

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**PASCO DIVISION**

# **TIME 38-A TABLE**

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

**SUNDAY, JUNE 22nd, 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.				FIRST CLASS.									
		885	883			603											
		Way Freight	Way Freight			Freight											
		Tues, Thur Sat	Mon, Wed Fri			DAILY											
		L 9.85AM	L 9.50			L 8.80PM											
		f 9.50	s 10.10			8.48											
		f 10.25	f 10.45			9.02											
		s 11.07	f 11.25			9.15											
		f 11.50AM	f 12.15PM			9.80											
		f 12.35	f 12.85			9.45											
		s 1.00	f 1.80			9.57											
		f 1.45	f 2.10			10.21											
		f 2.30	L 10.20AM			10.45											
		f 10.40	f 11.00			10.58											
		f 11.10	s 11.40AM			11.10											
		s 12.05PM	f 12.35			11.27											
		f 12.35	s 1.10			11.40											
		s 1.35	f 1.55			11.58PM											
		f 1.55	f 2.10			12.04AM											
		f 2.10	f 2.35			12.20											
		f 2.35	f 2.55			12.48											
		f 2.55	f 3.10			1.04											
		f 3.10	f 3.25			1.17											
		f 3.25	f 3.40			1.30											
		f 3.40	f 3.55			1.48											
		f 3.55	f 4.10			2.00											
		f 4.10	f 4.25			2.10											
		f 4.25	f 4.40			2.28											
		f 4.40	f 4.55			2.44											
		f 4.55	f 5.10			2.55											
		f 5.10	f 5.25			3.00											
		f 5.25	f 5.40			3.17											
		f 5.40	f 5.55			3.30											
		f 5.55	f 6.10			3.48											
		f 6.10	f 6.25			3.55											
		f 6.25	f 6.40			4.00											
		f 6.40	f 6.55			4.17											
		f 6.55	f 7.10			4.30											
		f 7.10	f 7.25			4.48											
		f 7.25	f 7.40			4.55											
		f 7.40	f 7.55			5.00											
		f 7.55	f 8.10			5.17											
		f 8.10	f 8.25			5.30											
		f 8.25	f 8.40			5.48											
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		f 8.55	f 9.10			6.00											
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		f 8.25	f 8.40			10.30											
		f 8.40	f 8.55			10.48											
		f 8.55	f 9.10			10.55											

FIRST SUB-DIVISION. (Main Line.)

EASTWARD

FIRST CLASS.					Station Nos., Water, Fuel, Scales, Turntables and Wyes	Distance from Cheney	Time Table No. 38-A June 22, 1913 Succeeding No. 88		Distance from Pasco	Car Capacity of Siding	SECOND CLASS.		THIRD CLASS.	
258	42	6	4	2			604	884			886			
Passenger	Passenger	Passenger	Passenger	Passenger			Freight	Way Freight			Way Freight			
DAILY	DAILY	DAILY	DAILY	DAILY			DAILY	Tues, Thur Sat.			Mon, Wed Fri.			
A 8.50PM	A 5.55AM	A 12.05PM	A 9.25PM	A 7.30AM	1592 W C Y	0.0	CY.....CHENEY.....DN	129.9	75	A 5.05AM	A 8.20PM			
8.35	5.40	11.52AM	9.15	7.21	1597	4.9	.....BABB.....P	125.0	60	4.45	8.45			
8.31	5.25	11.88	9.02	7.09	1603 W	10.6	TY.....TYLER.....PD	119.3	E-59 W-60	4.15	8.05			
8.15	5.15	11.80	8.54	7.08	1607	14.4	VA.....FISHTRAP.....DN	115.5	60	4.00	1.45			
8.01	5.08	11.20	8.48	6.50	1612	19.6	.....KLINE.....P	110.3	60	3.25	1.15			
8.50	4.50	11.07	8.38	6.87	1617 W Y	24.7	SX.....SPRAGUE.....DN	105.2	E-74 W-65	2.55	12.45			
2.40	4.40	10.59	8.25	6.29	1621	28.8	.....CONCORD.....P	101.1	60	2.42	12.20PM			
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	11.50AM			
2.18	4.20	10.40	8.02	6.10	1633	40.1	.....TOKIO.....P	89.8	E-59 W-60	2.10	11.15			
2.10	4.11	10.31	7.58	6.02	1637	44.8	.....COKER.....P	85.1	60	1.57	10.50			
2.02	4.05	10.25	7.48	5.56	1641 W	48.3	RV.....RITZVILLE.....DN	81.6	120	1.45	10.30 10.10			
1.52	3.53	10.10	7.35	5.46	1647	54.2	.....ESSIG.....P	75.7	60	1.25	9.29			
1.45	3.45	10.08	7.29	5.40	1649 W	57.7	NA.....PAHA.....PD	72.2	E-58 W-60	1.10	9.02			
1.37	3.35	9.54	7.21	5.38	1653	61.4	.....RUBY.....P	68.5	60	12.55	8.20			
1.30	3.25	9.47	7.13	5.25	1658 W C T	65.4	LD.....LIND.....DN	64.5	E-59 W-60	12.35	8.00AM	A 2.30PM		
1.20	3.18	9.35	7.00	5.16	1662	69.0	.....AKRON.....P	60.9	60	12.20	8.00	2.00		
1.18	3.10	9.30	6.54	5.10	1667	73.3	PX.....PROVIDENCE.....PN	56.6	E-73 W-61	12.10AM	1.45			
1.08	3.02	9.17	6.45	5.08	1670	76.4	.....BEATRICE.....P	53.5	60	11.37PM	1.25			
12.53	2.48	9.10	6.34	4.52	1674 W	81.3	SC.....CUNNINGHAM.....DN	48.6	E-61 W-61	11.00	12.53			
12.45	2.40	9.02	6.28	4.45	1677	84.5	TW.....HATTON.....PD	45.4	60	10.40	12.20PM			
12.35	2.28	8.50	6.19	4.35	1682	89.0	.....EMERY.....P	40.9	60	10.15	11.58AM			
12.25	2.17	8.40	6.10	4.25	1686 W Y	93.5	CN.....CONNELL.....DN	36.4	E-60 W-58	9.50	11.20 10.40			
12.18	2.08	8.29	6.00	4.15	1690	98.8	.....CACTUS.....P	31.1	60	9.32	10.08			
12.08PM	2.00	8.22	5.54	4.09	1695 W	102.0	AK.....MESA.....PD	26.9	E-71 W-60	9.15	9.40			
11.55AM	1.55	8.15	5.50	4.05	1698	105.4	.....VALE.....P	24.5	60	9.05	9.30			
11.40	1.44	8.05	5.41	3.57	1704 W	111.9	W.....ELTOPIA.....DN	18.0	E-60 W-53	8.42	9.00			
11.28	1.34	7.57	5.34	3.50	1709	116.9	.....SAGEMOOR.....P	13.0	60	8.20	8.45			
11.19	1.25	7.50	5.27	3.48	1714	121.6	GD.....GLADE.....PN	8.3	E-60 W-58	8.05	8.30			
L 11.05AM	L 1.10AM	L 7.35AM	L 5.15PM	L 3.30AM	1721 W C Y T	129.9	PA.....PASCO.....DN	0.0	Yard	L 7.40PM	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.

ENGINEERING STATIONS—Pasco and Ellensburg. BULLETIN STATIONS—Pasco, Toppenish and Ellensburg. Toppenish is terminal for trains 887, 889, 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. LAP SIDINGS—North Yakima. Other branch trains will register at Sunnyside Junction. UMBRIDGE AND TALLUM—Altona, Gibbon, Prosser, Mabton, Satus, Wapato, Fomona, Ross, Umtanum and Thrall. Trains will head in at the lap. STANDARD GLOVES—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 and cars will be backed up to the bridge. Power must be cut off at Columbia River Bridge, greatest height 94 feet. 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 like PASCO, KENNEWICK, VISTA, ERIE, BADGER, ROME, KIONA, CHANDLER, GIBBON, PROSSER, BYRON, MABTON, EMPIRE, SATUS, ALFALFA, SUNNYSIDE JUNCTION, TOPPENISH, MONTE, WAPATO, PARKER, YAKIMA CITY, NORTH YAKIMA, SELAH, POMONA, HILLSIDE, ROZA, WYMER, UMTANUM, INDIO, THRALL, and ELLENSBURG. Includes times, distances, and telegraph office information.



WESTWARD.							FOURTH SUB-DIVISION. (Walla Walla Branch.)							EASTWARD.				Westward. EIGHTH SUB-DIVISION. Eastward. (EUREKA BRANCH)																	
THIRD CLASS.			2d Class.	FIRST CLASS.			Station Nos. Water, Fuel, Scales, Turntables and Wyes	Distance from Pasco	Time Table No. 38-A June 22, 1913 Suc. No. 88			Distance from Dayton	Car Capacity of Sidings	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.			3d Class.	Station Nos. Water.	Distance from Eureka	Time Table No. 38-A June 22, 1913 Suc. No. 88			Distance from Pleasant View	Car Capacity of Sidings	3d Class.					
893	549	545	557	265	263	261			PA	PASCO	DN			98.2	1200	262	264	266	562	546	550	894			551	551	552								
Freight	Mixed	Mixed	Mixed	Passenger	Passenger	Passenger	1721 WCYT	0.0	PA	PASCO	DN	98.2	1200	Passenger	Passenger	Passenger	Mixed	Mixed	Mixed	Freight	Mixed	Station Nos. Water.	Distance from Eureka	Telegraph Offices and Calls	Distance from Pleasant View	Car Capacity of Sidings	Mixed								
DAILY	SUNDAY ONLY	MONDAY ONLY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	1721 WCYT	0.0	PA	PASCO	DN	98.2	1200	DAILY	DAILY	DAILY	EXCEPT SUNDAY	MONDAY ONLY	SUNDAY ONLY	DAILY	SUNDAY ONLY	Station Nos. Water.	Distance from Eureka	Telegraph Offices and Calls	Distance from Pleasant View	Car Capacity of Sidings	SUNDAY ONLY								
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 4.80PM	A 10.55AM	A 2.40PM				A 1.40AM	L 9.80AM	K A 22 Y	0.0	JC	EUREKA	D	19.4	40	See 549 A #1.30PM					
S. P. & S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND AINSWORTH JCT.—SEE SPECIAL RULES, PAGE 8.																																			
8.15			8.10	8.15	7.40	8.10	IG 3	3.0		AINS WORTH JCT.	P	95.2	00	10.50	4.20	10.45					1.25														
9.25			8.15	8.19	7.44	8.14	IG 4	4.2		BURBANK	P	94.0	25	10.46	4.11	10.41					1.15														
10.00			8.25	8.28	7.55	8.25	IG 8	9.3		TWO RIVERS	P	88.9	28	10.88	4.01	10.81					12.50														
10.20 11.50 See 894			8.35 See 559 P. 6	8.37	8.05 See 207 Page 6	8.37	IG 9 W	12.6		ATTALIA	D	85.6	60	10.25	8.55PM	10.25					12.30 11.50 See 893														
12.20AM			EXCEPT SUNDAY	8.58		8.58	KA 7	19.0		ADAMS Spur	P	79.2	4	10.08		10.08					11.25														
12.25				8.55		8.55	KA 8	19.7		LEGROW	P	78.5	9	10.06		10.06					11.20														
12.35				8.59		8.59	KA 10	21.2		SLATER	P	77.0	32	10.08		10.08					11.10														
1.00				6.09		6.09	KA 14	25.5		WELLAND	P	72.7	8	9.58		9.54					10.50														
1.15				8.15		8.15	KA 17	28.2		ADKINS	P	70.0	31	9.47		9.49					10.40														
1.45	L 1.40PM			8.27		8.27	KA 22 Y O	33.5	JC	EUREKA	D	64.7	40	9.37		9.40					10.20														
2.10	2.05			8.42		8.42	KA 29 W	39.9	MR	LAMAR	D	58.3	30	9.20		9.25					8.85														
2.20	2.10			8.47		8.47	KA 31	41.6		SHAW	P	56.6	9	9.15		9.19					8.20														
2.30	2.30			8.52		8.52	KA 32	43.5		PADDOCK	P	54.7	13	9.08		9.15					8.15														
2.35	2.35			8.55		8.55	KA 33	44.4		CLIMAX	P	53.8	15	9.05		9.12					8.12														
2.55	2.55			7.05		7.05	KA 38	49.7		RULO	P	48.5	30	8.58		9.00					7.58														
3.10	3.00			7.18		7.18	KA 41	52.4		THEIL	P	45.8	18	8.45		8.54					7.50														
3.25	3.10			7.22		7.22	KA 44	55.7		DRY CREEK	P	42.5	34	8.37 894		8.47					7.42														
3.30	3.15		547	7.26	283	7.26	KA 46	57.1		SUDBURY Spur	P	41.1	8	8.38		8.43					7.85														
3.37	3.20		Mixed DAILY	7.30	Passenger DAILY	7.30	KA 48	59.2		PEDIGO	P	39.0	16	8.29		8.39					7.30														
4.00AM	3.45PM		L 7.00AM	7.45PM	894	7.45AM	KA 53 C WOT	64.4	F	WALLA WALLA	D	33.8	100	8.15PM		8.25AM					7.10AM														
			A 7.10AM	10.20	6.04		KA 54	65.8		MILL CREEK JCT	P	32.4	00	8.10		4.45PM					8.20AM														
				10.32			KA 57	68.9		RIFFLE	P	29.3	31	8.08		4.25					8.05														
				10.38			KA 59	70.6		SAPOLIL	P	27.6	17	7.59		4.12					8.00														
				10.44			KA 60	71.6		BUROKER	P	26.6	28	7.56		4.06					8.00														
				10.47			KA 61	72.2		SPRING CREEK	P	26.0	9	7.54		4.02					8.00														
				10.55			KA 63	74.0		GILLIAM	P	24.2	10	7.50		3.58					8.00														
				11.04			KA 64	75.5	X	DIXIE	D	22.7	28	7.47		3.45					8.00														
				11.09			KA 65	76.7		EASTMAN	P	21.5	20	7.42		3.35					8.00														
				11.24			KA 69	80.0		MINNICK	P	18.2	20	7.34		3.20					8.00														
				11.41AM			KA 74	85.2		COPPEL	P	13.0	40	7.21		3.00					8.00														
				12.01PM			KA 77 W	88.5	W	WAITSBURG	D	9.7	22	7.18		2.45					8.00														
				12.10			KA 79	91.1		HUNTSVILLE	P	7.1	40	7.07		2.37					8.00														
				12.24			KA 83	94.6		LONGS	P	3.6	17	6.59		2.24					8.00														
				12.28			KA 84	95.8		KLUM Spur	P	2.4	3	6.56		2.21					8.00														
				12.45PM			KA 87 WCT	98.2	DY	DAYTON	D	0.0	85	6.50AM		2.15PM					8.00														
DAILY	SUNDAY ONLY	MONDAY ONLY	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	MONDAY ONLY	SUNDAY ONLY	DAILY														
5.30	2.05	0.10	2.30	2.35	1.30	2.45								2.45	1.25	2.30	2.30	0.50	0.10	2.00	5.05														
11.7	14.8	8.4	13.6	25.0	22.5	23.0								23.0	23.8	25.8	13.5	14.4	8.4	15.5	12.4														
STANDARD LOOKS—Pasco and Walla Walla. YARD LIMITS—Pasco, Attalia and Walla Walla. Engines of greater weight than 84 (395,050 lbs.) must not be run over Snake River Bridge. Trains must not exceed six miles per hour in city limits of Walla Walla and Dayton. Speed of trains thru cross over tracks or entering passing tracks must not exceed 15 miles per hour. Speed of trains thru East Wye switch at Eureka must not exceed 15 miles per hour.																																			
REGISTERING AND BULLETIN STATIONS—Pasco, Attalia, Eureka, Walla Walla and Dayton. Junction switch Ainsworth Junction set for S. P. & S. line. West wye switch at Pasco set for wye switch. 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 Junction switch Attalia set for Walla Walla line. Longs, and 1 mile west Burbank, also draw at Snake River bridge. No. 547 has right over No. 549 Walla Walla to 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.																																			

Westward ELEVENTH SUB-DIVISION. Eastward (ATHENA BRANCH.)										
2d Class.			Station Nos. Water, Fuel, Scales, Turntables and Wyes	Distance from Smeltz	Time Table No. 38-A June 22, 1913 Suc. No. 88			Distance from Athens	Car Capacity of Sidings	2d Class.
553	Mixed	554			SMELTZ	ATHENA	554			
Tues, Wed, Fri, Sat		Tues, Wed, Fri, Sat								Tues, Wed, Fri, Sat
L 10.10AM			K C 19 Y	0.0	SMELTZ	P	14.5	25		A 12.10PM
10.20			K D 4	3.0	DUROC	P	10.9	21		12.01PM
10.30			K D 6	6.1	WAYLAND	P	8.4	22		11.50AM
10.40			K D 9	8.7	WATERMAN	P	5.8	30		11.40
A 10.55AM			K D 14 W Y	14.5	CV	D	0.0	45		L 11.25AM
0.45										0.45
19.3										19.3
MOUNTAIN GRADE—Smeltz to Hillsdale. REGISTERING STATIONS—Athens and Smeltz. No. 553 has right over No. 554 Smeltz to Athens.										

Westward. NINTH SUB-DIVISION. Eastward. (TRACY BRANCH.)										
3d Class.			Station Nos. Water.	Distance from Mill Creek Jct.	Time Table No. 38-A June 22, 1913 Suc. No. 88			Distance from Tracy	Car Capacity of Sidings	3d Class.
555	Mixed	556			MILL CREEK JCT	HECTOR SPUR	HARBERT			KIBBLER
MONDAY ONLY		MONDAY ONLY</								

WESTWARD.		FIFTH SUB-DIVISION (SUNNYSIDE BRANCH)										EASTWARD.	
FIRST CLASS.		Time Table No. 38-A June 22, 1913 Succeeding No. 88										FIRST CLASS.	
273	271	STATIONS.										272	274
Passenger	Passenger	Telegraph Offices and Calls										Passenger	Passenger
DAILY	DAILY											DAILY	DAILY
L 8.37PM	L 7.58AM	1788	0.0	SUNNYSIDE JUNCTION	P	19.8	No	A 10.00AM	A 8.20PM				
s 8.49	s 8.10	IB 3	3.2	GRANDVIEW	D	16.6	50	s 9.50	s 6.10				
s 4.07	s 8.22	IB 8	8.2	OUTLOOK	D	11.6	30	s 9.35	s 5.48				
s 4.22	s 8.35	W IB 12	12.0	SUNNYSIDE	D	7.8	60	s 9.25	s 5.30				
f 4.29	f 8.45	IB 16	16.0	LIGHTY	D	3.8	27	f 9.18	f 5.22				
A 4.42PM	A 9.00AM	Y IB 20	19.8	GRANDVIEW	D	0.0	30	L 9.10AM	L 5.15PM				
1.05	1.05	Time Over Sub-Divisions										0.50	1.05
18.3	18.3	Average Speed per Hour										23.8	18.3
DAILY	DAILY											DAILY	DAILY

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 84 (298,050 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.		TENTH SUB-DIVISION (PENDLETON BRANCH)										EASTWARD.			
THIRD CLASS.		Time Table No. 38-A June 22, 1913 Succeeding No. 88										FIRST CLASS.		THIRD CLASS.	
561	269	STATIONS.										270	558		
Mixed	Passenger	Telegraph Offices and Calls										Passenger	Mixed		
EXCEPT SUNDAY	DAILY											DAILY	EXCEPT SUNDAY		
L 8.45AM	L 8.38AM	IG 16	0.0	HUNTS	D	40.4	100	A 8.35PM	A 1.40PM						
f 4.25	f 8.50	KC 11	11.1	RING	D	29.3	32	f 8.08	f 12.52						
s 4.50	f 9.05	KC 16	15.7	VAN CYCLE	D	24.7	27	f 2.55	f 12.32						
s 5.00	f 9.15	KC 18	18.1	STANTON	D	22.3	38	f 2.50	f 12.20						
f 5.10	f 9.20	KC 19	19.5	SMELTZ	D	20.9	25	f 2.47	s 12.15PM						
f 5.20	f 9.25	KC 20	20.5	APEX	D	19.9	14	f 2.48	f 9.50						
s 5.35	s 9.33	KC 23	23.5	HELIIX	D	16.9	58	s 2.35	s 9.33						
f 5.50	f 9.42	KC 25	28.1	MYRICK	D	12.3	50	f 2.28	f 9.12						
f 6.05	f 9.51	KC 32	32.2	MCCORMMACH	D	8.2	13	f 2.11	f 9.00						
f 6.10	f 9.55	KC 33	33.6	FULTON	D	6.8	32	f 2.08	f 8.55						
A 7.00AM	A 10.15AM	KC 40	40.4	PENDLETON	D	0.0	39	L 1.50PM	L 8.30AM						
EXCEPT SUNDAY	DAILY	Time Over Sub-Divisions										1.45	3.10		
3.15	1.52	Average Speed per Hour										22.8	12.7		
12.4	21.6														

No. 269 has right over No. 270, and No. 561 has right over No. 558 Hunts to Pendleton.  
 REGISTERING STATIONS—Pendleton and Smelts.  
 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.

WESTWARD.		TWELFTH SUB-DIVISION (SNAKE RIVER BRANCH)										EASTWARD.	
FIRST CLASS.		Time Table No. 38-A June 22, 1913 Succeeding No. 88										FIRST CLASS.	
285	286	STATIONS.										286	286
Passenger	Passenger	Telegraph Offices and Calls										Passenger	Passenger
DAILY	DAILY											DAILY	DAILY
L 9.55PM	L 1.20PM	YO KF 64	0.0	RIPARIA	DN	66.6	60	A 1.20PM					
f 10.18	f 1.05	W KF 55	8.5	PERRY	D	58.1	90	f 1.05					
f 10.22	f 12.51	KF 51	12.9	DAVIN Spur	D	53.7	80	f 12.51					
f 10.36	f 12.37	KF 44	19.9	HARDER	D	46.7	0	f 12.37					
f 10.52	f 12.20	W KF 35	28.4	WINDUST	D	38.2	90	f 12.20					
f 11.09	f 12.04PM	KF 29	35.1	WALKER Spur	D	31.5	60	f 12.04PM					
s 11.25	s 11.50AM	W KF 23	40.4	SNAKE RIVER JCT	DN	26.2	0	s 11.50AM					
S. P. & S. RULES AND TIME TABLE GOVERN BETWEEN PASCO AND SNAKE RIVER JUNCTION.													
A 12.15AM	L 11.00AM	WC TY	1721	PASCO	DN	0.0	1200	L 11.00AM					
DAILY	DAILY	Time Over Sub-Divisions										2.20	
2.20		Average Speed per Hour										28.6	
28.6													

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.							
THIRD CLASS.		Time Table No. 38-A June 22, 1913 Succeeding No. 88										FIRST CLASS.		THIRD CLASS.					
911	909	559	287	267	STATIONS.										268	288	560	910	912
Freight	Freight	Mixed	Passenger	Passenger	Telegraph Offices and Calls										Passenger	Passenger	Mixed	Freight	Freight
DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY											DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY
L 11.50PM	L 10.30PM	L 8.35AM		L 8.05AM	IG 9	0.0	2.5	A 8.55PM	A 1.50PM	A 11.50PM	A 12.30AM								
						0.7	1.8	s 264 p 5	s 562 p 5										
						0.7	1.8	See 269											
						1.5	1.0	A 8.23AM	L 1.40PM										
						2.5	0.0	L 8.18AM	L 8.45PM	L 11.30PM	L 12.10AM								
0.09	0.30	0.10	0.05	0.08	Time Over Sub-Divisions										0.05	0.10	0.10	0.20	0.20
18.7	5.0	9.0	12.0	19.2	Average Speed per Hour										12.0	15.0	15.0	7.5	7.5
DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY											DAILY	DAILY	EXCEPT SUNDAY	DAILY	DAILY

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.		
DISTANCE FROM TERMINAL		Car Cap'y
SECOND SUB-DIVISION		
Quarry Spur	M. P. 91.5	10
Holmes Spur	M. P. 124.6	15
THIRD SUB-DIVISION		
Siding No. 1 Spur	M. P. 5	9
Frischnecht Spur	M. P. 7	9
Mitchell Spur	M. P. 42	8
FOURTH SUB-DIVISION		
Taggard	M. P. 89.5	5
Dumas	M. P. 93.8	5
FIFTH SUB-DIVISION		
Nass Spur	M. P. 5.2	5
SIXTH SUB-DIVISION		
Schaefer Spur	M. P. 7	8

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.

Westward		THIRD SUBDIVISION (CONNELL NORTHERN RAILWAY, ADRIAN BRANCH.)				Eastward	
SECOND CLASS		Time Table No. 38-A June 22, 1913 Succeeding No. 88				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.	
L 8.45 AM	KI 60	0.0	ADCO 11.1 G.N. Csg. 1.0 Mi. W. Under Conn.	60.8	28	A 2.30 PM	
I 9.20	KI 49	11.1	GLOYD Spur 4.1	49.7	20	I 1.55	
I 9.85	KI 45	15.2	NAGEL Spur 6.4	45.6	20	I 1.85	
A 10.00	W KI 39	21.6	WHEELER 7.8 C.M.&P.S. Csg. 5.7 Mi. W. Under No	39.2	50	A 1.00	
10.80 AM 12.80 PM	Y KI 32	29.4	BASSETT JCT. 0.5	31.4	00	12.80 PM 10.55 AM	
I 12.85	KI 31	29.9	RITELL 5.2	30.9	40	I 10.50	
I 12.55	KI 25	35.1	WEST WARDEN Spur 8.8 C.M.&P.S. Csg. 1.4 Mi. W. Under, "No	25.7	40	I 10.30	
I 1.25	W KI 17	34.9	BRUCE 6.5	16.9	50	I 10.00	
I 1.50	KI 10	50.4	SHANO Spur 10.4	10.4	20	I 9.25	
A 2.30 PM	W C Y 1686	60.8	C.N. CONNELL D N	0.0	120	L 8.45 AM	
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. YARD LIMITS—Connell  
 REGISTERING AND BULLETIN STATIONS—Connell and Bassett Jn. STANDARD CLOCK—Connell.  
 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-A June 22, 1913 Succeeding No. 88				SECOND CLASS	
537 535						536 538	
Mixed Wed.	Mixed Tuesday Sat.	Station Nos. Water Fuel Wye	Distance From Bassett Junction	STATIONS	Distance From Schragg	Car Capacity of Sidings	Mixed Tuesday Sat. Wed.
L 10.30 AM	L 10.55 AM	KI Y 32	0.0	BASSETT JCT. 12.3 C. M. & P. S. Csg. 1.3 Mi. W. Over No	12.8	00	See 534 See 533
A 11.15 AM	A 11.40 AM	W KJ 12	12.8	SCHRAGO P	0.0	50	A 12.30 PM A 12.25 PM
.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.  
 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 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
TENTH SUB-DIVISION.	
Ring.....	East end
Vansycle.....	East end
Stanton.....	East end
McCormach.....	West end
Fulton.....	West end
ELEVENTH SUB-DIVISION.	
Smeltz.....	Main line
Duroc.....	East end
Wayland.....	West end
Waterman.....	West end
TRACK CONNECTIONS.	
Walla Walla.....	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 Y 2		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.

Light engines using crossovers in automatic signal territory must have at least one switch open while engine is on any part of the crossover.

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).

It is possible for light engines using crossover in automatic signal territory to stand between the switches in such a manner as to release the signal when switches are closed.

## 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.

## 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. G. M. JENNINGS, 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, Riverville (S)

DR. C. HENDERSON, Lind.

DR. H. E. WILSON, Connell

DR. J. P. DRISCOLL, Pasco (S)

DR. H. B. O'BRIEN, Pasco

Passenger Station, Freight  
Station, Tool Car.

DR. A. DeY. GREEN, Prosser.

DR. H. M. JOHNSON, Toppenish.

DR. C. J. LYNCH, North Yakima (S)

DR. J. C. McCAULEY, Ellensburg (S).

DR. R. R. PINCKARD, Ellensburg.

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.