

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME **34A** TABLE

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

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

SUNDAY, June 4th, 1911

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.

WEST BOUND.

THIRD CLASS TRAINS.

SECOND CLASS.

Time Table No. 34A.

June 4, 1911

Succeeding No. 34.

FIRST CLASS TRAINS.

THIRD CLASS TRAINS.		SECOND CLASS.		Time Table No. 34A.					FIRST CLASS TRAINS.								
885	883	603		Station Nos. Water, Coal, Scales, Table and Ways	Distance from Cheney	STATIONS.					Distance from Pasco	Capacity of Passing Tracks	1	5	41	257	3
Way Freight	Way Freight	Freight				Telegraph Offices and Calls							Passenger	Passenger	Passenger	Passenger	Passenger
EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY											DAILY	DAILY	DAILY	DAILY	DAILY
	4.20AM		8.40PM	1592 W C Y	0.0	CY.....	CHENEY.....	N	129.9	75	* 7.23AM 5-2-42	* 8.15AM 1-2	* 5.20PM	* 7.40PM	* 9.50PM 4		
	4.40 4.45-802		9.00 9.054	1597	4.9	.....	MIDWAY.....	T	125.0	60	* 7.32	* 8.25	* 5.30	* 7.48	* 10.00	
	5.10		9.25	1603 W	10.6	TV.....	TYLER.....	TD	119.3	120	* 7.40	f 8.37	f 5.40	* 7.55	* 10.10		
	5.25		9.35	1607	14.4	VA.....	FISHTRAP.....	N	115.5	60	* 7.45	f 8.45	f 5.47	* 8.02	* 10.16		
	5.55 6.00-42		9.50	1612	19.6	.....	KLINE.....	T	110.3	120	* 7.54	* 8.55 6	* 5.56	* 8.10	* 10.25	
	6.25 7.00 2		10.00	1617 W Y	24.7	SX.....	SPRAGUE.....	N	105.2	120	* 8.03	9.05	6.05	8.20 4	10.33		
	7.30		10.15	1621	28.8	.....	CONCORD.....	T	101.1	60	* 8.10	* 9.12	* 6.12	* 8.33	* 10.41	
	8.05 8.25-1-6		10.30	1627 W	34.5	HI.....	KEYSTONE.....	N	95.4	120	* 8.20 6-883	f 9.22 884	f 6.20	* 8.45	* 10.50		
	8.55 884		10.45	1633	40.1	N.....	TOKIO.....	T	89.8	120	* 8.30	f 9.32	* 6.30	* 8.55	* 10.58		
	9.15		10.55	1637	44.8	R.....	COKER.....	T	85.1	60	* 8.38 884	* 9.38	* 6.37	* 9.03	* 11.05		
	9.30 10.00-5		11.07 11.17 3	1641 W	48.3	RV.....	RITZVILLE.....	N	81.6	120	* 8.45	9.45 883	6.45	9.10	11.12 603		
	10.30		11.35	1647	54.2	.....	ESSIG.....	T	75.7	60	* 8.55	* 9.54	* 7.00	* 9.19	* 11.21	
	10.45		11.45	1649 W	57.7	NA.....	PAHA.....	TD	72.2	120	* 9.02	f 10.00	f 7.15 4	* 9.25	* 11.27		
	11.10		11.55PM	1653	61.4	.....	RUBY.....	T	68.5	60	* 9.09	* 10.05	* 7.23	* 9.32	* 11.35	
10.30AM 5	11.30AM 258		12.05AM	1658 W C T	65.4	LD.....	LIND.....	N	64.5	120	* 9.15	10.12 885	7.30	9.40	11.42		
11.00			12.30	1662	69.0	.....	AKRON.....	T	60.9	60	* 9.23	* 10.20	* 7.40	* 9.48	* 11.50	
11.30			12.50 602	1667	73.3	PX.....	PROVIDENCE.....	TN	56.6	120	* 9.30	* 10.25	* 7.48	* 9.55	* 11.57PM		
11.50 AM 11.55 258			1.00	1670	76.4	.....	BEATRICE.....	T	53.5	60	* 9.35	* 10.30	* 7.55	* 10.00	* 12.02AM	
12.40PM 886			1.15	1674 W	81.3	SC.....	CUNNINGHAM.....	N	48.6	120	* 9.42	f 10.38	f 8.05	* 10.08	* 12.10 602		
1.00			1.25	1677	84.5	TW.....	HATTON.....	TD	45.4	60	* 9.47	f 10.43	f 8.13	* 10.18	* 12.16		
1.30			1.45	1682	89.0	.....	EMERY.....	T	40.9	60	* 9.53	* 10.51	* 8.24	* 10.21	* 12.26	
2.15 3.15			2.00	1686 W Y	93.5	CN.....	CONNELL.....	N	36.4	120	* 10.00	f 11.00 258-886	f 8.35	* 10.30	f 12.36		
3.35			2.15	1690	98.8	.....	CACTUS.....	T	31.1	60	* 10.08 886	* 11.08	* 8.45	* 10.37 602	* 12.43	
4.00			2.25	1695 W	103.0	AK.....	MESA.....	TD	26.9	120	* 10.15	f 11.15	f 8.53	* 10.45	* 12.50		
4.15			2.35 2.40 42	1698	105.4	.....	VALE.....	T	24.5	60	* 10.20	* 11.20	* 9.00	* 10.50	* 12.55	
4.45			3.00	1704 W	111.9	W.....	ELTOPIA.....	N	18.0	120	* 10.28 258	f 11.30	f 9.10 602	* 10.59	* 1.04		
5.18 5.23 4			3.15	1709	116.9	.....	SAGEMOOR.....	T	13.0	60	* 10.35	* 11.38	* 9.20	* 11.06	* 1.12	
5.50			3.30 3.35-2	1714	121.6	GD.....	GLADE.....	TN	8.3	120	* 10.45	* 11.45AM	* 9.30	* 11.15	* 1.20		
6.30PM			4.15AM 6	1721 W C Y T	129.9	PA.....	PASCO.....	N	0.0	Yard	11.00AM	12.01PM	9.50PM	11.30PM	1.35AM 42		
EXCEPT SUNDAY	EXCEPT SUNDAY		DAILY								DAILY	DAILY	DAILY	DAILY	DAILY		
8.00	7.10		7.35								3.37	3.46	4.30	3.50	3.45		
8.1	9.1		17.1								35.9	34.7	28.9	33.9	34.6		

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 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, Sprague, Ritzville, Lind and Pasco as are required of second and inferior class trains by Rule 298-F.
Where Lap Sidings are located trains taking siding will head in at Lap, except at Lind and Mesa, where first switch will be used.
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

FIRST CLASS.

FIRST CLASS.					Time Table No. 34A June 4, 1911 Succeeding No. 34										EAST BOUND		
4	258	6	2	42	Station Nos., Water, Coal, Stages, Tables and Wyes	Distance from Cheney	STATIONS.		Distance from Pasco	Capacity of Passing Tracks	602	884	886				
Passenger	Passenger	Passenger	Passenger	Passenger			Freight	Way Freight			Way Freight						
DAILY	DAILY	DAILY	DAILY	DAILY	Telegraph Offices and Calls	DAILY	EXCEPT MONDAY	EXCEPT SUNDAY									
9.15 ^{PM} ₃	2.50 ^{PM}	9.40 ^{AM}	7.23 ^{AM} ₁₋₄₂₋₅	6.45 ^{AM} ₂₋₁	1592 W O Y	0.0	CY.....CHENEY.....N	129.9	75	5.05 ^{AM}	12.30 ^{PM}						
* 9.05 ^{PM} ₆₀₃	* 2.36	* 9.30	* 7.13	* 6.35	1597	4.9	.....MIDWAY.....T	125.0	60	4.45 ^{PM} ₈₈₃	12.10 ^{PM}					
* 8.52	f 2.23	* 9.17	* 7.08	f 6.23	1603 W	10.6	TY.....TYLER.....TD	119.3	120	4.32	11.45 ^{AM}						
* 8.45	f 2.13	* 9.08	* 6.53	* 6.15	1607	14.4	VA.....FISHTRAP.....N	115.5	60	4.20	11.20						
* 8.33	f 2.00	* 8.55 ₅	* 6.41	* 6.00 ₈₈₃	1612	19.6	.....KLINE.....T	110.3	120	3.55	10.45					
* 8.20 ₂₅₇	1.47	f 8.40	* 6.30 ₈₈₃	5.45	1617 W Y	24.7	SX.....SPRAGUE.....N	105.2	120	3.30	10.10						
* 8.10	* 1.37	* 8.30	* 6.23	* 5.35	1621	28.8	.....CONCORD.....T	101.1	60	3.17	9.40					
* 8.00	f 1.27	* 8.20 ₁₋₈₈₃	* 6.15	* 5.25	1627 W	34.5	HI.....KEYSTONE.....N	95.4	120	3.00	9.22 ^{PM} ₅						
* 7.50	f 1.17	* 8.10	* 6.08	* 5.15	1633	40.1	N.....TOKIO.....T	89.8	120	2.45	8.55 ^{PM} ₈₈₃						
* 7.41	* 1.07	* 8.01	* 6.00	* 5.07	1637	44.8	R.....COKER.....T	85.1	60	2.30	8.38 ^{PM} ₁						
7.35	1.00	7.55 ₈₈₄	* 5.55	5.00	1641 W	48.3	RV.....RITZVILLE.....N	81.6	120	2.20	8.00 ^{PM} ₆						
* 7.22	* 12.45	* 7.40	* 5.43	* 4.45	1647	54.2	.....ESSIG.....T	75.7	60	1.55	6.30					
* 7.15 ₄₁	f 12.38	* 7.33	* 5.35	* 4.35	1649 W	57.7	NA.....PAHA.....TD	72.2	120	1.40	6.10						
* 7.06	* 12.30	* 7.23	* 5.27	* 4.25	1653	61.4	.....RUBY.....T	68.5	60	1.25	5.45					
7.00	12.22	7.15	* 5.20 ₈₈₄	4.15	1658 W C T	65.4	LD.....LIND.....N	64.5	120	1.10	5.30 ^{AM} ₂	2.30 ^{PM}					
* 6.51	* 12.12	* 7.05	* 5.10	* 4.05	1662	69.0	C. M. & P. S. Csg. 1-2 M. W. Over					2.00					
* 6.45	f 12.05 ^{PM}	* 7.00	* 5.05	* 4.00	1667	73.3	PX.....PROVIDENCE.....TN	56.6	120	1.00	12.50 ^{PM} ₆₀₃	1.40					
* 6.38	* 11.55 ^{AM} ₈₈₅	* 6.47	* 4.58	* 3.52	1670	76.4	.....BEATRICE.....T	53.5	60	12.35	1.20					
* 6.28	11.40	* 6.40	* 4.47	* 3.38	1674 W	81.3	SC.....CUNNINGHAM.....N	48.6	120	12.10 ^{AM} ₃	12.40 ^{PM} ₈₈₅						
* 6.20	11.30	* 6.32	* 4.40	* 3.30	1677	84.5	TW.....HATTON.....TD	45.4	60	11.45 ^{PM}	12.20 ^{PM}						
* 6.10	* 11.15	* 6.20	* 4.30	* 3.17	1682	89.0	.....EMERY.....T	40.9	60	11.23	11.53 ^{AM}					
6.00	11.00 ₅₋₈₈₆	6.10	* 4.20	3.05	1686 W Y	93.5	CN.....CONNELL.....N	36.4	120	11.00	11.20 ^{PM} ₅₋₂₅₈	10.45 ^{PM} ₁					
* 5.52	* 10.50	* 5.59	* 4.10	* 2.53	1690	98.8	.....CACTUS.....T	31.1	60	10.37 ^{PM} ₂₅₇	10.08 ^{PM} ₁					
* 5.45	f 10.43	* 5.52	* 4.05	* 2.45	1695 W	103.0	AK.....MESA.....TD	26.9	120	10.02	9.40						
* 5.40	* 10.38	* 5.45	* 4.00	* 2.40 ₆₀₃	1698	105.4	.....VALE.....T	24.5	60	9.45	9.30					
* 5.30	f 10.28 ₁	* 5.35	* 3.50	* 2.29	1704 W	111.9	W.....ELTOPIA.....N	18.0	120	9.10 ^{PM} ₄₁	9.00						
* 5.23 ₈₈₅	* 10.15	* 5.27	* 3.43	* 2.20	1709	116.9	.....SAGEMOOR.....T	13.0	60	8.40	8.35					
* 5.15	* 10.05	* 5.20	* 3.35 ₆₀₃	* 2.13	1714	121.6	GD.....GLADE.....TN	8.3	120	8.25	8.15						
5.00 ^{PM}	9.50 ^{AM}	5.05 ^{AM} ₆₀₃	3.20 ^{AM}	2.00 ^{AM} ₃	1721 W C Y T	129.9	PA.....PASCO.....N	0.0	Yard	7.50 ^{PM}	7.40 ^{AM}						
DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	EXCEPT MONDAY	EXCEPT SUNDAY					
4.15	5.00	4.35	4.03	4.45			Time over District.			9.15	7.00	6.50					
30.6	26.0	28.4	32.1	27.3			Average Speed per Hour.			14.0	9.3	9.4					

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, Toppenish, Wapato, Prosser and Kennewick. All trains will stop 200 feet from draw span Columbia River Bridge and will not proceed until bridge is known to be closed and properly opened.

Main train schedule table with columns for S.P. & S. Way Fgt., Way Freight, S.P. & S. Freight, Freight, Water Co Scales, Station No, Distance Pasco, STATIONS, Distance Ellensburg, Capacity Passing T, Passenger, S.P. & S. No 3 Passenger, Passenger, Passenger, Passenger, S.P. & S. No 1 Passenger, Passenger, Passenger, Passenger, Passenger.

FIRST CLASS TRAINS.

First class train schedule table with columns for 91, 41, 257, 279, 281, Passenger, Passenger, Passenger, Passenger, Passenger, Passenger.

FIRST CLASS TRAINS.

THIRD CLASS TRAINS.

280	282	2	42	4	292	258	6	290	Station Name	Distance from Pasco	Station Number	674	602	890	888	922
Passenger	Passenger	Passenger	Passenger	Passenger	S.P. & S.2 Passenger	Passenger	Passenger	S.P. & S.4 Passenger	Water, Coal, Scales, Tables and Wyes			S. P. & S. Freight	Freight	Way Freight	Way Freight	S. P. & S. Way Fgt.
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	Tues. Thur. Sat.
		3.10AM	1.45AM 3-289-290	4.55PM 292	4.45PM 42-4	9.30AM	4.55AM 873-803	1.55AM 42-289	W C T Y	1721	0.0	2.40PM	5.40PM 922		3.00PM 674	6.15PM
					4.40PM 602-4			1.51AM 3		1722	1.0	2.32PM 888			6.07PM 602	
		* 3.03	f 1.35	f 4.45		9.20	f 4.45			1724	2.1		5.25		2.45	
		* 2.55	* 1.23	* 4.36		f 9.05	* 4.35		W	1729	7.1		5.05		2.20	
		* 2.48	* 1.18	* 4.30		* 8.55 887	* 4.27			1733	11.6		4.45		2.05	
		* 2.40	* 1.08	* 4.22 602		f 8.45	* 4.18			1739	16.2		4.27 4.17-4		1.45	
		* 2.35 3	* 12.55	* 4.17		* 8.38	* 4.12			1742	19.7		4.03		1.25	
		* 2.30	* 12.47	* 4.12		8.30	* 4.05		W	1745	23.1		3.50		1.00 12.55 5	
		* 2.20	* 12.35 257	* 4.03		* 8.15	* 3.52			1751	28.9		3.35		12.10PM 11.59AM 1	
		* 2.10	* 12.25	* 3.55		* 8.05 603	* 3.42			1756	33.8		3.20		11.20 887	
		* 2.00	12.15	3.45		7.52	* 3.32		W	1762	39.5		3.00		10.30 9.45	
		* 1.54	* 12.05AM	3.37		f 7.40	* 3.22 3			1767	45.0		2.40 887		9.00 8.55-603	
		* 1.46	11.50PM 41	3.28 887		7.28	* 3.10		W	1774	51.4		2.20		8.25	
		* 1.42	* 11.48	* 3.22		* 7.20	* 3.05			1777	54.6		2.02 1.57-5		8.05	
		* 1.35 257	* 11.35	* 3.15		f 7.10	* 2.59			1782	59.7		1.45		7.45	
		* 1.29	* 11.25	* 3.08		f 7.00	* 2.53			1787	65.1		1.35		7.20	
Page 7 See 273	Page 7 See 271	* 1.26	* 11.22	* 3.05		* 6.57	* 2.50			1789	66.7		1.30		7.15	
3.37PM	7.25AM	* 1.21	11.15	3.00 890		* 6.43	* 2.45		W C T	1792	70.1		1.20 1.15 1	2.10PM 1-4-5	7.00AM 282-258	
8.27	7.17 883	* 1.16	* 11.06	* 2.55		f 6.37	* 2.37			1796	74.0		1.05	1.50		
f 8.19	f 7.07	* 1.11	f 11.00	* 2.49 5		f 6.29	* 2.27			1800	77.4		12.55	1.35 1.30 1		
8.13	7.00	* 1.05	* 10.52	* 2.42		* 6.22	* 2.20 257			1804	81.7		12.45 603-890	12.50 602-603		
f 3.05 5	f 6.50	* 1.00 41	* 10.45	* 2.36		* 6.22	* 2.20 257			1807	85.4		12.35	12.05PM		
f 2.49	f 6.40	12.55	10.35	2.30 280		6.15 282	2.10		W C S Y	1811	89.1		12.25	11.30AM 10.20 279-889		
2.37 2.20 4	6.30AM 258	* 12.43	f 10.27	* 2.23 603		f 6.06	* 2.02			1815	93.1		12.15 889	10.05		
2.07 1-603		* 12.38	* 10.22	* 2.18 1		f 6.00	* 1.56			1819	96.4		12.05PM	9.50		
f 1.58		* 12.31	* 10.15	* 2.10		* 5.53	* 1.50 41			1822	100.3		11.55AM	9.35		
f 1.48		* 12.24	* 10.08	* 2.05 889		f 5.43	* 1.41			1827	104.6		11.42	9.17		
f 1.38		* 12.17	* 10.00	* 1.58		* 5.33	* 1.34		W	1832	109.2		11.28	8.58		
f 1.27		* 12.11	* 9.53	* 1.50		f 5.25 3	* 1.28			1836	113.4		11.17 11.12-279	8.42		
f 1.17		* 12.06AM	* 9.48	* 1.45		* 5.17	* 1.22			1839	116.2		11.05	8.30		
f 1.10		* 11.59PM	* 9.40	* 1.38		f 5.08	* 1.15			1843	121.0		10.55	8.10		
f 12.58		11.50PM	9.30PM	1.30PM 280		4.50AM 257	1.05AM		W C S T	1848	125.8		10.40AM	7.50AM		
12.45PM 279-4		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY	Tues. Thur. Sat.
2.52	0.55	3.20	4.15	3.25	4.40	3.50						7.00	6.20	8.00		
20.6	24.1	37.8	29.6	36.8	27.0	32.9						18.0	9.0	8.9		

Time over District.
Average Speed per Hour.

WEST BOUND.

EAST BOUND.

West Bound. EUREKA BRANCH. East Bound.

THIRD CLASS.

THIRD CLASS.

Time Table No. 34A

Table with columns for Mixed, Freight, and SUNDAY ONLY times.

Main table with columns for Station No., Station Name, Distance, Capacity, and various time slots.

Table with columns for 3d Class, Station Nos., Distance from Eureka, and 552 Mixed times.

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

Main schedule table with columns for time slots (9.15 to 8.45 PM), station names (AINSWORTH, BURBANK, TWO RIVERS, ATTALIA, ADAMS SPUR, LEGROW, SLATER, WELLAND, ADKINS, EUREKA, LAMAR, SHAW, PADDOCK, CLIMAX, RULO, THEIL, DRY CREEK, SUDBURY SPUR, WATERLOO, WALLA WALLA, MILL CREEK JCT, EVANS, STANFIELD, BUROKER, SPRING CREEK, GILLIAM, DIXIE, EASTMAN, MINNICK, COPPEL, WAITSBURG, HUNTSVILLE, LONGS, KLUM SPUR, DAYTON), distances, and capacities.

Table with columns for 3d Class, Station Nos., Distance from Pleasant View, Capacity of Passing Tracks, and 552 Mixed times.

West Bound. ATHENA BRANCH. East Bound.

Table with columns for 2d Class, Station Nos., Distance from Smeltz, Capacity of Passing Tracks, and 554 Mixed times.

West Bound. TRACY BRANCH. East Bound.

Table with columns for 3d Class, Station Nos., Distance from Mill Creek Jct., Capacity of Passing Tracks, and 556 Mixed times.

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.-W.R. & N. track between Attalia and Adams, at Walla Walla, and between Huntville and Longs, and O.-W. R. & N. 1 mile west Burbank, 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 Attalia set for Walla Walla line.

WEST BOUND.

WALLA WALLA BRANCH.

EAST BOUND.

West Bound. EUREKA BRANCH. East Bound.

Table for Walla Walla Branch showing train schedules (Third Class, 2d Class, First Class) and station details. Includes text: 'OFFICE OF DIVISION SUPERINTENDENT June 4, 1911. Pasco, Division, July 17, 1911. Effective Tuesday July 18th double daily train service will be operated between Walla Walla and Dayton as follows: Passenger special leave Dayton 7:30 AM arrive Walla Walla 9:00 AM. No. 547 mixed leave Walla Walla 10:15 AM, arrive Dayton 12:45 PM. No. 549 leave Dayton 2:15 PM arrive Walla Walla 4:45 PM. Passenger special leave Walla Walla 6:00 PM arrive Dayton 7:30 PM. Passenger special will be run on schedule of trains 284 as shown on Pasco Divn., time table No. 33 dated November 20th, 1910. J. L. DeFORCE Superintendent.'

Table for Eureka Branch (Time Table No. 34A, June 4 1911, Suc. No. 84). Shows stations and distances: JC..... EUREKA..... D 2.2, BABCOCK..... 2.4, LEE..... 3.1, ELWOOD..... 3.8, CLYDE..... 1.6, PICKARD..... 1.7, RESER..... 4.6, PLEASANT VIEW..... 0.0. 3d Class. 551, 552. SUNDAY ONLY.

Main table listing stations and distances for Walla Walla Branch: SHAW, PADDOCK, CLIMAX, RULO, THEIL, DRY CREEK, SUDBURY SPUR, WATERLOO, WALLA WALLA, MILL CREEK JCT., EVANS, STANFIELD, BUROKER, SPRING CREEK, GILLIAM, DIXIE, EASTMAN, MINNICK, COPPEL, WAITSBURG, HUNTSVILLE, LONGS, KLUM SPUR, DAYTON.

Table for Athena Branch (Time Table No. 34A, June 4, 1911, Suc. No. 34). Shows stations and distances: SMELTZ, HILLSDALE, WAYLAND, WATERMAN, ATHENA. 2d Class. 553, 554. Mon., Wed., Fri.

Table for Tracy Branch (Time Table No. 34A, June 4, 1911, Suc. No. 34). Shows stations and distances: MILL CREEK JCT., HECTOR, HARBERT, KIBBLER, TRACY. 3d Class. 555, 556. MONDAY ONLY.

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.-W.R. & N. track between Attalia and Adams, at Walla Walla, and between Huntsville and Longs, and O.-W. & N. 1 mile west Burbank, 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 Attalia set for Walla Walla line.

WES

SUNNYSIDE BRANCH

EAST BOUND.

FIRST CLASS

Time Table No. 34A.

FIRST CLASS TRAINS.

THIRD CLASS.

FIRST CLASS

Time Table No. 34A.

FIRST CLASS.

THIRD CLASS.

2.

June 4, 1911
Succeeding No. 34.

June 4, 1911.
Succeeding No. 34.

Table with columns for Passenger, Station No., Distance from Sunnyside, and train numbers 272, 274. Includes station names like Sunnyside Junction, Granger, Outlook, Sunnyside, Lichty, Grand View.

Table with columns for Mixed, Passenger, Station Nos., Distance from Hunts, and train numbers 561, 269. Includes station names like Hunts, Ring, Van Syck, Stanton, Smeltz, Apex, Helix, Myrick, McCormmach Spur, Fulton, O.W.R. & N. Crossing, Pendleton.

Table with columns for Passenger, Station No., Distance from Pendleton, Capacity of Passing Tracks, and train numbers 270, 558, 544. Includes station names like Hunts, Ring, Van Syck, Stanton, Smeltz, Apex, Helix, Myrick, McCormmach Spur, Fulton, O.W.R. & N. Crossing, Pendleton.

Branch Line trains must obtain orders before occupying main line at Sunnyside Junction. Registering Stations—Grand View and Sunnyside Junction. Standard Clock—North Yakima. No. 271 has right over No. 272. No. 273 has right over No. 274.

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-W. R. & N. track at Pendleton. Trains must not exceed six miles per hour in city limits of Pendleton.

WEST BOUND.

SNAKE RIVER BRANCH.

EAST BOUND.

FIRST CLASS

Time Table No. 34A.

FIRST CLASS

Table with columns for Passenger, Station Numbers, Distance from Pasco, and train numbers 285, 286. Includes station names like Pasco, Snake River Jct., Walker, Windust, Harder, Davin, Perry, Lewiston Jct.

S. P. & S. RULES AND TIME CARD GOVERN BETWEEN PASCO AND SNAKE RIVER JUNCTION.

Table with columns for time, station, distance, and train numbers. Includes station names like Snake River Jct., Walker, Windust, Harder, Davin, Perry, Lewiston Jct.

SNAKE RIVER BRANCH

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

WEST BOUND.

WALLULA BRANCH.

EAST BOUND.

THIRD CLASS TRAINS.

FIRST CLASS

Time Table No. 34A.

FIRST CLASS

THIRD CLASS TRAINS.

Table with columns for Mixed, Freight, Passenger, Station Numbers, Distance from Wallula, and train numbers 559, 911, 909, 287, 267, 268, 288, 910, 912, 560, 542. Includes station names like Attalia, O.W.R. & N. Crossing, Hunts, Wallula.

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

COMMERCIAL SPURS.

DISTANCE FROM PASCO.

Table with columns for Spur Name, Distance from Pasco, and Car Capacity. Includes Quarry Spur, Holmes, Walla Walla Branch, Dumas.

WEST BRANCH. EAST BOUND.

FIRST CLASS TRAINS. 272 274

NORTHERN PACIFIC RAILWAY CO.
Office of Division Superintendent,
(PASCO DIVISION)
Pasco, September 12th, 1911.

Bulletin No. 816
CONCERNED?
Effective, October 1st, 1911. the
of Lewiston Junction will be changed to
Riria.

WEST		EAST BOUND.	
FIRST CLASS		FIRST CLASS	
286	Passenger		
11.30PM			
10.50			
10.14			
9.57			
9.40			
9.25			
9.15			
O.W.R. & N. Cg. — No Connection.			
8.50AM	LEWISTON JCT	N	0.0 20
Time over District			
Average Speed per Hour			

WALLULA BRANCH.

WEST		EAST BOUND.	
THIRD CLASS		FIRST CLASS	
553	Mixed	268	288
EXCEPT SUNDAY		Passenger	Passenger
4.00AM	11.50PM	DAILY	DAILY
4.10AM	8.15PM	8.00AM	
See 561-P.7	11.59PM	11.00PM	8.20PM
EXCEPT SUNDAY	DAILY	DAILY	DAILY

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

WEST BRANCH. EAST BOUND.

FIRST CLASS TRAINS. 269 270 353 544

NORTHERN PACIFIC RAILWAY COMPANY
Office of the Division Superintendent,
PASCO DIVISION
Pasco, August 14, 1911.

BULLETIN NO. 808
REGULAR NO. 851
CONCERNED
Commencing Tuesday August 15th
The Pasco-Pendleton local will run daily except
Sunday between Smalts and Athena on schedule of
trains 553 and 554.
This train will carry passengers and
kicak wirj.

J. L. DeForce,
Superintendent.

SHAKE RIVER BRANCH

Shake River Jct.
Crossing O.-W. R. & N. track at Lewiston Junction.
Channel No. 1, 1 1/4 miles east of Harder.
Crossing O.-W. R. & N. track at Snake River Junction.

COMMERCIAL SPURS.

DISTANCE FROM PASCO.		Car
		Cap'y
Quarry Spur	91.5 Miles	1
Holmes	125.3 "	15
WALLA WALLA BRANCH.		
Dumas	92.1 "	5

Second Class Trains				Time Table No. 34A					534	
533				June 4, 1911					Succeeding No. 34	
Mixed	Station Nos.	Distance	STATIONS			Distance	Capacity	Mixed		
Tues	Water	From	Telegraph Offices and Calls			From	Passing	Mon	Wed	
Sat	Coal	Connell				Adco	Tracks	Fri		
	Wye									
7.00AM	W O Y 1686	0.0	CONNELL 10.4			60.8	120	2.30PM		
7.40	KI 10	10.4	VAUGHN Spur 6.5			50.4	20	1.50		
8.15	W 17	16.9	BRUCE 8.8			43.9	50	1.25		
	KI 25		C.M. & P. S. Csg. 7.4 Mi. W. Under No Conn.							
8.45	KI 25	25.7	WEST WARDEN Spur 5.2			35.1	40	12.55		
9.05	KI 31	30.9	RITELL 0.5			29.9	40	12.35		
9.10	Y 32	31.4	BASSETT JCT. 7.8			29.4	00	12.30PM		
10.45	KI 32							10.30AM		
11.15	W 39	39.2	WHEELER 6.4			21.6	50	10.00		
11.50AM	KI 45	45.6	DOLES SPUR 4.1			15.2	20	9.35		
12.10PM	KI 49	49.7	GLOYD SPUR 11.1			11.1	20	9.20		
	KJ 60		G. N. Csg. 10.1 Mi. W. Under No Conn.							
12.45PM	KJ 60	60.8	ADCO			0.0	00	8.45AM		
5.45			Time over District					5.45		
10.5			Average Speed per Hour					10.5		

Switch at Adco to be set and locked for Washington Central Branch.

Registering and bulletin station, Connell

Second Class Train				Time Table No. 34A					Second Class Trains	
537		535		June 4, 1911					536 538	
Succeeding No. 34									Succeeding No. 34	
Mixed	Mixed	Station Nos.	Distance	STATIONS			Distance	Capacity	Mixed	Mixed
Wed	Tues	Water	From	Telegraph Offices and Calls			From	Passing	Tues	Sat
Sat	Sat	Coal	Schragg				Schragg	Tracks	Sat	Wed
		Wye								
10.30AM	9.10AM	KI 32	0.0	BASSETT JCT. 12.3			12.3	00	See 533	See 534
				C. M. & P. S. Csg. 1.3 Mi. W. Over No Conn.					10.45AM	12.25PM
11.15AM	9.55AM	W 12	12.3	SCHRAGO			0.0	50	10.00AM	11.40AM
.45	.45			Time over District					.45	.45
16.4	16.4			Average Speed per Hour					16.4	16.4

Train No. 537 has right over train No. 538.

Train No. 535 has right over train No. 536.

TONNAGE RATING—FREIGHT ENGINES.

DISTRICTS.	ENGINES.							
	Class W		Class S 4		Class F 1		Class D 3 & E 1	
	A	B	A	B	A	B	A	
1st District.								
Pasco to Cheney with helper, Cunningham to Providence and Sprague to Fishtrap.....	1800		1250		1200		965	
Without helper.....	1400		900		750		620	
Cheney to Lind without helper.....	1800		1250		1200		650	
Lind to Providence with helper.....	3500		1250		1200		650	
Providence to Pasco.....	60 cars.		60 cars.		60 cars.		40	
2nd District.								
Pasco to Badger.....	1700		1150		1100		741	
Badger to Ellensburg.....	1900		1350		1300		890	
Ellensburg to Kiona.....	70 cars.		60 cars.		60 cars.		1235	
Kiona to Pasco.....	2700		1600		1500		938	

LOCATIONS OF DERAILING SWITCHES.

FIRST DISTRICT.		EUREKA BRANCH.	
Sprague.....	West end Mill spur	Babcock.....	East end
Paha.....	West end house track	Reser.....	East end
Lind.....	West end No. 2 siding		
Lind.....	Old coal dock track		
Beatrice.....	Spur	PENDLETON BRANCH.	
Cunningham.....	West end elevator track	Ring.....	East end
Cunningham.....	West end house track	Vansycle.....	East end
Hatton.....	West end house track	Stanton.....	East end
Hatton.....	West end elevator spur	Fulton.....	West end
Emery.....	West end elevator track		
SECOND DISTRICT.		ATHENA BRANCH.	
Vista.....	East end of east bound passing track	Hillsdale.....	East end
Vista.....	East end of spur off west passing track	Wayland.....	West end
		Waterman.....	West end
WALLA WALLA BRANCH.		TRACY BRANCH.	
Coppel.....	West end	Kibbler.....	On main line
Eastman.....	East end		
Eastman, Clay Track.....	East end		
Gilliam.....	East end	LOCATIONS OF TRACK CONNECTIONS.	
Spring Creek.....	East end	Wallula.....	O-W. R. & N. Co.
Buroker.....	East end	Pasco.....	S., P. & S. Ry.
Stanfield.....	West end	North Yakima.....	North Yakima & Valley R. R.
Waterloo.....	East end	North Yakima.....	O-W. R. & N. Co.
Dry Creek.....	West end	Granger.....	North Yakima & Valley R. R.
Thiel.....	West end	Snake River Junction.....	S., P. & S. Ry.
Rulo.....	West end	Lewiston Junction.....	Camas Prairie R. R.
Climax.....	West end	Lewiston Junction.....	O-W. R. & N. Co.
Ray.....	East end	Lind.....	C., M. & P. S. Ry.
Shaw.....	East end	Dayton.....	O-W. R. & N. Co.
Lamar.....	East end	Kennewick.....	O-W. R. & N. Co.
Adkins.....	East end	Walla Walla.....	O. W. R. & N. Co.
Welland.....	East end		
Legrow.....	East end		

LOCATIONS OF TRACK CONNECTIONS.

All trains between Al Northern Pacific trail leave Pasco or Ainsworth.

TONNAGE RATING—FREIGHT ENGINES.

DISTRICTS.	ENGINES.							
	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	B
Pasco to Hunts.....	1500		1500		1200		900	
Hunts to Walla Walla.....	550		550		350		250	
Walla Walla to Dayton.....	500		500		300		200	
Dayton to Walla Walla.....	550		550		300		200	
Walla Walla to Hunts.....	800		800		550		350	
Hunts to Pasco.....	1500		1500		1200		900	
Hunts to Apex.....	325		325		225		175	
Apex to Pendleton.....	800		800		600		500	
Pendleton to Apex.....	500		500		300		200	
Apex to Hunts.....	20 cars.		20 cars.		20 cars.		20 cars.	
Smeltz to Athena.....	325		325		240		175	
Athena to Smeltz.....	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.	

Surgeons will attend, wh NESS it is the intention to l for which distinct official aut

Railway Officials are req needed. When such are ace In the event of a sudden eme

RULE 20—The atte no orders, and the block a out reducing speed. This the signal will be changed have orders for other tra has passed three hundred and this the train which played Under Any Other

An engine may pas strictions provided by ge

Train and engine n and do not relieve trainn engine men understand t

RULE 43—Any tra ing. Therefore, a clear train, and operator shoul

Operators MUST c dred (300) feet beyond e ceding operator that bloc

The matter of disp it is desired to cancel a cancel the block or maki

If block signal at engine is within three h for block by four (4) sh

JAMES SHANNON

West Bound				CONNELL & NOR	
Second Class Trains				Time Table	
533				June 4, Succeeding	
Mixed	Station Nos.	Distance	STATI	Telegraph Office	
Tues Sat	Water Coal Wye	From Connell			
7.00AM	W O Y 1686	0.0	CONN 10.4		
7.40	KI 10	10.4	VAUGHN 6.8		
8.15	KI W 17	16.9	BRU 8.0 C.M. & P. S. Csg. 7.4		
8.45	KI 25	25.7	WEST WAR 5.0		
9.05	KI 31	30.9	RITE 0.0		
9.10 10.45	Y KI 32	31.4	BASSETT 7.8		
11.15	W KI 39	39.2	WHEELER 6.4		
11.50AM	KI 45	45.6	DOLES 4.1		
12.10PM	KI 49	49.7	GLOYD 11.0 G. N. Csg. 10.1 Mi. W		
12.45PM	KI 60	60.8	ADCO		
5.45			Time over		
10.5			Average Speed		

West Bound				RITZVILLI	
Second Class Train				Time Table	
537 535				June 4, Succeeding	
Mixed	Mixed	Station Nos.	Distance	STATI	
Wed	Tues Sat	Water Coal Wye	From Bassett Junction	Telegraph Office	
10.30AM	9.10AM	KI 32	0.0	BASSETT 12.0 C. M. & P. S. Csg. 1.0	
11.15AM	9.55AM	W KJ 12	12.8	SCHR.	
.45	.45			Time over	
16.4	16.4			Average Speed	

Train No. 537 has right over train No. 538. Train

TONN

DISTRICTS.

1st District.						
Pasco to Cheney	with helper	C				
Providence and Sprague	to Fis					
Without helper.....						
Cheney to Lind	without helper	...				
Lind to Providence	with helper	...				
Providence to Pasco	.....				
2nd District.						
Pasco to Badger	.....				
Badger to Ellensburg	.....				
Ellensburg to Kiona	.....	70 cars.	00 cars.	00 cars.	1200	
Kiona to Pasco	.....	2700	1600	1500	938	

NORTHERN PACIFIC RAILWAY COMPANY
Office of the division superintendent
PASCO DIVISION

BULLETINE & CIRCULAR:

The spur located 6.4 miles from Wheeler and 4.1 miles from Gloyd Spur, will be shown in time card and known under the name of Dole's Spur.

Only car load shipments will be handled to and from that station, and it will be prepaid station.

J. L. DeForce
Superintendent

Pasco, Wash June 12, 1911.

NG SWITCHES.
EUREKA BRANCH.
cock..... East end
er..... East end

PENDLETON BRANCH.
g..... East end
icycle..... East end
nton..... East end
ton..... West end

ATHENA BRANCH.
lsdale..... East end
yland..... West end
terman..... West end

TRACY BRANCH.
bler..... On main line

LOCATIONS OF TRACK CONNECTIONS.

Hula	O-W. R. & N. Co.
co	S, P. & S. Ry.
th Yakima	North Yakima & Valley R. R.
th Yakima	O-W. R. & N. Co.
nger	North Yakima & Valley R. R.
ke River Junction	S, P. & S. Ry.
viston Junction	Camas Prairie R. R.
viston Junction	O-W. R. & N. Co.
d	C, M. & P. S. Ry.
rton	O-W. R. & N. Co.
anewick	O-W. R. & N. Co.
lla Walla	O. W. R. & N. Co.

All trains Northern leave Pasco or

Surgeons w
NESS it is the
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In the event of

T ENGINES.

ENGINES.

	Class F 1		Class D 3 & E 1 Moguls		Class B & C 8 Wheel Standards	
	A	B	A	B	A	B
1500	1200	.....	900	.....
550	350	.....	250	.....
500	300	.....	200	.....
550	300	.....	200	.....
300	550	.....	350	.....
1500	1200	.....	900	.....
325	225	.....	175	.....
800	600	.....	500	.....
500	300	.....	200	.....
cars.	20	cars.	20	cars.	20	cars.
550	550	.....	350	.....	225
600	600	.....	400	.....	275
1000	1000	.....	800	.....	600
525	525	.....	240	.....	175
20	cars.	20	cars.	20	cars.	20

Eureka to Pleasant View	600	.....	400	.....	275	.....
Pleasant View to Eureka	1000	.....	800	.....	600	.....
Walla Walla to Tracy	525	240	175
Tracy to Walla Walla	20	cars.	20	cars.	20	cars.

RULE
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JAMES S

NORTHERN PACIFIC RAILWAY,
Office of the Division Superintendent,
(PASCO DIVISION)

Pasco, September 8th., 1911.

Bulletin No. 815.

ALL CONCERNED:

Effective, September 11th., the Connell-Northern Branch mixed run will make the trip to SCHRAGG every day on the following schedule:

Train 537 and 538 will run on Monday, Wednesday and Friday instead of Wednesdays only.

Train 535 and 536 will run on Tuesday, Thursday and Saturday instead of Tuesday and Saturday.

This - to be in effect until further notice.

J. L. De Force,
Superintendent.

Lind to Providence with helper ...					
Providence to Pasco.....					
2nd District. Pasco to Badger.....					
Badger to Ellensburg					
Ellensburg to Kiona					
Kiona to Pasco.....	2700	1600	1500	938	

RY COMPANY
Superintendent

6.4 miles from Wheeler and
shown in time card and

Shipments will be handled to
be prepaid station.

L. DeForce
Superintendent

SWITCHES.

EUREKA BRANCH.

Cock East end
er East end

PENDLETON BRANCH.

g East end
icycle East end
nton East end
ton West end

ATHENA BRANCH.

sdale East end
yland West end
terman West end

TRACY BRANCH.

bler On main line

LOCATIONS OF TRACK CONNECTIONS.

Walla Walla.....	O. W. R. & N. Co.
Pasco.....	S., P. & S. Ry.
North Yakima.....	North Yakima & Valley R. R.
North Yakima.....	O. W. R. & N. Co.
Granger.....	North Yakima & Valley R. R.
Snake River Junction.....	S., P. & S. Ry.
Wiston Junction.....	Camas Prairie R. R.
Wiston Junction.....	O. W. R. & N. Co.
Idaho.....	C., M. & P. S. Ry.
Wilton.....	O. W. R. & N. Co.
Wanewick.....	O. W. R. & N. Co.
Walla Walla.....	O. W. R. & N. Co.

ENGINE ENGINES.

ENGINES.

Class F 1	Class D 3 & E 1 Moguls		Class B & C 8 Wheel Standards	
	B	A	B	A
1500	1200	900		
550	350	250		
500	300	200		
550	300	200		
300	550	350		
1500	1200	900		
325	225	175		
800	600	500		
500	300	200		
cars. 20	cars. 20	cars. 20		
325	240	175		
550	350	225		
600	600	400		
Pleasant View to Eureka.....	1000	800	600	
Walla Walla to Tracy.....	525	240	175	
Tracy to Walla Walla.....	20 cars.	20 cars.	20 cars.	20 cars.

SPECIAL RULES AND INSTRUCTIONS FOR BLOCK OPERATION BETWEEN PASCO AND KENNEWICK

All trains between Pasco and Kennewick will be operated by Block Cards.
No train will occupy track between these points unless Conductor and Engineer hold authority conferred by Block Card, Form B. C.
Conductor and Engineer must each have a copy of this Block Card.

SPECIAL RULES REGARDING USE OF STAFF ON BRANCH LINES

The following branches will be operated under the Staff System:
Eureka Branch.
Athena Branch.
Tracy Branch.
Staff will be located in a box at each junction.
All trains (whether scheduled or not) using these branches must have staff in their possession.
All trains (whether scheduled or not) using these branches must have staff in their possession.
When properly authorized to use the track without staff it must be done under protection of flag.
For completion of dispatcher's record of movements, operator at main line junction will telegraph copy of register, showing:
(a) Arrival.
(b) Departure.
(c) Mileage made on branch.
If no operator at junction point, Conductor will telegraph this information from first open telegraph office.

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 ~~in~~ that ~~part~~ unless otherwise instructed.
These instructions do not relieve Northern Pacific trains from receiving N. P. clearance ~~of~~ ~~lines~~.

AUTHORIZED SURGEONS, PASCO DIVISION.

LOCATION OF STRETCHERS (S)

- | | | |
|----------------------------------------------------------------|-------------------------------------------------------------------------------|-------------------------------------|
| DR. S. W. MOWERS, Chief Surgeon,
Western Division, Tacoma. | DR. X. L. ANTHONY, (Oculist) Spokane | DR. A. DeY. GRIMM, Prosser. |
| DR. J. P. AYLEN, Chief Surgeon,
Central Division, Missoula. | DR. F. A. POMEROY, Cheney. | DR. H. M. JOHNSON, Toppenish. |
| DR. N. F. ESSIIG, Spokane (S) | DR. J. E. BITTNER, Sprague (S). | DR. C. J. LYNCH, North Yakima (S) |
| DR. F. P. WITTER, Spokane (S) | DR. F. R. BURROUGHS, Ritzville (S) | DR. J. C. McCAULEY, Ellensburg (S). |
| DR. E. F. POPE, Spokane | DR. CHARLES BALLANCE, Connell | DR. E. E. SHAW, Walla Walla (S). |
| | DR. J. P. DRISCOLL, Pasco (S) { Passenger Station, Freight Station, Tool Car. | DR. C. J. SMITH, Ponderleton (S). |
| | DR. H. B. O'BRIEN, Pasco | DR. F. H. COONIN, Lamont. |
| | | DR. F. A. BARNETT, Dayton. |

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

ularly appointed surgeon, when the case should be placed in his charge, and in no case should the service of an authorized company surgeon be continued at the expense of the Railway Company, or of the Association after such ~~service~~ ~~is~~ ~~to~~ ~~assume~~ ~~charge~~ of the case.

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-

Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for ~~service~~ ~~rendered~~ ~~elsewhere~~ unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury ~~at~~ ~~rendering~~ ~~in~~ ~~his~~ ~~charge~~ of duty.

RULING 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.

Except during obscure weather permissive block to helper engines will be allowed ~~followed~~ ~~by~~ ~~train~~ ~~in~~ ~~minutes~~ on Caution Card when authorized by dispatcher.

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.

Attention of engineers is called to the very great importance of obtaining "Go ahead" ~~in~~ ~~rear~~ ~~train~~ ~~before~~ ~~passing~~ ~~any~~ ~~station~~, and they should not only procure such signal, but have lookout ~~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~~ ~~given~~ ~~by~~ ~~engineer~~ ~~before~~ starting.

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 Blocn System Operation.

Conductors will educate their brakemen and engineers their firemen in regard to ~~these~~ ~~signals~~, and conductors arrange that signal will not be given until authorized by him and then transmitted to ~~engineer~~ ~~by~~ ~~hand~~ ~~or~~ ~~by~~ ~~radio~~ ~~or~~ ~~by~~ ~~other~~ ~~means~~.

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.

Except on mountain grades, trains may proceed when block is occupied by work ~~trains~~ ~~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~~ ~~be~~ ~~in~~ ~~the~~ ~~block~~ ~~protecting~~ ~~against~~ ~~each~~ ~~other~~ ~~and~~ ~~under~~ ~~Caution~~ ~~Card~~.

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, as per Rule 9.

A train intending to go to an intermediate siding to meet or be passed by a train ~~must~~ ~~display~~ ~~Caution~~ ~~Card~~ ~~before~~ entering the block, stating that "Train No. — and Train No. — will meet or pass at ~~(name~~ ~~of~~ ~~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~~ ~~been~~ ~~permitted~~ ~~to~~ ~~proceed~~ ~~by~~ ~~the~~ ~~operator~~ ~~or~~ ~~receives~~ ~~further~~ ~~orders~~ ~~as~~ ~~per~~ ~~Block~~ ~~Rules~~ ~~Nos.~~ ~~53~~ ~~and~~ ~~54~~, notwithstanding it may have train rights which ~~are~~ ~~not~~ ~~to~~ ~~be~~ ~~so~~.

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.

After a train has entered a block with ample time and intention to go through to ~~another~~ ~~side~~ ~~of~~ ~~a~~ ~~main~~ ~~train~~ and for any reason cannot make the end of the block for the certain train, it will go ~~through~~ ~~the~~ ~~block~~ ~~and~~ ~~will~~ ~~be~~ ~~permitted~~ ~~to~~ ~~proceed~~ ~~to~~ ~~the~~ ~~intermediate~~ ~~siding~~ and the opposing train cannot enter the block until the train on intermediate siding has notified ~~the~~ ~~operator~~ ~~by~~ ~~telegraph~~ ~~of~~ ~~its~~ ~~arrival~~ ~~and~~ ~~clearance~~ ~~at~~ ~~intermediate~~ ~~siding~~. If from failure of telephone the conductor ~~at~~ ~~intermediate~~ ~~siding~~ is 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~~ ~~also~~.

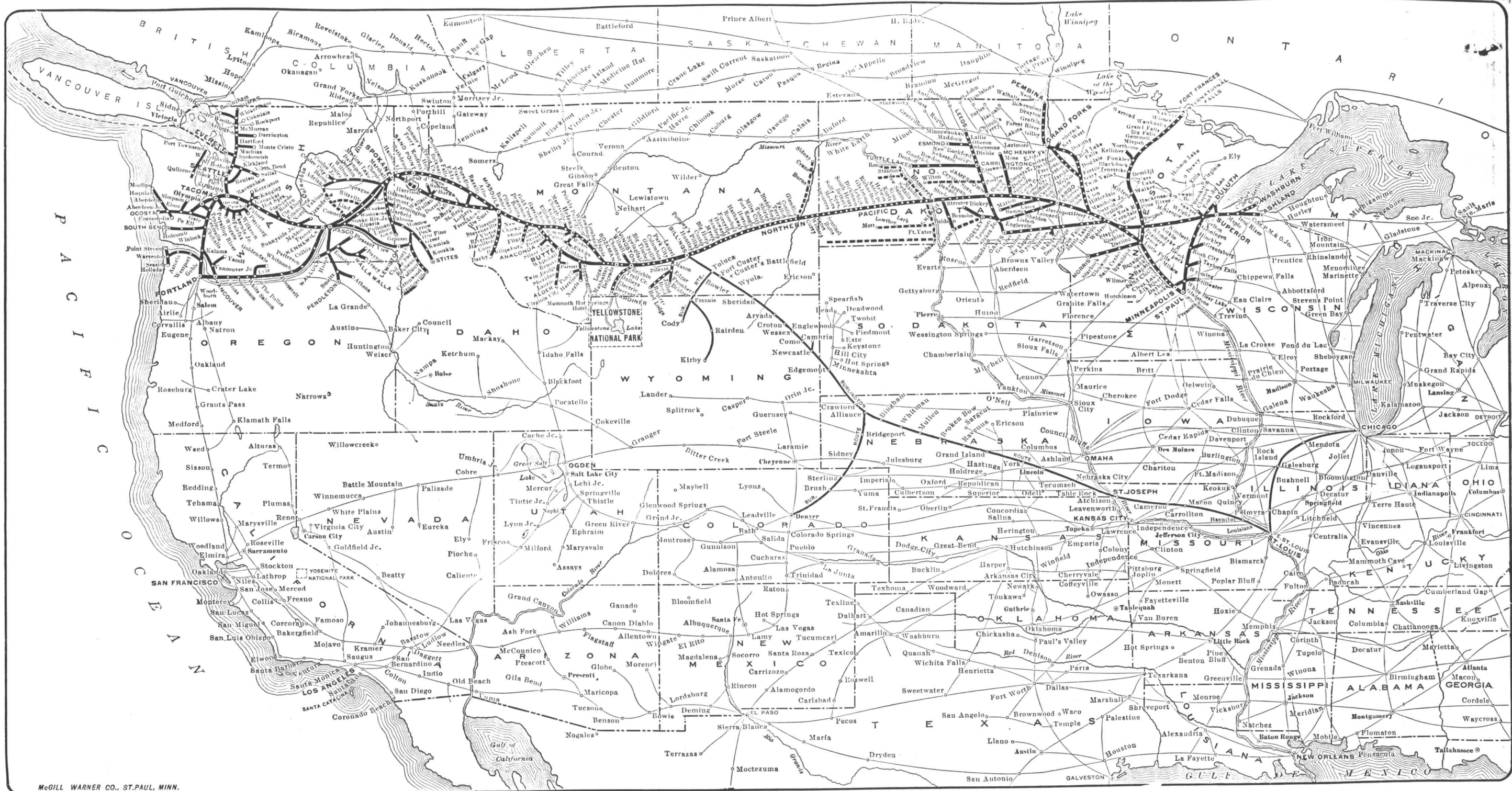
If block signal at a station is at Danger when train is approaching on main track and is changed to Clear before engine is within three hundred (300) feet of the signal, train may proceed without block clearance. Engineer will signal for block by four (4) short blasts of engine whistle.

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

JAMES SHANNON, Trainmaster, Pasco.

E. J. MORAN, Chief Dispatcher, Pasco.

F. R. BARTLETT, Trainmaster Pasco.



Handwritten signature/initials

NORTHERN PACIFIC RAILWAY COMPANY
Office of Division Superintendent
PASCO DIVISION

MEMO. BULLETTIN.

To CONDUCTORS, AND
AGENTS.

Effective June 8th; trains No. 1 and No. 2
will stop at Durant to pick up and let off passengers to and
from Spokane and west and to and from Eastern Terminals,
St. Paul, Minneapolis and Duluth.

Please see this is understood.

Yours truly,

J. L. DeForce.

Superintendent.

Pasco, Wash. June 10th, 1911

2
FIRST DISTRICT

ORD. CL. 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

NORTHERN PACIFIC RAILWAY COMPANY
Office of Division superintendent
PASCO DIVISION

MEMO. BULLETIN

On account of the coal dock at Cheney being destroyed by fire the Washington Central siding will be used as the Washington Central Main Line, and switches so lined.

The Washington Central main line between switches of siding will be used as Washington Central siding; Engine and cars will be found on this track.

J. L. DeForce

Superintendent

Pasco, Wash. June 13, 1911

Handwritten scribble

91
kS.No1
senger
AILY
2.40PM
5
2.44PM

NORTHERN PACIFIC RAILWAY CO.

Office of the Division Superintendent

PASCO DIVISION

Bulletion No. 797.

TO ALL CONCERNED:

Effective at once Train No. 41 will stop at Satus on flag. Please see this is understood.

J. L. DeForce,
Superintendent.

Pasco, Wash. July 8th, 1911.

10.10 10.20 ²⁷⁹		1.05		1807	85.4	KM.....YAKIMA CITY.....N	3.7											
10.50 11.30 ^{AM} 890		1.30	W Y S	1811	89.1	YA.....NORTH YAKIMA.....N	4.0	36.7	120	4.40		2.00	3.80					