.  
Parsons, Kansas.

S. L. FORNEY, Road Foreman of Engines.



ROAD FOREMAN OF ENGINES HAS THE SAME  
AUTHORITY AS ASSISTANT SUPERINTENDENT  
WHILE ON LINE OF ROAD.

SAFETY FIRST



## Missouri-Kansas-Texas Railroad Company

EMPLOYEES'

# TIME TABLE

## No. 22

OF THE

## NORTHERN DISTRICT

EFFECTIVE AT 12:01 A. M.  
CENTRAL STANDARD TIME

## Sunday, Dec. 2, 1945

Superseding Previous Time Table and Supplements

— For Employees Only —

C. W. WATTS,  
Superintendent

J. H. LITTLE,  
General Superintendent  
of Transportation

H. M. WARDEN,  
Vice-President and  
General Manager



TONNAGE RATINGS

LOCOMOTIVES		64% Booster		64%		57%		47%		32%		
FROM	TO	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars
Glen Park	Parsons	5	2450	61	2125	53	1995	50	1590	40	1070	27
Moran	Parsons	9	4000	100	3500	88	3100	78	2400	60	1680	42 Excess
Parsons	Glen Park	5	2670	67	2350	59	2100	53	1680	42	1180	30
Ringer	Glen Park	10	4300	108	3750	94	3375	84	2700	68	1890	47 Excess
Parsons	Osage	5	2450	61	2100	53	1890	47	1600	40	1070	27
Parsons	Coffeyville	8	3310	84	2890	72	2600	65	2080	52	1450	36 Excess
Coffeyville	Bartlesville	7	2920	70	2520	63	2270	57	1820	46	1285	32 Excess
Osage	Parsons	8	3310	70	2940	70	2650	66	2120	53	1500	38
Bartlesville	Coffeyville	9	3570	70	3100	70	2790	70	2280	57	1605	40 Excess
Coffeyville	Parsons	10	5000	125	4250	106	3825	96	3060	77	2125	53 Excess
Osage	Oklahoma City	5	2375	59	2050	51	1850	46	1480	37	1040	26
Cushing	Fallis	9	4200	70	3675	70	3300	70	2640	66	1850	46 Excess
Oklahoma City	Osage	6	2470	62	2125	53	1995	50	1590	40	1070	27
Cushing	Osage	8	3450	70	3000	70	2700	68	2160	54	1500	38 Excess
Parsons	Council Grove	6							1700	43	1190	30
Council Grove	Junction City	5							1325	33	925	23
Burlington	Council Grove	7							2050	51	1435	36 Excess
Junction City	Parsons	5							1300	33	910	23
Emporia	Parsons	7							2000	50	1500	38 Excess
Moran	Iola	9									1400	35
Iola	Moran	6									1200	30

Ratings are for trains containing number of cars listed. For each additional car deduct from rating, or for each car less, add to rating the amount shown in adjustment column to give correct rating for trains of varying length.

When actual weight of load not obtainable, use following tonnage figures.

(a)	Weight of Car & Contents	Wt. of Freight
Carload perishable under ice	45	16
Carload perishable not under ice	42	16
Refrigerators loaded with LCL mdse	35	8
Other cars with LCL mdse	30	8
Live stock	37	15
Live Poultry	36	10

When actual weights obtained on perishable loads in refrigerator, add three tons for ice when moving under refrigeration.

(b) Use following tonnage for tare weights on system cars:

	Tons
1. Caboose	
341 to 350, incl.	27
361 to 370, 796 to 820, incl.	25
375 and 524 to 591, incl.	18
411 to 523, 700 to 795, 871 to 907, incl.	21
821 to 870, incl.	22
2. Auto Cars	
60001 to 60100, incl.	26
61001 to 62100, incl.	30
63000 to 63025, incl.	31

(b) Continued.

3. Box Cars	Tons
74000 and 170000 series	19
76001 to 78000, incl.	22
80001 to 80494, incl.	25
79001 to 79157, 95000 to 96499, incl.	23
4. Coal and Hopper Cars	
23000 to 25380, incl.	17
32000 to 33499, incl.	20
41000 to 41500, incl.	24
43001 to 43500, incl.	21
40001 to 40050, incl.	26
40500 to 40700, incl.	30
5. Flat Cars	
13000 to 13139, 113000 to 113120, incl.	21
13201 to 13500, incl.	19
6. Stock Cars	
47000 to 47500, incl.	22
7. Tank Cars	
116000 to 117019, incl.	22
8. For loaded and empty stock cars, add two tons for bedding.	
9. When stencilled tare weights on foreign cars are not obtained, use figures below:	

KIND	Non-Devised Auto	Devised Auto	Box	Flat	Refrigerator	Stock	Tank	Coal	Hopper
	TONS	25	26	22	21	26	Bedded 22 Clean 20	22	24

10. When actual tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports endorsed accordingly, for information of Assistant Auditor.



FOURTH CLASS	THIRD CLASS				Distance From Kansas City	TIME TABLE NO. 22		Signs and Car Capacity	FIRST CLASS				SECOND CLASS
	93 Way	275 Katy Klipper	277 Fast Freight	271 Bullet		281 Katy Komet	Effective 12:01 A. M. December 2, 1945		25 Katy Flyer	27 Blue-bonnet	23 Katy Limited	11 Mo. Pac. Passenger	
Tuesday Thurs. Sat.	Daily	Daily	Daily	Daily		<b>STATIONS</b>						Daily	
						KANSAS CITY US							
					2.6	- 2.6 -							
	PM 8.00	PM 12.01	AM 9.15	PM 11.59		GLEN PARK KY	WTSO Yard P						
						Joint Track With S.L.-S.F. Ry. 40.5							
AM 9.30	PM 9.15	PM 1.30	AM 10.35	AM 1.30	48.1	N. PAOLA PD	WTO Yard P	AM 9.15	PM 10.24	PM 11.15	PM 10.16		
					48.4	0.3							
						Mo. Pac. Junction Interlocker							
9.35	9.25	1.35	10.38	1.33	48.5	0.1							
						SOUTH PAOLA	54	9.20	10.28	11.18	See		
9.45	9.34	1.47	10.50	1.43	46.5	3.0							
						RINGER	103 P	9.26	10.33	11.23	Special		
9.55	9.40	1.55	10.59	1.49	50.7	4.2							
						BANGOR	12 P	9.31	10.38	11.28	Rule 4		
10.25	9.48	2.02	11.05	1.55	54.6	3.9							
						N BEAGLE B	91 P	9.35	10.42	f11.33			
10.45	9.58	2.15	11.15	2.05	61.6	7.0							
						N PARKER H	95 P	9.43	10.50	s11.45			
10.55	10.07	2.24	11.23	2.14	66.8	5.2							
						DUNLAY	126 P	9.50	10.56	11.52			
11.10	10.14	2.30	11.29	2.19	70.0	3.2							
						D CENTERVILLE C	30 WP	9.54	11.00	f11.57			
11.37	10.22	2.40	11.37	2.27	75.3	5.3							
						JOHNSON	122 P	10.01	11.06	AM 12.06			
11.50	10.27	2.50	11.42	2.33	78.5	3.2							
						SELMA	4 P	10.05	11.10	f12.11			
PM 12.01	10.36	2.58	11.49	2.40	82.8	4.3							
						N KINCAID KI	94 P	10.11	11.15	s12.19			
12.20	10.42	3.06	11.56	2.49	87.0	4.2							
						D MILDRED MR	80 P	10.16	11.20	f12.28			
12.30	10.45	3.09	11.59	2.54	89.0	2.0							
						BAYARD	14 P	10.19	11.23	12.32			
12.45	11.00	3.25	PM 12.15	3.15	94.7	5.7							
4.05					94.8	MORAN	E 47 W 93	10.26	11.29	s12.40			
						0.1							
4.20	11.08	3.40	12.24	3.25	99.0	N MORAN TOWER MN							
						Mo. Pac. Interlocker	P						
4.35	11.14	3.50	12.30	3.33	103.4	4.2							
						RUTHERFORD	60 P	10.31	11.34	12.52			
4.45	11.19	4.06	12.35	3.39	106.4	4.4							
						D ELSMORE UN	96 P	10.36	11.38	f 1.00			
4.53	11.25	4.15	12.42	3.45	110.4	3.0							
						D SAVONBURG SG	106 P	10.40	11.41	f 1.06			
4.58	11.29	4.19	12.45	3.53	112.6	4.0							
						D STARK DK	26 P	10.45	11.46	f 1.13			
						2.2							
						KIMBALL	96 P	10.48	11.49	f 1.18			
						7.3							
						N N. E. TOWER NE							
						A.T.&S.F. Interlocker	P						
						0.7							
5.15	11.40	4.29	12.55	4.12	120.6	ERIE	N 60 S 96 P	f10.56	11.57	s 1.30			
						5.7							
5.25	11.49	4.37	1.08	4.22	126.3	HERTHA	12 P	11.04	AM 12.05	1.38			
						4.3							
5.33	11.57	4.44	1.20	4.30	130.6	HAYDEN	97 P	11.09	12.10	1.45			
						3.1							
5.38	AM 12.14	4.50	1.30	4.40	133.7	N POOLE Intrlkr XO	P	11.13	12.14	1.50			
						2.5							
5.50	12.35	5.00	1.45	5.00	136.2	NORTH YARD	WTSYO Yard P	11.16	12.17	1.54			
						0.6							
						N PARSONS W	Yard	11.20	12.20	2.00			
						136.8		AM	AM	AM			
11.2	27.9	26.6	29.4	26.6		Average speed per hour.....						PM 6.29	
								45.0	48.5	34.1	18.0	6.35 PM	
												6.0	

Automatic Block Signals



SECOND CLASS	FIRST CLASS				TIME TABLE NO. 22 Effective 12:01 A. M. December 2, 1945	THIRD CLASS				FOURTH CLASS
	38 Passenger	12 Mo. Pac. Passenger	26 Katy Flyer	24 Katy Limited		28 Blue- bonnet	270 Fast Freight	274 Katy Packer	276 Rocket	
Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily	Monday Wed. Friday
			PM 10.30	AM 8.15	AM 7.00	KANSAS CITY US 2.6				
						GLEN PARK KY	PM 1.00	PM 6.00	PM 9.00	PM 11.45
						Joint Track With S.L.-S.F. Ry. 40.5				
	AM 5.31	s PM 9.30	f AM 7.21	s AM 6.00	N. PAOLA PD 0.3	AM 11.10	PM 4.10	PM 7.25	PM 10.24	PM 8.00
	5.30 AM				Mo. Pac. Junction Interlocker 0.1					
	See	9.25	7.19	5.54	SOUTH PAOLA 3.0	11.00	3.55	7.15	10.10	7.40
	Special	9.21	7.15	5.49	RINGER 4.2	10.50	3.42	7.05	10.03	7.30
	Rule 4	9.16	7.10	5.43	BANGOR 3.9	10.32	3.33	6.52	9.55	7.20
			9.12	7.06	f 5.37	N BEAGLE B 7.0	10.25	3.25	6.45	9.48
			9.04	6.58	s 5.27	N PARKER H 5.2	10.10	3.13	6.25	9.37
				8.57	6.52	5.18	DUNLAY 3.2	9.50	2.59	6.02
				8.53	6.48	s 5.12	D CENTERVILLE C 5.3	9.35	2.52	5.48
				8.47	6.42	5.03	JOHNSON	9.25	2.40	5.30
				8.43	6.38	f 4.58	3.2 SELMA	9.15	2.25	5.15
				8.38	6.34	s 4.50	4.3 N KINCAID KI	9.05	2.12	5.02
				8.33	6.29	f 4.41	4.2 D MILDRED MR	8.57	2.04	4.50
				8.30	6.27	4.37	2.0 BAYARD	8.52	2.00	4.45
			s 8.23	6.20	s 4.29	5.7 MORAN	8.40	1.50	4.30	8.40
						0.1 N MORAN TOWER MN				
				8.15	6.14	4.19	4.2 Mo. Pac. Interlocker			
				8.10	6.09	f 4.13	4.4 RUTHERFORD	8.25	1.35	4.20
				8.06	6.06	f 4.06	3.0 D ELSMORE UN	8.17	1.28	4.11
							3.0 D SAVONBURG SG	8.12	1.20	4.06
				8.01	6.01	f 3.58	4.0 D STARK DK	8.05	1.14	3.59
				7.58	5.58	f 3.53	2.2 KIMBALL	8.00	1.10	3.55
							7.3 N N. E. TOWER NE			
				7.48	5.50	s 3.41	0.7 A.T.&S.F. Interlocker			
				7.40	5.43	3.30	5.7 ERIE	7.45	12.55	3.38
				7.35	5.38	3.25	5.7 HERTHA	7.35	12.40	3.26
				7.31	5.35	3.21	4.3 HAYDEN	7.28	12.31	3.17
							3.1 N POOLE Intrkr. XO	7.20	12.20	3.10
							2.5	7.00	12.01	3.00
	AM 5.50			7.28	5.32	3.18	NORTH YARD 0.6	AM	PM	PM
	5.45 AM			7.25	5.30	3.15	N PARSONS W 136.8			
7.2		18.0	45.0	50.7	34.1	.....Average speed per hour.....		22.3	22.4	21.1
									27.4	9.8



THIRD CLASS		FIRST CLASS		Distance From Kansas City	TIME TABLE NO. 22		Signs and Car Capa- city	FIRST CLASS		THIRD CLASS	
271 Bullet	275 Katy Klipper	25 Katy Flyer	23 Sooner		Effective 12:01 A. M. December 2, 1945	STATIONS		26 Katy Flyer	28 Sooner	270 Fast Freight	276 Rocket
Daily	Daily	Daily	Daily	136.2	NORTH YARD	WTOYSP Yard	Daily	Daily	Daily	Daily	
PM 2.30	AM 1.00				0.6				AM 5.30	PM 12.45	
2.35	1.03	AM 11.45	AM 2.15	136.8	N PARSONS W		PM 6.40	AM 2.50	5.25	12.40	
				137.3	N PARSONS TOWER JG						
				141.6	0.5 S.L.-S.F. Interlocker						
2.48	1.15	11.55	2.22	141.6	BLUM	P 80	6.27	2.43	5.15	12.30	
3.05	1.30	PM 12.07	2.33	149.0	Auto. Inter. { D MOUND VALLEY MD	P 80	s 6.14	2.33	4.57	12.07 PM	
				149.1	0.1 S.L.-S.F. Crossing						
3.25	1.50	s 12.19	2.44	157.2	ANGOLA	P 109	s 5.59	2.21	4.40	11.35	
3.40	2.01	12.28	2.52	163.8	HUNTER	P 43	5.48	2.10	4.25	11.20	
3.47	2.05	12.34	2.57	166.8	COX	P 80	5.42	2.05	4.15	11.05	
				167.2	0.4 A. T. & S. F. Gate Crossing						
3.50	2.10	s 12.41	s 3.09	167.7	N COFFEYVILLE FY	P 59YW	s 5.38	s 2.00	4.10	10.59	
				168.3	0.6 Mo. Pac. Crossing						
4.08	2.33	12.46	3.12	168.7	EVANS	P 76	5.27	1.53	3.59	10.33	
4.20	2.36	s 12.51	s 3.18	170.9	N SOUTH COFFEYVILLE SC	P	s 5.22	s 1.48	3.54	10.22	
4.35	2.45	f 1.01	3.25	176.4	Mo. Pac. Interlocker						
5.01	2.55	s 1.11	3.34	182.9	WILSON	P 77	f 5.12	1.40	3.44	10.04	
5.15	3.12	f 1.20	3.43	189.1	0.5 WANN	P 84	s 5.01	1.31	3.34	9.46	
					4.6 ALLEN	P 80	f 4.50	1.23	3.12	9.28	
5.30	3.25	s 1.29	3.49	193.7	Auto. Block { N DEWEY DE	P 80 Yard	s 4.40	1.16	2.49	9.10	
5.35 PM	3.30 AM	1.31 PM	3.51 AM	194.5	0.8 "D. Y." JCT.		4.35 PM	1.14 AM	2.47 AM	9.01 AM	
					3.2 Joint Track With A. T. & S. F. R. R.						
PM 5.45	AM 8.45	s 1.45	s 8.59	197.7	N BARTLESVILLE B	WYS P Yard	s 4.25	s 1.05	AM 2.35	AM 8.50	
PM 5.50	AM 3.50	PM 1.50	AM 4.02	198.2	"B. E." JCT.		PM 4.19	AM 1.00	AM 2.30	AM 8.35	
5.55	4.04	1.53	4.04	198.7	0.5 SUTTON	P 95	4.18	12.58	2.25	8.10	
6.20	4.27	f 2.07	4.17	208.0	9.3 OKESA	P 96	f 4.04	12.44	2.08	7.46	
6.30	4.37	2.16	4.24	212.2	4.2 LAUENBURG	P 65	3.56	12.37	1.57	7.28	
6.42	4.47	s 2.23	4.32	217.5	5.3 NELAGONY GY	P 70WY	s 3.47	12.30	1.47	7.00	
6.52	4.53	s 2.33	4.37	221.0	3.5 M. V. Gate Crossing				1.40	6.45	
7.05	5.00	s 2.42	s 4.44	225.7	4.7 PERSHING	P 32	s 3.40	12.24	1.30	6.30	
7.30	5.15	s 2.58	s 5.01	236.0	10.3 WYNONA WY	P 60	s 3.33	s 12.17	1.09	6.10	
					4.7 HOMINY HY	P 98	s 3.17	f 12.03 AM			
7.43	5.25	3.08	5.07	240.7	4.5 ALMQUIST	P 81	3.08	11.56	12.59	6.00	
7.55 PM	5.45 AM	s 3.18 PM	5.14 AM	245.2	Auto. Block { N OSAGE JN	Yard WOYSP	2.59 PM	11.47 PM	12.45 AM	5.45 AM	
20.1	22.9	30.5	36.4		109.0 Average speed per hour.....		29.4	35.5	22.9	15.5	



THIRD CLASS		FIRST CLASS		Distance From Kansas City	TIME TABLE NO. 22 Effective 12:01 A. M. December 2, 1945	Signs and Car Capa- city	FIRST CLASS		THIRD CLASS			
271 Bullet	275 Katy Klipper	25 Katy Flyer	23 Sooner				26 Katy Flyer	28 Sooner	270 Fast Freight	276 Rocket		
Daily	Daily	Daily	Daily		STATIONS		Daily	Daily	Daily	Daily		
PM 8.45	AM 7.00	PM 3.26	AM 5.14	245.2	<b>AUTO</b> Block N OSAGE JN	Yard WOYP S	s PM 2.55	PM 11.47	AM 12.15	AM 3.00		
9.01	7.10	s 3.33	s 5.19	248.2	D CLEVELAND CN	P 45	s 2.49	s 11.40	AM 12.05	2.50		
9.20	7.30	s 3.49	5.32	256.5	HALLETT	P 65	s 2.36	11.27	11.50	2.30		
				257.5	N HALLETT TOWER HJ S. L.-S. F. Interlocker							
9.30	7.36	s 3.56	5.38	260.2	D JENNINGS NS	P 85	s 2.30	11.21	11.40	2.20		
9.58	8.05	s 4.13	5.52	270.4	D YALE YA	P	s 2.15	11.06	11.19	1.55		
10.00	8.07	4.14	5.53	271.0	<b>AUTOMATIC</b> INTERLOCKER SUN.-CO.		79	2.14	11.05	11.17	1.42	
				271.4	A. T. & S. F. Gauntlet Track							
10.20	8.15	4.21	5.59	273.9	NORFOLK	P 53	2.08	10.59	11.09	1.33		
<b>10.51</b>	8.25	4.30	6.07	279.4	DEEP ROCK	P Yard 71YW	2.00	<b>10.51</b>	11.01	1.20		
<b>10.55</b>	8.45	s 4.40	s 6.16	280.2	N CUSHING CH	P 30	s 1.54	s 10.46	<b>10.55</b>	12.55		
11.15	9.05	4.51	6.25	286.0	FORNEY	P 53	1.44	<b>10.35</b>	<b>10.35</b>	12.40		
11.30	9.16	s 5.01	6.33	290.6	AGRA	P 65	s 1.36	10.28	10.18	12.21		
11.45	9.30	s 5.12	6.43	297.2	D TRYON RN	P 17	s 1.25	10.18	10.05	12.10 AM		
<b>11.55</b>	9.45	s 5.21	6.50	301.8	CARNEY	P 14	s 1.16	10.11	9.55	<b>11.55</b>		
AM 12.25	10.05	s 5.35	7.01	310.3	FALLIS	P 83	s 1.02	9.58	9.38	11.30		
12.45	10.19	s 5.47	7.10	317.0	LUTHER	P 46	s 12.51	9.48	9.25	11.14		
1.10	10.34	s 5.59	7.20	324.7	ARCADIA	P 64	s 12.39	9.37	9.09	10.56		
1.30	10.49	f 6.10	7.30	332.2	WITCHER	P 59	f 12.28	9.27	8.53	10.39		
1.50	11.04	6.20	7.39	339.1	OWANDA	P 22	12.18	9.17	8.38	10.22		
				341.5	C. R. I. & P. Crossing							
2.01	11.10	6.25	7.43	341.6	BARNARD		12.12	9.11	8.33	10.17		
2.30 AM	11.45 AM	6.30 PM	7.46 AM	342.8	N TURNER SX	Yard SWOTP	12.09 PM	9.08 PM	8.30 PM	10.10 PM		
				343.2	C. R. I. & P. Crossing							
		6.35 PM	7.50 AM	343.9	OKLAHOMA CITY	P Yard Y	12.05 PM	9.05 PM				
17.0	20.5	31.3	38.0		98.7 .....Average speed per hour.....		34.8	36.6	26.0	20.2		



			FOURTH CLASS	SECOND CLASS	Distance From Parsons	TIME TABLE NO. 22		Signs and Car Capacity	SECOND CLASS	FOURTH CLASS
			91 Way	37 Passenger		Effective 12:01 A. M. December 2, 1945			38 Passenger	90 Way
			Tuesday Thurs. Saturday	Daily	STATIONS		Daily	Monday Wed. Friday		
			AM	PM			WYO Yard	AM	PM	
			5.00	12.35	156.8	D	JUNCTION CITY TY	14	11.50	3.10
			f 5.30	f 12.58	146.3		10.5 OLSON	14	f 11.22	f 2.40
			f 5.40	s 1.04	143.8		2.5 SKIDDY	17	s 11.16	f 2.30
					137.9	N	C.R.I.P.-White City Interlocker			
			s 6.05	s 1.19	137.6	D	0.3 WHITE CITY WC	25	s 10.59	s 2.05
			f 6.20	s 1.31	132.6		5.0 PARKERVILLE	15	s 10.47	f 1.31
			f 6.42	f 1.44	127.1		5.5 DOWNING	20	f 10.34	f 12.55
			s 7.15	s 2.01	120.0	D	7.1 COUNCIL GROVE CA	45 W	s 10.17	s 12.30
					119.9	N	0.1 M.P.-Council Grove Interlocker			
			f 7.40	f 2.09	116.0		3.9 HOUCKE	20	f 10.02	f 12.05 PM
			f 8.01	s 2.19	111.4	D	4.6 DUNLAP D	22	s 9.51	f 11.40
			f 8.30	s 2.34	103.9	D	7.5 AMERICUS MS	38	s 9.34	f 11.15
			s 9.15 9.59	s 2.56	95.2	D	8.7 EMPORIA RD	60 W	s 9.15	s 10.45
					94.9	N	0.3 S.Fe-Emporia Jct. Interlocker			
			f 10.25	f 3.09	89.0		5.9 CURTIS	20	f 8.54	f 9.45
			f 10.50	s 3.25	81.8	D	7.2 HARTFORD HD	40	s 8.40	f 9.25
			f 11.10	s 3.38	75.5		6.3 STRAWN	25	s 8.28	f 9.05
			s 11.40	s 3.53	67.8	D	7.7 BURLINGTON BI	33 Y	s 8.15	s 8.45
					67.5		0.3 A. T. & S. F. Crossing			
			11.55	f 4.03	63.6		3.9 BROWN	17	f 8.05	8.25
					55.1	N Mo.Pac.	5.3 MOODY Intrlkr MO	20	s 7.47	f 8.05
			f 12.22	s 4.20	49.8	D	5.6 NEOSHO FALLS NF	20 W	s 7.36	f 7.50
			f 12.37	s 4.29	44.2	D Mo. Pac.	9.1 PIQUA Gate Crsng G	50 Y	s 7.24	s 7.24
			s 1.10	s 4.40	35.1	D	4.6 HUMBOLDT HM	50 Y Yard	s 7.05	f 6.54
			f 1.40	s 4.59	30.5		3.7 PETROLIA	5	s 6.55	f 6.35
			f 2.01	s 5.09	26.8		0.9 A. T. & S. F. Gate Crossing			
			s 3.15	s 5.23	25.9	D	2.2 CHANUTE U	60 SW Yard	s 6.44	s 6.20
					23.7		6.8 A. T. & S. F. Gate Crossing			
			f 3.50	s 5.45	16.9		6.4 URBANA	18	s 6.24	f 5.50
			f 4.15	s 5.58	10.5	D	9.4 GALESBURG A	43	s 6.11	f 5.30
					1.1		0.5 M. K. T. Crossing			
			5.00 PM	6.29 PM			156.2 NORTH YARD	Yard	5.50 AM	5.00 AM
			13.0	26.2		.....Average speed per hour.....			26.0	15.4



Southward Trains

IOLA BRANCH

Northward Trains

				Fourth Class	Distance From Kansas City	TIME TABLE NO. 22			Signs and Car Capacity	Fourth Class					
				59 Mixed		Effective 12:01 A. M. December 2, 1945	STATIONS			60 Mixed					
				Daily Except Sunday			N MORAN MN				Daily Except Sunday				
				PM 1.15	94.7	D IOLA OA				PM 3.45					
				1.59 PM	107.9	Average speed per hour			Yard P 2.15 PM						
				18.0					8.8						

No. 59 IS SUPERIOR TO No. 60.

SPECIAL INSTRUCTIONS

- NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- No. 59 is superior to No. 60.
- All trains and engines will run at restricted speed between puzzle switch 700 feet north of Paola passenger depot and Mo. Pac. Junction-interlocker south of Paola passenger depot expecting to find main track occupied or switches set against them.
- On Kansas City Division, Mo. Pac. trains No.'s 11 and 12 more than thirty minutes behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by special instruction, Rule 3.
- Third and Fourth class trains, extra trains and yard engines will clear first class trains at least ten minutes, except between, and including, Parsons and Paola, inferior trains will clear superior trains sufficiently in advance of their time to avoid delay by automatic block signal indications.
- Yard engines will clear regular trains and protect against extra trains (including extras and work extras) between the following points within yard limits:
  - Between yard limit board north of Hunter and M.P. A-166.
  - Between M.P. A-170 and yard limit board south of South Coffeyville.
  - Between block signal 247.0 and yard limit board south of Mindeman.
  - Between South Switch Sunco and M.P. A-276.
  - Between yard limit board Owanda and Barnard.
 Trains and yard engines delayed between these points must protect in accordance with Rule 99, the same as not within yard limits.  
 Train orders instructing extra trains to wait when used in connection with this rule will include both extras and work extras.

- First and second class trains and passenger extras moving between automatic block signal 135.7 Kansas City division, automatic block signal 386.2 Sedalia division and the northward home signals Parsons Tower Osage and Cherokee divisions must move prepared to stop the same as required of third and fourth class and extra trains under provisions of rule 93. Responsibility rests with the approaching train or engine regardless of superiority or class.
- Trains and engines may proceed against overdue superior trains at, and between switch located at north end Turner Yard and Barnard when automatic block signals or indicators are at proceed, but must comply with rule 343 when signals indicate stop.  
 All first class and passenger extras must run prepared to stop the same as required of third and fourth class and extra trains under provision of rule No. 93 between Oklahoma City passenger station and switch leading from main line to north end of Turner Yard.
- All trains and engines (including first class trains and passenger extras) will move at yard speed between Missouri Pacific crossing, Coffeyville Yards, and the "Restricted" sign located 12 poles north of MP A-169.  
 All trains and engines (including first class trains and passenger extras) will move at yard speed between "Restricted" signs located 2 poles north of mile post A-167 and 10 poles south of mile post A-167, Coffeyville Yards, and look out for AT&SF engines and cars occupying main track. "Restricted" sign 2 poles north of mile post A-167 is located on east side of main track. "Restricted" sign 10 poles south of mile post A-167 is located on west side of main track.  
 "YARD SPEED.—Run prepared to stop unless main track is seen or known to be clear. Responsibility rests with the approaching train or engine."



10. MAXIMUM SPEED (miles per hour), observing permanent slow boards, slow orders or other restrictions:

Between:	Passenger Trains	Mixed and Freight Trains
Paola and Parsons .....	70 .....	45
Parsons and Osage .....	50 .....	35
Osage and Oklahoma City .....	50 .....	35
Parsons and MP-B-77.1 .....	40 .....	30
MP-B-77.1 and MP-B-79.3 .....	25 .....	20
MP-B-79.3 and MP-B-123.0 .....	30 .....	20
MP-B-123.0 and Junction City .....	30 .....	25
Moran and Iola .....	.....	20

- 10-a. Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.

11. Permanent Slow Boards with black numerals on yellow face are located on engineers side 12 feet from center line of Main Track, one-half mile in advance of that portion of track where speed is restricted. The first number indicates Speed Restriction for passenger trains, the second number, Speed Restriction for freight trains. Where only one number is shown, it indicates the Speed Restriction for all trains. Resume speed boards, green face on black post is located at a point where normal speed is to be resumed.

12. All trains not exceed 15 miles per hour through turnouts and through sidings.

Road engines backing up with or without cars 25 M. P. H.

Engines running light, 25 miles per hour.

25 miles per hour Scale Test Car X-1658, to be moved only on local freight trains, just ahead of caboose on rear of train.

Do not exceed 35 miles per hour over Mo. Pac. crossing, Moran.

Time table and train order restrictions at Erie apply at the North siding unless otherwise directed.

Southward trains do not exceed 20 miles per hour between home signals, Parsons Tower.

13. Osage and Oklahoma Divisions passenger trains 45 M. P. H. and freight trains 30 M. P. H. around curves not marked by permanent slow boards.

14. A.T.&S.F. Crossing M.P. A-1672 Coffeyville protected by gate normally set against A.T.&S.F. Approach crossing at restricted speed and do not exceed 15 M. P. H. over crossing.

All trains not exceed 10 M. P. H. through spring switch "B. E." Junction 15 M. P. H., over switch "D. Y." Junction.

Spring switch at "B. E." Junction connects M-K-T and AT&SF main tracks. This is a hand throw switch for southward movements. Back up movements by northward trains must not be made without throwing switch by hand.

M.V. crossing Nelagony protected by crossing gate normally set against M.V. trains. Approach crossing at restricted speed and do not exceed 15 M. P. H. over crossing.

Reduce speed to 25 miles per hour over bridge 246.0.

Do not exceed 35 miles per hour over SL-SF Crossing, Hallett Tower.

20 M. P. H. passing Deep Rock Refinery, Cushing.

Passenger trains reduce to forty miles per hour, freight trains to thirty miles per hour between MP A-296.0 and Carney.

15. Two position color light signal 414 located 392 feet south of spring switch at "B. E." Junction governs northward movements over switch and is provided with clearing section three rail lengths south of signal which will operate to proceed indication when this section is occupied by train or engine and opposing train on AT&SF has passed switch. When signal 414 on the MKT at BE Junction Bartlesville is in stop position trains or engines must wait five minutes on the clearing circuit, which extends 100 feet in advance of the signal, unless the signal assumes proceed indication, and if there is still no indication of train or engine moving on opposing route, they will hand signal their train or engines over the junction switch, then proceed in accordance with AT&SF Rule 830.

16. S.L.-S.F. crossing Mound Valley is controlled by automatic interlocker. Interlocking rules and following instructions govern:

Do not exceed 20 M. P. H. between home signals. The track circuit, that should clear home signal, when train moves onto it, extends from distant signal to home signal.

In case home signal does not clear and no train approaching on S.L.-S.F. tracks, a member of crew will turn knob in relay box at crossing (M-K-T switch lock) as far as it will go and release it. Signal should clear in 2 minutes.

If home signal then does not clear and no train approaching on S.L.-S.F. tracks, train will move forward beyond home signal but remain clear of crossing. If member of crew then finds home signals on S.L.-S.F. in both directions indicate STOP, he may give signal to proceed.

If a home signal on S.L.-S.F. does not indicate STOP, flagman must protect against train movements in that direction on S.L.-S.F. track before train fouls crossing. If both home signals on S.L.-S.F. tracks do not indicate STOP, flagman must protect in both directions on S.L.-S.F. tracks before train fouls crossing.

Southward trains holding main track against Northward trains will stop clear of fouling point sign opposite distant signal and wait until Northward train has entered siding.

17. AT&SF gauntlet track, Oklahoma Division, M.P. A-271.4 just south of Sunco, is controlled by automatic interlocker. Interlocking rules and following instructions will govern: Passenger trains not exceed 20 M. P. H., and freight trains 15 M. P. H. between home signals.

Track circuit that should clear home signal when train moves onto it extends 1500 feet before reaching home signal. In case home signal does not clear, trains will move to within 100 feet of home signal.

In case home signal does not clear after moving onto track circuit 100 feet from home signal and no train approaching on AT&SF, train will move forward beyond home signal but remain clear of AT&SF track. If home signal in same direction on AT&SF is at STOP, flagman will cross bridge, and, if flagman finds opposing home signal on AT&SF at STOP, will give his train signal to proceed.

If a home signal on AT&SF does not indicate stop, flagman must protect against train movements in that direction on AT&SF track before train fouls crossing. If both home signals on AT&SF track do not indicate STOP flagman must protect in both directions on AT&SF track before train fouls crossing. Should it be necessary for train to stop between distant and home signals, for reasons other than home signal at STOP, the track circuit 100 feet before reaching home signal must not be occupied until it is desired to proceed through interlocker. In case signals are inoperative, notify M-K-T Dispatcher on telephone located at north end of bridge.



18. NIOSHO DIVISION: Railroad Crossing Gates

M. P. B-23.7: Normal position of gate against M-K-T. Rule 556.  
M. P. B-26.8: Electrically locked gate, normal position against M-K-T. Instructions on inside mechanism case, Rule 556.  
M. P. B-44.2: Normal position of gate against M-K-T. Rule 556.

Do Not Exceed—

20 miles per hour between home signals Moody, Emporia, Council Grove and White City.

10 miles per hour for trains handling loaded cars of 70 tons over bridges B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-112.3, B-144.0, B-151.6, B-152.2.

15 miles per hour with 38%, 44% and 47% type engines over bridges B-31.1, B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-112.3, B-144.0, B-151.6, B-152.2.

38% type, or heavier, engines must not be double-headed over bridges B-31.1, B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-112.3, B-144.0, B-151.6, B-152.2.

All trains will flag 6th Street crossing, Junction City.

All trains will flag 6th Avenue crossing, Emporia.

Normal position of main line switch at north end of lead from North Yard to Neosho Division main track, nine poles south of Mile Post B-3, will be for the lead. All trains approach this switch at restricted speed expecting to find switch set against them.

19. AUTOMATIC BLOCK SIGNALS IN SERVICE:

- Between Paola and Parsons.
- " M.P. A-192.9 and M.P. A-194.4.
- " M.P. A-240.9 and M.P. A-247.0.
- " Turner Yard and Barnard.

Grade Signal, Black letter "G" on yellow disc, on mast of Automatic Block Signal, will be authority for trains to proceed without stopping for such automatic block signal displaying "Stop" indication, not exceeding Ten (10) miles per hour observing Rule 343 Provision "P" through the block.

Trains must remain back of fouling point indicated by insulated rail joints at signals to permit clearing signals.

Parsons is train register station for passenger trains only.

North Yard is train register station for freight trains only.

All trains will report for orders before leaving Paola.

All Northward trains originating at North Yard (except for the Neosho Division) will report for orders at Poole.

Train orders for Southward Cherokee and Osage Division trains will be placed at Parsons Tower.

All trains originating at Parsons will report for orders at Telegraph office.

All trains report for orders before leaving Bartlesville.

First Class and Extra trains originating at Oklahoma City will report for orders at Turner.

All Neosho Division trains originating at North Yard will report for orders at telegraph office, Parsons.

All trains to Iola Branch report for orders before leaving Moran.

20. Small figures shown at Kansas City, Glen Park, Bartlesville, and Oklahoma City indicate the advertised leaving and arriving time only. See special instructions, Rules 8, 24, 24-a, and 24-b.

21. List of main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4 1/2 inches.

Division	Mile Post	
Kansas City	Kansas City	Train shed, passenger station, Penn. Ave. Tower K. C. Terminal Ry.
Neosho	B-152.2	Bridge No. B-152.2
All	Various	Swing spouts on water tanks.
All	Various	All mail cranes when pouches are hung.

List of main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches.

Kansas City	A-6.5	Highway overpass Frisco joint track
Neosho	B-34.2	Bridge No. B-34.2
Neosho	B-58.3	Bridge No. B-58.3
Neosho	B-77.4	Bridge No. B-77.4
Neosho	B-97.2	Bridge No. B-97.2
Neosho	B-112.3	Bridge No. B-112.3
Neosho	B-151.6	Bridge No. B-151.6
Neosho	B-152.2	Bridge No. B-152.2

Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, buildings, platforms and other structures alongside main and other tracks.

22. STATION AND TRACKS NOT SHOWN ON SCHEDULE PAGE:

Name	Location MP	End Connected to main track	Car Capacity
Monarch	.....B 34	North and South.....	Yard
Normal	.....B 97	South .....	2
Henry	.....B 123	North .....	5
La Harpe	..... 102.1	Both .....	20
Gano	.....MP A277.6	Both .....	40
Mindeman	.....MP A249.3	Both .....	20
Manion	.....MP A231.6	North .....	20
Kiheki	.....MP A213.6	North .....	17
Fite	.....MP A204.3	North .....	10
Torpedo	.....MP A201.8	North .....	4
Dewey Stock Yds.	MP A192.0	Both .....	6
South Coffeyville			
Stock Yards	.....MP A171.1	North .....	18
Penfield	.....MP A152.3	South .....	7

- Track at Bangor is south end connected, holds 12 cars.
- Track at Selma is north end connected, holds 4 cars.
- Track at Bayard is south end connected, holds 14 cars.
- Track at Hertha is north end connected and holds 12 cars.
- Track at Petrolia is south end connected, holds 5 cars.



23. Speed through city limits, as prescribed by ordinances:

KANSAS CITY DIVISION		NEOSHO DIVISION	
Erie .....	25 M.P.H.	Americus .....	10 M.P.H.
OSAGE-OKLA. DIVISION		IOLA BRANCH	
Coffeyville .....	25 M.P.H.	Emporia .....	20 M.P.H.
Dewey .....	35 M.P.H.	Burlington .....	20 M.P.H.
Cushing .....	20 M.P.H.		
Yale .....	25 M.P.H.		
Oklahoma City ...	25 M.P.H.	Iola .....	15 M.P.H.

24. Kansas City Terminal Railway Time Table and Rules govern movement over their tracks at Kansas City.

24-a. SL-SF Ry. Time Table and Rules govern between Paola and Kansas City Terminal Railway tracks.

24-b. AT&SF rules and current time table governs movements between "D. Y." Junction and "B. E." Junction.

24-c. OCAA trains use M-K-T tracks between Barnard and Oklahoma City; M-K-T time table, rules and regulations govern.

24-d. Double track rules apply on cut-off between Poole and North Yard, unless otherwise directed.

25. FLAG STOPS NOT SHOWN ON SCHEDULE PAGE:

IOLA BRANCH:

Train	Station	Rev.Passgrs.
59, 60.....MP	102.1, La Harpe .....	" "
59, 60.....MP	104.5, Gas .....	" "

NEOSHO DIVISION:

37, 38.....MP	B-22, Austin .....	" "
37, 38.....MP	B-59.5, Richey .....	" "
37, 38.....MP	B-61, Throck .....	" "
37, 38.....MP	B-85, Blue .....	" "
37, 38.....MP	B-101, Wayman .....	" "
37, 38.....	B-130.1, Sylvan Park .....	" "

KANSAS CITY DIVISION:

No. 26, Erie to discharge passengers from stations south of Parsons and pick up passengers destined Kansas City and beyond.

OKLAHOMA-OSAGE DIVISION:

No. 25 at any station to discharge from Parsons and North.

No. 26 at any station to receive for Kansas City and stations South Mound to St Louis inclusive.

No. 28 at Yale, Osage, Pershing, Dewey, Mound Valley to discharge from Oklahoma City, and to receive for regular stops north of Parsons and Neosho Division points.

No. 23 at Mound Valley, Dewey, Pershing, Osage, Yale, Agra, Tryon and Carney to discharge from Kansas City and Paola.

No. 23 at Mound Valley, Dewey, Pershing, Osage, and Yale to receive for Oklahoma City.

Trains No.'s 90 and 91 on Neosho Division will carry passengers.

26. At Osage, time table and train order restrictions for first class trains and passenger extras apply at the track immediately east of depot extending from the first main track switch north of depot to first main track switch south of depot.

27. At Cushing, time table and train order restrictions for all trains apply at track opposite passenger station known as Coach Track.

28. Normal position of switch "D. Y." Junction is for the AT&SF Ry.

Normal position of switch "B. E." Junction is for AT&SF Ry. Normal position of switch Barnard is for M-K-T Railroad.

29. Color light signal located on pole north of scale house near office North Yard displaying green for Cherokee division and yellow for Osage division trains will be authority for third and fourth class and extra trains to move from North Yard to Parsons Tower without orders observing rule 93. In absence of light, trains be governed by instructions of yardmaster.

30. Engine whistle signal code, SL-SF Interlocker, Parsons:

Cherokee Division main track.....	—	—	—
Osage Division main track.....	—	—	—
Joplin track to Cherokee Division main track.....	—	—	o
Through South Cross-over.....	—	—	o
Through North Cross-over.....	o	o	o
Joplin track to Osage Division main track....	—	—	o

31. Engine whistle signal code, Interlocker, Poole:

Kansas City to Parsons, or Parsons to Kansas City.....	—	—	—
Kansas City to North Yard, or North Yard to Kansas City.....	—	—	o
Sedalia to North Yard, or North Yard to Sedalia.....	o	—	o
Sedalia to Parsons, or Parsons to Sedalia.....	o	o	—

YARDS PROTECTED BY YARD LIMIT BOARDS:

- Parsons—North Yard—Poole. (See special rule 7)
- Oklahoma City to Owanda incl. (See special rules 6 and 8)
- Cushing to Yale inclusive. (See special rule 6)
- Mindeman to Almquist inclusive. (See special rule 6)
- "D-Y" Junction to Dewey stockyards inclusive.
- "B-E" Junction to Sutton inclusive.
- South Coffeyville to Hunter inclusive. (See special rules 6 and 9)
- Paola to South Paola inclusive. (See special rules 3 and 4)
- Iola
- Chanute
- Humboldt to Monarch Wye, incl.
- Junction City



## EMPLOYEES' HOSPITAL ASSOCIATION:

Dr. R. S. Yancey, Chief Surgeon, Medical Arts Bldg., Dallas, Texas.

STATION	NAME
Parsons, Ks.....	Dr. N. C. Morrow, Div. Surgeon, M.K.T. Hospital.....
	Dr. J. D. Pace, Div. Surgeon.....
	Dr. T. D. Blasdel, Oculist.....
	Dr. A. D. Lucas, Oral Surgeon.....
	Dr. G. K. Geissmann, Oral Surgeon.....
Americus, Ks.....	Dr. Albert Beam.....
Burlington, Ks.....	Dr. A. B. McConnell.....
Bartlesville, Okla.....	Dr. H. G. Crawford.....
	Dr. Forrest S. Etter.....
Coffeyville, Ks.....	Dr. J. D. McMillion.....
Cushing, Okla.....	Dr. Benjamin Davis.....
Cleveland, Okla.....	Dr. E. T. Robinson.....
Council Grove, Ks.....	Dr. B. E. Miller.....
Dewey, Okla.....	Dr. L. D. Hudson.....
Emporia, Ks.....	Dr. Frank Foncannon, 511 Commercial....
Erie, Ks.....	Dr. E. C. Bryan.....
Humboldt, Ks.....	Dr. J. J. Michalak.....
Hominy, Okla.....	Dr. G. I. Walker.....
Iola, Ks.....	Dr. A. R. Chambers.....
Junction City, Ks.....	Dr. A. E. O'Donnell.....
Kansas City, Mo.....	Dr. Robt. Uhlmann, 1314 Bryant Building..
	Dr. A. E. Eubank, Ear, Nose & Throat Specialist .....
	Dr. Chas. L. Schaefer, 3937 Main St.....
	Dr. A. W. McAlester, Jr., Oculist.....
Moran, Ks.....	Dr. R. R. Nevitt.....
Mound Valley, Ks.....	Dr. Paul Jones.....
Oklahoma City, Okla....	Dr. Geo. LaMotte.....
	Dr. P. E. Heskett, Div. Surgeon-Examiner..
	Dr. Chas. A. Garland, Oral Surgeon.....
	Dr. Ellis Moore, Orologist.....
	Dr. Leo F. Cailey, Oculist.....
	Dr. Carl L. Brundage, Dermatologist.....
Osage, Okla.....	Dr. M. M. Carmichael, Div. Surgeon.....
Osawatomie, Ks.....	Dr. W. L. Speer.....
Paola, Ks.....	Dr. P. A. Pettitt.....
Rosedale, Ks.....	Dr. C. E. Sanders, Div. Surgeon, 1401 S-W Blvd. ....
	Dr. J. W. Young, Div. Surgeon, 1401 S-W Blvd. ....
Tryon, Okla.....	Dr. H. B. Jenkins.....
Yale, Okla.....	Dr. F. K. Oehschlager.....

## BULLETIN BOOKS LOCATED AT:

Telegraph Offices: Parsons  
Kansas City  
Coffeyville  
Osage  
Turner  
Junction City  
Yard Offices: Glen Park  
North Yard  
Round Houses: Glen Park  
Parsons  
Turner  
Crawford Ave. Parsons  
Pas. Sta. Basement Parsons

## STANDARD CLOCKS ARE LOCATED:

Telegraph Offices: Kansas City  
Parsons  
Junction City  
Coffeyville  
Osage  
Cushing  
Yard Offices: Glen Park  
North Yard  
Turner  
Passenger Station: Oklahoma City

## WATCH INSPECTORS:

St. Louis, Mo..... American Railroad Time Service,  
720 Olive Street.....

Parsons, Ks..... Pfeiffer Jewelry Co., 1810 Main St..  
F. G. Winkler, 1802 Main St.....

Kansas City, Mo..... J. H. Mace Co., Union Station.....  
J. H. Mace's, Inc., 1100 Grand Ave.....

Kansas City, Ks..... Mace's-Jones, 726 Minnesota.....

Paola, Ks..... Paola Jewelry Co.....

Junction City, Ks..... W. G. Glick.....

Coffeyville, Ks..... A. C. Hamlin.....

Osage, Okla..... J. Skelton.....

Oklahoma City, Okla.... Jack C. Bryant Co., 204 Equity Bldg..

## ABBREVIATIONS:

W—Water.  
T—Turntable.  
S—Track Scales.  
Y—Wye.  
P—Telephone.  
C—Coal.  
O—Oil.  
D—Day Telegraph Office only.  
N—Day and Night Telegraph Office.  
NO—Night Telegraph Office only.  
M. P. H.—Miles per hour.



## SPEED TABLE

Speed Per Hour	TIME OF PERFORMANCE		
	¼ Mile	½ Mile	1 Mile
Miles	M. S.	M. S.	M. S.
10	1 30	8 0	6 00
11	1 21	2 43	5 27
12	1 15	2 30	5 00
13	1 09	2 18	4 37
14	1 04	2 08	4 17
15	1 00	2 00	4 00
16	0 56	1 52	3 45
17	0 52	1 46	3 31
18	0 50	1 40	3 20
19	0 47	1 34	3 09
20	0 45	1 30	3 00
21	0 42	1 25	2 51
22	0 40	1 21	2 43
23	0 39	1 18	2 36
24	0 37	1 15	2 30
25	0 36	1 12	2 24
26	0 34	1 09	2 18
27	0 33	1 06	2 13
28	0 32	1 04	2 08
29	0 31	1 02	2 04
30	0 30	1 00	2 00
31	0 29	0 58	1 56
32	0 28	0 56	1 52
33	0 27	0 54	1 49
34	0 26	0 53	1 45
35	0 25	0 51	1 42
36	0 25	0 50	1 40
37	0 24	0 48	1 37
38	0 23	0 47	1 34
39	0 23	0 46	1 32
40	0 22	0 45	1 30
41	0 21	0 43	1 27
42	0 21	0 42	1 25
43	0 20	0 41	1 23
44	0 20	0 40	1 21
45	0 20	0 40	1 20
46	0 19	0 39	1 18
47	0 19	0 38	1 16
48	0 18	0 37	1 15
49	0 18	0 36	1 13
50	0 18	0 36	1 12
51	0 17	0 35	1 10
52	0 17	0 34	1 09
53	0 17	0 34	1 08
54	0 16	0 33	1 07
55	0 16	0 32	1 06
56	0 16	0 32	1 05
57	0 15	0 31	1 04
58	0 15	0 31	1 03
59	0 15	0 30	1 02
60	0 15	0 30	1 00

