

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME 410 TABLE

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

SUNDAY, JUNE 6, 1915

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. 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
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. 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.

THIRD CLASS				SECOND CLASS		FIRST CLASS				Time Table No. 41C				FIRST CLASS				SECOND CLASS		THIRD CLASS					
897	895		603		3	317	41	1	Water, Fuel, Scales, Turntables and Ways	Station Numbers	Distance from Cheney	June 6, 1915 Succeeding No. 41B.	Distance from Pasco	Car Capacity of Sidings	42	2	318	4		604		896	898		
Way Freight	Way Freight		Freight		Passenger	Passenger	Passenger	Passenger				STATIONS			Passenger	Passenger	Passenger	Passenger		Freight		Way Freight	Way Freight		
Tu., Thu., Sat.	Mo., We., Fri.		Daily		Daily	Daily	Daily	Daily				Telegraph Offices and Calls			Daily	Daily	Daily	Daily		Daily		Tu., Thu., Sat.	Mo., We., Fri.		
	L 9.35AM		L 8.30PM		L 9.25PM ₄	L 7.43PM	L 5.05PM	L 7.10AM	WCY	1592	0.0	CY.....CHENEY.....DN _{4.9}	130.0	75	A 5.55AM	A 7.30AM	A 3.50PM	A 9.25PM ₃		A 5.05AM		A 3.20PM			
	f 9.50		8.42		9.34	7.50	f 5.15	7.21 ₂		1597	4.9	BABE.....P _{5.8}	125.1	60	f 5.40	7.21 ₁	3.38	9.15		4.40		f 2.50			
	s 10.08		9.00 ₄		9.44	7.59	s 5.25	f 7.32	W	1603	10.7	TY.....TYLER.....PD _{3.8}	119.3	E-59 W-59	f 5.26	7.10	s 3.25	9.00 ₆₀₃		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 _{5.2}	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 _{5.1}	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 ₄	s 5.52	s 7.56	WY	1617	24.8	SX.....SPRAGUE.....DN _{4.2}	105.2	E-64 W-65	s 4.50	s 6.45	s 2.50	s 8.29 ₃₁₇		2.55		s 12.45			
	f 11.27		9.52		10.14	8.37	6.00	8.03		1621	29.0	CONCORD.....P _{5.7}	101.0	61	4.35	6.37	2.41	8.22		2.42		f 12.20PM			
	f 11.52AM		10.23 ₃		10.23 ₆₀₃	8.46	f 6.12	8.12	W	1627	34.7	HI.....KEYSTONE.....D _{5.5}	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 _{4.8}	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 _{3.5}	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 _{5.9}	81.5	116	s 4.05	f 6.03	s 2.00	s 7.50		1.45		s 10.30 9.43			
	f 1.20		11.30		10.56	9.20	6.48	8.45		1647	54.4	ESSIG.....P _{3.5}	75.6	61	3.46	5.52	1.47	7.37		1.21		f 9.15			
	s 1.40 ₃₁₈		11.40		11.02	9.26	f 6.55	8.52 ₈₉₆		1649	57.9	NA.....PAHA.....PD _{3.6}	72.1	E-58 W-59	3.40	5.46	f 1.40 ₈₉₅	7.29		1.06		f 8.52 ₁			
	f 2.07		11.50PM		11.08	9.32	7.02	8.58		1653	61.5	RUBY.....P _{4.0}	68.5	61	3.32	5.40	1.33	7.21		12.52		f 8.20			
	A 2.30PM ₈₉₈		12.02AM		s 11.15	s 9.40	s 7.13 ₄	s 9.05	WCT	1658	65.5	LD.....LIND.....DN _{3.7}	64.5	E-74 W-61	s 3.25	s 5.32	s 1.24	s 7.13 ₄₁		12.35		L 7.55AM	A 2.30PM ₈₉₅		
	L 9.30AM				11.22	9.47	7.20	9.12		1662	69.2	AKRON.....P _{4.3}	60.8	60	3.12	5.22	1.17	7.06		12.20 ₆₀₃		f 2.10			
	f 9.50		12.20 ₆₀₄		11.30	9.57	7.29	9.20		1667	73.5	PX.....PROVIDENCE.....P _{3.1}	56.5	E-73 W-63	3.02	5.16	f 1.07	6.59		12.10AM		f 1.45			
	f 10.10		12.32		11.37 ₆₀₄	10.01	7.35	9.26		1670	76.6	BEATRICE.....P _{4.9}	53.4	61	2.55	5.09	1.00	6.52		11.37PM ₃		f 1.30			
	f 10.20		12.40		11.45	10.09	f 7.43	f 9.34	W	1674	81.5	SC.....CUNNINGHAM.....DN _{3.2}	48.5	E-61 W-61	2.45	4.59	s 12.47 ₈₉₈	6.42		11.05		s 12.47 ₃₁₈			
	s 10.40		12.53		11.52PM	10.13	f 7.50	f 9.39		1677	84.7	TW.....HATTON.....PD _{4.5}	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	10.20 ₆₀₄	7.58	9.46		1682	89.2	EMERY.....P _{4.6}	40.8	60	2.27	4.42	12.27	6.25		10.20 ₃₁₇		11.45AM			
	s 12.15PM ₃₁₈		1.25		f 12.10	10.27	s 8.06	f 9.55	WY	1686	93.8	CN.....CONNELL.....DN _{5.2}	36.2	E-60 W-87	s 2.19	s 4.32	s 12.15 ₈₉₇	s 6.15		9.58		s 11.15 10.45			
	f 12.45		1.37		12.18	10.35	8.16	10.02		1690	99.0	CACTUS.....P _{4.2}	31.0	60	2.06	4.23	12.05PM	6.06		9.37		f 10.28			
	s 1.00		1.59 ₄₂		12.26	10.41	f 8.24	f 10.09 ₈₉₈	W	1695	103.2	AK.....MESA.....PD _{2.4}	26.8	E-77 W-61	1.59 ₆₀₃	4.16	s 11.58AM	5.58		9.21		s 10.09 ₁			
	f 1.10		2.08		12.29	10.44	8.28	10.13		1698	105.6	VALE.....PN _{6.5}	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 8.40 ₆₀₄	f 10.23	W	1704	112.1	W.....ELTOPIA.....D _{5.0}	17.9	E-61 W-57	1.42	4.02	s 11.40	f 5.44		8.40 ₄₁		s 9.00			
	s 2.05		2.45		12.48	11.00	8.50	10.30		1709	117.1	SAGEMOOR.....P _{4.7}	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}	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 ₂		A 1.10AM ₄₂	A 11.20PM ₃	A 9.15PM ₃₁₈	A 10.50AM ₃₁₈	WCYT	1721	130.0	PA.....PASCO.....DN	0.0	Yard	L 1.10AM ₃	L 3.30AM ₆₀₃	L 11.05AM ₁	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			4.45	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				Average Speed per Hour			27.8	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.

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

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, Pomonona, 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.

THIRD CLASS					SECOND CLASS		Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pasco.	Time Table No. 41C		Distance from Ellensburg.	Car Capacity of Siding	FIRST CLASS									
	555	901	899	669	603	June 6, 1915				Succeeding No. 41B.	1			3	41	317	335	337	339	341			
	Mixed	Way Freight	Way Freight	S. P. & S. Freight	Freight	STATIONS					Passenger			Passenger	Passenger	Passenger	Passenger	Passenger	S.P. & S. 3 Passenger	S.P. & S. 1 Passenger			
	Ex. Mon.	Tu., Thu., Sat.	Mo., We., Fri.	Daily	Daily	Telegraph Offices and Calls					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	GIBBON.....P	5.8	92.0	E-83 W-61	12.07PM	2.25 2	10.37	12.32							
			s 12.10PM 1.30 1		7.45	W	1762	39.6	PR.....PROSSER.....DN	5.5	86.2	E-84 W-64	s 12.16 899-900	s 2.37	s 10.49	12.41							
			s 2.00		8.00		1767	45.1	BYRON.....P	6.0	80.7	70	f 12.25	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 12.35	s 2.57	s 11.16 42	1.00							
			f 2.45		8.32 318		1777	54.7	EMPIRE.....P	5.0	71.1	82	12.42	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	12.49	3.11	f 11.35	1.13							
			f 4.00		9.18		1787	65.1	AF.....ALFALFA.....P	1.6	60.7	83	12.57	f 3.19	11.45	1.22							
			f 4.10 336		9.23 338		1789	66.7	..SUNNYSIDE JUNCTION..P	3.3	59.1	No Siding	1.00	3.22	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 1.10	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	1.14	3.37	12.09	1.41	11.00	5.56					
		f 9.05			10.19		1796	73.9	MONTE.....P	3.4	51.9	82	1.16 602	3.39	12.12	1.43	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 1.22 902	f 3.45	12.19	1.48	s 11.10	s 6.09					
	L 10.00AM 901	f 9.50 555			10.43		1804	81.8	KR.....PARKER.....PD	3.6	44.0	83	1.28	3.53	12.28	1.56	s 11.21	f 6.20					
					10.55		1807	85.4	YAKIMA CITY.....P	3.7	40.4	83	1.35	3.59	12.36	2.02	f 11.30	f 6.30					
	A 10.45AM	s 10.30 11.15			11.15 335-902	WCOT	1811	89.1	YA...NORTH YAKIMA...DN	3.9	36.7	E-71 W-64	s 1.50 556	s 4.10	s 12.45 1.05 2	s 2.10	A 11.40AM s 902-603 602	A 6.40PM					
		f 11.45AM			12.15PM 602		1815	93.0	AH.....SELAH.....PD	3.4	32.8	E-83 W-83	f 1.58	4.18	1.15	2.17							
		f 12.05PM 602			12.36		1819	96.4	MN.....POMONA.....D	4.0	29.4	E-83 W-90	f 2.05	4.25	1.23	2.24							
		f 12.25			12.58		1822	100.4	HILLSIDE.....P	4.2	25.4	83	2.13 4	4.33	1.33	2.33							
		s 12.50			1.22		1827	104.6	RA.....ROZA.....N	4.6	21.2	E-80 W-60	2.22	4.42	f 1.44	2.42							
		f 1.15			1.53 4	W	1832	109.2	ON.....WYMER.....PD	4.3	16.6	87	f 2.32	4.49	1.55	2.51							
		f 1.43 4			2.25		1836	113.5	UM.....UMTANUM.....N	2.7	12.3	E-82 W-62	2.42	4.58	f 2.05	3.00							
		f 2.11			2.47 1		1839	116.2	INDIO.....P	4.8	9.6	83	2.47 603	5.02	2.11	3.05							
		f 3.00 1			3.28		1843	121.0	RO.....THRALL.....D	4.8	4.8	E-83 W-57	f 3.00 901	5.11	2.23	3.15							
	A 3.45PM				A 4.00PM	WCOT	1848	125.8	EB.....ELLENSBURG.....DN	0.0	0.0	Yard	A s 3.10PM	A s 5.20AM 318	A s 2.35AM	A s 3.25AM							
Ex. Mon.	Tu., Thu., Sat.	Mo., We., Fri.	Daily	Daily									Daily	Daily	Daily	Daily	Daily	Daily	Daily				
0.45	6.45	7.40	0.08	10.45					Time over Subdivision				4.10	4.00	4.50	3.55	0.55	1.00	0.04				
10.0	8.3	9.1	7.5	11.7					Average Speed per Hour				30.2	31.4	26.0	32.2	24.4	22.4	15.0				

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

FIRST CLASS								Time Table No. 41C June 6, 1915 Succeeding No. 41B.			SECOND CLASS					THIRD CLASS					
342	340	336	338	42	4	318	2				602	670	900	902	556						
S. P. & S.2 Passenger	S. P. & S.4 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				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 3	As 5.10PM	As 10.45AM 1	As 3.20AM	WCTY	1721	0.0	PA.....PASCO.....DN 0.4	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..... 1.7	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 5.1	123.7	83	5.30		f 3.45					
				12.34	4.50	f 10.23	3.05	W	1729	7.2	RF.....VISTA.....DN 4.5	118.6	E-82 W-60	5.12		f 3.20					
				12.26	4.41	10.13	2.58		1733	11.7	ERIE.....P 4.7	114.1	86	4.55		f 3.00					
				12.17	4.33 602	f 10.02	2.52		1739	16.4	BA.....BADGER.....DN 3.3	109.4	E-82 W-58	4.33 4		f 2.35					
				12.10 317	4.27	9.55 899	2.47		1742	19.7	ROME.....P 3.5	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 5.7	102.6	E-83 W-61	4.00		f 2.00					
				11.55PM	4.11	9.33	2.33		1751	28.9	CHANDLER.....P 4.9	96.9	83	3.40		f 1.30					
				11.47	4.02	9.22	2.25 3		1756	33.8	GIBBON.....P 5.8	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 5.5	86.2	E-84 W-64	3.00		s 12.30PM 11.00AM 1					
				11.27	3.44	f 8.56	2.10		1767	45.1	BYRON.....P 6.0	80.7	70	2.45		f 10.25					
				s 11.16 41	s 3.35	s 8.42	2.01	W	1774	51.1	MB.....MABTON.....DN 3.6	74.7	E-82 W-58	2.30 899		s 9.55					
				11.10	3.30	8.32 603	1.57		1777	54.7	EMPIRE.....P 5.0	71.1	82	2.21		f 9.30					
				11.00	3.23 899	f 8.22	1.50		1782	59.7	SU.....SATUS.....PD 5.4	66.1	E-83 W-60	2.05		f 9.03 603					
				10.51	3.15	f 8.11	1.43		1787	65.1	AF.....ALFALFA.....P 1.6	60.7	83	1.48		f 8.35					
		As 3.35PM 899	As 8.45AM 603	10.48	3.13	8.07	1.41		1789	66.7	SUNNYSIDE JUNCTION...P 3.3	59.1	No Siding	1.43		f 8.30					
		s 3.27	s 8.38 901	s 10.42	s 3.08	s 8.00 900	1.35 317	WCT	1792	70.0	TN.....TOPPENISH.....DN 2.7	55.8	E-84 W-60	1.33		L 8.15AM 318	A 2.10PM				
		3.20	8.33	10.37	3.04	7.53	1.31		1794	72.7	WESLEY JUNCTION...P 1.2	53.1	No Siding	1.25		f 1.55					
		f 3.17	f 8.31	10.34	3.02	7.51	1.29		1796	73.9	MONTE.....P 3.4	51.9	82	1.16 1		f 1.48					
		s 3.09	s 8.24	f 10.28	f 2.56	f 7.43	1.24		1800	77.3	WA.....WAPATO.....PD 4.5	48.5	E-83 W-60	1.00		f 1.22 1					
		f 2.58	f 8.15	10.20	2.48	f 7.32	1.17		1804	81.8	KR.....PARKER.....PD 3.6 O. W. R. & N. Crossing	44.0	83	12.47		f 1.00	A 2.25PM s				
		f 2.48	f 8.07	10.13	2.42	7.24	1.10		1807	85.4	YAKIMA CITY.....P 3.7	40.4	83	12.37		f 12.48	f 2.12				
		L 2.40PM 4	L 8.00AM	s 10.05	s 2.35 336	s 7.15 6.50	s 1.05 41	WCOT	1811	89.1	YA.....NORTH YAKIMA....DN 3.9	36.7	E-71 W-64	12.26 902 335		s 12.35PM 11.30AM 335-603-602	L 2.00PM 1				
				f 9.50	f 2.28	f 6.40	12.58		1815	93.0	AH.....SELAH.....P 3.4	32.8	E-83 W-83	12.15 603		f 11.00					
				9.44	2.21	f 6.33	12.53		1819	96.4	MN.....POMONA.....D 4.0	29.4	E-83 W-93	12.05PM 901		f 10.30					
				9.37	2.13 1	6.24	12.47		1822	100.4	HILLSIDE.....P 4.2	25.4	83	11.53AM		f 10.15					
				9.30	2.03	f 6.14	12.40		1827	104.6	RA.....ROZA.....N 4.6	21.2	E-80 W-60	11.40		f 9.55					
				9.23	1.53 603	f 6.05	12.32	W	1832	109.2	ON.....WYMER.....PD 4.3	16.6	87	11.28		f 9.35					
				9.16	1.43 901	f 5.56	12.26		1836	113.5	UM.....UMTANUM.....N 2.7	12.3	E-82 W-62	11.15		f 9.20					
				9.12	1.38	5.50	12.21		1839	116.2	INDIO.....P 4.8	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	4.8	E-83 W-57	10.55		f 8.50					
				L 8.55PM	L 1.20PM	L 5.30AM 3	L 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				Time over Subdivision			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				Average Speed per Hour			18.0	7.5	10.9	10.9	18.2			

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

THIRD CLASS			SECOND CLASS			FIRST CLASS			Water, Fuel, Seals, Turntables and Wyes	Station Numbers	Distance from Pasco	Time Table No. 41C June 6, 1915 Succeeding No. 41B.			Distance from Dayton	Car Capacity of Siding	FIRST CLASS				SECOND CLASS			THIRD CLASS	
907			355	353	357	351	349	347				STATIONS					352	350	348	354	358	356	908		
Freight			Mixed	Mixed	Mixed	Passenger	Passenger	Passenger				Telegraph Offices and Calls					Passenger	Passenger	Passenger	Mixed	Mixed	Mixed	Freight		
Daily			Ex. Sun.	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily		
L 9.00PM			L 3.00AM			L 5.10PM	L 7.30AM	L 5.00AM				WGY TO					PA.....PASCO.....DN	A 10.45AM	A 4.30PM	A 11.00PM		A 2.40PM	A 1.35AM		
																	2.9								
S. P. & S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND AINSWORTH JCT.—SEE SPECIAL RULES, PAGE 1.																									
		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	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 s 3.35AM			s 5.37	A s 8.05AM	s 5.27	YW	IG 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	KA 22	33.4	JC.....EUREKA.....D	64.7	37			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	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					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									KA 53	64.3	F.....WALLA WALLA.....D	33.8	Yard			L 8.25AM		L 8.15PM	A 8.15AM		A 3.45PM		L 8.30PM
											KA 54	65.7	O. W. R. & N. Crossing												
											KA 57	68.7	MILL CREEK JCT.....	32.4	No Siding										
											KA 59	70.4	RIFLE.....	29.4	28										
											KA 60	71.5	SAPOLIL.....	27.7	9										
											KA 61	72.1	BUREKER.....	26.6	27										
											KA 63	73.9	SPRING CREEK.....	26.0	7										
											KA 64	75.2	GILLIAM.....	24.2	8										
											KA 65	76.5	X.....DIXIE.....D	22.9	35										
											KA 69	79.9	EASTMAN.....	21.6	21										
											KA 74	85.1	MINNICK.....	18.2	19										
											KA 77	88.4	COPPEL.....	13.0	36										
											KA 79	91.0	W.....WAITSBURG.....D	9.7	20										
											KA 83	94.5	HUNTSVILLE.....	7.1	33										
											KA 84	95.7	O. W. R. & N. Crossing 2.8 mi. W.	3.6	14										
											KA 87	98.1	LONGS.....	2.4	Spur 3										
													DY.....DAYTON.....D	0.0	Yard										
		Daily		Ex. Sun.	Daily	Daily	Daily	DAILY	DAILY				Time Over Subdivision					Daily	Daily	Daily	Daily		Daily	Ex. Sun.	Daily
		11.7		20.1	22.5	13.5	25.0	20.1	23.0				Average Speed per Hour					27.6	20.1	23.0	23.8		13.5	14.4	14.6

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.

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

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.

(EUREKA BRANCH)

3d Class		Time Table 41C										3d Class	
913		June 6, 1915										914	
Mixed		Succeeding No. 41B.										Mixed	
Sun. only		STATIONS										Sun. Only	
Water		Telegraph Offices and Calls										Car Capacity of Siding	
Station Numbers		Distance from Eureka										Distance from Pleasant View	
Distance from Eureka		Distance from Pleasant View										Car Capacity of Siding	
L 9.30AM	Y	KA 22	0.0	JC.....EUREKA.....D	19.4	37						As 1.30PM	
9.40		KE 2	2.2	BABCOCK.....	17.2	9						f 1.10	
f 9.55		KE 4	4.7	LEE.....	14.7	37						f 1.00	
f 10.00		KE 7	7.7	ELWOOD.....	11.7	20						f 12.45	
f 10.30	W	KE 12	11.5	CLYDE.....	7.9	40						f 12.25	
f 10.35		KE 13	13.1	PICKARD.....	6.3	15						f 12.10PM	
f 11.00		KE 15	14.8	RESER.....	4.6	18						f 11.59AM	
A 11.15AM	T	KE 19	19.4	PLEASANT VIEW.....	0.0	42						L 11.40AM	
1.45												1.50	
11.1												11.5	
Sun. Only		Time Over Subdivision Average Speed per Hour										Sun. Only	

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)

		Time Table 41C June 6, 1915 Succeeding No. 41B.											
		STATIONS											
		Telegraph Offices and Calls											
		K A	0.0	MILL CREEK JCT.....	6.0	No Sdg.							
		K B	1.6	HECTOR.....	4.4	Spur 5							
		K B	3.4	HARBERT.....	2.6	18							
		K B	4.6	KIBBLER.....	1.3	No Sdg.							
		K B	6.0	TRACY.....	0.0	30							

(SUNNYSIDE BRANCH.)											
THIRD CLASS			FIRST CLASS			Time Table No. 41C June 6, 1915 Succeeding No. 41B					
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	s 10.20	s 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	s 10.35	s 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 EASTWARD. (NACHES BRANCH)											
SECOND CLASS			Time Table No. 41C June 6, 1915 Succeeding No. 41B			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	WCOT	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	11.5	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.

(SNAKE RIVER BRANCH)											
SECOND CLASS			Time Table No. 41C June 6, 1915 Succeeding No. 41B			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	O. W. R. & N. Csg.			f 1.00				
f 9.57		K F 51	12.9	PERRY.....	58.4	93	f 12.45				
f 10.15		K F 44	19.9	DAVIN.....	54.0	30 Spur	f 12.35				
f 10.34	W	K F 35	28.4	HARDER.....	47.0	No Siding	f 12.18				
f 10.51		K F 29	35.4	WALKER.....	38.5	89	f 12.04PM				
s 11.05	W	K F 23	40.7	SR...SNAKE RIVER JCT...DN	31.5	60 Spur	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 11.00AM			
	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, 1½ 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 EASTWARD. (COWICHE BRANCH)											
			Time Table No. 41C June 6, 1915 Succeeding No. 41B								
			STATIONS								
			Telegraph Offices and Calls								
			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.

		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		A	B	
MAIN LINE	First Sub-Division Eastward.															
	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 Fishtap.....	1750		1400				900		750		620				
	Sprague to Fishtap with W helper.....	3150		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.....	2250		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.....							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.
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.	
Wallula	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.

