

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME **310** TABLE

In Effect at 12:01 A. M. Pacific or 120th Meridian Time
(One hour slower than Mountain or 105th Meridian Time.)

SUNDAY, July 31st, 1910

For the Government of Employees 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. DeORCE,
Superintendent.

J. C. ROTH,
Assistant Superintendent of Transportation.

WEST BOUND.

FIRST DISTRICT.

THIRD CLASS TRAINS.				SECOND CLASS.			Station Nos., Water, Coal, Scales, Table and Wyes	Distance from Cheney	Time Table No. 31C.		Distance from Pasco	Capacity of Passing Tracks	FIRST CLASS TRAINS.						
885		883		601	605	603			July 31, 1910 Succeeding No. 31B.				7	1	259	5	41	257	3
Way Freight	Way Freight	Way Freight	Way Freight	Freight	Freight	Freight			STATIONS.				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY			Telegraph Offices and Calls				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
			4.20AM	11.59PM	6.50PM	1.55PM	1592	0.0	CY.....CHENEY.....N	129.3	75	f 12.35AM	* 7.23AM	7.55AM	* 8.35AM	5.20PM	7.40PM	* 8.40PM	
			4.45	12.15AM	7.05	2.15	1597	4.9	.....MIDWAY.....	124.4	60	* 12.45	* 7.32	* 8.05	* 8.42	* 5.28	* 7.49	* 8.50
			5.20	12.40	7.20	2.35	1603	10.7	TY.....TYLER.....D	118.6	120	* 12.55	* 7.41	8.15	* 8.50	f 5.38	* 8.00	* 9.00	
			5.32	12.58	7.30	2.50	1607	14.5	VA.....FISHTRAP.....D	114.8	60	* 1.03	* 7.48	f 8.25	* 8.56	* 5.45	* 8.07	* 9.08	
			5.52	1.20	7.45	3.10	1612	19.9	.....KLINE.....	109.4	120	* 1.11	* 7.57	f 8.35	* 9.05	* 5.55	* 8.18	* 9.16
			6.10	1.35	8.00	3.30	1617	24.8	SX.....SPRAGUE.....N	104.5	120	1.20	* 8.05	8.45	9.20	6.05	8.25	* 9.25	
			6.50	1.50	8.50	3.40	1621	28.9	.....CONCORD.....	100.4	60	* 1.26	* 8.12	* 8.52	* 9.32	* 6.12	* 8.32	* 9.35
			7.10	2.10	9.15	3.55	1627	34.7	HI.....KEYSTONE.....D	94.6	120	* 1.35	* 8.22	9.08	* 9.40	f 6.22	* 8.42	* 9.46	
			7.30	2.35	9.35	4.15	1633	40.5	N.....TOKIO.....	88.8	120	* 1.42	* 8.31	f 9.15	* 9.48	* 6.33	* 8.50	* 9.55	
			7.50	2.50	9.45	4.30	1637	44.9	R.....COKER.....	84.4	60	* 1.49	* 8.38	f 9.22	* 9.54	* 6.41	* 8.57	* 10.02	
			8.15	3.05	9.55	4.45	1641	48.5	RV.....RITZVILLE.....N	80.8	120	1.55	* 8.45	9.30	10.00	6.50	9.05	10.10	
			8.40	3.30	10.10	5.05	1647	54.2	.....ESSIG.....	75.1	60	* 2.05	* 8.55	* 9.40	* 10.10	* 7.02	* 9.16	* 10.18
			8.57	3.45	10.20	5.20	1649	57.8	NA.....PAHA.....D	71.5	120	* 2.11	* 9.02	9.47	* 10.17	f 7.10	* 9.21	* 10.25	
			9.25	4.05	10.40	5.30	1653	62.1	.....RUBY.....	67.2	60	* 2.18	* 9.09	* 9.54	* 10.24	* 7.20	* 9.29	* 10.32
			10.40AM	4.20	10.50	5.45	1658	65.5	LD.....LIND.....N	63.8	120	2.25	* 9.15	10.00	10.30	7.30	9.35	10.40	
			11.20	4.40	11.05	6.00	1662	69.7	.....AKRON.....	59.6	60	* 2.32	* 9.23	* 10.07	* 10.37	* 7.38	* 9.45	* 10.47
			11.55AM	4.55	11.15	6.15	1667	73.4	PX.....PROVIDENCE.....	55.9	120	* 2.40	* 9.30	f 10.00	* 10.45	* 7.45	* 9.51	* 10.55	
			12.10PM	5.10	11.20	6.25	1670	76.6	.....BEATRICE.....	52.7	60	* 2.45	* 9.35	f 10.02	* 10.50	* 7.55	* 9.57	* 11.00
			12.30	5.30	11.35	6.45	1674	81.4	SC.....CUNNINGHAM.....N	47.9	120	* 2.54	* 9.42	10.30	* 11.00	f 8.08	* 10.05	* 11.08	
			1.20	5.40	11.50PM	7.00	1677	84.7	TW.....HATTON.....D	44.6	60	* 3.00	* 9.47	10.35	11.06	f 8.12	* 10.12	* 11.15	
			1.45	6.00	12.10AM	7.20	1682	89.5	.....EMERY.....	39.8	60	* 3.08	* 9.53	* 10.45	11.15	* 8.22	* 10.21	* 11.23
			2.15	6.25	12.30	7.45	1686	94.1	CN.....CONNELL.....N	35.2	120	f 3.15	* 10.00	10.53	11.25	f 8.33	* 10.30	* 11.32	
			3.20	6.45	12.55	8.05	1690	99.0	.....CACTUS.....	30.3	60	* 3.22	* 10.08	* 11.00	11.33	* 8.45	* 10.37	* 11.40
			3.45	7.05	1.10	8.30	1695	103.4	AK.....MESA.....D	25.9	120	* 3.30	* 10.15	11.08	11.40	f 8.55	* 10.45	* 11.49	
			4.00	7.15	1.20	8.40	1698	106.2	.....VALE.....	23.1	60	* 3.35	* 10.20	* 11.14	* 11.45	* 9.00	* 10.50	* 11.55PM
			4.30	7.40	1.40	9.08	1704	112.1	W.....ELTOPIA.....D	17.2	120	* 3.45	* 10.28	11.25	* 11.55AM	f 9.13	* 10.59	* 12.06AM	
			4.50	8.00	2.00	9.40	1709	117.1	.....SAGEMOOR.....	12.2	60	* 3.55	* 10.37	* 11.35	* 12.02PM	* 9.23	* 11.06	* 12.17
			5.03	8.20	2.15	10.00	1714	121.8	GD.....GLADE.....	7.5	120	* 4.10	* 10.45	f 11.44	* 12.00	* 9.33	* 11.15	* 12.25	
			5.40PM	8.50AM	3.00AM	10.30PM	1721	129.3	PA.....PASCO.....N	0.0	Yard	4.30AM	11.00AM	11.59AM	12.55PM	9.50PM	11.30PM	12.40AM	
			7.00	8.51	8.20	8.35			Time over District			3.55	3.37	4.04	3.1	4.30	3.50	4.00	
			9.1	15.5	16.5	16.			Average Speed per Hour			35.1	37.9	33.8	35.1	30.5	35.8	33.7	

Registering and Bulletin Stations—Cheney and Pasco.
Nos. 883, 884, 885 and 886 will register at Lind.
Standard Clocks—Cheney, Lind and Pasco.
Maximum grades between Providence and Cunningham.
Derailing switches in passing track must always be left open when cars are left on passing track.
Lind is district terminal for trains 883, 884, 885 and 886.

Trains must not exceed speed of 8 miles per hour on street crossings in 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 Cheney, Ritzville, Lind and Pasco as are required of second and inferior class trains by Rule 298-F.
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Regi.
Nos.
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FIRST DISTRICT.

EAST BOUND

FIRST CLASS.							Station Nos., Water, Coal, Scales, Tables and Ways	Distance from Cheney	Time Table No. 31C. July 31, 1910 Succeeding No. 81B.			Distance from Pasco	Capacity of Passing Tracks	SECOND CLASS.		THIRD CLASS TRAINS.	
8	4	260	258	6	2	42			602	884	886			Way Freight	Way Freight		
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Freight	EXCEPT MONDAY	EXCEPT SUNDAY						
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			DAILY								
10.40PM	* 9.00PM	6.50PM 605	1.55PM 603	* 9.40AM	* 7.23AM 1	6.45AM	1592 W C Y	0.0	CY.....CHENEY.....N	129.3	75	5.05AM	10.00AM				
* 10.30	* 8.50 3	* 6.34	* 1.45	* 9.30	* 7.14	* 6.32	1597	4.9	.....MIDWAY.....	124.4	60	4.50 883	9.45			
* 10.17	* 8.38	6.20	f 1.35	* 9.22 884	* 7.05	* 6.18	1603 W	10.7	TY.....TYLER.....D	118.6	120	4.30	9.30 9.17-6				
* 10.10	* 8.29	f 6.10	* 1.27	* 9.15	* 6.59	* 6.10	1607	14.5	VA.....FISHTRAP.....D	114.8	60	4.15	8.56-5 8.51				
* 9.58	* 8.18 257	f 5.55 41	* 1.15	* 9.05 5	* 6.46	* 5.57 883	1612	19.9	.....KLINE.....	109.4	120	3.45	8.35-259 8.30			
9.45	* 8.05 605	5.40	1.00	* 8.45 259	* 6.32 883	5.45	1617 W C Y	24.8	SX.....SPRAGUE.....N	104.5	120	3.25	8.05-1 7.15				
* 9.35 3	* 7.58	* 5.30	* 12.52	* 8.35	* 6.18	* 5.36	1621	28.9	.....CONCORD.....	100.4	60	3.10	6.50 883			
* 9.20 605	* 7.50	5.18	* 12.40	* 8.22 1	* 6.11	* 5.28	1627 W	34.7	HI.....KEYSTONE.....D	94.6	120	2.55	6.30				
* 9.05	* 7.43	f 5.07	* 12.30	* 8.08	* 6.03 884	* 5.18	1633	40.5	N.....TOKIO.....	88.8	120	2.35 601	6.10-2 5.55				
* 8.57 257	* 7.36	f 4.57	* 12.22	* 7.55 883	* 5.55	* 5.11	1637	44.9	R.....COKER.....	84.4	60	2.15	5.30				
8.50	7.30	4.50 603	12.15	7.45	* 5.50	5.05 884	1641 W	48.5	RV.....RITZVILLE.....N	80.8	120	1.55 1.50 7	5.15 4.30 42				
* 8.37	* 7.18	f 4.36	* 12.01PM	* 7.30	* 5.38	* 4.51	1647	54.2	.....ESSIG.....	75.1	60	1.25	4.00			
* 8.31	* 7.10 41	4.29	* 11.54AM	* 7.20	* 5.31	* 4.43	1649 W	57.8	NA.....PAHA.....D	71.5	120	1.10	3.40				
* 8.23	* 7.02	f 4.18	* 11.44	* 7.08	* 5.22	* 4.33	1653	62.1	.....RUBY.....	67.2	60	12.50	3.20			
8.15	6.55	4.10	11.35	7.00	* 5.15	4.25 601	1658 W C T	65.5	LD.....LIND.....N	63.8	120	12.35	3.00AM 7	2.00PM			
* 8.08	* 6.45	* 3.59	* 11.25 885	* 6.48	* 5.06	* 4.15	1662	69.7	.....AKRON.....	59.6	60	12.25	1.45			
* 8.02	* 6.38	f 3.49	* 11.18	* 6.40	* 5.00 601	* 4.05	1667	73.4	PX.....PROVIDENCE.....	55.9	120	12.15AM	1.30				
* 7.55 41	* 6.30 603	f 3.40	* 11.10	* 6.33	* 4.52	* 3.57	1670	76.6	.....BEATRICE.....	52.7	60	11.55PM	1.10			
* 7.45	* 6.22	3.25	f 11.00 5	* 6.23	* 4.42	* 3.45	1674 W	81.4	SC.....CUNNINGHAM.....N	47.9	120	11.35 605	12.45 885				
* 7.35	* 6.15	3.17	f 10.53	* 6.15	* 4.35	* 3.38	1677	84.7	TW.....HATTON.....D	44.6	60	11.15 11.10 3	12.30				
* 7.25 603	* 6.05	* 3.03	* 10.45 259	* 6.05 601	* 4.24	* 3.25	1682	89.5	.....EMERY.....	39.8	60	10.50	12.06PM			
7.15	* 5.55	2.50 885	10.35	* 5.55	* 4.15	3.15 7	1686 W	94.1	CN.....CONNELL.....N	35.2	120	10.30 10.25 257	11.45AM 11.20 5				
* 7.05	* 5.45	* 2.40	* 10.25	* 5.45	* 4.05	* 3.01	1690	99.0	.....CACTUS.....	30.3	60	10.05	11.00 10.55 259			
f 6.55	* 5.38	2.30	* 10.15 1-886	* 5.38	* 3.59	* 2.54	1695 W	103.4	AK.....MESA.....D	25.9	120	9.45	10.20 10.10 1-258				
* 6.50	* 5.34	* 2.22	* 10.09	* 5.32	* 3.54	* 2.48	1698	106.2	.....VALE.....	23.1	60	9.35	9.45			
f 6.40	* 5.25	2.10	* 9.57	* 5.22	* 3.45 7	* 2.38	1704 W	112.1	W.....ELTOPIA.....D	17.2	120	9.13 9.08 41-603	9.15				
* 6.30	* 5.15	* 1.58	* 9.45	* 5.13	* 3.35	* 2.28	1709	117.1	.....SAGEMOOR.....	12.2	60	8.45	8.45			
* 6.20	* 5.08 885	f 1.47	* 9.35	* 5.05	* 3.28	* 2.20 605	1714	121.8	GD.....GLADE.....	7.5	120	8.25	8.20 8.15 601				
6.05PM 885	4.55PM	1.30PM	9.20AM 601	4.50AM 7	3.15AM 605	2.05AM	1721 W C Y T	129.3	PA.....PASCO.....N	0.0	Yard	7.50PM	7.40AM				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	EXCEPT MONDAY	EXCEPT SUNDAY			
4.35	4.05	5.20	4.35	4.50	4.08	4.40			Time over District.			9.15	7.00	6.20			
30.0	33.8	25.7	30.0	28.4	32.6	29.4			Average Speed per Hour.			14.8	9.4	10.1			

Registering and Bulletin Stations—Cheney and Pasco.
Nos. 883, 884, 885 and 886 will register at Lind.
Standard Clocks—Cheney, 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.
Trains must not exceed speed of 8 miles per hour over street crossings in 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 Cheney, Ritzville, Lind and Pasco as are required of second and inferior class trains by Rule 298-F.
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

WEST BOUND.

SECOND DISTRICT.

THIRD CLASS TRAINS.

SECOND CLASS.

FIRST CLASS TRAINS.

Main table with columns for train classes (Third, Second, First), stations, and times. Includes sub-headers for 'Way Freight', 'Freight', and 'Passenger' for various train numbers.

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.

EAST BOUND table with columns for train numbers (278, 2), passenger status, and times.

WEST BOUND.

WALLA WALLA BRANCH.

EAST BOUND.

West Bound. EUREKA BRANCH. East Bound.

Main railway schedule table with columns for Class (THIRD, 2d, FIRST), Station (e.g., PASCO, ATTALIA, EUREKA), Time (departure/arrival), and Capacity. Includes sub-sections for ATHENA BRANCH and TRACY BRANCH.

Trains must not exceed six miles per hour in city limits of Walla Walla and Dayton. Registering Stations—Pasco, Attalia, Eureka, 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 Huntville 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.

No. 555 has right to Tracy over No. 556. Registering Station—Walla Walla. J. G. CUTLER, Assistant Superintendent.

Vertical text on the right margin including 'WE', 'SEC', 'Bra Reg Star Nos.', and 'All Reg'.

Bound.
3d Class.
552
Mixed
SUNDAY ONLY
1.30PM
f 1.10
f 1.00
f 12.45
f 12.25
f 12.10PM
f 11.59AM
11.40AM
SUNDAY ONLY

Bound.
2d Class.
554
Mixed
Mon., Wed., Fri.
12.10PM
f 12.01PM
f 11.50AM
f 11.40
11.25AM
Mon., Wed., Fri.

Bound.
3d Class.
556
Mixed
MONDAY ONLY
8.30AM
* 8.20
f 8.17
f 8.14
f 8.07
8.00AM
MONDAY ONLY
ident.
5. line.

WEST BOUND.			SUNNYSIDE BRANCH.			EAST BOUND.		
SECOND CLASS TRAINS.			Time Table No. 31C. July 31, 1910 Succeeding No. 31B.			SECOND CLASS TRAINS.		
275	273	271	Water, Coal, Scales, Tables, and Wyes	Station Numbers	Distance from Sunnyside Junction	272	274	276
Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY				EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY
8.55AM	4.00PM	8.00AM				10.20AM e 281 p 4	6.20PM e 279 p 4	2.15PM e 277 p 4
STATIONS.								
Telegraph Offices and Calls								
SUNNYSIDE JUNCTION.....D 20.0								
GR.....GRANGER.....D 17.0								
LO.....OUTLOOK.....D 12.0								
SY.....SUNNYSIDE.....D 8.0								
.....LICHTY.....D 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.		
FIRST CLASS			Time Table No. 31C. July 31, 1910 Succeeding No. 31B.			FIRST CLASS		
		545	Water, Coal, Scales	Station Numbers	Distance from Pasco	546		
		Mixed				Mixed		
		DAILY				DAILY		
		2.30AM				11.20PM		
S. P. & S. RULES AND TIME CARD GOVERN BETWEEN PASCO AND SNAKE RIVER JUNCTION.								
		8.20	K F 23	26.3	SR.....SNAKE RIVER JCT.....N 5.5	40.9	0	10.30
		f 8.34	K F 29	31.8	.....WALKER.....D 6.5	35.4	60	f 10.14
		f 8.50	K F 35	8.3	.....WINDUST.....D 8.5	28.9	90	f 9.57
		f 4.07	K F 44	46.8	.....HARDER.....D 7.0	20.4	0	f 9.40
		f 4.21	K F 51	54.8	.....DAVIN.....D 4.5	13.4	0	f 9.25
		f 4.80	K F 55	58.3	PR.....PERRY.....D 6.9	8.9	90	f 9.15
		4.50AM	K F 64	67.2	O. R. & N. Crossing—No Connection.			
		DAILY			AX.....LEWISTON JCT.....N .0	60		8.55PM
		2.20						DAILY
		28.8			Time over District			2.25
					Average Speed per Hour			27.8

WEST BOUND.			WALLULA BRANCH.			EAST BOUND.		
THIRD CLASS TRAINS.			Time Table No. 31C. July 31, 1910 Succeeding No. 31B.			THIRD CLASS TRAINS.		
559	911	909	Water, Coal, Scales	Station Numbers	Distance from Wallula	288	268	910
Mixed	Freight	Freight				Passenger	Passenger	Passenger	Passenger	Freight
EXCEPT SUNDAY	DAILY	DAILY				DAILY	DAILY	DAILY
4.00AM	11.30PM	10.30PM				5.05PM e 264 p 6	11.50PM e 893 p 6	12.30AM e 894 p 6
STATIONS.								
Telegraph Offices and Calls								
A.....ATTALIA.....D 1.0								
.....O. R. & N. CROSSING.....D 1.0								
.....HUNTS.....D 1.0								
JN.....WALLULA.....N 0.0								
EXCEPT SUNDAY	DAILY	DAILY				DAILY	DAILY	DAILY

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.			Time Table No. 31C. July 31, 1910. Succeeding No. 31B.			FIRST CLASS.		
561		269	Station Nos., Water, Coal, Scales, Table and Wyes	Distance from Hunts	Distance from Pendleton	270		558
Mixed		Passenger				Passenger	Mixed	Mixed
EXCEPT SUNDAY		DAILY				DAILY		Tues., Thur. and Sat.
4.10AM		8.00AM	I G 16 W Y C	0.0	40.3	4.45PM See 287		11.30AM See 560
5.00		f 8.30	K C 11	10.9	29.4	f 4.18		10.42
5.25		f 8.50	K C W 16	15.5	24.8	f 4.05		10.22
5.35		f 9.00	K C 18	17.9	22.4	f 4.00		10.10
5.45		f 9.05	K C 19 Y	19.2	21.1	f 3.57		10.05
5.50		f 9.10	K C 20	20.2	20.1	f 3.53		9.50
6.05		9.18	K C 23 W	23.4	16.9	3.45		9.40
6.20		f 9.27 558-564	K C 28	27.8	12.5	f 3.33		9.27 9.22 269
6.35		f 9.36	K C 32	32.0	8.3	f 3.21		9.00
6.40		f 9.40	K C 33	33.3	7.0	f 3.18		8.55
				39.7	0.6			
				40.3	0.0			
7.00AM		10.00AM	K C 40 W C T	40.3	39	3.00PM		8.30AM
EXCEPT SUNDAY		DAILY				DAILY		Tues., Thur. and Sat.
2.50		2.0				1.45		3.0
14.2		20.1				22.8		13.4
Average Speed per Hour								

No. 269 has right over No. 270 to Pendleton. No. 561 has right over Nos. 558 and 544 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.

SNAKE RIVER BRANCH

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, 1½ miles west of Harder.
 East bound trains must obtain orders before occupying S. P. & S. main line at Snake River Junction.

COMMERCIAL SPURS.

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

RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNALS.

(Always have for reference copy of Block Signal Rules.)

RULE 20—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders, and the block ahead is clear for an approaching train, signal should be changed to Clear, so train can enter without reducing speed. This means that if an operator has no orders for this particular train, and the block ahead is clear, the signal will be changed to clear, so that this train may enter the block, regardless of the fact that the operator may have orders for other trains. He must, however, display Stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond Block Signal. Under this rule only one train is affected by the clear signal and this the train which is immediately approaching on main track to enter block. A CLEAR Signal MUST NOT Be Displayed Under Any Other Circumstances.

An engine may pass a block signal at Danger in order to take coal or water or do switching in yards under the restrictions provided by general rules, but must in each case receive Block Clearance before departing from station.

Train and engine men must realize that Block Signal rules in no way modify train rules or time table regulations and do not relieve trainmen from necessity of flagging. Conductors must impress this upon their brakemen, and train and engine men understand that train must at all times be as fully protected as prior to Block System Operation.

RULE 43—Any train which has taken siding at a block station must have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train which runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clearance to passenger train, so train will not be delayed.

Operators MUST display stop signal immediately after train has entered block and rear of train passed three hundred (300) feet beyond signal and markers been seen by operator, and not until this has been done should he notify preceding operator that block is clear, except as per Rule 9.

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it is desired to cancel a block or change arrangement of a block, if block clearance has been delivered, operator must not cancel the block or make any change until conductor's and engineer's copies of clearance have been returned to him.

If block signal at a station is at Danger when train is approaching on main track and is changed to Clear before engine is within three hundred (300) feet of the signal, train may proceed without block clearance. Engineer will signal for block by four (4) short blasts of engine whistle.

Except during obscure weather permissive block to helper engines will be allowed following freight train ten minutes on Caution Card when authorized by dispatcher.

Attention of engineers is called to the very great importance of obtaining "Go ahead" signal from rear of train before passing any station, and they should not only procure such signal, but have lookout kept for any other signal which might be given while train is passing station. If "Go ahead" signal is not received, train must STOP. The same rule applies to train standing at station, whether on main track or siding. Signal from rear must be received by engineer before starting.

Conductors will educate their brakemen and engineers their firemen in regard to these instructions and conductors arrange that signal will not be given until authorized by him and then transmitted to engineer.

Except on mountain grades, trains may proceed when block is occupied by work trains if provided with caution card stating that work train is in block. Work trains provided with caution card will be permitted to follow trains at the expiration of fifteen minutes without waiting until block is clear. Two or more work trains may work in the block protecting against each other and under caution card.

A train intending to go to an intermediate siding to meet or be passed by a train must obtain caution card before entering the block, stating that "Train No. — and Train No. — will meet or pass at (naming the intermediate siding) as per time table or as per Train Order No. —." This will permit the opposing train to proceed with caution card to the intermediate siding without delay, beyond which point it cannot go unless the train named has arrived or received further orders as per Block Rules Nos. 53 and 54, notwithstanding it may have train rights which otherwise permit it to do so.

After a train has entered a block with ample time and intention to go through to end of same for a certain train and for any reason cannot make the end of the block for the certain train, it will go upon intermediate siding and the opposing train cannot enter the block until the train on intermediate siding has notified the signalman by telephone of its arrival and clearance at intermediate siding. If from failure of telephone the conductor at intermediate siding be unable to communicate with block office, the opposing train must not enter block except under protection of flag. If, however, the trains are moving in the same direction, caution cards will be issued to permit the following train to enter the block. It must be borne in mind that a train must not only have train rights, permitting it to go, but block rights also.

When a train receives orders at a blind siding by telephone as per Rules 53 and 54, conductors will take order in writing, repeat it back to the operator; after getting complete will deliver a copy to the engineer.

SPECIAL RULES REGARDING USE OF STAFF ON BRANCH LINES.

Eureka Branch, Athena Branch and Tracy Branch are operated under staff system. Before using these tracks, trains will obtain staff, which is located in staff box at each junction. All other trains using these tracks must be operated under protection of flag. For completion of dispatcher's record of service, operator at main line junction point will telegraph copy of register, showing departure, arrival and mileage made on branch. If there is no operator at junction point, conductor will telegraph this information from next open telegraph office.

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 that point unless 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 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.

A. G. KAMM, Trainmaster, Pasco.

E. J. MORAN, Chief Dispatcher, Pasco.

JAMES SHANNON, Trainmaster, Pasco.

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LOCATIONS OF DERAILING SWITCHES.

FIRST DISTRICT.	
Sprague.....	West end Mill spur
Paha.....	West end house track
Lind.....	West end No. 2 siding
Lind.....	Old coal dock track
Beatrice.....	Spur
Cunningham.....	West end elevator track
Cunningham.....	West end house track
Cunningham.....	West end coaling spur
Hatton.....	West end house track
Hatton.....	West end elevator spur
Glade.....	West bound passing track
SECOND DISTRICT.	
Vista.....	East end of east bound passing track

WALLA WALLA BRANCH.	
Coppel.....	West end
Eastman.....	East end
Gilliam.....	East end
Spring Creek.....	East end
Buroker.....	East end
Stanfield.....	West end
Waterloo.....	East end
Dry Creek.....	West end
Thiel.....	West end
Rulo.....	West end
Climax.....	West end
Ray.....	East end
Shaw.....	East end
Lamar.....	East end
Welland.....	East end

EUREKA BRANCH.	
Babcock.....	East end
Reser.....	East end
PENDLETON BRANCH.	
Ring.....	East end
Vansycle.....	East end
Stanton.....	East end
Fulton.....	West end
ATHENA BRANCH.	
Hillsdale.....	East end
Wayland.....	West end
Waterman.....	West end
TRACY BRANCH.	
Kibbler.....	On main line

LOCATIONS OF TRACK CONNECTIONS.

Wallula.....	O. R. & N. Ry.
Pasco.....	S., P. & S. Ry.
North Yakima.....	North Yakima & Valley R. R.
Granger.....	North Yakima & Valley R. R.

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 Standards	
	A	B	A	B	A	B	A			A	B	A	B	A	B	A	B
1st District. Pasco to Cheney with helper, Cunningham to Providence and Sprague to Fishtrap.....	1800		1250		1200		965		Pasco to Hunts.....	1500		1500		1200		900	
Without helper.....	1400		900		750		620		Hunts to Walla Walla.....	550		550		350		250	
Cheney to Lind without helper.....	1800		1250		1200		650		Walla Walla to Dayton.....	500		500		300		200	
Lind to Providence with helper.....	3500		1250		1200		650		Dayton to Walla Walla.....	550		550		300		200	
Providence to Pasco.....	60 cars.		60 cars.		60 cars.		40		Walla Walla to Hunts.....	800		800		550		350	
2nd District. Pasco to Badger.....	1700		1150		1100		741		Hunts to Pasco.....	1500		1500		1200		900	
Badger to Ellensburg.....	1900		1350		1300		890		Hunts to Apex.....	325		325		225		175	
Ellensburg to Kiona.....	70 cars.		60 cars.		60 cars.		1235		Apex to Pendleton.....	800		800		600		500	
Kiona to Pasco.....	2700		1600		1500		938		Pendleton to Apex.....	500		500		300		200	
									Apex to Hunts.....	20 cars.		20 cars.		20 cars.		20 cars.	
									Killian Jct. to Athena.....	325		325		240		175	
									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.	

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Pasco.

f any but an authorized com-
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ess occurring in the discharge

Trainmaster, Pasco.

