

# **NORTHERN PACIFIC RAILWAY COMPANY.**

---

## **PASCO DIVISION**

# **TIME 41B TABLE**

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

**SUNDAY, MAY 23, 1915**

---

**For the Government of Employees 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.	Twelfth Sub-Division
Fifth Sub-Division.	Thirteenth Sub-Division
Seventh Sub-Division.	Fourteenth Sub-Division
Ninth 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 trains and light extras will be governed by the top arm alone. The lower 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 No. 1, Tool Car No. 2, Yardmasters Office.
DR. JOHN H. O'SHEA, Spokane (S)	

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 Station, Tool Car.
DR. H. B. O'BRIEN, Pasco	
DR. E. C. HAMLEY, Pasco	

DR. A. DeY. GREEN, Prosser
DR. H. M. JOHNSON, Toppenish
DR. C. J. LYNCH, North Yakima (S)
DR. J. C. McCaULEY, Ellensburg (S)
DR. 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, Scales, Turntables and Wyes	Station Numbers	Distance from Cheney	Time Table No. 41B May 23, 1915 Succeeding No. 41A.				Distance from Pasco	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		THIRD CLASS	
897	895	603		3	317	41	1	42	2				318	4	604				896	898						
Way Freight	Way Freight	Freight		Passenger	Passenger	Passenger	Passenger	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 9:35AM	L 8:30PM		L 9:25PM	L 7:43PM	L 5:05PM	L 7:10AM	WCY	1592	0.0	CY.....CHENEY.....DN	130.0	75	As 5:55AM	As 7:30AM	As 3:50PM	As 9:25PM	As 5:05AM	As 3:20PM							
f 9:50		8:42		9:34	7:50	f 5:15	7:21		1597	4.9	.....BABB.....P	125.1	60	f 5:40	7:21	3:38	9:15	4:40	f 2:50							
s 10:08		9:00		9:44	7:59	s 5:25	f 7:32	W	1603	10.7	TY.....TYLER.....PD	119.3	E-59 W-59	f 5:26	7:10	s 3:25	9:00	4:10	s 2:15							
f 10:25		9:16		9:50	8:05	f 5:32	7:38		1607	14.5	VA.....FISHTRAP.....DN	115.5	60	f 5:17	7:03	f 3:15	8:53	3:48	f 1:50							
f 10:45		9:30		9:58	8:13	5:42	7:47		1612	19.7	.....KLINE.....P	110.3	61	5:04	6:53	f 3:02	8:40	3:20	f 1:15							
s 11:09		9:43		s 10:08	s 8:29	s 5:52	s 7:56	WY	1617	24.8	SX.....SPRAGUE.....DN	105.2	E-64 W-65	s 4:50	s 6:45	s 2:50	s 8:29	2:55	s 12:45							
f 11:27		9:52		10:14	8:37	6:00	8:03		1621	29.0	.....CONCORD.....P	101.0	61	4:35	6:37	2:41	8:22	2:42	f 12:20PM							
f 11:52AM		10:23		10:23	8:46	f 6:12	8:12	W	1627	34.7	HI.....KEYSTONE.....D	95.3	E-61 W-62	4:26	6:27	f 2:29	8:13	2:25	f 11:50AM							
f 12:15PM		10:50		10:33	8:57	6:22	8:22		1633	40.2	N.....TOKIO.....PN	89.8	E-58 W-59	4:17	6:17	f 2:17	8:04	2:10	f 11:15							
f 12:37		11:02		10:40	9:03	6:30	8:30		1637	45.0	.....COKER.....P	85.0	60	4:10	6:08	2:07	7:56	1:55	f 10:50							
s 12:52		11:13		s 10:46	s 9:10	s 6:37	s 8:35	W	1641	48.5	RV.....RITZVILLE.....DN	81.5	116	s 4:05	f 6:03	s 2:00	s 7:50	1:45	s 10:30							
f 1:20		11:30		10:56	9:20	6:48	8:45		1647	54.4	.....ESSIG.....P	75.6	61	3:46	5:52	1:47	7:37	1:21	f 9:15							
s 1:40		11:40		11:02	9:26	f 6:55	8:52		1649	57.9	NA.....PAHA.....PD	72.1	E-58 W-59	3:40	5:46	f 1:40	7:29	1:06	f 8:52							
f 2:07		11:50PM		11:08	9:32	7:02	8:58		1653	61.5	.....RUBY.....P	68.5	61	3:32	5:40	1:33	7:21	12:52	f 8:20							
L 9:30AM	A 2:30PM	12:02AM		s 11:15	s 9:40	s 7:13	s 9:05	WCT	1658	65.5	LD.....LIND.....DN	64.5	E-74 W-61	s 3:25	s 5:32	s 1:24	s 7:13	12:35	L 7:55AM	A 2:30PM						
f 9:50		12:20		11:22	9:47	7:20	9:12		1662	69.2	.....AKRON.....P	60.8	60	3:12	5:22	1:17	7:06	12:20	f 2:10							
f 10:10		12:32		11:30	9:57	7:29	9:20		1667	73.5	PX.....PROVIDENCE.....P	56.5	E-73 W-63	3:02	5:16	f 1:07	6:59	12:10AM	f 1:45							
f 10:20		12:40		11:37	10:01	7:35	9:26		1670	76.6	.....BEATRICE.....P	53.4	61	2:55	5:09	1:00	6:52	11:37PM	f 1:30							
s 10:40		12:53		11:45	10:09	f 7:43	f 9:34	W	1674	81.5	SC.....CUNNINGHAM.....DN	48.5	E-61 W-61	2:45	4:59	s 12:47	6:42	11:05	s 12:47							
s 11:00		1:01		11:52PM	10:13	f 7:50	f 9:39		1677	84.7	TW.....HATTON.....PD	45.3	59	f 2:39	4:52	s 12:38	6:35	10:50	s 12:12PM							
f 11:35AM		1:13		12:01AM	10:20	7:58	9:46		1682	89.2	.....EMERY.....P	40.8	60	2:27	4:42	12:27	6:25	10:20	11:45AM							
s 12:15PM		1:25		f 12:10	10:27	s 8:06	f 9:55	WY	1686	93.8	CN.....CONNELL.....DN	36.2	E-60 W-37	s 2:19	s 4:32	s 12:15	s 6:15	9:58	s 11:15							
f 12:45		1:37		12:18	10:35	8:16	10:02		1690	99.0	.....CACTUS.....P	31.0	60	2:06	4:23	12:05PM	6:06	9:37	f 10:28							
s 1:00		1:59		12:26	10:41	f 8:24	f 10:09	W	1695	103.2	AK.....MESA.....PD	26.8	E-77 W-61	1:59	4:16	s 11:58AM	5:58	9:21	s 10:09							
f 1:10		2:08		12:29	10:44	8:28	10:13		1698	105.6	.....VALE.....PN	24.4	60	1:54	4:13	11:53	5:54	9:12	f 9:45							
f 1:40		2:27		12:40	10:53	f 8:40	f 10:23	W	1704	112.1	W.....ELTOPIA.....D	17.9	E-61 W-57	1:42	4:02	s 11:40	f 5:44	8:40	s 9:00							
s 2:05		2:45		12:48	11:00	8:50	10:30		1709	117.1	.....SAGAMOOR.....P	12.9	61	1:32	3:54	11:30	5:36	8:20	f 8:45							
f 2:25		3:00		12:57	11:08	9:00	10:37		1714	121.8	GD.....GLADE.....PN	8.2	E-61 W-58	1:24	3:45	f 11:20	5:27	8:05	f 8:30							
A 3:00PM		A 3:25AM		As 1:10AM	A 11:20PM	As 9:15PM	A 10:50AM	WCYT	1721	130.0	PA.....PASCO.....DN	0.0	Yard	L 1:10AM	L 3:30AM	L 11:05AM	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							4.45	4.00	4.45	4.10	9.25	6.38	5.55						
11.7	13.3	19.0		34.9	36.1	31.2	35.5							27.3	32.5	27.3	31.1	13.9	9.9	11.0						

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.)

**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.

**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.

**AUTOMATIC BLOCK PASCO TO ELLENSBURG.**  
 See Special Rules Page 1 Governing Movement of Trains Between Pasco and Kennewick.

THIRD CLASS					SECOND CLASS					FIRST CLASS									
555	901	899	669	603	Time Table No. 41B May 23, 1915 Succeeding No. 41A.														
Mixed	Way Freight	Way Freight	S. P. & S. Freight	Freight	STATIONS														
Ex. Mon.	Tu., Thu., Sat.	Mo., We., Fri.	Daily	Daily	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pasco.	Telegraph Offices and Calls	Distance from Ellensburg.	Car Capacity of Sidings	1	3	41	317	335	337	339	341	
											Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	S.P. & S. 3 Passenger	S.P. & S. 1 Passenger	
											Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		L 7.30AM	L 5.55AM	L 5.15AM	WCTY	1721	0.0	PA.....PASCO.....DN 0.4	125.8	Yard	L 11.00AM 318	L 1.20AM 42	L 9.25PM	L 11.30PM			L 1.50AM	L 12.55PM	
			A 6.03AM			1722	0.4	.....S. P. & S. JUNCTION..... 1.7	125.4	No Siding						A 1.54AM	A 12.59PM		
		s 7.45		5.30		1724	2.1	K.....KENNEWICK.....DN 5.1	123.7	83	s 11.07	f 1.28	s 9.33	s 11.35					
		f 8.20		6.10	W	1729	7.2	RF.....VISTA.....PN 4.5	118.6	E-82 W-60	11.20	1.37	9.45	11.45					
		f 8.55		6.23		1733	11.7	.....ERIE.....P 4.7	114.1	86	11.28	1.45	9.54	11.54PM					
		f 9.30		6.37		1739	16.4	BA.....BADGER.....DN 3.3	109.4	E-82 W-58	11.36	1.53	f 10.02	12.01AM					
		f 9.55 318		6.50		1742	19.7	.....ROME.....P 3.5	106.1	83	11.42	1.59	10.10	12.10 42					
		s 10.25		7.00	W	1745	23.2	KI.....KIONA.....DN 5.7	102.6	E-83 W-61	f 11.48	2.04	f 10.15	12.16					
		f 11.00		7.17		1751	28.9	.....CHANDLER.....P 4.9	96.9	83	11.59AM	2.14	10.27	12.24					
		f 11.30AM		7.32		1756	33.8	GI.....GIBBON.....DN 5.8	92.0	E-83 W-61	12.07PM	2.25 2	10.37	12.32					
		s 12.10PM 1.30		7.45	W	1762	39.6	PR.....PROSSER.....DN 5.5	86.2	E-84 W-64	s 12.17 899-900	s 2.37	s 10.49	12.41					
		s 2.00		8.00		1767	45.1	.....BYRON.....P 6.0	80.7	70	f 12.27	2.47	f 11.00	12.50					
		s 2.30 602		8.20	W	1774	51.1	MB.....MABTON.....DN 3.6	74.7	E-82 W-58	f 12.37	s 2.58	s 11.16 42	1.00					
		f 2.45		8.32 318		1777	54.7	.....EMPIRE.....P 5.0	71.1	82	12.44	3.03	11.24	1.05					
		f 3.23 4		9.03 900		1782	59.7	SU.....SATUS.....PD 5.4	66.1	E-83 W-60	12.52	3.12	f 11.35	1.13					
		f 4.00		9.18		1787	65.1	AF.....ALFALFA.....P 1.6	60.7	83	1.02	f 3.22	11.45	1.22					
		f 4.10 338		9.23 338		1789	66.7	..SUNNYSIDE JUNCTION DN 3.3	59.1	No Siding	1.05	3.25	11.48PM	1.25	L 10.45AM	L 5.40PM			
		L 8.45AM 338	A 4.30PM	10.05	WCT	1792	70.0	TN.....TOPPENISH.....DN 2.7	55.8	E-84 W-60	s 1.13	s 3.31	s 12.02AM	s 1.35 2	s 10.52	s 5.48			
		f 9.00		10.15		1794	72.7	...WESLEY JUNCTION.....P 1.2	53.1	No Siding	1.20	3.37	12.09	1.42	11.00	5.56			
		f 9.05		10.19		1796	73.9	.....MONTE.....P 3.4	51.9	82	1.22 602	3.41	12.12	1.45	f 11.02	f 5.59			
		f 9.25		10.30		1800	77.3	WA.....WAPATO.....D 4.5	48.5	E-83 W-60	f 1.30 902	f 3.50	12.19	1.51	s 11.10	s 6.09			
	L 10.00AM 901	f 9.50 555		10.43		1804	81.8	KR.....PARKER.....PD 3.6 O. W. R. & N. Crossing	44.0	83	1.41	4.02	12.28	2.01	s 11.21	f 6.20			
	f 10.20	f 10.10		10.55		1807	85.4	.....YAKIMA CITY.....P 3.7	40.4	83	1.49	4.11	12.36	2.09	f 11.30	f 6.30			
	A 10.45AM	s 10.30 11.16		11.15 11.55AM 902	WCOT	1811	89.1	YA.....NORTH YAKIMA.....DN 3.9	36.7	E-71 W-64	s 1.58 556	s 4.20	s 12.45 1.05 2	s 2.17	A 11.40AM 902 602	A 6.40PM			
		f 11.45AM		12.15PM 602		1815	93.0	AH.....SELAH.....PD 3.4	32.8	E-83 W-83	f 2.07	4.28	1.15	2.25					
		f 12.05PM 602		12.33		1819	96.4	MN.....POMONA.....D 4.0	29.4	E-83 W-90	f 2.18 4	4.35	1.23	2.33					
		f 12.25		12.55		1822	100.4	.....HILLSIDE.....P 4.2	25.4	83	2.27	4.42	1.33	2.42					
		s 12.50		1.20		1827	104.6	RA.....ROZA.....N 4.6	21.2	E-80 W-60	2.36	4.50	f 1.44	2.50					
		f 1.15		1.52 4	W	1832	109.2	ON.....WYMER.....PD 4.3	16.6	87	f 2.45	5.00	1.55	3.00					
		f 1.43 4		2.30		1836	113.5	UM.....UMTANUM.....N 2.7	12.3	E-82 W-62	2.55	5.07	f 2.05	3.09					
		f 2.15		3.00 1		1839	116.2	.....INDIO.....P 4.8	9.6	83	3.00 603	5.12	2.11	3.15					
		f 3.10 1		3.35		1843	121.0	RO.....THRALL.....D 4.8	4.8	E-83 W-57	f 3.10 901	5.22	2.23	3.25					
		A 3.45PM		A 4.00PM	WCOT	1848	125.8	EB.....ELLENSBURG.....DN	0.0	Yard	A s 3.20PM	A s 5.30AM 318	A s 2.35AM	A s 3.35AM					
Ex. Mon.	Tu., Thu., Sat.	Mo., We., Fri.	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
0.45	6.45	7.40	0.08	10.45							4.20	4.10	4.50	4.05	0.55	1.00	0.04	0.04	
10.0	8.3	9.1	7.5	11.7							29.0	30.2	26.0	30.8	24.4	22.4	15.0	15.0	

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



SECOND SUB-DIVISION. (MAIN LINE.)

EASTWARD.

FIRST CLASS								Water, Fuel, Seals, Turntables and Wyes	Station Numbers	Distance from Pasco	Time Table No. 41B May 23, 1915 Succeeding No. 41A.			Distance from Ellensburg	Car Capacity of Sidings	SECOND CLASS					THIRD CLASS								
342	340	336	338	42	4	318	2				STATIONS					602	670	900	902	556									
S. P. & S. 2 Passenger	S. P. & S. 4 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Telegraph Offices and Calls					Freight	S. P. & S. Freight	Way Freight	Way Freight	Mixed									
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Tu., Thu., Sat.	Mo., We., Fri.	Except Monday									
As 4:40PM	As 2:20AM			As 1:00AM	As 5:10PM	As 10:45AM	As 3:20AM	WCTY	1721	0.0	PA.....PASCO.....DN	125.8	Yard	A 5:40PM	A 2:40PM	A 4:00PM													
L 4:36PM	L 2:16AM								1722	0.4	.....S. P. & S. JUNCTION.....	125.4	No Siding	L 2:32PM															
				f 12:45	s 5:00	s 10:35	f 3:15		1724	2.1	K.....KENNEWICK.....DN	123.7	83			f 3:45													
				12:34	4:50	f 10:23	3:05	W	1729	7.2	RF.....VISTA.....DN	118.6	E-82 W-60	5:12		f 3:20													
				12:26	4:41	10:13	2:58		1733	11.7	.....ERIE.....P	114.1	86	4:55		f 3:00													
				12:17	4:33	f 10:02	2:52		1739	16.4	BA.....BADGER.....DN	109.4	E-82 W-58	4:33		f 2:35													
				12:10	4:27	9:55	2:47		1742	19.7	.....ROME.....P	106.1	83	4:10		f 2:15													
				f 12:03AM	4:21	s 9:47	2:41	W	1745	23.2	KI.....KIONA.....DN	102.6	E-83 W-61	4:00		f 2:00													
				11:55PM	4:11	9:33	2:33		1751	28.9	.....CHANDLER.....P	96.9	83	3:40		f 1:30													
				11:47	4:02	9:22	2:25		1756	33.8	GI.....GIBBON.....DN	92.0	E-83 W-61	3:20		f 1:00													
				s 11:37	s 3:53	s 9:08	2:17	W	1762	39.6	PR.....PROSSER.....DN	86.2	E-84 W-64	3:00		s 12:30PM													
				11:27	3:44	f 8:56	2:10		1767	45.1	.....BYRON.....P	80.7	70	2:45		f 10:25													
				s 11:16	s 3:35	s 8:42	2:01	W	1774	51.1	MB.....MABTON.....DN	74.7	E-82 W-58	2:30		s 9:55													
				11:10	3:30	8:32	1:57		1777	54.7	.....EMPIRE.....P	71.1	82	2:21		f 9:30													
				11:00	3:23	f 8:22	1:50		1782	59.7	SU.....SATUS.....PD	66.1	E-83 W-60	2:08		f 9:03													
				10:51	3:15	f 8:11	1:43		1787	65.1	AF.....ALFALFA.....P	60.7	83	1:54		f 8:35													
				As 3:35PM	As 8:45AM	10:48	1:41		1789	66.7	..SUNNYSIDE JUNCTION DN	59.1	No Siding	1:50		f 8:30													
				s 3:27	s 8:38	s 10:42	1:35	WCT	1792	70.0	TN.....TOPPENISH.....DN	55.8	E-84 W-60	1:40		L 8:15AM													
				3:20	8:33	10:37	1:31		1794	72.7	.....WESLEY JUNCTION.....P	53.1	No Siding	1:32															
				f 3:17	f 8:31	10:34	1:29		1796	73.9	.....MONTE.....P	51.9	82	1:22															
				s 3:09	s 8:24	f 10:28	1:24		1800	77.3	WA.....WAPATO.....PD	48.5	E-83 W-60	1:05		f 1:30													
				f 2:58	f 8:15	10:20	1:17		1804	81.8	KR.....PARKER.....PD	44.0	83	12:50		f 1:05													
				f 2:48	f 8:07	10:13	1:10		1807	85.4	.....YAKIMA CITY.....P	40.4	83	12:40		f 12:50													
				L 2:40PM	L 8:00AM	s 10:05	1:05	WCOT	1811	89.1	YA.....NORTH YAKIMA.....DN	36.7	E-71 W-64	12:26		s 12:35PM													
						f 9:50	12:58		1815	93.0	AH.....SELAH.....P	32.8	E-83 W-83	12:15		f 11:00													
				9:44	2:18	f 6:33	12:53		1819	96.4	MN.....POMONA.....D	29.4	E-83 W-93	12:05PM		f 10:30													
				9:37	2:09	6:24	12:47		1822	100.4	.....HILLSIDE.....P	25.4	83	11:53AM		f 10:15													
				9:30	2:01	f 6:14	12:40		1827	104.6	RA.....ROZA.....N	21.2	E-80 W-60	11:40		f 9:55													
				9:23	1:52	f 6:05	12:32	W	1832	109.2	ON.....WYMER.....PD	16.6	87	11:28		f 9:35													
				9:16	1:43	f 5:56	12:26		1836	113.5	UM.....UMTANUM.....N	12.3	E-82 W-62	11:15		f 9:20													
				9:12	1:38	5:50	12:21		1839	116.2	.....INDIO.....P	9.6	83	11:07		f 9:10													
				9:03	f 1:28	f 5:40	12:14		1843	121.0	RO.....THRALL.....PD	4.8	E-83 W-57	10:55		f 8:50													
				L 8:55PM	L 1:20PM	L 5:30AM	12:05AM	WCOT	1848	125.8	EB.....ELLENSBURG.....DN	0.0	Yard	L 10:40AM		L 8:30AM													
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Tu., Thu., Sat.	Mo., We., Fri.	Ex. Mon.												
0.04	0.06	0.55	0.45	4.05	3.50	4.50	3.15						7.00	0.08	6.25	5.05	0.27												
15.0	11.0	24.4	29.0	30.7	32.8	26.0	38.7						18.0	7.5	10.9	10.9	18.2												

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. 41B May 23, 1915 Succeeding No. 41A.				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						Telegraph Offices and Calls						Passenger				Mixed		Freight	
Daily			Ex. Sun.			Daily						PA.....PASCO.....DN						Daily				Daily		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					
<b>S. P. &amp; S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND AINSWORTH JCT.—SEE SPECIAL RULES, PAGE 1.</b>																									
9.15	f 3.10		f 5.15	f 7.40	f 5.05	IG 3	2.9	.....AINSWORTH 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	24	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	.....TWO RIVERS.....	88.9	32	f 10.22	f 4.01	s 10.33					f 2.00	f 12.50						
s 10.20 11.50PM 348-908	A 3.35AM		s 5.37	A 8.05AM	s 5.27	YG 9	12.5	A.....ATTALIA.....D	85.6	60	s 10.17	L 3.55PM	s 10.25 907					L 1.50PM	s 12.30AM 11.50PM 907						
f 12.20AM			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	7	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	29	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	6	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	29	f 9.43		f 9.47						f 10.45						
f 1.45			s 6.27		s 6.25	YC 22	33.4	JC.....EUREKA.....D	64.7	37	s 9.35		s 9.37						f 10.80						
f 2.10			s 6.42		s 6.40	W 29	39.7	MR.....LAMAR.....D	58.4	29	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	8	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	10	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	17	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	28	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	43	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	18	f 8.44		f 8.37						f 9.05						
f 3.30			f 7.26		f 7.26	KA 46	56.9	.....SUDBURY.....	41.2	Spur 5	f 8.41		f 8.34					No. 357 has rightover No. 358 Walla Walla to Dayton.	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 4.00AM		L 6.00PM	L 10.15AM	A 7.45PM	A 7.45AM	CWOT 53	64.3	F.....WALLA WALLA.....D	33.8	Yard	L 8.25AM		L 8.15PM	A 8.15AM	A 4.45PM				L 8.30PM						
		6.04	10.20			KA 54	65.7	O. W. R. & N. Crossing	32.4	No Siding			8.10	4.37											
		f 6.12	f 10.32			KA 57	68.7	.....MILL CREEK JCT.....	29.4	28			f 8.03	f 4.25											
		f 6.16	f 10.38			KA 59	70.4	.....RIFFLE.....	27.7	9			f 7.59	f 4.12											
		f 6.20	f 10.44			KA 60	71.5	.....SAPOLIL.....	26.6	27			f 7.56	f 4.06											
		f 6.22	f 10.47			KA 61	72.1	.....BUBOKER.....	26.0	7			f 7.54	f 4.02											
		f 6.26	f 10.55			KA 63	73.9	.....SPRING CREEK.....	24.2	8			f 7.50	f 3.53											
		s 6.30	s 11.04			KA 64	75.2	.....GILLIAM.....	22.9	35			s 7.47	s 3.45											
		f 6.34	f 11.09			KA 65	76.5	X.....DIXIE.....D	21.6	21			f 7.42	f 3.35											
		f 6.43	f 11.24			KA 69	79.9	.....EASTMAN.....	18.2	19			f 7.34	f 3.20											
		f 6.56	f 11.41AM			KA 74	85.1	.....MINNICK.....	13.0	36			f 7.21	f 3.00											
		s 7.05	s 12.01PM			KA 77	88.4	.....COPPEI.....	9.7	20			s 7.13	s 2.45											
		f 7.11	f 12.10			KA 79	91.0	W.....WAITSBURG.....	7.1	33			f 7.07	f 2.37											
		f 7.21	f 12.24			KA 83	94.5	.....HUNTSVILLE.....	3.6	14			f 6.59	f 2.24											
		f 7.24	f 12.28			KA 84	95.7	O. W. R. & N. Crossing 2.8 mi. W.	2.4	Spur 3			f 6.56	f 2.21											
		A 7.30PM	A 12.45PM			KA 87	98.1	.....LONGS.....	0.0	Yard			L 6.50AM	L 2.15PM											
Daily	Ex. Sun.	Daily	Daily	Daily	DAILY	DAILY		.....KLUM.....			Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily								
5.30	0.35	1.30	2.30	2.35	0.35	2.45		.....DY.....DAYTON.....D			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	23.0		Time Over Subdivision			27.6	20.1	23.0	23.8	13.5	14.4	14.6								
								Average Speed per Hour																	

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. F. & S. line.

Registering and Bulletin Stations—Pasco, Attalia, Eureka, Walla Walla and Dayton. West wye switch at Pasco set for wye. 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 through 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 41B (May 23, 1915), 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 41B (May 23, 1915), 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 Athena, Time Table 41B (May 23, 1915), 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 41B (May 23, 1915), and THIRD CLASS. Includes stations like ATTALIA, HUNTS, WALLULA, HUNTS, RING, VAN SYCLE, 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 cabooses may be handled between Apex and Hunts with S-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, ADCO BRANCH)

Table with columns for SECOND CLASS, Station Numbers, Distance from Adco, Time Table No. 41B (May 23, 1915), 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. Standard Clock—Connell. Yard Limits—Connell. All trains will reduce speed to 8 miles per hour over Bridge No. 21 at Bassett Junction and 10 miles per hour over Bridge 26 one mile west of Adco. Speed of 30 miles per hour must not be exceeded.

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. 41B (May 23, 1915), and SECOND CLASS. Includes stations like BASSETT JCT., SCHRAG.

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 Schrag. 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.						
THIRD CLASS			FIRST CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Grand View	Time Table No. 41B May 23, 1915 Succeeding No. 41A				Distance from Sunnyside Junction	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS		
555			335		337				STATIONS						336		338	556	
Mixed			Passenger		Passenger				Telegraph Offices and Calls.						Passenger		Passenger	Mixed	
Ex. Mon.			Daily		Daily										Daily		Daily	Ex. Mon.	
L 6.50AM	L 9.55AM	L 4.40PM	Y	I B 20	0.0	GV.....GRAND VIEW.....D	19.8	30	A 4.30PM	A 9.45AM	A 5.30PM								
f 7.00	f 10.02	f 4.47		I B 16	3.8	.....LICHTY.....	16.0	27	f 4.20	f 9.30	f 5.18								
s 7.30	s 10.10	s 5.00	W	I B 12	7.8	SY.....SUNNYSIDE.....D	12.0	78	s 4.10	s 9.20	s 5.00								
f 7.55	f 10.20	f 5.12		I B 8	11.6	LO.....OUTLOOK.....D	8.2	48	s 3.58	s 9.08	f 4.35								
f 8.10	f 10.28	f 5.20		I B 5	14.6	.....NASS.....	5.2	12	f 3.50	f 9.00	f 4.15								
A 8.20AM	A 10.35	A 5.30		I B 3	16.6	GR.....GRANGER.....D	3.2	40	s 3.45	s 8.56	L 4.00PM								
	A 10.45AM	A 5.40PM		1788	19.8	.....SUNNYSIDE JUNCTION..P	0.0	No Siding	L 3.35PM	L 8.45AM									
Ex. Mon.	Daily	Daily							Daily	Daily	Ex. Mon.								
1.30	0.50	1.00				Time Over Subdivision			0.55	1.00	1.30								
13.2	22.5	19.8				Average Speed Per Hour			21.6	19.8	13.2								

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.**  
**Registering Stations**—Grand View, Sunnyside Junction and Granger.  
 Engines of greater weight than Class S-4 (293,050 lbs.) must not be run over Yakima River Bridge.  
 Speed of trains through crossover tracks or entering passing tracks must not exceed 15 miles per hour.  
 Junction switch at Granger will be kept set for Zillah Branch.

WESTWARD.			TWELFTH SUBDIVISION (NACHES BRANCH)										EASTWARD.			
SECOND CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from North Yakima	Time Table No. 41B May 23, 1915 Succeeding No. 41A				Distance from Naches City	Car Capacity of Sidings	SECOND CLASS				
537						535		STATIONS				536		538		
Mixed						Mixed		Telegraph Offices and Calls				Mixed		Mixed		
Daily						Daily						Daily		Daily		
L 3.15PM	L 7.30AM	WCO T	1811	0.0	YA...NORTH YAKIMA...DN	13.6	Yard	A 9.15AM	A 5.00PM							
f 3.21	f 7.36			1.2	.....MILES AVENUE.....	11.9	No Siding	f 9.09	f 4.54							
f 3.24	f 7.39		Kx 3	2.5	.....FRUITVALE.....	11.1	9	f 9.06	f 4.51							
f 3.27	f 7.42		Kx 4	4.0	.....COWICHE JCT.....	9.6	No Siding	f 9.02	f 4.46							
f 3.29	f 7.46		Kx 5	4.8	.....JACOBSON.....	8.8	10	f 9.00	f 4.42							
s 3.33	s 7.52		Kx 6	6.7	.....GLEED.....	6.9	53	s 8.55	s 4.35							
s 3.35	s 7.56		Kx 8	7.9	.....ESCHBACH.....	5.7	10	s 8.51	s 4.29							
f 3.38	f 7.59		Kx 9	8.9	.....COLEEN.....	4.7	No Siding	f 8.48	f 4.24							
f 3.40	f 8.02		Kx 10	10.0	.....POWER HOUSE.....	3.6	Spur 10	f 8.45	f 4.20							
f 3.43	f 8.04		Kx 11	11.2	.....SINCLAIR PARK.....	2.4	9	f 8.42	f 4.17							
f 3.45	f 8.06		Kx 12	11.6	.....McPHEE.....	2.1	No Siding	f 8.41	f 4.16							
f 3.48	f 8.09		Kx 13	12.1	.....BONLOW.....	1.5	Spur 1	f 8.39	f 4.14							
A 3.55PM	A 8.20AM		Kx 14	13.6	.....NACHES.....	0.0	102	L 8.35AM	L 4.10PM							
Daily	Daily							Daily	Daily							
0.40	0.50					Time Over Subdivision			0.40	0.50						
20.4	16.3					Average Speed Per Hour			20.4	16.3						

**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. 538. No. 535 has right over No. 536.  
 Junction switch at North Yakima to be kept set for High Line.  
 Trains must not exceed a speed of 8 miles per hour over street crossings in North Yakima.  
 Speed of trains through crossover tracks or entering passing tracks must not exceed 15 miles per hour.

WESTWARD			ELEVENTH SUBDIVISION (SNAKE RIVER BRANCH)										EASTWARD		
SECOND CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Riparia	Time Table No. 41B May 23, 1915 Succeeding No. 41A				Distance from Pasco	Car Capacity of Sidings	SECOND CLASS			
379						STATIONS						380			
Mixed						Telegraph Offices and Calls						Mixed			
Daily												Daily			
L 9.25PM	YC	K F 64	0.0	AX.....RIPARIA.....DN	66.9	60	A 1.20PM								
f 9.44	W	K F 55	8.5	.....PERRY.....	58.4	93	f 1.00								
f 9.57		K F 51	12.9	.....DAVIN.....	54.0	30 Spur	f 12.45								
f 10.15		K F 44	19.9	.....HARDER.....	47.0	No Siding	f 12.35								
f 10.34	W	K F 35	28.4	.....WINDUST.....	38.5	89	f 12.18								
f 10.51		K F 29	35.4	.....WALKER.....	31.5	60 Spur	f 12.04PM								
s 11.05	W	K F 23	40.7	SR.....SNAKE RIVER JCT...DN	26.2	No Siding	s 11.50AM								

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

A 12.10AM	WCT YO	1721	66.9	PA.....PASCO.....DN	0.0	1200	L 1.00AM			
Daily							Daily			
2.45				Time Over Subdivision			2.20			
24.3				Average Speed per Hour			28.6			

**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.  
 Through crossover tracks or entering passing tracks, 15 miles per hour.  
 Westward trains must obtain orders before occupying S. P. & S. main line at Snake River Junction.  
 Main line switch at Riparia is set for Camas Prairie Ry.

WESTWARD.			THIRTEENTH SUBDIVISION (COWICHE BRANCH)										EASTWARD.		
SECOND CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Cowiche Junction	Time Table No. 41B May 23, 1915 Succeeding No. 41A				Distance from Weikel	Car Capacity of Sidings	SECOND CLASS			
379						STATIONS						380			
Mixed						Telegraph Offices and Calls						Mixed			
Daily												Daily			
			Kx 4	0.0	.....COWICHE JCT.....	5.7	No Siding								
			K L 1	0.8	.....FLORENCE.....	4.9	Spur 4								
			K L 2	2.5	.....SPITZENBERG.....	3.2	Spur 6								
			K L 5	5.7	.....WEIKEL.....	0.0	Spur 18								
								Time Over Subdivision							
								Average Speed Per Hour							

**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 through crossover tracks or entering passing tracks must not exceed 15 miles per hour.



WESTWARD. FOURTEENTH SUBDIVISION. EASTWARD.  
(MOXEE BRANCH)

WESTWARD. FIFTEENTH SUBDIVISION. EASTWARD.  
(ZILLAH BRANCH)

SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from North Yakima	Time Table No. 41B May 23, 1915 Succeeding No. 41A.		Distance from Moxee City	Car Capacity of Sidings	SECOND CLASS	
553	551				552	554				
Mixed	Mixed				Mixed	Mixed				
Daily	Daily				Daily	Daily				
L 2.00PM	L 9.25AM	WCOT	1811	0.0	YA...NORTH YAKIMA...DN	2.0	8.6	Yard	A 10.45AM	A 3.00PM
f 2.09	f 9.36		K M 3	3.0	TERRACE HEIGHTS	0.7	5.6	0	f 10.41	f 2.50
f 2.10	f 9.37		K M 3.7	3.7	AVERY	0.3	4.9	0	f 10.37	f 2.48
f 2.11	f 9.38		K M 4	4.0	KEYES	0.2	4.6	0	f 10.34	f 2.47
f 2.13	f 9.40		K M 4.2	4.2	PEACOCK	0.3	4.4	0	f 10.32	f 2.46
f 2.14	f 9.42		K M 4.5	4.5	SCUDDER	0.9	4.1	0	f 10.30	f 2.45
f 2.16	f 9.45		K M 5	5.4	BIRCHFIELD	1.8	3.2	9	f 10.26	f 2.42
f 2.21	f 9.50		K M 7	7.2	EUGENE	0.5	1.4	0	f 10.18	f 2.39
f 2.23	f 9.52		K M 8	7.7	McSHANE	.09	0.9	0	f 10.15	f 2.38
A 2.25PM 554	A 9.55AM 552		K M 9	8.6	MOXEE CITY		0.0	33	L 10.10AM 551	L 2.35PM 553
Daily	Daily								Daily	Daily
0.25	0.30								0.35	0.25
21.5	17.2								14.3	21.5
					Time Over Subdivision					
					Average Speed Per Hour					

THIRD CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Granger	Time Table No. 41B May 23, 1915 Succeeding No. 41A.		Distance from Parker	Car Capacity of Sidings	THIRD CLASS	
555					556					
Mixed					Mixed					
Ex. Mon.					Ex. Mon.					
L 8.40AM		I B 3	0.0	GR.....GRANGER.....D	3.2	17.8	40		A 3.45PM	
f 8.50		K033	3.2	BOONE.....	2.1	14.6	18		f 3.35	
f 9.15		K05	5.3	ZILLAH.....	1.7	12.5	44		f 3.25	
f 9.20		K07	7.0	CUTLER.....	1.0	10.8	13		f 3.15	
f 9.23		K08	8.0	FESTA.....	0.3	9.8	10		f 3.10	
f 9.25		K09	8.3	BUENA.....	2.1	9.5	50		f 3.05	
f 9.32		K010	10.4	FLINT.....	0.9	7.4	28		f 3.00	
f 9.35		K011	11.3	SAWYER.....	2.3	6.5	14		f 2.53	
f 9.40		K013	13.6	DONALD.....	1.6	4.2	30		f 2.50	
f 9.45		K015	15.2	MELLIS.....	2.6	2.6	18		f 2.40	
A 9.55AM		1804	17.8	KR.....PARKER.....PD		0.0	80		L 2.30PM	
1.15									1.15	
14.2									14.5	
					Time Over Subdivision					
					Average Speed Per Hour					

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

**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 and Zillah.  
 Speed of trains through 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.  
 Engines of greater weight than Class S4 (293050 lbs.) must not be run over Yakima River bridge.  
**SEE SPECIAL RULES PAGE 1.**

WESTWARD. SIXTEENTH SUBDIVISION. EASTWARD.  
(SIMCOE BRANCH)

		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Wesley Junction	Time Table No. 41B May 23, 1915 Succeeding No. 41A.		Distance from Farron	Car Capacity of Sidings
					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	7
			K N 4	3.9	HOLT	1.6	4.6	Spur 5
			K N 5	5.5	ASHUE	3.0	3.0	16
			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 Jet.  
 Speed of trains through 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
<b>FIRST SUBDIVISION.</b>	
Dayrock ..... M. P. 26.2	7
<b>SECOND SUBDIVISION.</b>	
Quarry Spur ..... M. P. 91.5	10
Holmes Spur ..... M. P. 124.6	15
<b>THIRD SUBDIVISION.</b>	
Taggard ..... M. P. 89.5	5
Dumas ..... M. P. 93.8	5
<b>FOURTH SUBDIVISION.</b>	
Tompkins ..... M. P. 16.5	9
<b>EIGHTH SUBDIVISION.</b>	
Schlomer ..... M. P. 5	9
Frischnecht Spur ..... M. P. 7	9
Arney Spur ..... M. P. 20	9
Mitchell Spur ..... M. P. 42	8
Treadwell ..... M. P. 54	9
<b>NINTH SUBDIVISION.</b>	
Shaefer Spur ..... M. P. 7	8
<b>ELEVENTH SUBDIVISION.</b>	
Sargents Spur ..... M. P. 35	7
<b>FIFTEENTH SUBDIVISION.</b>	
Dalton ..... M. P. 15	4
Ramerman Spur ..... M. P. 14	5
Gilliland Spur ..... M. P. 13.5	12
Keck Spur ..... M. P. 11.3	2
Squier Spur ..... M. P. 11.0	4
Chenauer Spur ..... M. P. 12.0	3

TONNAGE RATING—FREIGHT ENGINES.

DERAIL SWITCHES.

		ENGINES.													
		Class W 3		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	B	A	B	A	B
<b>MAIN LINE</b>	<b>First Sub-Division Eastward.</b>														
	Pasco to Cunningham.....	2250		1800				1250		1200		965			
	Cunningham to Providence.....	1750		1400				900		750		620			
	Cunningham to Providence with W helper....	3150		2800				2300		2150		2020			
	Providence to Lind.....	car	limit												
	Lind to Ritzville.....	2250		1800				1250		1250		965			
	Ritzville to Sprague.....	3000		2400				1900		1750		1620			
	Sprague to Fishtrap.....	1750		1400				900		750		620			
	Sprague to Fishtrap with W helper.....	3150		2800				2300		2150		2020			
		<b>Second Sub-Division Eastward.</b>													
	Ellensburg to Kiona.....	car	limit												
	Kiona to Badger.....			2700				1600		1500		938			
	Badger to Pasco.....	car	limit												
	<b>First Sub-Division Westward.</b>														
	Cheney to Lind.....	car	limit												
	Lind to Providence.....	2250		1800				1250		1200		965			
	Providence to Pasco.....	car	limit												
	<b>Second Sub-Division Westward.</b>														
	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			
<b>BRANCH LINES</b>	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.....							2000		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.
	Connell to Adco.....			1400		1100		950							
	Adco to Connell.....			1850		1600		1350							

FIRST SUB-DIVISION.	
Sprague.....	West end mill spur.
Dayrock.....	West end.
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.
Sapolil.....	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.
McCormmach.....	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 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.
Zillah.....	O.-W. R. & N. Co.

F. M. SMITH, Trainmaster, Pasco.

J. C. ROTH, Trainmaster, Pasco.

E. J. MORAN, Chief Dispatcher, Pasco.

