

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME 28 TABLE

TO TAKE EFFECT AT 12:01 A. M.

(PACIFIC OR 120th MERIDIAN TIME)

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

SUNDAY, JANUARY 26TH, 1908.

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current Time Table, and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of the TRANSPORTATION RULES.

H. C. NUTT,
General Manager.

B. E. PALMER,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

J. L. DEFORCE,
Superintendent.

J. C. ROTH,
Assistant Superintendent of Transportation.

WAY FRT. No. 59		WAY FRT. No. 91		WAY FRT. No. 57		FREIGHT No. 53		Station Nos Water, Coal, Scattered, Table and Wyes	Distance from Spokane	TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27		Distance from Pasco	Capacity of Side Tracks	PASSENGER No. 5		PAS. ENGL. No. 1		PASSENGER No. 9		PASSENGER No. 13		PASSENGER No. 15		PASSENGER No. 3		PASSENGER No. 11	
Third Class DAILY		Third Class EX. SUNDAY		Third Class EX. SUNDAY		Second Class DAILY				STATIONS. Telegraph Offices and Calls				First Class DAILY		First Class DAILY		First Class DAILY		First Class DAILY		First Class DAILY		First Class DAILY		First Class DAILY	
De 9.00	P M			De 7.10	A M	De 12.15	P M	1576	0.0	SF	SPOKANE	145.7	500	De 5.40	A M	De 7.45	A M	De 7.00	A M	De 2.00	P M	De 4.00	P M	De 11.00	P M	De 4.15	P M
	M 60				C 9		M14	1577	1.5	NS	SEVENTH AVE.	144.2	00	*	5.45	*	7.50	* 7.05	* 2.05	* M10&58	* 4.05	* M16	* 11.05	* M4 & 12	* 4.20	* M16	
9.10				7.20		12.25		1582	6.2	WS	WINS	139.5	60	*	5.55	*	8.00	* 7.17	* 2.15		* 4.18		* 11.17	* 4.30			
9.35				7.40		12.45		1585	9.0	MR	MARSHALL	136.7	150	*	6.00	M54	* 8.05	Ar 7.25	A M	2.23	* 4.25	* 11.27	Ar 4.40	P M			
Ar 9.50	P M			Ar 8.00	1P	1.00	M10&58	1592	16.4	CY	CHENEY	129.3	144		6.20	M6	*	8.20	DAILY		Ar 2.40	P M	11.45	DAILY			
	M 60			De 8.15		1.30		1597	21.3	TY	MIDWAY	124.4	60		6.30		*	8.27	DAILY				* 11.55	P M			
				De 8.45		1.50		1603	27.1	VA	TYLER	118.6	120		6.40		*	8.37			F 5.03		* 12.05	A M			
				De 9.15		2.07		1607	30.9	KN	FISHTRAP	114.8	60		6.46		*	8.43			F 5.10		* 12.13				
				9.25		2.55	M16	1612	36.3	SX	KLINE	109.4	120		6.56		*	8.52			F 5.20		* 12.22				
				Ar 9.40	M2	3.10		1617	41.2	HI	SPRAGUE	104.5	180		7.05		*	9.00				5.35		12.30			
				De 9.45		3.22		1621	45.3	NS	CONCORD	100.4	60		7.13		*	9.10	M2			F 5.43		* 12.38			
				10.00		3.40		1627	51.1	VA	KEYSTONE	94.6	120		7.26		F	9.22				5.53		* 12.50			
				10.25		3.55		1633	56.9	HI	TOKIO	88.8	120		7.38		*	9.32	M58			F 6.05		* 1.00			
				Ar 10.45	M58	4.08		1637	61.3	N	MOORE	84.4	60		7.47		*	9.38				F 6.13		* 1.08			
				De 11.30		4.20		1641	64.9	RV	RITZVILLE	80.8	120		7.55	M58		9.45					6.20		1.15		
				11.45	A M	4.40		1647	70.6	NA	ESSIG	75.1	60		8.06		*	9.54				F 6.30		* 1.25			
				12.05	P M	4.55		1649	74.2	NA	PAHA	71.5	120		8.15	M2	*	10.00				F 6.35		* 1.33	M54		
				12.30		5.15		1653	78.5	LD	RUBY	67.2	60		8.23		*	10.08				* 6.42		* 1.40			
				12.45		5.30		1658	81.9	LD	LIND	63.8	180		8.30	P91	*	10.15				6.50		1.48			
				Ar 1.00	M16	5.50		1662	86.1	PX	AKRON	59.6	60		8.38		*	10.21				* 7.00		* 1.55			
				De 1.30		6.15		1667	89.8	PX	PROVIDENCE	55.9	120		8.45		*	10.27				F 7.10		* 2.03			
				2.00		6.35		1670	93.0	SC	BEATRICE	52.7	60		8.51		*	10.32				* 7.16		* 2.10			
				2.20		6.55		1674	97.8	SC	CUNNINGHAM	47.9	120		9.00		*	10.40				7.30	P53	* 2.20			
				2.40		7.15	M4	1677	101.1	TW	HATTON	44.6	60		9.07		*	10.46				7.38	M4	* 2.26			
				Ar 3.00	P M	7.35	M15P	1682	105.9	CN	EMERY	39.8	60		9.15		*	10.55	P91			* 7.48		* 2.35			
				De 8.35	A M	7.50		1686	110.5	AK	CONNELL	35.2	120		9.23		*	11.03	M92			* 7.57		* 2.45	M6		
				M 2	5P	8.10		1690	115.4	W	CACTUS	30.3	60		9.32		*	11.12	M16			* 8.07		* 2.55			
				8.55		8.30		1695	119.8	AK	MESA	25.9	120		9.40		*	11.20				F 8.15		* 3.03			
				9.10		8.50		1698	122.6	W	VALE	23.1	60		9.45	M92	*	11.25				* 8.20		* 3.08			
				9.25		9.40	M54	1704	128.5	W	ELTOPIA	17.2	120		9.56		*	11.33				8.30		* 3.15			
				9.45		10.05		1709	133.5	GD	SAGEMOOR	12.2	60		10.05		*	11.43				* 8.38		* 3.22			
				10.10		10.25		1714	138.2	PA	GLADE	7.5	120		10.15	M16	*	11.50	A M			* 8.45	M54	* 3.30			
				Ar 10.45	1 P	11.00		1721	145.7		PASCO	0.0	1200	Ar 10.35	A M	Ar 12.10	P M					Ar 9.05	P M	Ar 3.50	A M		
				De 11.00																							
				Ar 11.20	M52&16																						
				De 11.55	A M																						
				12.15	P M																						
				12.35																							
				12.45																							
				1.10																							
				1.30																							
				1.50																							
				Ar 2.30	P M																						

DAILY	EX. SUNDAY	EX. SUNDAY	DAILY	Time over District	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
(.50)	(5.55)	(7.50)	(10.45)	(4.55)	(4.25)	(.25)	(.40)	(5.05)	(4.50)	(.25)	
10.8	10.7	10.4	13.7	30.2	33.0	21.6	24.6	28.7	30.2	21.6	

Registering and Bulletin Stations—Spokane, Ritzville, Lind and Pasco.
 Branch line trains will register at Marshall and Cheney.
 Standard Clocks—Spokane, Lind and Pasco.
 Maximum grades between Providence and Cunningham.
 Derailing switches in passing track must always be left open when cars are left on passing track.
 Lind is district terminal for trains 57, 58, 91 and 92.
 All trains must approach W. C. Branch, Junction Switch East of Cheney, under full control.

Trains must not exceed speed of 8 miles per hour over street crossings in Spokane, Cheney, Sprague and Ritzville.
 Engineers will not be required to consult register except at initial or starting point.
 First-class trains when 15 minutes or more late, and extra trains running on schedule will observe same precautions in yard limits at Spokane, Ritzville, Lind and Pasco as are required of second and inferior class trains by Rule 298-F.
 Double track switch at Seventh Ave. will be set for east bound trains.

FIRST DISTRICT.

East Bound.

PASSENGER No. 4		PASSENGER No. 10		PASSENGER No. 14		PASSENGER No. 16		PASSENGER No. 2		PASSENGER No. 12		PASSENGER No. 6		Station Nos. Water, Coal, Scales, Table and Wyes	Distance from Spokane	TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27 STATIONS. Telegraph Offices and Calls		Distance from Pasco	Capacity of Side Tracks	FREIGHT No. 54		WAY FRT. No. 58		WAY FRT. No. 92		WAY FRT. No. 60	
First Class DAILY		First Class DAILY		First Class DAILY		First Class DAILY		First Class DAILY		First Class DAILY		First Class DAILY				Second Class DAILY				Third Class EX. SUNDAY		Third Class EX. SUNDAY		Third Class DAILY		Third Class DAILY	
Ar 11.00	P M M 3	Ar 2.00	P M M 13	Ar 11.58	A M M 53	Ar 3.40	P M M 15 & 11	Ar 10.40	A M	Ar 10.30	P M M 3	Ar 6.55	A M M 9, 1 & 57	1576	0.0	SPOKANE		145.7	500	Ar 6.40	A M M 9 & 57	Ar 1.45	P M M 13			Ar 8.40	P M M 59
* 10.51		* 1.50		* 11.48		* 3.33		* 10.33		* 10.20		* 6.46		1577	1.5	SEVENTH AVE.		144.2	00	6.30		1.35				8.25	
* 10.41		* 1.40		* 11.38		* 3.25		* 10.25		* 10.10		* 6.38		1582	6.2	WINS		139.5	60	6.15		1.15				8.10	
* 10.35	M 59	De 1.35	P M M 53	11.32		F 3.20		* 10.20		De 10.05	P M M 59	6.33		1585	9.0	MARSHALL		136.7	150	De 6.05	M 5	De 1.00	M 53			De 8.00	P M
10.20		DAILY		De 11.15	A M	3.05	M 13	* 10.07		DAILY		* 6.20	M 5	1592	16.4	CHENEY		129.3	144	5.10		12.20		DAILY			
* 10.10				DAILY		* 2.57		* 9.57				* 6.05		1597	21.3	MIDWAY		124.4	60	4.55		12.03	P M				
* 10.00						F 2.45		* 9.45	M 57			* 5.50		1603	27.1	TYLER		118.6	120	4.40		11.40	A M				
* 9.50						* 2.35	M 53	* 9.38				* 5.40		1607	30.9	FISHTRAP		114.8	60	4.23		11.25					
* 9.40						* 2.22		* 9.27				* 5.28		1612	36.3	KLING		109.4	120	4.00		11.05					
9.30						2.10		* 9.18				5.15		1617	41.2	SPRAGUE		104.5	180	3.40		De 10.45	M 57				
* 9.23						* 2.00		* 9.10	M 1			* 5.03		1621	45.3	CONCORD		100.4	60	3.20		10.15					
* 9.13						F 1.50		* 8.58				* 4.55		1627	51.1	KEYSTONE		94.6	120	3.02		9.55					
* 9.03						* 1.37		* 8.46				* 4.47		1633	56.9	TOKIO		88.8	120	2.45		De 9.32	M 1				
* 8.56						* 1.27		* 8.38				* 4.41		1637	61.3	MOORE		84.4	60	2.32		8.55					
8.50						1.20	M 57	8.32	P 58			4.35		1641	64.9	RITZVILLE		80.8	120	2.20		De 8.35	M 5				
* 8.37						* 1.07		* 8.22				* 4.21		1647	70.6	ESSIG		75.1	60	1.52		6.50					
* 8.29						F 12.58		* 8.15	M 5			* 4.13		1649	74.2	PAHA		71.5	120	De 1.33	M 3	6.35					
* 8.19						* 12.48		* 8.06				* 4.02		1653	78.5	RUBY		67.2	60	1.10		6.15					
8.10						12.40		* 8.00	M 91			3.55		1658	81.9	LIND		63.8	180	12.55		De 6.00	A M	Ar 2.00	P M		
* 8.02						* 12.28		* 7.52				* 3.47		1662	86.1	AKRON		59.6	60	12.35		EX. SUNDAY		1.40			
* 7.55						F 12.20		* 7.45				* 3.40		1667	89.8	PROVIDENCE		55.9	120	12.20		1.25					
* 7.45						* 12.08	P M	* 7.35				* 3.30		1670	93.0	BEATRICE		52.7	60	12.01	A M	1.05					
* 7.30	M 15 & 53					11.55	A M	* 7.21				* 3.17		1674	97.8	CUNNINGHAM		47.9	120	11.40	P M	12.45					
* 7.20						11.45		* 7.14				* 3.10		1677	101.1	HATTON		44.6	60	11.25		12.30					
* 7.05						* 11.34		* 7.04				* 2.57		1682	105.9	EMERY		39.8	60	11.00		12.05	P M				
6.55						11.25	P 92 M 91	* 6.55				2.45	M 3	1686	110.5	CONNELL		35.2	120	10.40				De 11.50	AM 16 P		
* 6.45						* 11.12	M 1	* 6.47				* 2.30		1690	115.4	CACTUS		30.3	60	10.25		10.30		Ar 10.58	M 1 & 91		
* 6.38						F 11.00		* 6.40				* 2.21		1695	119.8	MESA		25.9	120	10.10		10.00					
* 6.32						* 10.50		* 6.35				* 2.16		1698	122.6	VALE		23.1	60	10.00				De 9.45	M 5		
* 6.22						F 10.35		* 6.25				F 2.03		1704	128.5	ELTOPIA		17.2	120	9.40	M 53	9.15		Ar 9.40			
* 6.13						* 10.25		* 6.18				* 1.53		1709	133.5	SAGEMOOR		12.2	60	9.10		8.50					
* 6.05						* 10.15	M 5	* 6.10				* 1.45		1714	138.2	GLADE		7.5	120	De 8.45	M 15	8.30					
De 5.50	P M					De 10.00	A M	De 5.55	A M			De 1.30	A M	1721	145.7	PASCO		0.0	1200	De 8.15	P M	De 8.00	A M				

DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Time over District	DAILY	EX. SUNDAY	EX. SUN.
(5.10)	(.20)	(.43)	(5.40)	(4.45)	(.25)	(5.25)		(10.25)	(7.45)	(6.00)	(.35)
28.2	27.4	22.3	25.7	30.5	21.6	26.9	Average Speed per Hour	14.0	10.4	10.7	15.4

Registering and Bulletin Stations—Spokane, Ritzville, Lind and Pasco.
 Branch line trains will register at Marshall and Cheney.
 Standard Clocks—Spokane, Lind and Pasco.
 Maximum grades between Providence and Cunningham.
 Derailing switches in passing tracks must always be left open when cars are left on passing track.
 Lind is district terminal for trains 57, 58, 91 and 92.
 All trains must approach W. C. Branch, Junction Switch East of Cheney, under full control.

Trains must not exceed speed of 8 miles per hour over street crossings in Spokane, Cheney, Sprague and Ritzville.
 Engineers will not be required to consult register except at initial or starting point.
 First-class trains when 15 minutes or more late, and extra trains running on schedule will observe same precautions in yard limits at Spokane, Lind and Pasco as are required of second and inferior class trains by Rule 298-F.
 Double track switch at Seventh Ave. will be set for east bound trains.

West Bound.

SECOND DISTRICT

WAY FRT. No. 91	WAY FRT. No. 57	MIXED No. 33	FREIGHT No. 53	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pasco	TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27				Distance from Ellensburg	Capacity of Side Tracks	PASSENGER No. 3		PASSENGER NO. 5		PASSENGER No. 1		PASSENGER No. 15	
							STATIONS. Telegraph Offices and Calls						First Class		First Class		First Class		First Class	
							EX. SUNDAY						DAILY		DAILY		DAILY		DAILY	
	De 7.50 A M		De 12.05 A M	W C T Y	1721	0.0	PASCO 1.0				126.5	1200	De 4.00 A M		De 10.45 A M C 16		De 12.20 P M		De 9.15 P M	
					1722	1.0	P. & S. JUNCTION 1.8				125.5	00								
	8.10		12.20		1724	2.8	KENNEWICK 5.4				123.7	60	F 4.10		10.52		* 12.30		9 25	
	8.45		Ar 12.52 De 12.57 M 6	W	1729	8.2	RELIEF 4.1				118.3	120	* 4.21		* 11.03		* 12.40		* 9.40	
	Ar 9.15 De 9.20 M 16		1.25		1733	12.3	ERIE 4.8				114.2	60	* 4.31		* 11.12		* 12.47		* 9.50	
	10.00		1.45		1739	17.1	BADGER 3.6				109.4	120	* 4.41		* 11.21		* 12.55		* 10.00	
	10.20		2.00		1742	20.7	ROME 3.2				105.8	60	* 4.50		* 11.27		* 1.01		* 10.06	
	10.45		2.15	W	1745	23.9	KIONA 5.8				102.6	120	* 5.00 M 2		11.35		* 1.07 M 58		F 10.12	
	11.20		2.40		1751	29.7	CHANDLER 4.6				96.8	60	* 5.12		* 11.47		* 1.17		* 10.25	
	Ar 11.50 De 12.05 PM 5 P	AMM58	2.55		1756	34.3	GIBBON 6.0				92.2	120	* 5.22		* 11.57 A M P57 M58		* 1.25		* 10.37	
	Ar 12.45 De 1.40	1 P	3.20	W	1762	40.3	PROSSER 5.4				86.2	120	5.35		12.10 P M		* 1.35 P 57		10.50	
	2.10		3.42		1767	45.7	BYRON 6.4				80.8	60	* 5.45		* 12.20		* 1.45		* 11.05	
	Ar 2.45 De 3.15		Ar 4.09 De 4.14 M 2	W	1774	52.1	MABTON 3.5				74.4	120	6.00		12.35		* 1.55		11.20 M 6	
	Ar 3.43 De 3.48 M 4		4.25		1777	55.6	EMPIRE 4.7				70.9	60	* 6.07		* 12.42		* 2.02		* 11.27	
	Ar 4.10 De 4.15 M 54		4.40		1782	60.3	SATUS 5.5				66.2	120	* 6.17		* 12.52		* 2.10		F 11.40	
	4.55		4.58		1787	65.8	ALFALFA 1.8				60.7	120	* 6.28		F 1.03		* 2.20		F 11.52	
	5.05	De 9.30 A M	5.03		1789	67.6	SUNNYSIDE JUNCTION 3.2				58.9		* 6.33		* 1.08		* 2.23		* 11.57 P M	
De 10.00 A M C33	Ar 5.30 P M	9.40	5.15	W C T	1792	70.8	TOPPENISH 4.1				55.7	120	6.40		1.15 M 92		* 2.30		12.05 A M	
10.15		F 9.48	5.30		1796	74.9	MONTE 3.2				51.7	60	* 6.50		* 1.23		* 2.38		* 12.15	
10.30		9.58	5.45		1800	78.0	WAPATO 4.4				48.5	60	* 7.00 M 16		F 1.30		* 2.47		F 12.25	
10.50		10.10	6.05		1804	82.4	PARKER 3.7				44.1	60	* 7.10		* 1.40		* 2.57 M 4 & 54		* 12.37	
11.10		10.20	Ar 6.30 De 6.35 M 16		1807	86.1	YAKIMA CITY 3.7				40.4	60	* 7.20		1.47		* 3.04		* 12.50	
Ar 11.30 AM De 12.15 PM M 92		Ar 10.30 A M M 92	Ar 7.15 De 7.35 3 P	W C Y	1811	89.8	NORTH YAKIMA 4.0				36.7	200	7.30 P 53		1.55		3.10 M 34		1.00	
12.40			7.50		1815	93.8	WENAS 3.3				32.7	60	* 7.40		* 2.05 M 54		* 3.20		1.10	
1.00			8.05		1819	97.1	SELAH 4.0				29.4	120	* 7.50		* 2.15		* 3.27		* 1.20	
Ar 1.25 M 54 De 1.30			8.25		1822	101.1	HILLSIDE 4.4				25.4	60	* 8.00		* 2.23 M 4		* 3.35		* 1.30	
Ar 2.10 M 4 De 2.40 5P			8.45		1827	105.5	ROZA 4.6				21.0	120	* 8.10		F 2.33 P 91		* 3.45		* 1.42	
3.05			9.05 M 92	W	1832	110.1	CANYON 3.9				16.4	60	* 8.20		* 2.42		* 3.55		* 1.55	
3.25			9.20		1836	114.0	UMTANUM 2.8				12.5	120	* 8.32 M 92		* 2.50		* 4.05		* 2.05	
3.40			9.35		1839	116.8	INDIO 4.9				9.7	60	* 8.39		* 2.56		* 4.11		* 2.11	
Ar 4.00 De 4.25 1 P			9.55		1843	121.7	THRALL 4.8				4.8	120	* 8.50		* 3.05		* 4.20 P 91		* 2.27 M 2	
Ar 5.00 P M			Ar 10.25 A M	W C S T	1848	126.5	ELLENSBURG				0.0	500	Ar 9.05 A M		Ar 3.15 P M		Ar 4.30 P M		Ar 2.40 A M	
EX. SUNDAY	EX. SUNDAY	DAILY	DAILY				Time over District						DAILY	DAILY	DAILY	DAILY				
(7.00)	(10.00)	(1.00)	(10.20)				Average Speed per Hour						(5.05)	(4.35)	(4.10)	(5.25)				
8.0	7.0	22.0	12.3										25.0	28.0	30.4	23.7				

Registering and Bulletin Stations—Pasco, Toppenish, North Yakima and Ellensburg.
 Standard Clocks—Pasco, Toppenish, North Yakima and Ellensburg.
 Engineers will not be required to consult register except at initial or starting point.
 Trains must not exceed speed of 8 miles per hour over street crossings in North Yakima.
 Branch Line trains will register at Sunnyside Junction.
 All trains will come to full stop 200 feet from Draw Span Columbia river bridge and will not proceed until bridge is known to be closed and properly secured.

Toppenish is District Terminal for trains 57, 58, 91 and 92.
 First-Class trains when fifteen minutes or more late and extra trains running on schedule will observe same precaution in yard limits at Pasco, Toppenish, North Yakima and Ellensburg as are required of second and inferior class trains by Rule 298-F.
 North Yakima is District terminal for trains 33 and 34.
 When Nos. 15 and 2 meet at Ellensburg, No. 2 will take siding.

SECOND DISTRICT

East Bound.

PASSENGER NO. 6		PASSENGER NO. 4		PASSENGER No. 16		PASSENGER NO. 2		Water, Coal Scales, Table and Wyes	Station Numbers	Distance from Pasco	TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27		Distance from Ellensburg	Capacity of Side Tracks	MIXED No. 34		FREIGHT NO. 54		WAY FRT. No. 92		WAY FRT. NO. 58	
First Class		First Class		First Class		First Class					STATIONS. Telegraph Offices and Calls				Second Class		Second Class		Third Class		Third Class	
DAILY		DAILY		DAILY		DAILY				DAILY		DAILY		EX. SUNDAY		EX. SUNDAY						
Ar 1.20	A M	Ar 5.40	P M	Ar 9.50	A M	Ar 5.45	A M	WCTY	1721	0.0	PASCO	126.5	1200	Ar 7.35	P M			Ar 3.00	P M			
									1722	1.0	P. & S. JUNCTION	125.5	00									
F 1.10		5.30		9.40		* 5.35			1724	2.8	KENNEWICK	123.7	60		7.25				2.45			
* 12.57	M 53	* 5.20		* 9.27		* 5.27		W	1729	8.2	RELIEF	118.3	120		7.03				2.20			
* 12.47		* 5.13		* 9.20	M 57	* 5.20			1733	12.3	ERIE	114.2	60		6.48				2.00			
* 12.35		* 5.05		* 9.10		* 5.12			1739	17.1	BADGER	109.4	120		6.30				1.40			
* 12.27		* 4.57		* 9.02		* 5.06			1742	20.7	ROME	105.8	60		6.17				1.25			
* 12.20		4.50		F 8.55		* 5.00	M 3		1745	23.9	KIONA	102.6	120		6.05			De 1.10	M 1			
* 12.06	A M	* 4.40		* 8.42		* 4.50		W	1751	29.7	CHANDLER	96.8	60		5.47			Ar 1.00				
* 11.54	P M	* 4.30		* 8.32		* 4.40			1756	34.3	GIBBON	92.2	120		5.33			De 12.05	PM M5 & AM 57			
11.40		4.17		8.20		* 4.30			1762	40.3	PROSSER	86.2	120		5.15			11.10				
* 11.30		* 4.07		* 8.09		* 4.22		W	1767	45.7	BYRON	80.8	60		5.00			10.40				
11.20	M15	3.55		7.55		* 4.14	M 53		1774	52.1	MABTON	74.4	120		4.40			De 10.00				
* 11.13		* 3.48	M 57	* 7.48		* 4.09		W	1777	55.6	EMPIRE	70.9	60		4.30			Ar 9.30				
* 11.04		* 3.40		F 7.37		* 4.03			1782	60.3	SATUS	66.2	120		4.15	M 57		9.10				
F 10.54		F 3.30		F 7.27		* 3.56			1787	65.8	ALFALFA	60.7	120		3.57			8.50				
* 10.50		* 3.25		* 7.22		* 3.53			1789	67.6	SUNNYSIDE JUNCTION	58.9		Ar 4.05	P M	3.50			8.15			
10.43		3.20		7.15		* 3.48			1792	70.8	TOPPENISH	55.7	120	3.55		3.40	Ar 1.10	P M M 5	De 8.00	A M 16P		
* 10.34		* 3.11		* 7.07		* 3.42			1796	74.9	MONTE	51.7	60	F 3.47		3.28	12.50					
* 10.28		* 3.05		F 7.00	M 3	* 3.38		W C T	1800	78.0	WAPATO	48.5	60	3.40		3.20	12.35					
* 10.20		* 2.57	M 1 P 54	* 6.47		* 3.32			1804	82.4	PARKER	44.1	60	3.30	De 3.05	M 1 4 P	12.18					
* 10.13		* 2.50		F 6.35	M 53	* 3.26			1807	86.1	YAKIMA CITY	40.4	60	3.20	Ar 2.50		12.01	P M				
10.05		2.45		6.25		3.20			1811	89.8	NORTH YAKIMA	36.7	200	De 3.10	P M M 1 & 4 P	2.20	De 11.45	A M M 91 & 33	10.15			
* 9.56		* 2.38		F 6.17		* 3.14		W C Y	1815	93.8	WENAS	32.7	60		De 2.05	M 5	10.00					
* 9.49		* 2.32		* 6.10		* 3.09			1819	97.1	SELAH	29.4	120		Ar 2.00		9.45					
* 9.40		* 2.25	M 5	* 6.02		* 3.02			1822	101.1	HILLSIDE	25.4	60		1.45	M 91	9.25					
* 9.32		* 2.17	M 91	* 5.53		* 2.55			1827	105.5	ROZA	21.0	120		1.30		9.25					
* 9.21		* 2.10		* 5.45		* 2.47		W	1832	110.1	CANYON	16.4	60		12.55		De 9.05	M 53				
* 9.15		* 2.02		* 5.35		* 2.40			1836	114.0	UMTANUM	12.5	120		12.40		Ar 9.00	M 3				
* 9.10		* 1.57		* 5.27		* 2.34			1839	116.8	INDIO	9.7	60		12.30		De 8.32					
* 9.00		* 1.48		* 5.20		* 2.27	M 15		1843	121.7	THRALL	4.8	120		12.15		Ar 8.27					
De 8.50	P M	De 1.40	P M	De 5.10	A M	De 2.20	A M	W CST	1848	126.5	ELLENSBURG	0.0	500		De 12.01	P M	De 7.30	A M				
DAILY		DAILY		DAILY		DAILY								DAILY		DAILY		EX. SUNDAY		EX. SUNDAY		
(4.30)		(4.00)		(4.40)		(3.25)								(0.55)		(7.35)		(6.05)		(7.00)		
28.2		31.4		27.0		36.9								22.0		17.0		9.7		10.0		

Registering and Bulletin Stations—Pasco, Toppenish, North Yakima and Ellensburg.
 Standard Clocks—Pasco, Toppenish, North Yakima and Ellensburg.
 Engineers will not be required to consult register except at initial or starting point.
 Trains must not exceed speed of 8 miles per hour over street crossings in North Yakima.
 All trains will come to full stop 200 feet from Draw Span Columbia river bridge and will not proceed until bridge is known to be closed and properly secured.
 North Yakima is District terminal for trains 33 and 34.

Branch Line trains will register at Sunnyside Junction.
 First-Class trains when fifteen minutes or more late and extra trains running on schedule will observe same precaution in yard limits at Pasco, Toppenish, North Yakima and Ellensburg as required of second and inferior class trains by Rule 298-F.
 When Nos. 15 and 2 meet at Ellensburg, No. 2 will take siding.
 Toppenish is District Terminal for trains 57, 58, 91 and 92.

West Bound.

WALLA WALLA BRANCH

East Bound.

West Bound.

Eureka Branch. East Bound.

No. 107 MIXED				MIXED No. 105		MIXED No. 103		PASSENGER No. 101		Station Nos. Water, Coal, Scales, Table and Wyes.	Distance from Pasco	TIME TABLE NO. 28 January 26, 1908 Suc. W. & C. R. No. 57			Distance from Dayton	Capacity of Side Tracks	PASSENGER No. 102		MIXED No. 104		MIXED No. 106		MIXED No. 108		MIXED No. 109		TIME TABLE NO. 28 January 26, 1908 Suc. W. & C. R. No. 57			MIXED No. 110				
Third Class SUN. ONLY				Third Class DAILY		Second Cl'ss EX. SUNDAY		First Class DAILY				STATIONS.					First Class DAILY		Second Class EX. SUNDAY		Third Class DAILY		Third Class SUN. ONLY		Third Class SUN. ONLY		Telegraph Offices and Calls			Distance from Pleasant View		Capacity of Sidings		
De 4.00 A M				De 7.00 A M		De 6.05 A M		1721 WCYT		.0			Telegraph Offices and Calls			97.0		1200						De 9.15 A M		KA 22 Y			0.0		Ar 1.30 P M			
4.15				7.12		F 6.15		IG3		3.1			93.9		00		F 8.40		8.12		F 1.25				F 9.25		KE2			2.2		F 1.10		
F 4.25				7.16		F 6.18		IG4		4.1			92.9		25		F 8.37		8.04		F 1.15				F 9.40		KE4			4.7		F 1.00		
F 4.50				7.35		6.30		IG8		9.1			87.9		10		8.25		7.45		F 12.50				F 9.55		KE7			.6.6		F 12.45		
Ar 5 10 De 7.10				Ar 7.45 A M		6.40		IG9 Y		12.2			84.8		00		8.15		De 7.35 P M		De 12.30 A M Ar 11.30 P M				F 10.15		KE12 W			11.5		F 12.25		
F 7.40				EX. SUNDAY		F 6.57		KA7		17.8			79.2		4		F 7.58		EX. SUNDAY		F 11.05				F 10.20		KE13			12.9		F 12.10 P M		
F 7.45						F 7.00		KA8		18.6			78.4		9		F 7.55				F 11.00				F 10.45		KE15			14.9		F 11.59 A M		
F 7.55						7.05		KA 10		20.2			76.8		5		7.48				F 10.55				Ar 11.00 A M		KE19 T			19.4		De 11.40 A M		
F 8.15						F 7.18		KA 14		24.4			72.6		8		F 7.40				F 10.35				SUN. ONLY							SUN. ONLY		
F 8.30						F 7.23		KA 17		27.1			69.9		31		F 7.31				F 10.25													
De 1.40 P M				Ar 8.50 De 9.00 M 108		7.40		KA 22 Y		32.3			64.7		40		7.20				10.00		Ar 9.00 A M											
2.05				9.25		7.54		KA 29 W		38.8			58.2		30		7.05				9.15		8.35											
F 2.10				F 9.40		F 8.02		KA 31		40.5			56.5		9		F 6.58				F 9.05		F 8.25											
F 2.30				F 9.55		F 8.10		KA 32		42.3			54.7		13		F 6.54				F 8.55		F 8.18											
F 2 35				F 10.05		F 8.15 M108		KA 33		43.3			53.7		15		F 6.50				F 8.50		De 8.15 Ar 8.10 M101											
F 2 55				F 10.25		F 8.25		KA 38		48.7			48.3		30		F 6.38				F 8.30		F 7.50											
F 3.00				F 10.35		F 8.30		KA 41		51.2			45.8		18		F 6.30				F 8.17		F 7.35											
F 3.10				F 10.55		F 8.37		KA 44		54.6			42.4		34		F 6.22				F 8.00		F 7.15											
F 3.15				F 11.00		F 8.41		KA 46		55.9			41.1		8		F 6.18				F 7.54		F 7.08											
F 3.20				F 11.15		F 8.45		KA 48		57.8			39.2		16		F 6.14				F 7.47		F 7.02											
Ar 3.45 P M				Ar 11.45 A M		De 9.15 A M		Ar 9.00 A M		KA 53 WSCT			63.3			33.7		160		De 6.00 P M		Ar 5.15 P M		De 7.30 P M		De 6.45 A M		Ar 11.05 A M			KA 14 WY		14.1	
						* 9.20		KA 54		64.6			32.4		00						* 5.08													
						F 9.30		KA 57		67.7			29.3		31						F 5.02													
						F 9.34		KA 59		69.4			27.6		17						F 4.58													
						F 9.38		KA 60		70.5			26.5		28						F 4.53													
						F 9.41		KA 61		71.1			25.9		9						F 4.50													
						F 9.46		KA 63		72.7			24.3		10						F 4.45													
						9.50		KA 64		74.1			22.9		28						4.40													
						F 10.00		KA 65		75.4			21.6		10						F 4.28													
						F 10.15		KA 69		78.7			18.3		20						F 4.13													
						F 10.40		KA 74		83.9			13.1		40						F 3.45													
						F 10.55		KA 77 W		87.2			9.8		22						3.25													
						F 11.02		KA 79		89.4			7.6		40						3.19													
						F 11.12		KA 83		93.3			3.7		17						F 3.08													
						F 11.15		KA 84		94.6			2.4		3						F 3.05													
						Ar 11.25 A M		KA 87 WCT		97.0			.0		85						De 3.00 P M													
SUN. ONLY				DAILY		DAILY		DAILY								DAILY		DAILY		DAILY		SUN. ONLY												
(2.05)				(7.45)		(2.10)		(2.55)		Time over District			(2.55)			(2.15)		(6.10)		(2.15)														
14.0				8.0		15.7		21.6		Average Speed per Hour			21.6			15.1		10.2		14.0														

Registering Station—Eureka.
No. 109 has right to Pleasant View over No. 110.

West Bound. Athena Branch. East Bound.

MIXED No. 111		Station Nos. Water, Coal	Distance from Killian	TIME TABLE NO. 28 January 26, 1908 Suc. W. & C. R. No. 57			Distance from Athena	Capacity of Side Tracks	MIXED No. 112	
Second Cl'ss				STATIONS.					Second Cl'ss	
MON. WED. FRI.				Telegraph Offices and Calls					MON. WED. FRI.	
De 10.05 A M		MC 19 Y	.0	KILLIAN 3.6			14.1	25	Ar 12.35 P M	
F 10.20		KD4	3.6	HILLSDALE 2.5			10.5	21	F 12.10	
F 10.30		KD6	6.1	GRAND VIEW 2.7			8.0	22	F 12.01 P M	
F 10.40		KD9	8.8	WATERMAN 5.3			5.3	30	F 11.50 A M	
Ar 11.05 A M		KD 14 WY	14.1	ATHENA			.0	45	De 11.35 A M	
MON. WED. FRI.				CV					MON. WED. FRI.	

Registering Stations—Athena and Killian.
No. 111 has right to Athena over No. 112.

West Bound. TRACY BRANCH East Bound.

MIXED No. 113		Distance from Walla Walla	Station Nos. Water, Coal	TIME TABLE NO. 28 January 26, 1908 Suc. W. & C. R. No. 57			Distance from Tracy	Capacity of Side Tracks	MIXED No. 114	
Third Class Mon. Only				STATIONS.					Third Class Mon. Only	
De 7.00 A M		.0	KA 53 WS CT	WALLA WALLA 1.3			7.4	160	Ar 8.30 A M	
* 7.10		1.3	KA 54	MILL CREEK JCT. 1.7			6.1	00	* 8.20	
F 7.13		3.0	KB 3	HECTOR 1.8			4.4	00	F 8.17	
F 7.16		4.8	KB 5	HARBERT 1.2			2.6	20	F 8.14	
F 7.23		6.0	KB 6	KIBBLER 1.4			1.4	00	F 8.07	
Ar 7.30 A M		7.4	KB 7	TRACY			.0	20	De 8.00 A M	
Mon. Only									Mon. Only	

No. 113 has right to Tracy over No. 114.

J. G. CUTLER,
Assistant Superintendent.

Trains must not exceed six miles per hour in city limits of Walla Walla and Dayton.
All trains will come to full stop before crossing O. R. & N. track between Attalia and Adams; at Walla Walla, and between Huntsville and Longs, and draw at Snake River bridge. No. 111 has right over No. 112 to Dayton.
Registering Stations—Pasco, Attalia, Eureka, Walla Walla and Dayton.

West Bound. SUNNYSIDE BRANCH. East Bound.

MIXED No. 125				TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27				MIXED No. 126			
Second Class		Water, Coal, Scales, Tables, and Wyes.	Station Numbers.	Distance from Sunnyside Junction.	STATIONS.		Distance from Sunnyside.	Capacity of Side Tracks.	Second Class		
DAILY					Telegraph Offices and Calls.				DAILY		
De	4.05 P M		1788	0.0	SUNNYSIDE JUNCTION 3.0		20.0	No Sdg	Ar	9.30 A M	
	4.30		IB 3	3.0	GRANGER 5.0		17.0	50		9.15	
F	5.00		IB 8	8.0	OUTLOOK 4.0		12.0	30	F	8.45	
	5.20	W	IB 12	12.0	SUNNYSIDE 4.0		8.0	60		8.20	
F	5.40		IB 16	16.0	LIGHTY 4.0		4.0			7.50	
Ar	6.05 P M		IB 20	20.0	GRAND VIEW		0.0	30	De	7.30 A M	
DAILY									DAILY		

Branch Line trains must obtain orders before occupying main line at Sunnyside Junction.
 Registering stations—Sunnyside and Sunnyside Junction.
 Standard clock—North Yakima.

West Bound. PENDLETON BRANCH East Bound.

MIXED No. 323				MIXED No. 303				TIME TABLE NO. 28 January 26, 1908 Suc. W. & C. R. No. 57				MIXED No. 304			
Second Cl'ss		Station Nos. Water, Coal, Scales, Table and Wyes.	Distance from Hunts	Second Cl'ss		Station Nos. Water, Coal, Scales, Table and Wyes.	Distance from Pendleton	Capacity of Side Tracks	Second Cl'ss		Distance from Pendleton	Capacity of Side Tracks	Second Cl'ss		
DAILY				DAILY					EX. SUNDAY				EX. SUNDAY		
De	8.15 A M	IG16 WYC	.0	De	8.15 A M	IG16 WYC	45.3	100	Ar	7.10 P M					
F	9.00	KC11	10.9	F	9.00	KC11	29.4	32	F	6.35					
F	9.35	KC16 W	15.5	F	9.35	KC16 W	24.8	27	F	6.16					
F	9.55	KC18	17.9	F	9.55	KC18	22.4	38	F	6.05					
Ar	10.05 A M	KC19 Y	19.2	F	10.05	KC19 Y	21.1	25	F	6.00					
De	12.35 P M	KC20	20.2	F	10.15	KC20	20.1	14	F	5.55					
F	12.45	KC23 W	23.4	F	10.25	KC23 W	16.9	58	F	5.40					
F	1.10	KC28	27.8	F	10.40	KC28	12.5	50	F	5.20					
F	1.25	KC32	32.0	F	10.55	KC32	8.3	13	F	5.03					
F	1.33	KC33	33.3	F	11.03	KC33	7.0	32	F	4.56					
Ar	2.00 P M	KC40 WCT	40.3	Ar	11.30 A M	KC40 WCT	.0	39	De	4.30 P M					
Mon. Wed. & Fri		Tues. Thur. & Sat		Mon. Wed. & Fri		Tues. Thur. & Sat		Mon. Wed. & Fri		Tues. Thur. & Sat		Mon. Wed. & Fri			
(3.45)		(3.15)		(3.45)		(3.15)		(3.45)		(3.15)		(3.45)			
12.0		14.0		12.0		14.0		12.0		14.0		12.0			
Time over District				Time over District				Time over District							
Average Speed per Hour				Average Speed per Hour				Average Speed per Hour							
17.0				17.0				17.0							

No. 303 and No. 323 have right over No. 304 to Pendleton.
 Registering Stations—Pendleton and Killian.
 All trains will come to full stop before crossing O. R. & N. track at Pendleton.
 Trains must not exceed six miles per hour in city limits of Pendleton.

West Bound. WALLULA BRANCH East Bound.

MIXED No. 207	MIXED No. 205	MIXED No. 213	MIXED No. 203	Station Nos.	TIME TABLE NO. 28 January 26, 1908 Suc. W. & C. R. No. 57	MIXED No. 214	MIXED No. 204	MIXED No. 208	MIXED No. 206
Third Class	Third Class	Second Cl'ss	Second Cl'ss	Distance from Wallula	STATIONS.	Second Cl'ss	Second Cl'ss	Third Class	Third Class
DAILY	DAILY	EX. SUNDAY	EX. SUNDAY		Telegraph Offices and Calls	EX. SUNDAY	EX. SUNDAY	DAILY	DAILY
De	11.30 P M	De	5.10 A M	IG9	ATTALIA 2.0	Ar	7.35 P M	Ar	7.10 A M
	11.40	De	7.10 P M	IG16	HUNTS 1.0	Ar	8.10 A M	7.25	7.00
Ar	11.50 P M	Ar	5.30 A M	IG17	WALLULA 1.0	De	8.05 A M	De	7.20 P M
		Ar	7.15 P M			De	6.50 A M	De	6.50 A M
DAILY	DAILY	EX. SUNDAY	EX. SUNDAY			EX. SUNDAY	EX. SUNDAY	DAILY	DAILY

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

COMMERCIAL SPURS.
 Distance from Pasco Jct.
 Car Cap'y.
 Holmes 125.3 Miles | 15

RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNALS.

(Always have for reference copy of Block Signal Rules).

RULE 20—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders, and the block ahead is clear for an approaching train, signal should be changed to clear, so train can enter without reducing speed. This means that if an operator has no orders for this particular train, and the block ahead is clear, the signal will be changed to clear, so that this train may enter the block, regardless of the fact that operator may have orders for other trains. He must, however, display Stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond Block Signal. Under this rule only one train is affected by the clear signal and this the train which is immediately approaching on main track to enter block. **A CLEAR Signal MUST NOT Be Displayed Under Any Other Circumstances.**

An engine may pass a block signal at Danger in order to take coal or water or do switching in yards under the restrictions provided by general rules, but must in such case receive Block Clearance before departing from station.

Train and engine men must realize that Block Signal rules in no way modify train rules or time table regulations and do not relieve trainmen from necessity of flagging. Conductors must impress this upon their brakemen, and train and engine men understand that train must at all times be as fully protected as prior to Block System Operation.

RULE 43—Any train which has taken siding at a block station, must have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train which runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clearance to passenger train, so train will not be delayed.

Operators **MUST** display stop signal immediately after train has entered block and rear of train passed three hundred (300) feet beyond signal and markers been seen by operator, and not until this has been done should he notify preceding operator that block is clear, except as per Rule 9.

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it is desired to cancel a block or change arrangement of a block, if block clearance has been delivered, operator must not cancel the block or make any change until conductor's and engineer's copies of clearance have been returned to him.

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

Except during obscure weather permissive block to helper engines will be allowed following freight train ten minutes on Caution Card when authorized by dispatcher.

Attention of engineers is called to the very great importance of obtaining "Go ahead" signal from rear of train before passing any station and they should not only procure such signal, but have lookout kept for any other signal which might be given while train is passing station. If "Go ahead" signal is not received train must STOP. The same rule applies to train standing at station whether on main track or siding. Signal from rear must be received by engineer before starting.

Conductors will educate their brakemen and engineers their firemen in regard to these instructions and conductors arrange that signal will not be given until authorized by him and then transmitted to engineer.

Except on mountain grade, trains may proceed when block is occupied by work trains if provided with caution card stating that work train is in block. Work trains provided with caution card, will be permitted to follow trains at the expiration of fifteen minutes without waiting until block is clear. Two or more work trains may work in the block protecting against each other and under caution card.

A train intending to go to an intermediate siding to meet or be passed by a train must obtain caution card before entering the block, stating that "Train No. — and Train No. — will meet or pass at (naming the intermediate siding) as per time table or as per Train Order No. —." This will permit the opposing train to proceed with caution card to the intermediate siding without delay, beyond which point it cannot go unless the train named has arrived or receives further orders as per Block Rules Nos. 53 and 54, notwithstanding it may have train rights which otherwise permit it to do so.

After a train has entered a block with ample time and intention to go through to end of same for a certain train and for any reason cannot make the end of the block for the certain train it will go upon intermediate siding and the opposing train cannot enter the block until the train on intermediate siding has notified the signalman by telephone of its arrival and clearance at intermediate siding. If from failure of telephone the conductor at intermediate siding be unable to communicate with block office the opposing train must not enter block except under protection of fig. If, however, the trains are moving in the same direction caution cards will be issued to permit the following train to enter the block. It must be borne in mind that a train must not only have train rights rights permitting it to go, but block rights also.

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

AUTHORIZED SURGEONS, PASCO DIVISION.

LOCATION OF STRETCHERS (S)

DR. S. W. MOWERS, Chief Surgeon,
Western Division, Tacoma.

DR. J. P. AYLEN, Chief Surgeon,
Central Div., Missoula.

DR. N. F. ESSIG, Spokane (S)

DR. F. P. WITTER, Spokane (S)

DR. R. L. THOMPSON (Oculist), Spokane.

DR. F. A. POMEROY, Cheney.

DR. J. E. BITTNER, Sprague (S)

DR. F. R. BURROUGHS, Ritzville (S)

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

DR. C. C. McCOWAN, Prosser.

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

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

DR. E. E. SHAW, Walla Walla (S)

DR. C. J. SMITH, Pendleton (S)

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.