

United States Railroad Administration

W. G. McADOO, Director General of Railroads

NORTHERN PACIFIC RAILROAD PASCO DIVISION

TIME 44A TABLE

In Effect at 2:01 A. M. Pacific or 120th Meridian Time

WEDNESDAY, JANUARY 1, 1919.

For the Government of Employes only. The Railroad 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,
Assistant General Manager.

I. B. RICHARDS,
General Superintendent.

P. H. McCUALEY,
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.

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 enginemans 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.

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

WESTWARD.

FIRST SUB-DIVISION. (MAIN LINE)

EASTWARD.

THIRD CLASS			SECOND CLASS		FIRST CLASS				Time Table No. 44A		FIRST CLASS				THIRD CLASS					
	897	895		603		333	41	3	1	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
	Way Freight	Way Freight		Freight		Passenger	Passenger	Passenger	Passenger	Water, Fuel, Seats, Turntables and Wyes	Station Numbers	Distance from Cheney	Distance from Pasco	Car Capacity of Sidings	2	4	42	334	896	898
Tu., Thu., Sat.	Mo., We., Fri.		Daily		Daily	Daily	Daily	Daily		1576	16.3	146.3	Yard	Daily	Daily	Daily	Daily	Way Freight	Way Freight	
L 7.50AM 2			L 7.10PM		L 6.45AM	L 6.25PM	L 9.45PM	L 8.25AM	WOT	1576	16.3	SF.....SPOKANE.....DN	A 7.20AM	A 9.50PM	A 6.45AM	A 4.30PM	A 4.55PM	Tu., Thu., Sat.	Mo., We., Fri.	

BETWEEN CHENEY AND SPOKANE, TRAINS WILL BE GOVERNED BY IDAHO DIVISION TIME TABLE AND SPECIAL RULES.

L 9.35AM	L 8.30PM	L 7.28AM	L 7.10PM	L 10.25PM	L 9.05AM	WCY	1592	0.0	CY.....CHENEY.....DN	130.0	75	A 6.45AM	A 9.15PM	A 6.10AM	A 3.50PM	A 3.20PM						
f 9.50		9.00			f 7.36	7.19	10.33	9.14		1597	4.0	BABB.....P	125.1	57	6.27	9.00	t 6.00	3.38				
s 10.10		9.15			s 7.46	7.30	10.41	9.22	W	1603	10.7	TY.....TYLER.....PD	119.3	E-56 W-56	6.16	8.49	t 5.48	s 3.25				
f 10.25		9.25			s 7.55	f 7.37	10.47	9.28		1607	14.5	VA.....FISHTRAP.....DN	115.5	56	6.10	8.42	t 5.41	s 3.15				
f 10.40		9.37			f 8.03	7.46	10.54	9.37		1612	19.7	KLINE.....P	110.3	56	5.57	8.32	5.30	f 3.02				
s 11.30		9.50			s 8.12	s 7.56	s 11.04	9.46	WY	1617	24.8	SX.....SPRAGUE.....DN	105.2	E-61 W-84	s 5.45	s 8.20	s 5.15	s 2.50				
f 11.45		10.00			f 8.19	8.09	11.10	9.54		1621	29.0	CONCORD.....P	101.0	57	5.35	8.09	5.03	2.39				
11.52AM		10.06			f 8.23	8.13	11.14	9.58		1624	31.2	PIPER.....	98.8	39	5.31	8.05	5.00	f 2.34				
f 12.05PM		10.14			s 8.28	f 8.19	11.19	10.02	W	1627	34.7	KEYSTONE.....PD	95.3	E-56 W-58	5.27	8.00	4.55	f 2.29				
f 12.25		10.25			f 8.36	8.28	11.27	10.10		1633	40.2	N.....TOKIO.....PN	89.8	E-56 W-56	5.20	7.53	4.47	f 2.20				
f 12.38		10.35			f 8.43	8.35	11.33	10.17	896	1637	45.0	COKER.....P	85.0	56	5.13	7.46	4.40	f 2.12				
s 1.00		10.42			s 8.53	s 8.45	s 11.40	s 10.22	W	1641	48.5	RITZVILLE.....DN	81.5	118	s 5.07	s 7.40	s 4.35	s 2.05				
f 1.15		10.55			f 9.00	896	8.55	11.48	10.31	1647	54.4	ESSIG.....P	75.6	57	4.55	7.28	4.19	1.46				
s 1.40	334	11.02			s 9.05	f 9.02	11.53	10.36		1649	57.9	PAHA.....PD	72.1	E-55 W-56	4.49	7.23	4.13	f 1.40	895			
f 2.05		11.10			f 9.10	9.07	11.58PM	10.41		1653	61.5	KEPLAR.....P	68.5	57	4.44	7.18	4.07	1.32				
L 8.00AM	A 2.30PM	898			s 9.20	s 9.20	s 12.05PM	s 10.50	WCT	1658	65.5	LD.....LIND.....DN	64.5	E-70 W-57	s 4.37	s 7.10	s 4.00	s 1.24				
f 8.15		11.55PM			f 9.26	9.27	12.11	10.56		1662	69.2	AKRON.....P	60.8	57	4.28	6.56	3.51	1.14				
f 8.30		12.17AM	3		f 9.33	9.35	12.17	10.03	603	1667	73.5	PX.....PROVIDENCE....DN	56.5	E-60 W-70	4.22	6.49	3.42	f 1.07				
f 8.40		12.45			f 9.38	9.40	12.23	11.08		1670	76.6	BEATRICE.....P	53.4	58	4.12	6.39	3.36	1.00				
s 9.10		1.00			s 9.46	f 9.47	12.30	11.15	W	1674	81.5	SC.....CUNNINGHAM.....DN	48.5	E-57 W-57	4.00	6.29	3.25	s 12.47	898			
s 9.25		1.20			s 9.53	f 9.53	12.37	11.20		1677	84.7	HATTON.....PD	45.3	55	3.54	6.22	f 3.18	s 12.38				
f 9.35		1.32			f 10.00	10.00	12.46	11.26		1682	89.2	EMERY.....P	40.8	57	3.45	6.12	3.09	12.27				
s 9.50	11.00	1.45			s 10.10	897	s 10.10	f 12.54	11.33	1686	93.8	CN.....CONNELL.....DN	38.2	E-56 W-110	s 3.37	s 6.05	s 3.00	s 12.15				
f 11.20		1.59			f 10.18	10.17	1.01	11.40		1690	99.0	CACTUS.....P	31.0	57	3.26	5.55	2.47	12.05PM				
s 11.41	11.58AM	2.10			s 10.25	898	f 10.24	1.07	11.46	897	W	1695	103.2	AK.....MESA.....PD	26.8	E-76 W-57	3.20	5.48	2.37	s 11.58AM	897	
f 12.10PM		2.32	42		f 10.29	10.28	1.11	11.50	334	1698	105.6	V.....VALE.....PN	24.4	57	3.17	5.44	2.32	1.150	1			
f 12.40		2.45			s 10.38	f 10.38	1.20	11.58AM	42	1704	112.1	W.....ELTOPIA.....PD	17.9	E-57 W-51	3.08	f 5.34	2.24	s 11.41				
s 12.55		3.01	2		f 10.46	10.46	1.27	12.04PM		1709	117.1	SAGEMOOR.....P	12.9	57	3.01	5.26	2.17	11.32				
f 1.10		3.12			f 10.53	10.52	1.35	12.10		1714	121.8	GLADE.....PN	8.2	E-57 W-55	2.55	5.19	2.10	f 11.25				
A 1.40PM		A 3.35AM			A 11.10AM	s 334	A 11.05PM	42	A 1.50AM	42	A 12.25PM	WCYT	1721	130.0	PA.....PASCO.....DN	0.0	Yard	L 2.40AM	L 5.05PM	L 1.55AM	L 11.10AM	333
Tu., Thu., Sat.	Mo., We., Fri.	Daily			Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Tu., Thu., Sat.	Mo., We., Fri.		
4.13	4.55	7.05			3.42	3.55	3.25	3.20							4.05	4.10	4.15	4.40	7.20	6.25		
15.7	13.3	18.3			35.1	33.6	38.0	39.0							31.8	31.2	30.6	27.8	8.9	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.

Trains 335-337 Stop en Flag at Beekalm-

SECOND SUB-DIVISION. (MAIN LINE.)

EASTWARD.

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

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

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

Westward SEVENTH SUB-DIVISION Eastward
(EUREKA BRANCH)

3d Class	Water, Fuel, Turntables and Wyes	Station Numbers	Distance from Eureka	Time Table 44A	January 1, 1919	Succeeding No. 44.	3d Class
343					344		
Mixed							
Sun. only	Water, Fuel, Turntables and Wyes	Station Numbers	Distance from Eureka	Time Table 44A	January 1, 1919	Succeeding No. 44.	3d Class
L 9.40AM	YC	K A 22	0.0	JC.....EUREKA.....D 2.2	19.4	37	A 11.55AM
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
A 10.40AM	T	K E 19	19.4	PLEASANT VIEW	0.0	42	L 10.55AM
1.05				Time Over Subdivision			1.00
1.77				Average Speed per Hour			19.4
Sun. Only							Sun. Only

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

No. 343 has right over No. 344 Eureka to Pleasant View.

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

Westward EIGHTH SUB-DIVISION Eastward
(TRACY BRANCH)

	Station Numbers	Distance from Mill Creek Jct.	Time Table 44A	January 1, 1919	Succeeding No. 44.	STATIONS
						Telegraph Offices and Calls
						Distance from Tracy
						Car Capacity of Siding
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 1.3	2.6	18	
K B 6	4.6		KIBBLER 1.3	1.3	No Sdg.	
K B 7	6.0		TRACY	0.0	80	
			Time Over Subdivision			
			Average Speed per Hour			

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

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

Westward TENTH SUB-DIVISION Eastward
(ATHENA BRANCH)

2d Class	Water, Fuel and Wye	Station Numbers	Distance from Smelts	Time Table 44A	January 1, 1919	Succeeding No. 44.	2d Class
377					378		
Mixed							
Mo., We., Fri.	Water, Fuel and Wye	Station Numbers	Distance from Smelts	Time Table 44A	January 1, 1919	Succeeding No. 44.	2d Class
L 11.50AM	Y	K C 19	0.0	SMELTZ 3.6	14.5	23	sSee 356P6 A 200PM
f 12.05PM		K D 4	3.6	DUROC 2.5	10.9	18	f 1.40
f 12.15		K D 6	6.1	WAYLAND 2.6	8.4	20	f 1.30
f 12.23		K D 9	8.7	WATERMAN 5.8	5.8	27	f 1.22
A 12.40PM	WY	K D 14	14.5	CV ATHENA D	0.0	28	L 1.05PM 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.

SIXTH SUB-DIVISION. (WALLA WALLA BRANCH.)

EASTWARD.

SECOND CLASS		FIRST CLASS		Time Table No. 44A		EASTWARD.	
907	355	349	347	January 1, 1919	Succeeding No. 44.	348	350
Freight	Mixed	Passenger	Passenger	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Car Capacity of Siding	Second Class
Ex. Sat.	Ex. Sun.	Daily	Daily	Distance from Pasco	Distance from Dayton	Passenger	First Class
L 11 15PM	L 6.00AM	L 7.30AM	L 12.35PM	WCY TO	1721	98.1 Yard	354 356 908
					PA.....PASCO.....DN 2.9		

S. P. & S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND AINSWORTH JCT. SEE SPECIAL RULES, PAGE 1.

f 11.30	f 6.10	f 7.38	f 12.41	I G 3	2.0	....AINSWORTH JCT....P 1.2	f 9.35	f 3.45	f 3.40	f 1.35	f 1.35
f 11.40	f 6.15	f 7.44	s 12.45	I G 4	4.1	BR.....BURBANK 5.1	94.0	24	s 9.28	f 3.36	f 3.31
f 11.59PM	f 6.25	f 7.55	f 12.57	I G 8	9.2	O. W. R. & N. Crossing 1 m. W. ....TWO RIVERS 3.3	88.9	32	f 9.17	f 3.26	f 3.20
#12.30AM	A 6.35AM	s 8.05AM	s 103 356	YW	I G 9	A.....ATTALIA 6.4	85.6	60	s 9.10	L 3.20PM	L 3.10PM
						O.W.R. & N. Crossing 0.4 m. west				L 1.05PM	12.50 12.05AM
f 12.50					K A 7	ADAMS 0.7	79.2	Spur 4	f 8.54		f 11.46PM
f 12.54					K A 10	LEGROW 1.6	78.5	7	f 8.52		f 11.42
f 1.00					K A 14	SLATER 4.2	76.9	20	f 8.49		f 11.35
f 1.20					K A 17	WELLAND 2.7	72.7	6	f 8.40		f 11.20
f 1.30					K A 20	ADKINS 5.3	70.0	29	f 8.35		f 11.10
f 2.00					K A 22	JC.....EUREKA 6.8	64.7	37	s 8.25		f 10.55
f 2.20					K A 29	MR.....LAMAR 1.8	58.4	29	s 8.08		f 10.40
f 2.30					K A 31	SHAW 1.9	56.6	8	f 8.04		f 10.30
f 2.40					K A 32	PADDOCK 0.9	54.7	10	f 8.00		f 10.25
f 2.45					K A 33	CLIMAX 5.3	53.8	17	f 7.58		f 10.20
f 3.00					K A 38	RULO 2.7	48.5	28	f 7.47		f 10.05
f 3.10					K A 41	THIEL 3.2	45.8	43	f 7.42		f 9.50
f 3.25					K A 44	DRY CREEK 1.4	42.6	35	f 7.36		f 9.35
f 3.35					K A 46	SUDBURY 2 2	41.2	Spur 8	f 7.33		f 9.25
f 3.45					K A 48	PEDIGO 5.2	39.0	16	f 7.28		f 9.17
s 4.30	CWOT	K A 53	64.3	P.....WALLA WALLA 1.4			s 7.15			9.00	8.00
4.35					K A 54	MILL CREEK JCT 3.0	32.4	No Siding			7.50
f 4.44					K A 57	RIFFLE 1.7	29.4	28	f 6.48		f 7.40
f 4.50					K A 59	SAPOLIL 1.1	27.7	9	f 6.45		f 7.33
f 4.55					K A 60	BUROKER 0 6	26.6	27	f 6.42		f 7.27
f 4.58					K A 61	SPRING CREEK 1.8	26.0	7	f		

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

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

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.

See Special Rules Page 1, 8, 9 and 10.

WESTWARD.

**TWELFTH SUBDIVISION.
(SIMCOE BRANCH)**

EASTWARD

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

SEE SPECIAL RULES PAGES 1-8-9-10

WESTWARD.

THIRTEENTH SUBDIVISION (MOXEE BRANCH)

EASTWARD

(MOXEE BRANCH)														
SECOND CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Yakima	Time Table No. 44A			SECOND CLASS						
371	Mixed				January 1, 1919			372	Mixed					
	Daily				Succeeding No. 44				Daily					
STATIONS					Telegraph Offices and Calls									
YAKIMA					Distance from Moxee City									
10.15 AM	WCOT	1811	0.0	YA.....YAKIMA.....DN 2.0	8.6	Yard	A 11.30 AM							
f 10.25		K M 3	3.0	....TERRACE HEIGHTS..... 0.7	5.6	7	f 11.17						
f 10.27		K M 3.7	3.7	.....AVERY..... 0.3	4.9	0	f 11.15						
f 10.28		K M 4	4.0	.....KEYES..... 0.2	4.6	0	f 11.18						
f 10.29		K M 4.2	4.2	.....PEACOCK..... 0.3	4.4	0	f 11.12						
f 10.31		K M 4.5	4.5	.....SCUDDER..... 0.9	4.1	0	f 11.10						
f 10.34		K M 5	5.4	.....BIRCHFIELD..... 1.8	3.2	9	f 11.08						
f 10.38		K M 7	7.2	.....EUGENE..... 0.5	1.4	0	f 11.05						
f 10.40		K M 8	7.7	.....McSHANE..... .09	0.9	0	f 11.03						
A 10.45 AM 372		K M 9	8.6	.....MOXEE CITY.....	0.0	33	L 11.00 AM 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

WESTWARD

**FOURTEENTH SUBDIVISION
(NACHES BRANCH)**

EASTWARD.

SECOND CLASS			Time Table No. 44A			SECOND CLASS		
	369	367	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Yakima		368	370
	Mixed	Mixed				S T A T I O N S		
Tue., Thur., Sat.	Daily					Telegraph Offices and Calls		
L 12.30PM	L 7.30AM	WCOT	1811	0.0	YA YAKIMA.....DN 1.2	13.6	Yard	A 9.50AM A 4.00PM
f 12.36	f 7.36			1.2	.....MILES AVENUE..... 1.3	11.9	No Siding	f 9.32 f 3.50
f 12.40	f 7.41		Kx 3	2.5	.....FRUITVALE..... 1.5	11.1	9	f 9.25 f 3.45
A 12.45PM	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	16.2				Average Speed Per Hour			11.8 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 I-8-9-10.

WESTWARD

**FIFTEENTH SUBDIVISION
(COWICHE BRANCH)**

EASTWARD

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							
FIRST SUBDIVISION.																		
Dayrock Spur	M. P. 42.9	7	Whitstran	M. P. 2.5	4	Schlomer	M. P. 5	9	Tomkins	M. P. 16.5	9							
SECOND SUBDIVISION.																		
Phillips	M. P. 49.5	20	Dober	M. P. 3.0	9	Frischnecht Spur	M. P. 7	9	Burrcan	M. P. 9.5	4							
Reclaim	M. P. 84.1	6	De Force	M. P. 3.5	5	Koren	M. P. 13	8	Sargent Spur	M. P. 35	7							
Sugar Plant	M. P. 86.3	250	Elco	M. P. 4.2	3	Arney Spur	M. P. 20	13	TWELFTH SUBDIVISION.									
Holmes Spur	M. P. 124.6	15	Wilcox	M. P. 7.5	4	Atwood	M. P. 36	8	Pluto	M. P. 3.0	6							
			Apricot	M. P. 9.6	10	Mitchell Spur	M. P. 42	8	Holt	M. P. 3.9	5							
			Nass	M. P. 26.8	12	Treadwell	M. P. 54	9	Rupple	M. P. 13.6	8							
			Sinto	M. P. 28.0	2	SEVENTH DIVISION.												
			Dalton	M. P. 31.6	4	Shaefer Spur	M. P. 7	8	ELEVENTH SUBDIVISION.									
			Boone	M. P. 32.0	18	SIXTH SUBDIVISION.												
			Rameran	M. P. 32.6	5	Atvinco Spur	M. P. 10.3	3	Atvinco Spur	M. P. 10.3	3							
			Gilliland	M. P. 33.1	12	Drum	M. P. 46	20	Taggard	M. P. 89.5	5							
			Chenauer	M. P. 33.6	3	Dumas	M. P. 93.8	5	Dumas	M. P. 93.8	5							
			Keck	M. P. 35.3	2	THIRTEENTH SUBDIVISION.												
			Squier	M. P. 35.6	4	Marble	M. P. 2.5	8	FIFTEENTH SUBDIVISION.									
			Cutler	M. P. 35.8	13	Johnson Spur	M. P. 3	2										
			Festa	M. P. 36.8	10													
			Flint	M. P. 39.2	28													
			Mellis	M. P. 44.0	18													

SPECIAL INSTRUCTIONS

STANDARD CLOCKS

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

WATCH INSPECTORS

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

BULLETIN STATIONS

Yardley—Yard office.

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, 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, 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.

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.

R-6. All trains enter Passenger yard Pasco under absolute control.

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 control and not exceed 8 miles per hour, and air brakes must not be used on this bridge except in cases of emergency. 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, 3½ 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 to second passing track from second subdivision main line, all crossover switches at Parker set for straight track.

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

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

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

Cross Over switch at Gibbon, leading from Main Line to Third Sub-Division Main Line, set for Eastward Siding.

TONNAGE RATING—FREIGHT ENGINES.

	Ruling Grades	ENGINES.													
		Class W 3		Class W		Class Y 2		Class S 4		Class F 1		Class D 3 & E 1		Class B & C 8 Wheel Standards	
		A	B	A	B	A	B	A	B	A	B	A	B	A	B
MAIN LINE	First Sub-Division Eastward.														
Pasco to Cunningham	0.7	2250	.....	1800	.....			1250	.....	1200	.....	965	.....	
Cunningham to Providence	1.0	1750	.....	1400	.....			900	.....	750	.....	620	.....	
Cunningham to Providence with W helper	.....	3150	.....	2800	.....			2300	.....	2150	.....	2020	.....	
Providence to Lind	Down	car	limit												
Lind to Ritzville	0.7	2250	.....	1800	.....			1250	.....	1250	.....	965	.....	
Ritzville to Sprague	0.4	3000	.....	2400	.....			1900	.....	1750	.....	1620	.....	
Sprague to Fishtrap	1.0	1750	.....	1400	.....			900	.....	750	.....	620	.....	
Sprague to Fishtrap with W helper	.....	3150	.....	2800	.....			2300	.....	2150	.....	2020	.....	
Second Sub-Division Eastward.															
Ellensburg to Kiona	Down	car	limit												
Kiona to Badger	0.5	.....	.....	2700	.....			1600	.....	1500	.....	938	.....	
Badger to Pasco	Down	car	limit												
First Sub-Division Westward.															
Cheney to Lind	Down	car	limit												
Lind to Providence	0.6	2250	.....	1800	.....			1250	.....	1200	.....	965	.....	
Providence to Pasco	Down	car	limit												
Second Sub-Division Westward.															
Pasco to Kennewick	Down	car	limit												
Kennewick to Badger	0.8	.....	.....	1700	.....			1150	.....	1100	.....	741	.....	
Badger to Prosser	0.7	.....	.....	2100	.....			1550	.....	1500	.....	1090	.....	
Prosser to Toppenish	0.6	.....	.....	2400	.....			1850	.....	1800	.....	1390	.....	
Toppenish to Yakima	0.6	.....	.....	2300	.....			1750	.....	1700	.....	1290	.....	
Yakima to Thrall	0.7	.....	.....	2100	.....			1550	.....	1500	.....	1090	.....	
Thrall to Ellensburg	0.3	.....	.....	3000	.....			2450	.....	2400	.....	1990	.....	
BRANCH LINES															
Pasco to Hunt	0.4	.....	.....					2000	.....	2000	.....	1600	.....	1200	.....
Hunt to Walla Walla	1.6	.....	.....					550	.....	550	.....	350	.....	250	.....
Walla Walla to Dayton	1.6	.....	.....					500	.....	500	.....	300	.....	200	.....
Dayton to Walla Walla	1.6	.....	.....					550	.....	550	.....	300	.....	200	.....
Walla Walla to Eureka	1.2	.....	.....					800	.....	800	.....	550	.....	350	.....
Eureka to Pasco	0.4	.....	.....					2000	.....	1500	.....	1200	.....	900	.....
Hunt to Apex	2.2	.....	.....					325	.....	325	.....	225	.....	175	.....
Apex to Pendleton	1.2	.....	.....					800	.....	800	.....	600	.....	500	.....
Pendleton to Apex	1.7	.....	.....					500	.....	500	.....	300	.....	200	.....
Apex to Hunt	Down	.....	.....					24 cars.	.....	24 cars.	.....	24 cars.	.....	24 cars.	.....
Smeltz to Athena	2.2	.....	.....					325	.....	325	.....	240	.....	175	.....
Athena to Smeltz	1.5	.....	.....					550	.....	550	.....	350	.....	225	.....
Eureka to Pleasant View	1.2	.....	.....					1000	.....	1000	.....	600	.....	450	.....
Pleasant View to Eureka	0.5	.....	.....					1500	.....	1500	.....	1000	.....	800	.....
Walla Walla to Tracy	1.9	.....	.....					525	.....	525	.....	240	.....	175	.....
Tracy to Walla Walla	Down	.....	.....					20 cars.	.....	20 cars.	.....	20 cars.	.....	20 cars.	.....
Connell to Adco	1.0	.....	.....	1400	.....	1100	950								
Adco to Connell	0.6	.....	.....	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 elevator spur.
Hatton	.....	West end elevator track.
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.

Hayes	Derails on all commercial tracks leading from main track between Gibbon and Parker.
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FOURTH SUB-DIVISION.

Scholmer Spur	West end.
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SIXTH SUB-DIVISION.

Coppei	West end.
Eastman	East end.
Eastman, Clay track	East end.
Gilliam	.....	East end.
Spring Creek	.....	East end.
Buroker	.....	East end.
Sapolil	.....	West end.
Pedigo	.....	East end.
Dry Creek	.....	West end.
Thiel	.....	West end.
Rulo	.....	West end.
Climax	.....	West end.
Paddock	.....	East end.

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. B. B. BACHELDER, Pasco.
DR. W. F. MORRISON, 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. McCUALEY, Ellensburg (S)
DR. R. R. PINCKARD, Ellensburg
DR. E. E. SHAW, Walla Walla (S)
DR. F. E. BOYDEN, Pendleton (S)
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																			
	IDAHO DIVISION	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	
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
		Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	In	Ft	
1st Subdivision	Main Line (Cheney-Pasco)			No		Over|head		Obstru|ction													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		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	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	21-6	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	19-4	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.

