

# NORTHERN PACIFIC RAILWAY COMPANY.

**PASCO DIVISION**

# TIME **37** TABLE

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

**SUNDAY, DECEMBER 29th, 1912**

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.

**E. C. BLANCHARD,**  
General Manager.

**I. B. RICHARDS,**  
General Superintendent.

**P. H. McCAULEY,**  
Superintendent of Transportation.

**J. L. DeFORCE,**  
Superintendent.

WESTWARD.

FIRST SUB-DIVISION (Main Line)

THIRD CLASS.			SECOND CLASS.			Time Table No. 37 Dec. 29, 1912 Succeeding No. 86-C					FIRST CLASS.					
885	883		603			STATIONS.					1	3	5	41	257	
Way Freight	Way Freight		Freight			STATIONS.					Passenger	Passenger	Passenger	Passenger	Passenger	
Tues, Thur Sat	Mon, Wed Fri		DAILY			STATIONS.					DAILY	DAILY	DAILY	DAILY	DAILY	
						STATIONS.										
	L 9.35AM		L 8.40PM		1592	0.0	CY.....	CHENEY.....	DN	129.9	75	L 7.11AM	L 9.25PM	L 8.15AM	L 5.05PM	L 7.37PM
	f 9.50		9.15		1597	4.9	.....	MIDWAY.....	P	125.0	60	7.21	9.38	8.28	f 5.15	7.45
	s 10.10		9.43		1603	10.6	TY.....	TYLER.....	PD	119.3	E-59 W-60	7.85	9.43	f 8.38	s 5.25	7.54
	f 10.25		10.00		1607	14.4	VA.....	FISHTRAP.....	DN	115.5	60	7.41	9.48	f 8.40	f 5.32	8.00
	f 10.45		10.15		1612	19.6	.....	KLINE.....	P	110.3	60	7.52	9.56	8.50	5.40	8.07
	s 11.05		10.30		1617	24.7	SX.....	SPRAGUE.....	DN	105.2	E-74 W-65	8.01	s 10.04	s 9.00	s 5.50	s 8.15
	f 11.25		10.42		1621	28.8	.....	CONCORD.....	P	101.1	60	8.10	10.12	9.07	5.59	8.25
	f 11.50AM		11.00		1627	34.5	HI.....	KEYSTONE.....	DN	95.4	E-60 W-61	8.20	10.21	f 9.17	f 6.10	8.35
	f 12.15PM		11.15		1633	40.1	.....	TOKIO.....	P	89.8	E-59 W-60	8.30	10.29	f 9.25	6.20	8.45
	f 12.35		11.30		1637	44.8	.....	COKER.....	P	85.1	60	8.38	10.36	9.31	6.27	8.52
	s 1.00		11.40		1641	48.3	RV.....	RITZVILLE.....	DN	81.6	120	8.45	s 10.45	s 9.40	s 6.35	s 9.00
	f 1.30		11.55PM		1647	54.2	.....	ESSIG.....	P	75.7	60	8.55	10.54	9.49	6.47	9.09
	s 1.45		12.05AM		1649	57.7	NA.....	PAHA.....	PD	72.2	E-58 W-60	9.02	11.00	f 9.55	f 6.55	9.15
	f 2.10		12.15		1653	61.4	.....	RUBY.....	P	68.5	60	9.09	11.06	10.00	7.02	9.22
	A 2.30PM		12.35		1658	65.4	LD.....	LIND.....	DN	64.5	E-59 W-60	f 9.15	s 11.15	s 10.07	s 7.13	s 9.30
	L 10.20AM		12.50		1662	69.0	.....	AKRON.....	P	60.9	60	9.28	11.22	10.15	7.20	9.39
	f 10.40		1.10		1667	73.3	PX.....	PROVIDENCE.....	PN	56.6	E-73 W-61	9.30	11.30	10.23	7.29	9.47
	f 11.00		1.17		1670	76.4	.....	BEATRICE.....	P	53.5	60	9.35	11.37	10.28	7.35	9.52
	s 11.40AM		1.30		1674	81.3	SC.....	CUNNINGHAM.....	DN	48.6	E-61 W-61	9.42	11.45	f 10.37	f 7.48	10.00
	s 12.05PM		1.38		1677	84.5	TW.....	HATTON.....	PD	45.4	60	9.47	11.51PM	f 10.43	f 7.50	10.05
	f 12.35		1.52		1682	89.0	.....	EMERY.....	P	40.9	60	9.53	12.01AM	10.58	8.00	10.15
	s 1.10		2.06		1686	93.5	CN.....	CONNELL.....	DN	36.4	E-60 W-88	10.00	f 12.12	s 11.05	s 8.10	10.25
	f 1.35		2.16		1690	98.8	.....	CACTUS.....	P	31.1	60	10.08	12.20	11.13	8.18	10.32
	s 1.55		2.26		1695	103.0	AK.....	MESA.....	PD	26.9	E-71 W-60	10.15	12.28	f 11.19	f 8.26	10.39
	f 2.10		2.40		1698	105.4	.....	VALE.....	P	24.5	60	10.20	12.38	11.24	8.31	10.43
	f 2.35		3.00		1704	111.9	W.....	ELTOPIA.....	DN	18.0	E-53 W-60	10.28	12.44	f 11.33	f 8.42	10.52
	s 3.00		3.20		1709	116.9	.....	SAGEMOOR.....	P	13.0	60	10.35	12.52	11.41	8.52	10.59
	f 3.20		3.43		1714	121.8	GD.....	GLADE.....	PN	8.3	E-60 W-58	10.45	1.00	11.48AM	9.00	11.06
	A 4.00PM		A 4.15AM		1721	129.9	PA.....	PASCO.....	DN	0.0	Yard	A 11.00AM	A 1.15AM	A 12.01PM	A 9.15PM	A 11.20PM
	Tues, Thur Sat		Mon, Wed Fri									DAILY	DAILY	DAILY	DAILY	DAILY
	5.40		5.05									3.49	3.50	3.46	4.10	3.43
	11.6		13.0									34.0	38.7	34.7	31.2	35.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
MANUAL BLOCK BETWEEN CHENEY AND PASCO.

REGISTERING AND BULLETIN STATIONS—Cheney and Pasco.  
LAP SIDINGS—Tyler, Sprague, Keystone, Tokio, Paha, Providence, Cunningham, Connell, Eltopia and Glade. Trains taking siding will head in at the lap.  
STANDARD CLOCKS—Cheney, Lind and Pasco.  
DERAIL SWITCHES—(See Location, Page 7).

YARD LIMITS—Cheney, Sprague, Ritzville, Lind, Connell and Pasco.  
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.  
HELPER DISTRICTS—Cunningham to Providence. Sprague to Tyler.  
Trains must not exceed speed of eight miles per hour over street crossings at Cheney, Sprague, Ritzville and Lind.  
Lind is terminal for trains 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

FIRST SUB-DIVISION. (Main Line.)

EASTWARD

FIRST CLASS.					Station Nos. Water, Fuel Scales, Turntables and Wyes	Distance from Cheney	Time Table No. 37 Dec. 29, 1912 Succeeding No. 36-C		Distance from Pasco	Car Capacity of Sidings	SECOND CLASS.		THIRD CLASS.	
258	42	6	4	2			604	884			886	Freight	Way Freight	Way Freight
Passenger	Passenger	Passenger	Passenger	Passenger			DAILY	Tues, Thur Sat.			Mon, Wed Fri.	DAILY	Tues, Thur Sat.	Mon, Wed Fri.
A 3.50PM	A 6.40AM	A 9.35AM	A 9.25PM	A 7.30AM	1592 W C Y	0.0	CY.....CHENEY.....DN	129.9	75	A 5.05AM	A 3.20PM			
3.35	6.28	f 9.22	9.15	7.21	1597	4.9	.....MIDWAY.....P	125.0	60	4.45	f 2.45			
s 3.21	f 6.18	f 9.08	9.02	7.09	1603 W	10.6	TY.....TYLER.....PD	119.3	E-59 W-60	4.15	s 2.05			
f 3.15	6.05	9.00	8.54	7.03	1607	14.4	VA.....FISHTRAP.....DN	115.5	60	4.00	f 1.45			
f 3.01	5.52	8.50	8.43	6.50	1612	19.6	.....KLINE.....P	110.3	60	3.25	f 1.15			
s 2.50	s 5.40	f 8.37	s 8.33	6.37	1617 W Y	24.7	SX.....SPRAGUE.....DN	105.2	E-74 W-65	2.55	s 12.45			
2.40	5.31	8.29	8.25	6.29	1621	28.8	.....CONCORD.....P	101.1	60	2.42	f 12.20PM			
f 2.30	5.23	8.20	8.12	6.19	1627 W	34.5	HI.....KEYSTONE.....DN	95.4	E-60 W-61	2.25	f 11.50AM			
f 2.18	5.14	8.10	8.02	6.10	1633	40.1	.....TOKIO.....P	89.8	E-59 W-60	2.10	f 11.05			
2.10	5.07	8.01	7.53	6.02	1637	44.8	.....COKER.....P	85.1	60	1.57	f 10.30			
s 2.02	s 5.00	s 7.55	s 7.48	5.56	1641 W	48.3	RV.....RITZVILLE.....DN	81.6	120	1.45	s 10.00			
1.52	4.45	7.40	7.35	5.46	1647	54.2	.....ESSIG.....P	75.7	60	1.25	f 8.55			
f 1.45	4.35	7.33	7.29	5.40	1649 W	57.7	NA.....PAHA.....PD	72.2	E-58 W-60	1.10	f 8.30			
1.37	4.25	7.23	7.21	5.33	1653	61.4	.....RUBY.....P	68.5	60	12.55	f 8.15			
s 1.30	s 4.15	s 7.15	s 7.13	f 5.25	1658 W C T	65.4	LD.....LIND.....DN	64.5	E-59 W-60	12.35	L 8.00AM	A 2.30PM		
1.20	4.06	7.05	7.00	5.16	1662	69.0	.....AKRON.....P	60.9	60	12.20		f 2.00		
f 1.13	4.00	7.00	6.54	5.10	1667	73.3	PX.....PROVIDENCE.....PN	56.6	E-73 W-61	12.10AM		f 1.45		
1.03	3.52	6.47	6.45	5.03	1670	76.4	.....BEATRICE.....P	53.5	60	11.37PM		f 1.25		
s 12.53	3.38	6.40	6.34	4.52	1674 W	81.3	SC.....CUNNINGHAM.....DN	48.6	E-61 W-61	11.00		s 12.53		
s 12.45	3.30	f 6.32	6.28	4.45	1677	84.5	TW.....HATTON.....PD	45.4	60	10.40		s 12.20PM		
12.35	3.17	6.20	6.19	4.35	1682	89.0	.....EMERY.....P	40.9	60	10.15		11.53AM		
s 12.25	s 3.05	s 6.10	s 6.10	4.25	1686 W Y	93.5	CN.....CONNELL.....DN	36.4	E-60 W-58	9.50		s 11.20		
12.15	2.53	5.59	6.00	4.15	1690	98.8	.....CACTUS.....P	31.1	60	9.32		f 10.08		
s 12.06	2.45	5.52	5.54	4.09	1695 W	103.0	AK.....MESA.....PD	26.9	E-71 W-60	9.15		s 9.40		
12.01PM	2.40	5.45	5.50	4.05	1698	105.4	.....VALE.....P	24.5	60	9.05		f 9.30		
s 11.51AM	2.29	5.35	f 5.41	3.57	1704 W	111.9	W.....ELTOPIA.....DN	18.0	E-53 W-60	8.42		s 9.00		
11.41	2.20	5.27	5.34	3.50	1709	116.9	.....SAGEMOOR.....P	13.0	60	8.20		f 8.35		
11.25	2.13	5.20	5.27	3.43	1714	121.6	GD.....GLADE.....PN	8.3	E-60 W-58	8.05		f 8.15		
L 11.05AM	L 2.00AM	L 5.05AM	L 5.15PM	L 3.30AM	1721 W C Y T	129.9	PA.....PASCO.....DN	0.0	Yard	L 7.40PM		L 7.40AM		
DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	Tues, Thur Sat.	Mon, Wed Fri.		
4.45	4.40	4.30	4.10	4.00			Time over Sub-Division			9.25	7.20	6.50		
27.3	27.9	28.9	31.1	32.5			Average Speed per Hour.			13.9	8.9	9.4		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
MANUAL BLOCK BETWEEN CHENEY AND PASCO.

SECOND SUB-DIVISION. (Main Line.)

WESTWARD.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.

MANUAL BLOCK BETWEEN KENNEWICK AND ELLENSBURG. See Special Rules Page 8 Governing Movement of Trains Between Pasco and Kennewick

REGISTERING STATIONS—Pasco and Ellensburg. BULLETIN STATIONS—Pasco, Toppenish and Ellensburg. Toppenish is terminal for trains 887, 888, 889 and 890. These trains will register at Toppenish. North Yakima is terminal for trains 281 and 282. These trains will register at Sunnyside Junction and North Yakima. Other branch trains will register at Sunnyside Junction. LAP SIDINGS—Vista, Badger, Kiona, Gibbon, Prosser, Mabton, Satus, Wapato, Pomona, Roza, Umtanum and Thrall. Trains taking siding will head in at the lap. STANDARD CLOCKS—Pasco, Toppenish, North Yakima and Ellensburg. DERAIL SWITCHES—(See Location, page 7). YARD LIMITS—Pasco, Prosser, Toppenish, North Yakima and Ellensburg.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. HELPER DISTRICTS—Pasco to Badger. Trains must not exceed speed of eight miles per hour over street crossings in Kennewick, Prosser, Toppenish, Wapato and North Yakima. All trains will come to a full stop two hundred feet from draw span of Columbia River Bridge, and will not proceed until bridge is known to be closed and properly secured. Engines of greater weight than Class Q Power must not be run coupled over Columbia River Bridge, or Bridge 94. Class W engines will reduce speed to 8 miles per hour over these bridges.

THIRD CLASS.

SECOND CLASS.

FIRST CLASS.

Table with columns for Train No. (889, 887, 673, 603, 1, 3, 5, 41, 257, 279, 281, 289, 291), Way Freight, Station, Time, Distance from Pasco, and Passenger/Car Capacity. Includes sub-headers for 'Time Table No. 37' and 'Succeeding No. 86-C'.

EASTWA

SECOND SUB-DIVISION (Main Line)

EASTWARD.

FIRST CLASS.										SECOND CLASS.										THIRD CLASS.							
292	290	282	280	258	42	6	4	2		Time Table No. 37 Dec. 29, 1912 Succeeding No. 36-C STATIONS. Telegraph Offices and Calls.										602	674	890	888				
S. P. & S. 2 Passenger	S. P. & S. 4 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Station Numbers	Distance from Pasco	Distance from Ellensburg	Car Capacity of Sidings	Freight	S. P. & S. Freight	Way Freight	Way Freight										
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Water, Fuel, Scales, Turn Tables and Wyes				DAILY	DAILY	Mon. Wed. Fri.	Tue. Thu. Sat.										
A 4.40PM	A 1.55AM			A 10.45AM	A 1.45AM	A 4.55AM	A 5.10PM	A 3.20AM		W C T Y	1721	0.0	PA.....PASCO.....DN	125.8	Yard	A 5.40PM	A 2.40PM		A 4.00PM								
L 4.36PM	L 1.51AM										1722	1.0	.....S.P. & S. JUNCTION.....	124.8	00		L 2.32PM										
				s 10.35	f 1.33	f 4.45	s 5.00	3.18			1724	2.1	K.....KENNEWICK.....DN	123.7	58				f 3.40								
				f 10.20	1.21	4.36	4.50	3.05		W	1729	7.1	RF.....VISTA.....DN	118.7	E-72 W-60				f 3.20								
				10.10	1.18	4.28	4.43	2.59			1733	11.6	.....ERIE.....P	114.2	60				f 3.00								
				f 10.00	1.05	4.21	4.36	2.53			1739	16.2	BA.....BADGER.....DN	109.6	E-60 W-58				f 2.40								
				9.53	12.59	4.16	4.30	2.48			1742	19.7	.....ROME.....P	106.1	61				f 2.20								
				s 9.45	f 12.53	4.10	4.24	2.43		W	1745	23.1	KI.....KIONA.....DN	102.7	E-67 W-60				f 2.00								
				9.30	12.44	4.00	4.14	2.34			1751	28.9	.....CHANDLER.....P	96.9	58				f 1.40								
				9.20	12.35	3.50	4.04	2.25			1756	33.8	GI.....GIBBON.....DN	92.0	E-58 W-61				f 1.20								
				s 9.07	s 12.23	3.40	s 3.53	2.15		W	1762	39.5	PR.....PROSSER.....DN	86.3	E-74 W-67				s 12.40PM								
				f 8.55	12.13	3.31	3.43	2.09			1767	45.0	.....BYRON.....P	80.8	58				f 10.15								
				s 8.40	s 12.02AM	3.22	s 3.34	2.01		W	1774	51.4	MB.....MABTON.....DN	74.4	E-60 W-58				s 9.35								
				8.32	11.55PM	3.18	3.27	1.56			1777	54.6	.....EMPIRE.....P	71.2	61				f 9.10								
				f 8.22	11.45	3.10	3.20	1.50			1782	59.7	SU.....SATUS.....DN	66.1	E-60 W-58				f 8.45								
				f 8.11	11.31	2.58	3.13	1.43			1787	65.1	AF.....ALFALFA.....PD	60.7	60				f 8.20								
				8.07	11.28	2.55	3.10	1.41			1789	66.7	.....SUNNYSIDE JUNCTION.....P	59.1					f 8.15								
				s 7.45	s 3.27	s 3.00	s 11.20	2.49	s 3.0	W C T	1792	70.1	TN.....TOPPENISH.....DN	55.7	E-83 W-60				A 2.10PM								
				f 7.35	f 3.19	7.51	11.12	2.41	2.57		1796	74.0	.....MONTE.....P	51.8	75				f 1.50								
				s 7.25	s 3.13	f 7.45	f 11.06	2.35	2.51		1800	77.4	WA.....WAPATO.....DN	48.4	E-57 W-60				f 1.35								
				f 7.15	f 3.05	f 7.34	10.59	2.27	2.43		1804	81.7	KR.....PARKER.....PDN	44.1	57				f 12.45								
				f 7.08	f 2.55	7.24	10.53	2.21	2.36		1807	85.4	.....YAKIMA CITY.....P	40.4	54				f 12.05PM								
				L 7.00AM	2.45	s 7.15	s 10.45	s 2.15	s 2.30	W C O T	1811	89.1	YA.....NORTH YAKIMA.....DN	36.7	E-70 W-64				s 11.30AM								
				s 2.07	f 6.40	f 10.35	2.04	2.23	12.58		1815	93.1	AH.....SELAH.....PD	32.7	57				f 10.05								
				f 1.58	f 6.33	10.29	1.58	2.18	12.53		1819	96.4	MN.....POMONA.....DN	29.4	E-67 W-91				f 9.50								
				f 1.48	6.24	10.21	1.50	2.11	12.46		1822	100.3	.....HILLSIDE.....P	25.5	61				f 9.35								
				f 1.38	f 6.14	10.12	1.41	2.03	12.38		1827	104.6	RA.....ROZA.....DN	21.2	E-59 W-60				f 9.17								
				f 1.27	f 6.03	10.04	1.33	1.55	12.30		1832	109.2	ON.....WYMER.....PN	16.6	60				f 8.58								
				f 1.17	f 5.53	9.56	1.25	1.48	12.23		1836	113.4	UM.....UMTANUM.....DN	12.4	E-60 W-60				f 8.42								
				f 1.10	5.47	9.51	1.20	1.43	12.18		1839	116.2	.....INDIO.....P	9.6	62				f 8.30								
				f 12.58	f 5.37	9.43	1.12	1.36	12.11		1843	121.0	RO.....THRALL.....DN	4.8	E-60 W-57				f 8.10								
				L 12.45PM	L 5.30AM	L 9.35PM	L 1.05AM	L 1.30PM	L 12.05AM	W C O T	1848	125.8	EB.....ELLENSBURG.....DN	0.0	Yard				L 7.50AM								
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY					DAILY	DAILY	Mon. Wed. Fri.	Tue. Thu. Sat.										
0.04	0.04	0.58	2.52	5.15	4.10	3.50	3.40	3.15						7.00	0.08	6.20	7.55										
15.0	15.0	23.2	24.1	24.0	30.0	32.9	34.3	38.7						18.0	7.5	8.6	8.9										

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. MANUAL BLOCK BETWEEN KENNEWICK AND ELLENSBURG.  
See Special Rules Page 8 Governing Movement of Trains Between Pasco and Kennewick.

WESTWARD.							FOURTH SUB-DIVISION. (Walla Walla Branch.)										EASTWARD.			
THIRD CLASS.			2d Class.	FIRST CLASS.			Station Nos. Water, Fuel, Scales, Turntables and Wyes 1721 WCYT	Distance from Pasco	Time Table No. 37 Dec. 29, 1912. Suc. No. 86-C		Distance from Dayton	Car Capacity of Sidings	FIRST CLASS.			SECOND CLASS.	THIRD CLASS.			
893	549	545	557	265	263	261			262	264			266	562	546	550	894			
Freight	Mixed	Mixed	Mixed	Passenger	Passenger	Passenger			Passenger	Passenger			Passenger	Mixed	Mixed	Mixed	Freight			
DAILY	SUNDAY ONLY	MONDAY ONLY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	STATIONS.		DAILY	DAILY	DAILY	EXCEPT SUNDAY	MONDAY ONLY	SUNDAY ONLY	DAILY					
L 9.00PM			L 8.00AM	L 5.10PM	L 7.00AM	L 5.20AM	0.0	PA.....PASCO.....DN	98.2	1200	A 11.00PM	A 4.30PM	A 10.55AM	A 2.40PM		A 1.40AM				
S. P. & S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND AINSWORTH JCT.—SEE SPECIAL RULES, PAGE 6.																				
9.15			f 8.10	f 5.15	f 7.10	f 5.30	IG3	3.0	AINSWORTH JCT. 1.2	95.2	00	f 10.50	f 4.20	f 10.45		f 2.25				
f 9.25			f 8.15	f 5.19	f 7.14	s 5.34	IG4	4.2	BURBANK 5.1	94.0	25	s 10.46	f 4.11	f 10.41		f 2.20				
f 10.00			f 8.25	f 5.28	f 7.25	s 5.45	IG8	9.3	O.W.R. & N. Csg. 1 m W. No Conn.	88.9	28	s 10.33	f 4.01	f 10.31		f 2.00				
s 10.20			A s 8.35AM	A 5.37	A s 7.35AM	s 5.57	IG9	12.6	ATTALIA 6.4	85.6	60	s 10.25	L 8.55PM	s 10.25		L 1.50PM				
f 12.20AM			EXCEPT SUNDAY	f 5.53		f 6.18	KA7	19.0	O.W.R. & N. Csg. 0.5 mi. W. No Conn.	79.2	4	f 10.08		f 10.08		f 11.25				
f 12.25				f 5.55		f 6.15	KA8	19.7	ADAMS Spur 0.7	78.5	9	f 10.06		f 10.06		f 11.20				
f 12.35				f 5.59		s 6.19	KA10	21.2	LEGROW 1.5	77.0	32	s 10.08		f 10.08		f 11.10				
f 1.00				f 6.09		f 6.29	KA14	25.5	SLATER 4.3	72.7	8	f 9.53		f 9.54		f 10.50				
f 1.15				f 6.15		f 6.35	KA17	28.2	WELLAND 2.7	70.0	31	f 9.47		f 9.49		f 10.40				
f 1.45	L 1.40PM		s 6.27		s 6.47	KA22	YC	33.5	ADKINS 5.3	64.7	40	s 9.37		s 9.40		f 10.20				
f 2.10	s 2.05		s 6.42		s 7.02	KA29	W	39.9	EUREKA 6.4	58.3	30	s 9.20		s 9.25		s 8.35				
f 2.20	f 2.10		f 6.47		f 7.07	KA31		41.6	LAMAR 1.7	56.6	9	f 9.15		f 9.19		f 8.20				
f 2.30	f 2.30		f 6.52		f 7.12	KA32		43.5	SHAW 1.9	54.7	13	f 9.08		f 9.15		f 8.15				
f 2.35	f 2.35		f 6.55		f 7.15	KA33		44.4	PADDOCK 0.9	53.8	15	f 9.05		f 9.12		f 8.12				
f 2.55	f 2.55		f 7.05		f 7.25	KA38		49.7	CLIMAX 5.3	48.5	30	f 8.58		f 9.00		f 7.58				
f 3.10	f 3.00		f 7.18		f 7.33	KA41		52.4	RULO 2.7	45.8	18	f 8.45		f 8.54		f 7.50				
f 3.25	f 3.10		f 7.22		f 7.42	KA44		55.7	THEIL 3.3	42.5	34	f 8.37		f 8.47		f 7.42				
f 3.30	f 3.15	547	f 7.26	283	f 7.46	KA46		57.1	DRY CREEK 1.4	41.1	8	f 8.33	284	f 8.48	548	f 7.30				
f 3.37	f 3.20	Mixed DAILY	f 7.30	Passenger DAILY	f 7.50	KA48		59.2	SUDBURY Spur 2.1	39.0	16	f 8.29	Passenger DAILY	f 8.39	Mixed DAILY	f 7.25				
A 4.00AM	A 3.45PM	L 7.00AM	L 10.15AM	A 7.45PM	L 6.00PM	KA53	OWOT	64.4	PEDIGO 5.2	33.8	160	L 8.15PM	L 8.25AM	A 4.45PM	A 8.30AM	L 7.10AM				
	A 7.10AM	10.20	6.04	894	6.04	KA54		65.8	O. W. R. & N. Csg. 4.4 M. West	32.4	00	8.10		4.37	L 8.20AM	L 7.45PM				
		f 10.32	f 6.12			KA57		68.9	WALLA WALLA 1.4	29.3	31	f 8.08		f 4.25		L 7.45PM				
		f 10.38	f 6.16			KA59		70.6	MILL CREEK JCT. 3.1	27.6	17	f 7.59		f 4.12		L 7.45PM				
		f 10.44	f 6.20			KA60		71.6	RIFFLE 1.7	26.6	28	f 7.56		f 4.06		L 7.45PM				
		f 10.47	f 6.22			KA61		72.2	STANFIELD 1.0	26.0	9	f 7.54		f 4.02		L 7.45PM				
		f 10.55	f 6.26			KA63		74.0	BUROKER 0.6	24.2	10	f 7.50		f 3.58		L 7.45PM				
		s 11.04	s 6.30			KA64		75.5	SPRING CREEK 1.8	22.7	28	s 7.47		s 3.45		L 7.45PM				
		f 11.09	f 6.34			KA65		76.7	GILLIAM 1.5	21.5	20	f 7.42		f 3.35		L 7.45PM				
		f 11.24	f 6.43			KA69		80.0	DIXIE 1.2	18.2	20	f 7.34		f 3.20		L 7.45PM				
		f 11.41AM	f 6.56			KA74		85.2	EASTMAN 3.3	13.0	40	f 7.21		f 3.00		L 7.45PM				
		s 12.01PM	s 7.05			KA77	W	88.5	MINNICK 5.2	9.7	22	s 7.13		s 2.45		L 7.45PM				
		f 12.10	f 7.11			KA79		91.1	COPPEL 3.3	7.1	40	f 7.07		f 2.37		L 7.45PM				
		f 12.24	f 7.21			KA83		94.6	WAITSBURG 2.6	3.6	17	f 6.59		f 2.24		L 7.45PM				
		f 12.28	f 7.24			KA84		95.8	HUNTSVILLE 8.5	2.4	3	f 6.56		f 2.21		L 7.45PM				
		A 12.45PM	A 7.30PM			KA87	WCT	98.2	O. W. R. & N. 2.8 Mi. W. No Conn.	0.0	85	L 6.50AM		L 2.15PM		L 7.45PM				
DAILY	SUNDAY ONLY	MONDAY ONLY	DAILY	DAILY	DAILY	DAILY	DAILY		LONGS 1.2			DAILY	DAILY	DAILY	DAILY	DAILY				
5.30	2.05	0.10	2.30	2.35	1.30	2.45			KLUM Spur 2.4			2.45	1.25	2.30	2.30	5.05				
11.7	14.8	8.4	13.5	25.0	22.5	23.0			DAYTON 0.0			23.0	23.8	25.8	13.5	14.4				
									Time Over Sub-Division			8.4	15.5	12.4						
									Average Speed per Hour.											

Westward.			EIGHTH SUB-DIVISION. Eastward.										
(EUREKA BRANCH)			Time Table No. 37 Dec. 29, 1912. Suc. No. 86-C										
3d Class.	Station Nos. Water.	Distance from Eureka	3d Class.	Station Nos.	Distance from Pleasant View	Car Capacity of Sidings	3d Class.	Station Nos.	Distance from Dayton	Car Capacity of Sidings	3d Class.		
551			552				553				554		
Mixed			Mixed				Mixed				Mixed		
SUNDAY ONLY			SUNDAY ONLY				Tues, Wed, Fri, Sat				Tues, Wed, Fri, Sat		
L 9.30AM	KA 22 Y	0.0	JC.....EUREKA.....D	19.4	40	See 549 A s 1.30PM	L 10.10AM	KC 19 Y	0.0	SMELTZ 3.6	14.5	25	A 12.10PM
f 9.40	KE 2	2.2	BABCOCK 2.4	17.2	20	f 1.10	f 10.20	KD 4	3.6	HILLSDALE 2.5	10.9	21	f 12.01PM
f 9.55	KE 4	4.6	LEE 3.1	14.8	35	f 1.00	f 10.30	KD 6	6.1	WAYLAND 2.6	8.4	22	f 11.50AM
f 10.10	KE 7	7.7	ELWOOD 3.8	11.7	20	f 12.45	f 10.40	KD 9	8.7	WATERMAN 5.8	5.8	30	f 11.40
f 10.30	KE 12 W	11.5	CLYDE 1.6	7.9	39	f 12.25	A 10.55AM	KD 14 WY	14.5	CV.....ATHENA.....D	0.0	45	L 11.25AM
f 10.35	KE 13	13.1	PICKARD 1.7	6.3	19	f 12.10PM					0.45		
f 11.00	KE 15	14.8	RESER 4.6	4.6	20	f 11.59AM					19.3		
A 11.15AM	KE 19 T	19.4	PLEASANT VIEW.....	0.0	40	L 11.40AM							
1.45			Time Over Sub-Division			1.50							
11.1			Average Speed per Hour			11.5							
SUNDAY ONLY						SUNDAY ONLY							
			REGISTERING STATION—Eureka. No. 551 has right over No. 552 Eureka to Pleasant View.										
Westward.			ELEVENTH SUB-DIVISION. Eastward.										
(ATHENA BRANCH)			Time Table No. 37 Dec. 29, 1912. Suc. No. 86-C										
2d Class.	Station Nos. Water, Fuel, Wye	Distance from Smeltz	2d Class.	Station Nos.	Distance from Athena	Car Capacity of Sidings	2d Class.	Station Nos.	Distance from Dayton	Car Capacity of Sidings	2d Class.		
553			554				555				556		
Mixed			Mixed				Mixed				Mixed		
Tues, Wed, Fri, Sat			Tues, Wed, Fri, Sat				MONDAY ONLY				MONDAY ONLY		
L 10.10AM	KC 19 Y	0.0	SMELTZ 3.6	14.5	25	s 12.10PM	L 7.10AM	KA 54	0.0	MILL CREEK JCT 1.5	5.9	00	A 8.20AM
f 10.20	KD 4	3.6	HILLSDALE 2.5	10.9	21	f 12.01PM	f 7.18	KB 3	1.5	HECTOR SPUR 1.9	4.4	05	f 8.17
f 10.30	KD 6	6.1	WAYLAND 2.6	8.4	22	f 11.50AM	f 7.16	KB 5	3.4	HARBERT 1.2	2.5	20	f 8.14
f 10.40	KD 9	8.7	WATERMAN 5.8	5.8	30	f 11.40	f 7.23	KB 6	4.6	KIBBLER 1.3	1.3	00	f 8.07
A 10.55AM	KD 14 WY	14.5	CV.....ATHENA.....D	0.0	45	L 11.25AM	A 7.30AM	KB 7	5.9	TRACY.....	0.0	20	L 8.00AM
0.45			Time Over Sub-Division			0.45							
19.3			Average Speed per Hour			19.3							
Tues, Wed, Fri, Sat						Tues, Wed, Fri, Sat							
			MOUNTAIN GRADE—Smeltz to Hillsdale. REGISTERING STATIONS—Athena and Smeltz. No. 553 has right over No. 554 Smeltz to Athena.										
Westward.			NINTH SUB-DIVISION. Eastward.										
(TRACY BRANCH)			Time Table No. 37 Dec. 29, 1912. Suc. No. 86-C										
3d Class.	Station Nos. Water.	Distance from Mill Creek Jct.	3d Class.	Station Nos.	Distance from Tracy	Car Capacity of Sidings	3d Class.	Station Nos.	Distance from Dayton	Car Capacity of Sidings	3d Class.		
555			556				557				558		
Mixed			Mixed				Mixed				Mixed		
MONDAY ONLY			MONDAY ONLY				MONDAY ONLY				MONDAY ONLY		
L 7.10AM	KA 54	0.0	MILL CREEK JCT 1.5	5.9	00	A 8.20AM	L 7.10AM	KA 54	0.0	MILL CREEK JCT 1.5	5.9	00	A 8.20AM
f 7.18	KB 3	1.5	HECTOR SPUR 1.9	4.4	05	f 8.17	f 7.18	KB 3	1.5	HECTOR SPUR 1.9	4.4	05	f 8.17
f 7.16	KB 5	3.4	HARBERT 1.2	2.5	20	f 8.14	f 7.16	KB 5	3.4	HARBERT 1.2	2.5	20	f 8.14
f 7.23	KB 6	4.6	KIBBLER 1.3	1.3	00	f 8.07	f 7.23	KB 6	4.6	KIBBLER 1.3	1.3	00	f 8.07
A 7.30AM	KB 7	5.9	TRACY.....	0.0	20	L 8.00AM	A 7.30AM	KB 7	5.9	TRACY.....	0.0	20	L 8.00AM
0.20			Time Over Sub-Division			0.20							
17.7			Average Speed per Hour			17.7							
MONDAY ONLY						MONDAY ONLY							
			No. 555 has right over No. 556 Mill Creek Jn. to Tracy. REGISTERING STATION—Mill Creek Junction.										

STANDARD CLOCKS—Pasco and Walla Walla. YARD LIMITS

Eastward.

Table with 3 columns: Car Capacity of Sidings, Class, and Time. Includes 3d Class 552, Mixed, SUNDAY ONLY, and various times from 1.10 to 11.5.

over No. 552

Table with 3 columns: Car Capacity of Sidings, Class, and Time. Includes 2d Class 554, Mixed, Tues, Wed, Fri, Sat, and various times from 11.50AM to 19.3.

has right over

Eastward.

Table with 3 columns: Car Capacity of Sidings, Class, and Time. Includes 3d Class 556, Mixed, MONDAY ONLY, and various times from 8.20AM to 18.7.

ntsville and  
er Bridge.

WESTWARD.

FIFTH SUB-DIVISION (SUNNYSIDE BRANCH)

EASTWARD.

Time Table No. 37 Dec. 29, 1912 Succeeding No. 36-C. Table with columns for First Class (273, 271), Stations, and First Class (272, 274). Includes stations like Sunnyside Junction, Granger, Outlook, Sunnyside, Lichty, and Grand View.

Branch Line trains must obtain orders before occupying main line at Sunnyside Junction. REGISTERING STATIONS—Grand View and Sunnyside Junction. Engines of greater weight than Class S4 (293,050 lbs) must not be run over Yakima River Bridge. No. 271 has right over No. 272, and No. 273 has right over No. 274 Sunnyside Junction to Grand View.

WESTWARD.

TWELFTH SUB-DIVISION (SNAKE RIVER BRANCH)

EASTWARD.

Time Table No. 37 Dec. 29, 1912 Succeeding No. 36-C. Table with columns for First Class (285), Stations, and First Class (286). Includes stations like Riparia, Perry, Davin Spur, Harder, Windust, Walker Spur, and Snake River Jct.

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

Table with columns for First Class (285), Stations, and First Class (286). Includes times for Pasco and Snake River Junction.

WESTWARD.

TENTH SUB-DIVISION (PENDLETON BRANCH)

EASTWARD.

Time Table No. 37 Dec. 29, 1912 Succeeding No. 36-C. Table with columns for Third Class (561), First Class (269), Stations, and First Class (270, 558). Includes stations like Hunts, Ring, Van Sycle, Stanton, Smeltz, Apex, Helix, Myrick, McCormmach Spur, Fulton, and Pendleton.

No. 269 has right over No. 270, and No. 561 has right over No. 558 Hunts to Pendleton. REGISTERING STATIONS—Pendleton and Smeltz. MOUNTAIN GRADE—Hunts to Helix. YARD LIMITS—Hunts and Pendleton.

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.

TWELFTH SUB-DIVISION

REGISTERING STATIONS—Snake River Jct., Riparia. STANDARD CLOCK—Pasco. All trains must come to full stop before crossing O.-W. R. & N. track at Riparia. Reduce speed to 15 miles per hour through tunnel No. 1, 1 1/4 miles west of Harder. Westward trains must obtain orders before occupying S. P. & S. main line at Snake River Junction. Main line switch at Riparia is set for C. P. Ry.

WESTWARD.

SEVENTH SUB-DIVISION (WALLULA BRANCH)

EASTWARD.

Time Table No. 37 Dec. 29, 1912 Succeeding No. 36-C. Table with columns for Third Class (911, 909, 559), First Class (287, 267), Stations, and First Class (268, 288, 560, 910, 912). Includes stations like Attalia, O.W.R. & N. Crossing, Hunts, and Wallula.

All trains will come to full stop before crossing O.-W. R. & N. track between Attalia and Hunts. Junction switch Hunts set for Wallula line. REGISTERING STATIONS—Wallula and Attalia. Yard Limit Rules will govern movement of trains between Attalia and Wallula.

COMMERCIAL SPURS.

Table with columns: Distance from Terminal, Second Sub-Division, Third Sub-Division, Fourth Sub-Division, Fifth Sub-Division, Sixth Sub-Division, and Car Cap'y. Lists spurs like Quarry, Holmes, Siding No. 1, Frischneck, Mitchell, Taggard, Dumas, Nass, and Schaefer.

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

Westward		THIRD SUBDIVISION (CONNELL, NORTHERN RAILWAY, ADRIAN BRANCH.)				Eastward	
SECOND CLASS		Time Table No. 37 Dec. 29, 1912 Succeeding No. 36-C				SECOND CLASS	
533						534	
Mixed Mon. Wed. Fri.	Station Nos. Water Fuel Wye	Distance From Adco	STATIONS	Distance From Connell	Car Capacity of Sidings	Mixed Tues. Thur. Sat.	
Telegraph Offices and Calls							
L 8.45AM	KI 60	0.0	ADCO 11.1 G.N. Csg. 1.0 Mi. W. Under Conn.	60.8	28	A 12.45PM	
f 9.20	KI 49	11.1	GLOYD Spur 4.1	49.7	20	f 12.10PM	
f 9.35	KI 45	15.2	NAGEL Spur 6.4	45.6	20	f 11.50AM	
s 10.00	W KI 39	21.6	WHEELER 7.8 C.M. & P.S. Csg. 5.7 Mi. W. Under No	39.2	50	s 11.15	
10.30AM 12.30PM	Y KI 32	29.4	BASSETT JCT. 0.5	31.4	00	10.45 9.10	
f 12.35	KI 31	29.9	RITELL 5.2	30.9	40	f 9.05	
f 12.55	KI 25	85.1	WEST WARDEN Spur 8.8 C.M. & P.S. Csg. 1.4 Mi. W. Under, No	25.7	40	f 8.45	
f 1.25	W KI 17	84.9	BRUCE 6.5	16.9	50	f 8.15	
f 1.50	KI 10	50.4	SHANO Spur 10.4	10.4	20	f 7.40	
A 2.30PM	W C Y 1686	60.8	C.N. CONNELL D.N	0.0	120	L 7.00AM	
3.45			Time over Subdivision			4.10	
16.2			Average Speed per Hour			14.6	

Switch at Adco to be set and locked for Washington Central Branch.  
 REGISTERING AND BULLETIN STATIONS—Connell and Bassett Jn. YARD LIMITS—Connell.  
 STANDARD CLOCK—Connell.

Westward		SIXTH SUBDIVISION (CONNELL, NORTHERN RAILWAY, RITZVILLE BRANCH.)				Eastward	
SECOND CLASS		Time Table No. 37 Dec. 29, 1912 Succeeding No. 36-C				SECOND CLASS	
537 535						536 538	
Mixed Wed.	Mixed Tuesday Sat.	Station Nos. Water Fuel Wye	Distance From Bassett Junction	Dis ance From Schragg	Car Capacity of Sidings	Mixed Tuesday Sat.	Mixed Wed.
L 10.30AM	L 9.10AM	KI Y 32	0.0	12.8	00	See 534	See 533
A 11.15AM	A 9.55AM	W KJ 12	12.8	0.0	50	A 10.45AM	A 12.25PM
.45	.45		Time over Subdivision			.45	.45
16.4	16.4		Average Speed per Hour			16.4	16.4

REGISTERING STATION—Bassett Jn.  
 No. 537 has right over No. 538, and No. 535 has right over No. 536 Bassett Jn. to Schragg.  
 Eastward Trains Are Superior to Trains of the Same Class in the Opposite Direction.

**TONNAGE RATING—FREIGHT ENGINES.**

	ENGINES.							
	Class W		Class S 4		Class F 1		Class D 3 & E 1	
	A	B	A	B	A	B	A	
<b>First Sub-Division</b>								
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	
<b>Second Sub-Division</b>								
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	

**DERAIL SWITCHES.**

FIRST SUB-DIVISION.	
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
Hatton.....	West end house track
Hatton.....	West end elevator spur
Emery.....	West end elevator track
SECOND SUB-DIVISION.	
Vista.....	East end of eastward passing track
Vista.....	East end of spur off west passing track
Badger.....	East end of eastward passing track
THIRD SUB-DIVISION	
Spur No. 1.....	West end
FOURTH SUB-DIVISION.	
Coppel.....	West end
Eastman.....	East end
Eastman, Clay Track.....	East end
Gilliam.....	East end
Spring Creek.....	East end
Buroker.....	East end
Stanfield.....	West end
Pedigo.....	East end
Dry Creek.....	West end
Thiel.....	West end
Rulo.....	West end
Climax.....	West end
Paddock.....	East end
Shaw.....	East end
Lamar.....	East end
Welland.....	East end
Slater.....	East end
Legrow.....	East end
Dixie.....	East end

EIGHTH SUB-DIVISION.	
Babcock.....	East end
Reser.....	East end
NINTH SUB-DIVISION.	
Kibbler.....	On main line
TENTH SUB-DIVISION.	
Ring.....	East end
Vansycle.....	East end
Stanton.....	East end
Fulton.....	West end
ELEVENTH SUB-DIVISION.	
Hillsdale.....	East end
Wayland.....	West end
Waterman.....	West end

**TRACK CONNECTIONS.**

Wallula.....	O-W. R. & N. Co.
Pasco.....	S., P. & S. Ry.
North Yakima.....	N. Y. & V. R. R.
North Yakima.....	O-W. R. & N. Co.
Granger.....	N. Y. & V. R. R.
Snake River Junction.....	S., P. & S. Ry.
Riparia.....	Camas Prairie R. R.
Riparia.....	O-W. R. & N. Co.
Lind.....	C., M. & P. S. Ry.
Dayton.....	O-W. R. & N. Co.
Kennewick.....	O-W. R. & N. Co.
Walla Walla.....	O. W. R. & N. Co.
Parker.....	N. Y. & V. R. R.

**TONNAGE RATING—FREIGHT ENGINES.**

	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 Eureka.....	800		800		550		350	
Eureka 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 Athens.....	325		325		240		175	
Athens 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.		Class Y2		20 cars.		20 cars.	
Connell to Adco.....	950		1100					
Adco to Connell.....	1350		1600					

All trains to  
 Northern P  
 leave Pasco or A  
 Rule D-97 is  
 a clearance, Form  
 issuing clearance.

The Distant S  
 Horizontal by  
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## SPECIAL RULES 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 Engineman hold authority conferred by Block Card, Form B. C.  
 Conductor and Engineman 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:  
 Sixth Sub-Division.  
 Eighth Sub-Division.  
 Ninth Sub-Division.  
 Eleventh Sub-Division.  
 Staff will be located in a box at each junction.  
 All trains (whether scheduled or not) using these branches must have staff in their possession.  
 When properly authorized to use the track without staff it must be done under protection of flag.  
 For completion of dispatcher's record of movements, operator at main line junction will telegraph copy of register, showing:  
 (a) Arrival.  
 (b) Departure.  
 (c) Mileage made on branch.  
 If no operator at junction point, Conductor will telegraph this information from first open telegraph office.

### SPECIAL RULES AND INSTRUCTIONS.

All trains between Ainsworth Junction 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.  
 Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure a clearance, Form "A," from the Operator upon entering the double track. Operators must secure authority from Dispatcher before issuing clearance.

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.  
 It is possible for a light engine using crossover in automatic signal territory to stand between the switches in such a manner as to release the signals when switches are closed.  
 Light engines using crossovers in automatic signal territory must have at least one switch open while engine is on any part of the crossover.

## RULES GOVERNING THE OPERATION OF THE PARKER INTERLOCKING PLANT.

### DISTANT SIGNALS

The Distant Signals have but one arm. The position of the arm of these signals indicate as follows:  
 Horizontal by day, or red light by night. "Stop." "Proceed under protection of flag to home signal."  
 (This position of signal is automatic and is controlled by track circuit and not by Towerman. Any obstruction breaking this circuit throws signal to the "Stop" position.)  
 Diagonal by day, or yellow light by night: "Home signal at danger." "Proceed with caution to home signal."  
 Vertical by day, or green light by night: "Home signal clear." "Proceed."

### HOME SIGNALS.

The Home Signals have two arms; the position of the upper arm governs the movement of trains and indicates as follows:  
 Horizontal by day, or red light by night: "Route is not clear." "Stop."  
 Vertical by day, or green light by night: "Route is clear." "Proceed."  
 The lower arm is a fixed signal and remains in horizontal position, or red light at night, at all times at this particular point, and does not govern the movement of trains. The absence of a light, or the presence of a white light where a colored light should be displayed on any signal, indicates danger. Stop and ascertain the cause, be governed by hand signals of the Towerman, and report same from the first open telegraph office.

## 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. FRANK ROSE, Spokane (S) DR. JOHN H. O'SHEA, Spokane (S)	{ Baggage Room, Tool Car No. 1, Tool Car No. 2, Yardmasters Office.	DR. X. L. ANTHONY, (Oculist) Spokane DR. F. A. POMEROY, Cheney. DR. J. E. BITTNER, Sprague (S). DR. F. R. BURROUGHS, Ritzville (S) DR. G. W. H. MOORE, Lind. DR. H. E. WILSON, Connell DR. P. DRISCOLL, Pasco (S) DR. H. B. O'BRIEN, Pasco	{ Passenger Station, Freight Station, Tool Car.
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DR. A. DeY. GREEN, Prosser.  
 DR. H. M. JOHNSON, Toppenish.  
 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. 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.

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

aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

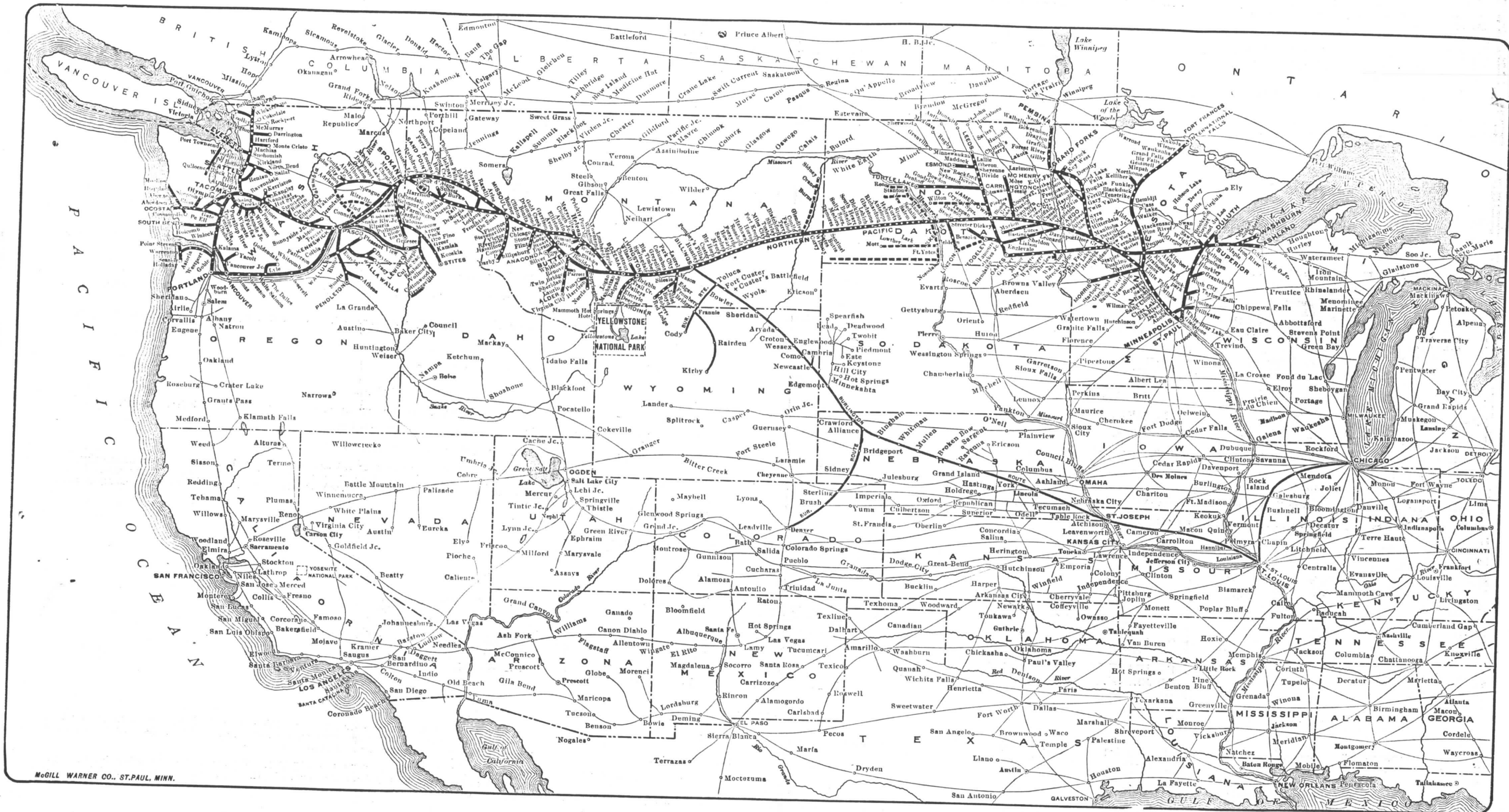
BOARDING AND NURSING are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

JAMES SHANNON, Trainmaster, Pasco.

E. J. MORAN, Chief Dispatcher, Pasco.

F. R. BARTLES, Trainmaster, Pasco.

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OFFICE OF THE PASCO DIVISION SUPERINTENDENT

Office of the Division Superintendent

PASCO DIVISION

Pasco, Wn. Feb. 27, 1913.

CIRCULAR NO6

ALL AGENTS PASCO DIVISION

Train No. 534 on the Connell Northern  
will not leave Connell hereafter until 8:00 AM

J.L. De Force,

Superintendent.

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