

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME **31B** TABLE

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

(One hour slower than Mountain or 105th Meridian Time.)

SUNDAY, June 19th, 1910

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

H. C. NUTT,
General Manager.

I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

J. L. DeFORCE,
Superintendent.

J. C. ROTH,
Assistant Superintendent of Transportation.

FIRST DISTRICT.

EAST BOUND

FIRST CLASS.												SECOND CLASS.			THIRD CLASS TRAINS.					
8	234	4	S. P. & S. 2	260	232	258	6	236	2	42	Station Nos., Water, Coal, Scales, Tables and Wyes	Distance from Spokane	Time Table No. 31B. June 19, 1910 Succeeding No. 31A.	Distance from Pasco	Capacity of Passing Tracks	602	76	664	884	886
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			STATIONS. Telegraph Offices and Calls			Freight	S. P. & S. Freight	Freight	Way Freight	Way Freight
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	DAILY	EXCEPT MONDAY	EXCEPT MONDAY	EXCEPT SUNDAY
11:30 PM	8:50 PM	9:40 PM	9:30 PM	7:40 PM	2:45 PM	2:30 PM	10:20 AM	10:40 AM	7:55 AM	7:40 AM	1576	0.0	SF... SPOKANE.....N	145.7	Yard	6:20 AM	6:45 AM	4:45 AM	1:45 PM	
* 11:20	* 8:37	* 9:35	* 9:18	* 7:30	* 2:35	* 2:22	* 10:10	* 10:38	* 7:47	* 7:30	1577	1.5	NS... SEVENTH AVE.....N	144.2	00	6:05	6:32	4:35	1:35	
* 11:05	* 8:25	* 9:28	* 9:13	* 7:20	* 2:25	* 2:15	* 10:00	* 10:25	* 7:40	* 7:15	1582	6.2	WS... WINS.....N	139.5	60	5:50	6:18	4:25	1:20	
* 10:55	8:20 PM	* 9:20 PM	* 9:10 PM	* 7:15	* 2:20 PM	* 2:10	* 9:55	10:15	* 7:35	* 7:03	1585	9.0	MR... MARSHALL.....N	136.7	120	5:40	6:10 AM	4:15 AM	1:10	
10:40				6:50		1:55	* 9:40	10:00 AM	* 7:23	6:45	1592	16.4	CY... CHENEY.....N	129.3	75	5:05			12:45	
* 10:30				* 6:34		* 1:45	* 9:30		* 7:14	* 6:32	1597	21.3	..... MIDWAY.....N	124.4	60	4:50			12:30	
* 10:17				6:20		* 1:35	* 9:22		* 7:05	* 6:18	1603	27.1	TY... TYLER.....D	118.6	120	4:30			12:15	
* 10:10				* 6:10		* 1:27	* 9:15		* 6:59	* 6:10	1607	30.9	VA... FISHTRAP.....N	114.8	60	4:15			12:01 PM	
* 9:58				* 5:55		* 1:15	* 9:05		* 6:46	* 5:57	1612	36.3	KN... KLINE.....N	109.4	120	3:45			11:45 AM	
9:45				5:40		1:00	* 8:45		* 6:32	5:45	1617	41.2	SX... SPRAGUE.....N	104.5	120	3:25			11:30	
* 9:35				* 5:30		* 12:52	* 8:35		* 6:18	* 5:36	1621	45.3	..... CONCORD.....N	100.4	60	3:10			11:10	
* 9:20				5:18		* 12:40	* 8:22		* 6:11	* 5:28	1627	51.1	HI... KEYSTONE.....N	94.6	120	2:55			10:50	
* 9:05				* 5:07		* 12:30	* 8:08		* 6:03	* 5:18	1633	56.9	N... TOKIO.....N	88.8	120	2:35			10:30	
* 8:57				* 4:57		* 12:22	* 7:55		* 5:55	* 5:11	1637	61.3	R... COKER.....N	84.4	60	2:15			10:15	
8:50				4:50		12:15	7:45		* 5:50	5:05	1641	64.9	RV... RITZVILLE.....N	80.8	120	1:55			10:00	
* 8:37				* 4:36		* 12:01 PM	* 7:30		* 5:38	* 4:51	1647	70.6	..... ESSIG.....N	75.1	60	1:25			7:00	
* 8:31				4:29		* 11:54 AM	* 7:20		* 5:31	* 4:43	1649	74.2	NA... PAHA.....D	71.5	120	1:10			6:40	
* 8:23				* 4:18		* 11:44	* 7:08		* 5:22	* 4:33	1653	78.5	..... RUBY.....N	67.2	60	12:50			6:20	
8:15				4:10		11:35	7:00		* 5:15	4:25	1658	81.9	LD... LIND.....N	63.8	120	12:35			6:00 AM	2:00 PM
* 8:08				* 3:59		* 11:25	* 6:48		* 5:06	* 4:15	1662	86.1	..... AKRON.....N	59.6	60	12:25			1:45	
* 8:02				* 3:49		* 11:18	* 6:40		* 5:00	* 4:05	1667	89.8	PX... PROVIDENCE.....N	55.9	120	12:15 AM			1:30	
* 7:55				* 3:40		* 11:10	* 6:33		* 4:52	* 3:57	1670	93.0	..... BEATRICE.....N	52.7	60	11:55 PM			1:10	
* 7:45				3:25		* 11:00	* 6:23		* 4:42	* 3:45	1674	97.8	SC... CUNNINGHAM.....N	47.9	120	11:35			12:45	
* 7:35				3:17		* 10:53	* 6:15		* 4:35	* 3:38	1677	101.1	TW... HATTON.....D	44.6	60	11:15			12:30	
* 7:25				* 3:03		* 10:45	* 6:05		* 4:24	* 3:25	1682	105.9	..... EMERY.....N	39.8	60	10:50			12:05 PM	
7:15				2:50		10:35	* 5:55		* 4:15	3:15	1686	110.5	CN... CONNELL.....N	35.2	120	10:30			11:45 AM	
* 7:05				* 2:40		* 10:25	* 5:45		* 4:05	* 3:07	1690	115.4	..... CACTUS.....N	30.3	60	10:05			11:00	
* 6:55				2:30		* 10:15	* 5:38		* 3:59	* 3:00	1695	119.8	AK... MESA.....D	25.9	120	9:45			10:20	
* 6:50				* 2:22		* 10:09	* 5:32		* 3:54	* 2:55	1698	122.6	..... VALE.....N	23.1	60	9:35			9:45	
* 6:40				2:10		* 9:57	* 5:22		* 3:45	* 2:45	1704	128.5	W... ELTOPIA.....N	17.2	120	9:13			9:15	
* 6:30				* 1:58		* 9:45	* 5:13		* 3:35	* 2:37	1709	133.5	..... SAGEMOOR.....N	12.2	60	8:45			8:45	
* 6:20				* 1:47		* 9:35	* 5:05		* 3:28	* 2:30	1714	138.2	GD... GLADE.....N	7.5	120	8:25			8:20	
6:05 PM				1:30 PM		9:20 AM	4:50 AM		3:15 AM	2:15 AM	1721	145.7	PA... PASCO.....N	0.0	Yard	7:50 PM			7:40 AM	
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	DAILY	EXCEPT MONDAY	EXCEPT MONDAY	EXCEPT SUNDAY
5.25	.25	.20	.20	6.10	.25	5.10	5.30	.40	4.40	5.25			Time over District.			10.30	.35	.30	7.45	6.20
26.9	21.6	27.	27.0	23.7	21.6	28.0	26.5	24.0	31.3	27.			Average Speed per Hour.			13.9	15.4	18.	10.6	10.1

Registering and Bulletin Stations—Spokane and Pasco. No. 883, 884, 885 and 886 will register at Lind Branch line trains will register at Marshall and Cheney. Standard Clocks—Spokane, Lind and Pasco. Maximum grades between Providence and Cunningham. Derailing switches in passing tracks must always be left open when cars are left on passing track. Lind is district terminal for trains 883, 884, 885 and 886. All trains must approach W. C. Branch, Junction Switch east of Cheney, under full control. Trains must not exceed speed of 8 miles per hour over street crossings in Spokane, Cheney, Sprague, Ritzville and Lind. Engineers will not be required to consult register except at initial or starting point. First class trains when 15 minutes or more late, and extra trains running on schedule, will observe same precautions in yard limits at Spokane, Ritzville, Lind and Pasco as are required of second and inferior class trains by Rule 298-F. Double track switch at Seventh Ave. will be set for east bound trains. Maximum speed of passenger trains is 1 minute or 60 seconds per mile. This limit must never be exceeded.

SECOND DISTRICT.

WEST BOUND.

EAST B

THIRD CLASS TRAINS.

SECOND CLASS.

FIRST CLASS TRAINS.

Time Table No. 31B. June 19, 1910. Succeeding No. 81A.

STATIONS. Telegraph Offices and Calls

Main table with columns for train numbers (889, 887, 75, 603, 601, 605, 3, 3, 7, 259, 1, 5, 1, 41, 5, 257, 281, 279, 277), times, and station names (PASCO, P. & S. JUNCTION, KENNEWICK, VISTA, ERIE, BADGER, ROME, KIONA, CHANDLER, GIBBON, PROSSER, BYRON, MABTON, EMPIRE, SATUS, ALFALFA, SUNNYSIDE JUNCTION, TOPPENISH, MONTE, WAPATO, PARKER, YAKIMA CITY, NORTH YAKIMA, SELAH, POMONA, HILLSIDE, ROZA, CANYON, UMTANUM, INDJO, THRALL, ELLENSBURG).

Registering and Bulletin Stations—Pasco and Ellensburg. Standard Clocks—Pasco, Toppenish, North Yakima and Ellensburg. Engineers will not be required to consult register except at initial or starting point. Trains must not exceed speed of 8 miles per hour over street crossings in North Yakima and Toppenish. Branch Line trains will register at Sunnyside Junction. All trains will come to full stop 200 feet from draw span Columbia River Bridge and will not proceed until bridge is known to be closed and properly secured. Toppenish is district terminal for trains 887, 888, 889 and 890. These trains register at Toppenish. First-class trains when 15 minutes or more late and extra trains running on schedule, will observe same precaution in yard limits at Pasco, Toppenish, North Yakima and Ellensburg as are required of second and interior class trains by Rule 298-F. North Yakima is district terminal for trains 277, 278, 279, 280, 281 and 282. These trains will register at Sunnyside Junction and North Yakima. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Table for EAST BOUND with columns for train numbers (278, 281, 279, 277) and times.

24. .55 26. .55 Registering and Standard Clocks Engineers will r Trains must not

EAST BOUND.

SECOND DISTRICT.

FIRST CLASS TRAINS.

SECOND CLASS.

THIRD CLASS TRAINS.

Time Table No. 31B. June 19, 1910. Succeeding No. 31A. STATIONS. Telegraph Offices and Calls.

Main table with columns for train numbers (278, 280, 282, 2, 42, 8, 6, 4, 260, 2, 258, 6, 4), station names (Pasco, Toppenish, North Yakima, Ellensburg, etc.), departure times, and class types (Passenger, Freight, Way Freight). Includes 'S. P. S.' and 'W. C. T. Y.' designations.

Time over District. Average Speed per Hour.

Registering and Bulletin Stations—Pasco and Ellensburg. Standard Clocks—Pasco, Toppenish, North Yakima and Ellensburg. Engineers will not be required to consult register except at initial or starting point. Trains must not exceed speed of 8 miles per hour over street crossings in North Yakima and Toppenish.

All trains will come to full stop 200 feet from draw span Columbia River Bridge and will not proceed until bridge is known to be closed and properly secured. N. Yakima is district terminal for trains 277-278-279-280-281-282. These trains will register at North Yakima and Sunnyside Junction.

First-class trains when 15 minutes or more late and extra trains running on schedule will observe same precaution in yard limits at Pasco, Toppenish, North Yakima and Ellensburg as required of second and inferior class trains by Rule 298-F. Toppenish is district terminal for trains 887, 888, 889 and 890. Maximum speed for passenger trains is one minute or sixty seconds per mile. This limit must not be exceeded.

Vertical table on the left side with columns for 'Passenger' and 'SUNDAY ONLY' and rows for various times (2.15 PM, 2.25, 2.35, 2.45, 2.55, 3.05, 3.15 PM).

WEST BOUND.

WALLA WALLA BRANCH.

EAST BOUND.

West Bound. EUREKA BRANCH. East Bound.

Table with columns for Class (THIRD, 2d, FIRST), Station Nos., Time Table No. 31B, and various train numbers (549, 893, 557, 263, 267, 261, 262, 266, 264, 562, 568, 896, 550, 551, 552).

S. P. & S. RULES AND TIME CARD GOVERN BETWEEN PASCO AND AINSWORTH—SEE SPECIAL RULES, PAGE 8.

Main time table grid for Walla Walla Branch with columns for time, station names (e.g., AINSWORTH, BURBANK, TWO RIVERS, ATTALIA, ADAMS, LEGROW, SLATER, WELAND, ADKINS, EUREKA, LAMAR, SHAW, RAY, CLIMAX, RULO, THEIL, DRY CREEK, SUDBURY, WATERLOO, O. R. & N. CROSSING, WALLA WALLA, MILL CREEK JCT., EVANS, STANFIELD, BUROKER, SPRING CREEK, GILLIAM, DIXIE, EASTMAN, MINNICK, COPPEL, WAITSBURG, HUNTSVILLE, O. R. & N. CROSSING, LONGS, KLUM, DAYTON), and train numbers.

Table for Eureka Branch with columns for Class (3d), Station Nos., Time Table No. 31B, and train numbers (551, 552).

Registering Station—Eureka. No. 551 has right to Pleasant View over No. 552.

West Bound. ATHENA BRANCH. East Bound.

Table for Athena Branch with columns for Class (2d), Station Nos., Time Table No. 31B, and train numbers (553, 554).

Registering Stations—Athena and Smeltz. No. 553 has right to Athena over No. 554.

West Bound. TRACY BRANCH. East Bound.

Table for Tracy Branch with columns for Class (3d), Station Nos., Time Table No. 31B, and train numbers (555, 556).

No. 555 has right to Tracy over No. 556. Registering Station—Walla Walla.

J. G. CUTLER, Assistant Superintendent.

Trains must not exceed six miles per hour in city limits of Walla Walla and Dayton. All trains will come to full stop before crossing O. R. & N. track between Attalia and Adams, at Walla Walla, and between Huntsville and Longs, and draw at Snake River bridge. No. 547 has right over No. 548 to Dayton. West wye switch at Pasco set for wye switch. Junction switch Ainsworth Junction set for S. P. & S. line. Junction switch Attalia set for Walla Walla line. Junction switch Hunts set for Wallula line.

Vertical table on the right side of the page with columns for WEST, SECOND, WEST, THIRD, WEST, and various train numbers and times.

ast Bound.

Capacity of Side Tracks	3d Class.
	552
	Mixed
	SUNDAY ONLY
40	1.30PM
20	f 1.10
35	f 1.00
20	f 12.45
39	f 12.25
19	f 12.10PM
20	f 11.59AM
40	11.40AM
	SUNDAY ONLY

ast Bound.

Capacity of Side Tracks	2d Class.
	554
	Mixed
	Mon., Wed., Fri.
25	12.10PM
21	f 12.01PM
22	f 11.50AM
30	f 11.40
45	11.25AM
	Mon., Wed., Fri.

ast Bound.

Capacity of Sidings	3d Class.
	556
	Mixed
	MONDAY ONLY
160	8.30AM
00	* 8.20
00	f 8.17
20	f 8.14
00	f 8.07
20	8.00AM
	MONDAY ONLY
	endent.
	& S. line.

WEST BOUND.			SUNNYSIDE BRANCH.			EAST BOUND.		
SECOND CLASS TRAINS.			Time Table No. 31B. June 19, 1910 Succeeding No. 31A.			SECOND CLASS TRAINS.		
275	273	271				272	274	276
Passenger	Passenger	Passenger	Water, Coal, Scales, Tables, and Wyes	Station Numbers	Distance from Sunnyside Junction	Passenger	Passenger	Passenger
SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY				EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY
8.55AM	4.00PM	8.00AM				10.20AM c 281 p 4	8.20PM c 279 p 4	2.15PM c 277 p 4
STATIONS.								
Telegraph Offices and Calls								
SUNNYSIDE JUNCTION 3.0								
GR.....GRANGER.....D 5.0								
LO.....OUTLOOK.....D 4.0								
SY.....SUNNYSIDE.....D 4.0								
.....LIGHTY..... 4.0								
GV.....GRAND VIEW.....D 0.0								
SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY				EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY

Branch Line trains must obtain orders before occupying main line at Sunnyside Junction
 Registering Stations—Grand View and Sunnyside Junction
 Standard Clock—North Yakima.
 Nos. 271, 273 and 275 have right over Nos. 272, 274 and 276.

WEST BOUND.			SNAKE RIVER BRANCH.			EAST BOUND.		
THIRD CLASS			FIRST CLASS			Time Table No. 31B. June 19, 1910. Succeeding No. 31A.		
897		285				286		898
Freight		Passenger	Water, Coal, Scales	Station Numbers	Distance from Pasco	Passenger		Freight
DAILY		DAILY				DAILY		DAILY
6.00AM		2.30AM	WC TY	1721	0	11.20PM		3.05PM
STATIONS.								
Telegraph Offices and Calls								
PASCO 26.3								
S. P. & S. RULES AND TIME CARD GOVERN BETWEEN PASCO AND SNAKE RIVER JUNCTION.								
7.15		8.20	K F 23	26.3	SR.....SNAKE RIVER JCT.....N 5.5	40.9	0	10.30
7.33		f 3.34	IK F 29	31.8	.....WALKER..... 6.5	35.4	60	f 10.14
7.54		f 3.50	W K F 35	8.3	.....WINDUST..... 8.5	28.9	90	f 9.57
8.22		f 4.07	K F 44	46.8	.....HARDER..... 7.0	20.4	0	f 9.40
8.45		f 4.21	K F 51	54.8	.....DAVIN..... 4.5	13.4	0	f 9.25
9.00		f 4.30	W K F 55	58.3	PR.....PERRY.....D 6.9	8.9	90	f 9.15
9.30AM		4.50AM	K F 64	67.2	AX.....LEWISTON JCT.....N	0	60	8.55PM
DAILY		DAILY				DAILY		DAILY
3.30		2.20				2.25		3.35
19.0		28.8				27.8		11.2
Time over District								
Average Speed per Hour								

Registering Stations—Snake River Jct.; Lewiston Jct.
 All trains must come to full stop before crossing O. R. & N. track at Lewiston Junction.
 Reduce speed to 15 miles per hour through tunnel No. 1, 1 1/2 miles west of Harder.
 East bound trains must obtain orders before occupying S. P. & S. main line at Snake River Junction.
 No. 897 has right over No. 898 to Lewiston Junction.

WEST BOUND.			WALLULA BRANCH.			EAST BOUND.		
THIRD CLASS TRAINS.			FIRST CLASS			Time Table No. 31B. June 19, 1910 Succeeding No. 31A.		
559	911	909	287	265		288	268	910
Mixed	Freight	Freight	Passenger	Passenger	Station Numbers	Passenger	Passenger	Freight
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY
4.00AM	11.30PM	10.30PM	4.45PM	7.35AM	I G 9	See 269	5.05PM See 264	11.50PM c 893 p 6
4.10AM					I G 16			12.30AM c 896 p 6
	11.50PM	11.00PM	4.50PM	7.45AM	I G 17			11.30AM c 562 p 6
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY
								1.50PM c 568 p 6
								1.40PM
STATIONS.								
Telegraph Offices and Calls								
A.....ATTALIA.....D 2.0								
.....HUNTS..... 1.0								
JN.....WALLULA.....N 0.0								
Time over District								
Average Speed per Hour								

All trains will come to full stop before crossing O. R. & N. track between Attalia and Hunts.
 Registering Stations—Wallula and Attalia.

WEST BOUND.			PENDLETON BRANCH.			EAST BOUND.		
THIRD CLASS.			FIRST CLASS.			Time Table No. 31B. June 19, 1910 Succeeding No. 31A.		
561		269				270	558	564
Mixed		Passenger	Station Nos., Water, Coal, Scales, Table and Wyes	Distance from Hunts	Distance from Pendleton	Passenger	Mixed	Mixed
EXCEPT SUNDAY		DAILY				DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.
4.10AM		8.00AM	I G 16 W Y C	0.0	40.3	4.45PM See 287	11.30AM See 560	1.40PM See 566
5.00		f 8.30	K C 11	10.9	29.4	f 4.18	10.42	12.52
5.25		f 8.50	K C W 16	15.5	24.8	f 4.05	10.22	12.32
5.35		f 9.00	K C 18	17.9	22.4	f 4.00	10.10	12.20
5.45		f 9.05	K C 19 Y	19.2	21.1	f 3.57	10.05	12.15PM 10.00AM
5.50		f 9.10	K C 20	20.2	20.1	f 3.58	9.50	9.50
6.05		9.18	K C 23 W	23.4	16.9	8.45	9.40	9.40
6.20		f 9.27 558-564	K C 28	27.8	12.5	f 3.33	9.27 269	9.22 269
6.35		f 9.36	K C 32	32.0	8.3	f 3.21	9.00	9.00
6.40		f 9.40	K C 33	33.3	7.0	f 3.18	8.55	8.55
				39.7	0.6			
7.00AM		10.00AM	K C 40 W C T	40.3	0.0	8.00PM	8.30AM	8.30AM
EXCEPT SUNDAY		DAILY				DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.
2.50		2.0				1.45	3.0	3.10
14.2		20.1				22.8	13.4	12.7
Time over District								
Average Speed per Hour								

No. 269 has right over No. 270 to Pendleton. No. 561 has right over Nos. 558 and 564 to Pendleton.
 Registering Stations—Pendleton and Smeltz.
 All trains will come to full stop before crossing O. R. & N. track at Pendleton.
 Trains must not exceed six miles per hour in city limits of Pendleton.

COMMERCIAL SPURS.

DISTANCE FROM PASCO.		Car Cap'y
Holmes.....	125.3 Miles	15
WALLA WALLA BRANCH.		
Dumas.....	92.1 "	5

SYNOPSIS OF RULES GOVERNING A B C OPERATION.

All the running rights that a train has are conferred upon it through the medium of a block card. A block is understood to mean the section of main line extending from the signal semaphore at one telegraph office to the signal semaphore at the next telegraph office in advance.

Train and engine men are prohibited from accepting or running on a card purporting to authorize them to pass an open telegraph office.

No matter what may be the position of signal semaphore no train will, except under flag protection, be allowed to leave a terminal or pass a telegraph office without both the conductor and engineer first securing a block card authorizing the train to use the block in advance.

Station semaphore signal when on a lower angle or showing "Green" indicates "Block ahead clear."

When on upward angle or showing "Yellow" indicates "Caution, block not clear."

When on the horizontal or showing "Red" indicates "Stop."

Trains approaching telegraph offices and finding signal at "Clear" will understand from this that the block ahead is clear and will pass the telegraph office, catching the block cards as they pass. If, however, from any cause the block cards should not be secured, the train will be brought to an immediate stop and will not proceed until the cards are secured.

Signal at "Caution" will indicate:—

(1) Block is obstructed and approaching train will receive card to meet or pass another train at station where card is issued, and that train may proceed after complying with instructions upon card.

(2) Block is occupied by train ahead and card issued authorizing approaching train to follow.

(3) Approaching train will receive card to meet or pass one or more trains at intermediate siding.

Signal at "Danger" indicates "Stop, block not clear." Trains must not pass signal in this position.

Conductors and engineers will immediately examine the block card following its receipt by them and make sure that it is correctly made out. They will follow implicitly all instructions given thereon. If directed to take siding at a station

they will do so, disregarding signal to come down main line. If the exceptions state a train is to be met, it must state when train will "hold main line" or "take siding," otherwise must be treated as an improper card and must not be acted upon. There are no exceptions the operator will insert the word "Blank" where exceptions should appear on the card, and if information is not shown on card, it must be treated as an improper card and not acted upon.

Each train will be designated by the number of its leading engine.

When necessary for the purpose of doing switching or other work, to occupy the main line at a station, the patcher will give the train required to do such work a block switching card on the usual form, limiting the time that main line can be occupied. On no account must the main line be occupied beyond the limit expressed in such card.

Trains taking side track will head in at the first switch unless otherwise directed by instructions on block card. A train receiving a block card bearing exceptions of any nature, will, in all cases, fulfill the exceptions on card in respect of position of signals or hand signals received.

Information as to slow orders, etc., will be bulletined and may be written in manifold on train order Form 11. Copy be delivered to conductor and to each engineer, together with block card as above.

Conductors or engineers must not report train as ready to leave any station until train is actually ready to depart, all preliminaries gone through with and conductor positive that engineer is ready to pull open the throttle.

Information should be given dispatchers as to any work to be done before reaching next block office.

A train running on a block card, bearing an exception to hold main line to meet an opposing train at station in advance will, in no case, run beyond the first switch at the meeting point if there is but one passing track there; or at a station where passing tracks are parallel until it is seen that the opposing train has taken siding, after which they may proceed through the block. If there is a lap siding at the station where the meeting point is made, train having card to hold main line and meet the opposing train will not proceed beyond the first switch at the lap until they have seen that opposing train is on the siding, after which they may proceed through the block.

RULES GOVERNING STAFF OPERATION IN A B C TERRITORY.

Following rules will govern the operation of trains in A B C territory, where telegraph communication cannot be had account of wire failure. A wooden staff has been provided one inch in diameter and 16 inches long, having attached to it a plate bearing thereon the inscription, "Train staff good between.....and....." One of these staffs will be located in telegraph office at end of each block and when authorized by train dispatcher to make use of it, this staff will be authority for a train to proceed from the first station West of territory in trouble to the next block office East, at which point the train will procure a staff for the block ahead, proceeding through that block, repeating the operation until they reach a block office where telegraph communication can be had with another dispatcher's office. The authority to make use of staff at the initial office will be issued by the dispatcher's office in the form of a block card, authorizing the use of staff over the trouble territory, but on no account will the staff be used out of a station where the operator has previously pledged the block for a West bound train. After having run through a block with the staff the crew using it for

that purpose will leave it with the operator at the end of the block, who will return it to the office at the West end of the block by the first train running in that direction. A West bound train may make use of this staff to run from office to the next whenever the staff can be obtained by them at the East end of the block concerned. It is for the dispatcher to order the staff taken by section men or messenger from the office at the West end of the block to the office at the East end of the block for the purpose of moving a West bound train whenever necessity requires. In the event of a wire failure occurring between telegraph offices, dispatchers on the opposite side of the territory in whose territory the break occurred will be advised of the facts by the operator closest to the break. It will be understood to be the duty of the dispatcher so notified to pick up the work of moving trains over the territory until repairs to the wire have been made, and the detached territory can again be handled by the office in whose jurisdiction the trouble occurred. Operators will keep staff in a given place readily accessible.

SPECIAL RULES AND INSTRUCTIONS.

All trains between Ainsworth and Pasco will be handled by S. P. & S. Northern Pacific trains in this territory will be governed by S. P. & S. time tables and Special Rules, and will not leave Pasco or Ainsworth Junction until they receive orders or a clearance authorizing use of this track.

A telephone has been placed in booth at Ainsworth Junction and trains will report into clear at Pasco otherwise instructed. These instructions do not relieve Northern Pacific trains from receiving N. P. clearance at Pasco.

AUTHORIZED SURGEONS, PASCO DIVISION.

LOCATION OF STRETCHERS (S)

DR. S. W. MOWERS, Chief Surgeon,
Western Division, Tacoma.
DR. J. P. AYLEN, Chief Surgeon,
Central Division, Missoula.
DR. N. F. ESSIG, Spokane (S).
DR. F. P. WITTER, Spokane (S)

DR. R. L. THOMPSON, (Oculist) Spokane.
DR. F. A. POMEROY, Cheney.
DR. J. E. BITTNER, Sprague (S).
DR. F. R. BURROUGHS, Ritzville (S).
Lind (S)
DR. J. P. DRISCOLL, Pasco (S)

DR. H. B. O'BRIEN, Pasco
DR. H. M. HOWARD, Prosser.
DR. C. J. LYNCH, North Yakima (S)
DR. J. C. McCauley, Ellensburg (S).
DR. E. E. SHAW, Walla Walla (S).
DR. C. J. SMITH, Pendleton (S).
DR. E. M. ASHLEY, Lamont.

NOTE.

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a reg-

ularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any other surgeon be continued at the expense of the Railway Company or of the Association after such surgeon has been called to the case.

Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for medical services rendered, unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness.

A. G. KAMM, Trainmaster, Pasco.

E. J. MORAN, Chief Dispatcher, Pasco.

JAMES SHANNON

DISTRICTS.

1st District. Pasco to Spokane with helper, Cunningham Providence and Sprague to Fishtrap.....	
Without helper.....	
Spokane to Cheney, with helper.....	
Without helper.....	
Cheney to Providence.....	
Providence to Pasco.....	
2nd District. Pasco to Badger.....	1.
Badger to Ellensburg.....	170
Ellensburg to Kiona.....	60
Kiona to Pasco.....	1950

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oper card and must not be acted upon. If
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not acted upon.

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RD, Prosser.
I, North Yakima (S)
JLEY, Ellensburg (S).
W, Walla Walla (S).
H, Pendleton (S).
JLEY, Lamont.

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JAMES SHANNON

TONNAGE RATING—FREIGHT ENGINES.

DISTRICTS.	ENGINES.								DISTRICTS.	ENGINES.							
	Class W		Class S 4		Class F 1		Class D 3 & E 1			Class S 4		Class F 1		Class D 3 & E 1 Moguls		Class B & C 8 Wheel Stand-ards	
	A	B	A	B	A	B	A			A	B	A	B	A	B	A	B
1st District.									Pasco to Hunts.....	1500	.....	1500	.....	1200	.....	900	.....
Pasco to Spokane with helper, Cunningham to Providence and Sprague to Fishtrap.....	1600	.....	1250	.....	1200	.....	965		Hunts to Walla Walla.....	550	.....	550	.....	350	.....	250	.....
Without helper.....	1200	.....	900	.....	750	.....	620		Walla Walla to Dayton.....	500	.....	500	.....	300	.....	200	.....
Spokane to Cheney, with helper.....	1500	.....	1250	.....	1100	.....	876		Dayton to Walla Walla.....	550	.....	550	.....	300	.....	200	.....
Without helper.....	1100	.....	900	.....	850	.....	576		Walla Walla to Hunts.....	800	.....	800	.....	550	.....	350	.....
Cheney to Providence.....	1600	.....	1250	.....	1200	.....	650		Hunts to Pasco.....	1500	.....	1500	.....	1200	.....	900	.....
Providence to Pasco.....	60 cars.		60 cars.		60 cars.		40		Hunts to Apex.....	325	.....	325	.....	225	.....	175	.....
2nd District.									Apex to Pendleton.....	800	.....	800	.....	600	.....	500	.....
Pasco to Badger.....	1500	.....	1150	.....	1100	.....	741		Pendleton to Apex.....	500	.....	500	.....	300	.....	200	.....
Badger to Ellensburg.....	1700	.....	1350	.....	1300	.....	890		Apex to Hunts.....	20 cars.		20 cars.		20 cars.		20 cars.	
Ellensburg to Kiona.....	60 cars.		60 cars.		60 cars.		1235		Killian Jct. to Athena.....	325	.....	325	.....	240	.....	175	.....
Kiona to Pasco.....	1950	.....	1600	.....	1500	.....	938		Athena to Killian Jct.....	550	.....	550	.....	350	.....	225	.....
									Eureka to Pleasant View.....	600	.....	600	.....	400	.....	275	.....
									Pleasant View to Eureka.....	1000	.....	1000	.....	800	.....	600	.....
									Walla Walla to Tracy.....	525	.....	525	.....	240	.....	175	.....
									Tracy to Walla Walla.....	20 cars.		20 cars.		20 cars.		20 cars.	

