

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME 41E TABLE

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

SUNDAY, APRIL 9th, 1916

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 AND INSTRUCTIONS

GOVERNING THE OPERATION OF AUTOMATIC BLOCK SIGNALS.

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.

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 upper arm alone. The lower arm is only to govern tonnage trains.

The proper use of Form 3659, Train and Enginemen's and Enginemen's report of Signal failures, requires that when train or enginemen make out this report they will file it at first open telegraph office at which stop is made, operator to immediately wire the information thereon to chief dispatcher, and forward the card by train mail to address on card.

It is also necessary that every failure of automatic signals be reported on this card that, the information be promptly transmitted, and that number of signal involved be given.

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).

GOVERNING THE OPERATION OF THE PARKER INTERLOCKING PLANT.

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 "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.

Eastward Trains. Upper arm of Eastward Home Signal is a three-position semaphore and trains may proceed through interlocking plant when upper arm is vertical and light shows green, or when arm is diagonal and light shows yellow, latter being indication that train or other obstruction is in block ahead.

Lower arm is operated mechanically and remains in horizontal position, light showing red, except: When through Obstruction breaking automatic circuit, upper arm is rendered inoperative, Towerman will set lower arm in diagonal position, light showing yellow, and train may proceed through interlocking plant on such indication.

Westward Trains. Upper arm of Westward Home Signal is a three-position semaphore and trains may proceed through interlocking plant when upper arm is vertical or light shows green, or when upper arm is diagonal, light showing yellow, latter indication being notice of train or other obstruction in second block in advance. Lower arm of Westward Home Signal is fixed, and remains stationary in horizontal position, light showing red. Westward trains not stopping at Parker will call for crossing.

GOVERNING THE OPERATION OF THE COLUMBIA RIVER DRAW.

Signal 1-3, Home Signal for Westward trains from Pasco, and Signal 2-6, Home Signal for Eastward trains from Kennewick, are also Distant Signals governing approach to Columbia River Draw.

Signal 1-8, located on West end of Bridge, governing Eastward trains, and Disc Signal 1-5 located on bridge (about 1000 feet East of Draw Span) governing Westward trains, are Home Signals for Draw.

The bonded district of Columbia River Interlocking Plant covers track between Signals 1-3 and 2-6. Trains must not stand within this district while doing switching at Kennewick, or for other purposes, for a longer time than necessary to open and close switches.

Signal 2-0 located on S. P. & S. track 200 feet West of Junction Switch is Home Signal for Eastward S. P. & S. trains and will work in Stop and Caution positions only, and such trains before opening Junction Switch must first ascertain from Indicator, located at Junction Switch, whether Block is clear. This is done by pressing button which releases Indicator, and if block is clear, Indicator Signal will go to 45 degree or Caution position. Should engine foul bonded district at Signal 2-0 before indicator button is pressed, indication cannot be obtained.

GOVERNING OPERATION OF TRAINS BETWEEN AINSWORTH JUNCTION AND PASCO.

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. Trains will report when clear at Ainsworth Junction.

GOVERNING OPERATION OF TRAINS 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.

Normal position of train order signal governing Eastward trains at Kennewick will be "Stop" and will be changed to "Clear" only when Operator has received B. C. Card for approaching train. Eastward trains approaching Kennewick, finding Board in Clear position will consider this as an Advisory Signal that B. C. Card is in readiness to be handed up by Operator. When Signal is at "Stop," call for Signals, and be prepared to stop before passing signal.

Eastward Northern Pacific trains that are to follow S. P. & S. trains from S. P. & S. Junction, must not pass Signal 2-6 at East Switch, Kennewick, before S. P. & S. train has cleared block. If Bonded District is fouled by Northern Pacific train, it will be impossible for S. P. & S. train to get clear indication at Switch Indicator at S. P. & S. Junction.

GOVERNING THE USE OF STAFF ON BRANCH LINES.

The following branches will be operated under the Staff System:

Fourth Sub-Division, Fifth Sub-Division, Seventh Sub-Division, Ninth Sub-Division, Twelfth Sub-Division, Thirtieth Sub-Division, Fourteenth 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.

SPEED RESTRICTIONS.

R-1. Maximum Speed Limit of Thirty-five Miles per hour for class W, W-1 and W-3 Engines must not be exceeded without Special Authority.

R-2. Trains handling Steam Wrecker will not under any condition exceed speed of twenty-five (25) miles per hour.

R-3. Engines backing up, must not exceed speed of twenty-five (25) miles per hour unless there is one or more cars behind the tender.

R-4. Through cross-over tracks or entering siding, 15 miles per hour, through interlocking plants, 30 miles per hour.

R-5. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

POWER RESTRICTIONS.

R-6. Curve on Mill Track Holmes Spur and Brick Yard Spur, Toppenish, not safe for "W" Class Engines. When doing work there sufficient cars must be handled to keep Engine off these tracks.

R-7. When necessary to double head "S" class or heavier engines the leading engine must in all cases be cut off before crossing Snake River Bridge, between Pasco and Burbank.

MISCELLANEOUS.

S-1. Work Train Conductors will instruct their flagmen in writing.

S-2. When passenger trains are double-headed, the regular Engineer and regular Engine will be placed ahead in all cases, except where the regular Engine has a defective headlight or for some similar reason, cannot be placed ahead.

S-3. Trains pulling into Side Tracks or leaving the Main Line at Junction points, must pull entirely into clear main line before stopping to pick up the man attending the switch.

S-4. When cars are being shoved across YAKIMA AVENUE CROSSING at North Yakima, they MUST be preceded by a flagman. It is not considered that Crossing Gates at this point afford sufficient protection against accidents which might result from such movement.

S-5. Not more than five cars of powder or other high explosives are to be handled in any one train.

WESTWARD.

THIRD CLASS

SECOND CLASS

897 895

603

317 41 3 1

Way Freight Way Freight

Freight

Passenger Passenger Passenger Passenger

Tu., Thu., Sat. Mo., We., Fri.

Daily

Daily Daily Daily Daily

L 9.35AM

L 8.30PM

L 7.43PM L 5.05PM L 9.25PM L 7.05AM

f 9.50

8.42

7.50 f 5.15 9.34 7.21

s10.10

9.00

7.59 s 5.25 9.44 f 7.32

f10.25

9.12

8.05 f 5.32 9.50 7.38

f10.40

9.23

8.13 5.42 9.58 7.47

s11.30

9.34

s 8.29 s 5.52 s10.08 s 7.56

f11.45AM

9.45

8.37 6.00 10.14 8.03

f12.05PM

9.57

8.46 f 6.12 10.23 8.12

f12.25

10.08

8.55 6.22 10.33 8.22

f12.38

10.20

9.01 f 6.30 10.40 8.30

s 1.00

11.15

s 9.08 s 6.37 s10.46 s 8.35

f 1.15

11.30

9.18 6.48 10.56 8.45

s 1.40

11.40

9.23 f 6.55 11.02 8.52

f 2.05

11.50PM

9.28 7.02 11.08 8.58

L 9.30AM

A 2.30PM

s 9.40 s 7.13 s11.15 s 9.05

f 9.50

12.25

9.47 7.20 11.22 9.12

f10.15

12.40

9.57 7.29 11.30 9.20

f10.27

12.48

10.01 7.35 11.37 9.26

s10.45

1.00

10.09 f 7.43 11.45 f 9.34

s11.08

1.07

10.13 f 7.50 11.52PM f 9.39

f11.25AM

1.18

10.20 7.58 12.01AM 9.46

s12.15PM

1.30

10.27 s 8.06 f12.10 f 9.55

f12.45

1.43

10.35 8.16 12.18 10.02

s 1.00

1.59

10.41 f 8.24 12.26 f10.09

f 1.10

2.07

10.44 8.28 12.29 10.13

f 1.40

2.25

10.52 f 8.40 12.40 f10.23

s 2.05

2.45

10.59 8.50 12.48 10.30

f 2.25

3.00

11.05 9.00 12.57 10.37

A 3.00PM

A 3.25AM

A11.20PM A 9.15PM A 1.10AM A10.50AM

Tu., Thu., Sat.

Daily

Daily Daily Daily Daily

5.30 4.55

6.55

3.37 4.10 3.45 3.45

11.7 13.3

18.9

36.1 31.2 34.6 34.6

Time Table No. 41E
April 9, 1916
Succeeding No. 41D.

STATIONS

Telegraph Offices and Calls

CY.....CHENEY.....DN

.....BABB.....P

TY.....TYLER.....PD

VA.....FISHTRAP.....DN

.....KLINE.....P

SX.....SPRAGUE.....DN

.....CONCORD.....P

HI.....KEYSTONE.....PD

N.....TOKIO.....PN

.....COKER.....P

RV.....RITZVILLE.....DN

.....ESSIG.....P

NA.....PAHA.....PD

.....RUBY.....P

LD.....LIND.....DN

.....AKRON.....P

PX.....PROVIDENCE.....DN

.....BEATRICE.....P

SC.....CUNNINGHAM.....DN

TW.....HATTON.....PD

.....EMERY.....P

CN.....CONNELL.....DN

.....CACTUS.....P

AK.....MESA.....PD

.....VALE.....PN

W.....ELTOPIA.....PD

.....SAGEMOOR.....P

GD.....GLADE.....DN

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

Time over Subdivision

Average Speed per Hour

2 4 42 318

Passenger Passenger Passenger Passenger

Daily Daily Daily Daily

A 7.30AM A 9.25PM A 5.55AM A 3.50PM

7.21 9.13 f 5.40 3.38

7.10 9.00 f 5.26 s 3.25

7.04 8.53 f 5.17 f 3.15

6.52 8.40 5.04 f 3.02

6.43 s 8.29 s 4.50 s 2.50

6.35 8.22 4.35 2.39

6.25 8.13 4.26 f 2.29

6.16 8.04 4.17 f 2.20

6.08 7.56 4.10 f 2.12

6.02 s 7.50 s 4.05 s 2.05

5.52 7.37 3.46 1.46

5.46 7.29 3.40 f 1.40

5.40 7.21 3.32 1.32

5.32 s 7.13 s 3.25 s 1.24

5.22 7.06 3.12 1.14

5.16 6.59 3.02 f 1.07

5.09 6.52 2.55 1.00

4.55 f 6.42 2.45 s12.47

4.49 6.35 f 2.39 s12.38

4.40 6.25 2.27 12.27

4.32 s 6.15 s 2.19 s12.15

4.22 6.05 2.06 12.05PM

4.15 5.58 1.59 s11.58AM

4.11 5.54 1.54 11.53

4.00 f 5.44 1.42 s11.40

3.52 5.36 1.32 11.30

3.43 5.27 1.24 f11.20

L 3.30AM L 5.15PM L 1.10AM L11.05AM

Daily Daily Daily Daily

4.00 4.10 4.40 4.45

32.5 31.2 27.8 27.5

SECOND CLASS

THIRD CLASS

604

896 898

Way Freight Way Freight

Freight

Ex. Sat.

Tu., Thu., Sat. Mo., We., Fri.

A 5.05AM

A 3.20PM

4.30

f 2.45

4.05

s 2.10

3.45

f 1.45

3.15

f 1.15

2.50

s12.45PM

2.37

f11.30AM

2.22

f11.15

2.07

f11.00

1.55

f10.45

1.45

s10.30

1.24

f 9.15

1.12

f 8.52

1.00

f 8.20

12.45

L 7.55AM A 2.30PM

12.25

f 2.15

12.10AM

f 2.00

11.37PM

f 1.35

11.05

s12.47

10.45

s12.10PM

10.20

11.35AM

9.50

s11.15

9.30

f10.25

9.15

s10.09

9.05

f 9.45

8.40

s 9.00

8.20

f 8.45

8.05

f 8.30

L 7.40PM

L 8.05AM

Ex. Sat.

Tu., Thu., Sat. Mo., We., Fri.

9.25

7.25 6.25

13.8

8.8 10.0

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.
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.

SEE SPECIAL RULES PAGE 1

Yard Limits—Indicated by signs at proper locations.

SPEED RESTRICTIONS—

Passenger trains must not exceed 40 miles, freight trains 35 miles per hour Cunningham to Connell.
Over street crossings at Cheney and Sprague 8 miles per hour, Ritzville 10 miles per hour, Lind 15 miles per hour.

WESTWARD.

THIRD CLASS

897

895

Way
Freight

Way
Freight

Tu., Thu.,
Sat.

Mo., We.,
Fri.

603

Freight

Daily

L 9.35 AM

L 8.30 PM

f 9.50

8.42

s 10.10

9.00

f 10.25

9.12

f 10.40

9.23

s 11.30

9.34

f 11.45 AM

9.45

f 12.05 PM

9.57

f 12.25

10.08

f 12.38

10.20

s 1.00

11.15

f 1.15

11.30

s 1.40

11.40

f 2.05

11.50 PM

L 9.30 AM

A 2.30 PM

12.02 AM

f 9.50

12.25

f 10.15

12.40

f 10.27

12.48

s 10.45

1.00

s 11.08

1.07

f 11.25 AM

1.18

s 12.15 PM

1.30

f 12.45

1.43

s 1.00

1.59

f 1.10

2.07

f 1.40

2.25

s 2.05

2.45

f 2.25

3.00

A 3.00 PM

A 3.25 AM

Tu., Thu.,
Sat.

Mo., We.,
Fri.

Daily

5.30

4.55

6.55

11.7

13.3

18.9

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF

Registering and Bulletin Stations—Lind (for trains
Lap Sidings—Tyler, Sprague, Keystone, Tokio, Paha
Cunningham, Connell, Eltopia and Glade. Trains tal
Standard Clocks—Cheney, Lind and Pasco.
Derail Switches—(See Location, Page 9.)
Helper Districts—Cunningham to Providence. Sprague to Tyler.

NORTHERN PACIFIC RAILWAY COMPANY

OFFICE OF SUPERINTENDENT

PASCO DIVISION

Pasco, Washington,

April 7th, 1916

Bulletin No. 69

All Concerned:

Effective April 1st, and until the close
of the fishing season, trains Nos. 1 and 4 will stop on
signal at Fishtrap on Saturdays, Sundays and holidays.

W. T. Tyler,

Superintendent

EASTWARD.

SECOND CLASS

604

Freight

Ex. Sat.

A 5.05 AM

4.30

4.05

3.45

3.15

2.50

2.37

2.22

2.07

1.55

1.45

1.24

1.12

1.00

12.45

12.25

12.10 AM

11.37 PM

11.05

10.45

10.20

9.50

9.30

9.15

9.05

8.40

8.20

8.05

L 7.40 PM

Ex. Sat.

9.25

13.8

THIRD CLASS

896

898

Way
Freight

Way
Freight

Tu., Thu.,
Sat.

Mo., We.,
Fri.

A 3.20 PM

f 2.45

s 2.10

f 1.45

f 1.15

s 12.45 PM

f 11.30 AM

f 11.15

f 11.00

f 10.45

s 10.30

f 9.15

f 8.52

f 8.20

L 7.55 AM

A 2.30 PM

f 2.15

f 2.00

f 1.35

s 12.47

s 12.10 PM

11.35 AM

s 11.15

f 10.25

s 10.09

f 9.45

s 9.00

f 8.45

f 8.30

L 8.05 AM

Tu., Thu.,
Sat.

Mo., We.,
Fri.

7.25

6.25

8.8

10.0

CHENEY AND PASCO.

per hour Cunningham to Connell.
tzville 10 miles per hour, Lind 15 miles per hour.

WESTWARD.

SECOND SUB-DIVISION. (MAIN LINE.)

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, Ellensburg and North Yakima.

Lap Sidings—Vista, Badger, Kiona, Prosser, Mabton, Satus, 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 District—Pasco to Badger.

Speed Restrictions—

8 miles per hour over slide 3 miles east of Prosser.

10 miles per hour over street crossings in Kennewick, Prosser and North Yakima. 6 miles per hour through Toppenish. 5 miles per hour through Wapato.

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.

See Special Rules, page 1.

THIRD CLASS					SECOND CLASS		Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pasco.	Time Table No. 41E				Distance from Ellensburg.	Car Capacity of Siding	FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

SECOND SUB-DIVISION. (MAIN LINE.)

EASTWARD.

FIRST CLASS								Time Table No. 41E														SECOND CLASS				THIRD CLASS							
342	340	338	336	318	42	4	2	STATIONS		April 9, 1916 Succeeding No. 41D.		STATIONS		602		670		900		360													
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		Mixed													
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily		Daily		Ex. Sun.		Except Sunday													
As 4.40PM	As 2.10AM			As 10.45AM s 1	As 1.00AM s 3	As 5.10PM	As 3.20AM	WCTY	1721	0.0	PA.....PASCO.....DN	125.8	Yard	As 5.40PM	As 2.40PM	As 6.30PM																	
L 4.36PM	L 2.05AM								1722	0.4	S. P. & S. JUNCTION.....	125.4	No Siding		L 2.32PM																		
				s 10.35	f 12.50	s 5.00	f 3.13		1724	2.1	K.....KENNEWICK.....DN	123.7	83	5.30		f 6.15																	
				f 10.23	12.34	4.50	3.05	W	1729	7.2	RF.....VISTA.....PD	118.6	E-82 W-60	5.12		f 5.35																	
				10.13	12.26	4.41	2.59		1733	11.7	ERIE.....P	114.1	86	4.55		f 5.15																	
				f 10.00 899	12.17	4.33 602	2.52		1739	16.4	BA.....BADGER.....DN	109.4	E-82 W-58	4.33 4		f 4.55																	
				9.55	12.10 317	4.27	2.46		1742	19.7	ROME.....P	106.1	83	4.10		f 4.40																	
				s 9.47	f 12.03AM	4.21 900	2.41	W	1745	23.2	KI.....KIONA.....DN	102.6	E-83 W-61	4.00		f 4.21 4																	
				9.33	11.55PM	4.12	2.31		1751	28.9	CHANDLER.....P	96.9	83	3.40 900		f 3.40 602																	
				9.22	11.47	4.03	2.25 3		1756	33.8	GIBBON.....P	92.0	E-83 W-61	3.20		f 3.00																	
				s 9.08	s 11.37	s 3.55	2.15	W	1762	39.6	PR.....PROSSER.....DN	86.2	E-84 W-64	3.00		s 2.25																	
				f 8.56	11.27	3.45	2.08		1767	45.1	BYRON.....P	80.7	80	2.45		f 1.45 899																	
				s 8.42	s 11.16 41	s 3.36	2.00	W	1774	51.1	MB.....MABTON.....DN	74.7	E-82 W-58	2.30 899		s 1.25																	
				8.32 603	11.10	3.29	1.56		1777	54.7	EMPIRE.....P	71.1	82	2.21		f 1.05																	
				f 8.22	11.00	3.22 899	1.49		1782	59.7	SU.....SATUS.....PD	66.1	E-83 W-60	2.05		f 12.49 1																	
				f 8.11	10.51	3.14	1.43		1787	65.1	ALFALPA.....P	60.7	83	1.48		f 12.20																	
				As 3.35PM 899	As 8.45AM 603	8.07	10.48		1789	66.7	SUNNYSIDE JUNCTION.....P	59.1	No Siding	1.43		f 12.12																	
				s 3.27	s 8.38 901	s 8.00	s 10.42	s 3.05	1792	70.0	TN.....TOPPENISH.....DN	55.8	E-84 W-60	1.33		L 12.01PM																	
				3.20	8.33	7.53	10.37	2.58	1794	72.7	WESLEY JUNCTION.....P	53.1	No Siding	1.21		f 11.10AM																	
				f 3.17	f 8.31	7.51	10.34	2.56	1796	73.9	MONTE.....P	51.9	82	1.16 1		f 11.02 335																	
				s 3.09	s 8.24	f 7.43	f 10.28	f 2.50	1800	77.3	WA.....WAPATO.....DN	48.5	E-83 W-60	1.00		f 10.30 603																	
				f 2.58	f 8.15	f 7.32	10.20	2.43	1804	81.8	KR.....PARKER.....PD	44.0	83	12.47		f 9.50 901 359		As 2.45AM s															
				f 2.48	f 8.07	7.24	10.13	2.37	1807	85.4	O. W. R. & N. Crossing	40.4	83	12.37		f 9.30		f 2.30															
				L 2.40PM 4	L 8.00AM	s 7.15 6.50	s 10.05	s 2.30 338	1811	89.1	YA.....NORTH YAKIMA.....DN	36.7	E-71 W-64	12.26 335		s 9.15		L 2.15AM 317															
						f 6.40	f 9.50	f 2.16	1815	93.0	AH.....SELAH.....P	32.8	E-83 W-83	12.15 603		f 8.45																	
				f 6.33	9.44	2.10 1	12.53		1819	96.4	MN.....POMONA.....DN	29.4	E-83 W-93	12.05PM 901		f 8.32																	
				6.24	9.37	2.02	12.47		1822	100.4	HILLSIDE.....P	25.4	83	11.53AM		f 8.14																	
				f 6.14	9.30	1.55	12.40		1827	104.6	RA.....ROZA.....PN	21.2	E-80 W-60	11.40		f 8.00																	
				f 6.05	9.23	1.48 603	12.32	W	1832	109.2	ON.....WYMER.....PD	16.6	87	11.28		f 7.47																	
				f 5.56	9.16	1.40 901	12.26		1836	113.5	UM.....UMTANUM.....PN	12.3	E-82 W-62	11.15		f 7.35																	
				5.50	9.12	1.35	12.21		1839	116.2	INDIO.....P	9.6	83	11.07		f 7.26																	
				f 5.40	9.03	f 1.27	12.14		1843	121.0	RO.....THRALL.....PD	4.8	E-83 W-57	10.55		f 7.15																	
				L 5.30AM 3	L 8.55PM	L 1.20PM	L 12.05AM	WCOT	1848	125.8	EB.....ELLENSBURG.....DN	0.0	Yard	L 10.40AM		L 7.00AM																	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Ex. Sun.	Ex. Sun.																		
0.04	0.05	0.55	0.45	5.15	4.05	3.50	3.15					7.00	0.08	11.30	0.30																		
6.0	4.8	24.4	29.8	23.9	30.8	32.8	38.7					18.0	8.2	10.1	14.6																		
								Time over Subdivision																									
								Average Speed per Hour																									

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

THIRD CLASS			SECOND CLASS			FIRST CLASS			Time Table No. 41E April 9, 1916 Succeeding No. 41D.			FIRST CLASS			SECOND CLASS			THIRD CLASS												
907			355			351 349 347			STATIONS			348 350 352			356			908												
Freight			Mixed			Passenger Passenger Passenger			Telegraph Offices and Calls			Passenger Passenger Passenger			Mixed			Freight												
Ex. Sat.			Ex. Sun.			Daily Daily Daily						Daily Daily Daily			Ex. Sun.			Ex. Sun.												
L 11.15 PM 348			L 3.00 AM			L 11.30 AM 352 L 7.30 AM L 4.15 AM			WCY TO 1721 0.0 PA.....PASCO.....DN 2.9			98.1 Yard A 11.00 PM 907 A 4.30 PM A 10.45 AM 351 A 3.00 PM						A 1.45 AM												
S. P. & S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND AINSWORTH JCT.—SEE SPECIAL RULES, PAGE 1.																														
f 11.30			f 3.10			f 11.35 f 7.40 f 4.20			IG 3 2.9AINS WORTH JCT.....P 1.2			95.2 No Siding f 10.50 f 4.20 f 10.35			f 2.45			f 1.35												
f 11.40			f 3.15			f 11.40 f 7.44 s 4.25			IG 4 4.1BURBANK..... 5.1			94.0 24 s 10.46 f 4.11 f 10.31			f 2.40			f 1.25												
									O. W. R. & N. Crossing 1 m. W																					
f 11.59 PM			f 3.25			f 11.51 f 7.55 s 4.36			IG 8 9.2TWO RIVERS..... 3.3			88.9 32 s 10.33 f 4.01 f 10.22			f 2.25			f 1.05												
s 12.15 AM 1.20 908			A s 3.35 AM			s 11.58 AM A s 8.05 AM s 4.43			YW IG 9 12.5 A.....ATTALIA.....D 6.4			85.6 60 s 10.25 L 3.55 PM f 10.17			L 2.15 PM			s 12.50 AM 12.05 AM 907												
									O.W.R.&N. Crossing 0.4 m. west																					
f 1.45						f 12.13 PM			f 5.00			KA 7 18.9ADAMS..... 0.7			79.2 Spur 4 f 10.08			f 10.00			f 11.46 PM									
f 1.50						f 12.15			f 5.03			KA 8 19.6LEGROW..... 1.6			78.5 7 f 10.06			f 9.58			f 11.42									
f 2.00						f 12.19			s 5.10			KA 10 21.2SLATER..... 4.2			76.9 29 s 10.03			f 9.55			f 11.35									
f 2.20						f 12.29			f 5.20			KA 14 25.4WELLAND..... 2.7			72.7 6 f 9.53			f 9.47			f 11.20									
f 2.35						f 12.35			f 5.28			KA 17 28.1ADKINS..... 5.3			70.0 29 f 9.47			f 9.43			f 11.10									
f 3.00						s 12.47			s 5.40			YC KA 22 33.4 JC.....EUREKA.....D 6.3			64.7 37 s 9.37			s 9.35			f 10.55									
f 3.30						s 1.02			s 5.55			W KA 29 39.7LAMAR..... 1.8			58.4 29 s 9.20			s 9.20			f 10.40									
f 3.40						f 1.07			f 6.00			KA 31 41.5SHAW..... 1.9			56.6 8 f 9.15			f 9.15			f 10.30									
f 3.50						f 1.12			f 6.06			KA 32 43.4PADDOCK..... 0.9			54.7 10 f 9.08			f 9.10			f 10.25									
f 3.55						f 1.15			f 6.10			KA 33 44.3CLIMAX..... 5.3			53.8 17 f 9.05			f 9.07			f 10.20									
f 4.10						f 1.25			f 6.20			KA 38 49.6RULO..... 2.7			48.5 28 f 8.53			f 8.56			f 10.05									
f 4.20						f 1.33			f 6.28			KA 41 52.3THIEL..... 3.2			45.8 43 f 8.45			f 8.50			f 9.50									
f 4.35						f 1.42			f 6.37			KA 44 55.5DRY CREEK..... 1.4			42.6 18 f 8.37			f 8.44			f 9.35									
f 4.45						f 1.46			f 6.41			KA 46 56.9SUDBURY..... 2.2			41.2 Spur 8 f 8.34			f 8.41			f 9.25									
f 4.55						f 1.50			f 6.45			KA 48 59.1PEDIGO..... 5.2			39.0 16 f 8.29			f 8.37			f 9.15									
												O. W. R. & N. Crossing																		
s 5.45						s 2.05			A 7.00 AM			CWOT KA 53 64.8 F.....WALLA WALLA.....D 1.4			33.8 Yard L 8.15 PM 908			s 8.25			s 9.00 8.00 348									
5.50						2.29						KA 54 65.7MILL CREEK JCT..... 3.0			32.4 No Siding			8.10			7.53									
f 6.02						f 2.40						KA 57 68.7RIFFLE..... 1.7			29.4 28			f 8.03			f 7.45									
f 6.08						f 2.45						KA 59 70.4SAPOLIL..... 1.1			27.7 9			f 7.59			f 7.36									
f 6.14						f 2.49						KA 60 71.5BUROKER..... 0.6			26.6 27			f 7.56			f 7.30									
f 6.17						f 2.51						KA 61 72.1SPRING CREEK..... 1.8			26.0 7			f 7.54			f 7.26									
f 6.25						f 2.55						KA 63 73.9GILLIAM..... 1.3			24.2 8			f 7.50			f 7.18									
s 6.34						s 2.59						KA 64 75.2 X.....DIXIE.....D 1.3			22.9 35			s 7.47			s 7.10									
f 6.39						f 3.04						KA 65 76.5EASTMAN..... 3.4			21.6 21			f 7.42			f 7.00									
f 6.54						f 3.13						KA 69 79.9MINNICK..... 5.2			18.2 19			f 7.34			f 6.45									
s 7.21 352						f 3.26						KA 74 85.1COPPEI..... 3.3			13.0 36			s 7.21 907			f 6.30									
s 7.41						s 3.35						W KA 77 88.4 W.....WAITSBURG.....D 2.6			9.7 20			s 7.13			s 6.15									
f 7.50						f 3.41						KA 79 91.0HUNTSVILLE..... 3.5			7.1 33			f 7.07			f 6.07									
												O. W. R. & N. Crossing 2.8 mi. W.																		
f 8.00						f 3.51						KA 83 94.5LONG..... 1.2			3.6 14			f 6.59			f 5.54									
f 8.05						f 3.54						KA 84 95.7KLUM..... 2.4			2.4 Spur 3			f 6.56			f 5.51									
A 8.15 AM						A 4.00 PM						WCT KA 87 98.1 DY.....DAYTON.....D 0.0			0.0 Yard			L 6.50 AM			L 5.45 PM									
Ex. Sat.			Ex. Sun.			Daily			DAILY			DAILY			Daily			Daily			Daily			Ex. Sun.						
9.00			0.35			4.30			0.35			2.45			2.45			0.35			3.55			0.45						
10.9			21.4			18.9			21.4			23.4			23.3			21.4			25.0			16.6						
Time Over Subdivision																			2.45			0.35			3.55			0.45		
Average Speed per Hour																			23.3			21.4			25.0			12.2		

(EUREKA BRANCH)

Time Table 41E

Westward FIFTH SUB-DIVISION Eastward

(TRACY BRANCH)

Time Table 41E

Westward SEVENTH SUB-DIVISION Eastward
(ATHENA BRANCH)

Time Table 411

THIRD CLASS	SECOND CLASS	FIRST CLASS
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EIGHTH SUB-DIVISION		NINTH SUB-DIVISION	
WESTWARD	EASTWARD	WESTWARD	EASTWARD
(CONNELL NORTHERN RAILWAY - ADRIAN BRANCH)		(CONNELL NORTHERN RAILWAY - BIRTSLEY BRANCH)	
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
10	10	10	10
11	11	11	11
12	12	12	12
13	13	13	13
14	14	14	14
15	15	15	15
16	16	16	16
17	17	17	17
18	18	18	18
19	19	19	19
20	20	20	20
21	21	21	21
22	22	22	22
23	23	23	23
24	24	24	24
25	25	25	25
26	26	26	26
27	27	27	27
28	28	28	28
29	29	29	29
30	30	30	30
31	31	31	31
32	32	32	32
33	33	33	33
34	34	34	34
35	35	35	35
36	36	36	36
37	37	37	37
38	38	38	38
39	39	39	39
40	40	40	40
41	41	41	41
42	42	42	42
43	43	43	43
44	44	44	44
45	45	45	45
46	46	46	46
47	47	47	47
48	48	48	48
49	49	49	49
50	50	50	50
51	51	51	51
52	52	52	52
53	53	53	53
54	54	54	54
55	55	55	55
56	56	56	56
57	57	57	57
58	58	58	58
59	59	59	59
60	60	60	60
61	61	61	61
62	62	62	62
63	63	63	63
64	64	64	64
65	65	65	65
66	66	66	66
67	67	67	67
68	68	68	68
69	69	69	69
70	70	70	70
71	71	71	71
72	72	72	72
73	73	73	73
74	74	74	74
75	75	75	75
76	76	76	76
77	77	77	77
78	78	78	78
79	79	79	79
80	80	80	80
81	81	81	81
82	82	82	82
83	83	83	83
84	84	84	84
85	85	85	85
86	86	86	86
87	87	87	87
88	88	88	88
89	89	89	89
90	90	90	90
91	91	91	91
92	92	92	92
93	93	93	93
94	94	94	94
95	95	95	95
96	96	96	96
97	97	97	97
98	98	98	98
99	99	99	99
100	100	100	100

RD EIGHTH SUB-DIVISION

WARD NINTH SUB-DIVISION

SEE SPECIAL RULES PAGE 1.

EASTWARD

THIRD CLASS			FIRST CLASS			Time Table No. 41E			FIRST CLASS			THIRD CLASS		
359			337			April 9, 1916 Succeeding No. 41D			336			360		
Mixed			Passenger			STATIONS			Passenger			Passenger		
Ex. Sun.			Daily			Telegraph Offices and Calls.			Daily			Daily		
L 6.50AM	L 4.40PM	L 9.55AM	Y	I B 20	0.0	GV.....GRAND VIEW.....D	19.8	30	A 9.45AM	A 4.30PM	A 5.30AM			
f 7.00	f 4.47	f 10.02		I B 18	3.8	LICHTY.....	16.0	27	f 9.30	f 4.20	f 5.18			
s 7.30	s 5.00	s 10.10	W	I B 12	7.8	SY.....SUNNYSIDE.....D	12.0	78	s 9.20	s 4.10	s 5.00			
f 7.55	s 5.12	s 10.20		I B 8	11.6	LO.....OUTLOOK.....D	8.2	48	s 9.08	s 3.58	f 4.35			
f 8.10	f 5.20	f 10.28		I B 5	14.6	NASS.....	5.2	12	f 9.00	f 3.50	f 4.15			
A 8.20AM s 3.30	s 5.30	s 10.35		I B 3	16.6	GR.....GRANGER.....D	3.2	40	s 8.56 s 3.59	s 3.45	L 4.00AM			
	A 5.40PM	A 10.45AM		1788	19.8	..SUNNYSIDE JUNCTION..P	0.0	No Siding	L 8.45AM	L 3.35PM				
Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Sun.			
1.30	1.00	0.50				Time Over Subdivision			1.00	0.55	1.30			
11 1	19.8	23.7				Average Speed Per Hour			19.8	21.6	11.1			

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.
 Trains must not exceed 25 miles per hour.
 Junction switch at Granger will be kept set for Zillah Branch. **SEE SPECIAL RULES PAGE 1.**

WESTWARD.				TWELFTH SUBDIVISION (NACHES BRANCH)						EASTWARD.					
SECOND CLASS				Water, Fuel, Seals, Turn Tables and Wyes	Station Numbers	Distance from North Yakima	Time Table No. 41E			Distance from Naches City	Car Capacity of Sidings	SECOND CLASS			
369		367					April 9, 1916 Succeeding No. 41D					368		370	
Mixed		Mixed					STATIONS					Mixed		Mixed	
Daily		Daily					Telegraph Offices and Calls					Daily		Daily	
L 3.15 PM	L 7.30 AM	WCOT	1811	0.0	YA...NORTH YAKIMA...DN	13.6	Yard	A 9.15 AM	A 5.00 PM						
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 3.46	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 3.55 PM 370	A 8.20 AM 368		Kx 14	13.6	NACHES.....	0.0	102	L 8.35 AM 367	L 4.10 PM 369						
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. 369 has right over No. 370. No. 367 has right over No. 368.
 Junction switch at North Yakima to be kept set for High Line.
 Trains must not exceed 25 miles per hour.
 Trains must not exceed a speed of 10 miles per hour over street crossings in North Yakima.

SECOND CLASS				Water, Fuel, Scales, Turn- tables and Wyes	Station Numbers	Distance from Riparia	Time Table No. 41E			Distance from Pasco	Car Capacity of Sidings	SECOND CLASS		
			April 9, 1916											
			Succeeding No. 41D											
			STATIONS											
			Telegraph Offices and Calls											

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

		A12-55AM	WCT YO	1721	66.9	PA.....PASCO.....DN	0.0	1200	L11.00AM			
		Daily							Daily			
		3.00				Time Over Subdivision			2.20			
		22.3				Average Speed per Hour			28.7			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Registering Stations—Snake River Junction and Riparia.
Standard Clock—Pasco. **SEE SPECIAL RULES PAGE I.**
Speed Restrictions—
 Reduce speed to 15 miles per hour through tunnel No. 1, 1½ miles west of Harder.
 Westward trains must obtain orders before occupying S. P. & S. main line at Snake River Junction.
 Main line switch at Riparia is set for Camas Prairie Ry.
 Normal position of manual crossing gates at the O.-W. R. & N. crossing at Riparia will be clear for the O.-W. R. & N. tracks
 and O.-W. R. & N. trains, will not be required to stop for crossing except when same is in use by N. P. trains.
 N. P. trains must come to a stop and open gates before using crossing, and close them after train is over crossing.

WESTWARD.				THIRTEENTH SUBDIVISION (COWICHE BRANCH)				EASTWARD.								
				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Cowiche Junction	Time Table No. 41E		Distance from Weikel	Car Capacity of Sidings						
							April 9, 1916									
							Succeeding No. 41D									
							STATIONS									
							Telegraph Offices and Calls									
				Kx 4	0.0	COWICHE JCT..... 0.8		5.7	No Siding							
				K L 1	0.8	FLORENCE..... 1.7		4.9	Spur 4							
				K L 2	2.5	SPITZENBERG..... 3.2		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 must not exceed 10 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. 41E		Distance from Moxee City	Car Capacity of Sidings	SECOND CLASS						
		373	371				April 9, 1916 Succeeding No. 41D.				STATIONS		372	374			
		Mixed	Mixed								Telegraph Offices and Calls		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 374	A 9.55AM 372		K M 9	8.6	MOXEE CITY.....		0.0	33	L 10.10AM 371	L 2.35PM 373					
		Daily	Daily								Daily	Daily					
		0.25	0.30				Time Over Subdivision				0.35	0.25					
		20.6	17.2				Average Speed Per Hour				14.9	20.6					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Registering Stations—North Yakima and Moxee City.
No. 371 has right over No. 372.
No. 373 has right over No. 374.
Trains must not exceed 25 miles per hour.
Trains must not exceed a speed of miles 10 per hour over street crossings in North Yakima.

SEE SPECIAL RULES PAGE 1.

WESTWARD.				SIXTEENTH SUBDIVISION. (SIMCOE BRANCH)						EASTWARD.						
				Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Wesley Junction	Time Table No. 41E April 9, 1916 Succeeding No. 41D		Distance from Harrah	Car Capacity of Sidings						
							STATIONS									
							Telegraph Offices and Calls									
					1794	0.0	WESLEY JUNCTION 2.1		9.5	No Siding						
					K N 2	2.1	YETHONAT 3.4		7.4	7						
					K N 5	5.5	ASHUE 2.6		4.0	16						
					K N 9	8.1	FARRON 1.4		1.4	Spur 14						
						9.5	HARRAH 		0.0	29						
							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.
Trains must not exceed 25 miles per hour.
SEE SPECIAL RULES PAGE 1.

WESTWARD.			FIFTEENTH SUBDIVISION. (ZILLAH BRANCH)										EASTWARD.		
THIRD CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Granger	Time Table No. 41E April 9, 1916 Succeeding No. 41D.				Distance from Parker	Car Capacity of Siding	THIRD CLASS			
359						STATIONS						360			
Mixed						Telegraph Offices and Calls						Mixed			
Ex. Sun.												Ex. Sun.			
L 8.40AM						WT						A s 3.55AM			
		f 8.50		K033	3.2	BOONE.....						f 3.45			
		f 9.15		K05	5.3	ZILLAH.....						f 3.40			
		f 9.20		K07	7.0	CUTLER.....						f 3.28			
		f 9.23		K08	8.0	FESTA.....						f 3.26			
		f 9.25		K09	8.3	BUENA.....						f 3.25			
		f 9.32		K010	10.4	FLINT.....						f 3.20			
		f 9.35		K011	11.3	SAWYER.....						f 3.15			
		f 9.40		K013	13.6	DONALD.....						f 3.10			
		f 9.45		K015	15.2	MELLIS.....						f 2.55			
		A s 9.55AM Ex. Sun.		1804	17.8	KR.....PARKER.....PD						L 2.45AM Ex. Sun.			
		1.15				Time Over Subdivision						1.10			
		14.2				Average Speed Per Hour						15.2			

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 25 miles per hour.
Trains must not exceed speed of eight miles per hour over street crossings in Granger and Zillah.
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. Switches must be left set for O.-W. R. & N. tracks.
Engines of greater weight than Class S4 (293050 lbs.) must not be run over Yakima River bridge.
SEE SPECIAL RULES PAGE 1.

COMMERCIAL SPURS.

DISTANCE FROM TERMINAL		Car Cap'y	DISTANCE FROM TERMINAL		Car Cap'y
FIRST SUBDIVISION.			NINTH SUBDIVISION.		
Dayrock	M. P. 126.2	7	Shaefer Spur	M. P.	7
Pifer	M. P. 133.	67	TENTH SUBDIVISION.		
SECOND SUBDIVISION.			Sinto	M. P.	4
Quarry Spur	M. P. 91.5	10	ELEVENTH SUBDIVISION.		
Holmes Spur	M. P. 124.6	15	Sargent Spur	M. P.	35
THIRD SUBDIVISION.			THIRTEENTH SUBDIVISION.		
Atvinco Spur	M. P. 10.3	3	Johnson Spur	M. P.	0.3
Taggard	M. P. 89.5	5	FOURTEENTH SUBDIVISION.		
Dumas	M. P. 93.8	5	Iler	M. P.	2.5
FOURTH SUBDIVISION.			Marble	M. P.	2.5
Tompkins	M. P. 16.5	9	FIFTEENTH SUBDIVISION.		
EIGHTH SUBDIVISION.			Dalton	M. P.	15
Schlomer	M. P.	5	Ramerman Spur	M. P.	14
Frischnecht Spur	M. P.	7	Gilliland Spur	M. P.	13.5
Koren	M. P.	13	Keek Spur	M. P.	11.3
Arney Spur	M. P.	20	Squier Spur	M. P.	11.0
Atwood	M. P.	36	Chenauer Spur	M. P.	12.0
Mitchell Spur	M. P.	42	SIXTEENTH SUBDIVISION		
Treadwell	M. P.	54	Pluto	M. P.	3.0
			Holt	M. P.	3.9

TONNAGE RATING—FREIGHT ENGINES.

		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 Fishtrap.....	1750		1400				900		750		620				
	Sprague to Fishtrap 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.....							1500		1500		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							

DERAIL SWITCHES.

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.
Atvinco..... East end.
Walla Walla. Extension of interchange track 236ft. from 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.

AUTHORIZED SURGEONS, PASCO DIVISION.

LOCATION OF STRETCHERS (S)

DR. S. W. MOWERS, Chief Surgeon Western Division, Tacoma.	DR. J. P. DRISCOLL, Pasco (S)	{ Passenger Station, Freight Station, Tool Car.
DR. G. M. JENNINGS, Chief Surgeon Central Division, Missoula	DR. H. B. O'BRIEN, Pasco	
DR. FRANK ROSE, Spokane (S)	DR. E. C. HAMLEY, Pasco	
DR. JOHN H. O'SHEA, Spokane (S)	DR. A. DeY. GREEN, Prosser	
DR. X. L. ANTHONY, (Oculist), Spokane	DR. A. G. ALLEY, Granger	
DR. F. A. POMEROY, Cheney	DR. H. M. JOHNSON, Toppenish	
DR. J. E. BITTNER, Sprague (S)	DR. C. J. LYNCH, North Yakima (S)	
DR. F. R. BURROUGHS, Ritzville (S)	DR. A. W. Z. THOMPSON, North Yakima	
DR. C. HENDERSON, Lind	DR. J. C. McCAULEY, Ellensburg (S)	
DR. H. E. WILSON, Connell	DR. R. R. PINCKARD, Ellensburg	
	DR. E. E. SHAW, Walla Walla (S)	
	DR. F. E. BOYDEN, Pendleton (S)	
	DR. F. A. BARNETT, Dayton	
	DR. ELMER HILL, Waitsburg	

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.

MAXIMUM CLEARANCES

		LIMIT OF LOAD—MEASUREMENT																	
		HEIGHT ABOVE TOP OF RAIL																	
		1 Ft Wide	2 Ft Wide	3 Ft Wide	4 Ft Wide	5 Ft Wide	6 Ft Wide	7 Ft Wide	7 Ft 6 in Wide	8 Ft Wide	8 Ft 6 in Wide	9 Ft Wide	9 Ft 6 in Wide	10 Ft Wide	10 Ft 2 in Wide	10 Ft 6 in Wide	11 Ft Wide	11 Ft 6 in Wide	Max Height
		Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In
1st Subdivision	Main Line (Cheney-Pasco)			No	Over head	Obstru	ction												11-6
2nd Subdivision	Main Line (Pasco-Ellensburg)	21-6	21-6	21-6	21-6	21-6	21-5	21-4	21-3	21-2	21-2	21-1	21-0	20-11	20-10	20-9	20-8	20-7	21-6
3rd Subdivision	Walla Walla Branch	19-1	19-1	19-1	19-1	19-1	19-1	19-1	19-1	19-1	19-1	19-1	19-1	19-1	19-1	20-9	20-8	20-7	19-1
4th Subdivision	Eureka Branch			No	Over head	Obstru	ction												11-6
5th Subdivision	Tracy Branch			No	Over head	Obstru	ction												11-6
6th Subdivision	Pendleton Branch	22-0	22-0	22-0	22-0	22-0	22-0	22-0	21-10	21-7	21-5	21-3	21-1	20-11	20-9	20-8	20-6	20-4	22-0
7th Subdivision	Athena Branch			No	Over head	Obstru	ction												11-6
8th Subdivision	Connell Northern Branch			No	Over head	Obstru	ction												11-6
9th Subdivision	Ritzville Branch			No	Over head	Obstru	ction												11-6
10th Subdivision	Sunnyside Branch	19-2	19-2	19-2	19-2	19-2	19-2	19-2	19-2	19-2	19-2	19-2	19-2	19-2	19-2	19-2	19-2	19-2	19-2
11th Subdivision	Snake River Branch	21-6	21-6	21-6	21-6	21-1	20-6	19-11	19-6	19-3	18-11	18-7	18-3	17-10	17-9	17-1	15-8	14-5	21-6
12th Subdivision	Naches Branch	19-7	19-7	19-7	19-7	19-7	19-7	19-7	19-7	19-4	19-3	19-3	19-2	19-1	19-1	19-0	18-10	18-8	19-7
13th Subdivision	Cowiche Branch			No	Over head	Obstru	ction												11-6
14th Subdivision	Moxee Branch	19-1	18-10	18-8	18-5	18-3	18-0	17-10	17-7	17-6	17-5	17-4	17-3	17-1	17-1	17-0	16-11	16-10	19-1
15th Subdivision	Zillah Branch	21-7	21-7	21-7	21-7	21-7	21-4	21-1	20-10	20-7	20-3	19-10	19-8	19-6	19-3	19-2	18-11	18-9	21-7
16th Subdivision	Simcoe Branch			No	Over head	Obstru	ction												11-6

Note—the above Table is Based on Open-car Lading, Equally Divided on Either Side of Center Line of Car.

Conductors are instructed to be particular in their examination of the loading when picking up cars which have been loaded at stations between terminals at which there are no car inspectors. Frequently shippers load cars at intermediate points which do not comply with our loading rules, the load being either too high, too wide, or extending over the end of the cars so as to leave no clearance for brake staff, thus necessitating the setting out and shifting, or transferring of the load at terminal, this shifting or transferring having to be done at the Company's expense. When cars are loaded in such manner as to not be in conformity with the loading rules, they must be refused and the matter properly reported.

When handling steam shovels, pile drivers, wrecking derricks, locomotive cranes, or any equipment which permit of the turning of a crane or body of a derrick on its own turn table, an inspection must be made by a car inspector and also by the conductor of the train moving same to see that it is firmly secured and that there is no possibility of its swinging or turning while being handled either on the road or in the yards. When such movement is made from an intermediate station at which no car inspector is available, agent must decline to bill and forward same until car inspector has been sent from the nearest terminal point, and after making the necessary inspection has pronounced it safe.

