

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**PASCO DIVISION**

# **TIME 43 TABLE**

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

**SUNDAY, JUNE 2, 1918**

**For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure.  
Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the  
Special Rules and always have for reference a copy of TRANSPORTATION RULES.**

**E. C. BLANCHARD,**  
General Manager.

**I. B. RICHARDS,**  
General Superintendent.

**P. H. McCUALEY,**  
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 control 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.

S-15. First class trains running against current of traffic on double track within yard limits must move prepared to stop unless main track is seen or known to be clear.

## WESTWARD.

## FIRST SUB-DIVISION. (MAIN LINE)

## EASTWARD.

THIRD CLASS				SECOND CLASS		FIRST CLASS				Water, Fuel, Supplies, Turntables and Weight Station Numbers	Distance from Cheney	Time Table No. 43 June 2, 1918. Succeeding No. 42-A	FIRST CLASS				SECOND CLASS		THIRD CLASS			
		897	895		603	333	41	3	1				Passenger	Passenger	Passenger	Passenger	2	4	42	334	604	896
		Way Freight	Way Freight		Freight																	
Tu., Thu., Sat.	Mo., We., Fri.			Daily		Daily	Daily	Daily														
L 9.35AM				L 8.30PM		L 7.58AM	L 6.25PM	L 10.25PM	L 7.40AM	WCY	1592	0.0	CY.....CHENEEY.....DN 4.9	130.0	75	As 6.55AM	As 9.25PM	As 6.20AM	As 3.50PM		Freight	
f 9.50				8.42		f 8.10	f 5.35	10.34	7.49		1597	4.9	.....BABB.....P 5.8	125.1	60	6.37	9.13	f 6.05	3.38		5.26	f 2.45
s 10.10				9.00		s 8.20	s 5.45	10.44	7.57	W	1603	10.7	TY.....TYLER.....PD 3.8	119.3	E-59 W-59	6.26	9.00 603	f 5.51	s 3.25		5.10	s 2.10
f 10.25				9.12		s 8.27	f 5.52	10.50	8.03		1607	14.5	VA.....FISHTRAP.....DN 5.2	115.5	60	6.20	8.53	f 5.42	s 3.15		4.59	f 1.45
f 10.40				9.23		f 8.36	6.01	10.58	8.12		1612	19.7	.....KLINE.....P 5.1	110.3	61	6.07	8.40	5.31	f 3.02		4.36	f 1.15
s 11.30				9.34		s 8.45	s 6.10	s 11.08	s 8.21	WY	1617	24.8	SX.....SPRAQUE.....DN 4.2	105.2	E-64 W-65	5.55	s 8.30	s 5.17	s 2.50		4.15	s 12.45PM
f 11.45				9.45		f 8.52	6.18	11.14	8.29		1621	29.0	.....CONCORD.....P 2.2	101.0	61	5.45	8.19	5.03	2.39		3.50	f 11.30AM
11.52AM				9.51		f 8.56	6.22	11.18	8.33		1624	31.2	.....PIPER.....P 3.5	98.8	47	5.41	8.15	5.00	f 2.34		3.44	11.23
f 12.05PM				9.57		s 9.00	f 6.28	11.23	8.37	W	1627	34.7	HI.....KEYSTONE....PD 5.6	95.3	E-61 W-62	5.37	8.10	4.55	f 2.29		3.36	f 11.15
f 12.25				10.08		f 9.08	6.38	11.33	8.45		1633	40.2	N.....TOKIO.....PN 4.8	89.8	E-58 W-59	5.30	8.03	4.47	f 2.20		3.23	f 10.25
f 12.38				10.20		f 9.16	f 6.45	11.40	8.52		1637	45.0	.....COKER.....P 3.5	85.0	60	5.23	7.55	4.40	f 2.12		3.14	f 10.10
s 1.00				10.30		s 9.25	s 6.52	s 11.46	s 8.57	W	1641	48.5	RV.....RITZVILLE.....DN 5.9	81.5	116	s 5.17	s 7.50	s 4.35	s 2.05		3.05	s 9.25 333
f 1.15				10.50		f 9.36	7.01	11.56PM	9.06 896		1647	54.4	.....ESSIG.....P 3.5	75.6	61	5.05	7.35	4.19	1.46		2.46	f 9.06 1
s 1.40 334				11.00		s 9.44	f 7.06	12.02AM	9.11		1649	57.9	NA.....PAHA.....PD 3.6	72.1	E-58 W-59	4.59	7.30	4.13	f 1.40 895		2.35	f 8.35
f 2.05				11.10		f 9.50	7.11	12.08	9.16		1653	61.5	.....KEPLAR.....P 4.0	68.5	61	4.54	7.25	4.07	1.32		2.23	f 8.20
L 10.15AM I-333	A 2.30PM 898			11.35		s 10.00 897	s 7.17 4	s 12.15	s 9.23 897	WCT	1658	65.5	LD.....LIND.....DN 3.7	64.5	E-74 W-61	s 4.47	s 7.17 41	s 4.00	s 1.24		2.10	L 7.55AM A 2.30PM 895
f 10.35				11.55PM		f 10.08	7.24	12.22	9.29		1662	69.2	.....AKRON.....P 4.3	60.8	60	4.38	7.06	3.50	1.14		1.35	f 2.15
f 10.55				12.30AM 3		f 10.15	f 7.33	12.30 603	9.36		1667	73.5	PX.....PROVIDENCE....DN 3.1	56.5	E-63 W-73	4.32	6.59	3.41	f 1.07		1.25	f 2.00
f 11.05				1.00 604		f 10.21	7.38	12.37	9.42		1670	76.6	.....BEATRICE.....P 4.9	53.4	61	4.22	6.49	3.33	1.00		1.00 603	f 1.35
s 11.30				1.13		s 10.29	f 7.46	12.45 604	9.49	W	1674	81.5	SC.....CUNNINGHAM.....DN 3.2	48.5	E-61 W-61	4.10	f 6.39	3.22 1.5	s 12.47 898		1.245 3	s 12.47 334
s 11.50AM				1.21		s 10.34	f 7.52	12.52	9.54		1677	84.7	TW.....HATTON.....PD 4.5	45.3	59	4.04	6.32	f 3.14	s 12.38		12.15AM	s 12.15PM
f 12.27PM 334				1.32		f 10.41	8.00	1.01	10.00		1682	89.2	.....EMERY.....P 4.6	40.8	60	3.55	6.22	3.04	12.27 897		11.55PM	11.59AM
s 1.00				1.45		s 10.50	s 8.08	f 1.10	10.08	WY	1686	93.8	CN.....CONNELL.....DN 5.2	36.2	E-60 W-87	s 3.47	s 6.15	s 2.53	s 12.15		11.20	s 11.40
f 1.15				1.59		f 10.58 898	8.16	1.18	10.15		1690	99.0	.....CACTUS.....P 4.2	31.0	60	3.36	6.05	2.40	12.05PM		10.55	f 10.58 333
s 1.30				2.10		s 11.04	f 8.24	1.26	10.21 898	W	1695	103.2	AK.....MESA.....PD 2.4	26.8	E-77 W-61	3.30	5.58	2.29	s 11.58AM		10.41	s 10.21 1
f 1.40				2.24 42		f 11.08	8.28	1.29	10.25		1698	105.6	V.....VALE.....PN 6.6	24.6	60	3.27	5.54	2.24 603	11.53		10.23	f 9.35
f 2.05				2.38		s 11.17	f 8.40	1.40	10.34	W	1704	112.1	W.....ELTOPIA.....PD 5.0	17.9	E-61 W-54	3.18	f 5.44	2.13	s 11.40		10.06	s 9.00
s 2.20				2.49		f 11.27 334	8.50	1.48	10.40		1709	117.1	.....SAGEMOOR.....P 4.7	12.9	61	3.11	5.36	2.05	11.27 333		9.52	f 8.45
f 2.35				3.05 2		f 11.35	9.00	1.57 42	10.47		1714	121.8	GD.....GLADE.....DN 8.2	8.2	E-61 W-58	3.05 603	5.29	1.57 3	f 11.20		9.40	f 8.30
A 3.00PM				A 3.25AM		A 11.50AM s	As 9.15PM 604	A 2.10AM s	As 11.00AM 334	WCYT	1721	130.0	PA.....PASCO.....DN	0.0	Yard	2.50AM	5.15PM	1.35AM	L 11.05PM 1		L 9.15PM 41	L 8.05AM
Tu., Thu., Sat.	Mo., We., Fri.			Daily		Daily	Daily	Daily	Daily				Time over Subdivision		Daily	Daily	Daily	Daily	Ex. Sat.		Tu., Thu., Sat.	Mo., We., Fri.
4.45	4.55			6.55		3.52	3.50	3														

WESTWARD.

## SECOND SUB-DIVISION. (MAIN LINE.)

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 Recalm.

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

THIRD CLASS				SECOND CLASS				Time Table No. 43 Juue 2, 1918. Succeeding No. 42-A.				FIRST CLASS										
		901	899	669	603			Station Numbers	Distance from Pasco.	Distance from Ellensburg.	Car Capacity of Siding	1	3	41	333	335	337	339	341	S.P. & S. 3 Passenger	S.P. & S. I Passenger	
Way Freight	Way Freight	S. P. & S. Freight	Freight	Water, Fuel, Scales, Turntables and Wyes						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
Ex. Sun.	Ex. Sun.	Daily	Daily					1721	0.0	PA.....PASCO.....DN 0.4	125.8 Yard	11.10AM 334	L 2.15AM	L 9.30PM	L 12.05PM					L 12.55AM	L 12.50PM	
		L 7.00AM	L 5.55AM	L 5.15AM		WCTY		1722	0.4	.....S. P. & S. JUNCTION..... 1.7	125.4	No Siding								A 12.59AM	A 12.54PM	
			A 6.03AM					1724	2.1	K.....KENNEWICK.....DN 5.1	123.7	83	s 11.18	s 2.30	s 9.40	s 12.15						
		s 7.45		5.25				1729	7.2	RF.....VISTA.....DN 4.5	118.6	E-82 W-60	11.30	2.39	f 9.50	f 12.25						
		f 8.05		5.45	W			1733	11.7	.....ERIE.....P 4.7	114.1	86	11.38	2.46	9.58	f 12.33 900						
		f 8.20		5.55				1739	16.4	BA.....BADGER.....DN 3.3	109.4	E-82 W-58	11.46	2.53	f 10.05	f 12.41						
		f 8.35		6.10				1742	19.7	.....ROME.....P 3.5	106.1	83	11.52 900	2.58	10.10	f 12.47						
		f 8.45		6.21				1745	23.2	KI.....KIONA.....DN 5.7	102.6	E-83 W-61	11.58AM	3.04	f 10.15	s 12.54						
		s 9.05		6.35	W			1751	28.9	.....CHANDLER.....P 4.9	96.9	83	12.10PM	3.13	10.27	f 1.05						
		f 9.33 334		6.47				1756	33.8	GI.....GIBBON.....DN 5.8	92.0	E-110 W-80	12.20	3.25	10.37	s 1.15						
		f 9.50		7.01	CW Y			1762	39.6	PR.....PROSSER.....DN 5.6	86.2	E-84 W-64	s 12.30	s 3.38	s 10.49	s 1.30						
		s 10.20 900		7.25				1767	45.1	.....BYRON.....P 6.0	80.7	80	12.40	3.48	f 11.00	f 1.40						
		f 10.35		7.40				1774	51.1	MB.....MABTON.....DN 3.6	74.7	E-82 W-58	s 12.50	s 3.58	s 11.16	s 1.50						
		s 11.00		7.55	W			1777	54.7	.....EMPIRE.....P 5.0	71.1	82	12.57	4.05	11.24	f 1.57						
		f 11.15		8.05				1782	59.7	SU.....SATUS.....PD 5.4	66.1	E-83 W-60	1.05	4.13	f 11.35 42	f 2.05						
		s 11.35		8.22 334				1787	65.1	.....ALFALFA.....P 1.6	60.7	83	1.13	f 4.21	11.45	f 2.13						
		f 11.50		8.40 900				1789	66.7	. SUNNYSIDE JUNCTION ..P 3.3	59.1	No Siding	1.16	4.25	11.48PM	2.16	L 10.45AM	L 5.40PM				
		11.55AM		8.50 336				1792	70.0	TN.....TOPPENISH.....DN 2.7	55.8	E-84 W-60	s 1.25	s 4.35	s 12.02AM	s 2.30	s 10.52	s 5.48				
		s 12.30PM		9.30	WCT			1794	72.7	....WESLEY JUNCTION.....P 1.2	53.1	No Siding	1.29	4.40	12.06	2.35	11.00	5.56				
		12.40		9.40				1796	73.9	....MONTE.....P 3.4	51.9	82	1.32	4.43	12.08	f 2.38	f 11.02	f 5.59				
		f 12.45		9.45				1800	77.3	WA.....WAPATO.....DN 4.5	48.5	E-83 W-60	1.38	4.48	f 12.16	s 2.50 4	s 11.10	s 6.09				
		s 1.10		10.00				1804	81.8	KR.....PARKER.....DN 3.6 O. W. R. & N. Crossing	44.0	83	1.44	4.55	12.25	s 2.58 338	s 11.21	f 6.20				
		L 10.30AM	s 1.30	10.15				1807	85.4	.....UNION GAP.....P 3.7	40.4	83	1.52	5.02	12.35 2	f 3.03	f 11.30	f 6.30				
		f 10.45	f 1.45	10.28				1811	89.1	YA.....YAKIMA.....DN 3.9	36.7	E-100 W-100	s 2.05 899	s 5.20	s 12.45 1.00	s 3.20	A 11.40AM s	A 6.40PM s				
		s 11.30 603	A 2.00PM 1-4-338	10.40 901	WCOT			1815	93.0	AH.....SELAH.....P 3.4	32.8	E-83 W-80	2.16 4	5.28	1.07	s 3.30						
		s 11.50AM		11.55AM				1819	96.4	MN.....POMONA.....DN 4.0	29.4	E-83 W-90	2.25	5.35	1.14	f 3.40						
		s 12.05PM		12.10PM				1822	100.4	....HILLSIDE.....P 4.2	25.4	83	2.35	5.44	1.23	3.50						
		f 12.20		12.30				1827	104.6	RA.....ROZA.....P 4.6	21.2	E-80 W-60	2.45	5.53	f 1.34	f 4.00						
		s 12.40		1.00				1832	109.2	ON.....WYMER.....DN 4.3	16.6	87	2.55	6.02 334	1.45	f 4.10						
		s 1.00		1.48 4	W			1836	113.5	UM.....UMTANUM.....P 2.7	12.3	E-82 W-62	3.05	6.12	f 1.55	f 4.20						
		f 1.15		2.20				1839	116.2	....INDIO.....P 4.8	9.6	83	3.12	6.18	2.01	4.25						
		f 1.35 4		2.40				1843	121.0	RO.....THRALL.....DN 4.8	4.8	E-83 W-57	3.22 603	6.28 902	2.13	f 4.35						
		s 1.50		3.22 1				1848	125.8	EB.....ELLENSBURG.....DN 0.0	0.0	Yard	A 3.40PM	A 6.40PM	A 2.25AM	A 4.45PM						
		A 2.10PM		A 4.00PM	WCOT							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
				Daily	Daily																	
		3.40	7.00	0.08	9.25							4.30	4.10	4.40	4.00	0.55	1.00	0.04	0.04			
		12.0	12.7	8.5	13.3							27.9	30.1	26.9	24.4	22.4	6.0	6.0				

Time over Subdivision

Average Speed per Hour

See Special Rules Page 1, 8, 9 and 10

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE

## SECOND SUB-DIVISION. (MAIN LINE.)

EASTWARD.

FIRST CLASS										Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pasco	Time Table No. 43 June 2, 1918. Succeeding No. 42-A	SECOND CLASS		THIRD CLASS					
S. P. & S. 4 Passenger	S. P. & S. 2 Passenger	342	340	338	336	334	42	4	2					Car Capacity of Siding	670	900	902	Way Freight	Way Freight		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Distance from Ellensburg	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		
As 4.10PM	As 2.10AM			A 10.45AM s 1	As 1.25AM	As 5.10PM	As 2.40AM	WCTY	1721	0.0	PA.....PASCO.....DN 0.4	25.8	Yard	A 3.30PM	Ex. Sun.	Ex. Sun.					
L 4.05PM	L 2.05AM									1722	0.4	....S. P. & S. JUNCTION.... 1.7	125.4	No Siding	L 3.18PM						
				\$10.35	s 1.19	s 5.00	f 2.30 3		1724	2.1	K.....KENNEWICK.....DN 5.1	123.7			s 1.30						
					f 10.23	1.08	4.50	2.23	W	1729	7.2	RF.....VISTA.....DN 4.5	118.6	E-82 W-80			f 12.55				
					10.13	1.02	4.41	2.17		1733	11.7	J.....ERIE.....P 4.7	114.1	88			f 12.33 333				
					f 10.00	12.55	4.33	2.11		1739	16.4	BA.....BADGER.....DN 3.3	109.4	E-82 W-58			f 12.10PM				
					9.55	12.50	4.27	2.06		1742	19.7	.....ROME.....P 3.5	106.1	83			f 11.52AM 1				
					s 9.47	f 12.45	4.21	2.01	W	1748	23.2	KI.....KIONA.....DN 5.7	12.6	E-83 W-61			f 11.25				
					9.33 899	12.35	4.12	1.51		1751	28.9	.....CHANDLER.....P 4.9	96.9	83			f 11.05				
					9.22	12.27	4.03	1.45	CWY	1756	33.8	GI.....GIBBON.....DN 5.8	92.0	E-110 W-80			s 10.50				
					s 9.08	12.10AM	s 3.55	1.35		1762	39.6	PR.....PROSSER.....DN 5.5	86.2	E-84 W-64			s 10.20 899				
					f 8.56	11.58PM	3.45	1.28		1767	45.1	.....BYRON.....P 6.0	80.7	80			f 9.55				
					s 8.42	s 11.50	s 3.36	1.20	W	1774	51.1	MB.....MABTON.....DN 3.6	74.7	E-82 W-58			s 9.40				
					8.32	11.44	3.29	1.16		1777	54.7	.....EMPIRE.....P 5.0	71.1	82			f 9.15				
					f 8.22 603	11.35 41	3.22	1.11		1782	59.7	SU.....SATUS.....PD 5.4	66.1	E-83 W-60			s 9.00				
					f 8.11	11.24	3.14	1.05		1787	65.1	.....ALFALFA.....P 1.6	60.7	83			f 8.40 603				
					As 3.35PM	As 8.45AM 603	8.07	1.121	3.11	1789	66.7	SUNNYSIDE JUNCTION...P 3.3	59.1	No Siding			8.25				
					s 3.27	s 8.38	s 8.00	s 11.15	s 3.06	1792	70.0	TN.....TOPPENISH.....DN 2.7	55.8	E-84 W-60			s 8.15				
					3.20	8.33	7.53	11.09	2.58	1794	72.7	....WESLEY JUNCTION...P 1.2	53.1	No Siding			7.57				
					f 3.17	f 8.31	7.51 900	11.06	2.56	1796	73.9	.....MONTE.....P 3.4	51.9	82			s 7.51 334				
					s 3.09	s 8.24	s 7.43	s 11.00	2.50 333	1800	77.3	WA.....WAPATO.....DN 4.5	48.5	E-83 W-60			s 7.30				
					f 2.58 333	f 8.15	f 7.32	10.50	2.43	1804	81.8	KR.....PARKER.....PD 3.6 O. W. R. & N. Crossing	44.0	88			s 7.00	A 9.50AM			
					f 2.48	f 8.07	7.24	10.42	2.37	1807	85.4	.....UNION GAP.....P 3.7	40.4	83			f 6.43	f 9.35			
					L 2.40PM 899	L 8.00AM	7.15 6.50	s 10.35	s 2.30 899	1811	89.1	YA.....YAKIMA.....DN 3.9	36.7	E-100 W-100			L 6.30AM	s 9.20			
							f 6.40	f 10.20	f 2.16 1	1815	93.0	AH.....SELAH.....P 3.4	32.8	E-83 W-80				s 8.30			
							f 6.33	10.14	2.10	1819	96.4	MN.....POMONA.....DN 4.0	29.4	E-83 W-93				f 7.55			
							6.23	10.07	2.02	1822	100.4	.....HILLSIDE.....P 4.2	25.4	83				f 7.38			
							f 6.12	10.00	1.55	1827	104.6	RA.....ROZA.....P 4.6	21.2	E-80 W-60				f 7.23			
							f 6.02 3	9.52	1.48 603	1832	109.2	ON.....WYMER.....DN 4.3	16.6	87				f 7.05			
							f 5.54	9.45	1.40	1836	113.5	UM.....UMTANUM.....P 2.7	12.3	E-82 W-62				f 6.50			
							5.48	9.41	1.35 901	1839	116.2	.....INDIO.....P 4.8	9.6	83				f 6.40			
							f 5.40	9.33	f 1.27	1843	121.0	RO.....THRALL.....DN 4.8	4.8	E-83 W-57				f 6.28 3			
							L 5.30AM	L 9.25PM	L 1.20PM	1848	125.8	EB.....ELLENSBURG.....DN	0.0	Yard				L 6.00AM			
							Daily	Daily	Daily			Time over Subdivision		Daily	Ex. Sun.	Ex. Sun.					
							0.05	0.05	0.55			Average Speed per Hour		0.08	7.20	3.50					
							4.8	4.8	24.4					8.2	12.1	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 and Wyes	Station Numbers	Distance from Eureka	Time Table 43	June 2, 1918	Succeeding No. 42A.	3d Class
343				STATIONS			344
Mixed							Mixed
Sun. only	Water, Fuel, Turntables and Wyes	Station Numbers	Distance from Pleasant View	Car Capacity of Sidings			Sun. Only
L 9.40AM	YC	K A 22	0.0	JC.....EUREKA.....D 2.2	10.4	37	A11.55AM
f 9.48		K E 2	2.2	BABCOCK.....2.5	17.2	9	f 11.47
f 9.56		K E 4	4.7	LEE.....3.0	14.7	37	f 11.41
f 10.04		K E 7	7.7	ELWOOD.....3.8	11.7	20	f 11.32
f 10.20		K E 12	11.5	CLYDE.....1.6	7.9	40	f 11.20
f 10.24		K E 13	13.1	PICKARD.....1.7	6.3	15	f 11.12
f 10.28		K E 15	14.8	RESER.....4.6	4.6	18	f 11.08
A10.45AM	T	K E 19	19.4	PLEASANT VIEW.....	0.0	42	A10.55AM
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 Eureks 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 43	June 2, 1918	Succeeding No. 42A.	STATIONS	Distance from Tracy	Car Capacity of Sidings
K A 54	0.0	MILL CREEK JCT.....1.6	6.0	No Sdg.			
K B 3	1.6	HECTOR.....1.8	4.4	Spur 5			
K B 5	3.4	HARBERT.....1.8	2.6	18			
K B 6	4.6	KIBBLER.....1.8	1.3	No Sdg.			
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	Water, Fuel and Wye	Station Numbers	Distance from Athena	Time Table 43	June 2, 1918	Succeeding No. 42A.	2d Class
377				STATIONS			378
Mixed							Mixed
Mo., We., Fri.	Water, Fuel and Wye	Station Numbers	Distance from Athena	Car Capacity of Sidings			Mo., We., Fri.
L 9.55AM	Y	K C 19	0.0	SMELTZ.....3.6	14.5	23	sSee 356P6 A12 05PM
f 10.10		K D 4	3.6	DUROC.....2.5	10.9	18	f 11.45AM
f 10.20		K D 6	6.1	WAYLAND.....2.6	8.4	20	f 11.35
f 10.28		K D 9	8.7	WATERMAN.....5.8	5.8	27	f 11.27
A10.45AM	WY	K D 14	14.5	CV.....ATHENA.....D	0.0	28	A11.10AM Mo., We., Fri.
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.

## SECOND CLASS FIRST CLASS

907 355 349 347

Freight Mixed Passenger Passenger

Ex. Sat. Ex. Sun. Daily Daily

L 1.15PM L 3.00AM L 7.30AM 356 L 12.01PM

WOY TO 1721 0.0 PA.....PASCO.....DN

Time Table No. 43  
June 2, 1918  
Succeeding No. 42A.

## STATIONS

Telegraph Offices and Calls

## SIXTH SUB-DIVISION. (WALLA WALLA BRANCH.)

Time Table No. 43  
June 2, 1918  
Succeeding No. 42A.

Water, Fuel, Scales  
Turntables and Wyes

Station Numbers

Distance from Pasco

Time Table No. 43  
June 2, 1918  
Succeeding No. 42A.

## STATIONS

Telegraph Offices and Calls

## EASTWARD.

## FIRST CLASS SECOND CLASS THIRD CLASS

348 350 354 356 908

Passenger Passenger Mixed Mixed Freight

Mo., Wed. Fri. Tue., Thu. Sat. Ex. Sun.

A 9.15PM A 4.15PM A 2.10PM A11.59AM A 1.45AM

Time Table No. 43  
June 2, 1918  
Succeeding No. 42A.

## STATIONS

Telegraph Offices and Calls

Distance from Dayton

Car Capacity of Sidings

Passenger Passenger Daily Daily

Mo., Wed. Fri. Tue., Thu. Sat. Ex. Sun.

A 9.05 f 4.05 f 2.00 f 11.50 f 1.35

f 8.58 f 3.56 f 1.55 s 11.42 f 1.25

f 8.47 f 3.46 f 1.40 f 11.25 f 1.05

A.....ATTALIA.....DN 85.6 60 s 8.40 L 3.40PM L 1.30PM L 11.15AM s 12.50 12.05AM 907

O.W.R. & N. Crossing 0.4 m. west

ADAMS.....0.7 79.2 Spur 4 f 8.24

LEGROW.....1.6 78.5 7 f 8.22

SLATER.....4.2 76.9 29 f 8.19

WELLAND.....2.7 72.7 6 f 8.10

ADKINS.....5.3 70.0 29 f 8.05

JC.....EUREKA.....D 64.7 37 s 7.55

MR.....LAMAR.....N 58.4 29 s 7.39

SHAW.....1.9 56.6 8 f 7.34

PADDOCK.....0.9 54.7 10 f 7.30

CLIMAX.....5.3 53.8 17 f 7.28

RULO.....2.7 48.5 28 f 7.17

THIEL.....3.2 45.8 43 f 7.12

DRY CREEK.....1.4 42.6 35 f 7.06

SUDBURY.....2.2 41.2 Spur 8 f 7.03

PEDIGO.....5.2 39.0 16 f 6.58

O. W. R. & N. Crossing

F.....WALLA WALLA.....D 33.8 Yard s 6.45

MILL CREEK JCT.....3.0 32.4 No Siding 6.28

RIFFLE.....1.7 29.4 28 f 6.20

SAPOLIL.....1.1 27.7 9 f 6.16

BUROKER.....0.6 26.6 27 f 6.13

SPRING CREEK.....1.8 26.0 7 f 6.11

GILLIAM.....1.3 24.2 8 f 6.07

DIXIE.....1.3 22.9 35 s 6.03

EASTMAN.....3.4 21.6 21 f 5.59

MINNICK.....5.2 18.2 19 f 5.50

COPPEI.....3.3 13.0 36 f 5.35

WAITSBURG.....2.6 9.7 20 s 5.27

HUNTSVILLE.....3.5 7.1 33 f 5.20

O. W. R. & N. Crossing 2.8 mi. W.

LONG.....1.2 3.6 14 f 5.09

KLUM.....2.4 2.4 Spur 3 f 5.06

DY.....DAYTON.....D 0.0 Yard L 5.00PM

Daily

Mo., Wed. Fri. Tue., Thu. Sat. Ex. Sun.

A 7.00AM A 4.20PM WCT K A 87 98.1

Time Over Subdivision

Average Speed per Hour

23.0 21.4

4.15 0.35

0.40 0.44

6.15 15.4

18.7 17.0

15.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE

## WESTWARD.

### **THIRD SUB-DIVISION. (SUNNYSIDE LINE)**

EASTWARD

THIRD CLASS	FIRST CLASS		Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Gibson	Time Table No. 43	Distance from Parker	FIRST CLASS		THIRD CLASS
901	337	335				June 2, 1918		336	338	902
Way Freight	Passenger	Passenger				Succeeding No. 42-A.		Passenger	Passenger	Way Freight
Ex. Sun.	Daily	Daily						Daily	Daily	Ex. Sun.
L 6.30AM			CW	1756	0.0	GI.....GIBBON.....DN 5.5	46.6	E 110 W 80		A 2.00
f 6.45				I B 28	5.5	.....NORTH PROSSER....P 6.7	41.1	80		f 1.25
s 7.30	L 4.40PM	L 9.55AM	Wye	I B 20	12.2	GW....GRANDVIEW.....D 3.8	34.4	80	A 9.45AM	A 4.30PM
s 7.45	f 4.47	f 10.02		I B 16	16.0	.....LICHTY..... 4.0	30.6	16	f 9.30	f 4.20
s 8.05	s 5.00	s 10.10	W	I B 12	20.0	SY.....SUNNYSIDE.....D 3.8	26.6	80	s 9.20	s 4.10
s 8.20	s 5.12	s 10.20		I B 8	23.8	KT.....OUTLOOK .....D 5.0	22.8	48	s 9.08	s 3.58
s 8.40 336	s 5.30	s 10.35	WT	I B 3	28.8	GR.....GRANGER ....DN 3.2	17.8	80	s 8.56 901	s 3.45
A 5.40PM	A 10.45AM			1788	32.0	.....SUNNYSIDE JCT..... 3.2	21.0	4	L 8.45AM	L 3.35PM
8.40			WT	I B 3	28.8	GR.....GRANGER ....DN 5.3	17.8	80		s 11.20
s 9.10			W	K O 5	34.1	Z.....ZILLAH.....D 3.0	12.5	80		s 11.10
s 9.25				K O 9	37.1	BN.....BUENA.....D 3.0	9.5	50		s 10.50
s 9.40				K O 11	40.1	.....SAWYER .....P 2.3	6.5	80		s 10.20
s 10.10 902				K O 13	42.4	.....DONALD.....P 4.2	4.2	30		s 10.10 901
						O. W. R. & N. Crossing over Yakima River Bridge				
A 10.30AM				1804	46.6	KR.....PARKER .....DN	0.0	80		L 9.50
Ex. Sun.	Daily	Daily						Daily	Daily	Ex. Sun.
4 00	1.00	.50				Time Over Subdivision			1.00	.55
11.6	19.8	23.7				Average Speed Per Hour			19.8	21.6

**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				Time Table 43		FIRST CLASS	SECOND CLASS	THIRD CLASS	
911	355	349				June 2, 1918		350	354	356	
Freight	Mixed	Passenger	Water, Fuel Turntables and Wyes	Station Numbers	Distance from Attalia	Succeeding No. 42-A		Passenger	Mixed	Mixed	
Daily	Ex. Sun.	Daily						Daily	Mo., Wed. Fri.	Tue., Thu. Sat.	
L 12.10 AM 908	L 3.35 AM	L 8.05 AM	YW	IG 9	0.0		Distance from Pendleton		As 1.30 PM s	A 11.15 AM s	A 12.40 AM 907 911
12.15	t 3.40	t 8.10	Y	IG 16	1.5	A.....ATTALIA.....DN 1.5 O W R & N Crsng 0.7 m West	Car Capacity of Standings	t 3.34	f 1.20	t 11.05	12.35
A 12.20 AM		t 8.13	Y	IG 17	2.7	JN.....WALLULA.....DN 1.2	42.0	60	A 3.40 PM s	s 11.00	L 12.30 AM
	t 3.40	t 8.23	Y	IG 18	1.5	HUNT.....DN 1.2	40.5	100	t 3.18	f 1.10	t 10.55
	t 4.15	t 8.50		KC 11	12.6	RING.....DN 4.6	29.4	29	f 2.55	f 12.37	f 10.20
	s 4.40	t 9.05	W	KC 16	17.2	VAN SYCLE.....DN 2.4	24.8	25	f 2.44	f 12.23	f 10.05
	4.50	t 9.15		KC 18	19.6	STANTON.....DN 1.4	22.4	36	f 2.38	f 12.15	f 9.57
	t 4.55	t 9.20	Y	KC 19	21.0	SMELTZ.....DN 1.0	21.0	23	f 2.33	s 12.10 PM 9.50 AM	s 9.50
	t 5.00	t 9.25		KC 20	22.0	APEX.....DN 3.0	20.0	9	f 2.30	f 9.45	f 9.45
	s 5.10	s 9.33 354-356	W	KC 23	25.0	H.....HELIX.....DN 4.6	17.0	53	s 2.21	s 9.33 349	s 9.33 349
	t 5.25	t 9.42		KC 28	29.6	MYRICK.....DN 4.2	12.4	45	f 2.07	f 8.50	f 8.50
	t 5.40	t 9.51		KC 32	33.8	McCORMMACH.....DN 1.3	8.2	13	f 1.55	f 8.38	f 8.38
	t 5.45	t 9.55		KC 33	35.1	FULTON.....DN 6.9	6.9	30	f 1.50	f 8.35	f 8.35
	A 6.10 AM	A 10.15 AM	WCT	KC 40	42.0	PENDLETON.....DN O.W.R.&N.Crossing	0.0	39	L 1.35 PM	L 8.15 AM	L 8.15 AM
Daily	Ex. Sun.	Daily						Daily	Mo., Wed. Fri.	Tue., Thu. Sat.	Daily
0 10	2.35	2.10				Time Over Subdivision		2.05	2.55	3.00	0.10
18.2	15.9	19.4				Average Speed per Hour.		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.

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**WESTWARD ELEVENTH SUBDIVISION (SNAKE RIVER BRANCH) EASTWARD**

2d Class				Time Table No. 43				2d Class	
<b>379</b>		Water, Fuel, Scales, Turn- tables and Wyes		June 2, 1918 Succeeding No. 42-A				<b>380</b>	
Mixed		Station Numbers		STATIONS		Distance from Pasco		Car Capacity of Sidings	
Daily		Distance from Riparia		Telegraph Offices and Calls				Daily	
L	9.55PM	YC	K F 64	0.0	AX..... <b>RIPARIA</b> .....DN 8.5 O. W. R. & N. Cag.	66.9	60	A	1.20
f	10.15	W	K F 55	8.5	..... <b>PERRY</b> ..... 4.4	58.4	93	f	1.00
f	10.30		K F 51	12.9	..... <b>DAVIN</b> ..... 7.0	54.0	30 Spur	f	12.48
f	10.47		K F 44	19.9	..... <b>HARDER</b> ..... 8.5	47.0	No Siding	f	12.35
f	11.10	W	K F 35	28.4	..... <b>WINDUST</b> ..... 7.0	38.5	89	f	12.18
f	11.27		K F 29	35.4	..... <b>WALKER</b> ..... 5.3	31.5	60 Spur	f	12.04
s	11.54PM	W	K F 23	40.7	SR.... <b>SNAKE RIVER JCT</b> ....DN 26.2	26.2	No Siding	s	11.50
S. P. & S. Rules and Time Table Govern Between Pasco and Snake River Junction									
A	1.05AM	WCT YO	1721	66.9	PA..... <b>PASCO</b> .....DN	0.0	1200	L	11.00
Daily								Daily	
1.59					Time Over Subdivision			1.30	
20.5					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 Burrcan.** See Special Rules Pages 1, 8, 9 and 10

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

SECOND CLASS				Time Table No. 43		SECOND CLASS			
<b>357</b>		<b>345</b>		June 2, 1918 Succeeding No. 42-A		<b>346</b>		<b>358</b>	
Mixed	Mixed	Water, Fuel and Wye	Station Numbers	Distance from Addo	S T A T I O N S	Mixed	Mixed		
Mon., Fri.	Wed.				Telegraph Offices and Calls.	Tue., Sat.	Thu.		
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	WCY	1686	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                  EASTWARD**  
 (CONNELL NORTHERN RAILWAY, RITZVILLE BRANCH)

SECOND CLASS		Water and Wye	Station Numbers	Distance from Bassett Junction	Time Table No. 43		SECOND CLASS			
365	363				June 2, 1918 Succeeding No. 42-A.		364	366		
Mixed	Mixed	STATIONS				Mixed	Mixed			
Wed.	Tue., Sat.	Telegraph Offices and Calls.				Tue., Sat.	Wed.			
10.30AM	110.55AM	Y	K I 32	0.0	.....BASSETT JCT..... 12.3	12.3	No Sdg.	A12.30PM See 348		
11.15AM	A11.40AM	W	K J 12	12.3	.....SCHRAG.....P	0.0	41	A12.25P See 345		
0.45	0.45				Time Over Subdivision			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 BILLES PAGE 1, 8, 9 and 10**

## WESTWARD.

## **TWELFTH** **(SIMCO)**

		Water, Fuel, Scales, Turn Tables and Wyes	Station Number	Distance from Wesley Junction	Time To June Succeeding	STATI	Telegraph Offices	
		1794		0.0	.....WESLEY JUNC.			
	K N 2			2.1	.....YETHONAT.	2.1		
	K N 5			5.5	.....ASHUE.....	3.4		
	K N 9			8.1	.....FARRON.....	14.5	16	
				9.5	.....HARRAH .....	1.4		
				20.0	.....WHITE SWAN.....	10.5	29	
						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 (MOYEE BRANCH)

EASTWARI

SECOND CLASS				Time Table No. 43		SECOND CLASS	
	371	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Yakima	Distance from Moxee City	Car Capacity of Sidings	372
	Mixed						Mixed
	Daily						Daily
<b>L10.15 AM</b>	WCOT	1811	0.0	YA ..... YAKIMA ..... DN 2.0	8.6	Yard	<b>L11.30 AM</b>
<b>f10.25</b>		K M 3	3.0	.... TERRACE HEIGHTS .... 0.7	5.6	0	<b>f11.17</b>
<b>f10.27</b>		K M 3.7	3.7	.... AVERY .... 0.3	4.9	0	<b>f11.15</b>
<b>f10.28</b>		K M 4	4.0	.... KEYES .... 0.2	4.6	0	<b>f11.18</b>
<b>f10.29</b>		K M 4.2	4.2	.... PEACOCK .... 0.3	4.4	0	<b>f11.12</b>
<b>f10.31</b>		K M 4.5	4.5	.... SCUDDER .... 0.9	4.1	0	<b>f11.10</b>
<b>f10.34</b>		K M 5	5.4	.... BIRCHFIELD .... 1.8	3.2	9	<b>f11.08</b>
<b>f10.38</b>		K M 7	7.2	.... EUGENE .... 0.5	1.4	0	<b>f11.05</b>
<b>f10.40</b>		K M 8	7.7	.... McSHANE .... .09	0.9	0	<b>f11.03</b>
<b>A10.45 AM</b> <i>372</i>		K M 9	8.6	.... MOXEE CITY ....	0.0	33	<b>L11.00 AM</b> <i>371</i>
	Daily						Daily
	0.30			Time Over Subdivision			0.30
	17.2			Average Speed Per Hour			17.2

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

**EASTWARD TRAINS ARE**  
No. 371 has right over No. 372

SEE SPECIAL RULES PAGES 1-8-9-10

EASTWARD.

#### **REVISION**

**SECOND CLASS**

**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.

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WESTWARD

**FIFTEENTH SUBDIVISION  
(COWICHAN BRANCH)**

FASTWARD

(COWICHE BRANCH)									
f10.25	K M 3	3.0	TERRACE HEIGHTS..... 0.7	5.6	0	f11.17			
f10.27	K M 3.7	3.7	AVERY..... 0.3	4.9	0	f11.15			
f10.28	K M 4	4.0	KEYES..... 0.2	4.6	0	f11.18			
f10.29	K M 4.2	4.2	PEACOCK..... 0.3	4.4	0	f11.12			
f10.31	K M 4.5	4.5	SCUDDER..... 0.9	4.1	0	f11.10			
f10.34	K M 5	5.4	BIRCHFIELD..... 1.8	8.2	9	f11.08			
f10.38	K M 7	7.2	EUGENE..... 0.5	1.4	0	f11.05			
f10.40	K M 8	7.7	McSHANE..... .09	0.9	0	f11.03			
A10.45AM 372	K M 9	8.6	MOXEE CITY.....	0.0	33	L11.00AM 371			
Daily						Daily			
0.30			Time Over Subdivision			0.30			
17.2			Average Speed Per Hour			17.2			

**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
<b>FIRST SUBDIVISION.</b>							
Dayrock	M. P. 126.2	7	Whitstran	M. P. 2.5	4	Schlomer	M. P. 5
Pifer	M. P. 133.	67	Dober	M. P. 3.0	9	Frischnecht Spur	M. P. 7
<b>SECOND SUBDIVISION.</b>							
Phillips	M. P. 49.5	20	De Force	M. P. 3.5	5	Koren	M. P. 13
Reclaim	M. P. 84.1	6	Elco	M. P. 4.2	3	Arney Spur	M. P. 20
Sugar Plant	M. P. 86.3	250	Wilcox	M. P. 7.5	4	Atwood	M. P. 36
Quarry Spur	M. P. 91.5	10	Apricot	M. P. 9.6	10	Mitchell Spur	M. P. 42
Holmes Spur	M. P. 124.6	15	Nass	M. P. 26.8	12	Treadwell	M. P. 54
<b>THIRD SUBDIVISION.</b>							
			Sinto	M. P. 28.0	2	<b>FOURTH SUBDIVISION.</b>	
			Dalton	M. P. 31.6	4	Schloemer	M. P. 5
			Boone	M. P. 32.0	18	Frischnecht Spur	M. P. 7
			Ramerman	M. P. 32.6	5	Koren	M. P. 13
			Gilliland	M. P. 33.1	12	Arney Spur	M. P. 20
			Chenauer	M. P. 33.6	3	Atwood	M. P. 36
			Keck	M. P. 35.3	2	Mitchell Spur	M. P. 42
			Squier	M. P. 35.6	4	Treadwell	M. P. 54
			Cutler	M. P. 35.8	13	<b>FIFTH SUBDIVISION.</b>	
			Festa	M. P. 36.8	10	Shaefer Spur	M. P. 7
			Flint	M. P. 39.2	28	<b>SIXTH SUBDIVISION.</b>	
			Mellis	M. P. 44.0	18	Atvinco Spur	M. P. 10.3
<b>SEVENTH DIVISION.</b>							
						Burcan	M. P. 9.5
						Sargent Spur	M. P. 35
<b>ELEVENTH SUBDIVISION.</b>							
						Pluto	M. P. 3.0
						Holt	M. P. 3.9
<b>TWELFTH SUBDIVISION.</b>							
						Ripple	M. P. 13.6
<b>THIRTEENTH SUBDIVISION.</b>							
						Marble	M. P. 2.5
<b>FIFTEENTH SUBDIVISION.</b>							
						Johnson Spur	M. P. 3

## 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.

Ellensburg—Passenger Station.

Spokane—Passenger Station, Telegraph office.

Toppenish—For trains originating.

Pasco—Yard office and Passenger Station, Telegraph office.

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, Sunnyside Junction, Parker, Yakima, Cowiche Junction, Naches, Moxee City. For schedule trains only—Grand View and Granger.

### 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, Paha, 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.

### General—

### SPEED RESTRICTIONS

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; Hatton, 10 miles per hour; Lewis St. Crossing, Pasco, 10 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; West Leg Wye, Gibbon. 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—20 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 Walla Walla Branch.

Junction switch, Hunt, set for Pendleton Branch.

Junction switch, Adco, set for Washington Central Branch.

Junction switch, Granger, set for Zillah Line.

Junction switch, Parker, set for third subdivision.

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.													
MAIN LINE	First Sub-Division Eastward.	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
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.	car	limit	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ellensburg to Kiona.....	car	limit	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kiona to Badger.....	.....	.....	2700	.....	.....	.....	1600	.....	1500	.....	938	.....	.....	.....	.....
Badger to Pasco.....	car	limit	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
First Sub-Division Westward.	car	limit	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cheney to Lind.....	2250	.....	1800	.....	.....	.....	1250	.....	1200	.....	965	.....	.....	.....	.....
Lind to Providence.....	car	limit	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Providence to Pasco.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Second Sub-Division Westward.	car	limit	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pasco to Kennewick.....	.....	.....	1700	.....	.....	.....	1150	.....	1100	.....	741	.....	.....	.....	.....
Kennewick to Badger.....	.....	.....	2100	.....	.....	.....	1550	.....	1500	.....	1090	.....	.....	.....	.....
Badger to Prosser.....	.....	.....	2400	.....	.....	.....	1850	.....	1800	.....	1390	.....	.....	.....	.....
Prosser to Toppenish.....	.....	.....	2300	.....	.....	.....	1750	.....	1700	.....	1290	.....	.....	.....	.....
Toppenish to Yakima.....	.....	.....	2100	.....	.....	.....	1550	.....	1500	.....	1090	.....	.....	.....	.....
Yakima to Thrall.....	.....	.....	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	.....	.....	.....	.....	.....	.....	.....	.....

**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.
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.

## 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. E. H. HOPKINS, Connell

DR. E. C. HAMLEY, Pasco (S) {Passenger Station, Freight  
Station, Tool Car.

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. 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 employees 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	
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>				No	Over head	Obstru ction														11-6
1st Subdivision .....	Main Line (Cheney-Pasco) .....	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
2nd Subdivision .....	Main Line (Pasco-Ellensburg) .....	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
3rd Subdivision .....	Sunnyside Line .....			No	Over head	Obstru ction														11-6
4th Subdivision .....	Connell Northern Branch .....			No	Over head	Obstru ction														11-6
5th Subdivision .....	Ritzville Branch .....			No	Over head	Obstru ction														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	Over head	Obstru ction														11-6
8th Subdivision .....	Tracy Branch .....			No	Over head	Obstru ction														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	Over head	Obstru ction														11-6
11th Subdivision .....	Snake River Branch .....	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	Over head	Obstru ction														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	19-2	19-1	19-0	18-11	18-10	18-10	18-9	18-7	18-5			11-6
15th Subdivision .....	Cowiche Branch .....			No	Over head	Obstru ction														11-6

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

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

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

