United States Railroad Administration

W. G. McADOO, Director General of Railroads

NORTHERN PACIFIC RAILWAY

PASCO DIVISION

TIME 44 TABLE

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

SUNDAY, AUGUST 11, 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. McCAULEY,** Superintendent of Transportation.	**JAMES SHANNON,** 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 clearence; 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 preceeded 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.

S-16. Westward freight trains running via third subdivision register by ticket and receive form 602 from operator Gibbon.

FIRST SUB-DIVISION. (MAIN LINE)

WESTWARD. EASTWARD.

Time Table No. 44
August 11, 1918.
Succeeding No. 43

WESTWARD THIRD CLASS 897 Way Freight Tu., Thu., Sat.	WESTWARD THIRD CLASS 895 Way Freight Mo., We., Fri.	WESTWARD SECOND CLASS 603 Freight Daily	WESTWARD FIRST CLASS 333 Passenger Daily	WESTWARD FIRST CLASS 41 Passenger Daily	WESTWARD FIRST CLASS 3 Passenger Daily	WESTWARD FIRST CLASS 1 Passenger Daily	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Cheney	STATIONS Telegraph Offices and Calls	Distance from Pasco	Car Capacity of Sidings	EASTWARD FIRST CLASS 2 Passenger Daily	EASTWARD FIRST CLASS 4 Passenger Daily	EASTWARD FIRST CLASS 42 Passenger Daily	EASTWARD FIRST CLASS 334 Passenger Daily	EASTWARD SECOND CLASS 604 Freight Ex. Sat.	EASTWARD THIRD CLASS 896 Way Freight Tu., Thu., Sat.	EASTWARD THIRD CLASS 898 Way Freight Mo., We., Fri.
	L 7.50AM 2	L 7.10PM	L 7.15AM	L 5.10PM	L 9.45PM	L 8.25AM	WOT	1526	16.3	SF.....SPOKANE.....DN 16.3	146.3	Yard	A 7.30AM	A10.00PM	A 6.55AM	A 4.30PM	A 6.50AM	A 4.55PM	
BETWEEN CHENEY AND SPOKANE, TRAINS WILL BE GOVERNED BY IDAHO DIVISION TIME TABLE AND SPECIAL RULES.																			
L 9.35AM		L 8.30PM	L 7.58AM	L 5.55PM	L10.25PM	L 9.05AM	WCY	1592	0.0	CY.....CHENEY.....DN 4.9	130.0	75	As 6.55AM	As 9.25PM	As 6.20AM	As 3.50PM	As 5.40AM	As 3.20PM	
f 9.50		8.42	f 8.06	f 6.05	10.33	9.14		1597	4.9	.....BABB.....P 5.8	125.1	60	6 37	9.13	f 6.05	3.38	5.26	f 2.45	
s10.10		9.00 4	s 8.16	s 6.15	10.41	9 22	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	
f10.25		9.12	s 8.25	f 6.22	10.47	9 28		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	
f10.40		9.23	f 8.33	6.31	10.54	9 37		1612	19.7	.....KLINE.....P 5.1	110.3	61	6.07	8.40	5.31	f 3.02	4.36	f 1.15	
s11.30		9.34	s 8.42	s 6.40	s11.04	9.46	WY	1617	24.8	SX.....SPRAQUE.....DN 4.2	105.2	E-64 W-65	s 5.55	s 8.30	s 5.17	s 2.50	4.15	s12.45PM	
f11.45		9.45	f 8.49	6.48	11.10	9.54		1621	29.0	.....CONCORD.....P 2.2	101.0	61	5.45	8.19	5.03	2.39	3.50	f11.30AM	
11.52AM		9.51	f 8.53	6.52	11.14	9.58		1624	31.2	.....PIFER..... 3.5	98.8	47	5.41	8.15	5.00	f 2.34	3.44	11.23	
f12.05PM		9.57	s 8.58	f 6.58	11.19	10.02	W	1627	34.7	HI.....KEYSTONE.....PD 5.5	95.3	E-61 W-62	5.37	8.10	4.55	f 2.29	3.36	f11.15	
f12.25		10.08	f 9.06	7.08	11.27	10.10		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	f10.35	
f12.38		10.20	f 9.13	f 7.15	11.33	10.17 896		1637	45.0	.....COKER.....P 3.5	85.0	60	5.23	7.55	4.40	f 2.12	3.14	f10.17 1	
s 1.00		10.30	s 9.23 896	s 7.22	s11.40	s10 22	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 9.23 333	
f 1.15		10.50	f 9.32	7.35 4	11.48	10.31		1647	54.4	.....ESSIG.....P 3.5	75.6	61	5.05	7 35 41	4.19	1.46	2.46	f 9.00	
s 1.40 334		11.00	s 9.37	f 7.42	11.53	10.36		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 9.43	7.47	11.58PM	10.41		1653	61.5	.....KEPLAR.....P 4.0	68.5	61	4.54	7.25	4.07	1.32	2.23	f 8.20	
L 8.00AM	A 2.30PM 898	11.35	s 9.55	s 7.55	s12.05AM	s10.50	WCT	1658	65.5	LD.....LIND.....DN 3.7	64.5	E-74 W-61	s 4.47	s 7.17	s 4.00	s 1.24	2 00	L 7.55AM	A 2.30PM 895
f 8.15		11.55PM	f10.02	8.02	12.11	10.56		1662	69.2	.....AKRON.....P 4.3	60.8	60	4.38	7.06	3.51	1.14	1.25		f 2.15
f 8.30		12.17AM 3	f10.10	f 8.10	12.17 603	11.03		1667	73.5	PX.....PROVIDENCE.....DN 3.1	60.5	E-63 W-73	4.32	6.59	3.42	f 1.07	1.10		f 2.00
f 8.40		12.45 604	f10.15	8.15	12.23	11.08		1670	76.6	.....BEATRICE.....P 4.9	53.4	61	4.22	6.49	3.36	1.00	12.45 603		f 1.35
s 9.20		1.00	s10.22	f 8.22	12 30 604	11.15	W	1674	81.5	SC.....CUNNINGHAM.....DN 3.2	48.5	E-61 W-61	4.10	f 6.39	3.25	s12.47 898	12.30 3		s12.47 334
s 9.45AM		1.20	s10.29	f 8.28	12.37	11.20		1677	84.7	TW.....HATTON.....PD 4.5	45.3	59	4.04	6.32	f 3.18	s12.38	12.05AM		s12.15PM
f10.00		1.32	f10.37	8.35	12.46	11.26		1682	89.2	.....EMERY.....P 4.6	40.8	60	3.55	6.22	3.09	12.27	11.45PM		11.59AM
s10.46 333		1.45	s10.46 897	s 8.45	f12.54	11 33 898	WY	1686	93.8	CN.....CONNELL.....DN 5.2	36.2	E-60 W-87	s 3.47	s 6.15	s 3.00	s12.15	11.20		s11.33 1
f11.20		1.59	f10.55 898	8.52	1.01	11.40		1690	99.0	.....CACTUS.....P 4.2	31.0	60	3.36	6.05	2.47	12.05PM	10.55		f10.55 333
s11.41 11.58AM 1-334		2.10	s11.02	f 9.00	1.07	11.46 897	W	1695	103.2	AK.....MESA.....PD 2.4	26.8	E-77 W-61	3.30	5.58	2.37	s11 58AM 897	10.41		s10.21
f12.10PM		2.32 42	f11.06	9.04	1.11	11.50 334		1698	105.6	V .....VALE.....PN 6.5	24.4	60	3.27	5.54	2.32 603	11.50 1	10.23		f 9.35
f12.40		2.45	s11.17	f 9.15	1.20	11.58AM	W	1704	112.1	W.....ELTOPIA..... PD 5.0	17.9	E-61 W-54	3.18	f 5.44	2.24	s11.38	10.06		s 9.00
s12.55		2.55	f11.27 334	9.25	1.27	12.04PM		1709	117.1	.....SAGEMOOR.....P 4.7	12.9	61	3.11	5.36	2.17	11.27 333	9.52		f 8.45
f 1.10		3.05 2	f11.35	9.35 604	1.35	12.10		1714	121.8	GD.....GLADE..... PN 8.2	8.2	E-61 W-58	3.05 603	5.29	2.10	f11.20	9.35 41		f 8.30
A 1.40PM		A 3.25AM	A11.50AM s	As 9.50PM	As 1.55AM 42	A12.25PM s	WCYT	1721	130.0	PA.....PASCO.....DN 0.0	Yard		L 2.50AM	L 5.15PM	L 1.55AM 3	L11.05AM	L 8.50PM		L 8.05AM
Tu., Thu., Sat.	Mo., We., Fri.	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Ex. Sat.	Tu., Thu., Sat.	Mo., We., Fri.
5.40	4.55	6.55	3.52	3.55	3.30	3.20				Time over Subdivision			4.05	4.10	4.25	4.45	8 50	7.25	6.25
11.3	13.3	18.9	33.3	33.6	37.1	39 0				Average Speed per Hour			31.8	31.2	29.4	27.5	14.6	8.8	10.0

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

SEE SPECIAL RULES PAGE 1-8-9-10

MANUAL BLOCK BETWEEN CHENEY AND PASCO.

WESTWARD.

SECOND SUB-DIVISION. (MAIN LINE.)

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 Reclaim.

Time Table No. 44
August 11, 1918.
Succeeding No. 43.

THIRD CLASS			SECOND CLASS							FIRST CLASS							
901	899	669	603	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pasco.	STATIONS Telegraph Offices and Calls	Distance from Ellensburg.	Car Capacity of Sidings	1	3	41	333	335	337	339	341
Way Freight	Way Freight	S. P. & S. Freight	Freight							Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	S.P.& S. 3 Passenger	S.P.& S. 1 Passenger
Ex. Sun.	Ex. Sun.	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	L 7.00AM	L 5.40AM	L 5.15AM	WCTY	1721	0.0	PA.....PASCO.....DN 0.4	125.8	Yard	L12.50PM	L 2.05AM 42	L10.05PM	L12.05PM			L11.55AM	L12.45PM
		A 5.45AM			1722	0.4	.....S. P. & S. JUNCTION..... 1.7	125.4	No Siding							A11.59AM	A12.49PM
	s 7.45		5.25		1724	2.1	K.....KENNEWICK.....DN 5.1	123.7	83	12.58	s 2.20 2	s10.15	s12.15				
	f 8.05		5.45	W	1729	7.2	RF.....VISTA.....DN 4.5	118.6	E-82 W-60	1.08 900	2.30	f10.25	f12.25				
	f 8.20		5.55		1733	11.7	.....ERIE.....P 4.7	114.1	86	1.15	2.37	10.33	f12.33 900				
	f 8.35		6.10		1739	16.4	BA.....BADGER.....DN 3.3	109.4	E-82 W-58	1.22	2.45	f10.40	f12.41				
	f 8.45		6.21		1742	19.7	.....ROME.....P 3.5	106.1	83	1.27	2.50	10.45	f12.47				
	s 9.05		6.35	W	1745	23.2	KI.....KIONA.....DN 5.7	102.6	E-83 W-61	1.32	2.55	f10.50	s12.54				
	f 9.33 334		6.47		1751	28.9	.....CHANDLER.....P 4.9	96.9	83	1.41	3.05	11.01	f 1.05				
	f 9.50		7.01	CW Y	1756	33.8	GI.....GIBBON.....DN 5.8	92.0	E-110 W-80	1.50	3.17	11.11	s 1.15				
	s10.20 900		7.25		1762	39.6	PR.....PROSSER.....DN 5.5	86.2	E-84 W-64	2.00	s 3.30	s11.24	s 1.30				
	f10.35		7.40		1767	45.1	.....BYRON.....P 6.0	80.7	80	2.10	3.40	f11.35	f 1.40				
	s11.00		7.55	W	1774	51.1	MB.....MABTON.....DN 3.6	74.7	E-82 W-58	2.20	s 3.50	s11.50 42	s 1.50				
	f11.15		8.05		1777	54.7	.....EMPIRE.....P 5.0	71.1	82	2.27	3.57	11.57PM	f 1.57				
	s11.35		8.22 334		1782	59.7	SU.....SATUS.....PD 5.4	66.1	E-83 W-60	2.35	4.05	f12.05AM	f 2.05				
	f11.50		8.40 900		1787	65.1	.....ALFALFA.....P 1.6	60.7	83	2.43	f 4.13	12.14	f 2.13				
	11.55AM		8.50 336		1789	66.7	..SUNNYSIDE JUNCTION..P 3.3	59.1	No Siding	2.46	4.16	12.17	2.16	L10.45AM	L 5.40PM		
	s 12.30PM		9.30	WCT	1792	70.0	TN.....TOPPENISH.....DN 2.7	55.8	E-84 W-60	2.55	s 4.25	s12.30	s 2.30	s10.52	s 5.48		
	12.40		9.40		1794	72.7	....WESLEY JUNCTION.....P 1.2	53.1	No Siding	2.59	4.30	12.34	2.35	11.00	5.56		
	f12.45		9.45		1796	73.9	.....MONTE.....P 3.4	51.9	82	3.01 4	4.33	12.42 2	f 2.38	f11.02	f 5.59		
	s 1.10		10.00		1800	77.3	WA.....WAPATO.....DN 4.5	48.5	E-83 W-60	3.07 338	4.38	f12.50	s 2.50 4	s11.10	s 6.09		
L10.30AM	s 1.30		10.15		1804	81.8	KR.....PARKER.....DN 3.6 O. W. R. & N. Crossing	44.0	E-85 W-85	3.13	4.45	12.59	s 2.58 338	s11.21	f 6.20		
f10.45	f 1.45		10.28		1807	85.4	.....UNION GAP.....P 3.7	40.4	83	3.20	4.52	1.05	f 3.03	f11.30	f 6.30		
s11.30 603	M 2.00PM 4–338		10.40 11.35 901	WCOT	1811	89.1	YA.....YAKIMA.....DN 3.9	36.7	E-100 W-100	s 3.35	s 5.15	s 1.10 1.35	s 3.20	A11.40AM s	A 6.40PM s		
s11.50AM			11.55AM		1815	93.0	AH.....SELAH.....P 3.4	32.8	E-83 W-80	3.45	5.23	1.42	s 3.30				
s12.05PM			12.10PM		1819	96.4	MN.....POMONA.....DN 4.0	29.4	E-83 W-93	3.54	5.29	1.50	f 3.40				
f12.20			12.30		1822	100.4	.....HILLSIDE.....P 4.2	25.4	83	4.05	5.37	2.01	3.50				
s12.40			1.00		1827	104.6	RA.....ROZA.....P 4.6	21.2	E-80 W-60	4.15	5.45	f 2.13	f 4.00				
s 1.00			1.48 4	W	1832	109.2	ON.....WYMER.....DN 4.3	16.6	87	4.25	5.54	2.25	f 4.10				
f 1.15			2.20		1836	113.5	UM.....UMTANUM.....P 2.7	12.3	E-82 W-62	4.35	6.03 334	f 2.35	f 4.20				
f 1.35 4			2.40		1839	116.2	.....INDIO.....P 4.8	9.6	83	4.42	6.09	2.41	4.25				
s 1.50			3.20		1843	121.0	RO.....THRALL.....DN 4.8	4.8	E-83 W-57	4.52	6.20 902	2.52	f 4.35				
A 2.10PM			A 4.00PM	WCOT	1848	125.8	EB.....ELLENSBURG.....DN	0.0	Yard	As 5.05PM	As 6.40AM	As3.05 AM	A 4.45PM				
		Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
3.40	7.00	0.05	9.25				Time over Subdivision			4.15	4.35	4.35	4.40	0.55	1.00	0.04	0.04
12.0	12.7	4.8	13.3				Average Speed per Hour			29.6	27.4	27.4	26.9	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.

Time Table No. 44
August 11, 1918.
Succeeding No. 43

FIRST CLASS 342 S. P. & S.4 Passenger Daily	340 S. P. & S.2 Passenger Daily	338 Passenger Daily	336 Passenger Daily	334 Passenger Daily	42 Passenger Daily	4 Passenger Daily	2 Passenger Daily	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pasco	STATIONS Telegraph Offices and Calls	Distance from Ellensburg	Car Capacity of Sidings	SECOND CLASS 670 S. P. & S. Freight Daily	THIRD CLASS 900 Way Freight Ex. Sun.	902 Way Freight Ex. Sun.
As 3.30PM	As 2.30AM			As 10.45AM	As 1.35AM	As 5.10PM	As 2.25AM	WCTY	1721	0.0	PA.....PASCO.....DN 0.4	125.8	Yard	A 3.25PM	A 1.50PM	
L 3.25PM	L 2.25AM								1722	0.4	.....S. P. & S. JUNCTION..... 1.7	125.4	No Siding	L 3.15PM		
				s10.35	s 1.28	s 5.00	f 2.20 3		1724	2.1	K.....KENNEWICK.....DN 5.1	123.7	83		s 1.30	
				f10.23	1.14	4.50	2.13	W	1729	7.2	RF.....VISTA.....DN 4.5	118.6	E-82 W-60		f 1.08 1	
				10.13	1.07	4.41	2.08		1733	11.7	.....ERIE.....P 4.7	114.1	86		f12.33 333	
				f10.00	1.00	4.33	2.02		1739	16.4	BA.....BADGER.....DN 3.3	109.4	E-82 W-58		f12.10PM	
				9.53	12.54	4.27	1.57		1742	19.7	.....ROME.....P 3.5	106.1	83		f11.50AM	
				s 9.47	f12.47	4.21	1.52	W	1745	23.2	KI.....KIONA.....DN 5.7	102.6	E-83 W-61		f11.25	
				9.33 899	12.37	4.12	1.42		1751	28.9	.....CHANDLER.....P 4.9	96.9	83		f11.05	
				f 9.22	12.29	4.03	1.36	CWY	1756	33.8	GI..... GIBBON.....DN 5.8	92.0	E-110 W-80		s10.50	
				s 9.08	s12.12AM	s 3.55	1.26		1762	39.6	PR.....PROSSER.....DN 5.5	86.2	E-84 W-64		s10.20 899	
				f 8.56	11.58PM	3.45	1.19		1767	45.1	.....BYRON..... P 6.0	80.7	80		f 9.55	
				s 8.42	s11.50 41	s 3.36	1.11	W	1774	51.1	MB.....MABTON.....DN 3.6	74.7	E-82 W-58		s 9.40	
				8.32	11.44	3.30	1.07		1777	54.7	.....EMPIRE.....P 5.0	71.1	82		f 9.15	
				f 8.22 603	11.35	3.24	1.02		1782	59.7	SU.....SATUS.....PD 5.4	66.1	E-83 W-60		s 9.00	
				f 8.11	11.24	3.17	12.55		1787	65.1	..... ALFALFA.....P 1.6	60.7	83		f 8.40 603	
		As 3.35PM	As 8.45AM 603	8.07	11.21	3.15	12.52		1789	66.7	. SUNNYSIDE JUNCTION...P 3.3	59.1	No Siding		8.25	
		s 3.27	s 8.38	s 8.00	s11.15	s 3.10	12.47	WCT	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	3.07	12.44		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	3.01 1	12.42 41		1796	73.9	.....MONTE.....P 3.4	51.9	82		s 7.51 334	
		s 3.07 1	s 8.24	s 7.45	s11.00	2.50 333	12.37		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 7.34	10.50	2.43	12.31		1804	81.8	KR..... PARKER.....PD 3.6 O. W. R. & N. Crossing	44.0	E-85 W-85		s 7.00	A 9.50AM
		f 2.48	f 8.07	7.26	10.42	2.37	12.25		1807	85.4	.....UNION GAP.....P 3.7	40.4	83		f 6.43	f 9.35
		L 2.40PM 899	L 8.00AM	s 7.20 s 6.55	s10.35	s 2.30 899	s12.20	WCOT	1811	89.1	YA..... YAKIMA.....DN 3.9	36.7	E-100 W-100		L 6.30AM	s 9.20
				f 6.47	f 10.20	f 2.16	12.08		1815	93.0	AH.....SELAH.....P 3.4	32.8	E-83 W-80			s 8.30
				f 6.39	10.14	2.10	12.03AM		1819	96.4	MN.....POMONA..... DN 4.0	29.4	E-83 W-93			f 7.55
				6.30	10.07	2.02	11.57PM		1822	100.4	.....HILLSIDE.....P 4.2	25.4	83			f 7.38
				f 6.22	10.00	1.55	11.51		1827	104.6	RA.....ROZA.....P 4.6	21.2	E-80 W-60			f 7.23
				f 6.12	9.52	1.48 603	11.44	W	1832	109.2	ON.....WYMER.....DN 4.3	16.6	87			f 7.05
				f 6.03 3	9.45	1.40	11.38		1836	113.5	UM.....UMTANUM.....P 2.7	12.3	E-82 W-62			f 6.50
				5.58	9.41	1.35 901	11.34		1839	116.2	.....INDIO.....P 4.8	9.6	83			f 6.40
				f 5.50	9.33	f 1.27	11.27		1843	121.0	RO.....THRALL.....DN 4.8	4.8	E-83 W-57			f 6.20 3
				L 5.40AM	L 9.25PM	L 1.20PM	L11.20PM	WCOT	1848	125.8	EB.....ELLENSBURG.....DN	0.0	Yard			L 5.45AM
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Ex. Sun.	Ex. Sun.
		0.05	0.05	0.55	0.45	4.40	4.10	3.50	3.05				Time over Subdivision	0.10	7.20	3.50
		4.8	4.8	24.4	29.8	25.1	30.1	32.8	40.7				Average Speed per Hour	2.4	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 343 Mixed Sun. only	Water, Fuel, Turntables and Wyes	Station Numbers	Distance from Eureka	Time Table 44 August 11, 1918 Succeeding No. 43. STATIONS Telegraph Offices and Calls	Distance from Pleasant View	Car Capacity of Sidings	3d Class 344 Mixed Sun. Only
L 9.40AM	YC	KA 22	0.0	JC.....EUREKA.....D 2.2	19.4	37	A11.55AM s
f 9.48		KE 2	2.2	.....BABCOCK 2.5	17.2	9	f11.47
f 9.56		KE 4	4.7	.....LEE..... 3.0	14.7	37	f11.41
f10.04		KE 7	7.7	.....ELWOOD..... 3.8	11.7	20	f11.32
f10.20		KE 12	11.5	.....CLYDE..... 1.6	7.9	40	f11.20
f10.24		KE 13	13.1	.....PICKARD..... 1.7	6.3	15	f11.12
f10.28		KE 15	14.8	.....RESER..... 4.6	4.6	18	f11.08
A10.45AM	T	KE 19	19.4	.....PLEASANT VIEW.....	0.0	42	L10.55AM
1.05				Time Over Subdivision			1.00
17.7				Average Speed per Mile			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 44 August 11, 1918 Succeeding No. 43. STATIONS Telegraph Offices and Calls	Distance from Tracy	Car Capacity of Sidings
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 Mile		

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 377 Mixed Mo., We., Fri.	Water, Fuel and Wye	Station Numbers	Distance from Smelts	Time Table 44 August 11, 1918 Succeeding No. 43. STATIONS Telegraph Offices and Calls	Distance from Athena	Car Capacity of Sidings	2d Class 378 Mixed Mo., We., Fri.
L 9.55AM	Y	KC 19	0.0	.....SMELTZ..... 3.6	14.5	23	sSee 356P6 A12.05PM
f10.10		KD 4	3.6	.....DUROC..... 2.5	10.9	18	f11.45AM
f10.20		KD 6	6.1	.....WAYLAND..... 2.6	8.4	20	f11.35
f10.28		KD 9	8.7	.....WATERMAN..... 5.8	5.8	27	f11.27
A10.45AM	WY	KD 14	14.5	CV.....ATHENA.....D	0.0	28	L11.10AM
Mo., We., Fri.							Mo., We., Fri.
0.50				Time Over Subdivision			0.55
17.4				Average Speed per Mile			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 907 Freight Ex. Sat.	SECOND CLASS 355 Mixed Ex. Sun.	FIRST CLASS 349 Passenger Daily	FIRST CLASS 347 Passenger Daily	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pasco	Time Table No. 44 August 11, 1918 Succeeding No. 43. STATIONS Telegraph Offices and Calls	Distance from Dayton	Car Capacity of Sidings	FIRST CLASS 348 Passenger Daily	FIRST CLASS 350 Passenger Daily	SECOND CLASS 354 Mixed Mo., Wed. Fri.	SECOND CLASS 356 Mixed Tue., Thu. Sat.	THIRD CLASS 908 Freight Ex. Sun.
L11 15PM	L 3.00AM	L 7.30AM	L12 35PM 356	WCY TO	1721	0.0	PA.....PASCO.....DN 2.9	98.1	Yard	A 9.45PM	A 4.15PM	A 2.10PM	A11.59AM 347	A 1.45AM
S. P. & S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND AINSWORTH JCT.—SEE SPECIAL RULES, PAGE 1.														
f11.30	f 3.10	f 7.38	f12.41		IG 3	2.9	.....AINSWORTH JCT.....P 1.2	95.2	No Siding	f 9.35	f 4.05	f 2.00	f11.50	f 1.35
f11.40	f 3.15	f 7.44	s12.45		IG 4	4.1	.....BURBANK..... 5.1 O. W. R. & N. Crossing 1 m. W	94.0	24	s 9.28	f 3.56	f 1.55	s11.42	f 1.25
f11.59PM	f 3.25	f 7.57	f12.57		IG 8	9.2	.....TWO RIVERS..... 3.3	88.9	32	f 9.17	f 3.46	f 1.40	f11.25	f 1.05
s12.30AM 908	As 3.35AM	As 8.05AM	s 1.03 354	YW	IG 9	12.5	A.....ATTALIA..... DN 6.4 O.W.R.&N. Crossing 0.4 m. west	85.6	60	s 9.10	L 3.40PM	L 1.30PM 347	L11.15AM	s12.50 12.05AM 907
f12.50			f 1.18		KA 7	18.9	..... ADAMS..... 0.7	79.2	Spur 4	f 8.54				f11.46PM
f12.54			f 1.20		KA	19.6	.....LEGROW..... 1.6	78.5	7	f 8.52				f11.42
f 1.00			s 1.24		KA 10	21.2	.....SLATER..... 4.2	76.9	29	f 8.49				f11.35
f 1.20			f 1.35		KA 14	25.4	.....WELLAND..... 2.7	72.7	6	f 8.40				f11.20
f 1.30			f 1.40		KA 17	28.1	.....ADKINS..... 5.3	70.0	29	f 8.35				f11.10
f 2.00			s 1.52	YC	KA 22	33.4	JC.....EUREKA.....D 6.3	64.7	37	s 8.25				f10.55
f 2.20			s 2.07	W	KA 29	39.7	MR.....LAMAR.....N 1.8	58.4	29	s 8.08				f10.40
f 2.30			f 2.10		KA 31	41.5	.....SHAW..... 1.9	56.6	8	f 8.04				f10.30
f 2.40			f 2.15		KA 32	43.4	.....PADDOCK..... 0.9	54.7	10	f 8.00				f10.25
f 2.45			f 2.18		KA 33	44.3	.....CLIMAX..... 5.3	53.8	17	f 7.58				f10.20
f 3.00			f 2.29		KA 38	49.6	.....RULO..... 2.7	48.5	28	f 7.47				f10.05
f 3.10			f 2.35		KA 41	52.3	.....THIEL..... 3.2	45.8	43	f 7.42				f 9.50
f 3.25			f 2.42		KA 44	55.5	.....DRY CREEK..... 1.4	42.6	35	f 7.36				f 9.35
f 3.35			f 2.45		KA 46	56.9	.....SUDBURY..... 2.2	41.2	Spur 8	f 7.33				f 9.25
f 3.45			f 2.50		KA 48	59.1	.....PEDIGO..... 5.2 O. W. R. & N. Crossing	39.0	16	f 7.28				f 9.17
s 4.30			s 3.10	CWOT	KA 53	64.3	F.....WALLA WALLA.....D 1.4	33.8	Yard	s 7.15				s 9.00 s 8.00
4.35					KA 54	65.7	.....MILL CREEK JCT..... 3.0	32.4	No Siding					7.50
f 4.44			f 3.20		KA 57	68.7	.....RIFFLE..... 1.7	29.4	28	f 6.48				f 7.40
f 4.50			f 3.24		KA 59	70.4	.....SAPOLIL..... 1.1	27.7	9	f 6.45				f 7.33
f 4.55			f 3.27		KA 60	71.5	.....BUROKER..... 0.6	26.6	27	f 6.42				f 7.27
f 4.58			f 3.29		KA 61	72.1	.....SPRING CREEK..... 1.8	26.0	7	f 6.40				f 7.23
f 5.04			f 3.33		KA 63	73.9	.....GILLIAM..... 1.3	24.2	8	f 6.36				f 7.17
s 5.15			s 3.37		KA 64	75.2	X.....DIXIE.....D 1.3	22.9	35	s 6.32				s 7.10
f 5.28			f 3.43		KA 65	76.5	.....EASTMAN..... 3.4	21.6	21	f 6.26				f 7.00
f 5.43			f 3.55		KA 69	79.9	.....MINNICK..... 5.2	18.2	19	f 6.15				f 6.49
f 5.59			f 4.17		KA 74	85.1	.....COPPEI..... 3.3	13.0	36	f 5.54				f 6.33
s 6.17			s 4.28	W	KA 77	88.4	W.....WAITSBURG.....D 2.6	9.7	20	s 5.46				s 6.23
f 6.25			f 4.35		KA 79	91.0	.....HUNTSVILLE..... 3.5 O. W. R. & N. Crossing 2.8 mi. W.	7.1	33	f 5.39				f 6.08
f 6.41			f 4.45		KA 83	94.5	..... LONG 1.2	3.6	14	f 5.29				f 5.57
f 6.48			f 4.49		KA 84	95.7	.....KLUM..... 2.4	2.4	Spur 3	f 5.26				f 5.53
A 7.00AM			A 4.55PM 348-908	WCT	KA 87	98.1	DY.....DAYTON.....D	0.0	Yard	L 5.20PM 347-908				L 5.45PM 347-348
Ex. Sat.	Ex. Sun.	DAILY	DAILY							Daily	Daily	Mo., Wed. Fri.	Tue., Thu. Sat.	Ex. Sun.
7.45	0.35	0.35	4.20				Time Over Subdivision			4.25	0.35	0.40	0.44	6.15
12.4	21.4	21.4	22.6				Average Speed per Hour			22.2	21.4	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 347 will stop at Walla Walla Penitentiary Platform whenever an officer with or without prisoners desires to get off at that point.

Train 347 has right over train 348 Ainsworth Junction to Dayton.

WESTWARD. — THIRD SUB-DIVISION. (SUNNYSIDE LINE) — EASTWARD.

Time Table No. 44, August 11, 1918. Succeeding No. 43

THIRD CLASS 901	FIRST CLASS 337	FIRST CLASS 335	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Gibbon	STATIONS — Telegraph Offices and Calls	Distance from Parker	Car Capacity of Sidings	FIRST CLASS 336	FIRST CLASS 338	THIRD CLASS 902
Way Freight	Passenger	Passenger							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 2.00PM
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 1.00
s 7.45	f 4.47	f10.02		I B 16	16.0	.....LICHTY..... 4.0	30.6	16	f 9.30	f 4.20	s12.30
s 8.05	s 5.00	s10.10	W	I B 12	20.0	SY.....SUNNYSIDE.....D 3.8	26.6	80	s 9.20	s 4.10	s12.10PM
s 8.20	s 5.12	s10.20		I B 8	23.8	KT..... OUTLOOK .....D 5.0	22.8	48	s 9.08	s 3.58	s11.40AM
s 8.40 330	s 5.30	s10.35	WT	I B 3	28.8	GR..... GRANGER .....DN 3.2	17.8	80	s 8.56 901	s 3.45	11.25
	A 5.40PM	A10.45AM		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			s11.25
s 9.10			W	K O 5	34.1	Z.....ZILLAH.....D 3.0	12.5	80			s11.10
s 9.25				K O 9	37.1	BN..... BUENA.....D 3.0	9.5	50			s10.50
s 9.40				K O 11	40.1	..... SAWYER .....P 2.3	6.5	80			s10.25
s10.10 902				K O 13	42.4	.....DONALD.....P 4.2 O. W. R. & N. Crossing over Yakima River Bridge	4.2	30			s10.10 901
A10.30AM				1804	46.6	KR..... PARKER .....DN	0.0	80			L 9.50AM
Ex. Sun.	Daily	Daily							Daily	Daily	Ex. Sun.
4 00	1.00	.50				Time Over Subdivision			1.00	.55	4.10
11.6	19.8	23.7				Average Speed Per Hour			19.8	21.6	11.1

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

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

WESTWARD — NINTH SUB-DIVISION (PENDLETON BRANCH) — EASTWARD

Time Table 44, August 11, 1918. Succeeding No. 43

THIRD CLASS 911	SECOND CLASS	355	FIRST CLASS	349	Water, Fuel Turntables and Wyes	Station Numbers	Distance from Attalia	STATIONS — Telegraph Offices and Calls	Distance from Pendleton	Car Capacity of Sidings	FIRST CLASS 350	SECOND CLASS 354	SECOND CLASS 356	THIRD CLASS 908
Freight		Mixed		Passenger							Passenger	Mixed	Mixed	Freight
Daily		Ex. Sun.		Daily							Daily	Mo., Wed. Fri.	Tue., Thu. Sat.	Daily
L12.10AM 908		L 3.35AM		L 8.05AM	YW	IG 9	0.0	A.....ATTALIA.....DN 1.5 O W R & N Crsng 0.7 m West	42.0	60	A s 3.40PM	As 1.30PM	A11.15AM s	A12.40AM 907 911
12.15		f 3.40		f 8.10	Y	IG 16	1.5	..... HUNT 1.2	40.5	100	f 3.34	f 1.20	f11.05	12.35
A12.20AM				f 8.13	Y	IG 17	2.7	JN.....WALLULA .....DN 1.2	41.7	Yard	s 3.28	s 1.15	s11.00	L12.30AM
		f 3.40		f 8.23	Y	IG 16	1.5	..... HUNT 11.1	40.5	100	f 3.18	f 1.10	f10.55	
		f 4.15		f 8.50		KC 11	12.6	.....RING..... 4.6	29.4	29	f 2.55	f12.37	f10.20	
		s 4.40		f 9.05	W	K C 16	17.2	.....VAN SYCLE..... 2.4	24.8	25	f 2.44	f12.23	f10.05	
		4.50		f 9.15		K C 18	19.6	.....STANTON..... 1.4	22.4	36	f 2.38	f12.15	f 9.57	
		f 4.55		f 9.20	Y	K C 19	21.0	.....SMELTZ..... 1.0	21.0	23	f 2.33	12.10PM s 9.50AM	s 9.50	
		f 5.00		f 9.25		K C 20	22.0	.....APEX..... 3.0	20.0	9	f 2.30	f 9.45	f 9.45	
		s 5.10		s 9.33 354-356	W	K C 23	25.0	H.....HELIX.....D 4.6	17.0	53	s 2.21	s 9.33 349	s 9.33 349	
		f 5.25		f 9.42		K C 28	29.6	.....MYRICK..... 4.2	12.4	45	f 2.07	f 8.50	f 8.50	
		f 5.40		f 9.51		K C 32	33.8	.....McCORMMACH..... 1.3	8.2	13	f 1.55	f 8.38	f 8.38	
		f 5.45		f 9.55		K C 33	35.1	.....FULTON..... 6.9	6.9	30	f 1.50	f 8.35	f 8.35	
		A 6.10AM		A10.15AM	WCT	K C 40	42.0	ND.....PENDLETON.....D O.W.R.&N.Crossing	0.0	39	L 1.35PM	L 8.15AM	L 8.15AM	
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
16.2		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.**

Westward — ELEVENTH SUBDIVISION (SNAKE RIVER BRANCH) — Eastward

Time Table No. 44, August 11, 1918. Succeeding No. 43

2d Class 379	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Riparia	STATIONS — Telegraph Offices and Calls	Distance from Pasco	Car Capacity of Sidings	2d Class 380
Mixed							Mixed
Daily							Daily
L 9.35PM	YC	K F 64	0.0	AX.....RIPARIA.....DN 8.5 O. W. R. & N. Csg.	66.9	60	A 1.20PM
f 9.55	W	K F 55	8.5	.....PERRY..... 4.4	58.4	93	f 1.00
f10.10		K F 51	12.9	.....DAVIN..... 7.0	54.0	30 Spur	f12.48
f10.25		K F 44	19.9	.....HARDER..... 8.5	47.0	No Siding	f12.35
f10.50	W	K F 35	28.4	.....WINDUST..... 7.0	38.5	89	f12.18
f11.10		K F 29	35.4	.....WALKER..... 5.3	31.5	60 Spur	f12.04PM
s11.25PM	W	K F 23	40.7	SR....SNAKE RIVER JCT....DN 26.2	26.2	No Siding	s11.50AM
S. P. & S. Rules and Time Table Govern Between Pasco and Snake River Junction							
A12.15AM	WCT YO	1721	66.9	PA.....PASCO.....DN	0.0	1200	L11.00AM
Daily							Daily
1.50				Time Over Subdivision			1.30
22.2				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 Burrean. **See Special Rules Pages 1, 8, 9 and 10.**

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

Time Table No. 44, August 11, 1918. Succeeding No. 43

SECOND CLASS 357	SECOND CLASS 345	Water, Fuel and Wye	Station Numbers	Distan e from Adco	STATIONS — Telegraph Offices and Calls.	Distance from Connell	Car Capacity of Sidings	SECOND CLASS 346	SECOND CLASS 358
Mixed	Mixed							Mixed	Mixed
Mon., Fri.	Wed.							Tue., Sat.	Thu.
L 8.45AM	L 8.45AM		K I 60	0.0	.....ADCO..... 11.3	61.0	28	A 2.30PM	A12.40PM
f 9.20	f 9.20		K I 49	11.3	.....GLOYD..... 3.9	49.7	Spur 20	f 1.55	f12.05PM
f 9.35	f 9.35		K I 45	15.2	.....NAGEL..... 6.6	45.8	Spur 20	f 1.35	f11.50AM
s10.00	s10.00	W	K I 39	21.8	.....WHEELER.....P 7.8	39.2	45	s 1.00	s11.25
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
f10.30	f12.35		K I 31	30.0	.....RITELL..... 4.9	31.0	31	f10.50	f10.50
f10.45	f12.55		K I 25	34.9	.....WEST WARDEN..... 9.2	26.1	Spur 40	f10.30	f10.30
f11.15	f 1.25	W	K I 17	44.1	.....BRUCE..... 6.5	16.9	48	f10.00	f10.00
f11.35	f 1.50		K I 10	50.6	.....SHANO..... 10.4	10.4	20	f 9.20	f 9.20
A12.05PM	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 (CONNELL NORTHERN RAILWAY, RITZVILLE BRANCH) — EASTWARD

Time Table No. 44, August 11, 1918. Succeeding No. 43

SECOND CLASS 365	SECOND CLASS 363	Water and Wye	Station Numbers	Distance from Bassett Junction	STATIONS — Telegraph Offices and Calls.	Distance from Schrag	Car Capacity of Sidings	SECOND CLASS 364	SECOND CLASS 366
Mixed	Mixed							Mixed	Mixed
Wed.	Tue., Sat.							Tue., Sat.	Wed.
L10.30AM	L10.55AM	Y	K I 32	0.0	.....BASSETT JCT..... 12.3	12.3	No Sdg.	A12.30PM See 346	A12.25PM See 345
A11.15AM	A11.40AM	W	K J 12	12.3	.....SCHRAG.....P	0.0	41	L11.45AM	L11.40AM
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.

TWELFTH SUBDIVISION. (SIMCOE BRANCH)

WESTWARD. EASTWARD.

Time Table No. 44
August 11, 1918
Succeeding No. 43

Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Wesley Junction	STATIONS — Telegraph Offices and Calls	Distance from White Swan	Car Capacity of Sidings
	1794	0.0	WESLEY JUNCTION 2.1	20.0	No Siding
	K N 2	2.1	YETHONAT 3.4	17.9	7
	K N 5	5.5	ASHUE 2.6	14.5	16
	K N 9	8.1	FARRON 1.4	11.9	14
	K N 11	9.5	HARRAH 10.5	10.5	29
W Y	K N 20	20.0	WHITE SWAN	0.0	32
			Time Over Subdivision		
			Average Speed Per Hour		

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

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

THIRTEENTH SUBDIVISION. (MOXEE BRANCH)

WESTWARD. EASTWARD.

Time Table No. 44
August 11, 1918
Succeeding No. 43

SECOND CLASS 371 Mixed Daily	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Yakima	STATIONS — Telegraph Offices and Calls	Distance from Moxee City	Car Capacity of Sidings	SECOND CLASS 372 Mixed Daily
L10.15AM	WCOT	1811	0.0	YA YAKIMA DN 2.0	8.6	Yard	A11.30AM
f10.25		K M 3	3.0	TERRACE HEIGHTS 0.7	5.6	7	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	f11.13
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	3.2	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.
No. 371 has right over No. 372.

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

FOURTEENTH SUBDIVISION (NACHES BRANCH)

WESTWARD. EASTWARD.

Time Table No. 44
August 11, 1918
Succeeding No. 43

SECOND CLASS 369 Mixed Tue.,Thur., Sat.	SECOND CLASS 367 Mixed Daily	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Yakima	STATIONS — Telegraph Offices and Calls	Distance from Naches City	Car Capacity of Sidings	SECOND CLASS 368 Mixed Daily	SECOND CLASS 370 Mixed Tue.,Thur., Sat.
L12.30PM	L 7.30AM	WCOT	1811	0.0	YA YAKIMA DN 1.2	13.6	Yard	A 9.50AM	A 4.00PM
f12.36	f 7.36			1.2	MILES AVENUE 1.3	11.9	No Siding	f 9.32	f 3.50
f12.40	f 7.41		Kx 3	2.5	FRUITVALE 1.5	11.1	9	f 9.25	f 3.45
A12.45PM	f 7.48		Kx 4	4.0	COWICHE JCT. 0.8	9.6	No Siding	f 9.20	L 3.35PM
	f 7.52		Kx 5	4.8	JACOBSON 1.9	8.8	10	f 9.15	
	s 7.58		Kx 6	6.7	GLEED 1.2	6.9	53	s 9.10	
	s 8.02		Kx 8	7.9	ESCHBACH 1.0	5.7	10	s 9.05	
	f 8.05		Kx 9	8.9	COLEEN 1.1	4.7	No Siding	f 9.00	
	f 8.08		Kx 10	10.0	POWER HOUSE 1.2	3.6	Spur 10	f 8.55	
	f 8.12		Kx 11	11.2	SINCLAIR PARK 0.3	2.4	9	f 8.50	
	f 8.13		Kx 12	11.5	McPHEE 0.6	2.1	No Siding	f 8.47	
	f 8.15		Kx 13	12.1	BONLOW 1.5	1.5	Spur 1	f 8.45	
	A 8.20AM 368		Kx 14	13.6	NACHES	0.0	102	L 8.40AM 367	
Tue.,Thur., Sat.	Daily							Daily	Tue.,Thur., Sat.
0.15	0.50				Time Over Subdivision			1.10	0.25
16.0	16.3				Average Speed Per Hour			11.6	9.0

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.**

FIFTEENTH SUBDIVISION (COWICHE BRANCH)

WESTWARD. EASTWARD.

Time Table No. 44
August 11, 1918
Succeeding No. 43

369 Mixed Tue.,Thur., Sat.	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Cowiche Junction	STATIONS — Telegraph Offices and Calls	Distance from Tieton	Car Capacity of Sidings	370 Mixed Tue.,Thur., Sat.
L12.45PM		Kx 4	0.0	COWICHE JCT. 0.8	12.3	No Siding	A 3.35PM
f12.50		K L 1	0.8	FLORENCE 1.7	11.5	Spur 4	f 3.25
f 1.01		K L 2	2.5	SPITZENBERG 3.2	9.8	Spur 6	f 3.14
s 1.20	W	K L 5	5.7	WEIKEL 3.5	6.6	11	s 2.55
f 1.40		K L 9	9.2	COWICHE 0.6	3.1	25	f 2.34
f 1.45		K L 10	9.8	EARLE SPUR 2.5	2.5	Spur 4	f 2.30
A 2.00PM	Y	K L 12	12.3	TIETON	0.0	50	L 2.15PM
Tue.,Thur., Sat.							Tue.,Thur., Sat.
1.15				Time Over Subdivision			1.20
9.9				Average Speed Per Hour			9.2

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
FIRST SUBDIVISION.	
Dayrock ..... M. P.126.2	7
SECOND SUBDIVISION.	
Phillips ..... M. P. 49.5	20
Reclaim ..... M. P. 84.1	6
Sugar Plant ..... M. P. 86.3	250
Holmes Spur ..... M. P.124.6	15

DISTANCE FROM TERMINAL	Car Cap'y
THIRD SUBDIVISION.	
Whitstran ..... M. P. 2.5	4
Dober ..... M. P. 3.0	9
De Force ..... M. P. 3.5	5
Elco ..... M. P. 4.2	3
Wilcox ..... M. P. 7.5	4
Apricot ..... M. P. 9.6	10
Nass ..... M. P. 26.8	12
Sinto ..... M. P. 28.0	2
Dalton ..... M. P. 31.6	4
Boone ..... M. P. 32.0	18
Ramerman ..... M. P. 32.6	5
Gilliland ..... M. P. 33.1	12
Chenauer ..... M. P. 33.6	3
Keck ..... M. P. 35.3	2
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

DISTANCE FROM TERMINAL	Car Cap'y
FOURTH SUBDIVISION.	
Schlomer ..... M. P. 5	9
Frischnecht Spur ..... M. P. 7	9
Koren ..... M. P. 13	8
Arney Spur ..... M. P. 20	13
Atwood ..... M. P. 36	8
Mitchell Spur ..... M. P. 42	8
Treadwell ..... M. P. 54	9
FIFTH SUBDIVISION.	
Shaefer Spur ..... M.P. 7	8
SIXTH SUBDIVISION.	
Atvinco Spur ..... M. P. 10.3	3
Drum ..... M. P. 46	20
Taggard ..... M. P. 89.5	5
Dumas ..... M. P. 93.8	5

DISTANCE FROM TERMINAL	Car Cap'y
SEVENTH DIVISION.	
Tomkins ..... M. P. 16.5	9
ELEVENTH SUBDIVISION.	
Burrcan ..... M. P. 9.5	4
Sargent Spur ..... M. P. 35	7
TWELFTH SUBDIVISION.	
Pluto ..... M. P. 3.0	6
Holt ..... M. P. 3.9	5
Rupple ..... M. P. 13.6	8
THIRTEENTH SUBDIVISION.	
Marble ..... M. P. 2.5	8
FIFTEENTH SUBDIVISION.	
Johnson Spur ..... M. P. 3	2

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, 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, 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; 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, and 20 miles per hour around sharp curves and over bridges between mileposts 75 and 84, Dixie and Coppei.

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, 3¾ 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.													
		Class W 3		Class W		Class Y 2		Class S 4		Class F 1		Class D 3 & E 1		Class B & C 8 Wheel Standards	
		A	B	A	B	A	B	A	B	A	B	A		A	B
MAIN LINE	**First Sub-Division Eastward.**														
	Pasco to Cunningham	2250	.....	1800	.....	.....	.....	1250	.....	1200	.....	965	.....	.....	.....
	Cunningham to Providence	1750	.....	1400	.....	.....	.....	900	.....	750	.....	620	.....	.....	.....
	Cunningham to Providence with W helper	3150	.....	2800	.....	.....	.....	2300	.....	2150	.....	2020	.....	.....	.....
	Providence to Lind	car	limit			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Lind to Ritzville	2250	.....	1800	.....	.....	.....	1250	.....	1250	.....	965	.....	.....	.....
	Ritzville to Sprague	3000	.....	2400	.....	.....	.....	1900	.....	1750	.....	1620	.....	.....	.....
	Sprague to Fishtrap	1750	.....	1400	.....	.....	.....	900	.....	750	.....	620	.....	.....	.....
	Sprague toFishtrap with W helper	3150	.....	2800	.....	.....	.....	2300	.....	2150	.....	2020	.....	.....	.....
	Second Sub-Division Eastward.														
	Ellensburg to Kiona	car	limit			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Kiona to Badger	.....	.....	2700	.....	.....	.....	1600	.....	1500	.....	938	.....	.....	.....
	Badger to Pasco	car	limit			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	First Sub-Division Westward.														
	Cheney to Lind	car	limit			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Lind to Providence	2250	.....	1800	.....	.....	.....	1250	.....	1200	.....	965	.....	.....	.....
	Providence to Pasco	car	limit	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Second Sub-Division Westward.														
	Pasco to Kennewick	car	limit	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Kennewick to Badger	.....	.....	1700	.....	.....	.....	1150	.....	1100	.....	741	.....	.....	.....
	Badger to Prosser	.....	.....	2100	.....	.....	.....	1550	.....	1500	.....	1090	.....	.....	.....
	Prosser to Toppenish	.....	.....	2400	.....	.....	.....	1850	.....	1800	.....	1390	.....	.....	.....
	Toppenish to Yakima	.....	.....	2300	.....	.....	.....	1750	.....	1700	.....	1290	.....	.....	.....
	Yakima to Thrall	.....	.....	2100	.....	.....	.....	1550	.....	1500	.....	1090	.....	.....	.....
	Thrall to Ellensburg	.....	.....	3000	.....	.....	.....	2450	.....	2400	.....	1990	.....	.....	.....
BRANCH LINES	Pasco to Hunt	.....	.....	.....	.....	.....	.....	2000	.....	2000	.....	1600	.....	1200	.....
	Hunt to Walla Walla	.....	.....	.....	.....	.....	.....	550	.....	550	.....	350	.....	250	.....
	Walla Walla to Dayton	.....	.....	.....	.....	.....	.....	500	.....	500	.....	300	.....	200	.....
	Dayton to Walla Walla	.....	.....	.....	.....	.....	.....	550	.....	550	.....	300	.....	200	.....
	Walla Walla to Eureka	.....	.....	.....	.....	.....	.....	800	.....	800	.....	550	.....	350	.....
	Eureka to Pasco	.....	.....	.....	.....	.....	.....	2000	.....	1500	.....	1200	.....	900	.....
	Hunt to Apex	.....	.....	.....	.....	.....	.....	325	.....	325	.....	225	.....	175	.....
	Apex to Pendleton	.....	.....	.....	.....	.....	.....	800	.....	800	.....	600	.....	500	.....
	Pendleton to Apex	.....	.....	.....	.....	.....	.....	500	.....	500	.....	300	.....	200	.....
	Apex to Hunt	.....	.....	.....	.....	.....	.....	24	cars.	24	cars.	24	cars.	24	cars.
	Smeltz to Athena	.....	.....	.....	.....	.....	.....	325	.....	325	.....	240	.....	175	.....
	Athena to Smeltz	.....	.....	.....	.....	.....	.....	550	.....	550	.....	350	.....	225	.....
	Eureka to Pleasant View	.....	.....	.....	.....	.....	.....	1000	.....	1000	.....	600	.....	450	.....
	Pleasant View to Eureka	.....	.....	.....	.....	.....	.....	1500	.....	1500	.....	1000	.....	800	.....
	Walla Walla to Tracy	.....	.....	.....	.....	.....	.....	525	.....	525	.....	240	.....	175	.....
	Tracy to Walla Walla	.....	.....	.....	.....	.....	.....	20	cars.	.....	.....	20	cars.	20	cars.
	Connell to Adco	.....	.....	1400	.....	.....	1100	950	.....	.....	.....	.....	.....	.....	.....
	Adco to Connell	.....	.....	1850	.....	.....	1600	1350	.....	.....	.....	.....	.....	.....	.....

E. J. MORAN, Trainmaster, Yakima.
B. B. JOHNSON, Trainmaster, Pasco.

W. S. FITZ, Trainmaster, Pasco.
T. SUMMERS, Chief Dispatcher, Pasco.

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.
Yakima.....County Spur.

THIRD SUB-DIVISION.

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

FOURTH SUB-DIVISION.

Scholmer Spur.....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.
Slater.....East end.
Legrow.....East end.
Dixie.....East end.
Atvinco.....East end.
WallaWalla 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.
McCormmach.....West end.
Fulton.....West end.
Pendleton.....Mill track.

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.
White Swan.....East end of loading track.

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.....East end.
Spitzenberg.....East end.
Earl Fruit Co. Spurs.East end Tieton main line east of wye switch

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.

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. F. M. CROSBY, Kennewick
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 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.

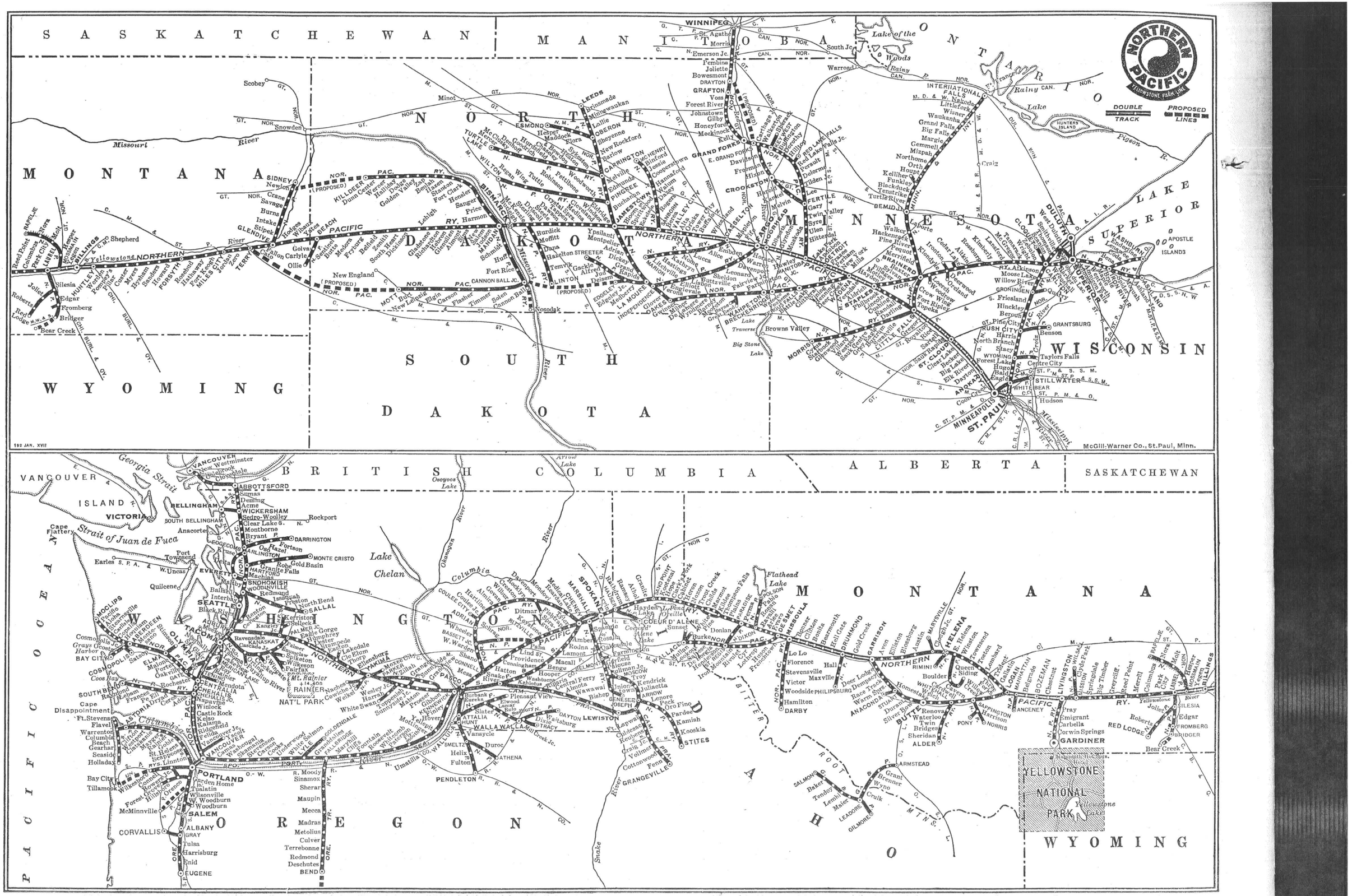
CLEARANCE TABLE

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
IDAHO DIVISION																				
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
PARCO DIVISION																				
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.


NORTHERN PACIFIC
YELLOWSTONE PARK LINE
DOUBLE TRACK
PROPOSED LINES
SASKATCHEWAN
MANITOBA
ONTARIO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
WYOMING
MINNESOTA
WISCONSIN
LAKE SUPERIOR
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
WASHINGTON
OREGON
IDAHO
MONTANA
PACIFIC OCEAN
WINNIPEG
MINNEAPOLIS
ST. PAUL
DULUTH
SEATTLE
TACOMA
PORTLAND
SPOKANE
BUTTE
HELENA
YELLOWSTONE NATIONAL PARK
Missouri River
Columbia River
Snake River
Yellowstone River
Flathead Lake
Lake Chelan
Strait of Juan de Fuca
Georgia Strait
ISLAND
VICTORIA
VANCOUVER
Lake of the Woods
Rainy Lake
Pigeon R.
Big Stone Lake
Browns Valley
Traverse Lake
Lake Osoyoos
Okanogan River
Kootenai River
Clark's Fork
Missoula
Bitter Root Mts.
Cascade Mts.
McGill-Warner Co., St. Paul, Minn.
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