

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME 36-A TABLE

In Effect at 12:01 A. M. Pacific or 120th Meridian Time.

SUNDAY, JUNE 2nd, 1912.

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

E. C. BLANCHARD,
General Manager.

I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

J. L. DeFORCE,
Superintendent.

WESTWARD.

FIRST SUB-DIVISION (Main Line)

THIRD CLASS.		SECOND CLASS.		603		Time Table No. 36-A June 2, 1912 Succeeding No. 86.		FIRST CLASS.				
Way Freight	Way Freight	Freight	Station Nos., Water, Fuel, Scales, Turn Tables and Wyes	Distance from Cheney	STATIONS.	Distance from Pasco	Car Capacity of Sidings	1	3	5	41	257
Tues, Thur Sat	Mon, Wed Fri	DAILY			Telegraph Offices and Calls			Passenger	Passenger	Passenger	Passenger	Passenger
								DAILY	DAILY	DAILY	DAILY	DAILY
	L 9.30AM ⁸⁸⁵	L 8.40PM	1592 W O Y	0.0	CY.....CHENEY.....DN	129.9	75	L 7.23AM ²	L 9.55PM	L 8.15AM	L 5.20PM	L 7.40PM
	f 9.50	9.05 ⁴	1597	4.9	.....MIDWAY.....P	125.0	60	7.32	10.08	8.28	f 5.30	7.48
	s 10.10	9.25	1603 W	10.6	TY.....TYLER.....PD	119.3	120	7.40	10.18	f 8.38	s 5.40	7.55
	f 10.25	9.35	1607	14.4	VA.....FISHTRAP.....DN	115.5	60	7.45	10.18	f 8.40	f 5.47	8.02
	f 10.45	9.50	1612	19.6	.....KLINE.....P	110.3	60	7.54	10.26	8.50 ⁶	5.56	8.10
	s 11.05	10.00	1617 W Y	24.7	SX.....SPRAGUE.....DN	105.2	120	8.03	s 10.33	s 9.00	s 6.05	s 8.22 ⁴
	f 11.25	10.15	1621	28.8	.....CONCORD.....P	101.1	60	8.10	10.41	9.07	6.12	8.32
	f 11.50AM ⁸⁸⁴	10.30	1627 W	34.5	HI.....KEYSTONE.....DN	95.4	120	8.20 ⁶	10.50	f 9.17	f 6.20	8.42
	f 12.15PM	10.48	1633	40.1	N.....TOKIO.....P	89.8	120	8.30	10.58	f 9.25	6.30	8.52
	f 12.35	10.58	1637	44.8	R.....COKER.....P	85.1	60	8.38	11.05	9.31	6.37	8.59
	s 1.00 ²⁵⁸	11.12 ³	1641 W	48.3	RV.....RITZVILLE.....DN	81.6	120	8.45	s 11.12 ⁶⁰³	s 9.40 ⁸⁸⁴	s 6.45	s 9.05
	f 1.30	11.35	1647	54.2	.....ESSIG.....P	75.7	60	8.55 ⁸⁸⁴	11.21	9.49	6.57	9.14
	s 1.50	11.45	1649 W	57.7	NA.....PAHA.....PD	72.2	120	9.02	11.27	f 9.55	f 7.02	9.19
	f 2.10	11.55PM	1653	61.4	.....RUBY.....P	68.5	60	9.09	11.35	10.00	7.11 ⁴	9.26
	A 2.30PM ⁸⁸⁶	12.15AM	1658 W C T	65.4	LD.....LIND.....DN	64.5	120	f 9.15	s 11.42	s 10.07	s 7.20	s 9.35
	L 10.40AM	12.45 ⁶⁰²	1662	69.0	.....AKRON.....P	60.9	60	9.23	11.50	10.15	7.30	9.42
	f 11.10	1.05	1667	73.3	PX.....PROVIDENCE.....PN	56.6	120	9.30	11.57PM	10.23	7.38	9.50
	f 11.30	1.15	1670	76.4	.....BEATRICE.....P	53.5	60	9.35	12.02AM ⁶⁰²	10.28	7.45	9.55
	f 11.55AM ²⁵⁸	1.25	1674 W	81.3	SC.....CUNNINGHAM.....DN	48.6	120	9.42	12.10	f 10.37	f 7.55	10.03
	s 12.40PM ⁸⁸⁶	1.32	1677	84.5	TW.....HATTON.....PD	45.4	60	9.47	12.16	f 10.43	f 8.03	10.08
	s 1.10	1.46	1682	89.0	.....EMERY.....P	40.9	60	9.53	12.26	10.53	8.15	10.16
	f 1.30	2.05 ⁴²	1686 W Y	93.5	CN.....CONNELL.....DN	36.4	120	10.00	f 12.36	s 11.05 ²⁵⁸⁻⁸⁸⁰	s 8.25	10.25 ⁶⁰²
	s 2.30	2.20	1690	98.8	.....CACTUS.....P	31.1	60	10.08 ⁸⁸⁶	12.43	11.13	8.35	10.32
	f 2.50	2.32	1695 W	103.0	AK.....MESA.....PD	26.9	120	10.15	12.50	f 11.19	f 8.43	10.39
	s 3.05	2.40	1698	105.4	.....VALE.....P	24.5	60	10.20	12.55	11.24	8.48	10.43
	f 3.15	2.58	1704 W	111.9	W.....ELTOPIA.....DN	18.0	120	10.28 ²⁵⁸	1.04	f 11.33	f 8.58 ⁶⁰²	10.52
	f 3.40	3.13	1709	116.9	.....SAGEMOOR.....P	13.0	60	10.35	1.12	11.41	9.06	10.59
	s 4.00	3.33 ²	1714	121.6	GD.....GLADE.....PN	8.3	120	10.45	1.20 ⁴²	11.48AM	9.15	11.06
	f 4.15	A 4.15AM	1721 W C Y T	129.9	PA.....PASCO.....DN	0.0	Yard	A 11.00AM ^s	A 1.35AM ^s	A 12.01PM ^s	A 9.30PM ^s	A 11.20PM ^s
	Tues, Thur Sat	Mon, Wed Fri	DAILY					DAILY	DAILY	DAILY	DAILY	DAILY
	6.05	5.00	7.35		Time over Sub-Division			3.37	3.40	3.46	4.10	3.40
	10.6	13.1	17.1		Average Speed per Hour			35.9	35.5	34.7	31.2	35.5

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
MANUAL BLOCK BETWEEN CHENY AND PASCO.

REGISTERING AND BULLETIN STATIONS—Cheny and Pasco.
LAP SIDINGS—Tyler, Sprague, Keystone, Tokio, Paha, Providence, Cunningham, Connell, Eltopia and Glade. Trains taking siding will head in at the lap.
STANDARD CLOCKS—Cheny, Lind and Pasco.
DERAIL SWITCHES—(See Location, Page 7).

YARD LIMITS—Cheny, Sprague, Ritzville, Lind, Connell and Pasco.
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.
HELPER DISTRICTS—Cunningham to Providence. Sprague to Tyler.
Trains must not exceed speed of eight miles per hour over street crossings at Cheny, Sprague, Ritzville and Lind.
Lind is terminal for trains 883, 884, 885, and 886. These trains will register at Lind.

258

Passenger	Passenger	Passenger	Passenger	Passenger	Station No. Water, Fuel, Scales, and Vyes	Distance Cheny	STATIONS. Telegraph Offices and Calls	Distance Pasco	Car Capacity Sidings	Freight DAILY	Way Freight Tues, Thur Sat.	Way Freight Mon, Wed Fri.
A 2.50PM s 883	A 5.55AM s	A 9.30AM s 883	A 9.15PM s	A 7.23AM s 1	1592 W C Y	0.0	CY.....CHENEY.....DN 4.9	129.9	75	A 5.05AM	A 4.00PM s	
2.36	5.40	f 9.20	9.05 603	7.13	1597	4.9	.....MIDWAY.....P 5.7	125.0	60	4.45	f 8.25	
s 2.23 m	f 5.25	9.08	8.52	7.00	1603 W	10.6	TY.....TYLER.....PD 3.8	119.3	120	4.28	s 2.45	
f 2.13 884	5.15	9.00	8.45	6.53	1607	14.4	VA.....FISHTRAP.....DN 5.2	115.5	60	4.15	f 2.13 258	
f 2.00	5.03	8.50 5	8.32	6.41	1612	19.6	.....KLINE.....P 5.1	110.3	60	3.55	f 1.25	
s 1.47	s 4.50	f 8.37	8.22 257	6.30	1617 W Y	24.7	SX.....SPRAGUE.....DN 4.1	105.2	120	3.30	s 12.45	
1.37	4.38	8.29	8.12	6.22	1621	28.8	.....CONCORD.....P 5.7	101.1	60	3.17	f 12.20PM	
f 1.27	4.28	8.20 1	8.02	6.13	1627 W	34.5	HI.....KEYSTONE.....DN 5.6	95.4	120	3.00	f 11.50AM 883	
f 1.17	4.17	8.10	7.52	6.03	1633	40.1	N.....TOKIO.....P 4.7	89.8	120	2.45	f 11.05	
1.07	4.08	8.01	7.44	5.55	1637	44.8	R.....COKER.....P 3.5	85.1	60	2.30	f 10.30	
s 1.00 883	s 4.00	s 7.55	s 7.38	5.50	1641 W	48.3	RV.....RITZVILLE.....DN 5.9	81.6	120	2.20	s 10.00 9.35 5	
12.45	3.45	7.40	7.26	5.37	1647	54.2	.....ESSIG.....P 3.5	75.7	60	1.55	f 8.55 1	
f 12.38	3.35	7.33	7.20	5.30	1649 W	57.7	NA.....PAHA.....PD 3.7	72.2	120	1.40	f 8.30	
12.30	3.25	7.23	7.11 41	5.23	1653	61.4	.....RUBY.....P 4.0	68.5	60	1.25	f 8.15	
s 12.22	s 3.15	s 7.15	s 7.03	f 5.15	1658 W C T	65.4	LD.....LIND.....DN 3.6 C. M. & P. S. Csg. 1-2 M. W. Over	64.5	120	1.10	L 8.00AM	A 2.30PM 883
12.12	3.06	7.05	6.50	5.06	1662	69.0	.....AKRON.....P 4.3	60.9	60	12.45 603	f 2.00	
f 12.05PM	3.00	7.00	6.44	5.00	1667	73.3	PX.....PROVIDENCE.....PN 3.1	56.6	120	12.25	f 1.40	
11.55AM 885	2.52	6.47	6.35	4.53	1670	76.4	.....BEATRICE.....P 4.9	53.5	60	12.02AM 3	f 1.20	
s 11.40	2.38	6.40	6.24	4.42	1674 W	81.3	SC.....CUNNINGHAM.....DN 3.2	48.6	120	11.10PM	s 12.40 885	
s 11.30	2.30	6.32	6.18	4.35	1677	84.5	TW.....HATTON.....PD 4.5	45.4	60	10.58	s 12.20PM	
11.17	2.17	6.20	6.09	4.25	1682	89.0	.....EMERY.....P 4.5	40.9	60	10.42	f 11.53AM	
s 11.05 5-886	s 2.05 603	s 6.10	s 6.00	4.15	1686 W Y	93.5	CN.....CONNELL.....DN 5.3	36.4	120	10.25 257	s 11.20 10.45 5-258	
10.52	1.57	5.59	5.50	4.05	1690	98.8	.....CACTUS.....P 4.2	31.1	60	9.50	f 10.08 1	
s 10.45	1.50	5.52	5.44	3.59	1695 W	103.0	AK.....MESA.....PD 2.4	26.9	120	9.30	s 9.40	
10.39	1.45	5.45	5.40	3.55	1698	105.4	.....VALE.....P 6.5	24.5	60	9.20	f 9.30	
s 10.23 1	1.36	5.35	f 5.31	3.47	1704 W	111.9	W.....ELTOPIA.....DN 5.0	18.0	120	8.58 41	s 9.00	
10.15	1.27	5.27	5.24	3.40	1709	116.9	.....SAGEMOOR.....P 4.7	13.0	60	8.30	f 8.35	
10.05	1.20 3	5.20	5.17	3.33 603	1714	121.6	GD.....GLADE.....PN 8.3	8.3	120	8.15	f 8.15	
L 9.50AM	L 1.00AM	L 5.05AM	L 5.05PM	L 3.20AM	1721 W C Y T	129.9	PA.....PASCO.....DN	0.0	Yard	L 7.50PM	L 7.40AM	
DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	Tues, Thur Sat.	Mon, Wed Fri.
5.00	4.55	4.25	4.10	4.03			Time over Sub-Division			9.15	8.00	6.50
26.0	26.4	29.4	31.1	32.1			Average Speed per Hour.			14.0	8.2	9.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
MANUAL BLOCK BETWEEN CHENY AND PASCO.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.

MANUAL BLOCK BETWEEN KENNEWICK AND ELLENSBURG.

Sec Special Rules Page 8 Governing Movement of Trains Between Pasco and Kennewick.

REGISTERING AND BULLETIN STATIONS—Pasco and Ellensburg. Toppenish is terminal for trains 887, 888, 889 and 890. These trains will register at Toppenish. North Yakima is terminal for trains 281 and 282. These trains will register at Sunnyside Junction and North Yakima. Other branch trains will register at Sunnyside Junction.

YARD LIMITS—Pasco, Prosser, Toppenish, North Yakima and Ellensburg. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

HELPER DISTRICTS—Pasco to Badger.

Trains must not exceed speed of eight miles per hour over street crossings in Kennewick, Prosser, Toppenish, Wapato and North Yakima. All trains will come to a full stop two hundred feet from draw span of Columbia River Bridge, and will not proceed until bridge is known to be closed and properly secured.

LAP SIDINGS—Vista, Badger, Gibbon, Prosser, Mabton, Satius, Wapato, Pomonas, Roza, Umanum and Thrall. Trains taking siding will head in at the lap.

STANDARD CLOCKS—Pasco, Toppenish, North Yakima and Ellensburg.

DERAIL SWITCHES—(See Location, page 7).

Table with columns for Third Class, Second Class, and First Class. Includes station names like PASCO, KENNEWICK, VISTA, etc., and train numbers 889, 887, 673, 603, 1, 3, 5, 41, 257, 279, 281, 289, 291. Includes times and distances.

292		290		282		280		258		42		6		4		2		Water, Fuel, Seals, Turn Table and Wyes	Station Numbers	Distance from Pasco	June 2, 1912 Succeeding No. 86 STATIONS. Telegraph Offices and Calls.		Distance from Ellensburg	Car Capacity of Sidings	602		674		890		888	
S.P. & S.2 Passenger	DAILY	S.P. & S.4 Passenger	DAILY	Passenger	DAILY	Passenger	DAILY	Passenger	DAILY	Passenger	DAILY	Passenger	DAILY	Passenger	DAILY	Passenger	DAILY				Freight	DAILY			S. P. & S. Freight	DAILY	Way Freight	Mon, Wed Fri.	Way Freight	Tues, Thur Sat.		
As 4.40PM		As 1.55AM 289				As 9.30AM	As 12.50AM	As 4.55AM	As 5.00PM	As 8.10AM				W C T Y	1721	0.0	PA.....PASCO..... DN 1.0	125.8	Yard	A 5.40PM	A 2.40PM				A 4.00PM							
L 4.36PM		L 1.51AM 3													1722	1.0	.....S.P. & S. JUNCTION 1.1	124.8	00		L 2.32PM										
						s 9.20	f 12.40	f 4.45	s 4.50	3.08					1724	2.1	K.....KENNEWICK..... DN 5.0 No Conn. O. W. R. & N. Csg. 0.7 Mi. W. Under	123.7	60						f 3.40							
						f 9.05 887	12.30	4.36	4.41	2.55				W	1729	7.1	RF.....VISTA..... DN 4.5	118.7	120	5.05					f 3.20							
						8.55	12.23	4.28	4.35	2.48					1733	11.6	.....ERIE..... P 4.6	114.2	60	4.45					f 3.00						
						f 8.45	12.16	4.21	4.27 602	2.42					1739	16.2	BA.....BADGER..... DN 3.5	109.6	120	4.27 4					f 2.40							
						8.38	12.10 257	4.16	4.22	2.37					1742	19.7	.....ROME..... P 3.4	106.1	60	4.03					f 2.20						
						s 8.30	f 12.01AM	4.10	4.17	2.32 3			W		1745	23.1	KI.....KIONA..... DN 5.8	102.7	120	3.50					f 2.00							
						8.15	11.50PM	4.00	4.08	2.22					1751	28.9	.....CHANDLER..... P 4.9	96.9	60	3.35					f 1.40						
						8.05 603	11.40	3.50	3.59	2.12					1756	33.8	GI.....GIBBON..... DN 5.7	92.0	120	3.20					f 1.20 5							
						s 7.52	s 11.30	3.40	3.48	2.02			W		1762	39.5	PR.....PROSSER..... DN 5.5	86.3	120	3.00					s 12.40PM 11.00AM	1-887						
						f 7.40	11.20 41	3.31	3.40	1.54					1767	45.0	.....BYRON..... P 6.4	80.8	60	2.40 887					f 10.15						
						s 7.28	s 11.07	3.22 3	s 3.31 887	1.46			W		1774	51.4	MB.....MABTON..... DN 3.2	74.4	120	2.15					s 9.35 603							
						7.20	11.01	3.16	3.25	1.42					1777	54.6	.....EMPIRE..... P 5.1	71.2	60	2.02 5					f 9.10						
						f 7.10	10.53	3.06	3.18	1.35					1782	59.7	SU.....SATUS..... DN 5.4	66.1	120	1.45					f 8.45							
						Page 6 See 271	Page 6 See 273	f 7.00	10.44	2.58	3.11	1.29 257			1787	65.1	AF.....ALFALFA..... PD 1.6	60.7	70	1.35					f 8.20							
						As 7.58AM	As 3.37PM	6.57	10.42	2.55	3.08	1.26			1789	66.7	.....SUNNYSIDE JUNCTION. . P 3.4	59.1		1.30					f 8.15						
						s 7.50	s 3.27	s 6.50	s 10.35	2.49	3.03	1.21	W C T		1792	70.1	TN.....TOPPENISH..... DN 2.9	55.7	120	1.20 1				A 2.10PM	L 8.00AM							
						f 7.38	f 3.19	6.43	10.28	2.41	2.57	1.16			1796	74.0	.....MONTE..... P 3.4	51.8	60	1.05				f 1.50							
						s 7.30	s 3.18	f 6.37	f 10.22	2.35	2.51 5	1.11			1800	77.4	WA.....WAPATO..... DN 4.3	48.4	120	12.55				f 1.35 1								
						f 7.20	f 3.05 5	f 6.29	10.15	2.27	2.43	1.05			1804	81.7	KR.....PARKER..... PDN 3.7 O.W.R. & N. Csg. 0.3 Mi. west No Conn.	44.1	60	12.45 603-890				f 12.45 602-603								
						f 7.10	f 2.55	6.22	10.08	2.21	2.36	1.00			1807	85.4	.....YAKIMA CITY..... P 3.7	40.4	60	12.35				f 12.05PM							
						L 7.00AM	s 2.45 2.20 4	s 6.15	s 10.00	s 2.15 257	s 2.30 280	s 12.55 41	W C O T		1811	89.1	YA.....NORTH YAKIMA..... DN 4.0	36.7	120	12.25				s 11.30AM 10.20 889-279								
						s 2.07 1-603	f 6.06	f 9.52	2.02	2.23 603	12.43				1815	93.1	AH.....SELAH..... PD 3.3	32.7	60	12.10 889				f 10.05								
						f 1.58	f 6.00	9.47	1.56	2.18 1	12.38				1819	96.4	MN.....POMONA..... DN 3.9	29.4	120	12.01PM				f 9.50								
						f 1.48	5.50	9.40	1.50	2.10	12.31				1822	100.3	.....HILLSIDE..... P 4.3	25.5	60	11.50AM				f 9.35							
						f 1.38 889	f 5.40	9.33	1.41 41	2.05 889	12.24				1827	104.6	RA.....ROZA..... DN 4.6	21.2	120	11.35 279				f 9.17								
						f 1.27	5.30	9.25	1.34	1.58	12.17		W		1832	109.2	ON.....CANYON..... PN 4.2	16.6	60	11.17				f 8.58								
						f 1.17	f 5.20 3	9.18	1.28	1.50	12.11				1836	113.4	UM.....UMTANUM..... DN 2.8	12.4	120	11.08				f 8.42								
						f 1.10	5.10	9.13	1.22	1.45	12.06AM				1839	116.2	.....INDIO..... P 4.8	9.6	60	11.02				f 8.30							
						f 12.58	f 5.00	9.05	1.15	1.38	11.59PM				1843	121.0	RO.....THRALL..... DN 4.8	4.8	120	10.52				f 8.10								
						L 12.45PM	L 4.50AM	L 8.55PM	L 1.05AM	L 1.30PM	L 11.50PM	W C O T			1848	125.8	EB.....ELLENSBURG..... DN	0.0	Yard	L 10.40AM				L 7.50AM								
						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY									DAILY	DAILY	Mon, Wed Fri.	Tues, Thur Sat.									
						0.04	0.04	0.58	2.52	4.40	4.15	3.50	3.30	3.20							7.00	0.08	6.30	8.00								
						15.0	15.0	23.2	20.6	27.0	29.6	32.9	35.0	37.8							18.0	7.5	8.6	8.8								

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. MANUAL BLOCK BETWEEN KENNEWICK AND ELLENSBURG.
See Special Rules Page 8 Governing Movement of Trains Between Pasco and Kennewick.

WESTWARD.

FOURTH SUB-DIVISION.

EASTWARD.

Westward. EIGHTH SUB-DIVISION. Eastward. (EUREKA BRANCH)

Main table containing time tables for various sub-divisions: Time Table No. 36-A (Pasco to Dayton), Time Table No. 36-A (Eureka Branch), Time Table No. 36-A (Athena Branch), and Time Table No. 36-A (Tracy Branch). Each table lists stations, distances, and train times for different classes (Freight, Mixed, Passenger, 3d Class).

STANDARD CLOCKS—Pasco and Walla Walla. YARD LIMITS—Pasco, Attalia and Walla Walla. REGISTERING AND BULLETIN STATIONS—Pasco, Attalia, Eureka, Walla Walla and Dayton. Junction switch Ainsworth Junction set for S. P. & S. line. Junction switch Hunts set for Walla Walla line. Engines of greater weight than S4 (293,050 lbs.) must not be run over Snake River Bridge. All trains will come to full stop before crossing O-W. K. & N. track between Attalia and Adams, at Walla Walla, and between Huntsville and Longs, and 1 mile west Burbank, also draw at Snake River bridge. No. 547 has right over No. 548 Walla Walla to Dayton. EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

WESTWARD.			FOURTH SUB-DIVISION. (Walla)				Time Table No. 36-A	
THIRD CLASS.			2d Class.	FIRST CLASS.			Station Nos. Water, Fuel, Scales, Turntables and Wyes	Distance from Pasco
893	549	545	557	265	263	261		
Freight	Mixed	Mixed	Mixed	Passenger	Passenger	Passenger	June 2, 1912.	
DAILY	SUNDAY ONLY	MONDAY ONLY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	Suc. No. 36	
L 9.00PM			L 3.00AM	L 5.03PM	L 7.00AM	L 5.20AM	STATIONS.	
							Telegraph Offices and Calls	
							1721 PASCO..... DN 98	
							3.0	
S. P. & S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND AIN								
9.15			8.20	5.18	7.10	5.30	IG 3	3.0
								AINSWORTH JCT. 1.2
9.25			8.25	5.17	7.14	5.34	IG 4	4.2
								BURBANK 5.1
								O.W.R. & N. Csg. 1 m W. No Conn.
10.00			8.40	5.25	7.25	5.45	IG 8	9.3
								TWO RIVERS 3.3
10.20			8.40AM	5.27	7.25AM	5.57	IG 9	12.6
11.50PM			See 559 P. 6		See 267 Page 6		Y	ATTALIA 6.4
								O.W.R. & N. Csg. 0.5 mi. W. No Conn
12.20AM			EXCEPT SUNDAY	5.53		6.13	KA 7	19.0
								ADAMS Spur 0.7
12.25				5.55		6.15	KA 8	19.7
								LEGROW 1.5
12.35				5.59		6.19	KA 10	21.2
								SLATER 4.3
1.00				6.09		6.29	KA 14	25.5
								WELLAND 2.7
1.15				6.15		6.35	KA 17	28.2
								ADKINS 5.3
1.45	L 1.40PM			6.27		6.47	KA 22	33.5
							YC	EUREKA 6.4
2.25	s 2.05			6.42		7.02	KA 29	39.9
							W	LAMAR 1.7
2.35	f 2.10			6.47		7.07	KA 31	41.6
								SHAW 1.9
2.45	f 2.30			6.52		7.12	KA 32	43.5
								PADDOCK 0.9
2.55	f 2.35			6.55		7.15	KA 33	44.4
								CLIMAX 5.3
3.25	f 2.55			7.05		7.25	KA 38	49.7
								RULO 2.7
3.50	f 3.00			7.13		7.33	KA 41	52.4
								THEIL 3.3
4.10	f 3.10			7.22		7.42	KA 44	55.7
						550		DRY CREEK 1.4
4.17	f 3.15		547	7.26	283	7.46	KA 46	57.1
								SUDBURY Spur 2.1
4.30	f 3.20		Mixed DAILY	7.30	Passenger DAILY	7.50	KA 48	59.2
								PEDIGO 5.2
5.00AM	A 3.45PM		L 7.00AM	L 10.15AM	L 6.00PM	A 8.05AM	KA 53	64.4
			A 7.10AM	10.21	6.04		CWOT	WALLA WALLA 1.4
								MILL CREEK JCT. 3.1
				10.36		6.12	KA 57	68.9
								RIFFLE 1.7
				10.44		6.16	KA 59	70.6
								STANFIELD 1.0
				10.51		6.20	KA 60	71.6
								BUROKER 0.6
				10.55		6.22	KA 61	72.2
								SPRING CREEK 1.8
				11.05		6.26	KA 63	74.0
								GILLIAM 1.5
				11.15		6.30	KA 64	75.5
								DIXIE 1.2
				11.21		6.34	KA 65	76.7
								EASTMAN 3.3
				11.40		6.43	KA 69	80.0
								MINNICK 5.2
				11.53AM		6.56	KA 74	85.2
								COPPEL 3.3
				12.10PM		7.05	KA 77	88.5
							W	WAITSBURG 2.6
				12.18		7.11	KA 79	91.1
								HUNTSVILLE 3.5
				12.32		7.21	KA 83	94.6
								O.W.R. & N. 2.8 Mi. W. No Conn.
				12.36		7.24	KA 84	95.8
								LONGS 1.2
				12.45PM		7.30PM	KA 87	98.2
							WCT	DAYTON 0.0
DAILY	SUNDAY ONLY	MONDAY ONLY	DAILY	DAILY	DAILY	DAILY		
6.30	2.05	0.10	2.30	2.42	1.30	2.45		
9.9	14.8	8.4	13.5	23.0	22.5	23.0		
Time Over Sub-Division								
Average Speed per Hour.								
								23.0
								22.5
								25.8
								13.5
								0.50
								14.4
								0.10
								8.4
								15.5
								5.05
								12.4

NORTHERN PACIFIC RAILWAY COMPANY

Office of the Division Superintendent.

Pasco, Washington June 25, 1912.

BULLETIN NO. 28.
To all concerned.

Commencing Thursday June 27th, and until further notice, an extra train will be run each Thursday between Eureka and Pleasant View on the following schedule:

Leave	Eureka	Arrive
10.45am	Burbank	2.45pm
10.55am	Babcock	2.25pm
11:05am	Lee	2:10pm
11:15am	Elwood	1:50pm
11:45am	Clyde	1:30pm
11:50am	Pickard	1:10pm
12:10pm	Reser	1:00pm
12:30pm	Pleasant View	12.45pm

This train to do local work and handle passengers.

No. 894 leaving Walla Walla Wednesday nights will have a merchandise car for Eureka Branch and will fill and take water cars ordered from Lamar to Eureka in preference, to be handled on Branch extra Thursdays

No. 266 each Thursday will handle coach 602 Walla Walla to Eureka to be picked up by Branch. Extra and handled to Pleasant View and on return to Eureka car to be placed to be picked up by No. 265 for Walla Walla.

J. L. De Force,
Superintendent.

STANDARD CLOCKS—Pasco and Walla Walla. YARD LIMITS—Pasco, Attalia and Walla Walla. REGISTERING AND BULLETIN STATIONS—Pasco, Attalia, Eureka, Walla Walla and Dayton. Junction switch Ainsworth Junction set for S. P. & S. line. Junction switch Hunts set for Wallula line. Engines of greater weight than S4 (293,050 lbs.) must not be run over Snake River Bridge. West wye switch at Pasco set for wye switch. All trains will come to full stop before crossing O. W. R. & N. track between Attalia and Adams, at Walla Walla, and between Huntsville and Junction switch Attalia set for Walla Walla line. Longs, and 1 mile west Burbank, also draw at Snake River bridge. No. 547 has right over No. 548 Walla Walla to Dayton. EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

ward.
3d Class.
552
Mixed
SUNDAY ONLY
See 549 s1.80PM
1.10
1.00
12.45
12.25
12.10PM
11.59AM
11.40AM
1.50
11.5
UNDAY ONLY
552
ward
1 Class.
554
Mixed
s, Wed, ri, Sat
2.10PM
2.01PM
1.50AM
1.40
1.25AM
0.45
0.3
s, Wed, i, Sat
over
ard.
Class.
56
ixed
NDAY VLY
2.20AM
1.17
1.14
1.07
1.00AM
1.20
1.7
DAY ILY

WESTWARD.

FIFTH SUB-DIVISION (SUNNYSIDE BRANCH)

EASTWARD.

FIRST CLASS.		Water, Wyes	Station Numbers	Distance from Sunnyside Junction	Time Table No. 36-A June 2, 1912 Succeeding No. 86		Distance from Sunnyside	Car Capacity of Sidings	FIRST CLASS.	
273 Passenger DAILY	271 Passenger DAILY				272 Passenger DAILY	274 Passenger DAILY				
L 8.37PM	L 7.58AM		1788	0.0	STATIONS.	19.8	No Sdg.	A 10.00AM s e 279 p 3	A 6.20PM s e 281 p 3	
s 3.49	s 8.10		I B 3	3.2	Telegraph Offices and Calls	18.6	50	s 9.50	s 6.10	
s 4.07	s 8.22		I B 8	8.2	..... SUNNYSIDE JUNCTION..... P O.W.R. & N. Csg. 8.1 (3.2) Mi. W. Over No	11.6	30	s 9.35	s 5.48
s 4.22	s 8.35	W	I B 12	12.0	GR.....GRANGER.....D 5.0	7.8	60	s 9.25	s 5.30	
f 4.29	f 8.45		I B 16	16.0	LO.....OUTLOOK.....D 3.8	3.8	27	f 9.18	f 5.22	
A 4.42PM	A 9.00AM	Y	I B 20	19.8	SY.....SUNNYSIDE.....D 4.0	0.0	30	L 9.10AM	L 5.15PM	
1.05	1.05				.....LICHTY..... 3.8			0.50	1.05
18.3	18.3				O.W.R. & N. Csg. 3.3 Mi. W. Over No			23.8	18.3	
DAILY	DAILY				GV.....GRAND VIEW.....D 0.0			DAILY	DAILY	

Branch Line trains must obtain orders before occupying main line at Sunnyside Junction.
 REGISTERING STATIONS—Grand View and Sunnyside Junction.
 Engines of greater weight than Class S4 (293,050 lbs) must not be run over Yakima River Bridge.
 No. 271 has right over No. 272, and No. 273 has right over No. 274 Sunnyside Junction to Grand View.

FIRST CLASS.		Station Nos., Water, Fuel, Turntables and Wyes	Distance from Hunts	June 2, 1912. Succeeding No. 86.		Distance from Pendleton	Car Capacity of Sidings	FIRST CLASS.	
561 Mixed EXCEPT SUNDAY	269 Passenger DAILY			270 Passenger DAILY	558 Mixed EXCEPT SUNDAY				
L 4.10AM	L 8.00AM	I G 16 W Y	0.0	STATIONS.	40.4	100	A 8.35PM s See 287	A 1.40PM s See 560	
f 4.50	f 8.30	K C 11	11.1	Telegraph Offices and Calls	29.3	32	f 3.08	f 12.52	
s 5.15	f 8.50	K C 16 W	15.7	..... HUNTS..... O.W.R. & N. Csg. (11.1) 4.5 Mi. W. Under	24.7	27	f 2.55	f 12.32
s 5.25	f 9.00	K C 18	18.1	..... RING..... 4.6	22.3	38	f 2.50	f 12.20
f 5.35	f 9.05	K C 19 Y	19.5	..... VAN SYCLE..... 2.4	20.9	25	f 2.47	s 12.15PM 10.00AM
f 5.40	f 9.10	K C 20	20.5	..... STANTON..... 1.4	19.9	14	f 2.43	f 9.50
s 5.55	s 9.18	K C 23 W	23.5	..... SMELTZ..... 1.0	16.9	58	s 2.35	s 9.40
f 6.15	f 9.27 558	K C 28	28.1	..... APEX..... 3.0	12.3	50	f 2.23	f 9.27 269
f 6.30	f 9.36	K C 32	32.2	..... HELIX..... 4.6	8.2	13	f 2.11	f 9.00
f 6.35	f 9.40	K C 33	33.6	..... MYRICK..... 4.1	6.8	32	f 2.08	f 8.55
A 7.00AM	A 10.00AM	K C 40 W C T	40.4	..... McCORMMACH Spur..... 1.4	0.0	39	L 1.50PM	L 8.30AM
EXCEPT SUNDAY	DAILY			..... FULTON..... 6.8			DAILY	EXCEPT SUNDAY
2.50	2.0			O.W.R. & N. CROSSING 6.2 Mi. W.			1.45	3.10	
14.2	20.1			ND.....PENDLETON.....D			22.8	12.7	

No. 269 has right over No. 270, and No. 561 has right over No. 558 Hunts to Pendleton.
 REGISTERING STATIONS—Pendleton and Smeltz.
 MOUNTAIN GRADE—Hunts to Helix.
 YARD LIMITS—Hunts and Pendleton.
 All trains will come to full stop before crossing O.-W. R. & N. track at Pendleton.
 Trains must not exceed six miles per hour in city limits of Pendleton.

WESTWARD.

TWELFTH SUB-DIVISION (SNAKE RIVER BRANCH)

EASTWARD.

FIRST CLASS		Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pasco	Time Table No. 36-A June 2, 1912 Succeeding No. 36.		Distance from Lewiston Junction	Car Capacity of Sidings	FIRST CLASS	
285 Passenger DAILY	286 Passenger DAILY									
A 11.20PM	L 5.10AM	W C T Y	1721	0.0	STATIONS.	66.6	1200	L 5.10AM		
					Telegraph Offices and Calls					
					..... PASCO..... DN 26.2				

S. P. & S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND SNAKE RIVER JUNCTION.

s 10.30	W	K F 23	26.2	SR..... SNAKE RIVER JCT..... DN 5.3	40.4	0	s 6.00	
f 10.14		K F 29	31.5	..... WALKER Spur..... 6.7	35.1	60	f 6.14	
f 9.57	W	K F 35	38.2	..... WINDUST..... 8.5	28.4	90	f 6.30	
f 9.40		K F 44	46.7	..... HARDER..... 7.0	19.9	0	f 6.47	
f 9.25		K F 51	53.7	..... DAVIN Spur..... 4.4	12.9	30	f 7.01	
f 9.15	W	K F 55	58.1	..... PERRY..... 8.5	8.5	90	f 7.15	
L 8.55PM	Y C	K F 64	66.6	O.W.R. & N. Csg. AX..... RIPARIA..... DN	0.0	60	A 7.30AM	
DAILY							DAILY	
2.20				Time Over Sub-Divisions			2.25	
28.8				Average Speed per Hour			27.8	

TWELFTH SUB-DIVISION
 REGISTERING STATIONS—Snake River Jct., Riparia.
 STANDARD CLOCK—Pasco.
 All trains must come to full stop before crossing O.-W. R. & N. track at Riparia.
 Reduce speed to 15 miles per hour through tunnel No. 1, 1 1/4 miles west of Harder.
 Westward trains must obtain orders before occupying S. P. & S. main line at Snake River Junction.
 Main line switch at Riparia is set for C. P. Ry.

WESTWARD.

SEVENTH SUB-DIVISION (WALLULA BRANCH)

EASTWARD.

THIRD CLASS.			FIRST CLASS		Water and Wye	Station Numbers	Distance from Attalia	Time Table No. 36-A June 2, 1912 Succeeding No. 36.		Distance from Wallula	FIRST CLASS		THIRD CLASS.	
911 Freight DAILY	909 Freight DAILY	559 Mixed EXCEPT SUNDAY	287 Passenger DAILY	267 Passenger DAILY				268 Passenger DAILY	288 Passenger DAILY		560 Mixed EXCEPT SUNDAY	910 Freight DAILY	912 Freight DAILY	
L 11.50PM	L 10.30PM	L 4.00AM		L 7.35AM	Y	I G 9	0.0	A.....ATTALIA.....D 0.7	2.5	A 8.55PM s e 264 p 5	A 1.50PM s e 562 p 5	A 11.50PM c 893 p 5	A 12.30AM c 894 p 5	
							0.7	..... O.W.R. & N. CROSSING..... No Connection 0.8	1.8	See 269			
		A 4.10AM s	L 3.35PM		W Y	I G 16	1.5	..... HUNTS..... 1.0	1.0	A 8.00AM s	L 1.40PM		
A 11.59PM	A 11.00PM	See 561	A 3.40PM	A 7.45AM	Y	I G 17	2.5	JN.....WALLULA.....DN	0.0	L 7.50AM	L 3.45PM	L 11.30PM	L 12.10AM	
0.09	0.30	0.10	0.05	0.10				Time Over Sub-Divisions		0.10	0.10	0.20	0.20	
18.7	5.0	9.0	12.0	15.0				Average Speed per Hour		6.0	15.0	15.0	7.5	
DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY						DAILY	DAILY	EXCEPT SUNDAY	DAILY	

All trains will come to full stop before crossing O.-W. R. & N. track between Attalia and Hunts.
 REGISTERING STATIONS—Wallula and Attalia. Yard Limit Rules will govern movement of trains between Attalia and Wallula.

COMMERCIAL SPURS.

DISTANCE FROM PASCO.		Car Cap'y
Quarry Spur.....	91.5 Miles		1
Holmes.....	124.6 "	15
THIRD SUB-DIVISION		
Siding No. 1 Spur.....	M. P. 5	9'
Frischnecht Spur.....	M. P. 7	9
FOURTH SUB-DIVISION		
Taggard.....	89.5 "	5
Dumas.....	93.8 "	5
FIFTH SUB-DIVISION		
Nass Spur.....	M. P. 5.2	5
SIXTH SUB-DIVISION		
Schaefer Spur.....	M. P. 7	8

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

WESTWARD.

FIFTH SUB-DIVISION (SUNNYSIDE BRANCH)

FIRST CLASS.		Water, Wyes	Station Numbers	Distance from Sunnyside Junction	Time Table No. 36-A June 2, 1912 Succeeding No. 36		Distance from Sunnyside
273	271				Passenger	Passenger		STATIONS.	STATIONS.
DAILY	DAILY						
L 3.37PM	L 7.58AM		1788	0.0	SUNNYSIDE JUNCTION... P	19.8	
s 3.49	s 8.10		IB 3	3.2	R. & N. Csg. 3.1 (3.2) Mi. W. Over No	16.6	
s 4.07	s 8.22		IB 8	8.2	GR.....GRANGER.....D	11.4	
s 4.22	s 8.35	W	IB 12	12.0	LO.....OUTLOOK.....D	7.0	
f 4.29	f 8.45		IB 16	16.0	SY.....SUNNYSIDE.....D	3.0	
A 4.42PM	A 9.00AM	Y	IB 20	19.8	.....LIGHTY.....D	0.0	
1.05	1.05				O.W.R. & N. Csg. 3.3 Mi. W. Over No		
18.3	18.3				GV.....GRAND VIEW.....D		
DAILY	DAILY				Time Over Sub-Divisions		
					Average Speed per Hour		

Branch Line trains must obtain orders before occupying main line at Sunnyside Junction.
 REGISTERING STATIONS—Grand View and Sunnyside Junction.
 Engines of greater weight than Class S4 (293,050 lbs) must not be run over Yakima River Bridge.
 No. 271 has right over No. 272, and No. 273 has right over No. 274 Sunnyside Junction to Grand View.

WESTWARD.

TWELFTH SUB-DIVISION (SNAKE RIVER BRANCH)

FIRST CLASS		Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pasco	Time Table No. 36-A June 2, 1912 Succeeding No. 36		Distance from Lewiston Junction
285	Passenger				STATIONS.	STATIONS.	
DAILY	DAILY						
A 11.20PM	WC TY		1721	0.0	PA.....PASCO.....DN	66.0	
					26.2		

S. P. & S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND SN

s 10.30	W	K F 23	26.2	SR.....SNAKE RIVER JCT.....DN	40.0
f 10.14		K F 29	31.5	.....WALKER Spur.....	35.0
f 9.57	W	K F 35	38.2	.....WINDUST.....	28.0
f 9.40		K F 44	46.7	.....HARDER.....	19.0
f 9.25		K F 51	53.7	.....DAVIN Spur.....	12.0
f 9.15	W	K F 55	58.1	.....PERRY.....	8.0
L 8.55PM	YC	K F 64	66.6	O.W. R. & N. Csg. AX.....RIPARIA.....DN	0.0
DAILY					
2.20				Time Over Sub-Divisions	
28.8				Average Speed per Hour	

WESTWARD.

SEVENTH SUB-DIVISION (WALLULA BRANCH)

THIRD CLASS.			FIRST CLASS		Water and Wye	Station Numbers	Distance from Attalia	Time Table	
911	909	559	287	267				Jun	Succ	STA	Telegraph
DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY					
L 11.50PM	L 10.80PM	L 4.00AM	L 7.35AM	L 7.35AM	Y	IG 9	0.0	A.....A	
							0.7	.....O.W. R. & No Connection	
		A 4.10AM	L 3.35PM		W Y	IG 16	1.5	.....
A 11.59PM	A 11.00PM	See 561	A 3.40PM	A 7.45AM	Y	IG 17	2.5	JN.....W	
0.09	0.30	0.10	0.05	0.10				Time Over	
18.7	5.0	9.0	12.0	15.0				Average S	
DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY					

All trains will come to full stop before crossing O.W. R. & N. track between Attalia and Huron.
 REGISTERING STATIONS—Wallula and Attalia. Yard Limit Rules will govern movement of trains between these stations.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

EASTWARD.

FIRST CLASS.		THIRD CLASS.	
70		558	
Passenger		Mixed	
DAILY		EXCEPT SUNDAY	
L 3.35PM		A 1.40PM	
s 3.49		s See 560	
s 4.07		f 12.52	
s 4.22		f 12.32	
f 4.29		f 12.20	
A 4.42PM		s 12.15PM	
1.05		10.00AM	
18.3		f 9.50	
DAILY		s 9.40	
		f 9.27	
		269	
		f 9.00	
		f 8.55	
		L 8.30AM	
		EXCEPT SUNDAY	
		3.10	
		12.7	

NORTHERN PACIFIC RAILWAY COMPANY
 Office of the Division Superintendent.

Pasco, Wash., July 8th, 1912.

Bulletin No. 13.

All Concerned:

A spur has been put in three (3) miles north of Wheeler, on the Connell-Northern Branch, which will be known as Mitchell Spur.

Carload shipments only will be handled to and from this spur. Charges should be prepaid.

J. L. DeForce

Superintendent.

PURS.

SCO.	Car Cap'y
91.5 Miles	1
24.6 "	15
...M. P. 5	9
...M. P. 7	9
89.5 "	5
83.8 "	5
M. P. 5.2	5
...M. P. 7	8

(CONNELL, NORTHERN RAILWAY, ADRIAN BRANCH.)

SECOND CLASS				Time Table No. 36-A				SECOND CLASS			
533				June 2, 1912				534			
Succeeding No. 36				STATIONS				Succeeding No. 36			
Mixed Mon. Wed. Fri.	Station Nos. Water Fuel Wye	Distance From Connell	STATIONS	Distance From Adco	Car Capacity of Sidings	Mixed Tues. Thur. Sat.	STATIONS	Distance From Adco	Car Capacity of Sidings	Mixed Tues. Thur. Sat.	
A 2.30PM	W C Y 1686	0.0	C.N. CONNELL..... D N 10.4	60.8	120	L 7.00AM	..... VAUGHN Spur..... 6.5	50.4	20	f 7.40
f 1.50	KI 10	10.4	..... BRUCE..... 8.8	48.9	50	f 8.15	C.M. & P. S. Csg. 7.4 Mi. W. Under No Conn.			
f 1.25	W KI 17	16.9	..... WEST WARDEN Spur..... 5.2	35.1	40	f 8.45	..... RITELL..... 0.5	29.9	40	f 9.05
f 12.55	KI 25	25.7	..... BASSETT JCT..... 7.8	29.4	00	9.10 10.45	..... WHEELER..... P 6.4	21.6	50	s 11.15
f 12.35	KI 31	30.9	..... NAGEL Spur..... 4.1	15.2	20	f 11.50AM	..... GLOYD Spur..... 11.1	11.1	20	f 12.10PM
12.30PM 10.30AM	Y KI 32	31.4	G.N. Csg. 10.1 Mi. W. Under Conn.				..... ADKO.....	0.0	28	A 12.45PM
s 10.00	W KI 39	39.2									
f 9.35	KI 45	45.6									
f 9.20	KI 49	49.7									
L 8.45AM	KI 60	60.8									
3.45			Time over Subdivision			4.10					
16.2			Average Speed per Hour			14.6					

Switch at Adco to be set and locked for Washington Central Branch.
 REGISTERING AND BULLETIN STATIONS—Connell and Bassett Jn. YARD LIMITS—Connell.
 STANDARD CLOCK—Connell.

Westward **SIXTH SUBDIVISION** Eastward
 (CONNELL, NORTHERN RAILWAY, RITZVILLE BRANCH.)

SECOND CLASS				Time Table No. 36-A				SECOND CLASS					
537 535				June 2, 1912				536 538					
Succeeding No. 36				STATIONS				Succeeding No. 36					
Mixed Mon. Wed. Fri.	Mixed Tue. Thur. Sat.	Station Nos. Water Fuel Wye	Distance From Bassett Junction	STATIONS	Distance From Schragg	Car Capacity of Sidings	Mixed Tue. Thur. Sat.	Mixed Mon. Wed. Fri.	STATIONS	Distance From Schragg	Car Capacity of Sidings	Mixed Tue. Thur. Sat.	Mixed Mon. Wed. Fri.
L 10.30AM	L 9.10AM	KI Y 32	0.0	..... BASSETT JCT..... 12.3	12.3	00	See 533	See 534	..... SCHRAGG..... P	0.0	50	L 10.00AM	L 11.40AM
A 11.15AM	A 9.55AM	KJ W 12	12.3	C. M. & P. S. Csg. 1.3 Mi. W. Over No Conn.			A 10.45AM	A 12.25PM					
.45	.45											.45	.45
16.4	16.4											16.4	16.4

REGISTERING STATION—Bassett Jn.
 No. 537 has right over No. 538, and No. 535 has right over No. 536 Bassett Jn. to Schragg.
 Eastward Trains Are Superior to Trains of the Same Class in the Opposite Direction.

TONNAGE RATING—FREIGHT ENGINES.

	ENGINES.								
	Class W		Class S 4		Class F 1		Class D 3 & E 1		
	A	B	A	B	A	B	A	B	
First Sub-Division									
Pasco to Cheney with helper, Cunningham to Providence and Sprague to Fishtrap.....	1800	.....	1250	.....	1200	.....	965	.....
Without helper.....	1400	.....	900	.....	750	.....	620	.....
Cheney to Lind without helper.....	1800	.....	1250	.....	1200	.....	650	.....
Lind to Providence with helper.....	3500	.....	1250	.....	1200	.....	650	.....
Providence to Pasco.....	60	cars.	60	cars.	60	cars.	40	cars.	
Second Sub-Division									
Pasco to Badger.....	1700	.....	1150	.....	1100	.....	741	.....
Badger to Ellensburg.....	1900	.....	1350	.....	1300	.....	890	.....
Ellensburg to Kiona.....	70	cars.	60	cars.	60	cars.	1235	.....
Kiona to Pasco.....	2700	.....	1600	.....	1500	.....	938	.....

DERAIL SWITCHES.

FIRST SUB-DIVISION.	
Sprague.....	West end Mill spur
Paha.....	West end house track
Lind.....	West end No. 2 siding
Lind.....	Old coal dock track
Beatrice.....	Spur
Cunningham.....	West end elevator track
Cunningham.....	West end house track
Hatton.....	West end house track
Hatton.....	West end elevator spur
Emery.....	West end elevator track
SECOND SUB-DIVISION.	
Vista.....	East end of eastward passing track
Vista.....	East end of spur off west passing track
THIRD SUB-DIVISION	
Spur No. 1.....	West end
FOURTH SUB-DIVISION.	
Coppel.....	West end
Eastman.....	East end
Eastman, Clay Track.....	East end
Gilliam.....	East end
Spring Creek.....	East end
Buroker.....	East end
Stanfield.....	West end
Pedigo.....	East end
Dry Creek.....	West end
Thiel.....	West end
Rulo.....	West end
Climax.....	West end
Paddock.....	East end
Shaw.....	East end
Lamar.....	East end
Welland.....	East end
Legrow.....	East end
Dixie.....	East end

EIGHTH SUB-DIVISION.	
Babcock.....	East end
Reser.....	East end
NINTH SUB-DIVISION.	
Kibbler.....	On main line
TENTH SUB-DIVISION.	
Ring.....	East end
Vansycle.....	East end
Stanton.....	East end
Fulton.....	West end
ELEVENTH SUB-DIVISION.	
Hillsdale.....	East end
Wayland.....	West end
Waterman.....	West end

TRACK CONNECTIONS.

Walla Walla.....	O-W. R. & N. Co.
Pasco.....	S., P. & S. Ry.
North Yakima.....	N. Y. & V. R. R.
North Yakima.....	O-W. R. & N. Co.
Granger.....	N. Y. & V. R. R.
Snake River Junction.....	S., P. & S. Ry.
Riparia.....	Camas Prairie R. R.
Riparia.....	O-W. R. & N. Co.
Lind.....	C., M. & P. S. Ry.
Dayton.....	O-W. R. & N. Co.
Kennewick.....	O-W. R. & N. Co.
Walla Walla.....	O. W. R. & N. Co.
Parker.....	N. Y. & V. R. R.

TONNAGE RATING—FREIGHT ENGINES.

	ENGINES.							
	Class S 4		Class F 1		Class D 3 & E 1 Moguls		Class B & C 8 Wheel Standards	
	A	B	A	B	A	B	A	B
Pasco to Hunts.....	1500	.....	1500	.....	1200	.....	900	.....
Hunts to Walla Walla.....	550	.....	550	.....	350	.....	250	.....
Walla Walla to Dayton.....	500	.....	500	.....	300	.....	200	.....
Dayton to Walla Walla.....	550	.....	550	.....	300	.....	200	.....
Walla Walla to Hunts.....	800	.....	800	.....	550	.....	350	.....
Hunts to Pasco.....	1500	.....	1500	.....	1200	.....	900	.....
Hunts to Apex.....	325	.....	325	.....	225	.....	175	.....
Apex to Pendleton.....	800	.....	800	.....	600	.....	500	.....
Pendleton to Apex.....	500	.....	500	.....	300	.....	200	.....
Apex to Hunts.....	20	cars.	20	cars.	20	cars.	20	cars.
Smeltz to Athena.....	325	.....	325	.....	240	.....	175	.....
Athena to Smeltz.....	550	.....	550	.....	350	.....	225	.....
Eureka to Pleasant View.....	600	.....	600	.....	400	.....	275	.....
Pleasant View to Eureka.....	1000	.....	1000	.....	800	.....	600	.....
Walla Walla to Tracy.....	525	.....	525	.....	240	.....	175	.....
Tracy to Walla Walla.....	20	cars.	20	cars.	20	cars.	20	cars.
Connell to Adco.....	950	.....		.....		.....		.....
Adco to Connell.....	1350	.....		.....		.....		.....

All trains betw Northern Pacifi leave Pasco or Ains Rule D-97 is in a clearance, Form "A" issuing clearance.

The Distant S Horizontal by (This positior cuit throws signal t Diagonal by Vertical by t

SURGEON cases of SICK urgent necess RAILWA medical servi rendered by t

SPECIAL RULES FOR BLOCK OPERATION BETWEEN PASCO AND KENNEWICK

All trains between Pasco and Kennewick will be operated by Block Cards.
No train will occupy track between these points unless Conductor and Engineman hold authority conferred by Block Card, Form B. C.
Conductor and Engineman must each have a copy of this Block Card.

SPECIAL RULES REGARDING USE OF STAFF ON BRANCH LINES.

The following branches will be operated under the Staff System:

Sixth Sub-Division.
Eighth Sub-Division.
Ninth Sub-Division.
Eleventh Sub-Division.

Staff will be located in a box at each junction.

All trains (whether scheduled or not) using these branches must have staff in their possession.

When properly authorized to use the track without staff it must be done under protection of flag.

For completion of dispatcher's record of movements, operator at main line junction will telegraph copy of register, showing:

- (a) Arrival.
- (b) Departure.
- (c) Mileage made on branch.

If no operator at junction point, Conductor will telegraph this information from first open telegraph office.

SPECIAL RULES AND INSTRUCTIONS.

All trains between Ainsworth Junction and Pasco will be handled by S. P. & S.

Northern Pacific trains in this territory will be governed by S. P. & S. time tables and Special Rules, and will not leave Pasco or Ainsworth Junction until they receive orders or a clearance authorizing use of this track.

Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure a clearance, Form "A," from the Operator upon entering the double track. Operators must secure authority from Dispatcher before issuing clearance.

A telephone has been placed in booth at Ainsworth Junction and trains will report into clear at that point unless otherwise instructed.

These instructions do not relieve Northern Pacific trains from receiving N. P. clearance at Pasco.

It is possible for a light engine using crossover in automatic signal territory to stand between the switches in such a manner as to release the signals when switches are closed.

Light engines using crossovers in automatic signal territory must have at least one switch open while engine is on any part of the crossover.

RULES GOVERNING THE OPERATION OF THE PARKER INTERLOCKING PLANT.

DISTANT SIGNALS.

The Distant Signals have but one arm. The position of the arm of these signals indicate as follows:

Horizontal by day, or red light by night: "Stop." "Proceed under protection of flag to home signal."

(This position of signal is automatic and is controlled by track circuit and not by Towerman. Any obstruction breaking this circuit throws signal to the "Stop" position.)

Diagonal by day, or yellow light by night: "Home signal at danger." "Proceed with caution to home signal."

Vertical by day, or green light by night: "Home signal clear." "Proceed."

HOME SIGNALS.

The Home Signals have two arms; the position of the upper arm governs the movement of trains and indicates as follows:

Horizontal by day, or red light by night: "Route is not clear." "Stop."

Vertical by day, or green light by night: "Route is clear." "Proceed."

The lower arm is a fixed signal and remains in horizontal position, or red light at night, at all times at this particular point, and does not govern the movement of trains. The absence of a light, or the presence of a white light where a colored light should be displayed on any signal, indicates danger. Stop and ascertain the cause, be governed by hand signals of the Towerman, and report same from the first open telegraph office.

AUTHORIZED SURGEONS, PASCO DIVISION.

LOCATION OF STRETCHERS (S)

DR. S. W. MOWERS, Chief Surgeon.
Western Division, Tacoma.

DR. J. P. AYLEN, Chief Surgeon,
Central Division, Missoula.

DR. FRANK ROSE, Spokane (S) {
Car No. 1, Tool Car
No. 2, Yardmasters
Office.

DR. X. L. ANTHONY, (Oculist) Spokane
DR. F. A. POMEROY, Cheney.

DR. J. E. BITTNER, Sprague (S).
DR. F. R. BURROUGHS, Ritzville (S)

DR. H. E. WILSON, Connel
DR. J. P. DRISCOLL, Pasco (S) {
Passenger Station, Freight
Station, Tool Car.

DR. H. B. O'BRIEN, Pasco

DR. A. DeY. GREEN, Prosser.

DR. H. M. JOHNSON, Toppenish.

DR. C. J. LYNCH, North Yakima (S)

DR. J. C. McCAULEY, Ellensburg (S).

DR. E. E. SHAW, Walla Walla (S).

DR. C. J. SMITH, Pendleton (S).

DR. F. A. BARNETT, Dayton.

NOTE.

SURGEONS will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

RAILWAY OFFICIALS are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical

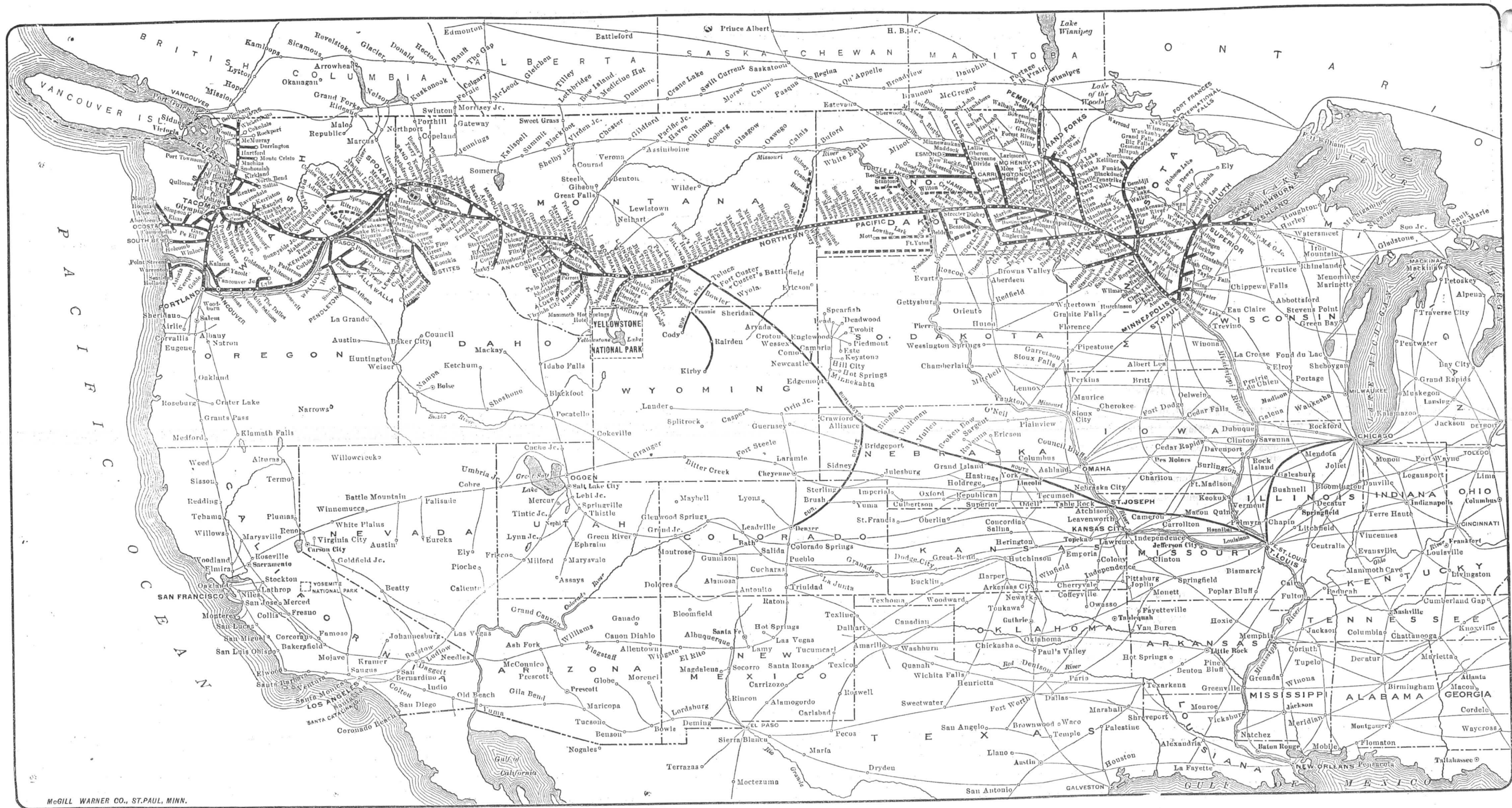
aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

BOARDING AND NURSING are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

JAMES SHANNON, Trainmaster, Pasco.

E. J. MORAN, Chief Dispatcher, Pasco.

F. R. BARTLES, Trainmaster, Pasco.



N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

Office of the Division Superintendent.

Pasco, Wash., June 10th, 1912.

Bulletin No. 27:

All Concerned:

Effective June 9th, 1912, and continuing
until October 21st, 1912, Train No. 4 will stop at
Fishtrap on flag, on SUNDAY nights only.

J L DeForce.

Superintendent.

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y
(P A S C O D I V I S I O N)

Off ice of Division Superintendent.

Pasco, July 31, 1912.

BULLETIN NO. 19.19

ALL CONCERNED:

Effective at once and until further notice,
Train No. 6 will stop on a flag at Tyler to handle
milk shipments.

J. L. De Force,

Superintendent.

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

Office of the Division Superintendent.

(PASCO DIVISION)

Pasco, Wash., August 3rd-1912.

BULLETIN NO. 22.

To All Concerned: -

During the life of time card No. 36-A, Train
No. 6 will stop at Hatton on flag, for passengers.

J. L. DeForce,

Superintendent.