NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME 58A TABLE

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

SUNDAY, AUGUST 31, 1930.

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 Instructions and always have for reference a copy of TRANSPORTATION RULES.

J. E. CRAVER, General Manager.

T. F. LOWRY, Assistant General Manager.

M. G. CRAWFORD, Assistant General Superintendent of Transportation.

L. F. NEWTON, Superintendent.

P. H. McCAULEY, General Superintendent of Transportation.

TONNAGE RATING—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	Ruling Grades	ENGINES. Class W 3 A	Class W 3 B	Class W A	Class W B	Class S 4 A	Class S 4 B
FIRST WESTWARD	Cheney to Lind	Down	car	limit				
	Lind to Providence	0.6	2500		1800		1250	
	Providence to Pasco	Down	car	limit				
FIRST EASTWARD	Pasco to Cunningham	0.7	2475		1800		1250	
	Cunningham to Providence	1.0	1925		1400		900	
	Cunningham to Providence with W helper		3150		2800		2300	
	Providence to Lind	Down	car	limit				
	Lind to Ritzville	0.7	2475		1800		1250	
	Ritzville to Sprague	0.4	3300		2400		1900	
	Sprague to Fishtrap	1.0	1925		1400		900	
	Sprague to Fishtrap with W helper		3150		2800		2300	
	Fishtrap to Cheney		3500		2750			
SECOND WESTWARD	Pasco to Kennewick	Down	car	limit				
	Kennewick to Badger	0.8	2450		1700		1150	
	Badger to Prosser	0.7	3125		2100		1550	
	Prosser to Toppenish	0.6	3200		2400		1850	
	Toppenish to Yakima	0.6	3200		2300		1750	
	Yakima to Thrall	0.7	3125		2100		1550	
	Thrall to Ellensburg	0.3	4000		3600		2450	
SECOND EASTWARD	Ellensburg to Kiona	Down	car	limit				
	Kiona to Badger	0.5	3600		2800		1600	
	Badger to Pasco	Down	car	limit				
Sixth Westward	Pasco to Attalia	0.4					2000	
	Attalia to Walla Walla	1.6					750	
	Walla Walla to Dayton	1.6					500	
Sixth Eastward	Dayton to Walla Walla	1.6					550	
	Walla Walla to Eureka	1.2					1000	
	Eureka to Pasco	0.4					2000	
Ninth Westward	Hunt to Apex	2.2					350	
	Apex to Pendleton	1.2					850	
Ninth Eastward	Pendleton to Apex	1.7					550	
	Apex to Hunt	Down	car	limit				
Tenth Westward	Smelts to Athena	2.2					350	
Tenth Eastward	Athena to Smelts	1.5					550	
Seventh Westward	Eureka to Pleasant View	1.2					1000	
Seventh Eastward	Pleasant View to Eureka	0.5					1500	
Eighth Westward	Walla Walla to Tracy	1.9					525	
Eighth Eastward	Tracy to Walla Walla	Down					20	cars.
Fourth Westward	Odair to Connell	0.6			1850		1350	
Fourth Eastward	Connell to Odair	1.0			1400		950	
Via S. P. & S. Eastward	Pasco to Marshall Jct	0.4	3600					

AUTHORIZED SURGEONS

Dr. R. H. Beach, Chief Surgeon ..... Tacoma.
Dr G. M. Jennings, Chief Surgeon .... Missoula.

		Telephone Office	Number Res.
Dr. John H. O'Shea	Spokane-S, Bage. Room	Main 2834	Riv. 3690
Dr. C. M. Doland	Spokane	Main 2834	High 12
	Tool Car No. 1		
	Tool Car No. 2		
	Yardmasters offs.		
Dr. P. A. Remington, Nose & Throat	Spokane	Main 2505	Riv. 3360
Dr. Marc Anthony, Oculist	Spokane	Main 2505	Riv. 4150
Dr. F. A. Pomery	Cheney	Black 421	
Dr. M. W. Conway	Cheney	Main 1281	Black 1091
Dr. G. H. Howard	Sprague-S	12-W	12-R
Dr. G. T. Penn	Ritzville-S	74	74
Dr. C. Henderson	Lind	323	107
Dr. H. S. Foskett	Pasco-S, Passgr. & Frt. Stn	275	10
Dr. J. B. Stone	Pasco—Wrecker tool car	95	90
Dr. H. J. Capell	Kennewick	....	....
Dr. L. G. Spaulding	Kennewick	781	782
Dr. H. M. French	Prosser	243	200
Dr. W. M. Munsell	Grandview	86	86
Dr. W. E. Fordyce	Sunnyside	168-R	168-R
Dr. T. M. Greenwood	Toppenish	203	2032
Dr. F. M. Petrie	Toppenish	121	....
Dr. F. H. Brush	Yakima-S	865	2405
Dr. M. J. Maguire	Yakima	624	2603
Dr. J. P. Richardson	Ellensburg-S	60	126
Dr. R. R. Pinckard	Ellensburg	Main 136	Main 29-X
Dr. Elmer Hill	Walla Walla	1331	809
Dr. F. C. Robinson	Walla Walla	627	608
Dr. J. P. Brennan	Pendleton	30	1111
Dr. H. A. Mount	Waitsburg	212	213
Dr. F. M. Petrie	Granger	24-F-11	
Dr. S. F. Sharp	Athena	272	273
Dr. J. H. Bartley	Zillah	25-F-2	25-F-3
Dr. J. A. MacLachlan	Dayton	20-L	20-J
Dr. G. E. Marcy	Wapato	1152	1153
Dr. O. F. Starr	Mabton	482	483

NOTE

Surgeons will attend when called officially to all cases of ACCIDENT occurring to passengers or employees. In cases of SICKNESS it is the intention to limit medical service to locality or town where a surgeon resides unless urgent necessity exists for which distinct official authority must be had in accordance with 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 emergency from accident, if necessary, proper surgical aid should be procured until arrival of regular appointed surgeon, when case should be placed in his hands, and in no case should services of any but authorized Company surgeons be continued at the expense of the Ry. Co. or Assn. after such surgeon is able to assume charge of case.

BOARDING AND NURSING are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized by Chief Surgeon, and then only in critical cases occurring in discharge of duty.

Location of Stretchers—8.

FIRST SUB-DIVISION
(MAIN LINE)

WESTWARD — EASTWARD

Time Table No. 58A
August 31, 1930
Succeeding No. 58

WESTWARD THIRD CLASS 897 Way Freight Tue., Thu. and Sat.	WESTWARD THIRD CLASS 895 Way Freight Mo., Wed. and Fri.	WESTWARD SECOND CLASS 603 Freight Daily	WESTWARD FIRST CLASS 1 Passenger Daily	WESTWARD FIRST CLASS 3 Passenger Daily	WESTWARD FIRST CLASS 5 Passenger Daily	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Spokane.	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 6 Passenger Daily	EASTWARD SECOND CLASS	EASTWARD THIRD CLASS 896 Way Freight Tue., Thu. and Sat.	EASTWARD THIRD CLASS 898 Way Freight Mo., Wed. and Fri.
	L 7.00A	L 7.15P	L 10.00P	L 6.50P	L 8.30A	WOT X	1576	0.0	SF SPOKANE DN	146.3	Yard	A 6.45A	A 7.45A	A 8.30P		A 12.50P	
									16.3								
BETWEEN CHENEY AND SPOKANE, TRAINS WILL BE GOVERNED BY IDAHO DIVISION TIME TABLE.																	
	L 8.30A	L 9.15P	L 10.35P	Ls 7.20P	Ls 9.05A	WCY X	1592	16.3	CY CHENEY DN	130.0	68	A 6.10A	As 7.12A	As 7.55P		As 11.55A	
									4.9								
	f 8.47	9.30	10.42	7.28	9.13		1597	21.2	BABB P	125.1	99	6.02	7.04	7.47		f 11.35	
									5.8								
	s 9.05	9.45	10.50	7.37 6	f 9.23		1603	27.0	TYLER P	119.3	E 55 W 53	5.52	6.54	f 7.37 3		s 11.15	
									3.8 Lap Siding								
	f 9.30 5	9.52	10.55	7.44	f 9.30 895		1607	30.8	FISHTRAP P	115.5	98	5.46	6.48	f 7.26		f 10.55	
									5.2								
	f 9.50	10.02	11.02	7.52	9.38		1612	36.0	KLINE P	110.3	56	5.36	6.38	7.15		f 10.40	
									5.1								
	s 10.40	10.12	11.09	s 8.00	s 9.47 896	WYX	1617	41.1	SX SPRAGUE DN	105.2	E 58 W 101	5.25	6.28	s 7.04		s 10.10 9.40 5	
									4.2								
	f 10.55	10.21	11.15	8.07	9.54		1621	45.3	CONCORD P	101.0	56	5.18	6.21	6.56		f 9.26	
									2.4								
	11.05	10.26	11.19	8.11	9.58		1624	47.7	PIFER P	98.6	37	5.14	6.17	6.52		9.17	
									3.3								
	f 11.20	10.34	11.24	8.16	f 10.04	W	1627	51.0	KEYSTONE P	95.3	E 54 W 97	5.09	6.12	f 6.46		f 9.08	
									5.5 Lap Siding								
	f 11.35	10.45	11.31	8.23	f 10.13		1633	56.5	TOKIO P	89.8	55	5.02	6.06	f 6.36		f 8.55	
									4.8								
	f 11.50A	10.54	11.37	8.29	10.20		1637	61.3	COKER P	85.0	54	4.55	6.00	6.28		f 8.40	
									3.5								
	s 12.05P 1.30	11.10	11.42	s 8.36	s 10.27	WX	1641	64.8	RV RITZVILLE DN	81.5	107	4.50	s 5.55	s 6.22		s 8.25	
									9.4								
	s 1.55	11.35P	11.54P	8.50	f 10.43		1649	74.2	PAHA P	72.1	E 53 W 54	4.31	5.37	f 6.04		f 7.25	
									7.6 Lap Siding								
L 8.00A	A 2.15P	12.08A 1	12.08A 603	s 9.04	s 10.58	WCX	1658	81.8	LD LIND DN	64.5	E 66 W 105	4.16	5.23	s 5.49		L 7.00A	A 1.30P
									8.0								
f 8.35		12.45	12.20	9.17	11.11		1667	89.8	PROVIDENCE P	56.5	E 57 W 70	4.01	5.08	5.34			f 1.00
									3.2								
f 8.45		12.53	12.24	9.22	f 11.17		1670	93.0	BEATRICE P	53.3	58	3.53	5.01	f 5.27			f 12.30
									4.8								
s 9.15		1.05	12.30	9.29	f 11.26	W	1674	97.8	CUNNINGHAM P	48.5	96	3.42	4.51	f 5.16			f 12.01P
									3.2								
s 9.40		1.13	12.36	9.35	f 11.34 898		1677	101.0	HATTON P	45.3	50	3.36	4.45	f 5.09			s 11.34A 5
									4.5								
9.55		1.25	12.44	9.43	11.43		1682	105.5	EMERY P	40.8	42	3.27	4.36	5.00			11.00
									4.6								
s 10.50		1.36	12.51	f 9.51	s 11.52A	WYX	1686	110.1	CN CONNELL DN	36.2	E 53 W 78	3.20	4.29	s 4.52			s 10.40
									5.2 Lap Siding								
f 11.05		1.48	12.57	9.58	12.01P		1690	115.3	CACTUS P	31.0	55	3.12	4.21	4.42			f 9.50
									4.2								
s 11.30		1.59	1.02	10.04	f 12.09	W	1695	119.5	MESA P	26.8	135	3.06	4.15	f 4.35			s 9.40
									8.9								
s 11.59A		2.21	1.13	10.15	f 12.24		1704	128.4	ELTOPIA P	17.9	E 53 W 47	2.53	4.03	f 4.20			s 9.10
									5.0 Lap Siding								
f 12.20P		2.46 2	1.19	10.21	12.31		1709	133.4	SAGEMOOR P	12.9	104	2.46 603	3.56	4.11			f 8.43
									4.7								
f 12.37 5		3.00	1.25	10.27	12.37 897		1714	138.1	GLADE P	8.2	E 55 W 53	2.39	3.49	4.04			f 8.30
									7.3 Lap Siding								
A 1.00P		A 3.25A 4				WCY OXT	1721	145.4	RN PASCO YARD DN	0.9	Yard		3.37 603				L 8.05A
									0.9								
			As 1.38A	As 10.40P	A 12.50P	WX	1722	146.3	PA PASCO DN	0.0	Yard	L 2.25A	L 3.35A	L 3.50P			
Tue., Thu. and Sat.	Mo., Wed. and Fri.	Daily	Daily	Daily	Daily							Daily	Daily	Daily		Tue., Thu. and Sat.	Mo., Wed. and Fri.
5.00	4.20	6.10	3.03	3.20	3.45				Time Over Subdivision			3.45	3.37	4.05		4.25	5.25
12.7	15.1	20.9	42.6	39.0	34.6				Average Speed Per Hour			34.6	35.9	31.8		14.8	11.7

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
AUTOMATIC BLOCK CHENEY-PASCO.

SPECIAL INSTRUCTIONS, PAGES 2, 9 AND 11.

WESTWARD

SECOND SUB-DIVISION
(MAIN LINE)

Time Table No. 58A
August 31, 1930.
Succeeding No. 58

THIRD CLASS			SECOND CLASS									FIRST CLASS							
903	901	899	669	603	Water, Fuel, Scales, Turntable, Wyes and Yard Limits.	Station Numbers.	Distance from Pasco Yard.	STATIONS Telegraph Offices and Calls	Distance from Ellensburg.	Car Capacity of Sidings.	341	1	343	337	355	5	333	3
Way Freight	Way Freight	Way Freight	S. P. & S. Freight	Freight							S. P. & S. 3 Passenger	Passenger	S. P. & S. 1 Passenger	Passenger	S. P. & S. 5 Passenger	Passenger	Passenger	Passenger
Ex. Mon.	Tue., Thu. and Sat.	Mo., Wed. and Fri.	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		L 7.10A 669	L 7.20A 899	L 5.40A	WCT OXY WX	1721 1722	0.0 0.9	RN..... PASCO YARD .....DN 0.9 PA.....PASCO.....DN	126.6 125.7	Yard Yard	L 1.20A	L 1.45A	L 2.35A		L 12.35P	L 1.00P	L 7.00P	L 10.50P
								Columbia River Draw Bridge Interlocked 1.0										
			A 7.30A			1723	1.9	S. P. & S. JUNCTION 1.1	124.7		A 1.24A		A 2.39A		A 12.39P			
		s 8.00		5.55	X	1724	3.0	K.....KENNEWICK.....DN	123.6	89		1.51				s 1.09 900	s 7.10	10.58
		f 8.25		6.20	W	1729	8.1	O.-W. R.& N. 5.1 Track Conn. VISTA.....P 4.5	118.5	104		2.00 2				1.19	f 7.21	11.08
		f 8.50		6.40		1733	12.6	.....ERIE.....P 4.6	114.0	77		2.07				1.26	f 7.29	11.15
		f 9.25 334		7.00		1739	17.2	.....BADGER.....P 3.4 Lap Siding	109.4	E 71 W 54		2.14				1.33	f 7.37	11.22
		f 9.43		7.10		1742	20.6	.....ROME.....P 3.4	106.0	74		2.19				1.38	f 7.43	11.27
		s 10.09		7.20	W	1745	24.0	KI.....KIONA.....DN 5.8 Lap Siding	102.6	E 102 W 53		2.24				f 1.44	s 7.50	11.32
		f 10.30		7.36		1751	29.8	.....CHANDLER.....P 4.5	96.8	104		2.32 4				1.52	f 7.59	11.40
		f 11.00A		7.55	CWY X	1756	34.3	GI.....GIBBON.....DN 6.1	92.3	E 90 W 100		2.38				1.59	As 8.08P	11.47
		s 12.10P		8.20	X	1762	40.4	RS.....PROSSER.....DN 5.5 Lap Siding	86.2	E 110 W 60		2.47				s 2.12		s 11.59P
		f 12.30		8.40		1767	45.9	.....BYRON.....P 6.1	80.7	103		2.54				f 2.28 6		12.08A
		s 1.06		9.00 900	W	1774	52.0	MB.....MABTON.....DN 3.6 Lap Siding	74.6	E 75 W 54		3.02				s 2.42		s 12.19
		f 1.30		9.10		1777	55.6	.....EMPIRE.....P 5.0	71.0	76		3.07				2.49		12.26
		s 2.07 6		9.25		1782	60.6	SU.....SATUS.....DP 5.4 Lap Siding	66.0	E 76 W 104		3.13				f 2.59		12.36 2
		f 2.25		9.45		1787	66.0	.....ALFALFA.....P 1.5	60.6	105		3.20				f 3.10		12.45
		2.30		9.50		1789	67.5	....SUNNYSIDE JUNCTION..P 3.4	59.1			3.22				3.13		12.47
	L 6.30A	A 2.45P		10.05	WCT X	1792	70.9	TN.....TOPPENISH.....DN 2.7	55.7	E 111 W 74		3.30				s 3.23		s 12.54
	f 6.40			10.15		1794	73.6	.....WESLEY JUNCTION....P 1.2	53.0			3.35				3.28		12.59
	f 6.45			10.20		1796	74.8	.....MONTE.....P 3.5	51.8	77		3.37				3.30		1.01
	s 7.50			10.35	X	1800	78.3	WA.....WAPATO.....DN 4.4 Lap Siding	48.3	E 77 W 103		3.42				s 3.41		s 1.10 4
L 12.20P	s 8.15			10.50		1804	82.7	KR.....PARKER.....DN O.-W. R. & N. Crossing Interlocked 3.6	43.9	80		3.48				3.50	Ls 10.30P	1.19
f 12.30	f 8.30			11.05 902		1807	86.3	.....UNION GAP.....P 3.7	40.3	98		3.53				3.56	f 10.39	1.25
A 12.45P	s 9.15			11.50A 337	WCO TX	1811	90.0	YA.....YAKIMA.....DN O.-W. R. & N. 3.8 Track Conn.	36.6	Yard		s 4.05		L 11.30A 603		s 4.10	s 10.48 11.13 338	s 1.40
	s 10.05			12.10P		1815	93.8	SD.....SELAH.....DN 3.5 Lap Siding	32.8	E 77 W 109		4.12		s 11.40		4.18	s 11.23	1.48
	s 10.20			12.25		1819	97.3	.....POMONA.....P 3.9	29.3	E 77 W 84		4.17		f 11.48		4.24	f 11.36 2	1.54
	f 10.40			12.59 6		1822	101.2	.....HILLSIDE.....P 4.3	25.4	77		4.23		11.55A		4.31	11.45	2.01
	s 11.00			1.25		1827	105.5	.....ROZA.....P 4.6	21.1	E 105 W 56		4.30		f 12.04P		4.39	f 11.54P	2.09
	s 11.20			1.50	W	1832	110.1	ON.....WYMER.....DN 4.2	16.5	98		4.37		f 12.13		4.47	f 12.08A 4	2.17
	f 11.40			2.20		1836	114.3	.....UMTANUM.....P 2.7	12.3	104		4.44		f 12.22		4.55	f 12.18	2.25
	f 11.55A			2.40		1839	117.0	.....INDIO.....P 4.9	9.6	76		4.48		f 12.35 6		5.01	12.23	2.31
	s 12.15P 12.45 337-6			3.00		1843	121.9	RO.....THRALL.....D 4.7 Lap Siding	4.7	E 83 W 104		4.56		f 12.44 901		5.10	f 12.31	2.40
	A 1.10P 337			A 3.20P	WCO TX	1848	126.6	EB.....ELLENSBURG.....DN	0.0	Yard		As 5.05A 334		s 12.53P A 901		As 5.20P	As 12.40A	As 2.50A
Ex. Mon.	Tue., Thu. and Sat.	Mo., Wed. and Fri.	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.25	6.10	7.45	.10	9.40				Time Over Subdivision			.04	3.20	.04	1.23	.04	4.20	2.53	4.00
13.5	9.0	9.1	11.4	13.0				Average Speed Per Hour			15.0	37.7	15.0	26.4	15.0	29.0	26.8	31.4

Via Third Sub-Division.

AUTOMATIC BLOCK PASCO-ELLENSBURG.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
TRAINS BETWEEN PASCO AND KENNEWICK ARE OPERATED UNDER CARD TRAIN ORDER FROM A B.

SPECIAL INSTRUCTIONS, PAGES 2, 9 AND 11.

SECOND SUB-DIVISION
(MAIN LINE)

EASTWARD

Time Table No. 58A
August 31, 1930
Succeeding No. 58

FIRST CLASS								Water, Fuel, Scales, Train Tables, Wyes and Yard Limits.	Station Numbers.	Distances from Pasco Yard.	STATIONS Telegraph Offices and Calls	Distance from Ellensburg.	Car Capacity of Sidings.	SECOND CLASS		THIRD CLASS		
340	356	4	342	2	338	6	334							670		900	904	902
S. P. & S. 2 Passenger	S. P. & S. 6 Passenger	Passenger	S. P. & S. 4 Passenger	Passenger	Passenger	Passenger	Passenger							S. P. & S. Freight		Way Freight	Way Freight	Way Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							a Daily		Tue., Thu. and Sat.	Ex. Sun.	Mo., Wed. and Fri.
								WCT OXY	1721	0.0	RN PASCO YARD DN	126.6	Yard	A 2.00P 900		A 2.15P 670		
A 11.55P	A 3.25P 6	As 3.25A 342	A 3.05A 4	As 2.18A		As 3.43P 386	As 10.00A	WX	1722	0.9	0.9 PA PASCO DN	125.7	Yard					
											Columbia River Draw Bridge Interlocked 1.0							
L 11.51P	L 3.20P 6	3.19 342	L 3.01A 4			3.37 386			1723	1.9	S. P. & S. JUNCTION	124.7		L 1.50P 900		2.00 670		
		s 3.17		2.11		s 3.35	s 9.51	X	1724	3.0	1.1 K KENNEWICK DN	123.6	89			s 1.55 12.55 5		
											O.-W. R. & N. 5.1 Track Conn.							
		3.07		2.00 1		3.23	f 9.39	W	1729	8.1	VISTA P	118.5	104			f 12.40		
											4.5							
		3.01		1.49		3.17	9.32		1733	12.6	ERIE P	114.0	77			f 12.25		
											4.6							
		2.55		1.43		3.11	f 9.25 899		1739	17.2	BADGER P	109.4	E 71 W 54			f 12.15P		
		2.49		1.38		3.06	9.19		1742	20.6	3.4 Lap Siding ROME P	106.0	74			f 11.55A		
											3.4							
		2.43		1.33		3.01	s 9.13	W	1745	24.0	KI KIONA DN	102.6	E 102 W 53			f 11.40		
		2.32 1		1.25		2.54	9.03		1751	29.8	5.8 Lap Siding CHANDLER P	96.8	104			f 11.20		
											4.5							
		2.20		1.18		2.47	L 8.55A	CWX Y	1756	34.3	GI GIBBON DN	92.3	E 90 W 100			s 11.05		
		s 2.10		1.08		s 2.37		X	1762	40.4	6.1 RS PROSSER DN	86.2	E 110 W 60			s 10.20		
		2.00		1.00		2.28 5			1767	45.9	5.5 Lap Siding BYRON P	80.7	103			f 9.20		
		s 1.51		12.51		s 2.20		W	1774	52.0	6.1 MB MABTON DN	74.6	E 75 W 54			s 9.00 603		
		1.45		12.45		2.14			1777	55.6	3.6 Lap Siding EMPIRE P	71.0	76			f 8.00		
											5.0							
		1.38		12.36 3		2.07 899			1782	60.6	SU SATUS DP	66.0	E 76 W 104			s 7.40		
		1.31		12.29		1.59			1787	66.0	5.4 Lap Siding ALFALFA P	60.6	105			f 7.20		
		1.29		12.27		1.57			1789	67.5	1.5 SUNNYSIDE JUNCTION P	59.1				7.14		
		s 1.24		12.22		s 1.52		WCT X	1792	70.9	3.4 TN TOPPENISH DN	55.7	E 111 W 74			L 7.00A		A 1.30P
		1.18		12.17		1.47			1794	73.6	2.7 WESLEY JUNCTION P	53.0						f 1.15
											1.2							
		1.16		12.15		1.45			1796	74.8	MONTE P	51.8	77					f 1.10
		s 1.10 3		12.10		s 1.40		X	1800	78.3	3.5 WA WAPATO DN	48.3	E 77 W 103					s 1.00P
		1.00		12.03A		1.33	A f 7.12A 904		1804	82.7	4.4 Lap Siding KR PARKER DN	43.9	80				A 7.30A 334	s 11.40A
											O.-W. R. & N. Crossing Interlocked 3.6							
		12.54		11.58P		1.28	7.06		1807	86.3	UNION GAP P	40.3	98				f 7.15	f 11.05 603
		s 12.48		s 11.53	A 11.00P s 333	s 1.22	7.00 s 6.35 904	WCO TX	1811	90.0	3.7 YA YAKIMA DN O.-W. R. & N. 3.8 Track Conn.	36.6	Yard				L 7.05A 334	s 10.45
		12.33		11.41	s 10.50	1.10	s 6.25		1815	93.8	SD SELAH DN	32.8	E 77 W 109					s 9.45
		12.28		11.36 333	f 10.40	1.05	f 6.17		1819	97.3	3.5 Lap Siding POMONA P	29.3	E 77 W 84					f 8.53
		12.22		11.30	10.33	12.59 603	6.08		1822	101.2	3.9 Lap Siding HILLSIDE P	25.4	77					f 8.35
		12.15		11.23	f 10.26	12.52	f 6.00		1827	105.5	4.3 ROZA P	21.1	E 105 W 56					f 8.20
		12.08 333		11.16	f 10.18	12.45	f 5.51	W	1832	110.1	4.6 ON WYMER DN	16.5	98					f 8.00
											4.2							
		12.02A		11.10	10.10	12.39	f 5.42		1836	114.3	UMTANUM P	12.3	104					f 7.45
		11.58P		11.06	10.06	12.35 337	5.37		1839	117.0	2.7 INDIO P	9.6	76					f 7.34
		11.50		10.58	f 9.59	12.28 901	f 5.27		1843	121.9	4.9 RO THRALL D	4.7	E 83 W 104					f 7.20
		L 11.42P		L 10.50P	L 9.50P	L 12.20P	L 5.15A 1	WCO TX	1848	126.6	4.7 Lap Siding EB ELLENSBURG DN	0.0	Yard					L 7.00A
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily		Tue., Thu. and Sat.	Ex. Sun.	Mo., Wed. and Fri.
.04	.05	3.43	.04	3.28	1.10	3.23	2.37				Time Over Subdivision			.10		6.15	.25	6.30
15.0	12.0	33.8	15.0	36.2	31.3	37.1	29.5				Average Speed Per Hour			11.4		11.3	17.5	8.6

Via Third Sub-Division.

AUTOMATIC BLOCK PASCO-ELLENSBURG.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
TRAINS BETWEEN PASCO AND KENNEWICK ARE OPERATED UNDER CARD TRAIN ORDER FORM AB.

SPECIAL INSTRUCTIONS, PAGES 2, 9 AND 11.

SEVENTH SUB-DIVISION (EUREKA BRANCH)

Westward — Eastward

Time Table No. 58A, August 31, 1930, Succeeding No. 58

Water, Fuel, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Eureka.	STATIONS — Telegraph Offices and Calls	Distance from Pleasant View.	Car Capacity of Sidings.
YC	KA 0.0	0.0	JC EUREKA D	19.4	37
X	22 2.2	2.2			
.....	KE 2.2	2.2	BABCOCK	17.2	9
	2 2.5	2.5			
.....	KE 4.7	4.7	LEE	14.7	37
	4 3.0	3.0			
.....	KE 7.7	7.7	ELWOOD	11.7	20
	7 3.8	3.8			
.....	KE 11.5	11.5	CLYDE	7.9	40
	12 1.6	1.6			
.....	KE 13.1	13.1	PICKARD	6.3	15
	13 1.7	1.7			
.....	KE 14.8	14.8	RESER	4.6	18
	15 4.6	4.6			
T	KE 19.4	19.4	PLEASANT VIEW	0.0	42
			Time Over Subdivision		
			Average Speed Per Hour		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS, PAGES 2, 10 AND 11.

EIGHTH SUB-DIVISION (TRACY BRANCH)

Westward — Eastward

Time Table No. 58A, August 31, 1930, Succeeding No. 58

Station Numbers.	Distance from Mill Creek Jct.	STATIONS — Telegraph Offices and Calls	Distance from Tracy.	Car Capacity of Sidings.
KA	0.0	MILL CREEK JCT.	6.0	
54 1.6	1.6			
KB	1.6	HECTOR	4.4	S 5
3 1.8	1.8			
KB	3.4	HARBERT	2.6	18
5 1.3	1.3			
KB	4.6	KIBBLER	1.3	
6 1.3	1.3			
KB 7	6.0	TRACY	0.0	30
		Time Over Subdivision		
		Average Speed Per Hour		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS, PAGES 2, 10 AND 11.

TENTH SUB-DIVISION (ATHENA BRANCH)

Westward — Eastward

Time Table No. 58A, August 31, 1930, Succeeding No. 58

SECOND CLASS 905 Way Freight Mo., Wed. and Fri.	Water, Fuel, Wye and Yard Limits.	Station Numbers.	Distance from Smeltz.	STATIONS — Telegraph Offices and Calls	Distance from Athena.	Car Capacity of Sidings.	SECOND CLASS 906 Way Freight Mo., Wed. and Fri.
L 10.00A	Y	KC 0.0	0.0	SMELTZ	14.5	23	As 12.01P See 910 P7
f 10.12	.....	19 3.6 KD	3.6	DUROC	10.9	18	f 11.48A
f 10.22	.....	4 2.4 KD	6.1	WAYLAND	8.4	20	f 11.38
		6 2.6	2.6				
f 10.30	.....	KD 9 5.8	8.7	WATERMAN	5.8	27	f 11.30
A 10.50A 906	WY X	KD 14	14.5	CV ATHENA D	0.0	28	L 11.10A 905
Mo., Wed. and Fri.							Mo., Wed. and Fri.
.50				Time Over Subdivision			.51
17.4				Average Speed Per Hour			17.0

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 905 IS SUPERIOR TO 906, SMELTZ TO ATHENA.
SPECIAL INSTRUCTIONS, PAGES 2, 10 AND 11.

SIXTH SUB-DIVISION (WALLA WALLA BRANCH)

WESTWARD — EASTWARD

SECOND CLASS 909 Way Freight Ex. Sun.	SECOND CLASS 907 Way Freight ☒ Ex. Sun.	SECOND CLASS 361 Mixed Ex. Sun.	FIRST CLASS 353 Motor Car Daily	FIRST CLASS 349 Motor Car Daily	FIRST CLASS 347 Passenger Daily	Water, Fuel, Soaks, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Pasco.	Time Table No. 58A, August 31, 1930, Succeeding No. 58 — STATIONS — Telegraph Offices and Calls	Distance from Dayton.	Car Capacity of Sidings.	FIRST CLASS 354 Motor Car Daily	FIRST CLASS 350 Motor Car Daily	FIRST CLASS 348 Passenger Daily	SECOND CLASS 360 Mixed Ex. Sun.	SECOND CLASS 912 Way Freight Tue., Thu. and Sat.	SECOND CLASS 908 Way Freight Ex. Sun.	SECOND CLASS 910 Way Freight Mo., Wed. and Fri.
L 3.40A 907	L 3.20A 909		L 4.00P	L 10.15A	L 4.10A	WCY TOX	1721	0.0	PA PASCO DN	98.1	Yard	A 12.20P	A 3.30P	A 10.15P		A 1.00P	A 1.40P	A 2.30P
BETWEEN PASCO AND AINSWORTH JCT. TRAINS WILL BE GOVERNED BY S. P. & S. TIME TABLE AND RULES																		
Lf 3.50A	Lf 3.30A		L 4.05P	Lf 10.20A	Lf 4.17A	.....	IG3	2.9	AJ AINSWORTH JCT. DN	95.2	.....	Af 12.13P	Af 3.23P	Af 10.07P		Af 12.42P	Af 1.25P	Af 2.17P
								1.2										
f 3.56	f 3.37		s 4.08	s 10.23	s 4.21	.....	IG4	4.1	BURBANK	94.0	18	s 12.09P	f 3.19	s 10.02		s 12.37	f 1.20	f 2.12
									O.-W. R. & N. Crossing 1.0 mi. W.									
								5.1										
f 4.10	f 3.52		f 4.17	f 10.32	f 4.32	.....	IG8	9.2	TWO RIVERS	88.9	30	f 11.59A	f 3.07	f 9.50		f 12.30	f 1.00	f 1.55
								3.3										
A 4.20A 907-347	s 4.02 909		s 4.24	As 10.39A	s 4.39 909	YW X	IG9	12.5	A ATTALIA D	85.6	54	s 11.53	L 3.00P	s 9.43		L 12.20P	s 12.50	L 1.45P
									O.-W. R. & N. Crossing 0.4 mi. W. Automatic Interlocking									
								7.1										
	f 4.30		f 4.36		f 4.56	.....	KA8	19.6	LEGROW	78.5	8	f 11.41		f 9.27			f 12.20	
								1.6										
	f 4.36		f 4.39		f 4.59	.....	KA10	21.2	SLATER	76.9	28	f 11.38		f 9.24			f 12.14P	
								4.2										
	f 4.50		f 4.46		f 5.08	.....	KA14	25.4	WELLAND	72.7	8	f 11.31		f 9.16			f 11.50A	
								2.7										
	f 5.13 347		f 4.51		f 5.13 907	.....	KA17	28.1	ADKINS	70.0	28	f 11.26		f 9.10			f 11.40	
	s 5.33		s 5.00		s 5.23	YCX	KA22	33.4	JC EUREKA D	64.7	39	s 11.17 908		s 9.00			s 11.17 354	
								5.3										
								6.3										
	f 5.43		f 5.11		s 5.35	W	KA29	39.7	LAMAR	58.4	27	s 11.05		s 8.45			f 10.45	
								0.7										
	f 5.46		f 5.13		f 5.37	.....	KA30	40.4	HARSHA	57.7	9	f 11.03		f 8.42			f 10.42	
								3.0										
	f 5.56		f 5.19		f 5.44	.....	KA32	43.4	PADDOCK	54.7	12	f 10.58		f 8.35			f 10.30	
								0.9										
	f 6.00		f 5.21		f 5.46	.....	KA33	44.3	CLIMAX	53.8	17	f 10.56		f 8.33			f 10.25	
								1.7										
	f 6.06		f 5.24		f 5.50	.....	KA34	46.0	DRUM	52.1	12	f 10.53		f 8.29			f 10.15	
								3.6										
	f 6.18		s 5.30		f 5.57	.....	KA38	49.6	RULO	48.5	28	s 10.47		f 8.21			f 10.00	
								2.7										
	f 6.28		f 5.35		f 6.03	.....	KA41	52.3	THIEL	45.8	18	f 10.42		f 8.16			f 9.48	
								3.2										
	f 6.39		f 5.41		f 6.10	.....	KA44	55.5	DRY CREEK	42.6	32	f 10.36		f 8.08			f 9.35	
								1.4										
	f 6.44		f 5.44		f 6.13	.....	KA46	56.9	SUDBURY	41.2	Spur 8	f 10.33		f 8.05			f 9.30	
								2.2										
	f 6.55		f 5.48		f 6.17	.....	KA48	59.1	PEDIGO	39.0	13	f 10.29		f 8.01			f 9.20	
								5.2										
	A 7.20A	L 10.30A	A 6.00P		A 6.30A	CWO TX	KA53	64.3	O.-W. R. & N. Crosg. Track Conn. F WALLA WALLA D	33.8	Yard	L 10.20A		L 7.50P	A 4.00P		L 9.00A	
									W. W. V. 1.4 (Track Conn.)									
							KA54	65.7	MILL CREEK JCT.	32.4	.....							
								3.0										
		f 10.44				.....	KA57	68.7	RIFFLE	29.4	30						f 3.46	
								1.7										
		f 10.50				.....	KA59	70.4	SAPOLIL	27.7	13						f 3.40	
								1.1										
		f 10.54				.....	KA60	71.5	BUROKER	26.6	20						f 3.36	
								0.6										
		f 10.56				.....	KA61	72.1	SPRING CREEK	26.0	9						f 3.34	
								1.8										
		f 11.04				.....	KA63	73.9	GILLIAM	24.2	11						f 3.28	
								1.3										
		s 11.16				.....	KA64	75.2	DIXIE	22.9	35						s 3.24	
								1.3										
		f 11.22				.....	KA65	76.5	EASTMAN	21.6	13						f 3.18	
								3.4										
		f 11.35				.....	KA69	79.9	MINNICK	18.2	19						f 3.06	
								5.2										
		f 11.55A				.....	KA74	85.1	COPPEI	13.0	35						f 2.46	
		s 12.15P				W	KA77	88.4	W WAITSBURG D	9.7	21						s 2.32	
								3.3										
		f 12.25				X	KA79	91.0	HUNTSVILLE	7.1	49						f 2.23	
								2.6										
									O.-W. R. & N. 3.5 Track Conn. O.-W. R. & N. Crossing 0.7 mi. E.									
		f 12.40				.....	KA83	94.5	LONG	3.6	26						f 2.12	
		A 1.00P				X WCT	KA87	98.1	DA DAYTON D	0.0	Yard						L 2.00P	
								3.6										
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily							Daily	Daily	Daily	Ex. Sun.	Tue., Thu. and Sat.	Ex. Sun.	Mo., Wed. and Fri.
.40	4.00	2.30	2.00	.24	2.20				Time Over Subdivision			2.00	.30	2.25	2.00	.40	4.40	.45
18.7	16.0	13.5	32.1	31.2	27.5				Average Speed Per Hour			32.1	25.0	26.6	16.9	18.7	13.7	16.6

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION, EXCEPT No. 361 IS SUPERIOR TO No. 360, WALLA WALLA TO DAYTON. AND No. 907 IS SUPERIOR TO No. 908, AINSWORTH JCT. TO WALLA WALLA.
SPECIAL INSTRUCTIONS, PAGES 2, 10 AND 11.

THIRD SUB-DIVISION (SUNNYSIDE LINE)

WESTWARD — EASTWARD

Time Table No. 58A, August 31, 1930, Succeeding No. 58

THIRD CLASS 903 Way Freight Ex. Mon.	FIRST CLASS 333 Passenger Daily	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Pasco.	STATIONS — Telegraph Offices and Calls	Distance from Parker.	Car Capacity of Sidings.	FIRST CLASS 334 Passenger Daily	THIRD CLASS 904 Way Freight Ex. Sun.
L 6.45A	L 8.08P	CWYX	1756	34.3	GI.....GIBBON.....DN	46.5	E 110 W80	A 8.55A	A 1.45P
					5.5				
f 7.05	f 8.20	.....	IB6	39.8	.....NORTH PROSSER...P	41.0	80	f 8.44	f 1.10
					6.7				
s 8.30 334	s 8.35	WX	IB12	46.5	GW...GRANDVIEW....PD	34.3	80	s 8.30 903	s 12.30P
					O.-W. R. & N. 3.8 Track Conn.				
s 8.45	f 8.41	.....	IB16	50.3	.....LICHTY.....	30.5	29	f 8.20	s 11.15A
					3.8				
s10.20 904	s 9.00	WX	IB20	54.1	SY....SUNNYSIDE....PD	26.7	80	s 8.12	s 11.00 10.20 903
					O.-W. R. & N. 3.8 Track Conn.				
s 10.35	s 9.08	.....	IB24	57.9	OK....OUTLOOK....PD	22.9	48	s 8.02	s 10.05
					5.0				
.....	.....	X	IB29	62.9	GR....GRANGER....PD	17.9	80	.....	.....
					3.2				
.....	.....	.....	1789	66.1	.....SUNNYSIDE JCT....P	21.1	4	.....	.....
s 10.55	s 9.20	X	IB29	62.9	GR....GRANGER....PD	17.9	80	s 7.52	s 9.40
					5.6				
s 11.20	s 9.35	WX	IB34	68.5	Z.....ZILLAH.....PD	12.3	80	s 7.42	s 9.10
					O.-W. R. & N. 2.9 Track Conn.				
s 11.35	f 9.45	X	IB37	71.4	BN.....BUENA.....PD	9.4	50	f 7.35	s 8.35
					O.-W. R. & N. 2.9 Track Conn.				
s 11.48	f 9.55	X	IB40	74.3	SW.....SAWYER.....PD	6.5	80	f 7.29	s 8.14
					O.-W. R. & N. 2.3 Track Conn.				
s 11.55A	f 10.05	.....	IB42	76.6	.....DONALD.....P	4.2	30	f 7.24	s 7.55
					O.-W. R. & N. 2.5 Track Conn.				
.....	.....	.....	.....	79.1	O.W.R. & N. CROSSING	1.7		.....	.....
					Gauntlet Yakima River Bridge				
					1.7				
A 12.20P	A 10.25P	X	1804	80.8	KR.....PARKER.....DN	0.0	83	L 7.12A	L 7.30A
Ex. Mon.	Daily							Daily	Ex. Sun.
5.35	2.17				Time Over Subdivision			1.43	5.35
8.3	20.4				Average Speed Per Hour			27.1	8.3

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

SPECIAL INSTRUCTIONS, PAGES 2, 9 AND 11.

NINTH SUB-DIVISION (PENDLETON BRANCH)

WESTWARD — EASTWARD

Time Table No. 58A, August 31, 1930, Succeeding No. 58

SECOND CLASS 909 Way Freight Ex. Sun.	FIRST CLASS 349 Motor Car Daily	Water, Fuel, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Attalia.	STATIONS — Telegraph Offices Calls	Distance from Pendleton.	Car Capacity of Sidings.	FIRST CLASS 350 Motor Car Daily	SECOND CLASS 912 Way Freight Tue., Thu. and Sat.	SECOND CLASS 910 Way Freight Mo., Wed. and Fri.
L 4.23A	L 10.39A	YWX	IG9	0.0	A.....ATTALIA.....D	42.0	60	As 3.00P	A 12.20P	As 1.45P
					O.-W. R. & N. Crossing Automatic Interlocking					
					1.5					
f 4.28	f 10.43	X	IG16	1.5	.....HUNT.....	40.5	48	f 2.54	f 12.11	f 1.35
					1.2					
.....	s 10.49	YX	IG17	2.7	JN....WALLULA....DN	41.7	Yard	s 2.47	s 12.01P	s 1.25
					O.-W. R. & N. Track Conn.					
					1.2					
f 4.28	f 10.55	X	IG16	1.5	.....HUNT.....	40.5	48	f 2.41	f 11.51A	f 1.14
					11.1					
f 5.03	f11.15 912	.....	KC11	12.6	.....RING.....	29.4	24	f 2.21	f11.15 349	f 12.38
					4.6					
s 5.25	f 11.27	W	KC16	17.2	.....VAN SYCLE.....	24.8	27	f 2.10	f 10.14	f 12.20
					2.4					
f 5.35	f 11.35	.....	KC18	19.6	.....STANTON.....	22.4	35	f 2.05	f 10.04	f 12.10
					1.4					
f 5.40	f11.41 910	Y	KC19	21.0	.....SMELTZ.....	21.0	22	f 2.02	s 9.57	12.02P s 9.57A 349
					1.0					
f 5.45	f 11.44	.....	KC20	22.0	.....APEX.....	20.0	9	f 1.59	f 9.52	f 9.52
					3.0					
s 6.00	s 11.52A	W	KC23	25.0	H.....HELIX.....D	17.0	53	s 1.51	s 9.42	s 9.42
					4.6					
f 6.15	f 12.01P	.....	KC28	29.6	.....MYRICK.....	12.4	41	f 1.42	f 9.22	f 9.22
					4.2					
f 6.30	f 12.08	.....	KC32	33.8	.....McCORMMACH.....	8.2	12	f 1.33	f 9.07	f 9.07
					1.3					
f 6.35	f 12.11	.....	KC33	35.1	.....FULTON.....	6.9	29	f 1.30	f 9.02	f 9.02
					6.9					
A 7.00A	A 12.30P	WCT X	KC40	42.0	ND...PENDLETON....D	0.0	39	L 1.10P	L 8.35A	L 8.35A
					O.-W. R. & N. Crossing Track Connection					
Ex. Sun.	Daily							Daily	Tue., Thu. and Sat.	Mo., Wed. and Fri.
2.37	1.51				Time Over Subdivision			1.50	3.45	3.05
16.0	24.0				Average Speed Per Hour			24.2	11.8	14.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OD THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 349 IS SUPERIOR TO No. 350 AND No. 909 IS SUPERIOR TO No. 910 AND No. 912 ATTALIA TO PENDLETON.

SPECIAL INSTRUCTIONS, PAGES 2, 10 AND 11.

ELEVENTH SUB-DIVISION (SNAKE RIVER BRANCH)

Westward — Eastward

Time Table No. 58A, August 31, 1930, Succeeding No. 58

SECOND CLASS 379 Way Freight Daily	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Riparia.	STATIONS — Telegraph Offices and Calls	Distance from Pasco.	Car Capacity of Sidings.	SECOND CLASS 380 Way Freight Daily
L 11.15P	YWC	KF64	0.0	AX.....RIPARIA.....DN	66.9	60	A 10.15P
				O.- W. R. & N. Track Conns. Camas Prairie			
			8.5				
f 11.40	.....	KF55	8.5	.....PERRY.....	58.4	35	f 9.40
			4.4				
f 11.55P	.....	KF51	12.9	.....DAVIN.....	54.0	S 7	f 9.30
			15.5				
f 12.35A	W	KF35	28.4	.....WINDUST.....	38.5	35	f 8.57
			7.0				
f 1.00	.....	KF29	35.4	.....WALKER.....	31.5	S 6	f 8.39
			5.3				
As 1.20A	W	KF23	40.7	SR..SNAKE RIVER..DN JCT.	26.2	.....	Ls 8.25P
				26.2			

Between Pasco and Snake River Junction Trains will be Governed by S. P. & S. Time Table and Rules

A 2.15A	WCT YOX	1721	66.9	PA.....PASCO.....DN	0.0	Yard	L 7.30P
Daily							Daily
2.05				Time Over Subdivision			1.50
19.5				Average Speed Per Hour			22.2

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

SPECIAL INSTRUCTIONS, PAGES 2, 10 AND 11.

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

WESTWARD — EASTWARD

Time Table No. 58A, August 31, 1930, Succeeding No. 58

SECOND CLASS	Water, Fuel, Wye and Yard Limits.	Station Numbers.	Distance from Odair.	STATIONS — Telegraph Offices and Calls	Distance from Connell.	Car Capacity of Sidings.	SECOND CLASS
	YX	IF106	0.0	.....ODAIR.....	79.8	61	
			11.0				
	.....	KI68	11.0	.....BACON.....	68.8	16	
			7.8				
	.....	KI60	18.8	.....ADCO.....	61.0	26	
			2.3				
	T	KO3	21.1	ND.....ADRIAN.....D G. N. Track Conn.	63.3	Yard	
	.....	KI60	18.8	.....ADCO.....	61.0	26	
			11.3				
	.....	KI49	30.1	.....GLOYD.....	49.7	S 4	
			3.9				
	.....	KI45	34.0	.....NAGEL.....	45.8	S 20	
			6.6				
	W	KI39	40.6	.....WHEELER.....P	39.2	45	
			7.8				
	Y	KI32	48.4	.....BASSETT JCT.....	31.4	.....	
			0.4				
	.....	KI31	48.8	.....RITELL.....	31.0	31	
			4.9				
	.....	KI25	53.7	.....WEST WARDEN.....	26.1	S 40	
			9.2				
	W	KI17	62.9	.....BRUCE.....	16.9	31	
			6.5				
	.....	KI10	69.4	.....SHANO.....	10.4	20	
			10.4				
	WCYX	1686	79.8	CN.....CONNELL.....DN	0.0	120	
				Time Over Subdivision			
				Average Speed Per Hour.			

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

SPECIAL INSTRUCTIONS, PAGES 2, 9 AND 11.

FIFTH SUB-DIVISION (CONNELL NORTHERN RAILWAY, RITZVILLE BRANCH)

WESTWARD — EASTWARD

Time Table No. 58A, August 31, 1930, Succeeding No. 58

SECOND CLASS	Water and Wye.	Station Numbers.	Distance from Bassett Junction.	STATIONS — Telegraph Offices and Calls	Distance from Schreg.	Car Capacity of Sidings.	SECOND CLASS
	Y	KI32	0.0	.....BASSETT JCT.....	12.3	.....	
			12.3				
	W	KJ12	12.3	.....SCHRAG.....P	0.0	41	
				Time Over Subdivision			
				Average Speed Per Hour			

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

SPECIAL INSTRUCTIONS PAGES 2, 9 AND 11.

TWELFTH SUB-DIVISION (SIMCOE BRANCH)

WESTWARD — EASTWARD

Time Table No. 58A
August 31, 1930
Succeeding No. 58

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Wesley Junction.	STATIONS — Telegraph Offices and Calls	Distance from White Swan.	Car Capacity of Sidings.
	1794	0.0	WESLEY JUNCTION P	19.0	
		2.1			
	KN2	2.1	YETHONAT P	16.9	12
		3.4			
	KN5	5.5	ASHUE P	13.5	16
		2.6			
	KN9	8.1	FARRON P	10.9	17
		1.4			
	KN 11	9.5	HARRAH DP	9.5	29
		1.5			
	KN 12	11.0	BENCH DP	8.0	28
		8.0			
WY	KN 20	19.0	WHITE SWAN DP	0.0	32
			Time Over Subdivision		
			Average Speed Per Hour		

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

SPECIAL INSTRUCTIONS, PAGES 2, 10 AND 11.

THIRTEENTH SUB-DIVISION (MOXEE BRANCH)

WESTWARD — EASTWARD

Time Table No. 58A
August 31, 1930
Succeeding No. 58

SECOND CLASS 371 Mixed Daily	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Yakima.	STATIONS — Telegraph Offices and Calls	Distance from Moxee City.	Car Capacity of Sidings.	SECOND CLASS 372 Mixed Daily
L 9.45A	WCO TX	1811	0.0	YA YAKIMA DN	8.6	Yard	A 11.00A
			3.0				
f 9.55		KM3	3.0	TERRACE HEIGHTS	5.6	7	f 10.49
			2.4				
f 10.03		KM5	5.4	BIRCHFIELD	3.2	9	f 10.40
			3.2				
A 10.15A 372		KM9	8.6	MOXEE CITY	0.0	33	L 10.30A 371
Daily							Daily
.30				Time Over Subdivision			.30
17.2				Average Speed Per Hour			17.2

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 371 IS SUPERIOR TO No. 372.

SPECIAL INSTRUCTIONS, PAGES 2, 10 AND 11.

FOURTEENTH SUB-DIVISION (NACHES BRANCH)

WESTWARD — EASTWARD

Time Table No. 58A
August 31, 1930
Succeeding No. 58

SECOND CLASS 369 Mixed Daily	SECOND CLASS 367 Mixed Daily	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Yakima.	STATIONS — Telegraph Offices and Calls	Distance from Naches.	Car Capacity of Sidings.	SECOND CLASS 368 Mixed Daily	SECOND CLASS 370 Mixed Daily
L 9.45A	L 7.00A	WCO TX	1811	0.0	YA YAKIMA DN	13.6	Yard	A 9.10A	A 1.25P
					Y. V. T. Co. Crossing.				
					2.5				
f 9.55	f 7.11		KX3	2.5	FRUITVALE	11.1	9	f 8.55	f 1.10
					1.5				
A 10.00A	f 7.18		KX4	4.0	BRACE	9.6	4	f 8.50	L 1.00P
					0.8				
	f 7.22		KX5	4.8	JACOBSON	8.8	10	f 8.45	
					1.9				
	s 7.28		KX6	6.7	GLEED D	6.9	53	s 8.40	
					1.2				
	s 7.32		KX8	7.9	ESCHBACH	5.7	10	s 8.35	
					2.1				
	f 7.38		KX 10	10.0	POWER HOUSE	3.6	S 10	f 8.25	
					1.2				
	f 7.42		KX 11	11.2	SINCLAIR	2.4	9	f 8.20	
					0.9				
	f 7.45		KX 13	12.1	BONLOW	1.5	S 1	f 8.15	
					1.5				
	A 7.50A 368		KX 14	13.6	NACHES D	0.0	102	L 8.10A 367	
Daily	Daily							Daily	Daily
.15	.50				Time Over Subdivision			1.00	.25
16.0	16.3				Average Speed Per Hour			13.6	9.0

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 369 IS SUPERIOR TO No. 370. No. 367 IS SUPERIOR TO No. 368.

SPECIAL INSTRUCTIONS, PAGES 2, 10 AND 11.

FIFTEENTH SUB-DIVISION (COWICHE BRANCH)

WESTWARD — EASTWARD

Time Table No. 58A
August 31, 1930
Succeeding No. 58

SECOND CLASS 369 Mixed Daily	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Brace.	STATIONS — Telegraph Offices and Calls	Distance from Tieton.	Car Capacity of Sidings.	SECOND CLASS 370 Mixed Daily
L 10.00A		KX4	0.0	BRACE	12.3	4	A 1.00P
			2.5				
f 10.16		KL2	2.5	SPITZENBERG	9.8	S 6	f 12.40
			3.2				
s 10.35	W	KL5	5.7	WEIKEL D	6.6	13	s 12.20P
			3.5				
f 10.55		KL9	9.2	COWICHE	3.1	25	f 11.59A
			0.6				
f 11.00		KL10	9.8	HOLTZINGER	2.5	S 4	f 11.55
				2.5			
A 11.15A	Y	KL12	12.3	TIETON D	0.0	50	L 11.40A
Daily							Daily
1.15				Time Over Subdivision			1.20
9.8				Average Speed Per Hour			9.2

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 369 IS SUPERIOR TO No. 370.

SPECIAL INSTRUCTIONS, PAGES 2 AND 11.

THIRD SUBDIVISION—Cont.
(SUNNYSIDE LINE.)

11. **Commercial Spurs—**

	Miles from Pasco	Capacity
Whitstran	36.5	18
Dober	37.0	11
De Force	37.4	5
Elco	37.9	3
Wilcox	41.5	4
Apricot	43.6	19
Sugar Plant, No. 2	52.6	31
Nass	60.5	28
Sinto	61.3	3
Dalton	65.2	6
Boone	65.6	9
Gilliland	66.6	12
Chenauer	67.3	5
Keck	68.7	6
Cutler	69.2	13
Festa	70.2	3
Flint	72.8	40
Mellis	77.9	16

FOURTH AND FIFTH SUBDIVISIONS.
(CONNELL NORTHERN BRANCHES.)

1. **At Odair—**
Normal position of switch is for Idaho Division.
2. **At Adco and Bassett Jct—**
Normal position of switches is for fourth subdivision.
3. **At Adrian—**
Normal position of switch of Northern Pacific connection at east end of the Great Northern siding is for the siding.
4. **Sand Blows—**
Look carefully for drifted sand at points where sand fences are located and for falling rocks between Connell and Shano and between Adco and Odair.
5. **Bridge and Engine Restrictions—**
Bridge 59 overhead Great Northern track near Adrian ten (10) miles per hour; engines heavier than class W not permitted.
6. **Speed Restrictions—**
Twenty (20) miles per hour.
Between Forrey and Bacon fifteen (15) miles per hour.
7. **Register Stations—**
Connell.
Bassett Jct.
Adrian.
Odair.
8. **Clearance Exceptions—**
Odair—trains will not require clearance.
9. **Bulletin Station**—Pasco.
10. **Derail Switches—**

Schlomer Spur	West End.
Adco	West End.

11. **Commercial Spurs—**

	Miles from Connell	Capacity
Schlomer	5	13
Frischnecht	7	9
Koren	13	8
Simensen	20	12
Atwood	36	8
Mitchell	42	11
Schaefer (Schrag Branch)	7	8
Forrey	66.2	8

SIXTH SUBDIVISION.
(WALLA WALLA BRANCH.)

1. **At Pasco—**
Westward trains must have Northern Pacific clearance in addition to S. P. & S. clearance card, Form 1226.
Freight yard connection with the S. P. & S. line at east leg of wye is equipped with a Spring Switch, normal position is for main track. A light-signal indicating the position of switch is located near switch stand showing "green", when in normal position and "red" when set for freight yard or when for any reason the switch points are open. If red indication is shown or light not burning trains must stop and examine switch points before passing over switch.
2. **At Ainsworth Jct.**
Top arms of train order signal govern movement to and from S. P. & S. line; bottom arms govern movement to and from Walla Walla branch. Trains enroute to Walla Walla branch will call for switch with one short and one long blast of whistle.
Trains in both directions will call for train order signal with four short blasts of whistle and be governed by S. P. & S. Rule 221-B. Trains coming from the Walla Walla branch must make the required junction stop.
3. **At Attalla—**
If the Home signal does not indicate proceed, the hand release may be operated according to instructions inside release box at the crossing.
At State Sand Pit, one and one-half miles west, an overhead platform, located five car lengths from end of spur, spans the track and will not clear cars of greater height than coal cars.

SPECIAL INSTRUCTIONS

4. **At Huntsville—**
O.-W. R. & N. and Northern Pacific tracks used jointly for switching purposes; except, Northern Pacific crews will use O.-W. R. & N. siding only, and to the first switch east of the Corbett Warehouse. If necessary to use O.-W. R. & N. main track, it must be done under protection of flag in both directions as per Rule 99.
5. **Sand Blows—**
All trains look carefully for drifted sand at points where sand fences are located.
6. **Bridge and Engine Restrictions—**
Bridge 3, Snake River, Engines classes S-2, S-3, S-4, Q and Q-1, eight (8) miles per hour.
Double header engines, class S-2 and heavier, not permitted.
Engines heavier than Class Q-1, not permitted.
7. **Speed Restrictions—**
Passenger trains thirty-five (35) miles per hour and freight trains twenty-five (25) miles per hour between Pasco and Dayton.
Twenty (20) miles per hour on first curve east of Lamar.
Walla Walla, thru city limits, six (6) miles per hour. All trains and yard engines will stop and flag before proceeding over Main Street and the first street west, Tukanon Street, and will approach Isaacs Avenue at restricted speed as well as keeping a sharp lookout approaching other crossings in the City of Walla Walla.
Dayton City limits, six (6) miles per hour.
Sharp curves and over bridges between M. P. 75 and 84, between Dixie and Coppei, twenty (20) miles per hour.
All trains enter Pasco passenger yard at restricted speed.
8. **Special Stops, Connections, Etc.—**
Nos. 347 and 353 stop on flag at Penitentiary east of Walla Walla.
Nos. 348, 349, 350, 353 and 354 stop at Casey on flag.
9. **Register Stations—**
Pasco, Attalia, Eureka, Walla Walla and Dayton.
10. **Bulletin Stations—**
Pasco—Yard Office, Roundhouse and Passenger Depot.
Walla Walla.
11. **Standard Time Clock—**
Pasco—Yard Office, Roundhouse and Passenger Depot.
12. **Watch Inspectors—**

Pasco	H. W. Hull and D. Burt Bryan.
Walla Walla	K. Falkenberg.

13. **Derail Switches—**

Casey	East End.
Slater	East End.
Legrow	East End.
Welland	East End.
Lamar	East End.
Harsha	East End.
Paddock	East End.
Climax	West End.
Drum	West End.
Rulo	West End.
Thiel	West End.
Dry Creek	West End.
Pedigo	East End.
Walla Walla	Interchange Extension, 236 feet from East End.
Riffle	East End.
Sapolil	West End.
Buroker	East End.
Spring Creek	East End.
Gilliam	East End.
Dixie	East End.
Eastman	East End and on Clay Track.
Minnick	East End.
Coppei	West End.
Long	East End.
Dayton	East End Jumbo Track.

14. **Commercial Spurs—**

	Miles from Pasco	Capacity
Casey	10.3	3
Shaw	41.5	2
Taggard	89.3	4
Varna	92.0	2
Dumas	93.8	5

SEVENTH SUBDIVISION.
(EUREKA BRANCH.)

1. **Speed Restrictions**—Twenty (20) miles per hour.
2. **Register Stations**—Eureka.
3. **Derail Switches—**

Babcock	East End.
Lee	West End.
Reser	East End.

4. **Commercial Spurs—**

	Miles from Eureka	Capacity
Harvey	10.0	7
Tomkins	16.5	9

EIGHTH SUBDIVISION.
(TRACY BRANCH.)

1. **Speed Restrictions—**
Twenty (20) miles per hour.
2. **Derail Switches—**

Kibbler	On Main Track.
Harbert	East End.

NINTH AND TENTH SUBDIVISIONS.
(PENDLETON AND ATHENA BRANCHES.)

1. **At Hunt—**
Normal position of switch is for Ninth Subdivision.
2. **At Wallula—**
Tracks of O.-W. R. & N. and Northern Pacific used jointly between west switch of Hunt siding and Wallula passenger depot. Trains will be governed by O.-W. R. & N. transportation Rule 93, which reads as follows: "Within yard limits the main track may be used protecting against first-class trains. All trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear."
Nos. 349 and 350 use O.-W. R. & N. main track to and from passenger depot. When switches are lined by yardmaster, movement may be made without obtaining a register check of overdue first-class trains; otherwise, a register check must be obtained before occupying O.-W. R. & N. main track.
3. **Yard Limit—**
Tracks between yard limit signs east of Attalia and west of Wallula will be operated as one yard.
4. **Train Inspection—**
Eastward freight trains must stop at Ring to cool wheels and inspect train.
5. **Sand Blows—**
Look carefully for drifted sand between mile posts 2 and 3 between Hunt and Ring.
6. **Mountain Grade—**
Hunt to Helix and Smeltz to Duroc.
7. **Speed Restrictions—**
Between Attalia and Pendleton, motor cars forty-five (45); passenger trains (steam) thirty-five (35); freight trains twenty-five (25) miles per hour; except, on descending mountain grade between Apex and mile post 7, speed of motor cars and passenger trains must not exceed any one (1) mile in two (2) minutes, and freight trains any one (1) mile in four (4) minutes.
Between Smeltz and Athena, twenty (20) miles per hour; except, on descending mountain grade between Duroc and Smeltz, speed of passenger trains must not exceed any one (1) mile in two (2) minutes, and freight trains any one (1) mile in four (4) minutes.
State Highway Crossing, near mile post 5, eight (8) miles per hour.
Pendleton, within corporate limits, six (6) miles per hour.
8. **Register Stations—**
Attalia, Smeltz and Pendleton.
Wallula, for Nos. 349 and 350.
9. **Clearance Exceptions—**
Pendleton—No. 350 will not require clearance on Sundays.
Smeltz—No. 905 will not require clearance.
10. **Derail Switches—**

Ring	East End.
Vansycle	East End.
Stanton	East End.
Apex	East and West End.
McCormmach	West End.
Fulton	West End.
Pendleton	Transfer Track.
Smeltz	Main Track, Athena Line.
Duroc	East End.
Wayland	West End.
Waterman	West End.

ELEVENTH SUBDIVISION.
(SNAKE RIVER BRANCH.)

1. **At Riparia,** normal position crossing gates is clear for O.-W. R. & N. trains. O.-W. R. & N. trains are not required to stop for crossing except when in use by N. P. trains.
N. P. trains must stop and open gates, then close them after using crossing.
2. **Speed Restrictions—**
Twenty-five (25) miles per hour.
Tunnel No. 1, seven miles east of Windust, fifteen (15) miles per hour.
Eight (8) miles per hour turning engines on Wye at Riparia.
Look out for falling rocks east of M. P. 14 and between mile posts 38 and 39 and near the West Switch at Perry.
3. **Special Stops, Connections, Etc.—**
Male passengers may be handled locally in caboose when provided with permit and proper transportation.
4. **Register Stations—**
Riparia.
5. **Bulletin Station—**
Pasco, train and enginemen will also check S. P. & S. bulletins.
6. **Commercial Spurs—**

	Miles from Snake River Jct.	Capacity
Burrcan	9.5	4
Sargent	35.0	7

7. **Derail Switches—**

Burrcan	West End.
Sargent	West End.

TWELFTH SUBDIVISION.

(SIMCOE BRANCH.)

1. **Speed Restrictions—**
Fifteen (15) miles per hour.
2. **Derail Switches—**
Wesley Junction.....Main Line.
White Swan.....East End Loading Track.
3. **Commercial Spurs—**

	Miles from Wesley Jct.	Capacity
Pluto	3.0	6
Utahco	3.3	17
Holt	3.9	5
Venner	7.4	5
Rupple	13.6	20

THIRTEENTH SUBDIVISION.

(MOXEE BRANCH.)

1. **Speed Restrictions—**
Twenty-five (25) miles per hour.
2. **Bridge Restrictions—**
Bridge 1, Yakima River, Engines classes S-2, S-3, S-4, Q and Q-1, eight (8) miles per hour.
Engines class T and heavier, not permitted.
3. **Register Stations—**
Yakima.
4. **Clearance Exceptions—**
Moxee City—No. 372 will not require clearance.
5. **Bulletin Station—**
Yakima.
6. **Standard Time Clock—**
Yakima.
7. **Derail Switches—**
Terrace Heights.....West End.

FOURTEENTH SUBDIVISION.

(NACHES BRANCH.)

1. **At Brace,** normal position of switch is for Fifteenth Subdivision.
2. **Bridge and Engine Restrictions—**
Bridge 4, engines classes S-2, S-3, S-4, Q and Q-1, eight (8) miles per hour.
Engines class T and heavier, not permitted.
Track cannot be used by engines on the Power house trestle.
3. **Speed Restrictions—**
Twenty-five (25) miles per hour.
Five (5) miles per hour from a point 200 ft. west to a point 500 ft. west of water tank, east of power house.
4. **Register Stations—**
Yakima and Brace.
5. **Clearance Exceptions—**
Naches—No. 368 will not require clearance.
6. **Bulletin Station—**
Yakima.
7. **Standard Time Clock—**
Yakima.
8. **Watch Inspector—**
Yakima.....Noble Jewelry.
9. **Derail Switches—**
Fruitvale.....East End.
Jacobson.....East End.
Gleed.....East End of Siding and Warehouse track.
Eschbach.....East End.
Power House.....West End.
Sinclair Park.....East End.
Naches.....Main Line, 200 feet east of the east switch.

SPECIAL INSTRUCTIONS.

FIFTEENTH SUBDIVISION.

(COWICHE BRANCH.)

1. **Bridge and Engine Restrictions—**
Bridge 4.3. Engines classes S, S-1, S-2, S-3, S-4, Q and Q-1, eight (8) miles per hour. Engines classes T and heavier, not permitted.
2. **Speed Restrictions—**
Ten (10) miles per hour between Brace and Weikel.
Twenty-five (25) miles per hour between Weikel and Tieton.
3. **Register Stations—**
Brace.
4. **Clearance Exceptions—**
Tieton.....No. 370 will not require clearance.
5. **Derail Switches—**
Brace.....Coal Spur.
Weikel.....East End.
Spitzenberg.....East End.
Cowiche.....East End.
Holtzinger.....East End.
Tieton.....East Leg Wye.
Oil Spur.
Warehouse lead. 30 ft. East of Inside Switch.

ALL SUBDIVISIONS.

1. Conductors of work trains will issue instructions to their flagmen in writing, except when a flagman goes back immediately to stop approaching train.
2. Speed Restrictions—Passenger trains must not exceed a speed of one (1) mile per minute.
All trains fifteen (15) miles per hour passing telegraph offices where orders are received.
Thirty (30) miles per hour through interlocking plants and fifteen (15) miles per hour through cross-overs, turn-outs and gauntlets.
Class W, W-1, W-2 and W-4 engines forty (40) miles per hour, class W-3 and W-5 engines thirty-five (35) miles per hour, engines backing up on main line, twenty (20) miles per hour, and on branch lines, fifteen (15) miles per hour with or without cars.
Trains handling steam wrecking derrick, thirty (30) miles an hour on main line, and on branch lines, conform to speed restrictions governing such lines, but not exceed twenty (20) miles an hour.
Trains handling Pile Driver No. 23, twenty (20) miles an hour on main line and ten (10) miles an hour on branch lines.
3. When it becomes necessary to utilize side track for main line; in addition to setting and locking switches for side track and protecting the condition by train order, flagmen with proper flagging material will be stationed to fully protect approaching trains in the manner called for in Transportation Rules until movement over main line is resumed. In cases where conductors find it necessary to leave switches set for siding, they must arrange to fully protect approaching trains until relieved by trackmen or others who are competent and equipped to do so.
4. When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.
5. Except as otherwise provided Enginemen will not be required to consult register except at initial or starting point.
6. Before moving a work or wrecking train whistle signal (14-b) or, (14-h) must be sounded for the protection of men working about such trains.
7. Washington Full Crew Law—In the State of Washington, rear brakeman or flagman must have at least one year's experience.
Passenger trains of four (4) or more cars must have two (2), and freight trains of twenty-five (25) or more cars, must have three (3) brakemen.
8. Engines coupling to passenger trains, and in making coupling between passenger cars; engines or cars must be brought to a full stop not more than 30, or less than 10 feet from the train before coupling.
9. Trains consisting of loads and empties will be made up with as many empties ahead of the loads as there are loads in the train, but not exceeding one-half of the empties. If the number of loads is equal to or exceeds one-half of the empties, place one-half of the empties ahead of the loads and the other half behind the loads. When cars are picked up between terminals, conductors will arrange to equalize the breaking power accordingly.
10. Trains pulling into side tracks, or leaving the main line at junction points, must pull entirely into clear of main line before stopping to pick up the man attending the switch.
11. The following letters when placed after the figures of schedule indicate:
"A" — AM
"P" — PM
12. SPRING SWITCHES—
Maximum speed for all facing point and trailing point movements through switch fifteen (15) miles per hour. Trailing movements on the track for which the switch is normally lined may be made at normal speed.
Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.
Flying switches over or through spring switches are prohibited.
When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it. When signal governing block in which spring switch is located is at stop, or where automatic block signals do not govern account trains running against current of traffic, facing point movements must not be made over switch until points have been examined.
Sand must not be used over points of spring switches.
13. IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:
When a train dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-C. The engineman may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders that are addressed to his train.
In connection with elimination of automatic signal in stop position, as shown under 501-A, Page 83, Transportation Rules, the second paragraph of Rule 509, Transportation Rules, is amplified as follows:
"When a train is stopped by a stop and proceed signal it may proceed at once at restricted speed expecting to find a broken rail, obstruction, or switch not properly set, and must understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an approach signal indication, Rule 501-B, and before proceeding into block every precaution consistent with running orders and nature of the track ahead should be taken to insure safe movement through the block."

SPEED TABLE

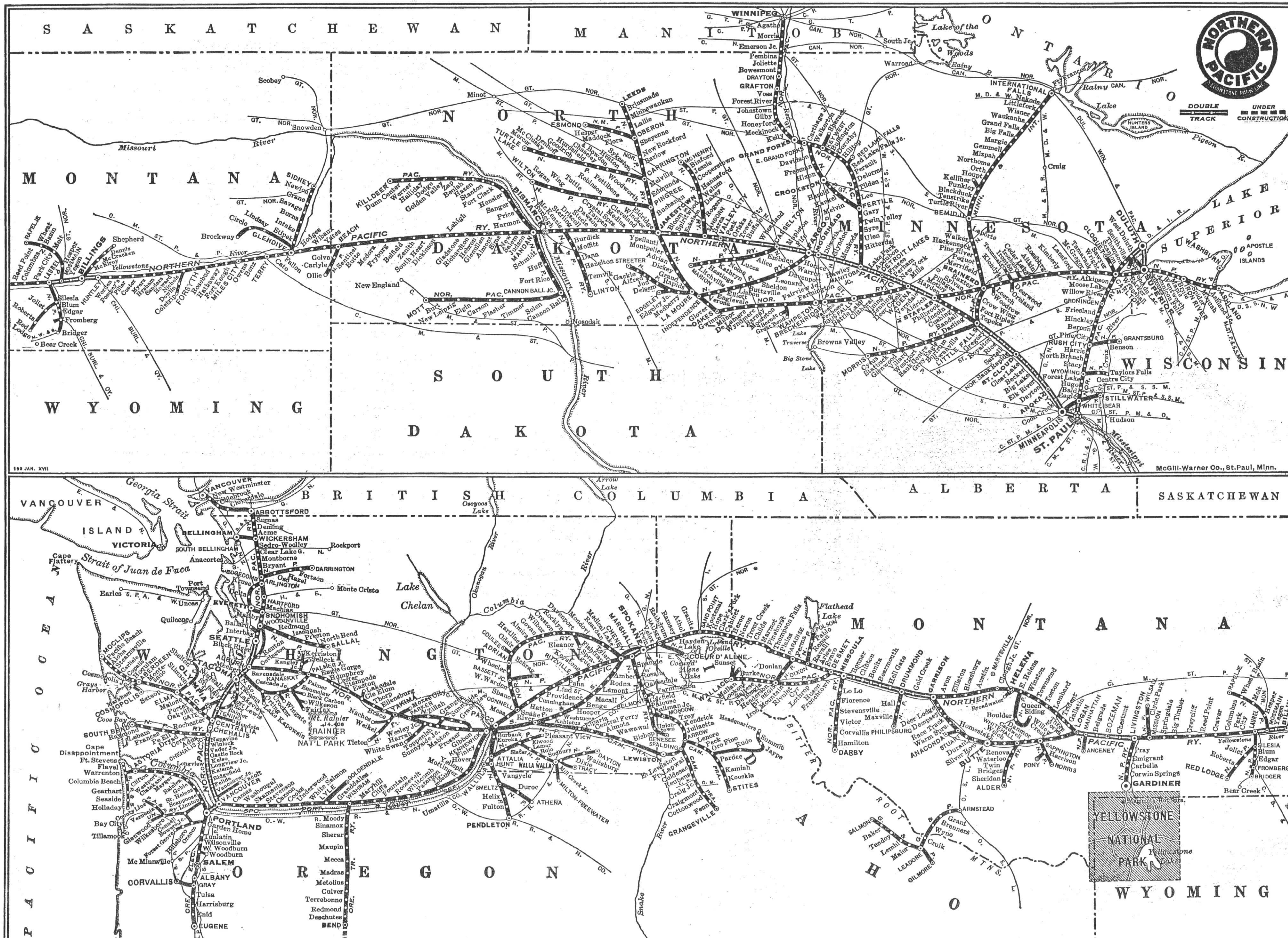
Time Per Mile Minutes	Seconds	Miles Per Hour	Time Per Mile Minutes	Seconds	Miles Per Hour
1	..	60	2	..	30
1	1	59	2	10	27.6
1	2	58	2	15	26.6
1	3	57.1	2	20	25.7
1	4	56.2	2	30	24
1	5	55.3	2	40	22.5
1	6	54.5	2	45	21.8
1	7	53.7	2	50	21.2
1	8	52.9	3	..	20
1	9	52.1	3	9	19
1	10	51.4	3	20	18
1	12	50	3	31	17
1	15	48	3	45	16
1	20	45	4	..	15
1	25	42.3	5	..	12
1	30	40	6	..	10
1	40	36	7	30	8
1	45	34.3	10	..	6
1	50	32.7			

CLEARANCE TABLE

Division and Sub-Division		Limit of Load Measurement Based on 9 Inch Clearance on Side and Overhead — HEIGHT ABOVE TOP OF RAIL																	
		1Ft 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
IDAHO DIVISION		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′10″	17′8″	17′7″	17′4″	17′1″	16′10″	16′6″	16′4″	16′1″	15′10″	15′7″	15′4″	15′0″	14′10″	14′8″	14′3″	13′9″	17′10″	11′6″
5th Subdivision	Washington Central Branch	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	11′6″
PASCO DIVISION																				
1st Subdivision	Main Line (Cheney-Pasco)	21′8″	21′4″	21′1″	20′9″	20′5″	20′2″	19′10″	19′8″	19′6″	19′4″	19′3″	19′1″	18′11″	18′10″	18′9″	18′7″	18′5″	21′8″	11′6″
2nd Subdivision	Main Line (Pasco-Ellensburg)	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′2″	21′0″	20′11″	20′9″	20′8″	20′6″	20′5″	20′4″	20′3″	20′2″	20′0″	21′3″	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′7″	18′4″	18′3″	18′1″	17′10″	17′7″	18′10″	11′6″
4th Subdivision	Connell Northern Branch	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	11′6″
5th Subdivision	Ritzville Branch	21′11″	21′11″	21′11″	21′11″	21′11″	21′11″	21′11″	21′11″	21′11″	21′11″	21′11″	21′11″	21′11″	21′11″	21′11″	21′11″	21′11″	21′11″	11′6″
6th Subdivision	Walla Walla Branch	18′6″	18′6″	18′6″	18′6″	18′6″	18′6″	18′6″	18′6″	18′6″	18′6″	18′6″	18′6″	18′6″	18′6″	18′6″	18′6″	18′6″	18′6″	11′6″
7th Subdivision	Eureka Branch	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	11′6″
8th Subdivision	Tracy Branch	16′8″	16′8″	16′8″	16′8″	16′8″	16′8″	16′8″	16′8″	16′8″	16′8″	16′8″	16′8″	16′8″	16′8″	16′8″	16′8″	16′8″	16′8″	11′6″
9th Subdivision	Pendleton Branch	21′3″	21′3″	21′3″	21′3″	21′3″	21′3″	21′2″	21′1″	20′11″	20′10″	20′9″	20′7″	20′6″	20′5″	20′4″	20′3″	20′1″	21′3″	11′6″
10th Subdivision	Athena Branch	22′0″	22′0″	22′0″	22′0″	22′0″	22′0″	22′0″	22′0″	22′0″	22′0″	22′0″	22′0″	22′0″	22′0″	22′0″	22′0″	22′0″	22′0″	11′6″
11th Subdivision	Snake River Branch	21′10″	21′9″	21′6″	21′2″	20′10″	20′7″	20′3″	20′1″	19′11″	19′9″	19′8″	19′6″	19′0″	18′10″	18′2″	17′7″	16′11″	21′10″	11′6″
12th Subdivision	Simcoe Branch	19′3″	19′3″	19′3″	19′3″	19′3″	19′3″	19′3″	19′3″	19′3″	19′3″	19′3″	19′3″	19′3″	19′3″	19′3″	19′3″	19′3″	19′3″	11′6″
13th Subdivision	Moxee Branch	18′9″	18′6″	18′4″	18′1″	17′10″	17′8″	17′5″	17′4″	17′3″	17′1″	17′0″	16′11″	16′10″	16′9″	16′8″	16′7″	16′6″	18′9″	11′6″
14th Subdivision	Naches Branch	19′4″	19′4″	19′4″	19′4″	19′4″	19′4″	19′1″	19′1″	19′1″	19′1″	19′0″	18′11″	18′10″	18′9″	18′7″	18′4″	18′1″	19′4″	11′6″
15th Subdivision	Cowiche Branch	19′10″	19′10″	19′10″	19′10″	19′10″	19′10″	19′10″	19′10″	19′10″	19′10″	19′10″	19′10″	19′10″	19′10″	19′10″	19′10″	19′10″	19′10″	11′6″

Note—The above Table is based on open-car lading equally divided on either side of center line of car.

E. J. MORAN, Trainmaster. **O. REVLING, Trainmaster.** **H. J. McCALL, Trainmaster.** **H. LIVESEY, Chief Dispatcher.**


NORTHERN PACIFIC
YELLOWSTONE PARK LINE
DOUBLE TRACK
UNDER CONSTRUCTION
SASKATCHEWAN
MANITOBA
ONTARIO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
WISCONSIN
WYOMING
LAKE SUPERIOR
APOSTLE ISLANDS
HUNTERS ISLAND
Lake of the Woods
Rainy Lake
Pigeon R.
Missouri River
Yellowstone River
Mississippi River
WINNIPEG
Emerson Jc.
Pembina
GRAFTON
GRAND FORKS
CROOKSTON
FARGO
MOORHEAD
JAMESTOWN
BISMARCK
MANDAN
DICKINSON
BEACH
GLENDIVE
MILES CITY
FORSYTH
BILLINGS
LAUREL
RED LODGE
DULUTH
SUPERIOR
ASHLAND
WASHBURN
BRAINERD
STAPLES
DETROIT LAKES
WADENA
LITTLE FALLS
ST. CLOUD
ANOKA
MINNEAPOLIS
ST. PAUL
STILLWATER
WHITE BEAR
INTERNATIONAL FALLS
BEMIDJI
Minot
Snowden
Scobey
SIDNEY
McGill-Warner Co., St. Paul, Minn.
192 JAN. XVII
VANCOUVER ISLAND
VICTORIA
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
Georgia Strait
Strait of Juan de Fuca
Cape Flattery
PACIFIC OCEAN
WASHINGTON
OREGON
IDAHO
MONTANA
WYOMING
VANCOUVER
New Westminster
ABBOTTSFORD
BELLINGHAM
SOUTH BELLINGHAM
WICKERSHAM
Sedro-Woolley
Anacortes
DARRINGTON
ARLINGTON
EVERETT
SNOHOMISH
SEATTLE
TACOMA
OLYMPIA
ABERDEEN
COSMOPOLIS
SOUTH BEND
CENTRALIA
CHEHALIS
KELSO
VANCOUVER
PORTLAND
SALEM
ALBANY
CORVALLIS
EUGENE
BEND
ASTORIA
Columbia River
Lake Chelan
Okanogan River
Mt. Rainier 14,408
RAINIER NAT'L PARK
YAKIMA
ELLENSBURG
PASCO
KENNEWICK
WALLA WALLA
PENDLETON
LEWISTON
GRANGEVILLE
SPOKANE
CHENEY
MARSHALL
SANDPOINT
COEUR D'ALENE
Lake Pend Oreille
WALLACE
PARADISE
Flathead Lake
MISSOULA
DARBY
GARRISON
DRUMMOND
HELENA
BUTTE
ANACONDA
LOGAN
BOZEMAN
LIVINGSTON
GARDINER
YELLOWSTONE NATIONAL PARK
Mammoth Hot Sprs. Hotel
Yellowstone Lake
BITTER ROOT MTNS.
Snake River
NORTHERN PACIFIC RY.