

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME 36-C TABLE

36-C

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

SUNDAY, NOVEMBER 10th, 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.**

**J. L. DeFORCE,
Superintendent.**

**P. H. McCUALEY,
Superintendent of Transportation.**

WESTWARD.

FIRST SUB-DIVISION (Main Line)

THIRD CLASS.

SECOND CLASS.

603

885 883

Way Freight

Tues, Thur Sat

Mon, Wed Fri

L 9.35AM

6

f 9.50

s 10.10

f 10.25

f 10.45

s 11.05

f 11.25

f 11.50AM

f 12.15PM

f 12.35

s 1.00

f 1.30

s 1.45

258

f 2.10

A 2.30PM

886

L 10.40AM

f 11.10

f 11.30

f 11.55AM

s 12.30PM

12.53

258

s 1.10

f 1.35

s 2.30

f 2.50

s 3.05

f 3.15

f 3.40

s 4.00

f 4.15

A 4.45PM

Tues, Thur Sat

Mon, Wed Fri

6.05

5.05

10.6

Way Freight

DAILY

L 8.40PM

1592

W C Y

0.0 CY

4.9

10.6 TY

14.4 VA

19.6 SX

24.7 SX

28.8

34.5 HI

40.1

44.8

48.3 RV

54.2

57.7 NA

61.4

65.4 LD

12.45

602

1.05

1.15

1.25

1.32

1.46

2.00

2.15

2.27

2.40

2.58

3.18

3.33

A 4.15AM

DAILY

7.35

17.1

Station Nos.
Water, Fuel,
Scales, Turn
Tables
and WyesStation Nos.
Water, Fuel,
Scales, Turn
Tables
and Wyes

L 8.40PM

1592

W C Y

0.0 CY

4.9

10.6 TY

14.4 VA

19.6 SX

24.7 SX

28.8

34.5 HI

40.1

44.8

48.3 RV

54.2

57.7 NA

61.4

65.4 LD

12.45

602

1.05

1.15

1.25

1.32

1.46

2.00

2.15

2.27

2.40

2.58

3.18

3.33

A 4.15AM

DAILY

7.35

17.1

Time Table No. 36-C

Nov. 10, 1912

Succeeding No. 36-B

STATIONS.

Telegraph Offices and Calls

Distance from Cheney

Distance from Pasco

Car Capacity of Sidings

1

3

5

41

257

Passenger

Passenger

Passenger

Passenger

Passenger

DAILY

FIRST SUB-DIVISION. (Main Line.)

EASTWARD

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 and Ellensburg.
BULLETIN STATIONS—Pasco, Toppenish 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.

LAP SIDINGS—Vista, Badger, Kiona, Gibbon, Prosser, Mabton, Satui, Wapato, Ponoma, Rosa, Umatanum and Thrall. Trains taking siding will head in at the lap.

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

DETAIL SWITCHES—(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.

HELPERS—Pasco to Badger. Trains must not exceed speed of eight miles per hour over street crossings in Kennewick, Prosser, Toppanish, 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 property secured. Engines of greater weight than Class Q Power must not be run coupled over Columbia River Bridge, or Bridges Nos. 89, 94, 97 and 104. Class W engines will reduce speed to 8 miles per hour over these bridges.

THIRD CLASS.

SECOND CLASS.

889 887 673 603

Way Freight Way Freight S. P. & S. Freight Freight

EXCEPT SUNDAY DAILY DAILY

L 8.00AM L 5.55AM L 5.45AM

W C T Y

1721 0.0

PA..... PASCO..... DN

1.0

1722 1.0

.... S.P. & S.JUNCTION..... 1.1

1724 2.1

K..... KENNEWICK..... DN

5.0 O.W.R.&N.Csg. 0.7Mi.W.Under No Conn.

RF..... VISTA..... PN

4.5

1729 7.1

.... ERIE..... P

4.6

1733 11.6

BA..... BADGER..... DN

3.5

1739 16.2

.... ROME..... P

3.4

1745 23.1

KI..... KIONA..... DN

5.8

1751 28.9

.... CHANDLER..... P

4.9

1756 33.8

GI..... GIBBON..... DN

5.7

1762 39.5

PR..... PROSSER..... DN

5.5

1767 45.0

.... BYRON..... P

6.4

1774 51.4

MB..... MABTON..... DN

3.2

1777 54.6

.... EMPIRE..... P

5.1

1782 59.7

SU..... SATUS..... DN

5.4

1787 65.1

AF..... ALFALFA..... PD

1.6

1789 66.7

.... SUNNYSIDE JUNCTION... P

3.4

11.20

W C T

1792 70.1

TN..... TOPPENISH..... DN

3.9

55.7

E-83

W-60

1.20

602

s 8.55

11.45AM

1796 74.0

.... MONTE..... P

3.4

51.8

75

1.27

4.05

2.48

12.17

1.45

f 10.18

f 6.40

f 9.15

12.10PM

1800 77.4

WA..... WAPATO..... DN

4.3

48.4

E-57

W-60

1.35

890

s 9.85

12.45

890-602

1804 81.7

KR..... PARKER..... PDN

3.7

44.1

57

1.42

4.19

3.05

280

12.38

1.59

f 10.35

f 7.00

f 10.00

1.05

1807 85.4

.... YAKIMA CITY..... P

3.7

40.4

54

1.50

4.26

8.15

12.42

2.05

f 10.45

f 7.10

s 10.30

11.30AM

270-800

1.80

W C T O

1811 89.1

YA..... NORTH YAKIMA..... DN

4.0

36.7

E-70

W-64

s 2.00

s 4.35

s 8.80

s 12.55

2

6

s 2.15

s 10.55

11.00

880-800

A 7.20PM

f 12.10PM

602

2.00

280

1818 93.1

AH..... SELAH..... PD

3.3

32.7

57

2.07

280-603

f 12.35

4

4.47

8.48

1.15

2.32

f 11.18

f 1.00

8.00

2.00

4.55

8.55

1.27

2.48

f 11.28

s 1.33

2.03

280-4

8.17

W 1832 109.2

RA..... ROZIA..... DN

4.6

21.2

E-59

W-60

2.80

5.05

4.05

1.41

6

2.52

f 11.35

602

f 2.38

1

8.48

W 1836 113.4

UM..... UMTANUM..... DN

2.8

SECOND SUB-DIVISION (Main Line)

EASTWARD.

FIRST CLASS.

	292	290	282	280	258	42	6	4	2
S. P. & S. 2 Passenger	S. P. & S. 4 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY

	As 4.40PM	As 1.55AM							
		289			A 10.45AM	A 1.45AM	As 4.55AM	A s5.00PM	As 8.10AM
					s 1	s 3			

	L 4.36PM	L 1.51AM							
		3							

	s 10.35	f 1.35	t 4.45	s 4.50	8.08				

	f 10.20	1.24	4.86	4.41	2.55	W	1729	7.1	

	10.10	1.16	4.28	4.85	2.48				

	f 10.00	1.08	4.21	4.27	602	2.42			

	887	9.53	1.02	4.16	4.22	2.87			

	s 9.45	f 12.55	4.10	4.17	2.32	W	1745	23.1	

	9.80	12.45	4.00	4.08	2.22				

	9.20	12.35	257	8.50	3.59	2.12			

	s 9.07	s 12.28	8.40	s 3.48	2.02	W	1762	39.5	

	f 8.55	603	12.13	3.81	3.40	1.54			

	s 8.40	s 12.02AM	3.22	s 3.31	887	1.46	W	1774	51.4

	8.82	11.55PM	8.16	3.25	1.42				

	f 8.22	11.45	41	3.06	3.18	1.85			

	Page 6 See 271	Page 6 See 273		f 8.11	11.31	2.58	3.11	1.29	

	As 7.58AM	As 8.37PM		8.07	11.28	2.55	8.08	1.26	

	s 7.45	s 8.27	s 8.00	s 11.20	2.49	s 3.03	1.21	W C T	

	f 7.35	f 8.19	7.51	11.12	2.41	2.57	1.16		

	s 7.25	s 8.18	f 7.45	f 11.06	2.85	2.51	1.11		

	f 7.15	f 3.05	6	f 7.84	10.59	2.27	2.48	1.05	

	f 7.08	f 2.55	7.24	10.53	2.21	2.86	1.00		

	L 7.00AM	s 2.45	258	Ls 7.15	s 10.45	s 2.15	287	s 2.30	280	s 12.55	41	W C O T

	s 2.07	1-603	f 6.40	f 10.35	2.02	2.23	603	12.48				

	f 1.58	f 6.88	10.29	1.56	2.18	1	12.88	1819	96.4	MN.....POMONA.....DN	29.4

	f 1.48	6.24	10.21	1.50	2.11	12.81				HILLSIDE.....P	25.5

	f 1.38	889	f 6.14	10.18	1.41	2.03	889	12.24		RA.....ROZA.....DN	21.2

	f 1.27	6.08	10.05	1.34	1.55	12.17	W	1832	109.2	ON.....WYMER.....PN	16.6

	f 1.17	f 5.55	9.58	1.28	1.48	12.11				UM.....UMTANUM.....DN	12.4

	f 1.10	5.47	9.58	1.22	1.43	12.06AM				INDIO.....P	9.6

	f 12.58	f 5.37	8	9.48	1.15	1.86	11.59PM	1843	121.0	RO.....THRALL.....DN	4.8

	L 12.45PM	L 5.25AM	L 9.35PM	L 1.05AM	L 1.30PM	L 11.50PM	W C OT	1848	125.8	EB.....ELLENSBURG.....DN	0.0

Time Table No. 36-C

Nov. 10, 1912

Succeeding No. 36-B

STATIONS.

Telegraph Offices and Calls.

Water, Fuel, Turn Tables and Wyes.

Station Numbers.

Distance from Pasco.

WESTWARD.

FOURTH SUB-DIVISION. (Walla Walla Branch.)

EASTWARD.

THIRD CLASS.			2d Class.		FIRST CLASS.			Station Nos. Water, Fuel, Turntables and Wyes	Distance from Pasco	Time Table No. 36-C			Distance from Dayton	FIRST CLASS.			SECOND CLASS.			THIRD CLASS.		
893	549	545	557	265	263	261	Nov. 10, 1912.	Suc. No. 36-B	STATIONS.	Car Capacity of Sidings	262	264	266	Mixed	562	546	550	894				
Freight	Mixed	Mixed	Mixed	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger		Mixed	Mixed	Mixed	Freight				
DAILY	SUNDAY ONLY	MONDAY ONLY	EXCEPT SUNDAY	DAILY	DAILY	DAILY									EXCEPT SUNDAY	MONDAY ONLY	SUNDAY ONLY	DAILY				
L 9.00PM				L 8.00AM	L 5.08PM	L 7.00AM	L 5.20AM	WC YCT	1721	0.0 PA.....	PASCO.....	DN 3.0	98.2 1200	A 11.00PM	A 4.80PM	A 10.55AM	A 2.40PM			A 1.40		
S. P. & S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND AINSWORTH JCT. - SEE SPECIAL RULES, PAGE 8.																						
9.15				f 8.10	f 5.18	f 7.10	f 6.30	I G 3	3.0	AINSWORTH JCT. 1.2	P 95.2 00	f 10.50	f 4.20	f 10.45	f 2.25				f 1.25			
f 9.25				f 8.15	f 5.17	f 7.14	s 6.34	I G 4	4.2	BURBANK 5.1	94.0 25	s 10.46	f 4.11	f 10.41	f 2.20				f 1.15			
f 10.00				f 8.25	f 5.25	f 7.25	s 5.45	I G 8	9.3	TWO RIVERS 3.3	88.0 28	s 10.83	f 4.01	f 10.81	f 2.00				f 12.50			
s 10.20 11.50PM 262-894				A s 8.35AM See 559-P.6	s 5.87	A s 7.35AM See 267 Page 6	s 5.57	I G 9 Y	12.6	A ATTALIA 6.4	D 85.6 60	s 10.25	L 8.55PM	s 10.25	L 1.50PM				s 12.30 11.50 893			
f 12.20AM				EXCEPT SUNDAY	f 5.58			f 6.18	K A 7	19.0 ADAMS Spur 0.7	79.2 4	f 10.08		f 10.08					f 11.25			
f 12.25					f 5.55			f 6.15	K A 8	19.7 LEGROW 1.5	78.5 9	f 10.06		f 10.06					f 11.20			
f 12.35					f 5.59			s 6.19	K A 10	21.2 SLATER 4.3	77.0 32	s 10.08		f 10.08					f 11.10			
f 1.00					f 6.09			f 6.29	K A 14	25.5 WELLAND 2.7	72.7 8	f 9.58		f 9.54					f 10.50			
f 1.15					f 6.15			f 6.85	K A 17	28.2 ADKINS 5.8	70.0 31	f 9.47		f 9.49					f 10.40			
f 1.45					s 6.27			s 6.47	K A 22 Y C	33.5 EUREKA 6.4	D 64.7 40	s 9.87		s 9.40					See 551 A s 9.00AM			
f 2.25					s 6.42			s 7.02	K A 29 W	39.9 MR. LAMAR 1.7	D 58.3 30	s 9.20		s 9.25					s 8.85			
f 2.35					f 6.47			f 7.07	K A 31	41.6 SHAW 1.9	56.6 9	f 9.15		f 9.19					f 8.20			
f 2.45					f 6.52			f 7.12	K A 32	43.5 PADDOCK 0.9	54.7 13	f 9.08		f 9.15					f 8.15			
f 2.55					f 6.56			f 7.15	K A 33	44.4 CLIMAX 5.3	53.8 15	f 9.05		f 9.12					f 8.18			
f 8.25					f 7.06			f 7.25	K A 38	49.7 RULO 2.7	48.5 30	f 8.58		f 9.00					f 7.58			
f 8.50					f 7.18			f 7.88	K A 41	52.4 THEIL 3.3	45.8 18	f 8.45		f 8.54					f 7.50			
f 4.10					f 7.22			f 7.42	K A 44	55.7 DRY CREEK 1.4	42.5 34	f 8.37		f 8.47					f 7.42			
f 4.17					547	f 7.26	283	f 7.46	K A 46	57.1 SUDBURY Spur 2.1	41.1 8	f 8.83	284	f 8.43	548					f 8.15		
f 4.80					Mixed DAILY	f 7.80		f 7.50	K A 48	59.2 PEDIGO 5.2	39.0 16	f 8.29		f 8.89					f 7.25			
A 5.00AM	A 8.45PM									O. W. R. & N. Csg. 4.4 M. West									f 8.05			
L 7.00AM	L 10.15AM			A 7.45PM	894		A 8.05AM	K A 53 CWOT	64.4 F. WALLA WALLA 1.4	D 33.8 160	L 8.15PM	A 8.15AM	L 8.25AM	A 4.45PM	A 8.30AM	L 7.10AM	L 7.45PM	265				
A 7.10AM	10.20				6.04			K A 54	65.8 MILL CREEK JCT. 3.1	32.4 00		8.10		4.87		L 8.20AM						
					f 10.82			K A 57	68.9 RIFFLE 1.7	29.3 31		f 8.08		f 4.25								
					f 10.88			K A 59	70.6 STANFIELD 1.0	27.6 17		f 7.59		f 4.12								
					f 10.44			K A 60	71.6 BUROKER 0.6	26.6 28		f 7.56		f 4.06								
					f 10.47			K A 61	72.2 SPRING CREEK 1.8	26.0 9		f 7.54		f 4.02								
					f 10.55			K A 63	74.0 GILLIAM 1.5	24.2 10		f 7.50		f 3.58								
					s 11.04			K A 64	75.5 X. DIXIE 1.2	22.7 28		s 7.47		s 3.45								
					f 11.09			K A 65	78.7 EASTMAN 3.3	21.5 20		f 7.48		f 3.35								
					f 11.24			K A 69	80.0 MINNICK 5.2	18.2 20		f 7.34		f 3.20								
					f 11.41AM			K A 74	85.2 COPPEL 3.3	13.0 40		f 7.21		f 3.00								
					s 12.01PM			K A 77	88.5 W. WAITSBURG 2.6	9.7 22		s 7.13		s 2.45								
					f 12.10			K A 79	91.1 HUNTSVILLE 3.5	7.1 40		f 7.07		f 2.37								
					f 12.24			K A 83	94.6 LONGS 1.2	3.6 17		f 6.59		f 2.24								
					f 12.28			K A 84	95.8 KLUM Spur 2.4	2.4 3		f 6.56		f 2.21								
					A 12.45PM			K A 87 W CT	98.2 DY. DAYTON D	0.0 85		L 6.50AM		L 2.15PM								
DAILY	SUNDAY ONLY	MONDAY ONLY	DAILY	DAILY	DAILY	DAILY					DAILY	DAILY	DAILY		EXCEPT SUNDAY	MONDAY ONLY	SUNDAY ONLY	DAILY				
6.30	2.05	0.10	2.30	2.42	1.80	2.45					2.45	1.25	2.30	2.30	0.50	0.10	2.00	5.05				
9.9	14.8	8.4	13.5	23.0	22.5	23.0					23.0	23.8	25.8	13.5	14.4	8.4	15.5	12.4				

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.
Engines of greater weight than S4 (298,050 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 Adam s., at Walla Walls, and between Huntsville and Trains must not exceed six miles per hour in city limits of Walla Walla and Dayton. 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.

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

3d Class. 551	Station Nos., Water,	Distance from Eureka	Time Table No. 36-C Nov. 10, 1912, Suc. No. 36-B STATIONS. Telegraph Offices and Calls	Distance from Pleasant View	Car Capacity of Sidings	3d Class. 552
Mixed						Mixed
SUNDAY ONLY						SUNDAY ONLY
L 9.30AM	K A 22 Y	0.0	JC..... EUREKA D 2.2	19.4	40	See 549 A s1.30P
f 9.40	K E 2	2.2	BABCOCK 2.4	17.2	20	f 1.10
f 9.55	K E 4	4.6	LEE 3.1	14.8	35	f 1.00
f 10.10	K E 7	7.7	ELWOOD 3.8	11.7	20	f 12.45
f 10.30	K E 12 W	11.5	CLYDE 1.6	7.9	39	f 12.25
f 10.35	K E 13	13.1	PICKARD 1.7	6.3	19	f 12.10P
f 11.00	K E 15	14.8	RESER 4.6	4.6	20	f 11.59A
A 11.15AM	K E 19 T	19.4	PLEASANT VIEW	0.0	40	L 11.40A
1.45			Time Over Sub-Division			1.50
11.1			Average Speed per Hour			11.5
SUNDAY ONLY						SUNDAY ONLY
REGISTERING STATION—Eureka. No. 551 has right over No. 552 Eureka to Pleasant View.						
Westward ELEVENTH SUB-DIVISION. Eastward (ATHENA BRANCH.)						
2d Class. 553	Station Nos., Water, Fuel Wye	Distance from Smiths	Time Table No. 36-C Nov. 10, 1912, Suc. No. 36-B STATIONS. Telegraph Offices and Calls	Distance from Athena	Car Capacity of Sidings	2d Class. 554
Mixed						Mixed
Tues, Wed, Fri, Sat						Tues, Wed, Fri, Sat
L 10.10AM	K C 19 Y	0.0	SMELTZ 3.6	14.5	25	s A12.10P
f 10.20	K D 4	3.6	HILLSDALE 2.5	10.9	21	f 12.01P
f 10.30	K D 6	6.1	WAYLAND 2.6	8.4	22	f 11.50A
f 10.40	K D 9	8.7	WATERMAN 5.8	5.8	30	f 11.40
A 10.55AM	K D 14 W Y	14.5	CV..... ATHENA. D	0.0	45	L 11.25A
0.45			Time Over Sub-Division			0.45
19.3			Average Speed per Hour			19.3
Tues, Wed, Fri, Sat						Tues, Wed, Fri, Sat

MOUNTAIN GRADE—Smeltz to Hillsdale.
REGISTERING STATIONS—Athena and Smeltz. No. 553 has right over
No. 554 Smeltz to Athena.

Westward. NINTH SUB-DIVISION. Eastward.
(TRACY BRANCH.)

No. 555 has right over No. 556 Mill Creek Jn. to Tracy.
REGISTERING STATION—Mill Creek Junction.

WESTWARD.

FIFTH SUB-DIVISION
(SUNNYSIDE BRANCH)

EASTWARD.

FIRST CLASS.				Time Table No. 36-C				FIRST CLASS.			
		273	271	Passenger	Passenger	Water, Wyes	Station Numbers	Distance from Sunnyside Junction	Passenger	Passenger	Car Capacity of Sidings
DAILY	DAILY								272	274	
L 8.37PM	L 7.58AM			1788	0.0	R. & N. Csg. 3.1 (3.2) Mi. W. Over No Conn.	SUNNYSIDE JUNCTION.... P	19.8 No Sdg. s c 279 p 3	A 10.00AM	A 8.20PM	
s 8.49	s 8.10	I B 3	3.2	G R.....GRANGER.....D	5.0	O.W. 18.6	50 s 9.50	s 6.10			
s 4.07	s 8.22	I B 8	8.2	L O.....OUTLOOK.....D	3.8	11.6	30 s 9.85	s 5.48			
s 4.22	s 8.85	W I B 12	12.0	S Y.....SUNNYSIDE.....D	4.0	7.8	60 s 9.25	s 5.80			
f 4.29	f 8.45	I B 16	16.0	L I CHTY.....3.8	3.8	3.8	27 f 9.18	f 5.22			
A 4.42PM	A 9.00AM	Y I B 20	19.8	G V.....GRAND VIEW.....D	3.3 Mi. W. Over No Conn.	0.0	30 L 9.10AM	L 5.15PM			
1.05	1.05							0.50	1.05		
18.3	18.3							23.8	18.3		
DAILY	DAILY							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.

WESTWARD.

TENTH SUB-DIVISION
(PENDLETON BRANCH)

EASTWARD.

THIRD CLASS.				FIRST CLASS.				Time Table No. 36-C				FIRST CLASS.				THIRD CLASS.				
		561				269				Passenger	Passenger	Water, Fuel, Turntables and Wyes	Station Nos., Water, Fuel, Turntables and Wyes	Distance from Hunts			270		558	
DAILY	Mixed			EXCEPT SUNDAY		DAILY									DAILY		Mixed			
L 8.45AM				L 8.00AM	I G 16 W Y	0.0														
f 4.25				f 8.30	K C 11	11.1														
s 4.50				f 8.50	K C 16 W	15.7														
s 5.00				f 9.00	K C 18	18.1														
f 5.10				f 9.05	K C 19 Y	19.5														
f 5.20				f 9.10	K C 20	20.5														
s 5.35				s 9.18	K C 23 W	23.5														
f 5.50				f 9.27	K C 28	28.1														
f 6.05				f 9.36	K C 32	32.2														
f 6.10				f 9.40	K C 33	33.6														
A 7.00AM				A 10.00AM	K C 40 W OT	40.4														
EXCEPT SUNDAY				DAILY																
3.15				2.0																
12.4				20.1																
Time Over Sub-Divisions																				
Average Speed per Hour																				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.

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 1/2 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.

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

A 11.20PM	WC TY	1721	0.0 PA.....PASCO.....DN	66.6	1200	L 5.10AM														
DAILY						DAILY														
2.20						Time Over Sub-Divisions														
28.8						Average Speed per Hour														

WESTWARD.

SEVENTH SUB-DIVISION
(WALLULA BRANCH)

EASTWARD.

THIRD CLASS.				FIRST CLASS				Time Table No. 36-C				FIRST CLASS				THIRD CLASS.			
911	909	559	287	267	Passenger	Passenger	Water and Wye	Station Numbers	Distance From Attalia	Passenger	Passenger	Mixed	Freight	Freight					
DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY						DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY					
L 11.50PM	L 10.80PM	L 8.35AM		L 7.85AM	Y	I G 9	0.0 A.....ATTALIA.....D	0.7	2.5	A 8.55PM	A 1.50PM	EXCEPT SUNDAY	A 11.50PM						

Westward

THIRD SUBDIVISION

(CONNELL, NORTHERN RAILWAY, ADRIAN BRANCH.)

SECOND CLASS				Time Table No. 36-C Nov. 10, 1912 Succeeding No. 36-B				SECOND CLASS	
533				STATIONS				534	
Mixed	Station Nos.	Distance	Car	Mixed	Tues. Thur.	Sat.			
Mon. Wed. Fri.	Water Fuel Wye	From Connell	Capacity of Sidings	Distance From Adco					
L 8.45AM	KI 60	60.8	28	0.0	28	A 12.45PM			
				..... ADCO	11.1			
				..... G.N. Csg. 1.0 Mi.W. Under Conn.				
f 9.20	KI 49	49.7		..... GLOYD Spur	4.1	20	f 12.10PM	
f 9.35	KI 45	45.6		..... NAGEL Spur	6.4	20	f 11.50AM	
s 10.00	W KI 39	39.2		..... WHEELER..... P	7.8	20	s 11.15	
10.30PM 12.30AM	Y KI 32	31.4		..... BASSETT JCT.....	0.5	00	10.45 9.10	
f 12.35	KI 31	30.9		..... RITELL.....	5.2	40	f 9.05	
f 12.55	KI 25	25.7		..... WEST WARDEN Spur.....	8.8			
				..... C.M.& P.S. Csg. 1.4 Mi.W. Under No.	Conn.	40	f 8.45	
f 1.25	W KI 17	16.9		..... BRUCE.....	6.5			
f 1.50	KI 10	10.4		..... VAUGHN Spur.....	10.4	20	f 8.15	
A 2.30PM	W C Y 1686	0.0		C N..... CONNELL..... D N		60.8	120	L 7.40	
3.45				Time over Subdivision				4.10	
16.2				Average Speed per Hour				14.6	

REGISTERING AND BULLETIN STATIONS—Connell and Bassett

REGISTERING AND BULLETIN STATIONS—Connell and Bassett J.A.

SIXTH SUBDIVISION

Westward

SIXTH SUBDIVISION

(CONNELL, NORTHERN RAILWAY, RITZVILLE BRANCH.)

Eastward

SECOND CLASS				Time Table No. 36-C				SECOND CLASS	
537	535			Nov. 10, 1912				536	538
Mixed Mon. Wed. Fri.	Mixed Tue. Thur. Sat.	Station Nos. Water Wye	Distance From Bassett Junction	Succeeding No. 36-B		Distance From Schragg	Car Capacity of Sidings	Mixed Tue. Thur. Sat.	Mixed Mon. Wed. Fri.
L 10.30AM	L 9.10AM	KI 32	0.0	.....BASSETT JCT. C. M. & P. S. Csg. 1.3 Mi. W. Over No	12.3 Conn.	12.8	00	See 533 A10.45AM	See 534 A12.25PM
A 11.15AM	A 9.55AM	KJ 12	12.3	.....SCHRAGG.....P		0.0	50	L10.00AM	L11.40AM
.45	.45			Time over Subdivision				.45	.45
16.4	16.4			Average Speed per Hour				16.4	16.4

REGISTERING STATION—Bassett Jn.

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.

	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.

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
Watertown	West end

TRACK CONNECTIONS.

Wallula.....	O.-W. R. & N. Co.
Pasco.....	S. P. & S. Ry.
North Yakima.....	N. Y. & V. R. 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.	Class	Y 2	20	cars.	20	cars.
Connell to Adeo.....	950	.....	1100	.....	.....	.....	.....	.....
Adeo to Connell.....	1350	.....	1600	.....	.....	.....	.....	.....

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) { Baggage Room, Tool
DR JOHN H. O'SHEA, 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. G. W. H. MOORE, Lind.

DR. H. E. WILSON, Connell

DR. J. P. DRISCOLL, Pasco (S) { Passenger Station, Freight

DR. H. B. O'BRIEN, Pasco } Station, Tool Car.

DR. A. DeY. GREEN, Prosser.

DR. H. M. JOHNSON, Toppenish.

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

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

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

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

DR. F. A. BARNETT, Dayton.

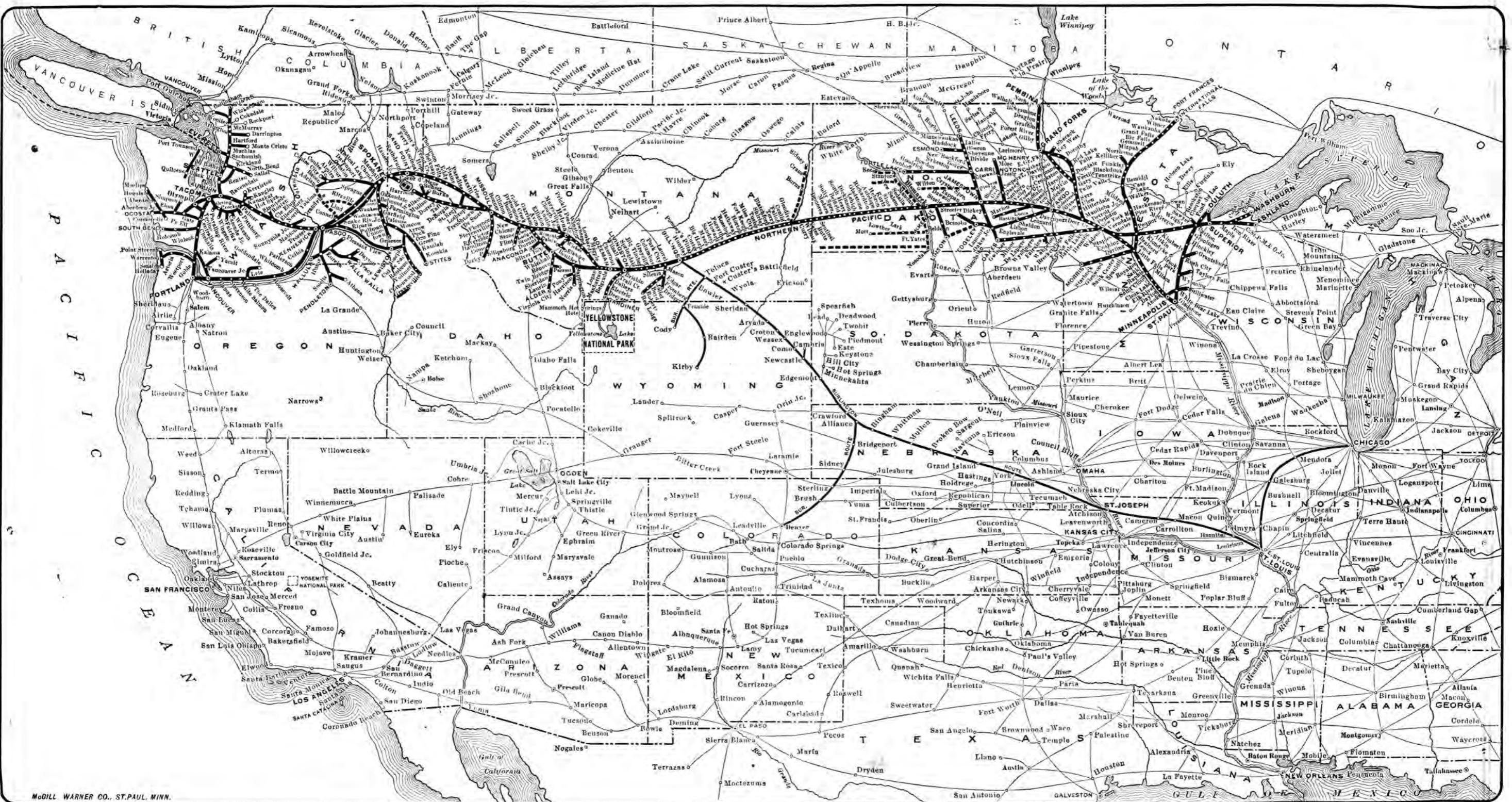
NOTE.

SURGEONS will attend, when called upon officially, to all cases of ACCIDENT occurring to 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.

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.



MCGILL, WARNER CO., ST. PAUL, MINN.

NORTHERN PACIFIC RAILWAY LINE

Pasco, Wash., November 18, 1912.

BULLETIN #36.

TO ALL CONCERNED:

Effective at once the junction with the Toppenish, Simcoe & Western Railway, two miles west of Toppenish, will be named VESLEY.

I.B.

J.L. DeForce,

Supintendent.

NORTHERN PACIFIC RAILWAY LINE

Pasco, Wash., November 21, 1912.

BULLETIN #37.

TO ALL CONCERNED:

Effective December 1st, the name of Vaughn
Station on the Connell Northern Branch of the Pasco Division
will be changed to "SHANO".

J.L. DeForce,

Superintendent.

NORTHERN PACIFIC RAILWAY COMPANY

Office of the Division Superintendent.

PASCO DIVISION

Pasco, November 12th, 1912.

Bulletin No. 35.

All Concerned:

On the Third Sub-Division of Time Card No. 36-C, the time of Train No. 533 at Bassett Jct. is shown 10:30 PM., 12:30 AM. This is a typographical error that was not noted until after time card was on the press. The correct figures should be "10:30 AM-12:30 PM."

J. L. DeForce.

Superintendent.