

# NORTHERN PACIFIC RAILWAY COMPANY.

## PASCO DIVISION

# TIME 42A TABLE

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

## SUNDAY, NOVEMBER 18, 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.

Eastward distant signals 97-6 and 98-4 West of Pomona, will show clear indication when train order signal is at "Clear" or "Caution", but will show "Caution" when train order signal indicates "Stop".

#### 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.

S-14. Cinder cars moving from Ellensburg to Yakima are fit to be handled only on the rear of train.

WESTWARD.

EASTWARD.

WESTWARD.								EASTWARD.											
THIRD CLASS				SECOND CLASS				SECOND CLASS				THIRD CLASS							
897	895	603		317	41	3	1				2	4	42	310	604	896	898		
Way Freight	Way Freight	Freight		Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight		
Tu., Thu., Sat.	Mo., We., Fri.	Daily		Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Ex. Sat.	Tu., Thu., Sat.	Mo., We., Fri.		
L 9.35AM	L 9.35AM	L 8.30PM		L 7.43PM	L 5.05PM	L 9.25PM	L 7.05AM	WCY	1592	0.0	CY.....CHENEY.....DN	130.0	75	As 7.30AM	As 7.00AM	As 3.20PM	As 3.50PM		
f 9.50	f 9.50	8.42		7.50	f 5.15	9.34	7.21		1597	4.9	.....BABB.....P	125.1	60	7.21	9.13	f 6.05	3.38		
f 10.10	f 10.10	9.00		7.59	s 5.25	9.44	f 7.32	W	1603	10.7	TY.....TYLER.....PD	119.3	E-59 W-59	7.10	8.00	f 5.51	s 3.25		
f 10.25	f 10.25	9.12		8.05	f 5.32	9.50	7.38		1607	14.5	VA.....FISHTRAP.....DN	115.5	60	7.04	8.53	f 5.42	s 3.15		
f 10.40	f 10.40	9.23		8.13	5.42	9.58	7.47		1612	19.7	.....KLINE.....P	110.3	61	6.52	8.40	5.31	f 3.02		
s 11.30	s 11.30	9.34		s 8.25	s 5.52	s 10.08	s 7.56	WY	1617	24.8	SX.....SPRAGUE.....DN	105.2	E-64 W-65	s 6.40	s 8.25	s 5.17	s 2.50		
f 11.45AM	f 11.45AM	9.45		8.37	6.00	10.14	8.03		1621	29.0	.....CONCORD.....P	101.0	61	6.31	8.17	5.03	2.39		
f 12.05PM	f 12.05PM	9.57		8.46	f 6.12	10.23	8.12	W	1627	34.7	HI.....KEYSTONE....PD	95.3	E-61 W-62	6.23	8.08	4.55	f 2.29		
f 12.25	f 12.25	10.08		8.55	6.22	10.33	8.22		1633	40.2	N.....TOKIO.....PN	89.8	E-58 W-59	6.16	8.00	4.47	f 2.20		
f 12.38	f 12.38	10.20		9.01	f 6.30	10.40	8.30		1637	45.0	.....COKER.....P	85.0	60	6.08	7.52	4.40	f 2.12		
s 1.00	s 1.00	11.15		s 9.08	s 6.37	s 10.46	s 8.35	W	1641	48.5	RV.....RITZVILLE.....DN	81.5	116	s 6.02	s 7.46	s 4.35	s 2.05		
f 1.15	f 1.15	11.30		9.18	6.48	10.56	8.45		1647	54.4	.....ESSIG.....P	75.6	61	5.50	7.33	4.19	1.46		
s 1.40	s 1.40	11.40		9.23	f 6.55	11.02	8.52		1649	57.9	NA.....PAHA.....PD	72.1	E-58 W-59	5.43	7.27	4.13	f 1.40		
f 2.05	f 2.05	11.50PM		9.28	7.02	11.08	8.58		1653	61.5	.....RUBY.....P	68.5	61	5.37	7.21	4.07	1.32		
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	64.5	E-74 W-61	s 5.29	s 7.13	s 4.00	s 1.24		
f 9.50		12.20		9.47	7.20	11.22	9.12		1662	69.2	.....AKRON.....P	60.8	60	5.18	7.06	3.50	1.14		
f 10.15		12.40		9.57	f 7.29	11.30	9.20		1667	73.5	PX.....PROVIDENCE...DN	56.5	E-63 W-73	5.12	6.59	3.41	f 1.07		
f 10.27		1.00		10.01	7.35	11.37	9.26		1670	76.6	.....BEATRICE.....P	53.4	61	5.02	6.49	3.33	1.00		
s 10.45		1.13		10.08	f 7.43	11.45	f 9.34	W	1674	81.5	SC.....CUNNINGHAM...DN	48.5	E-61 W-61	4.50	f 6.39	3.22	s 12.47		
s 11.08		1.21		10.13	f 7.50	11.52PM	f 9.39		1677	84.7	TW.....HATTON.....PD	45.3	59	4.44	6.32	f 3.14	s 12.38		
f 11.25AM		1.32		10.20	7.58	12.01AM	9.46		1682	89.2	.....EMERY.....P	40.8	60	4.35	6.22	3.04	12.27		
s 12.15PM		1.45		10.27	s 8.06	f 12.10	f 9.55	WY	1686	93.8	CN.....CONNELL.....DN	36.2	E-60 W-87	s 4.27	s 6.15	s 2.53	s 12.15		
f 12.45		1.59		10.35	8.16	12.18	10.02		1690	99.0	.....CACTUS.....P	31.0	60	4.16	6.05	2.40	12.05PM		
s 1.00		2.10		10.41	f 8.24	12.26	f 10.09	W	1695	103.2	AK.....MESA.....PD	26.8	E-77 W-61	4.10	5.58	2.29	s 11.58AM		
f 1.10		2.24		10.44	8.28	12.29	10.13		1698	105.6	V.....VALE.....PN	24.4	60	4.07	5.54	2.24	11.53		
f 1.40		2.40		10.52	f 8.40	12.40	f 10.23	W	1704	112.1	W.....ELTOPIA.....PD	17.9	E-61 W-54	3.58	f 5.44	2.12	s 11.40		
s 2.05		2.52		10.58	8.50	12.48	10.30		1709	117.1	.....SAGEMOOR.....P	12.9	61	3.51	5.36	2.02	11.30		
f 2.25		3.05		11.04	9.00	12.57	10.37		1714	121.8	GD.....GLADE.....DN	8.2	E-61 W-58	3.44	5.29	1.51	f 11.20		
A 3.00PM		A 3.25AM		A 11.15PM	A 9.15PM	A 1.15AM	A 10.50AM	WCYT	1721	130.0	PA.....PASCO.....DN	0.0	Yard	L 3.30AM	L 5.15PM	L 1.35AM	L 11.05AM		
Tu., Thu., Sat.	Mo., We., Fri.	Daily		Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily			
5.30	4.55	6.55		3.32	4.10	3.45	3.45						4.00	4.10	4.45	4.45			
11.7	13.3	18.9		37.1	31.2	34.6	34.6						32.5	31.2	27.4	27.5			
															9.45	7.25	6.25		
															18.3	8.8	10.0		

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

MANUAL BLOCK BETWEEN CHENEY AND PASCO.

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

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

Trains 335-337 Stop on Flag at Reclain.

				TABLE No. 42 A Nov. 18, 1917 Succeeding No. 42.				FIRST CLASS									
				STATIONS				1	3	41	317	335	337	339	341		
				Telegraph Offices and Calls				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	S.P. & S. 3 Passenger	S.P. & S. 1 Passenger		
Ex. Sun.	Ex. Sun.	Daily	Daily	Water, Fuel Turbines	Station Number	Distance from Pasco.	Distance from Ellensburg.	Car Capacity of Siding	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
L 7:00AM	L 5:55AM	L 6:15AM	WCTY		1721	0.0	PA.....PASCO.....DN	125.8	Yard	L 11:00AM 318	L 1:25AM 42	L 9:25PM	L 11:25PM			L 1:35AM	L 12:50PM
		A 6:03AM			1722	0.4	.....S. P. & S. JUNCTION.....	125.4	No Siding							A 1:39AM	A 12:54PM
s 7:45		5:25			1724	2.1	K.....KENNEWICK.....DN	123.7	88	s 11:07	s 1:33	s 9:33	s 11:31				
f 8:15		5:45	W		1729	7.2	RF.....VISTA.....DN	118.6	E-82 W-60	11:20	1:42	9:45	11:42				
f 8:40		5:55			1733	11.7	.....ERIE.....P	114.1	86	11:28	1:48	9:54	11:50				
f 9:10		6:10			1739	16.4	BA.....BADGER.....DN	109.4	E-82 W-58	11:36	1:55	10:02	11:57PM				
f 9:30		6:21			1742	19.7	.....ROME.....P	106.1	83	11:42	2:00	10:10	12:02AM				
s 9:47 318		6:35	W		1745	23.2	KI.....KIONA.....DN	102.6	E-83 W-61	11:48	2:06	10:15	12:07				
f 10:15		6:47			1751	28.9	.....CHANDLER.....P	96.9	83	11:59AM	2:14	10:27	12:14				
f 10:40		7:01	CW		1756	33.8	GI.....GIBBON.....DN	92.0	E-110 W-80	12:07PM	2:25 2	10:37	12:27 42				
s 11:10AM 12:30PM 1-900		7:25	W		1762	39.6	PR.....PROSSER.....DN	86.2	E-84 W-64	s 12:16 900 899	s 2:37	s 10:49	12:35				
f 1:00		7:40			1767	45.1	.....BYRON.....P	80.7	80	12:25	2:47	11:00	12:43				
s 1:30		7:55	W		1774	51.1	MB.....MABTON.....DN	74.7	E-82 W-58	s 12:35	s 2:57	s 11:16	12:51				
f 1:47		8:05			1777	54.7	.....EMPIRE.....P	71.1	82	12:42	3:03	11:24	12:56				
s 2:15		8:22 318			1782	59.7	SU.....SATUS.....PD	66.1	E-83 W-60	12:49	3:11	11:35 42	1:02				
f 2:30		8:40			1787	65.1	.....ALFALFA.....P	60.7	83	12:57	f 3:19	11:45	1:08				
2:35		8:50 336			1789	66.7	..SUNNYSIDE JUNCTION..P	59.1	No Siding	1:00	3:22	11:48PM	1:10	L 10:45AM	L 5:40PM		
s 2:45 3:27 4-338		9:05 9:30 900	WCT		1792	70.0	TN.....TOPPENISH.....DN	55.8	E-84 W-60	s 1:10	s 3:31	s 12:02AM	s 1:20	s 10:52	s 5:48		
3:44		9:40			1794	72.7	...WESLEY JUNCTION...P	53.1	No Siding	1:14	3:36	12:06	1:24	11:00	5:56		
f 3:52		9:45			1796	73.9	.....MONTE.....P	51.9	82	1:16	3:38	12:08	1:30 2	f 11:02	f 5:59		
s 4:15		10:00			1800	77.3	WA.....WAPATO.....DN	48.5	E-83 W-60	f 1:22	3:43	f 12:16	1:35	s 11:10	s 6:09		
L 11:45AM	s 4:40	10:15			1804	81.8	KR.....PARKER.....DN	44.0	83	1:28	3:49	12:25	1:43	s 11:21	f 6:20		
f 11:58AM	f 4:55	10:28			1807	85.4	.....UNION GAP.....P	40.4	83	1:35	3:55	12:32	1:50	f 11:30	f 6:30		
s 12:10PM 1:25	A 5:05PM	10:40 11:35	WCOT		1811	89.1	YA.....YAKIMA.....DN	36.7	E-100 W-100	s 1:50	s 4:10	s 12:40 1:05 2	s 2:05	A 11:40AM s	A 6:40PM s		
s 2:16 1-4		11:55AM			1815	93.0	AH.....SELAH.....P	32.8	E-83 W-80	f 1:58 901	4:18	1:15	2:17				
s 2:30		12:10PM			1819	96.4	MN.....POMONA.....DN	29.4	E-83 W-90	f 2:10 4	4:25	1:23	2:24				
f 2:47		12:30			1822	100.4	.....HILLSIDE.....P	25.4	83	2:17	4:33	1:33	2:32				
s 3:04		1:00			1827	104.6	RA.....ROZA.....P	21.2	E-80 W-60	2:25	4:42	f 1:44	2:41				
s 3:23		1:48 4	W		1832	109.2	ON.....WYMER.....DN	16.6	87	f 2:33	4:49	1:55	2:50				
f 3:40		2:20			1836	113.5	UM.....UMTANUM.....P	12.3	E-82 W-62	2:42	4:58	f 2:05	2:59				
f 3:51		2:47 1			1839	116.2	.....INDIO.....P	9.6	83	2:47 603	5:02	2:11	3:04				
s 4:10		3:28			1843	121.0	RO.....THRALL.....DN	4.8	E-83 W-57	f 3:00	5:11	2:23	3:14				
A 4:30PM		A 4:00PM	WCOT		1848	125.8	EB.....ELLENSBURG.....DN	0.0	Yard	A s 3:10PM	A s 5:20AM 318	A s 2:35AM	A s 3:25AM				
		Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
3.30	8.45	0.08	9.25				Time over Subdivision			4.10	3.55	4.45	4.00	0.55	1.00	0.04	0.04
12.5	11.0	8.5	13.3				Average Speed per Hour			30.2	31.4	26.4	31.4	24.4	22.4	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.

FIRST CLASS								Water, Fuel, Seals, Turntables and Ways	Station Numbers	Distance from Pasco	Time Table No. 42 A November 18, 1917 Succeeding No. 42			Distance from Ellensburg	Car Capacity of Sidings	SECOND CLASS		THIRD CLASS	
342	340	338	336	318	42	4	2				STATIONS	670	900			902			
S. P. & S.4 Passenger	S. P. & S.2 Passenger				Telegraph Offices and Calls	S. P. & S. Freight	Way Freight			Way Freight									
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Ex. Sun.			Ex. Sun.			
A 4.45PM	A 2.10AM			A 10.45AM	A 1.25AM	A 5.10PM	A 3.20AM	WCTY	1721	0.0	PA.....PASCO.....DN	125.8	Yard	A 3.30PM	A 4.45PM				
L 4.40PM	L 2.05AM			s 10.36	s 1.19	s 5.00	f 3.13		1722	0.4	.....S. P. & S. JUNCTION.....	125.4	No siding	L 3.18PM					
				f 10.23	f 1.08	f 4.50	f 3.05	W	1724	2.1	K.....KENNEWICK.....DN	123.7	83		s 4.30				
				10.13	1.02	4.41	2.59		1729	7.2	RP.....VISTA.....DN	118.6	E-82 W-60		f 4.00				
				f 10.00	f 12.55	f 4.33	f 2.52		1733	11.7	.....ERIE.....P	114.1	86j		f 3.35				
				9.55	12.50	4.27	2.46		1739	16.4	BA.....BADGER.....DN	109.4	E-82 W-58		f 3.08				
				s 9.47	f 12.45	4.21	2.41	W	1742	19.7	.....ROME.....P	106.1	83		f 2.47				
				899	9.33	12.35	4.12	2.31	1745	23.2	KI.....KIONA.....DN	102.6	E-83 W-61		f 2.30				
				9.22	12.27	4.03	2.25	CW	1751	28.0	.....CHANDLER.....P	96.9	83		f 1.55				
				s 9.08	f 12.10AM	s 3.55	2.15	W	1756	33.8	GI.....GIBBON.....DN	92.0	E-110 W-80		s 1.30				
				f 8.56	11.58PM	3.45	2.08		1762	39.6	PR.....PROSSER.....DN	86.2	E-84 W-64		12.45 PM 11.05 AM 899-1				
				s 8.42	f 11.50	s 3.36	2.00	W	1767	45.1	.....BYRON.....P	80.7	80		f 10.50				
				8.32	11.44	3.29	1.66		1774	51.1	MB.....MABTON.....DN	74.7	E-82 W-58		s 10.30				
				f 8.22	11.35	3.22	1.49		1777	54.7	.....EMPIRE.....P	71.1	82		f 10.00				
				803	41	8.11	11.24	3.14	1782	59.7	SU.....SATUS.....PD	66.1	E-83 W-60		s 9.45				
				A 3.35PM	A 8.45AM	8.07	11.21	3.11	1787	65.1	.....ALFALFA.....P	60.7	83		f 9.22				
				899	900	s 3.27	s 8.38	s 8.00	1789	66.7	.....SUNNYSIDE JUNCTION...P	59.1	No siding		9.15				
				3.20	8.33	7.53	11.09	2.58	1792	70.0	TN.....TOPPENISH.....DN	55.8	E-84 W-60		s 9.05	s 8.15			
				f 3.17	f 8.31	7.51	11.06	2.56	1794	72.7	.....WESLEY JUNCTION...P	53.1	No siding		7.57				
				s 3.09	s 8.24	s 7.43	s 11.00	2.50	1796	73.9	.....MONTE.....P	51.9	82		s 7.51				
				f 2.58	f 8.15	f 7.32	10.50	2.43	1800	77.3	WA.....WAPATO.....DN	48.5	E-83 W-60		s 7.30				
				f 2.48	f 8.07	7.24	10.42	2.37	1804	81.8	KR.....PARKER.....PD	44.0	83		s 7.00	A 9.50AM			
				L 2.40PM	L 8.00AM	7.15	10.35	2.30	1807	85.4	.....UNION GAP.....P	40.4	83		f 6.43	f 9.35			
				6.50	8.00	6.50	10.35	2.30	1811	89.1	YA.....YAKIMA.....DN	36.7	E-100 W-100		L 6.30AM	s 9.20			
				f 6.40	f 10.20	f 2.16	12.53		1815	93.0	AH.....SELAH.....P	32.8	E-83 W-80			s 8.30			
				f 6.33	10.14	2.10	12.48		1819	96.4	MN.....POMONA.....DN	29.4	E-83 W-93			f 7.55			
				6.24	10.07	2.02	12.42		1822	100.4	.....HILLSIDE.....P	25.4	83			f 7.38			
				f 6.14	10.00	1.55	12.36		1827	104.6	RA.....ROZA.....P	21.2	E-80 W-60			f 7.23			
				f 6.05	9.52	1.48	12.29	W	1832	109.2	ON.....WYMER.....DN	16.6	87			f 7.05			
				f 5.56	9.45	1.40	12.23		1836	113.5	UM.....UMTANUM.....P	12.3	E-82 W-62			f 6.47			
				5.50	9.41	1.35	12.19		1839	116.2	.....INDIO.....P	9.6	83			f 6.36			
				f 5.40	9.33	f 1.27	12.12		1843	121.0	RO.....THRALL.....DN	4.8	E-83 W-57			f 6.18			
				L 5.30AM	L 9.25PM	1.20PM	12.05AM	WCOT	1848	125.8	EB.....ELLENSBURG.....DN	0.0	Yard		L 6.00AM				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Ex. Sun.	Ex. Sun.				
0.05	0.05	0.55	0.45	4.50	4.05	3.50	3.15			Time over Subdivision			0.08	7.45	3.50				
4.8	4.8	24.4	29.8	26.0	30.8	32.8	38.7			Average Speed per Hour			8.2	11.3	11.4				

Nos. 336 and 338 Stop on Flag at Reclaim.  
No. 4 stop on flag at Wapato for passengers Pasco and East.

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

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

Westward SEVENTH SUB-DIVISION Eastward  
(EUREKA BRANCH)

3d Class	Water, Fuel, Turntables and Wyes	Station Numbers	Distance from Eureka	Time Table 42A November 18, 1917 Succeeding No. 42.	Distance from Pleasant View	Car Capacity of Sidings	3d Class
<b>343</b>				<b>STATIONS</b>			<b>344</b>
Mixed				Telegraph Offices and Calls			Mixed
Sun. Only							Sun. Only
L 9:40AM	YC	KA 22	0.0	JC.....EUREKA.....D 2.2	19.4	87	A 11:55AM
f 9:48		KE 2	2.2	.....BABCOCK..... 2.5	17.2	9	f 11:47
f 9:56		KE 4	4.7	.....LEB..... 3.0	14.7	37	f 11:41
f 10:04		KE 7	7.7	.....ELWOOD..... 3.8	11.7	20	f 11:32
f 10:20		KE 12	11.5	.....CLYDE..... 1.6	7.9	40	f 11:20
f 10:24		KE 13	13.1	.....PICKARD..... 1.7	6.3	15	f 11:12
f 10:28		KE 15	14.8	.....RESER..... 4.6	4.6	18	f 11:08
A 10:45AM	T	KE 19	19.4	.....PLEASANT VIEW.....	0.0	42	L 10:55AM
1.05				Time Over Subdivision			1.00
17.7				Average Speed per Hour			19.4
Sun. Only							Sun. Only

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 42A November 18, 1917 Succeeding No. 42.	Distance from Tracy	Car Capacity of Sidings
<b>STATIONS</b>		<b>STATIONS</b>		
Telegraph Offices and Calls		Telegraph Offices and Calls		
KA 54	0.0	.....MILL CREEK JCT..... 1.6	6.0	No Sdg.
KB 3	1.6	.....HECTOR..... 1.8	4.4	Spur 5
KB 5	3.4	.....HARBERT..... 1.3	2.6	18
KB 6	4.6	.....KIBBLER..... 1.3	1.3	No Sdg.
KB 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	Water, Fuel and Wye	Station Numbers	Distance from Smelts	Time Table 42A November 18, 1917 Succeeding No. 42.	Distance from Athena	Car Capacity of Sidings	2d Class
<b>377</b>				<b>STATIONS</b>			<b>378</b>
Mixed				Telegraph Offices and Calls			Mixed
Mo., We., Fri.							Mo., We., Fri.
L 9:55AM	Y	KC 19	0.0	.....SMELTZ..... 3.6	14.5	23	sSee 356P6 A 12:05PM
f 10:10		KD 4	3.6	.....DUROC..... 2.5	10.9	18	f 11:45AM
f 10:20		KD 3	6.1	.....WAYLAND..... 2.6	8.4	20	f 11:35
f 10:30		KD 9	8.7	.....WATERMAN..... 5.8	5.8	27	f 11:25
A 10:45AM	WY	KD 14	14.5	.....ATHENA.....D	0.0	28	L 11:10AM
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.

SIXTH SUB-DIVISION. (WALLA WALLA BRANCH.)

EASTWARD.

SECOND CLASS		FIRST CLASS			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pasco	Time Table No. 42A November 18, 1917 Succeeding No. 42	Distance from Dayton	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS		THIRD CLASS	
907	355	351	349	347							348	350	352	354	356	908
Freight	Mixed	Passenger	Passenger	Passenger							Passenger	Passenger	Passenger	Mixed	Mixed	Freight
Ex. Sat.	Ex. Sun.	Daily	Daily	Daily							Daily	Daily	Daily	Mo., Wed. Fri.	Tue., Thu. Sat.	Ex. Sun.
L 11:15PM 348	L 3:00AM	L 11:30AM 352	L 7:30AM	L 4:15AM	WCY TO	1721	0.0	PA.....PASCO.....DN 2.9	98.1	Yard	A 10:55PM 907	A 4:30PM	A 10:45AM 351	A 2:10PM	A 11:59AM	A 1:45AM
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 11:37	f 7:38	f 4:22		IG 3	2.9	.....AINS WORTH JCT.....P 1.2	95.2	No Siding	f 10:46	f 4:20	f 10:39	f 2:00	f 11:50	f 1:35
f 11:40	f 3:15	s 11:42 356	f 7:44	s 4:27		IG 4	4.1	.....BURBANK..... 5.1 O. W. R. & N. Crossing 1 m. W	94.0	24	s 10:39	f 4:11	s 10:33	f 1:55	s 11:42 351	f 1:25
f 11:59PM	f 3:25	f 11:54AM	f 7:57	s 4:39		IG 8	9.2	.....TWO RIVERS..... 3.3	88.9	32	s 10:27	f 4:01	s 10:22	f 1:40	f 11:25	f 1:05
s 12:30AM 908	A 3:35AM	s 12:02PM	s 8:05AM	s 4:46	YW	IG 9	12.5	A.....ATTALIA.....DN 6.4 O. W. R. & N. Crossing 0.4 m. west	85.6	60	s 10:20	L 3:55PM	s 10:16	L 1:30PM	L 11:15AM	L 12:50 12:05AM 907
f 12:50		f 12:17		f 5:02		KA 7	18.9	.....ADAMS..... 0.7	79.2	Spur 4	f 10:03		f 10:01			f 11:46PM
f 12:54		f 12:19		f 5:04		KA 8	19.6	.....LEGROW..... 1.6	78.5	7	f 10:01		f 9:59			f 11:42
f 1:00		f 12:22		s 5:09		KA 10	21.2	.....SLATER..... 4.2	76.9	29	s 9:57		f 9:56			f 11:35
f 1:20		f 12:31		f 5:20		KA 14	25.4	.....WELLAND..... 2.7	72.7	6	f 9:47		f 9:48			f 11:20
f 1:30		f 12:36		f 5:26		KA 17	28.1	.....ADKINS..... 5.3	70.0	29	f 9:42		f 9:43			f 11:10
f 2:00		s 12:48		s 5:38	YC	KA 22	33.4	JC.....EUREKA.....D 6.3	64.7	37	s 9:31		s 9:32			f 10:55
f 2:20		s 1:02		s 5:53	W	KA 29	39.7	MR.....LAMAR.....N 1.8	58.4	29	s 9:15		s 9:18			f 10:40
f 2:30		f 1:06		f 5:58		KA 31	41.5	.....SHAW..... 1.9	56.6	8	f 9:10		f 9:13			f 10:30
f 2:40		f 1:10		f 6:04		KA 32	43.4	.....PADDOCK..... 0.9	54.7	10	f 9:04		f 9:09			f 10:25
f 2:45		f 1:13		f 6:07		KA 33	44.3	.....CLIMAX..... 5.3	53.8	17	f 9:02		f 9:07			f 10:20
f 3:00		f 1:24		f 6:18		KA 38	49.6	.....RULO..... 2.7	48.5	28	f 8:50		f 8:56			f 10:05
f 3:10		f 1:33		f 6:25		KA 41	52.3	.....THIEL..... 3.2	45.8	43	f 8:44		f 8:50			f 9:50
f 3:25		f 1:40		f 6:34		KA 44	55.5	.....DRY CREEK..... 1.4	42.6	35	f 8:37		f 8:44			f 9:35
f 3:35		f 1:44		f 6:39		KA 46	56.9	.....SUDBURY..... 2.2	41.2	Spur 8	f 8:34		f 8:41			f 9:25
f 3:45		f 1:50		f 6:45		KA 48	59.1	.....PEDIGO..... 5.2 O. W. R. & N. Crossing	39.0	16	f 8:29		f 8:37			f 9:17
s 4:30		s 2:05 2:25		A 7:00AM	CWOT	KA 53	64.3	F.....WALLA WALLA.....D 1.4	33.8	Yard	L 8:15PM 908		s 8:25			s 9:00 8:00 348
4:35		2:33				KA 54	65.7	.....MILL CREEK JCT..... 3.0	32.4	No Siding			8:08			7:50
f 4:44		f 2:42				KA 57	68.7	.....RIFLE..... 1.7	29.4	28			f 7:58			f 7:40
f 4:50		f 2:47				KA 59	70.4	.....SAPOLIL..... 1.1	27.7	9			f 7:53			f 7:33
f 4:55		f 2:50				KA 60	71.5	.....BUROKER..... 0.6	26.6	27			f 7:50			f 7:27
f 4:58		f 2:52				KA 61	72.1	.....SPRING CREEK..... 1.8	26.0	7			f 7:48			f 7:23
f 5:04		f 2:57				KA 63	73.9	.....GILLIAM..... 1.3	24.2	8			f 7:43			f 7:17
s 5:15		s 3:01				KA 64	75.2	X.....DIXIE.....D 1.3	22.9	35			s 7:39			s 7:10
f 5:28		f 3:05				KA 65	76.5	.....EASTMAN..... 3.4	21.6	21			f 7:35			f 7:00
f 5:43		f 3:15				KA 69	79.0	.....MINNICK..... 5.2	18.2	19			f 7:25			f 6:49
f 5:59		f 3:31				KA 74	85.1	.....COPPEI..... 3.3	13.0	36			f 7:10			f 6:33
s 6:17		s 3:41			W	KA 77	88.4	W.....WAITSBURG.....D 2.6	9.7	20			s 7:00			s 6:23
f 6:25		f 3:49				KA 79	91.0	.....HUNT'SVILLE..... 3.5 O. W. R. & N. Crossing 2.8 mi. W.	7.1	33			f 6:52			f 6:08
s 6:41 352		f 3:59				KA 83	94.5	.....LONG..... 1.2	3.0	14			s 6:41 907			f 5:57
f 6:48		f 4:03				KA 84	95.7	.....KLUM..... 2.4	2.4	Spur 3			f 6:37			f 5:53
A 7:00AM		A 4:10PM			WCT	KA 87	98.1	DY.....DAYTON.....D	0.0	Yard			L 6:30AM			L 5:45PM
Ex. Sat.	Ex. Sun.	Daily	DAILY	DAILY				Time Over Subdivision			Daily	Daily	Daily	Mo., Wed. Fri.	Tue., Thu. Sat.	Ex. Sun.
7.45	0.35	4.20	0.35	2.45				Average Speed per Hour			2.40	0.35	4.15	0.40	0.44	6.15
12.4	21.4	22.6	21.4	23.4							24.1	21.4	23.0	18.7	17.0	15.4

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 Attalia 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.

WE

THIRD CLASS  
901

Way Freight

Ex. Sun

L 6:30

f 6:55

s 7:45

s 8:00

s 8:30

s 9:05

s 9:30

9:30

s 10:15

s 10:50

s 11:05

s 11:20

A 11:45

Ex. Sun

5:15

8:8

Wes

2d Cla

379

Mixed

Daily

L 9:55

f 10:15

f 10:30

f 10:47

f 11:10

f 11:27

s 11:50

S. P. S

A 12:55

Daily

1:55

21.2

EAST

Nos. 371

WESTWARD.			THIRD SUB-DIVISION. (SUNNYSIDE LINE)			EASTWARD.						
THIRD CLASS	FIRST CLASS		Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Gibbon	Time Table No. 42A November 18, 1917 Succeeding No. 42.		Distance from Parker	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS
901	337	335				336	338			902		
Way Freight	Passenger	Passenger				STATIONS			Passenger	Passenger	Way Freight	
Ex. Sun.	Daily	Daily				Telegraph Offices and Calls			Daily	Daily	Ex. Sun.	
L 6.30AM			CW	1756	0.0	GI.....GIBBON.....DN 5.5	46.6	E 110 W 80			A 4.00PM	
f 6.55					5.5	.....NORTH PROSSER....P 6.7	41.1	80			f 3.30	
s 7.45	L 4.40PM	L 9.55AM	Wye	IB 20	12.2	GW.....GRANDVIEW.....D 3.8	34.4	80	A 9.45AM	A 4.30PM	s 3.00	
s 8.00	f 4.47	f 10.02		IB 16	16.0	.....LICHTY..... 4.0	30.6	16	f 9.30	f 4.20	s 2.05	
s 8.30	s 5.00	s 10.10	W	IB 12	20.0	SY.....SUNNYSIDE.....D 3.8	26.6	80	s 9.20	s 4.10	s 1.45	
s 9.08 336	s 5.12	s 10.20		IB 8	23.8	KT.....OUTLOOK.....D 5.0	22.8	48	s 9.08 901	s 3.58	s 12.55	
s 9.30	s 5.30	s 10.35	WT	IB 3	28.8	GR.....GRANGER.....DN 3.2	17.8	80	s 8.56	s 3.45	12.30	
	A 5.40PM	A 10.45AM		1788	32.0	.....SUNNYSIDE JCT..... 3.2	21.0	4	L 8.45AM	L 3.35PM		
9.30			WT	IB 3	28.8	GR.....GRANGER.....DN 5.3	17.8	80			s 12.30PM	
s 10.15				K O 5	34.1	ZA.....ZILLAH.....D 3.0	12.5	80			s 11.30AM	
s 10.50 902				K O 9	37.1	.....BUENA.....P 3.0	9.5	50			s 10.50 901	
s 11.05				K O 11	40.1	.....SAWYER.....P 2.3	6.5	80			s 10.25	
s 11.20				K O 13	42.4	.....DONALD.....P 4.2 O. W. R. & N. Crossing over Yakima River Bridge	4.2	30			s 10.10	
A 11.45AM				1804	46.6	KR.....PARKER.....DN	0.0	80			L 9.50AM	
Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Sun.	
5 15	1.00	.50				Time Over Subdivision			1.00	.55	6.10	
8.8	19.8	23.7				Average Speed per Hour			19.8	21.6	7.5	

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

WESTWARD			NINTH SUB-DIVISION (PENDLETON BRANCH)			EASTWARD							
THIRD CLASS	SECOND CLASS	FIRST CLASS	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Attalia	Time Table 42A November 18, 1917 Succeeding No. 42		Distance from Pendleton	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS	THIRD CLASS
911	355	349				350	354			356	908		
Freight	Mixed	Passenger				STATIONS			Passenger	Mixed	Mixed	Freight	
Daily	Ex. Sun.	Daily				Telegraph Offices and Calls			Daily	Mo., Wed. Fri.	Tue., Thu. Sat.	Daily	
L 12.10AM 908		L 8.05AM	Y W	IG 9	0.0	A.....ATTALIA.....DN 1.5 O W R & N Crsg 0.7 m West	42.0	60	A 3.55PM	A 1.30PM	A 11.15AM	A 12.40AM 907 911	
12.15	f 3.40	f 8.10	Y	IG 16	1.5	.....HUNT..... 1.2	40.5	100	f 3.49	f 1.20	f 11.05	12.35	
A 12.20AM		f 8.13	Y	IG 17	2.7	JN.....WALLULA.....DN 1.2	41.7	Yard	s 8.43	s 1.15	s 11.00	L 12.30AM	
	f 3.40	f 8.23	Y	IG 16	1.5	.....HUNT..... 11.1	40.5	100	f 3.33	f 1.10	f 10.55		
	f 4.15	f 8.50		KC 11	12.6	.....RING..... 4.6	29.4	20	f 3.09	f 12.37	f 10.20		
	s 4.40	f 9.05	W	KC 16	17.2	.....VAN SWYCK..... 2.4	24.8	25	f 2.57	f 12.23	f 10.05		
	4.50	f 9.15		KC 18	19.8	.....STANTON..... 1.4	22.4	36	f 2.52	f 12.15	f 9.57		
	f 4.55	f 9.20	Y	KC 19	21.0	.....SMELTZ..... 1.0	21.0	23	f 2.49	12.10PM 9.50AM	f 9.50		
	f 5.00	f 9.25		KC 20	22.0	.....APEX..... 3.0	20.0	9	f 2.45	f 9.45	f 9.45		
	s 5.10	s 9.33 354-356	W	KC 23	25.0	H.....HELIX.....D 4.6	17.0	53	s 2.36	s 9.33 349	s 9.33 349		
	f 5.25	f 9.42		KC 28	29.6	.....MYRICK..... 4.2	12.4	45	f 2.22	f 8.50	f 8.50		
	f 5.40	f 9.51		KC 32	33.8	.....McCORMMACH..... 1.3	8.2	13	f 2.08	f 8.38	f 8.38		
	f 5.45	f 9.55		KC 33	35.1	.....FULTON..... 6.9	6.9	30	f 2.04	f 8.35	f 8.35		
	A 6.10AM	A 10.15AM	WCT	KC 40	42.0	ND.....PENDLETON.....D O.W.R.&N.Crossing	0.0	39	L 1.50PM	L 8.15AM	L 8.15AM		
Daily	Ex. Sun.	Daily				Time Over Subdivision			Daily	Mo., Wed. Fri.	Tue., Thu. Sat.	Daily	
0 10	2.35	2.10				Average Speed per Hour			2.05	2.55	3.00	0.10	
16.2	15.9	19.4							20.1	14.4	14.0	16.2	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTIONS.  
No. 349 has right over No. 350 and No. 355 has right over No. 354 and 356 Attalia to Pendleton. See Special Rules Page 1, 8, 9 and 10.

Westward		ELEVENTH SUBDIVISION (SNAKE RIVER BRANCH)			Eastward		
2d Class	Time Table No. 42A November 18, 1917 Succeeding No. 42		2d Class				
379	380						
Mixed	Mixed						
Daily	Daily						
L 9.55PM	YC K F 64	0.0	AX.....RIPARIA.....DN 8.5 O. W. R. & N. Csg.	66.9	60	A 1.20PM	
f 10.15	W K F 55	8.5	.....PERRY..... 4.4	58.4	93	f 1.00	
f 10.30	K F 51	12.9	.....DAVIN..... 7.0	54.0	30 Spur	f 12.45	
f 10.47	K F 44	19.9	.....HARDER..... 8.5	47.0	No Siding	f 12.35	
f 11.10	W K F 35	28.4	.....WINDUST..... 7.0	38.5	89	f 12.18	
f 11.27	K F 29	35.4	.....WALKER..... 5.3	31.5	60 Spur	f 12.04PM	
s 11.50PM	W K F 23	40.7	SR.....SNAKE RIVER JCT.....DN 26.2	26.2	No Siding	s 11.50AM	
S. P. & S. Rules and Time Table Govern Between Pasco and Snake River Junction							
A 12.55AM	WCT YO	1721	66.9	PA.....PASCO.....DN	0.0	1200	L 11.00AM
Daily						Daily	
1.55				Time Over Subdivision		1.30	
21.2				Average Speed per Hour		27.1	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
Nos. 379 and 380 will stop on signal at Burrcon. See Special Rules Pages 1, 8, 9 and 10.

WESTWARD		FOURTH SUB-DIVISION (CONNELL NORTHERN RAILWAY, ADRIAN BRANCH)			EASTWARD				
SECOND CLASS	Time Table No. 42A November 18, 1917 Succeeding No. 42		SECOND CLASS						
357	345		346		358				
Mixed	Mixed		Mixed						
Mon., Fri.	Wed.		Tue., Sat.		Thu.				
Daily	Daily		Daily						
L 8.45AM	L 8.45AM		K I 60	0.0	.....ADCO..... 11.3	61.0	28	A 2.30PM	A 12.40PM
f 9.20	f 9.20		K I 49	11.3	.....GLOYD..... 3.9	49.7	Spur 20	f 1.55	f 12.05PM
f 9.35	f 9.35		K I 45	15.2	.....NAGEL..... 6.6	45.8	Spur 20	f 1.35	f 11.50AM
s 10.00	s 10.00	W	K I 39	21.8	.....WHEELER.....P 7.8	39.2	45	s 1.00	s 11.25
10.25	10.30AM 12.30PM	Y	K I 32	29.6	.....BASSETT JCT..... 0.4	31.4	No Sdg.	12.30PM 10.55AM	10.55
f 10.30	f 12.35		K I 31	30.0	.....RITELL..... 4.9	31.0	31	f 10.50	f 10.50
f 10.45	f 12.55		K I 25	34.9	.....WEST WARDEN..... 9.2	26.1	Spur 40	f 10.30	f 10.30
f 11.15	f 1.25	W	K I 17	44.1	.....BRUCE..... 6.5	16.9	48	f 10.00	f 10.00
f 11.35	f 1.50		K I 10	50.6	.....SHANO..... 10.4	10.4	20	f 9.20	f 9.20
A 12.05PM	A 2.30PM	WCT	18.56	61.0	CN.....CONNELL.....DN	0.0	120	L 8.45AM	L 8.45AM
3.20	3.45				Time Over Subdivision			4.10	3.55
18.3	16.2				Average Speed per Hour			14.6	15.5

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

WESTWARD		FIFTH SUB-DIVISION (CONNELL NORTHERN RAILWAY, RITZVILLE BRANCH)			EASTWARD				
SECOND CLASS	Time Table No. 42A November 18, 1917 Succeeding No. 42		SECOND CLASS						
365	363		364		366				
Mixed	Mixed		Mixed						
Wed.	Tue., Sat.		Tue., Sat.		Wed.				
Daily	Daily		Daily						
L 10.30AM	L 10.55AM	Y	K I 32	0.0	.....BASSETT JCT..... 12.3	12.3	No Sdg.	A 12.30PM See 346	A 12.25PM See 345
A 11.15AM	A 11.40AM	W	K J 12	12.3	.....SCHRAG.....P	0.0	41	L 11.45AM	L 11.40AM
0.45	0.45				Time Over Subdivision			0.45	0.45
16.4	16.4				Average Speed per Hour			16.4	16.4

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.

TW

Time Table No. 42 A  
November 18, 1917  
Succeeding No. 42

STATIONS

Station Numbers	Distance from White Swan	Car Capacity of Sidings
1794	0.0	No Siding
KN 2	2.1	7
KN 5	5.5	16
KN 9	8.1	14
WY	20.0	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

371

Mixed  
Daily

L 9.25AM

f 9.36

f 9.37

f 9.38

f 9.40

f 9.42

f 9.45

f 9.50

f 9.52

A 9.55AM

Daily

0.30

17.2

Station Numbers	Distance from Yakima	Car Capacity of Sidings
WCOT 1811	0.0	Yard
KM 3	3.0	0
KM 3.7	3.7	0
KM 4	4.0	0
KM 4.2	4.2	0
KM 4.5	4.5	0
KM 5	5.4	9
KM 7	7.2	0
KM 8	7.7	0
KM 9	8.6	33

Time Table No. 42 A  
November 18, 1917  
Succeeding No. 42

STATIONS

Station Numbers	Distance from Moxee City	Car Capacity of Sidings
YA.....YAKIMA.....DN	2.0	8.6
.....TERRACE HEIGHTS.....	0.7	5.6
.....AVERY.....	0.3	4.9
.....KEYES.....	0.2	4.6
.....PEACOCK.....	0.3	4.4
.....SCUDDER.....	0.9	4.1
.....BIRCHFIELD.....	1.8	3.2
.....EUGENE.....	0.5	1.4
.....McSHANE.....	.09	0.9
.....MOXEE CITY.....	0.0	0.0

Time Over Subdivision

Average Speed Per Hour

SECOND CLASS

372

Mixed  
Daily

A 10.45AM

f 10.38

f 10.36

f 10.34

f 10.32

f 10.30

f 10.26

f 10.18

f 10.15

L 10.10AM

Daily

0.35

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.

FOURTEENTH SUBDIVISION  
(NACHES BRANCH)

EASTWARD.

SECOND CLASS

369 367

Mixed  
Daily

L 2.45PM

f 2.51

f 2.55

f 3.00

f 3.02

s 3.08

s 3.12

f 3.17

f 3.21

f 3.25

f 3.26

f 3.28

A 3.35PM

Daily

0.50

16.3

Station Numbers	Distance from Yakima	Car Capacity of Sidings
WCOT 1811	0.0	Yard
Kx 3	2.5	9
Kx 4	4.0	10
Kx 5	4.8	10
Kx 6	6.7	53
Kx 8	7.9	10
Kx 9	8.9	No Siding
Kx 10	10.0	3.6 Spur 1
Kx 11	11.2	2.4 9
Kx 12	11.5	2.1 No Siding
Kx 13	12.1	1.5 Spur 1
Kx 14	13.6	0.0 102

Time Table No. 42 A  
November 18, 1917  
Succeeding No. 42

STATIONS

Station Numbers	Distance from Naches City	Car Capacity of Sidings
YA.....YAKIMA.....DN	1.2	13.6
.....MILES AVENUE.....	1.3	11.9
.....FRUITVALE.....	1.5	11.1
.....COWICHE JCT.....	0.8	9.6
.....JACOBSON.....	1.9	8.8
.....GLEED.....	1.2	6.9
.....ESCHBACH.....	1.0	5.7
.....COLEEN.....	1.1	4.7
.....POWER HOUSE.....	1.2	3.6
.....SINCLAIR PARK.....	0.3	2.4
.....McPHEE.....	0.6	2.1
.....BONLOW.....	1.5	1.5
.....NACHES.....	0.0	0.0

Time Over Subdivision

Average Speed Per Hour

SECOND CLASS

368 370

Mixed  
Daily

A 9.15AM

f 9.09

f 9.05

f 9.00

f 8.55

s 8.49

s 8.46

f 8.42

f 8.38

f 8.34

f 8.33

f 8.31

L 8.25AM

Daily

0.50

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 1-8-9-10.

WESTWARD.

FIFTEENTH SUBDIVISION  
(COWICHE BRANCH)

EASTWARD.

Time Table No. 42 A  
November 18, 1917  
Succeeding No. 42

STATIONS

Station Numbers	Distance from Cowiche Junction	Car Capacity of Sidings
Kx 4	0.0	5.7
K L 1	0.8	4.9
K L 2	2.5	3.2
K L 5	5.7	0.0

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.

Dayr  
Pifer

Phill  
Reck  
Suga  
Quar  
Holn

Cher

Spok  
F. A

Yarc  
Spok  
Pasc

Cher  
Linc

At  
east  
For

Pas  
Ripa

At  
ance  
Eng

Par

Cun

Che  
Wa

Ter

Tyl  
Wa

R-6  
car  
R-7  
cro  
mu  
R-8  
R-9  
R-1  
Sur

## 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
<b>FIRST SUBDIVISION.</b>		<b>THIRD SUBDIVISION.</b>		<b>FOURTH SUBDIVISION.</b>		<b>SEVENTH DIVISION.</b>	
Dayrock ..... M. P. 126.2	7	Whitstran ..... M. P. 2.5	4	Schlomer ..... M. P. 5	9	Tomkins ..... M. P. 16.5	9
Pifer ..... M. P. 133.	67	Dober ..... M. P. 3.0	9	Frischnecht Spur ..... M. P. 7	9	<b>ELEVENTH SUBDIVISION.</b>	
<b>SECOND SUBDIVISION.</b>		De Force ..... M. P. 3.5	5	Koren ..... M. P. 13	8	Burracan ..... M. P. 9.5	4
Phillips ..... M. P. 49.5	20	Elco ..... M. P. 4.2	3	Arney Spur ..... M. P. 20	13	Sargent Spur ..... M. P. 35	7
Reclaim ..... M. P. 84.1	6	Wilcox ..... M. P. 7.5	4	Atwood ..... M. P. 36	8	<b>TWELFTH SUBDIVISION.</b>	
Sugar Plant ..... M. P. 86.3	250	Apricot ..... M. P. 9.6	10	Mitchell Spur ..... M. P. 42	8	Pluto ..... M. P. 3.0	6
Quarry Spur ..... M. P. 91.5	10	Nass ..... M. P. 26.8	12	Treadwell ..... M. P. 54	9	Holt ..... M. P. 3.9	5
Holmes Spur ..... M. P. 124.6	15	Sinto ..... M. P. 28.0	2	<b>FIFTH SUBDIVISION.</b>		<b>THIRTEENTH SUBDIVISION.</b>	
		Dalton ..... M. P. 31.6	4	Shaefer Spur ..... M. P. 7	8	Iler ..... M. P. 2.5	8
		Boone ..... M. P. 32.0	18	<b>SIXTH SUBDIVISION.</b>		Marble ..... M. P. 2.5	8
		Ramerman ..... M. P. 32.6	5	Atvinco Spur ..... M. P. 10.3	3	<b>FIFTEENTH SUBDIVISION.</b>	
		Gilliland ..... M. P. 33.1	12	Drum ..... M. P. 46	20	Johnson Spur ..... M. P. 3	2
		Chenauer ..... M. P. 34.6	3	Taggard ..... M. P. 89.5	5		
		Keck ..... M. P. 35.3	2	Dumas ..... M. P. 93.8	5		
		Squier ..... M. P. 35.6	4				
		Cutler ..... M. P. 35.8	13				
		Festa ..... M. P. 36.8	10				
		Flint ..... M. P. 39.2	28				
		Mellis ..... M. P. 44.0	18				

## 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.  
 Engingmen 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, Gibbon, Prosser, Toppenish, Yakima, Grand View, Granger, 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—Freight trains must not exceed a speed of 25 miles per hour between Grandview and Parker. 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, 3¼ 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 Walla Walla 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.  
 Cross Over switch at Gibbon, leading from Main Line to Third Sub-Division Main Line, set for Eastward Siding.

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
<b>MAIN LINE</b>	<b>First Sub-Division Eastward.</b>														
	Pasco to Cunningham	2250	1800					1250	1200			965			
	Cunningham to Providence	1750	1400					900	750			620			
	Cunningham to Providence with W helper	3150	2800					2300	2150			2020			
	Providence to Lind	car	limit												
	Lind to Ritzville	2250	1800					1250	1250			965			
	Ritzville to Sprague	3000	2400					1900	1750			1620			
	Sprague to Fishtrap	1750	1400					900	750			620			
	Sprague to Fishtrap with W helper	3150	2800					2300	2150			2020			
	<b>Second Sub-Division Eastward.</b>														
	Ellensburg to Kiona	car	limit												
	Kiona to Badger			2700				1600	1500			938			
	Badger to Pasco	car	limit												
	<b>First Sub-Division Westward.</b>														
	Cheney to Lind	car	limit												
	Lind to Providence	2250	1800					1250	1200			965			
	Providence to Pasco	car	limit												
	<b>Second Sub-Division Westward.</b>														
	Pasco to Kennewick	car	limit												
	Kennewick to Badger			1700				1150	1100			741			
	Badger to Prosser			2100				1550	1500			1090			
	Prosser to Toppenish			2400				1850	1800			1390			
	Toppenish to Yakima			2300				1750	1700			1290			
	Yakima to Thrall			2100				1550	1500			1090			
	Thrall to Ellensburg			3000				2450	2400			1990			
	<b>BRANCH LINES</b>														
	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.	
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 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.  
 Gibbon..... 190 Feet from switch, coal dock track.  
 Wesley Junction..... Simcoe Branch.  
 Yakima..... East end O.-W. R. & N. interchange track.  
 Yakima..... 200 Feet from switch on east Lead, new yard.

**THIRD SUB-DIVISION.**  
 Grandview..... Standard Oil Spur.  
 Grandview..... Fruit Grower's Spur.

**FOURTH SUB-DIVISION.**  
 Spur No. 1..... West end.

**SIXTH SUB-DIVISION.**  
 Coppei..... West end.  
 Eastman..... East end.  
 Eastman, Clay track..... East end.  
 Gilliam..... East end.  
 Spring Creek..... East end.  
 Buroker..... East end.  
 Sapollil..... 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.  
 Atvimeo..... 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.

**NINTH SUB-DIVISION.**  
 Ring..... East end.  
 Vansycle..... East end.  
 Stanton..... East end.  
 McCormach..... West end.  
 Fulton..... West end.

**TENTH SUB-DIVISION.**  
 Smeltz..... Main line.  
 Duroc..... East end.  
 Wayland..... West end.  
 Waterman..... West end.

**TWELFTH SUB-DIVISION.**  
 Wesley Junction..... Main line 285 ft. from junction.

**FOURTEENTH SUB-DIVISION.**  
 Yakima..... Main line 200 ft. from junction.

**FIFTEENTH SUB-DIVISION.**  
 Cowiche Junction..... Main line 50 ft. from junction.  
 Florence..... East end.  
 Weikel..... Main line 50 ft. from junction.  
 Spitzenberg..... East end.

**TRACK CONNECTIONS.**  
 Wallula..... O.-W. R. & N. Co.  
 Pasco..... S. P. & S. Ry.  
 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.

E. J. MORAN, Trainmaster, Yakima.

B. B. JOHNSON, Trainmaster, Pasco.

W. S. FITZ, Trainmaster, Pasco.

H. J. CARREL, Chief Dispatcher, Pasco.

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## AUTHORIZED SURGEONS, PASCO DIVISION.

### LOCATION OF STRETCHERS (S)

DR. S. W. MOWERS, Chief Surgeon  
Western Division, Tacoma.  
DR. G. M. JENNINGS, Chief Surgeon  
Central Division, Missoula  
DR. FRANK ROSE, Spokane (S) {Baggage Room, Tool Car  
No. 1, Tool Car No. 2,  
DR. JOHN H. O'SHEA, Spokane(S) {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. H. M. FRENCH, 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. McCAULEY, Ellensburg (S)  
DR. R. R. PINCKARD, Ellensburg  
DR. E. E. SHAW, Walla Walla (S)  
DR. F. E. BOYDEN, Pendleton (S)  
DR. F. A. BARNETT, Dayton  
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	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In								
<b>IDAHO DIVISION</b>																											
2nd Subdivision	Main Line (Kootenai-Cheney)	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							
5th Subdivision	Washington Central Branch	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							
<b>PARCO DIVISION</b>																											
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	21-5	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	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	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	21-9	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		11-6							
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		11-6							
14th Subdivision	Naches Branch	19-4	19-4	19-4	19-4	19-4	19-4	19-4	19-4	19-2	19-1	19-0	18-11	18-10	18-10	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.

