

# **NORTHERN PACIFIC RAILWAY COMPANY.**

## **PASCO DIVISION**

# **TIME 360 TABLE**

**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.

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

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



FIRST SUB-DIVISION. (Main Line.)

EASTWARD

FIRST CLASS.					Station Nos., Water, Fuel, Scalers, Turntables and Wyes	Distance from henry	Time Table No. 36-C Nov. 10, 1912 Succeeding No. 36-B			Distance from Pasco	Car Capacity of Sidings	SECOND CLASS.		THIRD CLASS.	
258	42	6	4	2			602	884	886			Freight	Way Freight	Way Freight	
Passenger	Passenger	Passenger	Passenger	Passenger			Freight	Way Freight	Way Freight			DAILY	Tues, Thur Sat.	Mon, Wed Fri.	
DAILY	DAILY	DAILY	DAILY	DAILY			DAILY	DAILY	DAILY			DAILY	DAILY	DAILY	
A 3.50PM	A 6.50AM	A 9.35AM	A 9.15PM	A 7.23AM	1592 W C Y	0.0	CY.....CHENEY..... DN	129.9	75	A 5.05AM	A 3.20PM				
3.35	6.38	f 9.22	9.05	7.13	1597	4.9	.....MIDWAY..... P	125.0	60	4.45	f 2.45				
s 3.21	f 6.28	f 9.08	8.52	7.00	1603 W	10.6	TY.....TYLER..... PD	119.8	E-59 W-60	4.28	s 2.05				
f 3.15	6.15	9.00	8.45	6.58	1607	14.4	VA.....FISHTRAP..... DN	115.5	60	4.15	f 1.45				
f 3.01	6.00	8.50	8.32	6.41	1612	19.6	.....KLINE..... P	110.3	60	3.55	f 1.15				
s 2.50	s 5.45	f 8.37	8.22	6.30	1617 W Y	24.7	SX.....SPRAGUE..... DN	105.2	E-74 W-65	3.30	s 12.45				
2.40	5.35	8.29	8.12	6.22	1621	28.8	.....CONCORD..... P	101.1	60	3.17	f 12.20PM				
f 2.30	5.25	8.20	8.02	6.18	1627 W	34.5	HI.....KEYSTONE..... DN	95.4	E-60 W-61	3.00	f 11.50AM				
f 2.18	5.15	8.10	7.52	6.08	1633	40.1	.....TOKIO..... P	89.8	E-59 W-60	2.45	f 11.05				
2.10	5.07	8.01	7.44	5.55	1637	44.8	.....COKER..... P	85.1	60	2.30	f 10.30				
s 2.02	s 5.00	s 7.55	s 7.38	5.50	1641 W	48.3	RV.....RITZVILLE..... DN	81.6	120	2.20	s 10.00				
1.52	4.45	7.40	7.26	5.37	1647	54.2	.....ESSIQ..... P	75.7	60	1.55	f 8.55				
f 1.45	4.35	7.33	7.20	5.30	1649 W	57.7	NA.....PAHA..... PD	72.2	E-58 W-60	1.40	f 8.30				
1.37	4.25	7.23	7.11	5.23	1653	61.4	.....RUBY..... P	68.5	60	1.25	f 8.15				
s 1.30	s 4.15	s 7.15	s 7.03	f 5.15	1658 W C T	65.4	LD.....LIND..... DN	64.5	E-59 W-60	1.10	L 8.00AM	A 2.30PM			
1.20	4.06	7.05	6.50	5.06	1662	69.0	C. M. & P. S. Csg. 1-2 M. W. Over					883			
f 1.13	4.00	7.00	6.44	5.00	1667	73.3	.....AKRON..... P	60.9	60	12.45		f 2.00			
1.03	3.52	6.47	6.35	4.53	1670	78.4	PX.....PROVIDENCE..... PN	56.6	E-73 W-61	12.25		f 1.45			
s 12.53	3.38	6.40	6.24	4.42	1674 W	81.3	.....BEATRICE..... P	53.5	60	12.02AM		f 1.25			
12.45	3.30	f 6.32	6.18	4.35	1677	84.5	SC.....CUNNINGHAM..... DN	48.6	E-61 W-61	11.10PM		s 12.53			
12.35	3.17	6.20	6.09	4.25	1682	89.0	.....EMERY..... P	40.9	60	10.42		11.58AM			
s 12.25	s 3.05	s 6.10	s 6.00	4.15	1686 W Y	93.5	CN.....CONNELL..... DN	36.4	E-60 W-88	10.25		s 11.20			
12.15	2.53	5.59	5.50	4.05	1690	98.8	.....CACTUS..... P	31.1	60	9.50		f 10.08			
s 12.06	2.45	5.52	5.44	3.59	1695 W	103.0	AK.....MESA..... PD	26.9	E-71 W-60	9.30		s 9.40			
12.01PM	2.40	5.45	5.40	3.55	1698	105.4	.....VALE..... P	24.5	60	9.20		f 9.30			
s 11.51AM	2.29	5.35	f 5.31	3.47	1704 W	111.9	W.....ELTOPIA..... DN	18.0	E-53 W-60	8.58		s 9.00			
11.41	2.20	5.27	5.24	3.40	1709	116.9	.....SAGEMOOR..... P	13.0	60	8.30		f 8.35			
11.25	2.13	5.20	5.17	3.33	1714	121.6	GD.....GLADE..... PN	8.3	E-60 W-58	8.15		f 8.15			
L 11.05AM	L 2.00AM	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.			
4.45	4.50	4.30	4.10	4.03			Time over Sub-Division			9.15	7.20	6.50			
27.3	27.0	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.

FIFTH SUB-DIVISION (SUNNYSIDE BRANCH)

EASTWARD.

Table for Fifth Sub-Division (Sunnyside Branch) showing Time Table No. 36-C with columns for First Class, Stations, and various train numbers (273, 271, 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.

Table for Twelfth Sub-Division (Snake River Branch) showing Time Table No. 36-C with columns for First Class, Stations, and various train numbers (285, 286).

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

Table showing S. P. & S. Rules and Time Table between Pasco and Snake River Junction, including train numbers and times.

WESTWARD.

TENTH SUB-DIVISION (PENDLETON BRANCH)

EASTWARD.

Table for Tenth Sub-Division (Pendleton Branch) showing Time Table No. 36-C with columns for Third Class, First Class, Stations, and various train numbers (561, 269, 270, 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.

WESTWARD.

SEVENTH SUB-DIVISION (WALLULA BRANCH)

EASTWARD.

Table for Seventh Sub-Division (Wallula Branch) showing Time Table No. 36-C with columns for Third Class, First Class, Stations, and various train numbers (911, 909, 559, 287, 267, 268, 288, 560, 910, 912).

All trains will come to full stop before crossing O. W. R. & N. track between Attalia and H. unts. Junction switch Hunts set for Wallula line. REGISTERING STATIONS—Wallula and Attalia.

COMMERCIAL SPURS.

Table for Commercial Spurs showing distances from terminal and car capacity for various spurs like Quarry Spur, Holmes Spur, etc.

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-C Nov. 10, 1912 Succeeding No. 86-B						SECOND CLASS	
533				STATIONS						534	
Mixed Mon. Wed. Fri.	Station Nos. Water Fuel Wye	Distance From Connell	Distance From Adco	Car Capacity of Sidings	Distance From Adco	Car Capacity of Sidings	Mixed Tue. Thur. Sat.	Distance From Adco	Car Capacity of Sidings	Mixed Tue. Thur. Sat.	Distance From Adco
L 8.45AM	KI 60	60.8	0.0	28	0.0	28	A 12.45PM	0.0	28	A 12.45PM	0.0
f 9.20	KI 49	49.7	11.1	20	11.1	20	f 12.10PM	11.1	20	f 12.10PM	11.1
f 9.35	KI 45	45.6	15.2	20	15.2	20	f 11.50AM	15.2	20	f 11.50AM	15.2
s 10.00	W KI 39	39.2	21.6	50	21.6	50	s 11.15	21.6	50	s 11.15	21.6
10.30PM 12.30AM	Y KI 32	31.4	29.4	00	29.4	00	10.45 9.10	29.4	00	10.45 9.10	29.4
f 12.35	KI 31	30.9	29.9	40	29.9	40	f 9.05	29.9	40	f 9.05	29.9
f 12.55	KI 25	25.7	25.1	40	25.1	40	f 8.45	25.1	40	f 8.45	25.1
f 1.25	W KI 17	16.9	43.9	50	43.9	50	f 8.15	43.9	50	f 8.15	43.9
f 1.50	KI 10	10.4	50.4	20	50.4	20	f 7.40	50.4	20	f 7.40	50.4
A 2.30PM 1688	W C Y 1688	0.0	60.8	120	60.8	120	L 7.00AM	60.8	120	L 7.00AM	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. 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-C Nov. 10, 1912 Succeeding No. 86-B						SECOND CLASS	
537 535				STATIONS						536 538	
Mixed Mon. Wed. Fri.	Mixed Tue. Thur. Sat.	Station Nos. Water Fuel Wye	Distance From Bassett Junction	Distance From Schragg	Car Capacity of Sidings	Distance From Schragg	Car Capacity of Sidings	Mixed Tue. Thur. Sat.	Distance From Schragg	Car Capacity of Sidings	Mixed Mon. Wed. Fri.
L 10.30AM	L 9.10AM	KI 32	0.0	12.3	00	12.3	00	See 533	12.3	00	See 534
A 11.15AM	A 9.55AM	W KJ 12	12.3	0.0	50	0.0	50	A 10.45AM	0.0	50	A 12.25PM
.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	B
<b>First Sub-Division</b>								
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	.....
<b>Second Sub-Division</b>								
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
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#### 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
Slater.....	East end
Legrow.....	East end
Dixie.....	East end

#### EIGHTH SUB-DIVISION.

Babcock.....	East end
Reser.....	East end

#### NINTH SUB-DIVISION.

Kibbler.....	On main line
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#### 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.

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.	.....	Class Y2	.....	20 cars.	.....	20 cars.	.....
Connell to Adco.....	950	.....	1100	.....		.....		.....
Adco 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)

DR. JOHN H. O'SHEA, Spokane (S)

Baggage Room, Tool  
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)

DR. H. B. O'BRIEN, Pasco

Passenger Station, Freight  
Station, Tool Car.

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

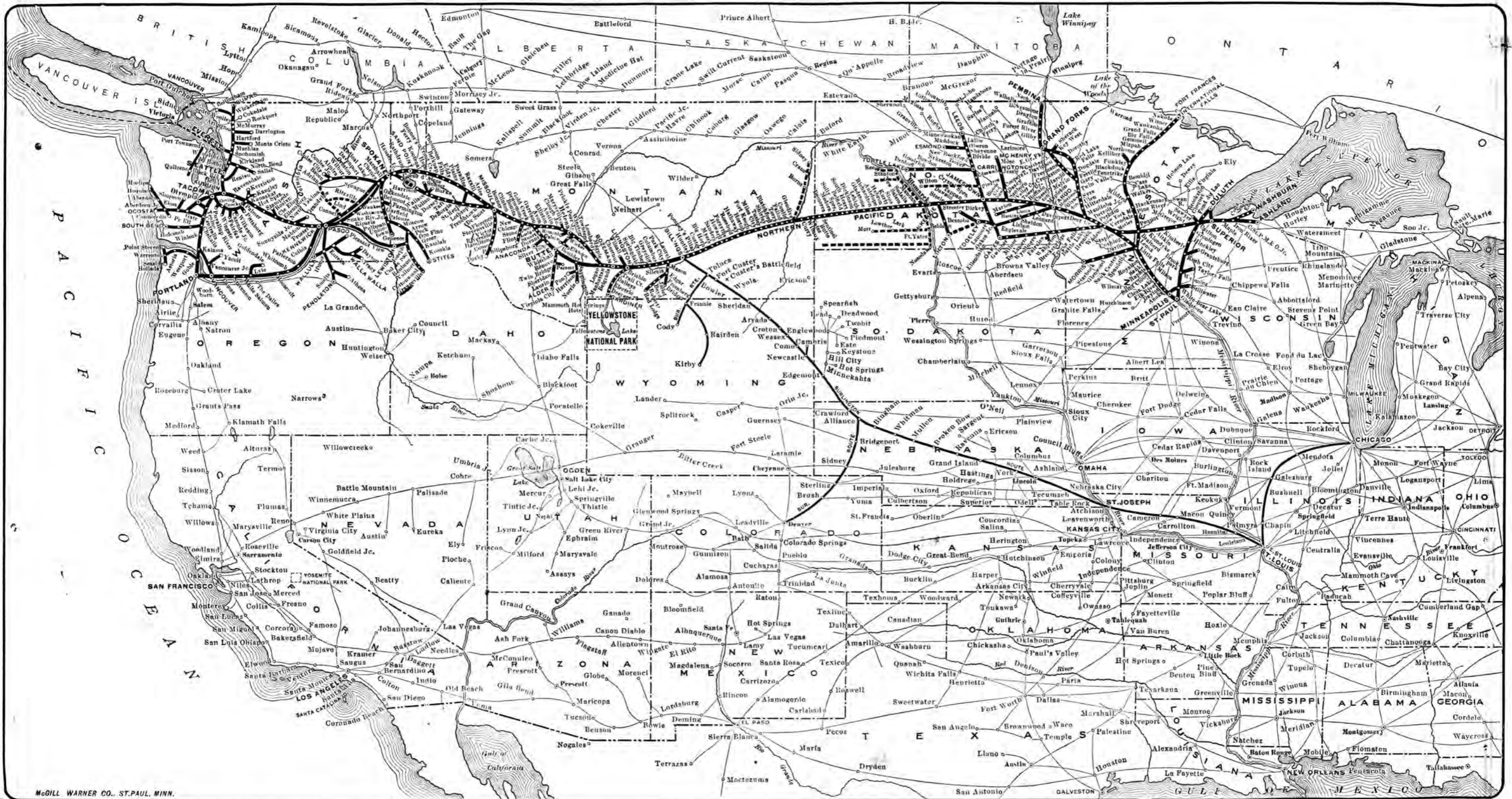
aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume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



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 WESTLEY.

I.B.

J.L. DeForce,

Superintendent.

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 "SHAWO".

J.L. DeForce,

Superintendent.

N. P. RY.  
PASCO OFFICE.

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, November 12th, 1912.

Bulletin No. 35.

All Concerned:

On the Third Sub-Division of Time Card No. 36-7, 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.