

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME 39 TABLE

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

SUNDAY, NOVEMBER 23, 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.

J. L. DeFORCE,
Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

WESTWARD.

FIRST SUB-DIVISION (Main Line)

THIRD CLASS.				SECOND CLASS.				FIRST CLASS.									
897		895		603		Time Table No. 39											
Way Freight		Way Freight		Freight		Nov. 23, 1913											
Tues, Thur Sat		Mon, Wed Fri		DAILY		Succeeding No. 38A											
						STATIONS.											
						Telegraph Offices and Calls											
						Station Nos., Water, Fuel, Scales, Turn Tables and Wyes											
						Distance from Cheney											
						Distance from Pasco											
						Car Capacity of Sidings											
						Passenger											
						DAILY											
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FIRST SUB-DIVISION. (Main Line.)

EASTWARD

FIRST CLASS.

Time Table No. 39

Nov. 23, 1913
Succeeding No. 38 A

SECOND CLASS.

THIRD CLASS.

FIRST CLASS.					Station Nos., Water, Fuel, Scales, Turntables and Wyes	Distance from Cheney	Time Table No. 39 Nov. 23, 1913 Succeeding No. 38 A		Distance from Pasco	Car Capacity of Siding	SECOND CLASS.		THIRD CLASS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		

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 NORTH YAKIMA. AUTOMATIC BLOCK BETWEEN NO. YAKIMA AND ELLENSBURG
 See Special Rules Page 8 Governing Movement of Trains Between Pasco and Kennewick.

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.
 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.

REGISTERING STATIONS—Pasco and Ellensburg.
BULLETIN STATIONS—Pasco, Toppenish and Ellensburg.
 Toppenish is terminal for trains 899, 900, 901 and 902. These trains will register at Toppenish Junction and North Yakima. Other branch trains will register at Sunnyside Junction.
LAP SIDINGS—Vista, Badger, Kiona, Gibbon, Prosser, Mabton, Salina, Wapato, Selah, 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.

THIRD CLASS.				SECOND CLASS.				FIRST CLASS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
901		899		669		603		Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pasco	Time Table No. 39 Nov. 23, 1913 Succeeding No. 88A		Distance from Ellensburg	Car Capacity of Siding	1	3	5	41	317	335	337	339	341																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		

FIRST CLASS.										Time Table No. 39 Nov. 23, 1913 Succeeding No. 38-A										SECOND CLASS				THIRD CLASS.			
342	340	338	336	318	42	6	4	2		602	670	900	902														
S. P. & S. 2 Passenger	S. P. & S. 4 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Freight	S. P. & S. Freight	Way Freight	Way Freight														
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	Tue. Thu. Sat.	Mon. Wed. Fri.														
A 4.40PM s	A 1.55AM s 339			A 10.45AM s 1	A 1.00AM s 3	A 7.25AM s	A 5.10PM s	A 3.20AM s	W C T Y	1721	0.0	PA.....PASCO..... DN 1.0	125.8	Yad	A 5.40PM	A 2.40PM	A 4.00PM										
L 4.36PM	L 1.49AM									1722	1.0	S. P. & S. JUNCTION 1.1	124.8	00		L 2.32PM											
				s 10.35	f 12.50	f 7.15	s 5.00	3.18		1724	2.1	K.....KENNEWICK..... DN 5.0 O. W. R. & N. Cag. 0.7 MI. W. Under	123.7	80	5.25		f 3.40										
				f 10.20	12.41	7.06	4.50	3.05	W	1729	7.1	RF.....VISTA..... DN 4.5	118.7	E-80 W-60	5.05		f 3.20										
				10.10	12.34	6.58	4.43	2.59		1733	11.6	ERIE..... P 4.6	114.2	80	4.51		f 3.00										
				f 10.00 899	12.27	6.51 603	4.36 602	2.53		1739	16.2	BA.....BADGER..... DN 3.5	109.6	E-80 W-58	4.36 4		f 2.40										
				9.53	12.21	6.46	4.30	2.48		1742	19.7	ROME..... P 3.4	106.1	80	4.05		f 2.20										
				s 9.45	f 12.15 317	6.40	4.24	2.43	W	1745	23.1	KI.....KIONA..... DN 5.8	102.7	E-80 W-60	3.50		f 2.00										
				9.30	12.08AM	6.30	4.14	2.34		1751	28.9	CHANDLER..... P 4.9	96.9	80	3.35		f 1.28 5										
				9.20	11.53PM	6.20	4.04	2.25 3		1756	33.8	GI.....GIBBON..... DN 5.7	92.0	E-80 W-61	3.20		f 1.00										
				s 9.07	s 11.40	6.10	s 3.53	2.15	W	1762	39.5	PR.....PROSSER..... DN 5.5	86.3	E-74 W-67	3.00		s 12.30PM 11.00AM 1										
				f 8.55 603	11.30 41	6.00	3.44	2.09		1767	45.0	BYRON..... P 6.4	80.8	80	2.40 899		f 10.15										
				s 8.40	s 11.20	5.52	s 3.35 899	2.01	W	1774	51.4	MB.....MABTON..... DN 3.2	74.4	E-80 W-58	2.12 5		s 9.30 603										
				8.32	11.14	5.48	3.29	1.56		1777	54.6	EMPIRE..... P 5.1	71.2	80	1.58		f 9.10										
				f 8.22	11.07	5.38	3.23	1.50		1782	59.7	SU.....SATUS..... DN 5.4	66.1	E-60 W-58	1.46		f 8.45										
		Page 6 See 359	Page 6 See 361	f 8.11	10.59	5.28	3.16	1.43		1787	65.1	AF.....ALFALFA..... PD 1.6	60.7	80	1.34		f 8.20										
		As 7.58AM	As 3.37PM	8.07	10.56	5.25	3.14	1.41		1789	66.7	SUNNYSIDE JUNCTION. . . P 3.4	59.1		1.30		f 8.15										
		s 7.45	s 3.27	s 8.00	s 10.50	5.19	s 3.08	1.35 317	W C T	1792	70.1	TN.....TOPPENISH..... DN 3.9	55.7	E-80 W-60	1.20 1		L 8.05AM 318-338	A 2.10PM									
		f 7.35	f 3.18	7.51	10.42	5.11	3.03 5	1.30		1796	74.0	MONTE..... P 3.4	51.8	80	1.05		f 1.50										
		s 7.25	s 3.10 5	f 7.45	f 10.37	5.05	2.56	1.25		1800	77.4	WA.....WAPATO..... DN 4.3	48.4	E-80 W-60	12.55		f 1.35 1										
		f 7.15	f 3.01	f 7.34	10.31	4.57	2.43	1.13		1804	81.7	KR.....PARKER..... PDN 3.7 O. W. R. & N. Cag. 0.3 MI. west No Conn.	44.1	80	12.45 902		f 12.45 602										
		f 7.08	f 2.53	7.24	10.25	4.51	2.40	1.12		1807	85.4	YAKIMA CITY..... P 3.7	40.4	80	12.35		f 12.05PM										
		L 7.00AM 318	s 2.45 2.20 4	s 7.15 6.50 338	s 10.15	s 4.45	s 2.30 336	s 1.05 41	W C O T	1811	89.1	YA.....NORTH YAKIMA. DN 4.0	36.7	E-70 W-64	12.25		s 11.30AM 10.20 335-603										
		s 2.07 1	f 6.40	f 10.08	4.34	2.23	12.58			1815	93.1	AH.....SELAH..... PD 3.3	32.7	E-80 W-80	12.10 603		f 10.05										
		f 1.58	f 6.33	10.03	4.28 3	2.18 1	12.58			1819	96.4	MN.....POMONA..... DN 3.9	29.4	E-80 W-91	12.01PM 901		f 9.50										
		f 1.48	6.24	9.56	4.20	2.11	12.46			1822	100.3	HILLSIDE..... P 4.3	25.5	80	11.50AM		f 9.35										
		f 1.38 603	f 6.14	9.48	4.11	2.03 603	12.38			1827	104.6	RA.....ROZA..... DN 4.6	21.2	E-80 W-60	11.35 335		f 9.17										
		f 1.27 901	f 6.03	9.40	4.03	1.55 901	12.30		W	1832	109.2	ON.....WYMER..... PN 4.2	16.6	80	11.17		f 8.58										
		f 1.20	f 5.53	9.33	3.55	1.48	12.23			1836	113.4	UM.....UMTANUM..... DN 2.8	12.4	E-80 W-60	11.08		f 8.42										
		f 1.16	5.47	9.28	3.50	1.43	12.18			1839	116.2	INDIO..... P 4.8	9.6	80	11.02		f 8.30										
		f 1.08	f 5.37	9.20	3.42	1.36	12.11			1843	121.0	RO.....THRALL..... DN 4.8	4.8	E-80 W-57	10.52		f 8.10										
		L 1.00PM	L 5.30AM 3	L 9.10PM	L 3.35AM 317	L 1.30PM	L 12.05AM	W C O T		1848	125.8	EB.....ELLENSBURG..... DN	0.0	Yard	L 10.40AM		L 7.50AM										
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	Tue. Thu. Sat.	Mon. Wed. Fri.									
0.04	0.06	0.58	2.12	4.50	3.50	3.50	3.40	3.15							7.00	0.08	6.25	5.10									
15.0	11.0	23.2	26.8	26.0	32.8	32.9	34.3	33.7							18.0	7.5	10.9	10.8									

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

See Special Rules Page 8 Governing Movement of Trains Between Pasco and Kennewick.

MANUAL BLOCK BETWEEN KENNEWICK AND NORTH YAKIMA. AUTOMATIC BLOCK BETWEEN NORTH YAKIMA AND ELLENSBURG.

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. 39 Nov. 23, 1913 Suc. No. 38A			Distance from Dayton	Car Capacity of Sidings	FIRST CLASS.			SECOND CLASS.	THIRD CLASS.							
907	905	903	355	351	349	347			348	350	352			356	904	906	908								
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.																									
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 2.25		f 1.25							
f 9.25			f 8.15	f 5.19	f 7.44	s 5.14	IG 4	4.2	BURBANK.....5.1	94.0	25	s 10.46	f 4.11	f 10.41		f 2.20		f 1.15							
									O.W.R. & N. Csg. 1 m. W. No Conn																
f 10.00			f 8.25	f 5.28	f 7.55	s 5.25	IG 8	9.3	TWO RIVERS.....3.3	88.9	28	s 10.88	f 4.01	f 10.81		f 2.00		f 12.50							
s 10.20 11.50PM 348-908			A s 8.35AM See 371 P.6	s 5.87	A s 8.05AM See 367 Page 6	s 5.87	IG 9 Y W	12.6	ATTALIA.....6.4	85.6	60	s 10.25 907	L 8.55PM	s 10.25		L 1.50PM		s 12.30AM 11.50PM 907							
f 12.20AM			EXCEPT SUNDAY	f 5.53		f 5.53	K A 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	K A 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	K A 10	21.2	SLATER.....4.3	77.0	32	s 10.08		f 10.08				f 11.10							
f 1.00				f 6.09		f 6.09	K A 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	K A 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	K A 22 Y C	33.5	JC.....EUREKA.....6.4	64.7	40	s 9.37		s 9.40			See 913 A s 9.00AM	f 10.20							
f 2.10	s 2.05			s 6.42		s 6.42	K A 29 W	39.9	MR.....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	K A 31	41.6	SHAW.....1.9	56.6	9	f 9.15		f 9.19				f 8.20 f 9.55							
f 2.30	f 2.30			f 6.52		f 6.52	K A 32	43.5	PADDOCK.....0.9	54.7	13	f 9.08		f 9.15				f 8.15 f 9.45							
f 2.35	f 2.35			f 6.55		f 6.55	K A 33	44.4	CLIMAX.....5.3	53.8	15	f 9.05		f 9.12				f 8.12 f 9.40							
f 2.55	f 2.55			f 7.05		f 7.05	K A 38	49.7	RULO.....2.7	48.5	30	f 8.58		f 9.00				f 7.58 f 9.20							
f 3.10	f 3.00			f 7.18		f 7.18	K A 41	52.4	THEIL.....3.3	45.8	18	f 8.45		f 8.54				f 7.50 f 9.00							
f 3.25	f 3.10			f 7.22		f 7.22	K A 44	55.7	DRY CREEK.....1.4	42.5	34	f 8.37 908		f 8.47				f 7.42 f 8.37 348							
f 3.30	f 3.15		357	f 7.26	353	f 7.26	K A 46	57.1	SUDBURY Spur.....2.1	41.1	8	f 8.83	354	f 8.43	358			f 7.35 f 8.15							
f 3.37	f 3.20		Mixed DAILY	f 7.80	Mixed DAILY	f 7.30 906	K A 48	59.2	PEDIGO.....5.2	39.0	16	f 8.29	Mixed DAILY	f 8.39	Mixed DAILY			f 7.30 347							
A 4.00AM	A 3.45PM		L 7.00AM See 915	L 10.15AM	A 7.45PM 908	L 6.00PM	K A 53 CWOT	64.4	F.....WALLA WALLA.....1.4	33.8	160	L 8.15PM	A 8.15AM	L 8.25AM	A 4.45PM		A 8.80AM	L 7.10AM L 7.45PM 351							
			A 7.10AM	10.20		6.04	K A 54	65.8	MILL CREEK JCT.....3.1	32.4	00	8.10			4.37		L 8.20AM								
				f 10.32		f 6.12	K A 57	68.9	RIFFLE.....1.7	29.3	31	f 8.08			f 4.25										
				f 10.38		f 6.16	K A 59	70.6	SAPOLIL.....1.0	27.6	17	f 7.59			f 4.12										
				f 10.44		f 6.20	K A 60	71.6	BUROKER.....0.6	26.6	28	f 7.56			f 4.06										
				f 10.47		f 6.22	K A 61	72.2	SPRING CREEK.....1.8	26.0	9	f 7.54			f 4.02										
				f 10.55		f 6.26	K A 63	74.0	GILLIAM.....1.5	24.2	10	f 7.50			f 3.53										
				s 11.04		s 6.30	K A 64	75.5	X.....DIXIE.....1.2	22.7	28	s 7.47		s 3.45											
				f 11.09		f 6.34	K A 65	76.7	EASTMAN.....3.3	21.5	20	f 7.42		f 3.35											
				f 11.24		f 6.43	K A 69	80.0	MINNICK.....5.2	18.2	20	f 7.34		f 3.20											
				f 11.41AM		f 6.56	K A 74	85.2	COPPEL.....3.3	13.0	40	f 7.21		f 3.00											
				s 12.01PM		s 7.05	K A 77 W	88.5	W.....WAITSBURG.....2.6	9.7	22	s 7.13		s 2.45											
				f 12.10		f 7.11	K A 79	91.1	HUNTSVILLE.....3.5	7.1	40	f 7.07		f 2.37											
				f 12.24		f 7.21	K A 83	94.6	O. W. R. & N. 2.8 Mi. W. No Conn.	3.6	17	f 6.59		f 2.24											
				f 12.28		f 7.24	K A 84	95.8	LONGS.....1.2	2.4	3	f 6.56		f 2.21											
				A 12.45PM		A 7.30PM	K A 87 WCT	98.2	DY.....DAYTON.....D	0.0	85	L 6.50AM		L 2.15PM											
DAILY	SUNDAY ONLY	MONDAY ONLY	DAILY	DAILY	DAILY	DAILY			Time Over Sub-Division			DAILY	DAILY	DAILY	EXCEPT SUNDAY	MONDAY ONLY	SUNDAY ONLY	DAILY							
5.30	2.05	0.10	2.30	2.35	1.30	2.45			Average Speed per Hour			23.0	23.8	25.8	13.5	14.4	8.4	16.9							

Westward. EIGHTH SUB-DIVISION. Eastward. (EUREKA BRANCH)						
3d Class. 913	Station Nos., Water, Distance from Eureka	TimeTable No.39 Nov. 23, 1913 Suc. No. 38A STATIONS. Telegraph Offices and Calls	Distance from Pleasant View	Car Capacity of Sidings	3d Class. 914	Mixed SUNDAY ONLY
Mixed						
SUNDAY ONLY						
L 9.30AM	K A 22 Y	0.0	JC.....EUREKA.....D	19.4	40	See 905 A s 1.30PM
f 9.40	K E 2	2.2	BABCOCK.....2.4	17.2	20	f 1.10
f 9.55	K E 4	4.6	LEE.....3.1	14.8	35	f 1.00
f 10.10	K E 7	7.7	ELWOOD.....3.8	11.7	20	f 12.45
f 10.80	K E 12 W	11.5	CLYDE.....1.6	7.9	39	f 12.25
f 10.85	K E 13	13.1	PICKARD.....1.7	6.3	19	f 12.10PM
f 11.00	K E 15	14.8	RESER.....4.6	4.6	20	f 11.59AM
A 11.15AM	K E 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. 913 has right over No. 914 Eureka to Pleasant View.						
Westward ELEVENTH SUB-DIVISION. Eastward (ATHENA BRANCH.)						
2d Class. 377	Station Nos., Water, Fuel Wyes	Distance from Smeltz	TimeTable No.39 Nov. 23, 1913 Suc. No. 38A STATIONS. Telegraph Offices and Calls	Distance from Athena	Car Capacity of Sidings	2d Class. 378
Mixed						
Tues, Wed, Fri, Sat						
L 10.10AM	K C 19 Y	0.0	SMELTZ.....3.6	14.5	25	See 356 P.6 A 12.10PM
f 10.20	K D 4	3.6	DUROC.....2.5	10.9	21	f 12.01PM
f 10.30	K D 6	6.1	WAYLAND.....2.6	8.4	22	f 11.50AM
f 10.40	K D 9	8.7	WATERMAN.....5.8	5.8	30	f 11.40
A 10.55AM	K D 14 W Y	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
MOUNTAIN GRADE—Smeltz to Hillsdale. REGISTERING STATIONS—Athena and Smeltz. No. 377 has right over 378 Smeltz to Athena.						
Westward. NINTH SUB-DIVISION. Eastward. (TRACY BRANCH.)						
3d Class. 915	Station Nos., Water, Distance from Mill Creek Jct.	TimeTable No.39 Nov. 23, 1913 Suc. No. 38A STATIONS. Telegraph Offices and Calls	Distance from Tracy	Car Capacity of Sidings	3d Class. 916	Mixed MONDAY ONLY
Mixed						
MONDAY ONLY						
L 7.10AM	K A 54	0.0	MILL CREEK JCT.....1.5	5.9	00	See 904 P.5 A 8.20AM
f 7.13	K B 3	1.5	HECTOR SPUR.....1.9	4.4	05	f 8.17
f 7.16	K B 5	3.4	HARBERT.....1.2	2.5	20	f 8.14
f 7.23	K B 6	4.6	KIBBLER.....1.3	1.3	00	f 8.07
A 7.30AM	K B 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. 915 has right over No. 916 Mill Creek Jn. to Tracy. REGISTERING STATION—Mill Creek Junction.						

STANDARD CLOCKS—Pasco and Walla Walla. **YARD LIMITS**—Pasco, Attalia and Walla Walla. Engines of greater weight than 84 (293,050 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. West wye switch at Pasco set for wye switch. Junction switch Attalia set for Walla Walla line. **EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION**

Junction switch Ainsworth Junction set for S. P. & S. line. 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. 857 has right over No. 358 Walla Walla to Dayton. All trains will reduce speed to 10 miles per hour over Snake River Bridge.

WESTWARD.

FIFTH SUB-DIVISION
(SUNNYSIDE BRANCH)

EASTWARD.

FIRST CLASS.				Water, Wyes	Station Numbers	Distance from Sunnyside Junction	Time Table No. 39		Distance from Sunnyside	Car Capacity of Sidings	FIRST CLASS.			
361		359					Nov. 23, 1913 Succeeding No. 88A				360		362	
Passenger	Passenger	STATIONS.					Passenger	Passenger						
DAILY	DAILY	Telegraph Offices and Calls					DAILY	DAILY						
L 8.37PM	L 7.58AM	 SUNNYSIDE JUNCTION..... P					A 10.00AM	A 6.20PM						
s 8.49	s 8.10	I B 3	3.2	R. & N. Csg. 3.1 (3.2) Mi. W. Over No	19.8	No Sdg.	s c 335 p 3	s c 337 p 3						
s 4.07	s 8.22	I B 8	8.2	GR.....GRANGER.....D	16.6	50	s 9.50	s 6.10						
s 4.22	s 8.35	W	I B 12	12.0	LO.....OUTLOOK.....D	11.6	30	s 9.35	s 5.48					
f 4.29	f 8.45		I B 16	16.0	SY.....SUNNYSIDE.....D	7.8	60	s 9.25	s 5.30					
A 4.42PM	A 9.00AM	Y	I B 20	19.8	LICHTY.....	3.8	27	f 9.18	f 5.22					
					O.W.R. & N. Csg. 3.3 Mi. W. Over	0.0	30	L 9.10AM	L 5.15PM					
1.05	1.02				GV.....GRAND VIEW.....D			0.50	1.05					
18.3	18.1				Time Over Sub-Divisions			23.8	18.3					
DAILY	DAILY				Average Speed per Hour			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 S4 (293,050 lbs) must not be run over Yakima River Bridge.
 No. 359 has right over No. 360, and No. 361 has right over No. 362 Sunnyside Junction to Grand View.

WESTWARD.

TWELFTH SUB-DIVISION
(SNAKE RIVER BRANCH)

EASTWARD.

FIRST CLASS				Water, Fuel, Scales Turntables and Wyes	Station Numbers	Distance from Riparia	Time Table No. 39 Nov. 23, 1913 Succeeding No. 88A		Distance from Pasco	Car Capacity of Sidings	FIRST CLASS			
			379					380						
			Passenger					Passenger						
			DAILY					DAILY						
			L 9.55PM	Y C	K F 64	0.0	AX RIPARIA..... DN 8.5 O W. R. & N. Csg.	66.6	60	A 1.20PM				
			f 10.13	W	K F 55	8.5	 PERRY 4.4	58.1	90	f 1.05				
			f 10.22		K F 51	12.9	 DAVIN Spur 7.0	53.7	30	f 12.51				
			f 10.36		K F 44	19.9	 HARDER 8.5	46.7	0	f 12.37				
			f 10.52	W	K F 35	28.4	 WINDUST 6.7	38.2	90	f 12.20				
			f 11.09		K F 29	35.1	 WALKER Spur 5.3	31.5	60	f 12.04PM				
			s 11.25	W	K F 23	40.4	SR..... SNAKE RIVER JCT... DN 26.2	26.2	0	s 11.50AM				

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

A 12.15AM	WC TYO	1721	66.6	PA. PASCO DN	0.0	1200	L 11.00AM		
DAILY							DAILY		
2.20				Time Over Sub-Divisions			2.20		
28.6				Average Speed per Hour			28.6		

WESTWARD.

SEVENTH SUB-DIVISION
(WALLULA BRANCH)

EASTWARD.

THIRD CLASS			2dCLASS	FIRST CLASS		Water and Wye	Station Numbers	Distance From Attalia	Time Table No. 39 Nov. 23, 1913 Succeeding No. 88A		Distance from Wallula	FIRST CLASS		2d CLASS	THIRD CLASS.	
911	909	371	369	367	368				370	372		910	912			
Freight	Freight	Mixed	Passenger	Passenger	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	Y W	I G 9	0.0	A.....ATTALIA.....D 0.7	2.5	A 8.55PM s c 350 p 5	A 1.50PM s c 356 p 5	A 11.50PM c 907 p 5	A 12.30AM c 908 p 5			
							0.7	O.W. R. & N. CROSSING..... No Connection 0.8	1.8	See 349						
		A 8.45AM s	L 8.35PM		Y	I G 16	1.5	HUNTS..... 1.0	1 0	A 8.23AM s	L 1.40PM					
A 11.59PM	A 11.00PM	See 355	A 8.40PM	A 8.18AM	Y	I G 17	2.5	JN.....WALLULA.....DN	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 H. unts. 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.

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

WESTWARD.

TENTH SUB-DIVISION
(PENDLETON BRANCH)

EASTWARD.

SECOND CLASS.		FIRST CLASS		Station Nos., Water, Fuel, Turntables and Wyes	Distance from Hunts	Time Table No. 39		Distance from Pendleton	Car Capacity of Sidings	FIRST CLASS.		SECOND CLASS.	
	355		349			Nov. 23, 1913 Succeeding No. 88A					350		356
	Mixed		Passenger			STATIONS.					Passenger		Mixed
	EXCEPT SUNDAY		DAILY			Telegraph Offices and Calls					DAILY		EXCEPT SUNDAY
	L 8.45AM		L 8.28AM	I G 16 Y	0.0	HUNTS.....	40.4	100	A 8.35PM		A 1.40PM		
	f 4.25		f 8.50	K C 11	11.1	O.W.R.&N.Csg (11.1) 4.5 Mi.W. Under	No C	onn	s See 369		s See 372		
	s 4.50		f 9.05	K C 16 W	15.7	RING.....	29.3	32	f 3.08		f 12.52		
	s 5.00		f 9.15	K C 18	18.1	VAN SYCLE.....	24.7	27	f 2.55		f 12.32		
	f 5.10		f 9.20	K C 19 Y	19.5	STANTON.....	22.3	38	f 2.50		f 12.20		
	f 5.20		f 9.25	K C 20	20.5	SMELTZ.....	20.9	25	f 2.47		s 12.15PM		
	s 5.35		s 9.33	K C 23 W	23.5	APEX.....	19.9	14	f 2.43		f 9.50		
	f 5.50		f 9.42	K C 28	28.1	HELIX.....	16.9	58	s 2.35		s 9.33		
	f 6.05		f 9.51	K C 32	32.2	MYRICK.....	12.3	50	f 2.28		f 9.12		
	f 6.10		f 9.55	K C 33	33.6	McCORMMACH.....	8.2	13	f 2.11		f 9.00		
	A 7.00AM		A 10.15AM	K C 40 W C T	40.4	FULTON.....	6.8	32	f 2.08		f 8.55		
	EXCEPT SUNDAY		DAILY			O.W. R. & N. CROSSING 6.2½ Mi. W.	No	Conn.	L 1.50PM		L 8.30AM		
	3.15		1.52			ND.....	PENDLETON.....	D	0.0	39			
	12.4		21.6										

No. 349 has right over No. 350, and No. 355 has right over No. 356 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.

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

Westward				THIRD SUBDIVISION				Eastward			
(CONNELL NORTHERN RAILWAY, ADRIAN BRANCH.)											
SECOND CLASS				Time Table No. 39				SECOND CLASS			
345				Nov. 23, 1913				346			
Mixed				Succeeding No. 38 A				Mixed			
Mon. Wed. Fri.				STATIONS				Tues. Thur. Sat.			
L 8.45 AM				Telegraph Offices and Calls				A 2.30 PM			
KI 60				Distance From Connell				KI 32			
0.0				Car Capacity of Sidings				11.1			
9.20				ADCO				60.8			
KI 49				11.1				28			
11.1				G.N. Csg. 1.0 Mi. W. Under Conn.				A 2.30 PM			
9.35				GLOYD Spur				1.55			
KI 45				4.1				20			
15.2				NAGEL Spur				1.35			
10.00				6.4				1.00			
W KI 39				WHEELER				89.2			
21.6				7.8				50			
10.30 AM				O.M. & P.S. Csg. 5.7 Mi. W. Under No				12.30 PM			
12.30 PM				Conn.				10.55 AM			
KI 32				BASSETT JCT.				10.50			
29.4				0.5				10.30			
12.35				RITELL				10.00			
KI 31				5.2				9.25			
29.9				WEST WARDEN Spur				8.45 AM			
12.55				8.8				4.10			
KI 25				Conn.				14.6			
85.1				O.M. & P.S. Csg. 1.4 Mi. W. Under, No							
1.25				BRUCE							
W KI 17				6.5							
84.9				SHANO Spur							
1.50				10.4							
KI 10				CN.....CONNELL.....DN							
50.4				Time over Subdivision							
A 2.30 PM				Average Speed per Hour							
W O Y 1686											
60.8											
3.45											
16.2											

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 Bassett Junction, and 10 miles per hour over Bridge 26 one mile west of Adco.

YARD LIMITS—Connell.
 STANDARD CLOCK—Connell.

Westward SIXTH SUBDIVISION Eastward

(CONNELL NORTHERN RAILWAY, RITZVILLE BRANCH.)

SECOND CLASS				Time Table No. 39				SECOND CLASS			
365 363				Nov. 23, 1913				364 366			
Mixed				Succeeding No. 38 A				Mixed			
Wed.				STATIONS				Tues. Thur. Sat.			
L 10.30 AM				Telegraph Offices and Calls				A 12.30 PM			
L 10.55 AM				Distance From Bassett				A 12.35 PM			
KI 32				Car Capacity of Sidings				L 11.45 AM			
0.0				BASSETT JCT.				L 11.40 AM			
12.3				C. M. & P. S. Csg. 1.3 Mi. W. Over No							
12.3				Conn.							
A 11.15 AM				SCHRAGG							
A 11.40 AM				0.0							
W KI 12				Time over Subdivision							
12.3				Average Speed per Hour							
.45											
16.4											

REGISTERING STATION—Bassett Jn.
 No. 363 has right over No. 364, and No. 365 has right over No. 366 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	B
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	.....	2350	.....	2200	.....	1150	.....
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.....	80 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
Wesley Junction.....	Toppenish and Eastern Ry.

THIRD SUB-DIVISION

Spur No. 1.....	West end
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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
McCormach.....	West end
Fulton.....	West end

ELEVENTH SUB-DIVISION.

Smeltz.....	Main line
Duroc.....	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 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 goes to caution or clear position, 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 and trains 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 goes to caution or clear position, 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 AND COLUMBIA RIVER BRIDGE INTERLOCKING PLANTS.

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 these particular points, 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 day indication of signals, and report same from the first open telegraph office.

Eastward trains on the S. P. & S. will be governed by indication of home signal at the Columbia River Bridge Interlocking Plant.

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, Ritzville (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 employees 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.

