

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME 38 TABLE

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

SUNDAY, APRIL 27th, 1913

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.

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.			Station Nos., Water, Fuel, Seals, Furnitures and Wyes	Distance from Cheney	Time Table No. 38 April 27, 1913 Succeeding No. 87		Distance from Pasco	Car Capacity of Sidings	FIRST CLASS.					
885	883	603		STATIONS.												
Way Freight	Way Freight	Freight		Passenger			Passenger	Passenger			Passenger	Passenger				
Tues, Thur Sat	Mon, Wed Fri	DAILY		Telegraph, Offices and Calls			DAILY	DAILY			DAILY	DAILY	DAILY			
L 9.35AM		L 8.30PM	1592 W C Y	0.0	CY.....CHENEY.....DN	129.9	75	L 7.11AM	L 9.25PM	L 8.00AM	L 5.05PM	L 7.37PM				
f 9.50		8.42	1597	4.9	.....BABB.....P	125.0	60	7.21	9.38	8.07	f 5.15	7.45			
s 10.10		9.02	1603 W	10.6	TY.....TYLER.....PD	119.3	E-59 W-60	7.35	9.43	f 8.17	s 5.25	7.54				
f 10.25		9.15	1607	14.4	VA.....FISHTRAP.....DN	115.5	60	7.41	9.48	f 8.23	f 5.32	8.00				
f 10.45		9.30	1612	19.6	.....KLINE.....P	110.3	60	7.52	9.56	8.32	5.40	8.07			
s 11.07		9.45	1617 W Y	24.7	SX.....SPRAGUE.....DN	105.2	E-74 W-65	8.01	s 10.04	s 8.40	s 5.50	s 8.15				
f 11.25		9.57	1621	28.8	.....CONCORD.....P	101.1	60	8.10	10.12	8.47	5.59	8.25			
f 11.50AM		10.21	1627 W	34.5	HI.....KEYSTONE.....DN	95.4	E-60 W-61	8.20	10.21	f 8.57	f 6.10	8.35				
f 12.15PM		10.45	1633	40.1	.....TOKIO.....P	89.8	E-59 W-60	8.30	10.29	f 9.05	6.20	8.45			
f 12.35		10.58	1637	44.8	.....COKER.....P	85.1	60	8.38	10.36	9.11	6.27	8.52			
s 1.00		11.10	1641 W	48.3	RV.....RITZVILLE.....DN	81.6	120	8.45	s 10.45	s 9.20	s 6.35	s 9.00				
f 1.30		11.27	1647	54.2	.....ESSIG.....P	75.7	60	8.55	10.54	9.29	6.47	9.09			
s 1.45		11.40	1649 W	57.7	NA.....PAHA.....PD	72.2	E-58 W-60	9.02	11.00	f 9.35	f 6.55	9.15				
f 2.10		11.53PM	1653	61.4	.....RUBY.....P	68.5	60	9.09	11.06	9.40	7.02	9.22			
L 10.20AM	A 2.30PM	12.04AM	1658 W C T	65.4	LD.....LIND.....DN	64.5	E-59 W-60	f 9.15	s 11.15	s 9.47	s 7.13	s 9.30				
f 10.40	886				C. M. & P. S. Csg. 1-2 M. W. Over											
f 11.00		12.20	1662	69.0	.....AKRON.....P	60.9	60	9.23	11.22	9.55	7.20	9.39			
f 11.10		12.35	1667	73.3	PX.....PROVIDENCE.....PN	56.6	E-73 W-61	9.30	11.30	10.08	7.29	9.47				
s 11.40AM		12.43	1670	76.4	.....BEATRICE.....P	53.5	60	9.35	11.37	10.08	7.35	9.52			
s 12.05PM		12.55	1674 W	81.3	SC.....CUNNINGHAM.....DN	48.6	E-61 W-61	9.42	11.45	f 10.17	f 7.43	10.00				
f 12.35		1.04	1677	84.5	TW.....HATTON.....PD	45.4	60	9.47	11.51PM	f 10.23	f 7.50	10.05				
s 1.10		1.17	1682	89.0	.....EMERY.....P	40.9	60	9.53	12.01AM	10.38	8.00	10.15			
f 1.35		1.30	1686 W Y	93.5	CN.....CONNELL.....DN	36.4	E-60 W-88	10.00	f 12.12	s 10.45	s 8.10	10.25				
s 1.55		1.43	1690	98.8	.....CACTUS.....P	31.1	60	10.08	12.20	10.53	8.18	10.32			
f 2.10		2.00	1695 W	103.0	AK.....MESA.....PD	26.9	E-71 W-60	10.15	12.28	f 11.03	f 8.26	10.39				
f 2.35		2.10	1698	105.4	.....VALE.....P	24.5	60	10.20	12.33	11.08	8.31	10.43			
s 3.00		2.28	1704 W	111.9	W.....ELTOPIA.....DN	18.0	E-53 W-60	10.28	12.42	f 11.19	f 8.42	10.52				
f 3.20		2.44	1709	116.9	.....SAGEMOOR.....P	13.0	60	10.35	12.49	11.28	8.52	10.59			
A 4.00PM		3.00	1714	121.6	GD.....GLADE.....PN	8.3	E-60 W-58	10.45	12.56	11.37	9.00	11.06				
Tues, Thur Sat	Mon, Wed Fri	A 3.25AM	1721 W C Y T	129.9	PA.....PASCO.....DN	0.0	Yard	A 11.00AM	A 1.10AM	A 11.50AM	A 9.15PM	A 11.20PM				
5.40	5.05	DAILY						DAILY	DAILY	DAILY	DAILY	DAILY				
11.6	13.0	6.55			Time over Sub-Division			3.49	3.45	3.50	4.10	3.43				
		19.0			Average Speed per Hour			34.0	34.9	33.9	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, and 886. These trains will register at Lind.
Speed of trains thru cross over tracks or entering passing tracks must not exceed 15 miles per hour.

FIRST SUB-DIVISION. (Main Line.)

EASTWARD

FIRST CLASS.					Station Nos., Water, Fuel, Scales, Turntables and Wyes	Distance from Cheney	Time Table No. 38		Distance from Pasco	Car Capacity of Sidings	SECOND CLASS.		THIRD CLASS.		
258	42	6	4	2			April 27, 1913 Succeeding No. 37				604	884	886		
Passenger	Passenger	Passenger	Passenger	Passenger			STATIONS.				Freight	Way Freight	Way Freight		
DAILY	DAILY	DAILY	DAILY	DAILY			Telegraph Offices and Calls				DAILY	Tues, Thur Sat.	Mon, Wed Fri.		
A 3.50PM s	A 5.55AM s	A 12.05PM s	A 9.25PM s	A 7.30AM s	1592 W C Y	0.0	CY.....CHENEY..... DN	129.9	75	A 5.05AM s	A 3.20PM s				
3.35	5.40	f 11.52AM	9.15	7.21	1597	4.9	.....BABB..... P	125.0	60	4.45	f 2.45			
s 3.21	f 5.25	f 11.38	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	5.15	11.30	8.54	7.03	1607	14.4	VA.....FISHTRAP..... DN	115.5	60	4.00	f 1.45				
f 3.01	5.03	11.20	8.43	6.50	1612	19.6	.....KLINE..... P	110.3	60	3.25	f 1.15			
s 2.50	s 4.50	f 11.07 883	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	4.40	10.59	8.25	6.29	1621	28.8	.....CONCORD..... P	101.1	60	2.42	f 12.20PM			
f 2.30	4.30	10.50	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	4.20	10.40	8.02	6.10	1633	40.1	.....TOKIO..... P	89.8	E-59 W-60	2.10	f 11.15			
2.10	4.11	10.31	7.53	6.02	1637	44.8	.....COKER..... P	85.1	60	1.57	f 10.50			
s 2.02	s 4.05	s 10.25 884	s 7.48	5.56	1641 W	48.3	RV.....RITZVILLE..... DN	81.6	120	1.45	s 10.30 10.10 6				
1.52	3.53	10.10	7.35	5.46	1647	54.2	.....ESSIG..... P	75.7	60	1.25	f 9.29			
f 1.45 883	3.45	10.03	7.29	5.40	1649 W	57.7	NA.....PAHA..... PD	72.2	E-58 W-60	1.10	f 9.02				
1.37	3.35	9.54	7.21	5.33	1653	61.4	.....RUBY..... P	68.5	60	12.55	f 8.20			
s 1.30	s 3.25	s 9.47 5	s 7.13 41	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 883			
1.20	3.16	9.35	7.00	5.16	1662	69.0	.....AKRON..... P	60.9	60	12.20 603	f 2.00			
f 1.13	3.10	9.30	6.54	5.10	1667	73.3	PX.....PROVIDENCE..... PN	56.6	E-73 W-61	12.10AM	f 1.45				
- 1.03	3.02	9.17	6.45	5.03	1670	76.4	.....BEATRICE..... P	53.5	60	11.37PM 3	f 1.25			
s 12.53 886	2.48	s 9.10	6.34	4.52	1674 W	81.3	SC.....CUNNINGHAM..... DN	48.6	E-61 W-61	11.00	s 12.53 258				
s 12.45	2.40	f 9.02	6.23	4.45	1677	84.5	TW.....HATTON..... PD	45.4	60	10.40	s 12.20PM				
12.35 885	2.28	8.50	6.19	4.35	1682	89.0	.....EMERY..... P	40.9	60	10.15 257	11.53AM			
s 12.25	s 2.17	s 8.40	s 6.10	4.25	1686 W Y	93.5	CN.....CONNELL..... DN	36.4	E-60 W-88	9.50	s 11.20 10.40 5				
12.13	2.08	8.29	6.00	4.15	1690	93.8	.....CACTUS..... P	31.1	60	9.32	f 10.08			
s 12.03PM	2.00 603	8.22	5.54	4.09	1695 W	103.0	AK.....MESA..... PD	26.9	E-71 W-60	9.15	s 9.40				
11.55AM	1.55	8.15	5.50	4.05	1698	105.4	.....VALE..... P	24.5	60	9.05	f 9.30			
s 11.40	1.44	8.05	f 5.41	3.57	1704 W	111.9	W.....ELTOPIA..... DN	18.0	E-53 W-60	8.42 41	s 9.00				
11.28 5	1.34	7.57	5.34	3.50	1709	116.9	.....SAGEMOOR..... P	13.0	60	8.20	f 8.45			
11.19	1.25	7.50	5.27	3.43	1714	121.6	GD.....GLADE..... PN	8.3	E-60 W-58	8.05	f 8.30				
L 11.05AM 1	L 1.10AM 3	L 7.35AM	L 5.15PM	L 3.30AM 603	1721 W C Y T	129.9	PA.....PASCO..... DN	0.0	Yard	L 7.40PM	L 8.05AM				
DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	Tues, Thur Sat.	Mon, Wed Fri.			
4.45	4.45	4.30	4.10	4.00			Time over Sub-Division			9.25	7.20	6.25			
27.3	27.3	28.9	31.1	32.5			Average Speed per Hour.			13.9	8.9	10.0			

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

WESTWARD.

SECOND SUB-DIVISION. (Main Line.)

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 North Yakima. These trains will register at Toppenish. Toppenish is terminal for trains 889, 888, 889 and 890. 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, Sakus, Wapato, Pomona, Rosa, 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 be observed in the 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. Speed of trains thru cross over tracks or entering passing tracks must not exceed 15 miles per hour.

Table with columns for Third Class (889, 887, 673, 603), Second Class (673, 603), and First Class (1, 3, 5, 41, 257, 279, 281, 289, 291). Includes station names, times, and distances.

Time Table No. 38 April 27, 1913 Succeeding No. 37 STATIONS. Telegraph Offices and Calls

Time over Sub-Division. Average Speed per Hour.

SECOND SUB-DIVISION (Main Line)

EASTWARD.

FIRST CLASS.										SECOND CLASS.				THIRD CLASS.							
292	290	282	280	258	42	6	4	2		Time Table No. 38 April 27, 1913 Succeeding No. 37 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	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	W C T Y	Station Numbers	Yard	DAILY	DAILY	Mon. Wed. Fri.	Tue. Thu. Sat.					
A 4.40PM	A 1.55AM			A 10.45AM	A 1.00AM	A 7.25AM	A 5.10PM	A 3.20AM		1721	0.0	PA.....PASCO.....DN	125.8	A 5.40PM	A 2.40PM		A 4.00PM				
L 4.36PM	L 1.51AM									1722	1.0	.....S. P. & S. JUNCTION.....	124.8		L 2.32PM						
				s 10.85	f 12.48	f 7.15	s 5.00	3.18		1724	2.1	K.....KENNEWICK.....DN	123.7				f 3.40				
				f 10.20	12.35	7.06	4.50	3.05	W	1729	7.1	RF.....VISTA.....DN	118.7				f 3.20				
				10.10	12.27	6.58	4.43	2.59		1733	11.6	.....ERIE.....P	114.2				f 3.00				
				f 10.00	12.17	6.51	4.36	2.53		1739	16.2	BA.....BADGER.....DN	109.6				f 2.40				
				9.53	12.10	6.46	4.30	2.48		1742	19.7	.....ROME.....P	106.1				f 2.20				
				s 9.45	f 12.01AM	6.40	4.24	2.43	W	1745	23.1	KI.....KIONA.....DN	102.7				f 2.00				
				9.30	11.50PM	6.30	4.14	2.34		1751	28.9	.....CHANDLER.....P	96.9				f 1.30				
				9.20	11.40	6.20	4.04	2.25		1756	33.8	GI.....GIBBON.....DN	92.0				f 1.09				
				s 9.07	s 11.30	6.10	s 3.53	2.15	W	1762	39.5	PR.....PROSSER.....DN	86.3				s 12.30PM				
				f 8.55	11.20	6.00	3.43	2.09		1767	45.0	.....BYRON.....P	80.8				f 10.15				
				s 8.40	s 11.07	5.52	s 3.34	2.01	W	1774	51.4	MB.....MABTON.....DN	74.4				s 9.30				
				8.32	11.01	5.48	3.27	1.56		1777	54.6	.....EMPIRE.....P	71.2				f 9.10				
				f 8.22	10.53	5.38	3.20	1.50		1782	59.7	SU.....SATUS.....DN	66.1				f 8.45				
				f 8.11	10.44	5.28	3.13	1.43		1787	65.1	AF.....ALFALFA.....PD	60.7				f 8.20				
				8.07	10.42	5.25	3.10	1.41		1789	66.7	.....SUNNYSIDE JUNCTION.....P	59.1				f 8.15				
				As 7.58AM	As 8.37PM					1792	70.1	TN.....TOPPENISH.....DN	55.7				A 2.10PM				
				s 7.45	s 8.27	s 8.00	s 10.35	5.19	s 3.08	1.35	1796	74.0	.....MONTE.....P	51.8				f 1.50			
				f 7.35	f 8.19	7.51	10.28	5.11	2.57	1.30	1800	77.4	WA.....WAPATO.....DN	48.4				f 1.35			
				s 7.25	s 8.13	f 7.45	f 10.22	5.05	2.51	1.25	1804	81.7	KR.....PARKER.....PDN	44.1				f 12.45			
				f 7.15	f 8.05	f 7.34	10.15	4.57	2.43	1.18	1807	85.4	.....YAKIMA CITY.....P	40.4				f 12.05PM			
				f 7.08	f 2.55	7.24	10.08	4.51	2.36	1.13	1811	89.1	YA.....NORTH YAKIMA.....DN	36.7				s 11.30AM			
				L 7.00AM	2.45	s 7.15	s 10.00	s 4.45	s 2.30	1.05	1815	93.1	AH.....SELAH.....LPD	32.7				f 10.05			
				s 2.07	f 6.40	f 9.53	4.34	2.23	12.53		1819	96.4	MN.....POMONA.....DN	29.4				f 9.50			
				f 1.58	f 6.33	9.43	4.23	2.18	12.53		1822	100.3	.....HILLSIDE.....P	25.5				f 9.35			
				f 1.48	6.24	9.41	4.20	2.11	12.46		1827	104.6	RA.....ROZA.....DN	21.2				f 9.17			
				f 1.38	f 6.14	9.33	4.11	2.03	12.33		1832	109.2	ON.....WYMER.....PN	16.6				f 8.58			
				f 1.27	f 6.08	9.25	4.03	1.55	12.30	W	1836	113.4	UM.....UMTANUM.....DN	12.4				f 8.42			
				f 1.17	f 5.53	9.18	3.55	1.43	12.23		1839	116.2	.....INDIO.....P	9.6				f 8.30			
				f 1.10	5.47	9.13	3.50	1.43	12.18		1843	121.0	RO.....THRALL.....DN	4.8				f 8.10			
				f 12.58	f 5.37	9.05	3.42	1.36	12.11		1848	125.8	EB.....ELLENSBURG.....DN	0.0				L 7.50AM			
				L 12.45PM	L 5.30AM	L 8.55PM	L 3.35AM	L 1.30PM	L 12.05AM	W C O T											
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	4.05	3.50	3.40	3.15					7.00	0.08	6.20	7.55					
15.0	15.0	23.2	24.1	24.0	30.8	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	Distance from Pasco	Time Table No. 38 April 27, 1913 Suc. No. 37			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			DAILY	DAILY	DAILY			EXCEPT SUNDAY	MONDAY ONLY	SUNDAY ONLY	DAILY			
L 9.00PM			L 8.00AM	L 5.10PM	L 7.30AM	L 5.00AM	1721 WCYT	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.																				
f 9.15			f 8.10	f 5.15	f 7.40	f 5.10	IG 3	3.0	.....AINS WORTH JCT.....P	95.2	00	f 10.50	f 4.20	f 10.45			f 1.25		
f 9.25			f 8.15	f 5.19	f 7.44	s 5.14	IG 4	4.2	.....BURBANK.....	94.0	25	s 10.46	f 4.11	f 10.41			f 1.15		
f 10.00			f 8.25	f 5.28	f 7.55	s 5.25	IG 8	9.3	O.W.R. & N. Csg. 1 m. W. No Conn	88.9	28	s 10.88	f 4.01	f 10.81			f 12.50			
s 10.20 11.50PM 262-894			A s 8.35AM See 559-P.6	A s 8.05AM See 267 Page 6	A s 5.37	s 5.37	IG 9 Y W	12.6	.....ATTALIA.....D	85.6	60	s 10.25 893	L 8.55PM	s 10.25	L 1.50PM		s 12.30AM 11.50PM 893		
f 12.20AM			EXCEPT SUNDAY	f 5.58	f 5.58		KA 7	19.0	.....ADAMS Spur 0.7	79.2	4	f 10.08		f 10.08			f 11.25		
f 12.25				f 5.55	f 5.55		KA 8	19.7	.....LEGROW 1.5	78.5	9	f 10.06		f 10.06			f 11.20		
f 12.35				f 5.59	s 5.59		KA 10	21.2	.....SLATER 4.3	77.0	32	s 10.08		f 10.03			f 11.10		
f 1.00				f 6.09	f 6.09		KA 14	25.5	.....WELLAND 2.7	72.7	8	f 9.58		f 9.54			f 10.50		
f 1.15				f 6.15	f 6.15		KA 17	28.2	.....ADKINS 5.3	70.0	31	f 9.47		f 9.49			f 10.40		
f 1.45	L 1.40PM			s 6.27	s 6.27		KA 22 Y C	33.5	.....EUREKA 6.4	64.7	40	s 9.37		s 9.40		See 551 A s 9.00AM	f 10.20		
f 2.10	s 2.05			s 6.42	s 6.42		KA 29 W	39.9	.....LAMAR 1.7	58.3	30	s 9.20		s 9.25		s 8.35	f 10.00		
f 2.20	f 2.10			f 6.47	f 6.47		KA 31	41.6	.....SHAW 1.9	56.6	9	f 9.15		f 9.19			f 8.20		
f 2.30	f 2.30			f 6.52	f 6.52		KA 32	43.5	.....PADDOCK 0.9	54.7	13	f 9.08		f 9.15			f 8.15		
f 2.35	f 2.35			f 6.55	f 6.55		KA 33	44.4	.....CLIMAX 5.3	53.8	15	f 9.05		f 9.12			f 8.12		
f 2.55	f 2.55			f 7.05	f 7.05		KA 38	49.7	.....RULO 2.7	48.5	30	f 8.58		f 9.00			f 7.58		
f 3.10	f 3.00			f 7.18	f 7.18		KA 41	52.4	.....THEIL 3.3	45.8	18	f 8.45		f 8.54			f 7.50		
f 3.25	f 3.10			f 7.22	f 7.22		KA 44	55.7	.....DRY CREEK 1.4	42.5	34	f 8.37 894		f 8.47			f 7.42		
f 3.30	f 3.15		547	f 7.26	283	f 7.26	KA 46	57.1	.....SUDBURY Spur 2.1	41.1	8	f 8.88	284	f 8.48	548		f 7.35		
f 3.37	f 3.20		Mixed DAILY	f 7.30	Passenger DAILY	f 7.30	KA 48	59.2	.....PEDIGO 5.2	39.0	16	f 8.29	Passenger DAILY	f 8.89	Mixed DAILY		f 7.30 261		
A 4.00AM	A 3.45PM		L 7.00AM	L 10.15AM	A 7.45PM	L 6.00PM	KA 53 CWOT	64.4	O. W. R. & N. Csg. 4.4 M. West	33.8	160	L 8.15PM	A 8.15AM	L 8.25AM	A 4.45PM	A 8.30AM	L 7.10AM			
			A 7.10AM	10.20	894	6.04	KA 54	65.8	.....WALLA WALLA 1.4	32.4	00	8.10	8.10	4.37		L 8.20AM	L 7.45PM 265		
			f 10.32	f 6.12			KA 57	68.9	.....MILL CREEK JCT. 3.1	29.3	31	f 8.03		f 4.25					
			f 10.38	f 6.16			KA 59	70.6	.....RIFLE 1.7	27.6	17	f 7.59		f 4.12					
			f 10.44	f 6.20			KA 60	71.6	.....SAPOLIL 1.0	26.6	28	f 7.56		f 4.06					
			f 10.47	f 6.22			KA 61	72.2	.....BUROKER 0.6	26.0	9	f 7.54		f 4.02					
			f 10.55	f 6.26			KA 63	74.0	.....SPRING CREEK 1.8	24.2	10	f 7.50		f 3.53					
			s 11.04	s 6.30			KA 64	75.5	.....GILLIAM 1.5	22.7	28	s 7.47		s 3.45					
			f 11.09	f 6.34			KA 65	78.7	X.....DIXIE.....D 1.2	21.5	20	f 7.42		f 3.35						
			f 11.24	f 6.43			KA 69	80.0	.....EASTMAN 3.3	18.2	20	f 7.34		f 3.20					
			f 11.41AM	f 6.56			KA 74	85.2	.....MINNICK 5.2	13.0	40	f 7.21		f 3.00					
			s 12.01PM	s 7.05			KA 77 W	88.5	.....COPPEL 3.3	9.7	22	s 7.18		s 2.45					
			f 12.10	f 7.11			KA 79	91.1	W.....WAITSBURG.....D 2.6	7.1	40	f 7.07		f 2.37						
			f 12.24	f 7.21			KA 83	94.6	.....HUNTSVILLE 3.5	3.6	17	f 6.59		f 2.24					
			f 12.28	f 7.24			KA 84	95.8	O. W. R. & N. 2.8 MI. W. No Conn.	2.4	3	f 6.56		f 2.21						
			A 12.45PM	A 7.30PM			KA 87 WCT	98.2	.....LONGS 1.2	0.0	85	L 6.50AM		L 2.15PM					
DAILY	SUNDAY ONLY	MONDAY ONLY	DAILY	DAILY	DAILY	DAILY			.....KLUM Spur 2.4			DAILY	DAILY	DAILY	EXCEPT SUNDAY	MONDAY ONLY	SUNDAY ONLY		
5.30	2.05	0.10	2.30	2.35	1.30	2.45			.....DAYTON.....D			2.45	1.25	2.30	0.50	0.10	2.00		
11.7	14.8	8.4	13.5	25.0	23.0				Time Over Sub-Division			23.0	23.8	25.8	13.5	14.4	8.4			
									Average Speed per Hour.			23.0	23.8	25.8	13.5	14.4	8.4			

Westward. EIGHTH SUB-DIVISION. Eastward. (EUREKA BRANCH)												
3d Class.			Station Nos., Water, Fuel	Distance from Eureka	Time Table No. 38 April 27, 1913 Suc. No. 37			Distance from Pleasant View	Car Capacity of Sidings	3d Class.		
551		552			551	552	552					
Mixed		Mixed			Mixed	Mixed	Mixed					
SUNDAY ONLY		SUNDAY ONLY			EXCEPT SUNDAY	MONDAY ONLY	SUNDAY ONLY					
L 9.30AM	KA 22 Y	0.0	JC.....EUREKA.....D	19.4	40	See 549 A s 1.30PM						
f 9.40	KE 2	2.2	.....BABCOCK.....	17.2	20	f 1.10					
f 9.55	KE 4	4.6	.....LEE.....	14.8	35	f 1.00					
f 10.10	KE 7	7.7	.....ELWOOD.....	11.7	20	f 12.45					
f 10.30	KE 12 W	11.5	.....CLYDE.....	7.9	39	f 12.25					
f 10.35	KE 13	13.1	.....PICKARD.....	6.3	19	f 12.10PM					
f 11.00	KE 15	14.8	.....RESER.....	4.6	20	f 11.59AM					
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						

Westward ELEVENTH SUB-DIVISION. Eastward (ATHENA BRANCH.)												
2d Class.			Station Nos., Water, Fuel Wye	Distance from Smeltz	Time Table No. 38 April 27, 1913 Suc. No. 37			Distance from Athena	Car Capacity of Sidings	2d Class.		
553		554			553	554	554					
Mixed		Mixed			Mixed	Mixed	Mixed					
Tues, Wed, Fri, Sat		Tues, Wed, Fri, Sat			EXCEPT SUNDAY	MONDAY ONLY	EXCEPT SUNDAY					
L 10.10AM	KA 19 Y	0.0	.....SMELTZ.....	14.5	25	A 12.10PM					
f 10.20	KD 4	3.6	.....DUROC.....	10.9	21	f 12.01PM					
f 10.30	KD 6	6.1	.....WAYLAND.....	8.4	22	f 11.50AM					
f 10.40	KD 9	8.7	.....WATERMAN.....	5.8	30	f 11.40					
A 10.55AM	KD 14 WY	14.5	CV.....ATHENA.....D	0.0	45	L 11.25AM						
0.45			Time Over Sub-Division			0.45						
19.3			Average Speed per Hour			19.3						
Tues, Wed, Fri, Sat						Tues, Wed, Fri, Sat						

Westward. NINTH SUB-DIVISION. Eastward. (TRACY BRANCH.)												
3d Class.			Station Nos., Water, Fuel	Distance from Mill Creek Jct.	Time Table No. 38 April 27, 1913 Suc. No. 37			Distance from Tracy	Car Capacity of Sidings	3d Class.		
555		556			555	556	556					
Mixed		Mixed			Mixed	Mixed	Mixed					
MONDAY ONLY		MONDAY ONLY			EXCEPT SUNDAY	MONDAY ONLY	EXCEPT SUNDAY					
L 7.10AM	KA 54	0.0	.....MILL CREEK JCT.....	5.9	00	A 8.20AM					
f 7.18	KB 3	1.5	.....HECTOR SPUR.....	4.4	05	f 8.17					
f 7.16	KB 5	3.4	.....HARBERT.....	2.5	20	f 8.14					
f 7.23	KB 6	4.6	.....KIBBLER.....	1.3	00	f 8.07					
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						

STANDARD CLOCKS—Pasco and Walla Walla. YARD LIMITS—Pasco, Attalia and Walla Walla. REGISTERING AND BULLETIN STATIONS—Pasco, Attalia, Eureka, Walla Walla and Dayton. Junction switch Ainsworth Junction set for S. P. & S. line. Engines of greater weight than S4 (293,050 lbs.) must not be run over Snake River Bridge. 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 1 mile west Burbank, also draw at Snake River bridge. No. 547 has right over No. 548 Walla Walla to Dayton. Trains must not exceed six miles per hour in city limits of Walla Walla and Dayton. EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. All trains will reduce speed to 10 miles per hour over Snake River Bridge. Speed of trains thru cross over tracks or entering passing tracks must not exceed 15 miles per hour.

WESTWARD.

FIFTH SUB-DIVISION (SUNNYSIDE BRANCH)

EASTWARD.

Table for Fifth Sub-Division (Sunnyside Branch) showing Time Table No. 38, Apr. 27, 1913. Columns include First Class (273, 271) and First Class (272, 274) with stations like Sunnyside Junction, Granger, Outlook, Sunnyside, Lighty, 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.

WESTWARD.

TENTH SUB-DIVISION (PENDLETON BRANCH)

EASTWARD.

Table for Tenth Sub-Division (Pendleton Branch) showing Time Table No. 38, Apr. 27, 1913. Columns include Third Class (561) and First Class (269) and First Class (270) and Third Class (558) with stations like Hunts, Ring, Van Sycle, Stanton, Smeltz, Apex, Helix, Myrick, McCormmach Spur, Fulton, 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.

WESTWARD.

TWELFTH SUB-DIVISION (SNAKE RIVER BRANCH)

EASTWARD.

Table for Twelfth Sub-Division (Snake River Branch) showing Time Table No. 38, Apr. 27, 1913. Columns include First Class (285) and First Class (286) with stations like Riparia, Perry, Davin Spur, Harder, Windust, Walker Spur, Snake River Jct.

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

Table showing S. P. & S. Rules and Time Table between Pasco and Snake River Junction, including times for 11:20 PM and 5:10 AM, and average speeds.

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 1/2 miles west of Harder.

WESTWARD.

SEVENTH SUB-DIVISION (WALLULA BRANCH)

EASTWARD.

Table for Seventh Sub-Division (Wallula Branch) showing Time Table No. 38, Apr. 27, 1913. Columns include Third Class (911, 909, 559) and First Class (287, 267) and First Class (268, 288) and Third Class (560, 910, 912) with stations 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. Junction switch Hunts set for Wallula line. REGISTERING STATIONS—Wallula and Attalia. Yard Limit Rules will govern movement of trains between Attalia and Wallula.

Speed of trains thru cross over tracks or entering passing tracks must not exceed 15 miles per hour.

COMMERCIAL SPURS.

Table for Commercial Spurs showing distances from terminal and car capacity for various spurs like Quarry Spur, Holmes Spur, Siding No. 1 Spur, Frischneckt Spur, Mitchell Spur, Taggard, Dumas, Nass Spur, Schaefer Spur.

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. 38 Apr. 27, 1913 Succeeding No. 37				SECOND CLASS	
533		STATIONS				534	
Mixed Mon. Wed. Fri.	Station Nos. Water Fuel Wye	Distance From Adco	Distance From Connell	Car Capacity of Sidings	Mixed Tues. Thur. Sat.		
L 8.45AM	KI 60	0.0	60.8	28	A 2.30PM		
			60.8	28			
f 9.20	KI 49	11.1	49.7	20	f 1.55		
			49.7	20			
f 9.35	KI 45	15.2	45.6	20	f 1.35		
			45.6	20			
s 10.00	W KI 39	21.6	39.2	50	s 1.00		
			39.2	50			
10.30AM 12.30PM	Y KI 32	29.4	31.4	00	12.30PM 10.55AM		
			31.4	00			
f 12.35	KI 31	29.9	30.9	40	f 10.50		
			30.9	40			
f 12.55	KI 25	35.1	25.7	40	f 10.30		
			25.7	40			
f 1.25	W KI 17	34.9	16.9	50	f 10.00		
			16.9	50			
f 1.50	KI 10	50.4	10.4	20	f 9.25		
			10.4	20			
A 2.30PM	W C Y 1686	60.8	0.0	120	L 8.45AM		
			0.0	120			
3.45					4.10		
16.2					14.6		

Switch at Adco to be set and locked for Washington Central Branch.
 REGISTERING AND BULLETIN STATIONS—Connell and Bassett Jn.
 All trains will reduce speed to 8 miles per hour over Bridge No. 21 at east switch of Bassett Junction.

Westward		SIXTH SUBDIVISION (CONNELL, NORTHERN RAILWAY, RITZVILLE BRANCH.)				Eastward	
SECOND CLASS		Time Table No. 38 Apr. 27, 1913 Succeeding No. 37				SECOND CLASS	
537 535		STATIONS				536 538	
Mixed Wed.	Mixed Tuesday Sat.	Station Nos. Water Fuel Wye	Distance From Bassett Junction	Distance From Schragg	Car Capacity of Sidings	Mixed Tuesday Sat.	Mixed Wed.
L 10.30AM	L 10.55AM	Y KI 32	0.0	12.8	00	See 534	See 533
				12.8	00	A 12.30PM	A 12.25PM
A 11.15AM	A 11.40AM	W KJ 12	12.8	0.0	50	L 11.45AM	L 11.40AM
				0.0	50		
.45	.45					.45	.45
16.4	16.4					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.
 Speed of trains thru cross over tracks or entering passing tracks must not exceed 15 miles per hour.
 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	
First Sub-Division								
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	
Second Sub-Division								
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
Sapolil.....	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
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TENTH SUB-DIVISION.

Ring.....	East end
Vansycle.....	East end
Stanton.....	East end
Fulton.....	West end

ELEVENTH SUB-DIVISION.

Smeltz.....	Main line
Duvoc.....	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 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.		Class Y2		20 cars.		20 cars.	
Connell to Adco.....	950	.....	1100	.....			
Adco to Connell.....	1350	.....	1600	.....			

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.

RULES GOVERNING THE OPERATION OF AUTOMATIC BLOCK SIGNALS

Amendment to Automatic Block Rule No. 504.

504 (C) When a train is stopped by a block signal having two lights (called a home signal), on single track automatic block signal territory, it may proceed when the signal is cleared, or if not immediately cleared, by obtaining authority from the Train Dispatcher, or if unable to communicate with the Train Dispatcher, the train may proceed under protection of flag, to the next signal that indicates clear or caution.

504 (D) When a train is stopped by a block signal on single track, it may proceed when the signal is cleared or at caution, or if it is not immediately changed, it may proceed at once under caution, except when a train is proceeding under flag from the last home signal, as provided in rule 504 (C).

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) } Baggage Room, Tool
Car No. 1, Tool Car
DR. JOHN H. O'SHEA, Spokane (S) } 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. J. P. DRISCOLL, Pasco (S) } Passenger Station, Freight
Station, Tool Car.

DR. H. B. O'BRIEN, Pasco

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. F. E. BOYDEN, 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.

