

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME 36-B TABLE

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

SUNDAY, SEPT. 8th, 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.

THIRD

FIRST CLASS.

885		883		603		STATIONS		1		3		8		41		257	
Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Distance from Cheney	Distance from Pasco	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Tues, Thur Sat	Mon, Wed Fri	Tues, Thur Sat	Mon, Wed Fri	DAILY	DAILY	Cheney	Pasco	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
L 8.40PM	L 9.35AM	L 8.40PM	L 9.35AM	L 8.40PM	L 9.35AM	0.0	0.0	7.25	9.55	8.15	5.20PM	5.20PM	5.20PM	5.20PM	5.20PM	5.20PM	5.20PM
f 9.50	f 9.50	f 9.50	f 9.50	f 9.50	f 9.50	4.9	4.9	7.82	10.08	8.28	f 5.80	f 5.80	f 5.80	f 5.80	f 5.80	f 5.80	f 5.80
s 10.10	s 10.10	s 10.10	s 10.10	s 10.10	s 10.10	10.6	10.6	7.40	10.18	f 8.88	s 5.40	s 5.40	s 5.40	s 5.40	s 5.40	s 5.40	s 5.40
f 10.25	f 10.25	f 10.25	f 10.25	f 10.25	f 10.25	14.4	14.4	7.45	10.18	f 8.40	f 5.47	f 5.47	f 5.47	f 5.47	f 5.47	f 5.47	f 5.47
f 10.45	f 10.45	f 10.45	f 10.45	f 10.45	f 10.45	19.6	19.6	7.54	10.26	8.50	5.56	5.56	5.56	5.56	5.56	5.56	5.56
s 11.05	s 11.05	s 11.05	s 11.05	s 11.05	s 11.05	24.7	24.7	8.08	10.38	s 9.00	s 6.05	s 6.05	s 6.05	s 6.05	s 6.05	s 6.05	s 6.05
f 11.25	f 11.25	f 11.25	f 11.25	f 11.25	f 11.25	28.8	28.8	8.10	10.41	9.07	6.12	6.12	6.12	6.12	6.12	6.12	6.12
f 11.50AM	f 11.50AM	f 11.50AM	f 11.50AM	f 11.50AM	f 11.50AM	34.5	34.5	8.20	10.50	f 9.17	f 6.20	f 6.20	f 6.20	f 6.20	f 6.20	f 6.20	f 6.20
f 12.15PM	f 12.15PM	f 12.15PM	f 12.15PM	f 12.15PM	f 12.15PM	40.1	40.1	8.30	10.58	f 9.25	6.80	6.80	6.80	6.80	6.80	6.80	6.80
f 12.35	f 12.35	f 12.35	f 12.35	f 12.35	f 12.35	44.8	44.8	8.38	11.05	9.31	6.87	6.87	6.87	6.87	6.87	6.87	6.87
s 1.00	s 1.00	s 1.00	s 1.00	s 1.00	s 1.00	48.3	48.3	8.45	11.12	s 9.40	s 6.45	s 6.45	s 6.45	s 6.45	s 6.45	s 6.45	s 6.45
f 1.20	f 1.20	f 1.20	f 1.20	f 1.20	f 1.20	54.2	54.2	8.55	11.21	9.49	6.57	6.57	6.57	6.57	6.57	6.57	6.57
s 1.45	s 1.45	s 1.45	s 1.45	s 1.45	s 1.45	57.7	57.7	9.02	11.27	f 9.55	f 7.02	f 7.02	f 7.02	f 7.02	f 7.02	f 7.02	f 7.02
f 2.10	f 2.10	f 2.10	f 2.10	f 2.10	f 2.10	61.6	61.6	9.09	11.35	10.00	7.11	7.11	7.11	7.11	7.11	7.11	7.11
L 10.40AM	A 2.30PM	L 10.40AM	A 2.30PM	L 10.40AM	A 2.30PM	65.4	65.4	f 9.15	11.42	s 10.07	s 7.20	s 7.20	s 7.20	s 7.20	s 7.20	s 7.20	s 7.20
f 11.10	f 11.10	f 11.10	f 11.10	f 11.10	f 11.10	69.0	69.0	9.22	11.50	10.15	7.80	7.80	7.80	7.80	7.80	7.80	7.80
f 11.30	f 11.30	f 11.30	f 11.30	f 11.30	f 11.30	72.8	72.8	9.30	11.57	10.22	7.88	7.88	7.88	7.88	7.88	7.88	7.88
f 11.55AM	f 11.55AM	f 11.55AM	f 11.55AM	f 11.55AM	f 11.55AM	78.4	78.4	9.35	12.04	10.28	7.45	7.45	7.45	7.45	7.45	7.45	7.45
s 12.30PM	s 12.30PM	s 12.30PM	s 12.30PM	s 12.30PM	s 12.30PM	81.8	81.8	9.42	12.10	f 10.37	f 7.55	f 7.55	f 7.55	f 7.55	f 7.55	f 7.55	f 7.55
f 1.20	f 1.20	f 1.20	f 1.20	f 1.20	f 1.20	84.5	84.5	9.47	12.16	f 10.43	f 8.03	f 8.03	f 8.03	f 8.03	f 8.03	f 8.03	f 8.03
f 1.55	f 1.55	f 1.55	f 1.55	f 1.55	f 1.55	89.0	89.0	9.53	12.22	10.52	8.15	8.15	8.15	8.15	8.15	8.15	8.15
s 2.30	s 2.30	s 2.30	s 2.30	s 2.30	s 2.30	93.5	93.5	10.00	12.28	f 10.58	f 8.25	f 8.25	f 8.25	f 8.25	f 8.25	f 8.25	f 8.25
f 2.50	f 2.50	f 2.50	f 2.50	f 2.50	f 2.50	98.8	98.8	10.08	12.34	11.05	8.35	8.35	8.35	8.35	8.35	8.35	8.35
s 3.05	s 3.05	s 3.05	s 3.05	s 3.05	s 3.05	103.0	103.0	10.15	12.40	f 11.10	f 8.43	f 8.43	f 8.43	f 8.43	f 8.43	f 8.43	f 8.43
f 3.15	f 3.15	f 3.15	f 3.15	f 3.15	f 3.15	105.4	105.4	10.20	12.45	11.16	8.48	8.48	8.48	8.48	8.48	8.48	8.48
f 3.40	f 3.40	f 3.40	f 3.40	f 3.40	f 3.40	111.9	111.9	10.28	1.04	f 11.22	f 8.55	f 8.55	f 8.55	f 8.55	f 8.55	f 8.55	f 8.55
f 4.00	f 4.00	f 4.00	f 4.00	f 4.00	f 4.00	116.9	116.9	10.35	1.12	11.28	9.06	9.06	9.06	9.06	9.06	9.06	9.06
f 4.15	f 4.15	f 4.15	f 4.15	f 4.15	f 4.15	121.6	121.6	10.45	1.20	11.34	9.15	9.15	9.15	9.15	9.15	9.15	9.15
A 4.45PM	A 4.45PM	A 4.45PM	A 4.45PM	A 4.45PM	A 4.45PM	129.9	129.9	A 11.00AM	A 1.25AM	A 12.01PM	A 9.30PM	A 11.20PM	A 11.20PM	A 11.20PM	A 11.20PM	A 11.20PM	A 11.20PM
Tues, Thur Sat	Mon, Wed Fri	Tues, Thur Sat	Mon, Wed Fri	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
6.05	5.05	6.05	5.05	7.35	7.35			8.37	8.40	8.40	4.10	3.43	3.43	3.43	3.43	3.43	3.43
10.6	13.0	10.6	13.0	17.1	17.1			35.9	35.5	34.7	31.2	35.4	35.4	35.4	35.4	35.4	35.4

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

REGISTERING AND BULLETIN STATIONS—Cheney 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—Cheney, Lind and Pasco.
 DERAIL SWITCHES—(See Location, Page 7).

YARD LIMITS—Cheney, 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 Cheney, Sprague, Ritzville and Lind.
 Lind is terminal for trains 883, 884, 885, and 886. These trains will register at Lind.

TO ALL THE TRAINS BEING PRINTED BY DEFORC.

FIRST SUB-DIVISION. (Main Line.)

EASTWARD

FIRST CLASS.					Station No. Water Scales, Turntables and Ways	Distance from Henry	Time Table No. 36-B Sept. 8, 1912 Succeeding No. 86-A		Distance from Pasco	Car Capacity of Sidings	SECOND CLASS.		THIRD CLASS.	
258	42	6	4	2			602	884			886	Way Freight	Way Freight	
Passenger	Passenger	Passenger	Passenger	Passenger			Freight	Way Freight			Way Freight	Tues, Thur Sat.	Mon, Wed Fri.	
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								
A 8.50PM 883	A 5.55AM 883	A 9.35AM 883	A 9.15PM 883	A 7.23AM 883	1592 W O Y	0.0	CY.....CHENEY.....DN	120.9	75	A 5.05AM 883	A 8.20PM 883			
8.85	5.40	9.22	9.05 808	7.18	1597	4.9	.....MIDWAY.....P	125.0	60	4.45	9.45			
8.21	5.25	9.08	8.52	7.00	1603 W	10.6	TY.....TYLER.....PD	119.3	120	4.28	9.05			
8.15	5.15	9.00	8.45	6.58	1607	14.4	VA.....FISHTRAP.....DN	115.5	60	4.15	1.45			
8.01	5.08	8.50 805	8.32	6.41	1612	19.6	.....KLINE.....P	110.3	60	3.55	1.15			
8.50	4.50	8.87	8.22 257	6.80	1617 W Y	24.7	SX.....SPRAGUE.....DN	105.2	120	3.80	12.45			
8.40	4.38	8.39	8.12	6.22	1621	28.8	.....CONCORD.....P	101.1	60	3.17	12.20PM 883			
8.20	4.28	8.20	8.02	6.18	1627 W	34.5	HI.....KEYSTONE.....DN	95.4	120	3.00	11.50AM 883			
8.18	4.17	8.10	7.52	6.08	1633	40.1	.....TOKIO.....P	89.8	120	2.45	11.05			
8.10	4.08	8.01	7.44	5.55	1637	44.8	.....COKER.....P	85.1	60	2.80	10.30			
8.02	4.00	7.55	7.38	5.50	1641 W	48.3	RV.....RITZVILLE.....DN	81.6	120	2.20	10.00 9.35 883			
1.52	3.45	7.40	7.26	5.37	1647	54.2	.....ESSIG.....P	75.7	60	1.55	8.55 883			
1.45 883	3.35	7.38	7.20	5.30	1649 W	57.7	NA.....PAHA.....PD	72.2	120	1.40	8.30			
1.37	3.25	7.28	7.11 41	5.28	1653	61.4	.....RUBY.....P	68.5	60	1.25	8.15			
1.30	3.15	7.15	7.08	5.15	1658 W C T	65.4	LD.....LIND.....DN	64.5	120	1.10	8.00AM 883	A 2.30PM 883		
1.20	3.06	7.05	6.50	5.06	1662	69.0	.....AKRON.....P	60.9	60	12.45 808	2.00			
1.18	3.00	7.00	6.44	5.00	1667	73.3	PX.....PROVIDENCE.....PN	56.6	120	12.25	1.45			
1.08	2.52	6.47	6.35	4.58	1670	76.4	.....BEATRICE.....P	53.5	60	12.02AM 883	1.25			
12.53 885-886	2.38	6.40	6.24	4.42	1674 W	81.3	SC.....CUNNINGHAM.....DN	48.6	120	11.10PM 883	12.53 258			
12.45	2.30	6.32	6.18	4.35	1677	84.5	TW.....HATTON.....PD	45.4	60	10.58	12.20PM 883			
12.35	2.17	6.20	6.09	4.25	1682	89.0	.....EMERY.....P	40.9	60	10.42	11.58AM 883			
12.25	2.05 802	6.10	6.00	4.15	1686 W Y	93.5	CN.....CONNELL.....DN	36.4	120	10.25 257	11.20 10.45 883			
12.15	1.57	5.59	5.50	4.05	1690	98.8	.....CACTUS.....P	31.1	60	9.50	10.08 883			
12.06	1.50	5.52	5.44	3.59	1695 W	103.0	AK.....MESA.....PD	26.9	120	9.30	9.40			
12.01PM	1.45	5.45	5.40	3.55	1698	105.4	.....VALE.....P	24.5	60	9.20	9.30			
11.51AM	1.36	5.35	5.31	3.47	1704 W	111.9	W.....ELTOPIA.....DN	18.0	120	8.58 41	9.00			
11.41 883	1.27	5.27	5.24	3.40	1709	116.9	.....SAGEMOOR.....P	18.0	60	8.30	8.35			
11.25	1.20 808	5.20	5.17	3.33 808	1714	121.6	GD.....GLADE.....PN	8.3	120	8.15	8.15			
11.05AM	1.00AM	5.05AM	5.05PM	3.20AM	1721 W C Y T	129.9	PA.....PASCO.....DN	0.0	Yard	7.50PM 883	7.40AM 883			
DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	Tues, Thur Sat.	Mon, Wed Fri.		
4.45	4.55	4.30	4.10	4.03			Time over Sub-Division			9.15	7.20	6.50		
27.3	26.4	28.9	31.1	32.1			Average Speed per Hour.			14.0	8.9	9.4		

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

WESTWARD.

SECOND SUB-DIVISION. (Main Line.)

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.

REGISTERING STATIONS—Pasco, North Yakima and Ellensburg.

BULLETS STATIONS—Pasco, Toppenish and Ellensburg. Toppenish is terminal for trains 887, 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.

LAP SIDINGS—Vista, Badger, Kiona, Gibbon, Status, Wapato, Pomona, Rosa, Umatanum, Thrall, and Elensburg. Trains taking siding will head in at the lap.

STANDARD CLOCKS—Pasco, Toppenish, North Yakima and Ellensburg. (See Location, page 7).

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. Trains from draw span of Columbia River Bridge, and trains will come to a full stop at the bridge. The bridge is known to be closed and properly secured. All trains will be held at the bridge until the bridge is known to be closed and properly secured. and greater weight than 84 (203,080 lbs.) must not be run coupled over Columbia River Bridge, or Bridges Nos. 89, 94, 97 and 104.

Table with columns for Third Class (889, 887, 673, 603), Second Class (Way Freight, S.P. & S. Freight, Freight), Stations (PA, S.P. & S. JUNCTION, KENNEWICK, VISTA, ERIE, BADGER, ROME, KIONA, CHANDLER, GIBBON, PROSSER, BYRON, MARTON, EMPIRE, SATUS, ALFALFA, SUNNYSIDE JUNCTION, TOPPENISH, MONTE, WAPATO, PARKER, YAKIMA CITY, NORTH YAKIMA, SELAH, POMONA, HILLSIDE, ROZA, WYMER, UMTANUM, INDIO, THRALL, ELLENSBURG), and First Class (1, 3, 5, 41, 257, 279, 281, 289, 291). Includes Time Table No. 36-B, Sept. 8, 1912, Succeeding No. 88-A.

SECOND SUB-DIVISION (Main Line)

EASTWARD.

FIRST CLASS.										Time Table No. 36-B Sept. 8, 1912 Succeeding No. 86-A	SECOND CLASS				THIRD CLASS.			
292	290	282	280	258	42	6	4	2		STATIONS.	602	674	890	888				
S.P. & S.3 Passenger	S.P. & S.4 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS.	Freight	S. P. & S. Freight	Way Freight	Way Freight				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Telegraph Offices and Calls.	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY				
As 4.40PM	As 1.55PM			A 10.45AM	A 12.50AM	As 4.55PM	As 5.00PM	As 8.10AM		PA.....PASCO..... DN 1.0	A 5.40PM	A 2.40PM		A 4.00PM				
L 4.30PM	L 1.51PM									.....S.P. & S. JUNCTION 1.1		L 2.33PM						
				10.85	12.40	4.48	4.50	8.08		K.....KENNEWICK..... DN 5.0 No Conn. O. W. R. & N. Cag. 0.7 Mi. W. Under	5.25			8.40				
				10.20	12.30	4.38	4.41	8.55	W	RF.....VISTA..... DN 4.5	5.05			8.30				
				10.10	12.28	4.38	4.35	8.48		.....ERIE..... P 4.6	4.45			8.00				
				10.00	12.16	4.21	4.27	8.42		BA.....BADGER..... DN 3.5	4.27			8.40				
				9.58	12.10	4.16	4.22	8.37		.....ROME..... P 3.4	4.08			8.30				
				9.45	12.01AM	4.10	4.17	2.32	W	KI.....KIONA..... DN 5.8	3.50			8.00				
				9.30	11.50PM	4.00	4.08	2.22		.....CHANDLER..... P 4.9	3.85			1.40				
				9.20	11.40	3.50	3.59	2.12		GI.....GIBBON..... DN 5.7	3.80			1.20				
				9.07	11.30	3.40	3.48	2.02	W	PR.....PROSSER..... DN 5.5	3.00			12.40PM 11.00AM	1-887			
				8.55	11.20	3.31	3.40	1.54		.....BYRON..... P 5.4	2.40			10.15				
				8.40	11.07	3.22	3.31	1.46	W	MB.....MABTON..... DN 3.2	2.15			9.35				
				8.32	11.01	3.16	3.25	1.42		.....EMPIRE..... P 5.1	2.02			9.10				
				8.22	10.58	3.06	3.18	1.35		SU.....SATUS..... DN 5.4	1.45			8.45				
		Page 6 See 271	Page 6 See 272	8.11	10.44	2.58	3.11	1.29		AF.....ALFALFA..... PD 1.6	1.35			8.20				
		As 7.58AM	As 8.37PM	8.07	10.42	2.55	3.08	1.26		.....SUNNYSIDE JUNCTION... P 3.4	1.80			8.15				
		7.45	8.27	8.00	10.35	2.49	3.08	1.21	W C T	TN.....TOPPENISH..... DN 3.9	1.20		A 2.10PM	L 8.05AM				
		7.35	8.19	7.51	10.28	2.41	2.57	1.16		.....MONTE..... P 3.4	1.05		1.50					
		7.25	8.13	7.45	10.20	2.35	2.51	1.11		WA.....WAPATO..... DN 4.3	1.55		1.35					
		7.15	3.05	7.34	10.15	2.27	2.43	1.05		KR.....PARKER..... PDN 3.7 O.W.R. & N.Cag. 0.5 MI. west No Conn.	12.45 603-590		12.45 603-603					
		7.08	2.55	7.24	10.08	2.21	2.36	1.00		.....YAKIMA CITY..... P 3.7	12.35		12.05PM					
		L 7.00AM	2.45 2.20	L 7.15 A 6.50	10.00	2.19 2.27	2.30 2.30	12.55 4.1	W C O T	YA.....NORTH YAKIMA..... DN 4.0	12.25		11.30AM 10.20					
			2.07 1-603	6.40	9.58	2.02	2.23 603	12.48		AH.....SELAH..... PD 3.3	12.10 880		10.05					
			1.58	6.38	9.47	1.56	2.18 1	12.38		MN.....POMONA..... DN 3.9	12.01PM		9.50					
			1.48	6.24	9.40	1.50	2.10	12.31		.....HILLSIDE..... P 4.3	11.50AM		9.35					
			1.38 889	6.14	9.38	1.41 41	2.05 889	12.24		RA.....ROZA..... DN 4.6	11.35 379		9.17					
			1.27	6.08	9.25	1.34	1.58	12.17	W	ON.....WYMER..... PN 4.2	11.17		8.58					
			1.17	5.55	9.18	1.28	1.50	12.11		UM.....UMTANUM..... DN 3.8	11.08		8.42					
			1.10	5.47	9.18	1.22	1.45	12.06AM		.....INDIO..... P 4.8	11.02		8.30					
			12.58	5.37	9.05	1.15	1.38	11.59PM		RO.....THRALL..... DN 4.8	10.52		8.10					
			L 12.45PM	L 5.25AM	L 8.55PM	L 1.05AM	L 1.30PM	L 11.50PM	W C O T	EB.....ELLENSBURG..... DN 0.0	10.40AM		L 7.50AM					
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY				
0.04	0.04	0.58	2.52	5.20	3.55	2.50	3.30	3.20		Time over Sub-Division.	7.00	0.08	6.30	7.55				
15.0	15.0	22.2	24.1	23.6	32.1	32.9	35.9	37.8		Average Speed per Hour.	18.0	7.5	8.6	8.9				

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. (Walla Walla Branch.) EASTWARD. Time Table No. 36-B. S. P. & S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND AINSWORTH JCT. - SEE SPECIAL RULES, PAGE 6.

Westward. EIGHTH SUB-DIVISION. Eastward. (EUREKA BRANCH). Time Table No. 36-B. Westward. ELEVENTH SUB-DIVISION. Eastward. (ATHENA BRANCH). Time Table No. 36-B. Westward. NINTH SUB-DIVISION. Eastward. (TRACY BRANCH). Time Table No. 36-B.

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. Une. Junction switch Hunts set for Wallula line.

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ON. Eastward.

Table with 3 columns: Distance from Pleasant View, Car Capacity of Siding, and 3d Class. 552. Includes times for 19.4, 17.2, 14.8, 11.7, 7.9, 6.3, 4.6, 0.0.

ION. Eastward

Table with 3 columns: Distance from Athena, Car Capacity of Siding, and 2d Class. 554. Includes times for 14.5, 10.9, 8.4, 5.8, 0.0.

N. Eastward.

Table with 3 columns: Distance from Tracy, Car Capacity of Siding, and 3d Class. 556. Includes times for 5.9, 4.4, 2.5, 1.3, 0.0.

WESTWARD.

FIFTH SUB-DIVISION (SUNNYSIDE BRANCH)

EASTWARD.

Time Table No. 36-B, Sept. 8, 1912. Succeeding No. 36-A. Table with columns for First Class (273, 271), Stations (Sunnyside Junction, Grand, Outlook, Sunnyside, Lichty, Grand View), and First Class (272, 274).

Branch Line trains must obtain orders before occupying main line at Sunnyside Junction. REGISTERING STATIONS—Grand View and Sunnyside Junction.

WESTWARD.

TWELFTH SUB-DIVISION (SNAKE RIVER BRANCH)

EASTWARD.

Time Table No. 36-B, Sept. 8, 1912. Succeeding No. 36-A. Table with columns for First Class (285), Stations (Pasco), and First Class (286).

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

Table with columns for Stations (Snake River Jct., Walker Spur, Windust, Harder, Davin Spur, Perry, Riparia) and times for Westward and Eastward.

WESTWARD.

SEVENTH SUB-DIVISION (WALLULA BRANCH)

EASTWARD.

Time Table No. 36-B, Sept. 8, 1912. Succeeding No. 36-A. Table with columns for Third Class (911, 909, 559), First Class (287, 267), Stations (Attalia, Hunts, Wallula), and First Class (268, 288), Third Class (560, 910, 912).

All trains will come to full stop before crossing O.W. R. & N. track between Attalia and Hunts. REGISTERING STATIONS—Wallula and Attalia.

TENTH SUB-DIVISION (PENDLETON BRANCH)

EASTWARD.

Time Table No. 36-B, Sept. 8, 1912. Succeeding No. 36-A. Table with columns for Third Class (561), First Class (269), Stations (Hunts, Ring, Van Sytle, Stanton, Smeltz, Apex, Helix, Myrick, McCormmach Spur, Fulton, Pendleton), and First Class (270), Third Class (558).

No. 269 has right over No. 270, and No. 561 has right over No. 558 Hunts to Pendleton. REGISTERING STATIONS—Pendleton and Smeltz.

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.

COMMERCIAL SPURS.

Table with columns: Distance from Terminal, Car Cap'y, and Spur names (Quarry Spur, Holmes Spur, Siding No. 1 Spur, Frischneck Spur, Mitchell Spur, Taggard, Dumas, Nass Spur, Schaefer Spur).

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

Westward		THIRD SUBDIVISION (CONNELL, NORTHERN RAILWAY, ADRIAN BRANCH.)				Eastward	
SECOND CLASS		Time Table No. 36-B Sept. 8 1912 Succeeding No. 86-A				SECOND CLASS	
533		STATIONS				534	
Mixed Mon. Wed. Fri.	Station Nos. Water Fuel Wye	Distance From Connell	STATIONS Telegraph Offices and Calls	Distance From Adco	Car Capacity of Sidings	Mixed Tues. Thur. Sat.	
A 2.30PM	W C Y 1686	0.0	C.N. CONNELL.....DN 10.4	60.8	120	L 7.00AM	
f 1.50	KI 10	10.4	..... VAUGHN Spur..... 6.5	50.4	20	f 7.40	
f 1.25	W KI 17	16.9	..... BRUCE..... 8.8 C.M. & P.S. Csg. 7.4 Mi. W. Under No	48.9	50	f 8.15	
f 12.55	KI 25	25.7	..... WEST WARDEN Spur..... 5.2	85.1	40	f 8.45	
f 12.55	KI 31	30.9	..... RITELL..... 0.5	29.9	40	f 9.05	
12.80PM 10.80AM	Y KI 32	31.4	..... BASSETT JCT..... 7.8	29.4	00	9.10 10.45	
s 10.00	W KI 39	39.2	..... WHEELER.....P 6.4	21.6	50	s 11.15	
f 9.35	KI 45	45.6	..... NAGEL Spur..... 4.1	15.2	20	f 11.50AM	
f 9.20	KI 49	49.7	..... GLOYD Spur..... 11.1 G.N. Csg. 10.1 Mi. W. Under Conn.	11.1	20	f 12.10PM	
L 8.45AM	KI 60	60.8	..... ADCO.....	0.0	28	A 12.45PM	
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. YARD LIMITS—Connell.
 REGISTERING AND BULLETIN STATIONS—Connell and Bassett Jn. STANDARD CLOCK—Connell.

Westward		SIXTH SUBDIVISION (CONNELL, NORTHERN RAILWAY, RITZVILLE BRANCH.)				Eastward	
SECOND CLASS		Time Table No. 36-B Sept. 8, 1912 Succeeding No. 86-A				SECOND CLASS	
537 535		STATIONS				536 538	
Mixed Mon. Wed. Fri.	Mixed Tue. Thur. Sat.	Station Nos. Water Fuel Wye	Distance From Bassett Junction	STATIONS Telegraph Offices and Calls	Distance From Schragg	Car Capacity of Sidings	Mixed Tue. Thur. Sat.
L 10.30AM	L 9.10AM	Y KI 32	0.0	..... BASSETT JCT..... 12.3 C. M. & P. S. Csg. 1.3 Mi. W. Over No	12.3	00	See 533 A 10.45AM
A 11.15AM	A 9.55AM	W KJ 12	12.3	..... SCHRAGG.....P	0.0	50	L 11.40AM
.45	.45			Time over Subdivision			.45 .45
16.4	16.4			Average Speed per Hour			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	
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	
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.		EIGHTH SUB-DIVISION.	
Sprague.....	West end Mill spur	Babcock.....	East end
Paha.....	West end house track	Reser.....	East end
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.		NINTH SUB-DIVISION.	
Vista.....	East end of eastward passing track	Kibbler.....	On main line
Vista.....	East end of spur off west passing track		
THIRD SUB-DIVISION		TENTH SUB-DIVISION.	
Spur No. 1.....	West end	Ring.....	East end
		Vansycle.....	East end
		Stanton.....	East end
		Fulton.....	West end
FOURTH SUB-DIVISION.		ELEVENTH SUB-DIVISION.	
Coppel.....	West end	Hillsdale.....	East end
Eastman.....	East end	Wayland.....	West end
Eastman, Clay Track.....	East end	Waterman.....	West 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		
Slater.....	East end		
Legrow.....	East end		
Dixie.....	East end		

TRACK CONNECTIONS.

Wallula.....	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 Eureka.....	800		800		550		350	
Eureka 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							

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. X. L. ANTHONY, (Oculist) Spokane	DR. H. B. O'BRIEN, Pasco
DR. J. P. AYLEN, Chief Surgeon, Central Division, Missoula.	DR. F. A. POMEROY, Cheney.	DR. A. DeY. GREEN, Prosser.
DR. FRANK ROSE, Spokane (S) } DR. JOHN H. O'SHEA, Spokane(S) }	DR. J. E. BITTNER, Sprague (S).	DR. H. M. JOHNSON, Toppenish.
	DR. F. R. BURROUGHS, Ritzville (S)	DR. C. J. LYNCH, North Yakima (S)
	DR. G. W. H. MOORE, Lind.	DR. J. C. McCAULEY, Ellensburg (S).
	DR. H. E. WILSON, Connell	DR. E. E. SHAW, Walla Walla (S).
	DR. J. P. DRISCOLL, Pasco (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 employees 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.

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.

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

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.

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East end

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VISION.

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.....O.-W. R. & N. Co.
S. P. & S. Ry.
N. Y. & V. R. R.
O.-W. R. & N. Co.
N. Y. & V. R. R.
S. P. & S. Ry.
Camas Prairie R. R.
O.-W. R. & N. Co.
C. M. & P. S. Ry.
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