

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME TABLE

42

TABLE

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

SUNDAY, AUGUST 5, 1917

**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. C. SLOAN,
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 Second Block in advance.

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 leaving Pasco.

Eastward Trains will ask for S. P. & S. card at Attalia during the hours that office is open.

GOVERNING OPERATION OF TRAINS BETWEEN PASCO AND KENNEWICK.

Block Card, Form AB, will be used between Pasco and Kennewick. When eastward train order signals at Kennewick are at stop or caution position, a clearance card, Form A, must accompany block card. Trainmen and enginemen must have a copy of this block card before proceeding eastward from Kennewick or westward from Pasco.

Normal position of east signals at Kennewick will be stop.

When operators at these points have cards without restrictions for approaching eastward trains, they will display clear train order signal, and deliver block card without clearance. If approaching train is to meet an opposing train at Kennewick or S. P. & S. Junction, operators will hold signal at stop, and deliver block card and clearance to engineman and conductor after train has been brought to a stop.

Conductors of eastward freight trains will deliver block card to operator at Pasco yard; passenger trains, to operator at Pasco passenger station. Conductors of westward trains will throw off block card to operator at Kennewick.

GOVERNING THE USE OF STAFF ON BRANCH LINES.

The following branches will be operated under the Staff System:

Fifth Subdivision, Seventh Subdivision, Eighth Subdivision, Tenth Subdivision, Twelfth Subdivision, Fifteenth Subdivision.

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.

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 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.

S-6. In the State of Washington, Conductors of Passenger Trains consisting of four or more cars, and Freight Trains consisting of 25 or more cars, must know that Brakemen has had one year's experience in train service before assigning them to flagging duties.

S-7. Trains going into Athena look out for cars spotted for loading on Main Line just west of Mill Switch.

S-8. A maximum of 23 cars and caboose may be handled between Apex and Hunt with "S-4" Engines.

S-9. Westward Trains must obtain orders before occupying Main Line at Snake River Junction.

S-10. All trains look out carefully for drifting sand at the various Sand-Blows where sand fences are erected.

S-11. 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 Gate before using Crossing and close them after train is over Crossing.

S-12. 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.

S-13. Track over Yakima River Bridge, Parker, is operated Jointly with O., W. R. & N. Automatic Signals Govern.

WESTWARD.

FIRST SUB-DIVISION. (MAIN LINE)

EASTWARD.

THIRD CLASS				SECOND CLASS		FIRST CLASS				Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Cheney	Time Table No. 42	FIRST CLASS				SECOND CLASS		THIRD CLASS						
	897	895		603		317	41	3	1					Passenger	Passenger	Passenger	Passenger	604		896	898					
	Way Freight	Way Freight		Freight		Passenger	Passenger	Passenger	Passenger										Way Freight	Way Freight						
Tu., Thu., Sat.	Mo., We., Fri.			Daily		Daily	Daily	Daily	Daily										Tu., Thu., Sat.	Mo., We., Fri.						
L 9.35AM				L 8.30PM		L 7.43PM	L 5.05PM	L 9.25PM	L 7.05AM	WCY	1592	0.0		CV.....CHENEY.....DN 4.9	130.0	75	As 7.30AM 604	As 9.25PM 3	As 5.55AM As 3.50PM	As 7.00AM 1-2						
f 9.50				8.42		7.50	f 5.15	9.34	7.21		1597	4.9		BABB.....P 5.8	125.1	60	7.21 1	9.13	f 5.40	3.38	6.35		f 2.45			
s 10.10				9.00		7.59	s 5.25	9.44	f 7.32	W	1603	10.7		TY.....TYLER.....PD 3.8	119.3	E-59 W-59	7.10 603	9.00	f 5.26	s 3.25	6.15		s 2.10			
f 10.25				9.12		8.05	f 5.32	9.50	7.38		1607	14.5		VA.....FISHTRAP.....DN 5.2	115.5	60	7.04	8.53	f 5.17	s 3.15	6.00		f 1.45			
f 10.40				9.23		8.13	5.42	9.58	7.47		1612	19.7		KLINE.....P 5.1	110.3	61	6.52	8.40	5.04	f 3.02	5.30		f 1.15			
s 11.30				9.34		s 8.25	s 5.52	s 10.08	s 7.56	WY	1617	24.8		SX.....SPRAGUE.....DN 4.2	105.2	E-64 W-65	s 6.40 604	s 8.25 317	s 4.50 604	s 2.50	4.50 42		s 12.45PM			
f 11.45AM				9.45		8.37	6.00	10.14	8.03		1621	29.0		CONCORD.....P 5.7	101.0	61	6.31	8.17	4.35	2.39	4.00		f 11.30AM			
f 12.05PM				9.57		8.46	f 6.12	10.23	8.12	W	1627	34.7		HI.....KEYSTONE.....PD 5.5	95.3	E-61 W-62	6.23	8.08	4.26	f 2.29	3.45		f 11.15			
f 12.25				10.08		8.85	6.22	10.83	8.22		1633	40.2	N	TOKIO.....PN 4.8	89.8	E-58 W-59	6.16	8.00	4.17	f 2.20	3.29		f 11.00			
f 12.38				10.20		9.01	f 6.30	10.40	8.30		1637	45.0		COKER.....P 3.5	85.0	60	6.08	7.52	4.10	f 2.12	3.16		f 10.45			
s 1.00				11.15		s 9.08	s 6.37	s 10.46	s 8.35	W	1641	48.5	RV	RITZVILLE.....DN 5.9	81.8	116	s 6.02	s 7.46	s 4.05	s 2.05	3.05		s 10.30			
f 1.15				11.30		9.18	6.48	10.56	8.45		1647	54.4		ESSIG.....P 3.5	75.6	61	5.50	7.33	3.46	1.46	2.46		f 9.15			
s 1.40				11.40		9.23	f 6.55	11.02	8.52		1649	57.9	NA	PAHA.....PD 3.6	72.1	E-58 W-59	5.43	7.27	3.40	f 1.40	2.35		f 8.52			
f 2.05				11.50PM		9.28	7.02	11.08	8.58		1653	61.5		RUBY.....P 4.0	68.5	61	5.37	7.21	3.32	1.32	2.23		f 8.20			
L 9.30AM	A 2.30PM			12.02AM		s 9.40	s 7.13	s 11.15	s 9.05	WCT	1658	65.5	LD	LIND.....DN 8.7	64.5	E-74 W-61	s 5.29	s 7.13	s 3.25	s 1.24	2.10		L 7.55AM	A 2.30PM		
											1662	69.2		AKRON.....P 4.3	60.8	60	5.18	7.06	3.12	1.14	1.35			f 2.15		
f 9.50				12.20		9.47	7.20	11.22	9.12		1667	73.5	PX	PROVIDENCE....DN 3.1	56.5	E-63 W-73	5.12	6.59	3.02	f 1.07	1.25		f 2.00			
f 10.15				12.40		9.57	f 7.29	11.30	9.20		1670	76.6		BEATRICE.....P 4.0	53.4	61	5.02	6.49	2.55	1.00	1.00 603			f 1.35		
f 10.27				1.00		10.01	7.35	11.37	9.26		1674	81.5	SC	CUNNINGHAM.....DN 3.2	48.5	E-61 W-61	4.50	f 6.39	2.45	s 12.47	12.35		s 12.47			
s 10.45				1.13		10.09	f 7.43	11.45	f 9.34	W	1677	84.7	TW	HATTON.....PD 4.5	45.3	59	4.44	6.32	f 2.39	s 12.38	12.20		s 12.10PM			
f 11.08				1.21		10.13	f 7.50	11.52PM	f 9.39		1682	89.2		EMERY.....P 4.6	40.8	60	4.35	6.22	2.27	12.27	12.01AM		11.35AM			
f 11.25AM				1.32		10.20	7.58	12.01AM	9.46		1688	93.8	CN	CONNELL.....DN 5.2	36.2	E-60 W-87	s 4.27	s 6.15	s 2.19	s 12.15	11.20PM					
s 12.15PM				1.45		10.27	s 8.06	f 12.10	f 9.55	WY	1690	99.0		CACTUS.....P 4.3	31.0	60	4.16	6.05	2.06	12.05PM	10.55					
f 12.45				2.06		10.35	8.16	12.18	10.02		1695	103.2	AK	MESA.....PD 2.4	26.8	E-77 W-61	4.10	5.58	1.59	s 11.58AM	10.41					
s 1.00				2.23		10.41	f 8.24	12.26	f 10.09	W	1698	105.0	V	VALE.....PN 6.8	24.4	60	4.07	5.54	1.54	11.53	10.23			f 9.35		
f 1.10				2.30		10.44	8.28	12.29	10.13		1704	112.1	W	ELTOPIA.....PD 5.0	17.9	E-61 W-54	3.58	f 5.44	1.42	s 11.40	10.06					
f 1.40				2.45		10.52	f 8.40	12.40	f 10.23	W	1709	117.1		SAGEMOOR.....P 4.7	12.0	61	3.51	5.36	1.32	11.30	9.52					
s 2.05				2.55		10.58	8.50	12.48	10.30		1714	121.8	GD	GLADE.....DN 5.3	8.2	E-61 W-58	3.44	5.27	1.24	f 11.20	9.40					
f 2.25				3.05		11.04	9.00	12.57	10.37		1721	130.0	PA	PASCO.....DN	0.0	Yard	L 3.30AM 603	L 5.15PM	L 1.10AM 3	L 11.05AM 1	L 9.15PM 41					
A 3.00PM				A 3.25PM		A 11.15PM	A 9.15PM	A 11.10AM	A 10.50AM	WCYT							Daily	Daily	Daily	Daily	Ex. Sat.	Tu., Thu., Sat.	Mo., We., Fri.			
Tu., Thu., Sat.	Mo., We., Fri.			Daily		Daily	Daily	Daily	Daily								4.00	4.10</								

WESTWARD.

AUTOMATIC BLOCK PASCO TO ELLensburg.

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

Trains 335-337 Stop on Flag at Reclalm.

No. 3 Stop on Flag at Umtanum on Fridays Only.

SECOND SUB-DIVISION. (MAIN LINE.)

THIRD CLASS				SECOND CLASS		Time Table No. 42 Aug. 5, 1917 Succeeding No. 41P.	Distance from Ellensburg. Car Capacity of Siding.	FIRST CLASS							
899	901	669	603	S. P. & S. Freight	Freight			Passenger	Passenger	Passenger	Passenger	Passenger	S.P. & S. I Passenger	S.P. & S. I Passenger	
		Way Freight	Way Freight	Station Numbers	Distance from Pasco.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		Ex. Sun.	Ex. Sun.	L 7.00M	L 5.56M	L 5.15AM	WCTY	1721	0.0						
								1722	0.4						
						A 6.03AM		1724	2.1	K.....KENNEWICK.....DN 5.1	123.7	83	s 11.07	s 1.28	
		s 7.45				5.25		1729	7.2	RF.....VISTA.....PD 4.5	118.6	E-82 W-60	11.20	1.39	
		f 8.15				5.45	W	1733	11.7	.....ERIE.....P 4.7	114.1	86	11.28	1.45
		f 8.35				5.55		1739	16.4	BA.....BADGER.....DN 3.3	109.4	E-82 W-58	11.36	1.52	
		f 9.10				6.10		1742	19.7	.....ROME.....P 3.5	106.1	83	11.42	1.59
		f 9.25				6.21		1745	23.2	KI.....KIONA.....DN 5.7	102.6	E-83 W-61	f 11.48	2.05	
		s 9.47 318				6.35	W	1751	28.0	.....CHANDLER.....P 4.9	96.9	83	11.59AM	2.14
		f 10.30				6.47		1756	33.8	GI.....GIBBON.....DP 5.8	92.0	E-110 W-80	12.07PM	2.25	
		f 11.00				7.01		1762	39.6	PR.....PROSSER.....DN 5.5	86.2	E-84 W-64	s 12.16 899	2.37	
		A 11.20AM 1.00PM 1.900				7.25	W	1767	45.1	.....BYRON.....P 6.0	80.7	80	f 12.25	2.47
		f 1.25				7.40		1774	51.1	MB.....MABTON.....DN 3.6	74.7	E-82 W-58	s 12.35 900	2.57	
		f 2.30				7.55	W	1777	54.7	.....EMPIRE.....P 6.0	71.1	82	12.42	3.03
		f 2.45				8.05		1782	59.7	SU.....SATUS.....PD 5.4	66.1	E-83 W-60	12.49	3.11	
		s 3.22 4				8.22 318		1787	65.1	.....ALFALFA.....P 1.6	60.7	83	12.57	f 3.19
		f 3.45				8.40		1789	66.7	..SUNNYSIDE JUNCTION ..P 3.3	59.1	No Siding	1.00	3.22	
		3.50 338				8.50 336		1792	70.0	TN.....TOPPENISH.....DN 2.7	55.8	E-84 W-60	s 1.10	3.31	
		A 4.00PM	A 9.15AM 336			9.05 9.30	WCT	1794	72.7	....WESLEY JUNCTION.....P 1.2	53.1	No Siding	1.14	3.36
		f 9.30				9.45		1796	73.9	.....MONTE.....P 3.4	51.9	82	1.16	3.38
		s 9.45 10.05 103.900				10.00 900-901		1800	77.3	WA.....WAPATO.....DN 4.5	48.5	E-83 W-60	f 1.22	3.43	
		f 10.25				10.15		1804	81.8	KR.....PARKER.....PD 3.6 O. W. R. & N. Crossing	44.0	83	1.28	3.49	
		f 10.40				10.28		1807	85.4	.....UNION GAP.....P 3.7	40.4	83	1.35	3.55
		s 10.55 11.40AM				10.40 11.35	WCOT	1811	89.1	YA.....YAKIMA.....DN 3.9	36.7	E-100 W-100	s 1.50	4.10	
		f 12.10PM				11.55AM		1815	93.0	AH.....SELAH.....P 3.4	32.8	E-50 W-83	f 1.58	4.18	
		f 12.40				12.10PM		1819	96.4	MN.....POMONA.....DN 4.0	29.4	E-83 W-90	f 2.10 4	4.25	
		f 1.10				12.30		1822	100.4	.....HILLSIDE.....P 4.2	25.4	83	2.17	4.33
		s 1.55 4				1.00		1827	104.6	RA.....ROZA.....PN 4.6	21.2	E-80 W-60	2.25	4.42	
		s 2.33 1				1.48 4	W	1832	109.2	ON.....WYMER.....PD 4.3	16.6	87	f 2.33 901	4.49	
		f 3.00				2.20		1836	113.5	UM.....UMTANUM.....PN 2.7	12.8	E-82 W-82	2.42	4.58	
		f 3.15				2.47 1		1839	116.2	.....INDIO.....P 4.8	9.6	83	2.47 603	5.02
		f 3.45				3.28		1843	121.0	RO.....THRALL.....PD 4.8	4.8	E-83 W-57	f 3.00	5.11	
		A 4.15PM	A 4.00PM			125.8	WCOT	1848	125.8	EB.....ELLENSBURG.....DN	0.0	Yard	As 3.10PM	As 5.20AM 318	
		Ex. Sun.	Ex. Sun.			Daily	Daily						Daily	Daily	
		7.20	5.55			0.08	9.25						4.10	4.00	
		9.0	9.4			8.5	12.6						30.2	31.4	
													4.45	4.00	
													0.55	0.55	
													1.00	0.04	
													0.04	0.04	
													6.0	6.0	

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

See Special Rules Page 1, 8, 9 and 10

SECOND SUB-DIVISION. (MAIN LINE.)

EASTWARD.

Nos. 336 and 338 Stop on Flag at Reclaim

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

See Special Rules Pages 1-8-9-10.

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

Nos. 379 and 380 will stop on signal at Burrcan

SEE SPECIAL RULES PAGES 1, 8, 9 and 10

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.
Train 907 Sunday nights will run via Wallula, filling schedules of No. 911 and No. 908 between Attalla and Wallula. SEE SPECIAL RULES, PAGES 1, 8, 9 and 10.

Train 351 will stop at Walla Walla Penitentiary Platform whenever an officer with or without prisoners desires to get off at that point.

**Westward SEVENTH SUB-DIVISION Eastward
(EUREKA BRANCH)**

3d Class	Wester Fuel Turntables and Wyes	Station Numbers	Distance from Eureka	Time Table 42	Distance from Pleasant View	Car Capacity of Sidings	3d Class
343				August 5, 1917			344
Mixed				Succeeding No. 41F.			Mixed
Sun. only				STATIONS			Sun. Only
L 9.40AM	YC	K A 22	0.0	Telegraph Offices and Calls			A11.55A s
f 9.48		K E 2	2.2	JC EUREKA D 2.2	19.4	37	f11.47
f 9.56		K E 4	4.7	..... BABCOCK 2.5	17.2	9	f11.41
f 10.04		K E 7	7.7	..... LEE 3.0	14.7	37	f11.32
f 10.20		K E 12	11.5	..... ELWOOD 3.8	11.7	20	f11.20
f 10.24		K E 13	13.1	..... CLYDE 1.6	7.9	40	f11.12
f 10.28		K E 15	14.8	..... PICKARD 1.7	6.3	15	f11.08
f 10.45AM	T	K E 19	19.4	..... RESER 4.6	4.6	18	f10.55A
1.05				..... PLEASANT VIEW	0.0	42	
17.7							1.00
Sun. Only							19.4
				Time Over Subdivision			Sun. Only
				Average Speed per Hour			

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME
CLASS IN OPPOSITE DIRECTION.**
No. 343 has right over No. 344 Eureka to Pleasant View.
SEE SPECIAL RULES PAGE 1, 8, 9 and 10.

Westward EIGHTH SUB-DIVISION Eastward
(TRACY BRANCH)

	Station Numbers	Distance from Mill Creek Jct.	Time Table 42 August 5, 1917 Succeeding No. 41F.	Distance from Tracy	Car Capacity of Sidings
			STATIONS		
			Telegraph Offices and Calls		
K A 54	0.0		..... MILL CREEK JCT.	6.0	No Sdg.
			..... 1.8		
K B 3	1.8		..... HECTOR	4.4	Spuif 5
			..... 1.8		
K B 5	3.4		..... HARBERT	2.6	18
			..... 1.3		
K B 6	4.6		..... KIBBLER	1.3	No Sdg.
			..... 1.3		
K B 7	6.0		..... TRACY	0.0	30
			Time Over Subdivision		
			Average Speed per Hour		

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME
CLASS IN OPPOSITE DIRECTION.
SEE SPECIAL RULES PAGE 1, 8, 9 and 10.**

Westward TENTH SUB-DIVISION Eastward
(ATHENA BRANCH)

2d Class				Time Table 42				2d Class	
377		Water, Fuel and Wye		August 5, 1917				378	
Mixed		Station Numbers		Succeeding No. 41F.				Mixed	
Mo., We., Fri.									
9.55AM	Y	K C 19	0.0	.....SMELTZ 3.6	14.5	23	sSee 356P6 A12 05PM		
10.10		K D 4	3.6	.....DUROC 2.5	10.9	18	f11.45AM		
10.20		K D 6	6.1	.....WAYLAND 2.6	8.4	20	f11.35		
10.30		K D 9	8.7	.....WATERMAN 5.8	5.8	27	f11.25		
10.45AM	WY	K D 14	14.5	CV..... ATHENA.....D	0.0	28	L11.10AM		
0 50				Time Over Subdivision				0.55	
17 4				Average Speed per Hour				19.3	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
No. 377 has right over 378 Smelts to Athena.
SEE SPECIAL RULES PAGE 1, 8, 9 and 10.

WESTWARD

**NINTH SUB-DIVISION
(PENDLETON BRANCH)**

THIRD CLASS	SECOND CLASS	FIRST CLASS	Water, Fuel Turntables and Wyes
	911	355	349
Freight	Mixed	Passenger	
Daily	Ex. Sun.	Daily	
L 12 10 AM 908	L 3.35 AM	L 8.05 AM	YW
12.15	f 3.40	f 8.10	Y
A 12.20 AM	f 3.40	f 8.13	Y
	f 4.15	f 8.23	Y
	s 4.40	f 8.50	K
	4.50	f 9.05	K
	f 4.55	f 9.15	K
	f 5.00	f 9.20	K
	s 5.10	s 9.33	K
	f 5.25	w 356	K
	f 5.40	f 9.42	K
	f 5.45	f 9.51	K
	A 6.10 AM	A 10.15 AM	WCT
Daily	Ex. Sun.	Daily	
0 10	2.35	2.10	
16 2	15 0	19 4	

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

WESTWARD FOURTH SUB-DIVISION EAST
(CONNELL NORTHERN RAILWAY, ADRIAN BRANCH)

SECOND CLASS		357		345		Time Table No. 42				SEC	
Mixed	Mixed	Water, Fuel and Wye	Station Numbers	Distance from Addo		August 5, 1917	Succeeding No. 41F.			Car Capacity of Sidings	Mixed
Mon., Fri.	Wed.					STATIONS					Tue.,
L 8.45AM	L 8.45AM		K I 60	0.0		Telegraph Offices and Calls.					
f 9.20	f 9.20		K I 49	11.3		ADCO.....		11.3		61.0	28 A 2.3
f 9.35	f 9.35		K I 45	15.2		GLOYD.....		3.9		49.7	Spur 20 f 1.5
s 10.00	s 10.00	W	K I 39	21.8		NAGEL.....		6.6		45.8	Spur 20 f 1.3
10.25	10.30 AM 12.30 PM	Y	K I 32	29.6		WHEELER.....P		7.8		39.2	45 s 1.0
f 10.30	f 12.35		K I 31	30.0		BASSETT JCT.....		0.4		31.4	No 8dg. 12.3
f 10.45	f 12.55		K I 25	34.9		RITELL.....		4.9		31.0	31 f 10.5
f 11.15	f 1.25	W	K I 17	44.1		WEST W^RDEN.....		9.2		26.1	Spur 40 f 10.3
f 11.35	f 1.50		K I 10	50.6		BRUCE.....		6.5		16.9	48 f 10.0
11.05PM		WCY	1686	61.0		SHANO.....		10.4		10.4	20 f 9.2
A 2.30PM						CONNELL.....DN				0.0	120 L 8.4
3.20	3.45					Time Over Subdivision					4.1

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
See Special Rules Page 1, 8, 9 and 10.

**NINTH SUB-DIVISION
(PENDLETON BRANCH)** **EASTWARD**

Distance from Attalia	Time Table 42		Distance from Pendleton	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS		THIRD CLASS			
	August 5, 1917				350		354	356	908			
	Succeeding No. 41F.				Passenger	Mixed	Mixed	Freight				
STATIONS												
Telegraph Offices and Calls												
0.0 A..... ATTALIA.....DN O W R & N Crsng 0.7m West	42.0	60	A 8.55PM s				As 1.30PM s	11.15AM s	A12 40AM / 907 911			
1.5 HUNT 1.2	40.5	100	f 3.49				f 1.20	f 11.05	12.35			
2.7 JN..... WALLULA.....DN 1.2	41.7	Yard	s 3.43				s 1.15	s 11.00	L12.30AM			
1.5 HUNT 11.1	40.5	100	f 3.33				f 1.10	f 10.55				
12.6 RING 4.6	29.4	29	f 3.09				f 12.37	f 10.20				
17.2 VAN SYCLE 2.4	24.8	25	f 2.57				f 12.23	f 10.05				
19.6 STANTON 1.4	22.4	36	f 2.52				f 12.15	f 9.57				
21.0 SMELTZ 1.0	21.0	23	f 2.49				12.10PM s 9.50AM	s 9.50				
22.0 APEX 3.0	20.0	9	f 2.45				f 9.45	f 9.45				
25.0 H..... HELIX.....D 4.6	17.0	53	s 2.36				s 9.33 349	s 9.33 349				
29.6 MYRICK 4.2	12.4	45	f 2.22				f 8.50	f 8.50				
33.8 McCORMMACH 1.3	8.2	13	f 2.08				f 8.38	f 8.38				
35.1 FULTON 6.9	6.9	30	f 2.04				f 8.35	f 8.35				
42.0 ND.... PENDLETON.....D O.W.R.&N.Crossing	0.0	39	L 1.50PM				L 8.15AM	L 8.15AM				
			Daily				Mo., Wed. Fri.	Tue., Thu. Sat.	Daily			
Time Over Subdivision			2.05				2.55	3.00	0.10			
Average Speed per Hour			20.1				14.4	14.0	15.2			

WESTWARD **FIFTH SUB-DIVISION** **EASTWARD**

(CONNELL NORTHERN RAILWAY, RITZVILLE BRANCH)

Time Table No. 42 August 5, 1917 Succeeding No. 41 F.									
S T A T I O N S					S T A T I O N S				
W E D .		T U E . , S A T .			D I S T A N C E F R O M S O H R A G		C A R C A P A C I T Y O F S I T I N G S		
P M	L10.30AM	L10.55AM	Y	K I 32	0.0	.....BASSETT JCT..... 12.3	12.3	No Sdg.	A12.30PM See 346
P M	A11.15AM	A11.40AM	W	K J 12	12.3	.....SCHRAG.....P	0.0	41	A12.25PM See 345
AM	0.45	0.45				Time Over Subdivision			0.45
	10.4	10.4							0.45

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

No. 363 has right over No. 364, and No. 365 has right over No. 366 Bassett Jct. to Schrag.

SEE SPECIAL RULES PAGE 1, 8, 9 and 10.

WESTWARD.

TWELFTH SUBDIVISION (SIMCOE BRANCH)

EASTWARD

		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Wesley Junction	Time Table No. 42 August 5, 1917 Succeeding No. 41 F	Distance from White Swan	Car Capacity of Sidings	
		STATIONS						
		Telegraph Offices and Calls						
			1794	0.0	.....WESLEY JUNCTION 2.1	20.0	No Siding	
			K N 2	2.1	.....YETHONAT 3.4	17.9	7	
			K N 5	5.5	.....ASHUE 2.6	14.5	16	
			K N 9	8.1	.....FARRON 1.4	11.9	14	
				9.5	.....HARRAH 10.5	10.5	29	
		W Y		20.0	.....WHITE SWAN	0.0	32	
					Time Over Subdivision			
					Average Speed Per Hour			

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

SEE SPECIAL RULES PAGES 1-8-9-10.

WESTWARD.

THIRTEENTH SUBDIVISION (MOXEE BRANCH)

EASTWARD

SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers Yakima	Time Table No. 42		SECOND CLASS	
	371			August 5, 1917 Succeeding No. 41F.			372
Mixed				STATIONS		Mixed	
Daily				Telegraph Offices and Calls		Daily	
L 9.25AM	WCOT		1811	0.0 YA.....YAKIMA.....DN 2.0	8.6	Yard	A10.45AM
f 9.36			K M 3	3.0.....TERRACE HEIGHTS..... 0.7	5.6	0	f10.38
f 9.37			K M 3.7	3.7.....AVERY..... 0.3	4.9	0	f10.36
f 9.38			K M 4	4.0.....KEYES..... 0.2	4.6	0	f10.34
f 9.40			K M 4.2	4.2.....PEACOCK..... 0.3	4.4	0	f10.32
f 9.42			K M 4.5	4.5.....SCUDDER..... 0.9	4.1	0	f10.30
f 9.45			K M 5	5.4.....BIRCHFIELD..... 1.8	3.2	9	f10.26
f 9.50			K M 7	7.2.....EUGENE..... 0.5	1.4	0	f10.18
f 9.52			K M 8	7.7.....McSHANE..... .09	0.9	0	f10.15
A 9.55AM 872			K M 9	8.6.....MOXEE CITY.....	0.0	33	L10.10AM 371
Daily				Time Over Subdivision		Daily	
0.30				Average Speed Per Hour		0.35	
17.2						14.9	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
No. 371 has right over No. 372.

SEE SPECIAL RULES PAGES 1-8-9-10.

WESTWARD

FOURTEENTH SUBDIVISION (NACHES BRANCH)

EASTWARD

SECOND CLASS			Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Yakima	Time Table No. 42			SECOND CLASS		
	369	367				AUG. 5, 1917 Succeeding No. 41F				368	370
	Mixed	Mixed				STATIONS			Mixed	Mixed	
	Daily	Daily				Telegraph Offices and Calls			Daily	Daily	
L	2.45PM	L 7.30AM		WCOT	1811	0.0	YA	YAKIMA.....DN	13.6	Yard	A 9.15AM
f	2.51	f 7.36				1.2	.....MILES AVENUE.....	1.2	11.9	No Siding	f 4.28
f	2.55	f 7.41		Kx 3	2.5		.....FRUITVALE.....	1.5	11.1	9	f 4.24
f	3.00	f 7.48		Kx 4	4.0		.....COWICHE JCT.....	0.8	9.6	No Siding	f 4.19
f	3.02	f 7.52		Kx 5	4.8		.....JACOBSON.....	1.9	8.8	10	f 4.14
s	3.08	s 7.58		Kx 6	6.7		.....GLEED.....	1.2	6.9	53	s 4.08
s	3.12	s 8.02		Kx 8	7.9		.....ESCHBACH.....	1.0	5.7	10	s 4.04
f	3.17	f 8.05		Kx 9	8.9		.....COLEEN.....	1.1	4.7	No Siding	f 4.01
f	3.21	f 8.08		Kx 10	10.0		.....POWER HOUSE.....	1.2	3.6	Spur 10	f 3.57
f	3.25	f 8.12		Kx 11	11.2		.....SINCLAIR PARK.....	0.3	2.4	9	f 3.53
f	3.26	f 8.13		Kx 12	11.5		.....McPHEE.....	0.6	2.1	No Siding	f 3.52
f	3.28	f 8.15		Kx 13	12.1		.....BONLOW.....	1.5	1.5	Spur 1	f 3.50
A	3.35PM 370	A 8.20AM 368		Kx 14	13.6		.....NACHES.....		0.0	102	L 8.25AM 367
	Daily	Daily									Daily
	0.50	0.50					Time Over Subdivision				0.50
	16.3	16.3					Average Speed Per Hour				16.3

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

No. 369 has right over No. 370. No. 367 has right over No. 368 SEE SPECIAL RULES PAGES I-8-9-10.

WESTWARD

FIFTEENTH SUBDIVISION (COWICHE BRANCH)

FASTWARD

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

SEE SPECIAL RULES PAGES 1-8-9-10

COMMERCIAL SPURS.

DISTANCE FROM TERMINAL	Car Cap'y	DISTANCE FROM TERMINAL	Car Cap'y	DISTANCE FROM TERMINAL	Car Cap'y	DISTANCE FROM TERMINAL	Car Cap'y	DISTANCE FROM TERMINAL	Car Cap'y	
FIRST SUBDIVISION.										
Dayrock	M. P. 126.2	7	Whitstran	M. P. 2.5	4	Schlomer	M. P. 5	9	Tomkins	M. P. 16.5
Pifer	M. P. 133.	67	Dober	M. P. 3.0	9	Frischnecht Spur	M. P. 7	9	Burrcan	M. P. 9.5
SECOND SUBDIVISION.										
Phillips	M. P. 49.5	20	De Force	M. P. 3.5	5	Koren	M. P. 13	8	Sargent Spur	M. P. 35
Reclaim	M. P. 84.1	6	Elco	M. P. 4.2	3	Arney Spur	M. P. 20	13	TWELFTH SUBDIVISION.	
Sugar Plant	M. P. 86.3	250	Wilcox	M. P. 7.5	4	Atwood	M. P. 36	8	Pluto	M. P. 3.0
Quarry Spur	M. P. 91.5	10	Apricot	M. P. 9.6	10	Mitchell Spur	M. P. 42	8	Holt	M. P. 3.9
Holmes Spur	M. P. 124.6	15	Nass	M. P. 26.8	12	Treadwell	M. P. 54	9	THIRTEENTH SUBDIVISION.	
THIRD SUBDIVISION.										
Sinto	M. P. 28.0	2	Schaefer Spur	M. P. 7	8	Atvinco Spur	M. P. 10.3	3	Iler	M. P. 2.5
Dalton	M. P. 31.6	4	Ramerman	M. P. 32.0	18	Drum	M. P. 46	20	Marble	M. P. 2.5
Boone	M. P. 32.0	18	Gilliland	M. P. 33.1	12	Taggard	M. P. 89.5	5	FIFTEENTH SUBDIVISION.	
Ramerman	M. P. 32.6	5	Chenauer	M. P. 34.6	3	Dumas	M. P. 93.8	5	Johnson Spur	M. P. 3
Gilliland	M. P. 33.1	12	Keck	M. P. 35.3	2					
Chenauer	M. P. 34.6	3	Squier	M. P. 35.6	4					

SPECIAL INSTRUCTIONS

STANDARD CLOCKS

Cheney, Lind, Pasco, Toppenish, Yakima, Ellensburg.

WATCH INSPECTORS

Spokane, G. H. Doerr; Walla Walla, K. Falkenberg; Pasco, H. W. Hull; Toppenish, Crabtree, Maxson Co.; Ellensburg, F. A. Home; Yakima, E. B. Leckey.

BULLETIN STATIONS

Yardley—Yard office.

Spokane—Passenger Station, Telegraph office.

Pasco—Yard office and Passenger Station, Telegraph office.

Ellensburg—Passenger Station.

Toppenish—For trains originating.

Yakima—For trains originating.

REGISTERING STATIONS (Main Line)

Cheney, Pasco, Toppenish, Ellensburg, for all trains.
Lind, Yakima, for trains originating and terminating.

TRAIN REGISTRY EXCEPTIONS

At Cheney—All eastward trains, and all westward first class trains, will register by Register Ticket, Form 608. All eastward trains must receive Special Block Card, Form "B." Westward first class trains will receive Check of Register, Form 602, from operator.

REGISTERING STATIONS (Branch Lines)

Pasco, Attalia, Eureka, Walla Walla, Dayton, Smeltz, Pendleton, Adco Connell, Bassett Junction, Snake River Junction, Riparia, Gibbon, Grand View, Granger, Sunnyside Junction, Parker, Yakima, Cowiche Junction, Naches, Moxee City.

TRAIN REGISTRY EXCEPTIONS

At Walla Walla—All trains before departing must receive a clearance Card, Form "A." If no operator on duty, clearance will be found on Train Register Book, in Conductor's room.
Enginemen will not be required to Consult Register, except at initial or starting point. See Rule 83-a.

INTERLOCKING PLANTS

Parker—See Special instructions, page 1.

HELPER DISTRICTS

Cunningham to Providence, Sprague to Tyler, Pasco and Gibbon.

YARD LIMITS

Cheney, Sprague, Ritzville, Lind, Connell, Pasco, Prosser, Toppenish, Yakima, Grand View, Zillah Walla Walla, Hunt, Attalia to Wallula, Ellensburg.

SWITCHING LIMITS

Territory indicated by signs, within which, switching will be performed by yard crews.

LAP SIDINGS

Tyler, Sprague, Keystone, Tokio, Cunningham, Connell, Eltopia, Glade, Vista, Badger, Kiona Prosser, Mabton, Satus, Wapato, Pomona, Roza, Umtanum, Thrall. Trains taking siding will head in at the Lap.

POWER RESTRICTIONS

R-6. Curve on Mill Track, Holmes Spur and Toppenish Brick Yard Spur, not safe for "W" class engines. Sufficient cars must be handled to keep engine off these tracks.

R-7. When necessary to doublehead "S" class or heavier engines the leading engine must in all cases be cut off before crossing Snake River bridge between Pasco and Burbank. Engines of greater weight than class "S-4" (293050 lbs.) must not be run over this bridge.

R-8. Engines of greater weight than class "Q" must not be run coupled over Columbia River bridge or Bridge 96.1.

R-9. Engines of greater weight than class "W" (462800 lbs.) must not be run over Yakima River bridge near Parker.

R-10. Engines of greater weight than S-4 or Class Q must not be run over Yakima River bridge between Granger and Sunnyside Junction.

SPEED RESTRICTIONS

General—

R-1. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

R-2. Maximum speed limit of thirty miles per hour for class W, W-1 and W-3 engines must not be exceeded without special authority.

R-3. Trains handling Steam Wrecker will not under any condition exceed speed of twenty-five miles per hour.

R-4. Engines backing up must not exceed speed of twenty-five miles per hour unless there is one or more cars behind the tender.

R-5. Through crossover tracks or entering siding, fifteen miles per hour. Through interlocking plants, thirty miles per hour.

First Subdivision—Between Providence and Lind and between Cunningham and Connell, passenger trains must not exceed forty miles and freight trains thirty miles per hour. Between street crossings at Cheney, 15 miles per hour. Over street crossings, Cheney and Sprague, 8 miles per hour. Ritzville, 10 miles per hour; Lind, 15 miles per hour.

Second Subdivision—Over Columbia River Bridge, 15 miles per hour. Over Slide three miles east of Prosser, 8 miles per hour. Over street crossings, Kennewick, Prosser and Yakima, 10 miles per hour, Toppenish 6 miles per hour, Wapato 5 miles per hour. "W" class engines over bridge 96.1, 8 miles per hour.

Third Subdivision—8 miles per hour over street crossings at Granger and Zillah, 10 miles per hour over bridge 2-2 (Yakima River) between Granger and Sunnyside Junction; 10 miles per hour over Yakima River bridge at Gibbon with class "S" or heavier engines. Trains crossing O.-W. R. & N. (Yakima River) bridge between Parker and Donald must be under full control and not exceed 10 miles per hour. When weather or other conditions are such as to obscure signal indications, movement across this bridge must be protected in both directions.

Fourth and Fifth Subdivisions—30 miles per hour must not be exceeded; 15 miles per hour, backing up Schrag to Bassett Junction; 8 miles per hour over bridge 21, at Bassett Junction; 10 miles per hour over bridge 26, at Adco.

Sixth Subdivision—Passenger trains must not exceed 35 miles per hour, and freight trains 25 miles per hour, between Pasco and Walla Walla. Engines heavier than class E-3, 20 miles per hour between Walla Walla and Dayton. Class "S" or heavier engines must not exceed speed of 10 miles per hour over bridge 26 one-half mile west of Waitsburg. Trains must not exceed 6 miles per hour in city limits of Walla Walla and Dayton, and 10 miles per hour over Snake River bridge.

Seventh and Eighth Subdivisions—20 miles per hour must not be exceeded.

Ninth Subdivision—Passenger trains 30 miles per hour, freight trains 20 miles per hour between Hunt and Helix, 6 miles per hour in city limits of Pendleton. Engines heavier than class E-3 must not exceed speed of 20 miles per hour, Apex to mile post 31.

Tenth Subdivision—20 miles per hour must not be exceeded.

Eleventh Subdivision—35 miles per hour must not be exceeded. Reduce speed to 15 miles per hour through Tunnel No. 1, one and one-half miles west of Harder.

Twelfth and Thirteenth Subdivisions—25 miles per hour must not be exceeded.

Fourteenth Subdivision—25 miles per hour must not be exceeded; 10 miles per hour over bridge No. 1, irrigation canal, 3 1/4 miles from Junction Switch, Yakima.

Fifteenth Subdivision—10 miles per hour must not be exceeded.

MOUNTAIN GRADE

Hunt to Helix, Smeltz to Durock.

NORMAL POSITION OF SWITCHES AT JUNCTION POINTS, ETC.

West wye switch, Pasco, set for wye.

Junction switch Ainsworth Junction, set for S. P. & S. line.

Junction switch, Attalia, set for Wallula Branch.

Junction switch, Hunt, set for Wallula Branch.

Junction switch, Adco, set for Washington Central Branch.

Junction switch, Granger, set for Sunnyside Junction Branch.

Junction switch, Parker, set for passing track.

Junction switch, Naches Branch Yakima, set for High Line.

Joint Track over Yakima River Bridge, Parker, set for O. W. R. & N. Line.

Main Line switch, Riparia, set for Camas Prairie Line.

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	B	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 Yakima.....			2300	.....			1750	.....	1700	.....	1290	.....	
Yakima to Thrall.....			2100	.....			1550	.....	1500	.....	1090	.....	
Thrall to Ellensburg.....			3000	.....			2450	.....	2400	.....	1990	.....	
BRANCH LINES														
Pasco to Hunt.....							2000	.....	2000	.....	1600	.....	1200
Hunt 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
Hunt to Apex.....							325	.....	325	.....	225	.....	175
Apex to Pendleton.....							800	.....	800	.....	600	.....	500
Pendleton to Apex.....							500	.....	500	.....	300	.....	200
Apex to Hunt.....							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.	20	cars.
Connell to Adco.....							1400	1100	950				
Adco to Connell.....							1850	1600	1350				

E. J. MORAN, Trainmaster, Yakima.

B. B. JOHNSON, Trainmaster, Pasco.

W. S. FITZ, Trainmaster, Pasco.

DERRAIL 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 eastward siding.
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.

Toppenish.....	Coal dock track
Vista.....	East end of spur off westward siding.
Badger.....	East end of eastward siding.
Wesley Junction.....	Simcoe Branch.
Yakima.....	East end O.-W. R. & N. interchange track.

THIRD SUB-DIVISION.

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

FOURTH SUB-DIVISION.

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

SEVENTH SUB-DIVISION.

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

EIGHTH SUB-DIVISION.

Kibbler.....	On main line.
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NINTH SUB-DIVISION.

Ring.....	East end.
Vansycle.....	East end.

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. W. MARVIN MUNSELL, Grandview
DR. J. A. PAYZANT, Granger
DR. H. M. JOHNSON, Toppenish
DR. C. J. LYNCH, North Yakima (S)
DR. A. W. Z. THOMPSON, North Yakima
DR. J. C. McCUALEY, 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
DR. ELMER HILL, Waitsburg
DR. S. F. SHARP, Athena

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.

CLEARANCE TABLE

Division and Sub-Division		Limit of Load Measurement Based on 9 Inch Clearance on Side and Overhead																		
		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	Max Width
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)	17-6	17-5	17-2	16-11	16-8	16-5	16-1	15-10	15-7	15-4	15-1	14-9	14-6	14-5	14-2	13-9	13-4	17-6	11-6
2nd Subdivision	Main Line (Kootenai-Cheney)	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	11-6
IDaho Division																				11-6
5th Subdivision	Washington Central Branch																			
Pasco Division																				11-6
1st Subdivision	Main Line (Cheney-Pasco)			No	Overhead	Obstruction														11-6
2nd Subdivision	Main Line (Pasco-Ellensburg)	21-5	21-5	21-5	21-5	21-5	21-3	21-1	20-11	20-9	20-7	20-5	20-5	20-4	20-3	20-2	20-1		11-6	
3rd Subdivision	Sunnyside Line	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	11-6	
4th Subdivision	Connell Northern Branch			No	Overhead	Obstruction														11-6
5th Subdivision	Ritzville Branch			No	Overhead	Obstruction														11-6
6th Subdivision	Walla Walla Branch	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	11-6	
7th Subdivision	Eureka Branch			No	Overhead	Obstruction														11-6
8th Subdivision	Tracy Branch			No	Overhead	Obstruction														11-6
9th Subdivision	Pendleton Branch	21-9	21-9	21-9	21-9	21-9	21-7	21-5	21-3	21-1	21-11	20-9	20-7	20-6	20-5	20-3	20-0	21-9	11-6	
10th Subdivision	Athena Branch			No	Overhead	Obstruction														11-6
11th Subdivision	Snake River Branch	21-6	21-6	21-6	21-6	21-3	21-0	20-10	20-8	20-6	20-3	20-0	19-9	19-6	19-5	19-3	19-0	18-9		
12th Subdivision	Simcoe Branch			No	Overhead	Obstruction														11-6
13th Subdivision	Moxee Branch	18-9	18-7	18-5	18-2	18-1	17-11	17-9	17-7	17-5	17-3	17-1	16-11	16-9	16-8	16-7	16-5	16-3		
14th Subdivision	Naches Branch	19-4	19-4	19-4	19-4	19-4	19-4	19-4	19-2	19-1	19-0	18-11	18-10	18-9	18-7	18-5			11-6	
15th Subdivision	Cowiche Branch			No	Overhead	Obstruction														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.

