

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME **41** TABLE

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

SUNDAY, NOV. 22, 1914

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.

W. T. TYLER,
Superintendent.

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:

Fourth Sub-Division. Ninth Sub-Division
Fifth Sub-Division. Thirteenth Sub-Division
Seventh Sub-Division. Sixteenth 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.

RULES GOVERNING THE OPERATION OF AUTOMATIC BLOCK SIGNALS.

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

Westward Automatic block signal No. 103.5 between Hillside and Roza is a two-arm signal, and differs from ordinary signals in that it has two arms and two lights instead of one.

This signal is called a Grade Signal and is placed at its present location to help out heavy tonnage trains.

The upper arm of this signal operates in the same manner as the ordinary automatic block signal; the lower arm indicates the movement of a train in a westward direction in the immediate block ahead.

If the upper arm of this signal is at stop and the lower arm is at caution, westward tonnage freight trains only may proceed without stopping, expecting to find a train in the immediate block ahead at any point west of this signal. Passenger train and light extras will be governed by the top arm alone. The upper arm is only to govern tonnage trains.

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

Westward trains not stopping at Parker will call for crossing.

Amendment to Automatic Block Rule No. 504.

504 (C) When a train is stopped by a block signal having two lights (called a home signal), on single track automatic block signal territory, it may proceed when the signal goes to caution or clear position, or if not immediately cleared, by obtaining authority from the Train Dispatcher, or if unable to communicate with the Train Dispatcher, the train may proceed under protection of flag, to the next signal that indicates clear or caution.

504 (D) When a train is stopped by a block signal on single track, it may proceed when the signal goes to caution or clear position, or if it is not immediately changed, it may proceed at once under caution, except when a train is proceeding under flag from the last home signal, as provided in rule 504 (C).

SPECIAL RULES AND INSTRUCTIONS.

Between Ainsworth Junction and Pasco trains will be governed by S. P. & S. time tables and Special Rules, and will not leave Pasco or Ainsworth Junction without orders or a clearance; also N. P. clearance.

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.

Trains will report when clear at Ainsworth Junction.

RULES GOVERNING THE OPERATION OF THE PARKER AND COLUMBIA RIVER BRIDGE INTERLOCKING PLANTS.

DISTANT SIGNALS.

The Distant Signals have but one arm. The positions 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 these particular points, 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 day indication of signals, and report same from the first open telegraph office.

Eastward trains on the S. P. & S. will be governed by indication of home signal at the Columbia River Bridge Interlocking Plant.

AUTHORIZED SURGEONS, PASCO DIVISION.

LOCATION OF STRETCHERS (S)

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

DR. G. M. JENNINGS, Chief Surgeon
Central Division, Missoula

DR. FRANK ROSE, Spokane (S) {Baggage Room, Tool Car
DR. JOHN H. O'SHEA, Spokane(S) {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. C. HENDERSON, 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. McCAULEY, Ellensburg (S)

DR. R. R. PINCKARD, Ellensburg

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

DR. F. E. BOYDEN, Pendleton (S)

DR. F. A. BARNETT, Dayton

NOTE.

SURGEONS will attend, when called 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.

WESTWARD.

FIRST SUB-DIVISION. (MAIN LINE)

EASTWARD.

THIRD CLASS		SECOND CLASS		FIRST CLASS				Water, Fuel, Seals, Turntables and Wyes	Station Numbers	Distance from Cheney	Time Table No. 41 Nov. 22, 1914 Succeeding No. 40A.		Distance from Pasco	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		THIRD CLASS	
897	895	603	3	317	41	1	STATIONS				42	2			318	4	604	896	898			
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls				Passenger	Passenger			Passenger	Passenger	Freight	Way Freight	Way Freight			
Tu., Thu., Sat.	Mo., We., Fri.	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Tu., Thu., Sat.	Mo., We., Fri.								
L 9.35AM	L 8.30PM	L 9.25PM	L 7.43PM	L 5.05PM	Ls 7.10AM	42	WCY	1592	0.0	CY.....CHENEY.....DN	130.0	75	As 7.10AM	As 7.30AM	As 3.50PM	As 9.25PM	As 5.05AM	As 3.20PM				
f 9.50	8.42	9.34	7.52	f 5.15	7.21	2		1597	4.9	.....BABB.....P	125.1	60	f 6.56	7.21	3.38	9.15	4.40	f 2.50			
s10.08	9.02	9.44	8.02	s 5.25	f 7.32	3	W	1603	10.7	TY.....TYLER.....PD	119.3	E-59 W-60	f 6.39	7.08	s 3.25	9.02	4.10	s 2.15				
f10.25	9.17	9.50	8.10	f 5.32	7.38	4		1607	14.5	VA.....FISHTRAP.....DN	115.5	60	f 6.28	6.59	f 3.15	8.54	3.48	f 1.50				
f10.45	9.32	9.58	8.20	f 5.42	7.47	5		1612	19.7	.....KLINE.....P	110.3	60	6.13	6.47	f 3.02	8.43	3.20	f 1.15			
s11.09	9.45	s10.08	s 8.33	s 5.52	s 7.56	6	WY	1617	24.8	SX.....SPRAGUE.....DN	105.2	E-74 W-65	s 6.00	s 6.36	s 2.50	s 8.33	2.55	s12.45				
f11.27	9.57	10.14	8.41	6.00	8.03	7		1621	29.0	.....CONCORD.....P	101.0	60	5.50	6.28	2.41	8.25	2.42	f12.20PM			
f11.52AM	10.23	10.23	8.50	f 6.12	8.12	8	W	1627	34.7	HI.....KEYSTONE.....D	95.3	E-60 W-61	5.39	6.17	f 2.29	8.14	2.25	f11.50AM				
f12.15PM	10.50	10.33	8.59	6.22	8.22	9		1633	40.2	N.....TOKIO.....PN	89.8	E-59 W-60	5.28	6.07	f 2.17	8.02	2.10	f11.15				
f12.37	11.02	10.40	9.06	6.30	8.30	10		1637	45.0	.....COKER.....P	85.0	60	5.18	5.58	2.07	7.53	1.55	f10.50			
s12.52	11.13	s10.46	s 9.12	s 6.37	s 8.35	11	W	1641	48.5	RV.....RITZVILLE.....DN	81.5	120	s 5.12	f 5.52	s 2.00	s 7.45	1.45	s10.30 9.43				
f 1.20	11.30	10.56	9.21	6.48	8.45	12		1647	54.4	.....ESSIG.....P	75.6	60	5.00	5.40	1.47	7.34	1.21	f 9.15			
s 1.40 318	11.40	11.02	9.27	f 6.55	8.52	13		1649	57.9	NA.....PAHA.....PD	72.1	E-58 W-60	4.52	5.34	f 1.40	7.27	1.06	f 8.52				
f 2.07	11.50PM	11.08	9.32	7.02	8.58	14		1653	61.5	.....RUBY.....P	68.5	60	4.45	5.27	1.33	7.21	12.52	f 8.20			
L 9.30AM	A 2.30PM 898	12.02AM	s11.15	s 9.40	s 7.13	15	WCT	1658	65.5	LD.....LIND.....DN	64.5	E-59 W-60	s 4.38	s 5.19	s 1.24	s 7.13	12.35	L 7.55AM				
f 9.50		12.20	11.22	9.47	7.20	16		1662	69.2	.....AKRON.....P	60.8	60	4.30	5.12	1.17	7.06	12.20	f 2.10			
f10.10		12.32	11.30	9.57	7.29	17		1667	73.5	PX.....PROVIDENCE.....P	56.5	E-73 W-61	4.21	5.04	f 1.07	6.59	12.10AM	f 1.45				
f10.20		12.40	11.37	10.01	7.35	18		1670	76.6	.....BEATRICE.....P	53.4	60	4.14	4.59	1.00	6.52	11.37PM	f 1.30			
s10.40		12.53	11.45	10.09	f 7.43	19	W	1674	81.5	SC.....CUNNINGHAM.....DN	48.5	E-61 W-61	4.04	4.48	s12.47 898	6.42	11.05	s12.47 318				
s11.00		1.01	11.52PM	10.13	f 7.50	20		1677	84.7	TW.....HATTON.....PD	45.3	60	f 3.57	4.43	s12.38	6.35	10.50	s12.12PM				
f11.35AM		1.13	12.01AM	10.20	7.58	21		1682	89.2	.....EMERY.....P	40.8	60	3.47	4.34	12.27	6.25	10.20	11.45AM			
s12.15PM		1.25	f12.10	10.27	s 8.06	22	WY	1686	93.8	CN.....CONNELL.....DN	36.2	E-60 W-88	s 3.37	s 4.25	s12.15 897	s 6.15	9.58	s11.15 10.45				
f12.45		1.37	12.18	10.35	8.16	23		1690	99.0	.....CACTUS.....P	31.0	60	3.26	4.17	12.05PM	6.06	9.37	f10.28			
s 1.00		1.48	12.26	10.41	f 8.24	24	W	1695	103.2	AK.....MESA.....PD	26.8	E-71 W-60	3.17	4.11	s11.58AM	5.58	9.21	s10.09				
f 1.10		1.55	12.29	10.44	8.28	25		1698	105.6	.....VALE.....PN	24.4	60	3.12	4.07	11.53	5.54	9.12	f 9.45			
f 1.40		2.16	12.40	10.53	f 8.40	26	W	1704	112.1	W.....ELTOPIA.....D	17.9	E-60 W-53	2.58	3.57	s11.40	f 5.44	8.40	s 9.00				
s 2.05		2.47	12.48	11.00	8.50	27		1709	117.1	.....SAGEMOOR.....P	12.9	60	2.47	3.50	11.30	5.36	8.20	f 8.45			
f 2.25		2.57	12.57	11.08	9.00	28		1714	121.8	GD.....GLADE.....PN	8.2	E-60 W-58	2.37	3.43	11.20	5.27	8.05	f 8.30				
A 3.00PM		A 3.25AM	As 1.10AM	As 1.20PM	As 9.15PM	29	WCYT	1721	130.0	PA.....PASCO.....DN	0.0	Yard	L 2.20AM	L 3.30AM	L11.05AM	L 5.15PM	L 7.40PM	L 8.05AM				
Tu., Thu., Sat.	Mo., We., Fri.	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Tu., Thu., Sat.	Mo., We., Fri.			
5.30	4.55	6.55	3.45	3.37	4.10	3.40				Time over Subdivision			4.50	4.00	4.45	4.10	9.25	7.00	5.45			
11.7	13.3	19.0	34.9	36.1	31.2	35.5				Average Speed per Hour			26.9	32.5	27.3	31.1	13.9	9.3	11.2			

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

MANUAL BLOCK BETWEEN CHENEY AND PASCO.

Registering and Bulletin Stations—Lind (for trains terminating there), 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 9.)
Helper Districts—Cunningham to Providence. Sprague to Tyler.

Yard Limits—Indicated by signs at proper locations.
SPEED RESTRICTIONS—

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.
 Passenger trains must not exceed 40 miles, freight trains 35 miles per hour Cunningham to Connell.
 Through crossover tracks or entering passing tracks 15 miles per hour.
 Eight miles per hour over street crossings at Cheney, Sprague, Ritzville and Lind.

WESTWARD.

SECOND SUB-DIVISION. (MAIN LINE.)

AUTOMATIC BLOCK BETWEEN KIONA AND ELLENSBURG.

See Special Rules Page 1 Governing Movement of Trains Between Pasco and Kennewick.

MANUAL BLOCK BETWEEN KENNEWICK AND KIONA.

Registering Stations—Toppenish and North Yakima (for trains terminating there), Pasco and Ellensburg.

Bulletin Stations—Pasco, Toppenish and Ellensburg.

Lap Sidings—Vista, Badger, Kiona, Gibbon, Prosser, Mabton, Satius, Wapato, Selah, Pomona, Roza, Umtanum and Thrall. Trains taking siding will head in at the lap.

Standard Clocks—Pasco, Toppenish, North Yakima and Ellensburg.

Derail Switches—(See Location, page 9.)

Yard Limits—Indicated by signs at proper locations.

Helper Districts—Pasco to Badger.

Speed Restrictions—

8 miles per hour over slide 3 miles east of Prosser. 8 miles per hour over street crossings in Kennewick, Prosser, Toppenish, Wapato and North Yakima. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. Through cross over tracks or entering passing tracks 15 miles per hour. Engines of greater weight than Class Q Power must not be run coupled over Columbia River Bridge or Bridge 94. Class W engines will reduce speed to 8 miles per hour over these bridges.

Table with columns for Third Class (901, 899), Second Class (669, 603), and First Class (1, 3, 41, 317, 335, 337, 339, 341). Includes station names like PASCO, KIONA, WESLEY JUNCTION, and various train times and distances.

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

WESTWARD.

THIRD SUB-DIVISION. (WALLA WALLA BRANCH.)

EASTWARD.

THIRD CLASS			SECOND CLASS			FIRST CLASS			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pasco	Time Table No. 41 Nov. 22, 1914 Succeeding No. 40A.				Distance from Dayton	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		THIRD CLASS	
907			355 353 357			351 349 347						STATIONS						352 350 348 354		358 356		908			
Freight			Mixed			Passenger						PASCO						Passenger		Mixed		Freight			
Daily			Ex. Sun.			Daily						Telegraph Offices and Calls						Daily		Ex. Sun.		Daily			
L 9:00PM			L 3:00AM			L 5:10PM L 7:30AM L 5:00AM			WCY TO	1721	0.0	PA.....	PASCO	DN	98.1	Yard	A 10:45AM	A 4:30PM	A 11:00PM		A 2:40PM		A 1:35AM		

S. P. & S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND AINSWORTH JCT.—SEE SPECIAL RULES, PAGE 1.

	f 9:15	f 3:10		f 5:15	f 7:40	f 5:05	IG 3	2.9	.....AINS WORTH JCT.....P	95.2	No Siding	f 10:35	f 4:20	f 10:50			f 2:25		f 1:25
	f 9:25	f 3:15		f 5:19	f 7:44	s 5:09	IG 4	4.1	.....BURBANK.....	94.0	25	f 10:31	f 4:11	s 10:46			f 2:20		f 1:15
	f 10:00	f 3:25		f 5:28	f 7:55	s 5:20	IG 8	9.2	O. W. R. & N. Crossing 1 m. W.....TWO RIVERS.....	88.9	28	f 10:22	f 4:01	s 10:33			f 2:00		f 12:50
	s 10:20 11:50 PM 348-908	A s 3:35 AM		s 5:37	A s 8:05 AM	s 5:27	YG IG 9	12.5	A.....ATTALIA.....D	85.6	60	s 10:17	L 3:55 PM	s 10:25 907			L 1:50 PM		s 12:30 AM 11:50 PM 907
	f 12:20 AM			f 5:53		f 5:45	KA 7	18.9	.....ADAMS.....	79.2	Spur 4	f 10:00		f 10:08					f 11:25
	f 12:25			f 5:55		f 5:48	KA 8	19.6	.....LEGROW.....	78.5	9	f 9:58		f 10:06					f 11:20
	f 12:35			f 5:59		s 5:55	KA 10	21.2	.....SLATER.....	76.9	32	f 9:55		s 10:03					f 11:10
	f 1:00			f 6:09		f 6:05	KA 14	25.4	.....WELLAND.....	72.7	8	f 9:47		f 9:53					f 10:50
	f 1:15			f 6:15		f 6:13	KA 17	28.1	.....ADKINS.....	70.0	31	f 9:43		f 9:47					f 10:45
	f 1:45			s 6:27		s 6:25	YC KA 22	33.4	JC.....EUREKA.....D	64.7	40	s 9:35		s 9:37					f 10:30
	f 2:10			s 6:42		s 6:40	W KA 29	39.7	MR.....LAMAR.....D	58.4	30	s 9:20		s 9:20					f 10:15
	f 2:20			f 6:47		f 6:45	KA 31	41.5	.....SHAW.....	56.6	9	f 9:15		f 9:15					f 10:05
	f 2:30			f 6:52		f 6:51	KA 32	43.4	.....PADDOCK.....	54.7	13	f 9:10		f 9:08					f 10:00
	f 2:35			f 6:55		f 6:55	KA 33	44.3	.....CLIMAX.....	53.8	15	f 9:07		f 9:05					f 9:55
	f 2:55			f 7:05		f 7:05	KA 38	49.6	.....RULO.....	48.5	30	f 8:56		f 8:53					f 9:40
	f 3:10			f 7:13		f 7:13	KA 41	52.3	.....THIEL.....	45.8	18	f 8:50		f 8:45					f 9:20
	f 3:25			f 7:22		f 7:22	KA 44	55.5	.....DRY CREEK.....	42.6	34	f 8:44		f 8:37					f 9:05
	f 3:30			f 7:26		f 7:26	KA 46	56.9	.....SUBDURY.....	41.2	Spur 5	f 8:41		f 8:33					f 8:55
	f 3:37			f 7:30		f 7:30	KA 48	59.1	.....PEDIGO.....	39.0	16	f 8:37		f 8:29					f 8:45
	A 4:00 AM						KA 53	64.3	F.....WALLA WALLA.....D	33.8	160	L 8:25 AM		L 8:15 PM	A 8:15 AM		A 4:45 PM		L 8:30 PM
							KA 54	65.7	O. W. R. & N. Crossing.....MILL CREEK JCT.....	32.4	No Siding			8:10					4:37
				f 6:12	f 10:32		KA 57	68.7	.....RIFFLE.....	29.4	31			f 8:03					f 4:25
				f 6:16	f 10:38		KA 59	70.4	.....SAPOLIL.....	27.7	17			f 7:59					f 4:12
				f 6:20	f 10:44		KA 60	71.5	.....BUROKER.....	26.6	28			f 7:56					f 4:06
				f 6:22	f 10:47		KA 61	72.1	.....SPRING CREEK.....	26.0	9			f 7:54					f 4:02
				f 6:26	f 10:55		KA 63	73.9	.....GILLIAM.....	24.2	10			f 7:50					f 3:53
				s 6:30	s 11:04		KA 64	75.2	X.....DIXIE.....D	22.9	28			s 7:47					s 3:45
				f 6:34	f 11:09		KA 65	76.5	.....EASTMAN.....	21.6	20			f 7:42					f 3:35
				f 6:43	f 11:24		KA 69	79.9	.....MINNICK.....	18.2	20			f 7:34					f 3:20
				f 6:56	f 11:41 AM		KA 74	85.1	.....COPPEL.....	13.0	40			f 7:21					f 3:00
				s 7:05	s 12:01 PM		W KA 77	88.4	W.....WAITSBURG.....	9.7	22			s 7:13					s 2:45
				f 7:11	f 12:10		KA 79	91.0	.....HUNTSVILLE.....	7.1	40			f 7:07					f 2:37
				f 7:21	f 12:24		KA 83	94.5	O. W. R. & N. Crossing 2.8 mi. W.....LONGS.....	3.6	17			f 6:59					f 2:24
				f 7:24	f 12:28		KA 84	95.7	.....KLUM.....	2.4	Spur 3			f 6:56					f 2:21
				A 7:30 PM	A 12:45 PM		WCT KA 87	98.1	DY.....DAYTON.....D	0.0	85			L 6:50 AM					L 2:15 PM
	Daily	Ex. Sun.	Daily	Daily	Daily	DAILY			Time Over Subdivision			Daily	Daily	Daily	Daily		Daily	Ex. Sun.	Daily
	5.30	0.35	1.30	2.30	2.35	0.35			Average Speed per Hour			2.20	0.35	2.45	1.25		2.30	0.50	4.25
	11.7	20.1	22.5	13.5	25.0	20.1						27.6	20.1	23.0	23.8		13.5	14.4	14.6

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

Standard Clocks—Pasco and Walla Walla.
 Yard Limits indicated by signs at proper locations.
 Engines of greater weight than S-4 (293,050 lbs.) must not be run over Snake River Bridge.
 Junction switch Ainsworth Junction set for S. P. & S. line.

Registering and Bulletin Stations—Pasco, Attalia, Eureka, Walla Walla and Dayton.
 West wye switch at Pasco set for wye switch. Junction switch Attalia set for Walla Walla line.

Speed Restrictions—Trains must not exceed six miles per hour in city limits of Walla Walla and Dayton.
 Speed of trains thru cross over tracks or entering passing tracks must not exceed 15 miles per hour.
 All trains will reduce speed to 10 miles per hour over Snake River Bridge.
 Engines heavier than E-3 must not exceed 20 miles per hour between Walla Walla and Dayton.

Westward FOURTH SUB-DIVISION Eastward (EUREKA BRANCH)

Table with columns for 3d Class, Station Numbers, Distance from Eureka, Time Table 41 (Nov. 22, 1914), and 3d Class. Includes stations like EUREKA, BABCOCK, LEE, ELWOOD, CLYDE, PICKARD, RESER, PLEASANT VIEW.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION. Registering Station—Eureka. No. 913 has right over No. 914 Eureka to Pleasant View. SEE SPECIAL RULES PAGE 1.

Westward FIFTH SUB-DIVISION Eastward (TRACY BRANCH)

Table with columns for Station Numbers, Distance from Mill Creek Jct., Time Table 41 (Nov. 22, 1914), and Station Numbers. Includes stations like MILL CREEK JCT, HECTOR, HARBERT, KIBBLER, TRACY.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION. Registering Station—Mill Creek Jct. SEE SPECIAL RULES PAGE 1.

Westward SEVENTH SUB-DIVISION Eastward (ATHENA BRANCH)

Table with columns for 2d Class, Station Numbers, Distance from Smeltz, Time Table 41 (Nov. 22, 1914), and 2d Class. Includes stations like SMELTZ, DUROC, WAYLAND, WATERMAN, ATHENA.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION. Registering Stations—Athena and Smeltz. No. 377 has right over 378 Smeltz to Athena. SEE SPECIAL RULES PAGE 1.

WESTWARD SIXTH SUB-DIVISION EASTWARD (PENDLETON BRANCH)

Large table with columns for THIRD CLASS, SECOND CLASS, FIRST CLASS, Time Table 41 (Nov. 22, 1914), and THIRD CLASS. Includes stations like ATTALIA, HUNTS, WALLULA, RING, VAN CYCLE, STANTON, SMELTZ, APEX, HELIX, MYRICK, McCORMMACH, FULTON, PENDLETON.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTIONS. A maximum of 24 cars and caboose may be handled between Apex and Hunts with 8-4 engines. Mountain Grade—Hunts to Helix. Yard Limits—Indicated by signs at proper locations. Junction switch Hunts set for Wallula. No. 349 has right over No. 350 and No. 355 has right over No. 356 Attalia to Pendleton.

WESTWARD EIGHTH SUB-DIVISION EASTWARD (CONNELL NORTHERN RAILWAY, ADRIAN BRANCH)

Table with columns for SECOND CLASS, Station Numbers, Distance from Adco, Time Table No. 41 (Nov. 22, 1914), and SECOND CLASS. Includes stations like ADCO, GLOYD, NAGEL, WHEELER, BASSETT JCT, RITELL, WEST WARDEN, BRUCE, SHANO, CONNELL.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. Registering and Bulletin Stations—Connell and Bassett Jct. Switch at Adco to be set and locked for Washington Central Branch. Standard Clock—Connell. Yard Limits—Connell.

WESTWARD NINTH SUB-DIVISION EASTWARD (CONNELL NORTHERN RAILWAY, RITZVILLE BRANCH)

Table with columns for SECOND CLASS, Station Numbers, Distance from Bassett Junction, Time Table No. 41 (Nov. 22, 1914), and SECOND CLASS. Includes stations like BASSETT JCT, SCHRAGG.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. No. 363 has right over No. 364, and No. 365 has right over No. 366 Bassett Jct. to Schragg. Registering Stations—Bassett Junction. Speed Restrictions—Trains backing up must not exceed 15 miles per hour. Speed of trains through cross over tracks or entering passing tracks must not exceed 15 miles per hour. SEE SPECIAL RULES PAGE 1.

WESTWARD

TENTH SUBDIVISION (SUNNYSIDE BRANCH)

EASTWARD

Table for Tenth Subdivision (Sunnyside Branch) showing train schedules for First Class (335, 337, 336, 338) with columns for stations, times, and distances.

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

Registering Stations—Grand View, Sunnyside Junction and Granger (for trains terminating there). Engines of greater weight than Class S-4 (293,050 lbs.) must not be run over Yakima River Bridge.

WESTWARD

TWELFTH SUBDIVISION (NACHES BRANCH)

EASTWARD

Table for Twelfth Subdivision (Naches Branch) showing train schedules for Second Class (535, 537, 536, 538) with columns for stations, times, and distances.

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

Registering Stations—Yakima and Cowiche Junction. SEE SPECIAL RULES PAGE 1. No. 537 has right over No. 536. No. 535 has right over No. 538.

WESTWARD

ELEVENTH SUBDIVISION (SNAKE RIVER BRANCH)

EASTWARD

Table for Eleventh Subdivision (Snake River Branch) showing train schedules for First Class (379, 380) with columns for stations, times, and distances.

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 station names and times.

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

Registering Stations—Snake River Junction and Riparia. Standard Clock—Pasco. Speed Restrictions—Reduce speed to 15 miles per hour through tunnel No. 1, 1 1/2 miles west of Harder.

WESTWARD

THIRTEENTH SUBDIVISION (COWICHE BRANCH)

EASTWARD

Table for Thirteenth Subdivision (Cowiche Branch) showing train schedules with columns for stations, times, and distances.

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

Registering Station—Cowiche Jct. SEE SPECIAL RULES PAGE 1. Speed of trains thru crossover tracks or entering passing tracks must not exceed 15 miles per hour.

WESTWARD. FOURTEENTH SUBDIVISION. EASTWARD.
(MOXEE BRANCH)

SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from North Yakima	Time Table No. 41 Nov. 22, 1914 Succeeding No. 40A.		Distance from Moxee City	Car Capacity of Sidings	SECOND CLASS	
553	551				554	552				
Mixed	Mixed				Mixed	Mixed				
Daily	Daily				Daily	Daily				
STATIONS					Telegraph Offices and Calls					
L 3.00PM	L 9.00AM	WCOT	1811	0.0	YA...NORTH YAKIMA...DN 2.0	8.6	Yard	A 10.40AM	A 4.20PM	
f 3.08	f 9.11		K M 3	3.0	TERRACE HEIGHTS 0.7	5.6	0	f 10.26	f 4.07	
f 3.11	f 9.12		K M 3.7	3.7	AVERY 0.3	4.9	0	f 10.24	f 4.03	
f 3.13	f 9.13		K M 4	4.0	KEYES 0.2	4.6	0	f 10.22	f 4.00	
f 3.17	f 9.15		K M 4.2	4.2	PEACOCK 0.3	4.4	0	f 10.19	f 3.58	
f 3.18	f 9.17		K M 4.5	4.5	SCUDDER 0.9	4.1	0	f 10.16	f 3.56	
f 3.20	f 9.20		K M 5	5.4	BIRCHFIELD 1.8	3.2	8	f 10.12	f 3.52	
f 3.23	f 9.25		K M 7	7.2	EUGENE 0.5	1.4	0	f 10.06	f 3.47	
f 3.26	f 9.27		K M 8	7.7	McSHANE .09	0.9	0	f 10.04	f 3.44	
A 3.30PM 552	A 9.30AM 554		K M 9	8.6	MOXEE CITY	0.0	25	L 10.00AM 551	L 3.40PM 553	
Daily	Daily							Daily	Daily	
0.30	0.30				Time Over Subdivision			0.40	0.40	
17.2	17.2				Average Speed Per Hour			14.5	14.5	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Registering Stations—North Yakima and Moxee City.
 No. 551 gas right over No. 554.
 No. 553 has right over No. 552.
 Trains must not exceed a speed of 8 miles per hour over street crossings in North Yakima.
 Speed of trains thru crossover tracks or entering passing tracks must not exceed 15 miles per hour.
SEE SPECIAL RULES PAGE 1.

WESTWARD. FIFTEENTH SUBDIVISION. EASTWARD.
(ZILLAH BRANCH)

SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Parker	Time Table No. 41 Nov. 22, 1914 Succeeding No. 40A.		Distance from Granger	Car Capacity of Sidings	
554	552				554	552			
Mixed	Mixed				Mixed	Mixed			
Daily	Daily				Daily	Daily			
STATIONS					Telegraph Offices and Calls				
			1804	0.0	KR...PARKER...PD 2.6	17.8	80		
			K015	2.6	MELLIS 1.6	15.2	18		
			K013	4.2	DONALD 2.3	13.6	30		
			K011	6.5	SAWYER 0.9	11.3	14		
			K010	7.4	FLINT 2.1	10.4	28		
			K09	9.5	BUENA 0.3	8.3	25		
			K08	9.8	FESTA 1.0	8.0	10		
			K07	10.8	CUTLER 17.	7.0	13		
			K05	12.5	ZILLAH 2.1	5.3	44		
			K033	14.6	BOONE 3.2	3.2	18		
			I B 3	17.8	GR...GRANGER...D	0.0	50		
					Time Over Subdivision				
					Average Speed Per Hour				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Registering Stations—Parker and Granger.
 Junction switch at Parker will be kept set for passing track.
 Trains must not exceed speed of eight miles per hour over street crossings in Granger, Zillah and North Yakima.
 Speed of trains thru crossover tracks or entering passing tracks must not exceed 15 miles per hour.
 Yard facilities of the O.-W. R. & N. and N. P. Companies within yard limits at Zillah are used jointly for switching purposes.
 N. P. Transportation Rules govern.
 Track over Yakima river bridge is operated jointly with O.-W. R. & N. Co. Automatic signals govern.
SEE SPECIAL RULES PAGE 1.

WESTWARD. SIXTEENTH SUBDIVISION. EASTWARD.
(SIMCOE BRANCH)

SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Wesley Junction	Time Table No. 41 Nov. 22, 1914 Succeeding No. 40A.		Distance from Farron	Car Capacity of Sidings	
554	552				554	552			
Mixed	Mixed				Mixed	Mixed			
Daily	Daily				Daily	Daily			
STATIONS					Telegraph Offices and Calls				
			1794	0.0	WESLEY JUNCTION 2.1	8.5	No Siding		
			K N 2	2.1	YETHONAT 1.8	6.4	12		
			K N 4	3.9	HOLT 1.6	4.6	Spur 5		
			K N 5	5.5	ASHUE 3.0	3.0	11		
			K N 9	8.5	FARRON	0.0	Spur 16		
					Time Over Subdivision				
					Average Speed Per Hour				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Registering Station—Wesley Jct.
 Speed of trains thru crossover tracks or entering passing tracks must not exceed 15 miles per hour.
SEE SPECIAL RULES PAGE 1.

COMMERCIAL SPURS.

DISTANCE FROM TERMINAL	Car Cap'y
SECOND SUBDIVISION.	
Quarry Spur.....M. P. 91.5	10
Holmes Spur.....M. P. 124.6	15
THIRD SUBDIVISION.	
Taggard.....M. P. 89.5	5
Dumas.....M. P. 93.8	5
FOURTH SUBDIVISION.	
Tompkins.....M. P. 16.5	9
EIGHTH SUBDIVISION.	
Schlomer.....M. P.	5
Frischneckt Spur.....M. P.	7
Arney Spur.....M. P.	20
Mitchell Spur.....M. P.	42
Treadwell.....M. P.	54
NINTH SUBDIVISION.	
Schaefer Spur.....M. P.	7
ELEVENTH SUBDIVISION.	
Sargents Spur.....M. P.	35
FIFTEENTH SUBDIVISION.	
Dalton.....M. P.	15
Rameran Spur.....M. P.	14
Gilliland Spur.....M. P.	13.5
Keck Spur.....M. P.	11.3
Squeier Spur.....M. P.	11.0
Chenauer Spur.....M. P.	12.0

TONNAGE RATING—FREIGHT ENGINES.

DERAIL SWITCHES.

ENGINES.

FIRST SUB-DIVISION.

MAIN LINE First Sub-Division Eastward.

	Class W		Class Y 2		Class S 4		Class F 1		Class D 3 & E 1		Class B & C 8 Wheel Standards	
	A	B	A	B	A	B	A	B	A		A	B
	Pasco to Cunningham.....	1800				1250		1200		965		
Cunningham to Providence.....	1400				900		750		620			
Cunningham to Providence with W helper.....	2800				2300		2150		2020			
Providence to Lind.....	car	limit										
Lind to Ritzville.....	1800				1250		1250		965			
Ritzville to Sprague.....	2400				1900		1750		1620			
Sprague to Fishtrap.....	1400				900		750		620			
Sprague to Fishtrap with W helper.....	2800				2300		2150		2020			

Second Sub-Division Eastward.

Ellensburg to Kiona.....	car	limit										
Kiona to Badger.....	2700				1600		1500		938			
Badger to Pasco.....	car	limit										

First Sub-Division Westward.

Cheney to Lind.....	car	limit										
Lind to Providence.....	1800				1250		1200		965			
Providence to Pasco.....	car	limit										

Second Sub-Division Westward.

Pasco to Kennewick.....	car	limit										
Kennewick to Badger.....	1700				1150		1100		741			
Badger to Prosser.....	2100				1550		1500		1090			
Prosser to Toppenish.....	2400				1850		1800		1390			
Toppenish to North Yakima.....	2300				1750		1700		1290			
North Yakima to Thrall.....	2100				1550		1500		1090			
Thrall to Ellensburg.....	3000				2450		2400		1990			

BRANCH LINES

Pasco to Hunts.....					2000		2000		1600		1200	
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.....					24 cars.		24 cars.		24 cars.		24 cars.	
Smeltz to Athena.....					325		325		240		175	
Athena to Smeltz.....					550		550		350		225	
Eureka to Pleasant View.....					1000		1000		600		450	
Pleasant View to Eureka.....					1350		1350		1000		800	
Walla Walla to Tracy.....					525		525		240		175	
Tracy to Walla Walla.....					20 cars.		20 cars.		20 cars.		20 cars.	
Connell to Adco.....	1400			1600	950							
Adco to Connell.....	1850			1100	1350							

Sprague..... West end mill spur.
 Paha..... West end house track.
 Lind..... West end No. 2 siding.
 Lind..... Old coal dock track.
 Providence..... East end westward passing 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.
 Pasco..... East end long track east end Pasco yd.

SECOND SUB-DIVISION.

Vista..... East end of spur off west passing track.
 Badger..... East end of eastward passing track.
 Wesley Junction..... Simcoe Branch.
 No. Yakima..... East end O.-W. R. & N. interchange track.
 No. Yakima..... Naches Branch 200 ft. from main line.

THIRD SUB-DIVISION.

Coppei..... West end.
 Eastman..... East end.
 Eastman, Clay track..... East end.
 Gilliam..... East end.
 Spring Creek..... East end.
 Buroker..... East end.
 Sapoli..... 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.

FOURTH SUB-DIVISION.

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

FIFTH SUB-DIVISION.

Kibbler..... On main line.

SIXTH SUB-DIVISION.

Ring..... East end.
 Vansycle..... East end.
 Stanton..... East end.
 McCormach..... West end.
 Fulton..... West end.

SEVENTH SUB-DIVISION.

Smeltz..... Main line.
 Duroc..... East end.
 Wayland..... West end.
 Waterman..... West end.

EIGHTH SUB-DIVISION.

Spur No. 1..... West end.

TENTH SUB-DIVISION.

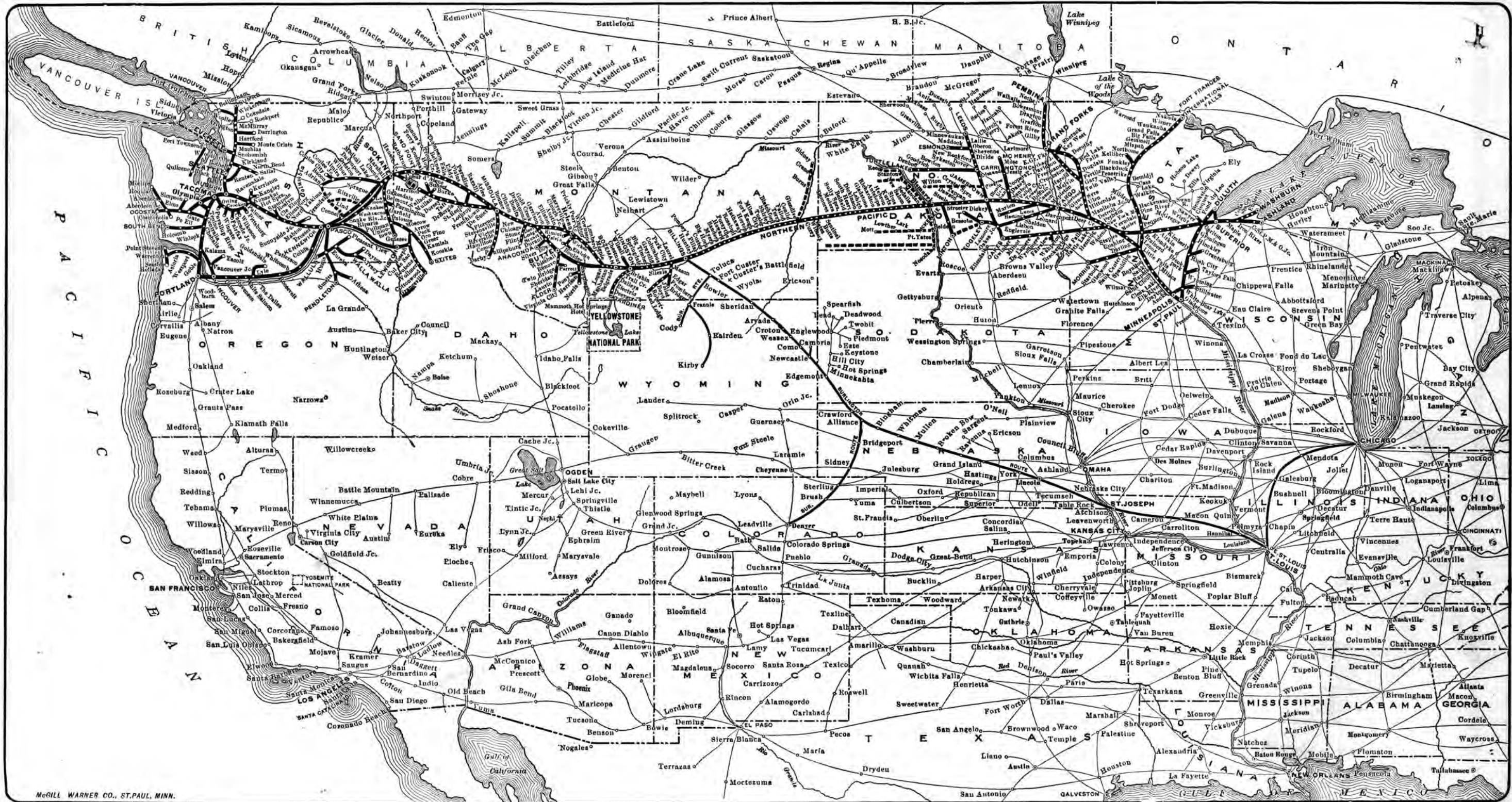
Grandview..... Standard Oil Spur.
 Grandview..... Fruit Grower's Spur.

THIRTEENTH SUB-DIVISION.

Cowiche Junction..... Main line 50 ft. from junction.
 Florence..... Main line 50 ft. from junction.
 Weikel..... Main line 50 ft. from junction.
 Spitzenberg..... Passing track.

TRACK CONNECTIONS.

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



NORTHERN PACIFIC RAILWAY CO.

PASCO DIVISION

SUPPLEMENT "A" TO PASCO DIVISION TIME TABLE
NO. 41, Dated November 22nd, 1914.

Pasco, Wash., Nov. 28, 1914.

C & E Bulletin No. 48.

During life of Time Table No. 41,

Train No. 379 will run on following Schedule:-

Leave Riparia	9:55 PM Daily.
Perry	10:15
Davin	10:30
Harder	10:50
Windust	11:10
Walker	11:30
Snake River Jct.	11:50 PM
Arrive Pasco	12:55 AM Daily

W T Tyler,

Superintendent.

EJE/b.

NORTHERN PACIFIC RAILWAY CO.

PASCO DIVISION.

Pasco, Wash., Nov. 28, 1914.

C & B Bulletin No. 49.

Commencing December 1st, 1914, Trains 370 and 380 will be assigned as mixed trains daily between Pasco and Riparia and will handle freight cars on each trip up to, but not exceeding 24 cars exclusive of coaches unless otherwise instructed.

Two Brakemen will be assigned and S-4 power used on this run. Yardmaster, Pasco will have freight cars brought to and from Passenger Station. On arrival No. 380 at Riparia, Crew will immediately make up their train for east and go on release until 9:15 PM.

In case of hot boxes on freight cars which will cause a delay of more than thirty minutes into either terminal, cars to be set out, unless contain stock or perishable and report of cars set out be made on arrival at Terminal.

W T Tyler,

Superintendent.

EJH/b.

NORTHERN PACIFIC RAILWAY CO.

PASCO DIVISION

SUPPLEMENT "A" TO PASCO DIVISION TIME TABLE
NO. 41, Dated November 22nd, 1914.

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Perry	10:15
Davin	10:30
Harder	10:50
Windust	11:10
Walker	11:30
Snake River Jct.	11:50 PM
Arrive Pasco	12:55 AM Daily

W T Tyler,

Superintendent.

EJM/b.

NORTHERN PACIFIC RAILWAY CO.

PASCO DIVISION.

Pasco, Wash., Dec. 10, 1914.

C & E Bulletin No. 58.

Effective Monday, December 14, 1914 in addition to present assignment, Toppenish Yard Crew will make one round trip to Granger, Daily except Sunday, leaving Toppenish 10:00 AM with cars for Branch, Bringing in all cars left at Granger by Grandview - North Yakima Local for Wapato, Toppenish and points east.

W T Tyler,

Superintendent.

NORTHERN PACIFIC RAILWAY CO.

PASCO DIVISION.

~~C & E Bulletin Board.~~

Pasco, Wash., Dec. 10, 1914.

C & E Bulletin NO. 56.

Effective Monday December 14th 1914

One train and engine crew will be assigned to cover the scheduled runs on Maches and Loxee Branches, daily and in addition to those runs will, unless otherwise instructed, make one daily trip to Cowiche Branch, Leaving North Yakima 11:00 AM, returning arrive North Yakima 12:15 PM.

W T Tyler,

Superintendent.

NORTHERN PACIFIC RAILWAY COMPANY

PASCO DIVISION

SUPPLEMENT "B" TO PASCO DIVISION TIME TABLE NO. 41
DATED NOVEMBER 22ND, 1914

Pasco, December 10th, 1914

BULLETIN NO. 55
CONDUCTORS & ENGINEERS;--

Effective 7:00 AM, Monday, December 14th, 1914, all trains on Twelfth Sub-Division (Naches Branch) will be operated under Staff System Rules, (See Special Rules regarding use of Staff on Branch Lines, Page 1, Time Table 41), and schedule of trains 535, 536, 537, and 538, will be as follows:

WESTWARD		STATIONS.	EASTWARD	
537	535		536	538
Mixed	Mixed		Mixed	Mixed
Daily	Daily		Daily	Daily
L 3:15 PM	L 7:30 AM	North Yakima	A 9:15 AM	A 5:00 PM
f 3:21	f 7:36	Miles Avenue	f 9:09	f 4:54
f 3:24	f 7:39	Fruitvale	f 9:06	f 4:51
f 3:27	f 7:42	Cowiche Jct.	f 9:02	f 4:46
f 3:29	f 7:46	Jacobson	f 9:00	f 4:42
s 3:33	s 7:52	Gloed	s 8:55	s 4:35
s 3:35	s 7:56	Eschbach	s 8:51	s 4:29
f 3:38	f 7:59	Coleen	f 8:48	f 4:24
f 3:40	f 8:02	Power House	f 8:45	f 4:20
f 3:43	f 8:04	Sinclair Park	f 8:42	f 4:17
f 3:45	f 8:06	McPhee	f 8:41	f 4:16
f 3:48	f 8:09	Bonlow	f 8:39	f 4:14
A 3:55 PM	A 8:20 AM	Naches	L 8:35 AM	L 4:10 PM
Daily	Daily		Daily	Daily

W. T. Tyler,

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, Washington,
March 1st, 1915. □

Bulletin No. 23.

ALL CONCERNED:

Bulletin No. 16, dated January 19th,
discontinuing Ritzville and Sprague as flag
stops for Train No. 2, is cancelled.

Effective at once, the above stations
will be flag stops for Train No. 2, as shown on
Time Table No. 41.

W. T. TYLER

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 SUPERINTENDENT
IDAHO DIVISION

Spokane, Wash. Jan. 5th, 1915.

BULLETIN No. 2 -- All Concerned,
CIRCULAR LETTER No. 2 --- All Agents:

Switch at Brown Spur 34.01 miles from Missoula on the Rocky Mountain Division has been replaced. Ice will be loaded from this spur. Capacity of the spur is five cars.

J. L. DeFoe, Superintendent,

BULLETIN No. 3
ALL CONCERNED:
CIRCULAR LETTER No. 3
ALL AGENTS:

Effective at once, flag stop of No. 42 at Hauser is discontinued.

J. L. DeFoe, Superintendent,

CIRCULAR LETTER No. 4
ALL AGENTS;
TRAINMASTERS,
ROAD FOREMAN
MASTER MECHANIC
CAR FOREMEN
YARDMASTERS
CHIEF DISPATCHER

The Treasury Department ruled under the stamp law of 1898 that bare affidavits or jurats in the ordinary words "subscribed and sworn to" etc., and signed by a notary or other officer are not certificates required by the law to be stamped.

The language of the present law being the same as that of 1898, this ruling seems to apply and you are advised that no such jurat or affidavit in the ordinary form stated or in similar form should be stamped.

The Commissioner's ruling was as follows:

Jan. 9th, 1900.

"127. The ordinary notary's jurat is not required to be stamped; affidavits are not taxable. A jurat should not be confused with an acknowledgement. A jurat generally consists of the following words 'Subscribed and sworn to before me this ___ day of ____'."

J. L. DeFoe,
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, November 24th, 1914

BULLETIN NO. 45

TRAIN & ENGINEER:

Effective this date and until further notice,
POMONA AND WYMER will be a FLAG STOP for Train No. 1, and
ROZA AND UHTANUMI will be a FLAG STOP for Train No.41.

W T Tyler

Superintendent

NORTHERN PACIFIC RAILWAY CO.

PASCO DIVISION.

Pasco, Wash., Dec. 10, 1914.

C & E Bulletin No. 57.

Effective Monday Dec. 14th, 1914,
assignment of Toppenish - Grandview Local will be
changed and run as follows:-

Leave Grandview 7:00 AM daily except
Sunday running to North Yakima via Zillah Branch from
Granger, arrive North Yakima 10:30 AM, returning leave
North Yakima 2:00 PM or as soon as possible after
getting merchandise cars from No. 602, arriving Grand-
view 5:30 PM.

On westward trip, cars picked up between
Grandview and Granger for Wapato, Toppenish or points
east to be set out at Granger.

W T Tyler,

Superintendent.

NORTHERN PACIFIC RAILWAY CO.

PASCO DIVISION.

SUPPLEMENT "C" TO PASCO DIVISION TIME TABLE
NO. 41, Dated Nov. 22nd, 1914.

Pasco, Wash., Dec 10, 1914.

C & E Bulletin No. 54.

Effective 7:00 AM Monday December 14, 1914
All Trains on Fourteenth Sub-Division (Moxee Branch) will
be operated under Staff System Rules (See special rules
regarding use of Staff on Branch Lines, Page 1, Time Table
41). Schedule of Trains 551 - 552 - 553 and 554
will be as follows:

WESTWARD			EASTWARD	
553	551		552	554
Mixed	Mixed	STATIONS.	Mixed	Mixed
Daily	Daily		Daily	Daily
L 200 PM	L 925AM	North Yakima	A 1045AM	A 300PM
F 209	F 936	Terrace Heights	F 1041	F 250
F 210	F 937	Avery	F 1037	F 248
F 211	F 938	Keyes	F 1034	F 247
F 213	F 940	Peacock	F 1032	F 246
F 214	F 942	Scudder	F 1030	F 245
F 216	F 945	Birchfield	F 1026	F 242
F 221	F 950	Eugene	F 1018	F 239
F 223	F 952	McShane	F 1015	F 238
A 225 PM	A 955AM	Moxee City	L 1010AM	L 235PM
Daily	Daily		Daily	Daily

W. T. Tyler,

Superintendent.