

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME 30 TABLE

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

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

SUNDAY, May 23rd, 1909.

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.

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.

WEST BOUND.

FIRST DISTRICT.

THIRD CLASS TRAINS.						SECOND CLASS.						Time Table No. 30. May 23, 1909. Succeeding No. 29A.		FIRST CLASS TRAINS.									
59	91	57	49	51	53	Station Nos., Water, Coal, Scales, Table and Wyes	Distance from Spokane	STATIONS. Telegraph Offices and Calls	Distance from Pasco	Capacity of Side Tracks	1	5	9	13	11	15	17	3	1	3			
Way Freight EXCEPT SUNDAY	Way Freight EXCEPT SUNDAY	Way Freight EXCEPT SUNDAY	Freight DAILY	Freight DAILY	Freight DAILY						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	S. P. & S. Passenger	S. P. & S. Passenger
8.45PM		7.10AM 16-54-9-1	10.35PM 2-12	5.05PM 15-11	12.20PM 6-14	1576 W C S T	0.0	SF.....SPOKANE.....N 1.5	145.7	500	6.40AM 54-4	7.50AM 9-16	8.10AM 5-1	2.00PM 58	4.15PM 15-51	4.55PM 51-11	7.00PM S. P. S. 3	9.25PM S. P. S. 2	8.00AM 9-5-57	6.45PM			
8.53		7.20	10.45	5.15	12.30	1577	1.5	NS.....SEVENTH AVE.....N 4.7	144.2	00	6.47 16	7.55	8.15	2.05	4.20	5.01	7.07	9.35 2	8.07	6.52			
9.05		7.45	11.05	5.35	12.50	1582	6.2	WS.....WINS.....N 2.8	139.5	60	6.59	8.05	8.22	2.13	4.30	5.11	7.17	9.44	8.15	7.00			
9.15PM 12-3-2		8.05 8.40 18-5	11.15	5.50	1.05 58	1585 W C Y	9.0	MR.....MARSHALL.....N 7.4	136.7	150	7.05	8.10 57	8.35AM 18-57	2.20 10	4.40PM	5.18	7.23	9.50 12-59	8.20AM 18	7.05PM			
		9.15	11.45PM	6.20	1.35	1592 W C Y	16.4	CY.....CHENEY.....N 4.9	129.3	144	7.20	8.25 18		2.40PM		5.35	7.40	10.05					
		9.35	12.05AM 12.10-4	6.35	1.50	1597	21.3	.....MIDWAY.....N 5.8	124.4	60	7.28	8.35				5.45	7.49	10.15				
		10.00	12.30	6.50	2.10	1603 W	27.1	TY.....TYLER.....N 3.8	118.6	120	7.40	8.45			f 5.57	f 8.00	10.25						
		10.20	12.42	7.02	2.25	1607	30.9	VA.....FISHTRAP.....N 5.4	114.8	60	7.50 18	8.52			f 6.05	* 8.07	10.32						
		10.45 11.05 6-58	1.00	7.17	2.45	1612	36.3	.....KLINE.....N 4.9	109.4	120	8.00	9.02			f 6.15	* 8.17	10.38					
		11.30	1.20	7.30	3.00	1617 W C Y	41.2	SX.....SPRAGUE.....N 4.1	104.5	180	8.10	9.10				6.25 2	8.25	10.45					
		11.50AM	1.32	7.43	3.12	1621	45.3	.....CONCORD.....N 5.8	100.4	60	8.18	9.18				8.33	10.53					
		12.20PM	1.47	8.00 8.05 2	3.30	1627 W	51.1	HI.....KEYSTONE.....N 5.8	94.6	120	8.29	9.29 58			* 6.48	f 8.48	11.05 4						
		12.50	2.00	8.25	3.45	1633	56.9	N.....TOKIO.....N 4.4	88.8	120	8.40 58	9.40			f 6.51	* 8.51	11.17						
		1.15	2.15 54	8.40	4.00	1637	61.3	.....MOORE.....N 3.6	84.4	60	8.48	9.47			* 6.59	* 8.58	11.27					
		1.30	2.30	8.55 9.10 17	4.15	1641 W	64.9	RV.....RITZVILLE.....N 5.7	80.8	120	8.55	9.55				7.05	9.05 51	11.35					
		2.00	2.55	9.30	4.40	1647	70.6	.....ESSIG.....N 3.6	75.1	60	9.05	10.08 6			* 7.17	* 9.15	11.47					
		2.20	3.10	9.45	4.55	1649 W	74.2	NA.....PAHA.....N 4.3	71.5	120	9.12	10.16			f 7.25 2	f 9.20	11.55PM						
		2.40	3.30	10.00 10.05-4	5.15	1653	78.5	.....RUBY.....N 3.4	67.2	60	9.19	10.23			* 7.33	* 9.28	12.01AM					
		8.00AM	3.00PM	3.45 3.50-16	5.30	1658 W C T	81.9	LD.....LIND.....N 4.2	63.8	180	9.25	10.30				7.40	9.35	12.08					
		8.25		4.03	10.40	1662	86.1	.....AKRON.....N 3.7	59.6	60	9.35 6	10.39			* 7.47	* 9.48 4	12.18					
		8.50		4.15	10.55	1667	89.8	PX.....PROVIDENCE.....N 3.2	55.9	120	9.40	10.45			* 7.55	* 9.55	12.25 54						
		9.10 9.20-6		4.25	11.05	1670	93.0	.....BEATRICE.....N 4.8	52.7	60	9.45	10.52			* 8.00	* 10.01	12.32					
		9.45 9.55-1		4.45	11.20 54	1674 W	97.8	SC.....CUNNINGHAM.....N 3.3	47.9	120	9.51 91	11.00			* 8.10	10.08	f 12.40						
		10.15		5.00	11.35	1677	101.1	TW.....HATTON.....N 4.8	44.6	60	9.56	11.08 92			* 8.17	10.15	f 12.46						
		10.35 92		5.15 5.20 18	11.59PM	1682	105.9	.....EMERY.....N 4.6	39.8	60	10.03	11.16			* 8.30	* 10.24	12.55					
		11.15 11.35 5		5.40	12.18AM	1686 W	110.5	CN.....CONNELL.....N 4.9	35.2	120	10.10 92	11.25 91				8.40 4	10.33 54	* 1.05					
		11.59AM		6.00	12.35	1690	115.4	.....CACTUS.....N 4.4	30.3	60	10.17	11.33			* 8.50	* 10.41	* 1.13					
		12.20PM		6.20	12.55	1695 W	119.8	AK.....MESA.....N 2.8	25.9	120	10.22	11.40			* 8.58	* 10.48	f 1.20						
		12.35		6.30	1.05	1698	122.6	.....VALE.....N 5.9	23.1	60	10.26	11.45			* 9.04	* 10.52	* 1.26					
		1.05		6.55	1.35 2.00 3-16	1704 W	128.5	W.....ELTOPIA.....N 5.0	17.2	120	10.35	11.55AM			* 9.15 54-53	* 11.00	f 1.40 51						
		1.30		7.20	2.20	1709	133.5	.....SAGEMOOR.....N 4.7	12.2	60	10.45	12.05PM			* 9.25	* 11.08	* 1.50 16					
		1.50		7.40 7.45-6-92	2.40	1714	138.2	GD.....GLADE.....N 7.5	7.5	120	10.55	12.15			* 9.35	* 11.15	* 2.05						
		2.30PM		8.50AM	3.15AM	1721 W C Y T	145.7	PA.....PASCO.....N	0.0	1200	11.10AM	12.30PM				9.50PM	11.30PM	2.25AM					
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
.45	6.30	7.50	10.15	10.10	10.10			Time over District			4.30	4.40	.25	.40	.25	4.55	4.30	5.00	.20	20			
10.8	10.	10.4	14.2	14.3	14.3			Average Speed per Hour			32.4	31.2	21.6	24.	21.6	29.5	32.4	29.2	27	27			

Registering and Bulletin Stations—Spokane and Pasco. No. 91, 92, 57 and 58 register Lind.
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, Ritzville and Lind.
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.

THIRD CLASS TRAINS.

SECOND CLASS.

FIRST CLASS TRAINS.

THIRD CLASS TRAINS.					SECOND CLASS.					FIRST CLASS TRAINS.									
					91	57	53	49	51	Time Table No. 30. May 23, 1909. Succeeding No. 29A.									
					Way Freight	Way Freight	Freight	Freight	Freight	STATIONS.									
					EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	Telegraph Offices and Calls									
					7.30 AM	11.30 PM	9.50 AM	4.15 PM											
					6	17	17	18											
					7.50	11.42 AM	10.05	4.30											
					8.25	11.52 PM	10.30	5.00											
					8.55	12.46 PM	10.50	5.25											
					9.30	12.51 PM	11.15	5.55											
					9.45	1.08	11.25	6.10											
					10.15	1.17	11.40	6.30											
					10.55	1.30	11.59 AM	6.35											
					11.30 AM	1.50	12.15 PM	7.00											
					1.00 PM	2.05	12.25 PM	7.45											
					1.49-58	2.26	12.50	7.45											
					1.80	2.31	1.10	8.05											
					2.10	2.50	1.30	8.25											
					2.30-5	3.15	1.40	8.33											
					2.45	3.30	1.55	8.55											
					2.50-54	3.45	2.10	9.10											
					3.14	4.10	2.20	9.18											
					3.19	4.15	2.37	9.30											
					3.2	4.30	2.45	9.30											
					3.19	4.45	2.50	9.48											
					4.20	5.03	3.50	10.05											
					4.30	5.30	3.55	10.25											
					9.40 AM	5.40	4.20	10.45											
					51-33	5.40	4.25	10.55											
					4.45 PM	6.10	4.50	11.05											
					4	6.30	5.15	11.22											
					10.00	6.50	5.35	11.35											
					10.15	7.10	5.55	11.55 AM											
					10.35	7.30	6.13	12.20 PM											
					10.55	7.50	6.35	12.46											
					11.15 AM	8.20	7.00	12.46											
					92	8.20	7.00	12.46											
					12.20	8.45	7.15	1.05											
					12.25-54	9.00	7.30	1.20											
					12.50	9.30	7.50	1.44											
					1.15	9.30	7.50	1.49											
					1.40	9.55 AM	8.15 PM	2.40 PM											
					2.04	54	16	4											
					2.09	8.45	7.15	1.05											
					2.25	9.00	7.30	1.20											
					3.25	9.30	7.50	1.44											
					1-4	9.30	7.50	1.49											
					3.45	9.55 AM	8.15 PM	2.40 PM											
					4.15	54	16	4											
					4.45 PM	9.55 AM	8.15 PM	2.40 PM											
					5	54	16	4											
					EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY										
					7.05	9.15	10.25	10.25	10.25										
					8.0	7.6	12.3	12.3	12.3										

Registering and Bulletin Stations—Pasco 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 and Toppenish.
 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. These trains register at Toppenish.
 First-class trains when 15 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, 34, 35, 36, 37 and 38. These trains will register at Sunnyside Junction and North Yakima.

Time over District.
 Average Speed per Hour.

7.10 AM	3.20 PM	4.55 PM	3.15 AM	3.55 AM	EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY
4.35	4.05	4.20	5.15	4.15	1.00	1.00	1.05
28.0	30.8	25.4	24.6	29.9	22.0	22.0	20.3

EAST BOUND.

SECOND DISTRICT.

THIRD CLASS TRAINS.

FIRST CLASS TRAINS.

FIRST CLASS TRAINS.								Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pasco	Time Table No. 30. May 23, 1909. Succeeding No. 29A.		Distance from Ellensburg	Capacity of Side Tracks	SECOND CLASS.			THIRD CLASS TRAINS.									
38	36	34	16	4	2	6	18				STATIONS.	54			92	58											
Passenger SUNDAY ONLY	Passenger EXCEPT SUNDAY	Passenger EXCEPT SUNDAY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY				Telegraph Offices and Calls.	Freight			Way Freight EXCEPT SUNDAY	Way Freight EXCEPT SUNDAY											
			1.20AM	7.30PM	5.00PM	7.25 ⁵⁷ AM	4.00 ⁵¹ AM	W C T Y	1721	0.0	PA.....PASCO.....N	126.5	1200	5.50PM		4.00PM											
									1722	1.0	.....P. & S. JUNCTION.....	125.5	00													
			1.13	7.20	* 4.53	* 7.15	f 3.50		1724	2.8	K.....KENNEWICK.....N	123.7	60	5.40		3.30											
			* 1.00	* 7.06	* 4.43	* 7.05	* 3.40	W	1729	8.2	RF.....VISTA.....N	118.3	120	5.27		3.07											
			* 12.51 ⁵³	* 6.57	* 4.35	* 6.57	* 3.33		1733	12.3	.....ERIE.....	114.2	60	5.18		2.50										
			* 12.38	* 6.45	* 4.27	* 6.48	* 3.23		1739	17.1	BA.....BADGER.....N	109.4	120	5.05		2.30											
			* 12.30 ¹⁷	* 6.38	* 4.20	* 6.42	* 3.17 ³		1742	20.7	.....ROME.....	105.8	60	4.52		2.15										
			f 12.20	6.30	* 4.15	* 6.35 ⁵¹	* 3.07	W	1745	23.9	KI.....KIONA.....N	102.6	120	4.40		2.00											
			* 12.06AM	* 6.17	* 4.04	* 6.24	* 2.55		1751	29.7	.....CHANDLER.....	96.8	60	4.22		1.35 1.30 ⁵										
			* 11.54PM	* 6.07	* 3.55	* 6.16	* 2.45		1756	34.3	GI.....GIBBON.....N	92.2	120	4.10		1.10											
			11.40 ¹⁵	5.55	* 3.45 ⁵⁴	* 6.05	2.31 ⁵³	W	1762	40.3	PR.....PROSSER.....N	86.2	120	3.50 3.40 ²		12.50PM 11.55AM 1-49-57											
			* 11.27	f 5.43	* 3.38	* 5.58	* 2.22		1767	45.7	.....BYRON.....	80.8	60	3.20		10.50										
			11.15	5.30	* 3.30	* 5.50	2.12	W	1774	52.1	MB.....MABTON.....N	74.4	120	3.00		10.00 9.30											
			* 11.08	* 5.22	* 3.25	* 5.45	* 2.07		1777	55.6	.....EMPIRE.....	70.9	60	2.50 ⁵⁷		9.10										
			* 11.00	f 5.12	* 3.19 ⁵⁷	* 5.39	* 2.00		1782	60.3	SU.....SATUS.....N	66.2	120	2.32 2.27 ⁵		8.55 8.50 ⁵¹											
			f 10.51	f 5.00	* 3.12	* 5.33	* 1.50 ¹⁷		1787	65.8	AF.....ALFALFA.....D	60.7	120	2.10 ⁴⁹		8.25											
8.55AM	4.20PM	7.55AM	* 10.48	* 4.57	* 3.09	* 5.30	* 1.47		1789	67.6	.....SUNNYSIDE JUNCTION.....	58.9		2.00 ³⁷		8.15										
8.45	4.10	7.45	10.43	4.50 ⁵⁷	* 3.05 ⁴⁹	* 5.25	1.40	W C T	1792	70.8	TN.....TOPPENISH.....N	55.7	120	1.45 ³⁷	2.00PM	8.00AM											
f 8.36	f 4.02	f 7.37	* 10.34	* 4.42	* 3.00 ⁵	* 5.15 ³	* 1.32		1796	74.9	.....MONTE.....	51.7	60	1.27 1.22 ¹⁻⁹²	1.32 1.17 ¹⁻⁵⁴											
8.30	3.55 ⁴⁹	7.30	f 10.28	f 4.35	* 2.56	* 5.08 ⁵³	* 1.25		1800	78.0	WA.....WAPATO.....N	48.5	60	1.13	12.45												
f 8.20	f 3.45	f 7.19	* 10.20	* 4.25 ⁴⁹	* 2.50 ³⁷	* 5.00	* 1.15 ¹⁵		1804	82.4	.....PARKER.....	44.1	60	1.00	12.05PM											
f 8.10	f 3.38	f 7.08	* 10.13	* 4.18	* 2.45	* 4.53	* 1.07		1807	86.1	KM.....YAKIMA CITY.....N	40.4	60	12.50	11.45AM												
8.00AM	3.30PM ⁵	7.00AM	10.05	4.10 ³⁶	2.40	4.45	1.00	W C Y	1811	89.8	YA.....NORTH YAKIMA.....N	36.7	200	12.40	11.20 10.30 33-51-91												
			* 9.54	f 3.58	* 2.34	* 4.37	* 12.53		1815	93.8	WN.....SELAH.....D	32.7	60	12.25 ⁹¹	10.15												
			f 9.47	* 3.50 ⁵	* 2.29	* 4.32	* 12.48		1819	97.1	AH.....POMONA.....N	29.4	120	12.10PM	10.00												
			* 9.40	* 3.43	* 2.22 ¹	* 4.23	* 12.42		1822	101.1	.....HILLSIDE.....	25.4	60	11.55AM ⁵¹	9.40											
			* 9.32	f 3.36	* 2.15	* 4.15	* 12.35		1827	105.5	RA.....ROZA.....N	21.0	120	11.42	9.20												
			* 9.22	* 3.29	* 2.09 ⁹¹	* 4.06	* 12.28	W	1832	110.1	.....CANYON.....	16.4	60	11.30	9.00											
			* 9.14	f 3.23 ⁹¹	* 2.02	* 3.59	* 12.22		1836	114.0	UM.....UMTANUM.....N	12.5	120	11.18	8.45 8.35 ⁵³												
			* 9.09	* 3.18	* 1.57	* 3.53	* 12.17		1839	116.8	.....INDIO.....	9.7	60	11.10	8.20											
			* 9.00	* 3.10 ¹	* 1.49 ⁵¹	* 3.45 ¹⁷	* 12.09		1843	121.7	Z.....THRALL.....N	4.8	120	10.55	7.55												
			8.50PM ⁴⁹	3.00PM ⁵¹	1.40PM	3.35AM ¹⁵	12.01AM	W C S T	1848	126.5	EB.....ELLENSBURG.....N	0.0	500	10.40AM ⁵³	7.30AM ³												
SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY											
.55	.50	.55	4.30	4.30	3.20	3.50	3.59							7.10	6.30	8.00											
24.	26.	24.0	28.	28.0	38.1	33.1	31.7							17.9	8.6	8.8											

Time over District.

Average Speed per Hour.

Registering and Bulletin Stations—Pasco and Ellensburg. Standard Clocks—Pasco, Toppenish, North Yakima and Ellensburg. Engineers will not be required to consult register except at initial or starting point.

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 33-34-35-36-37-38. These trains will register at North Yakima.

First-class trains when 15 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. Toppenish is district terminal for trains 57, 58, 91 and 92.

WEST BOUND.

WALLA WALLA BRANCH.

EAST BOUND.

West Bound. EUREKA BRANCH. East Bound.

THIRD CLASS.			2d Class.	FIRST CLASS.			Station Nos., Water, Coal, Scales, Table, and Ways	Distance from Pasco	Time Table No. 30. May 23, 1909. Suc. No. 29A.				Distance from Dayton	Capacity of Side Tracks	FIRST CLASS.			2d Class.	THIRD CLASS.		
107	105	123	111	103	99	101			102	100	104	112			124	122	106	108			
Mixed	Freight	Freight	Mixed	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Mixed			Freight	Freight	Freight	Mixed			
SUNDAY ONLY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY			Tues., Thur. and Sat.	Mon., Wed. and Fri.	DAILY	SUNDAY ONLY			
9.40PM	7.00AM			8.00AM	7.45PM	7.50AM	1721 WCYT	0.0	PA.....PASCO.....N	97.0	1200	9.40PM	12.05PM	9.00PM		5.30PM	7.30PM	1.40AM			
S. P. & S. RULES AND TIME CARD GOVERN BETWEEN PASCO AND AINSWORTH—SEE SPECIAL RULES, PAGE 8.																					
9.55	7.20		f 8.10	f 7.55	f 8.00	IG 3	3.1	AINSWORTH 1.0	93.0	00	f 9.25	f 11.50AM	f 8.45		5.15	7.15	1.25				
10.05	7.25		f 8.18	f 7.58	8.08	IG 4	4.1	BURBANK 5.0	92.9	25	9.22	f 11.47	f 8.42		5.10	7.10	1.15				
10.30	7.45		f 8.25	f 8.10	8.15	IG 8	9.1	TWO RIVERS 3.1	87.9	10	9.10	f 11.35	f 8.30		4.50	6.50	12.50				
10.40 11.30PM 106	8.00AM			8.35AM	8.20 104	IG 9 Y	12.2	ATTALIA 5.6	84.8	60	9.00	11.25	8.20PM 99		4.40PM	6.40PM	12.30AM 11.30PM 105				
12.01AM				f 8.37	f 8.42	KA 7	17.8	ADAMS 0.8	79.2	4	f 8.43	f 11.08					11.10				
12.05				f 8.40 102	f 8.45	KA 8	18.6	LEGROW 1.6	78.4	9	f 8.40 99	f 11.05					11.05				
12.15				f 8.45	8.50	KA 10	20.2	SLATER 4.2	76.8	5	8.33	f 10.58					11.00				
12.35				f 8.58	f 9.08	KA 14	24.4	WELLAND 2.7	72.6	8	f 8.25	f 10.50					10.40				
12.50				f 9.03	f 9.08	KA 17	27.1	ADKINS 5.2	69.9	31	f 8.16	f 10.41					10.35				
1.40PM	1.20			9.20	9.25	KA 22 Y	32.3	EUREKA 6.5	64.7	40	8.05	10.30					10.15	9.00AM			
2.05	1.45			9.34 100	9.39	KA 29 W	38.8	LAMAR 1.7	58.2	30	7.50	10.15				9.35 9.15 99	8.85				
f 2.10	2.05			f 9.42	f 9.47	KA 31	40.5	SHAW 1.8	56.5	9	f 7.43	f 10.08				9.05	f 8.25				
f 2.30	2.20			f 9.50	f 9.55	KA 32	42.3	RAY 1.0	54.7	13	f 7.38	f 10.03				8.55	f 8.18				
f 2.35	2.30			f 9.55	f 10.00 100	KA 33	43.3	CLIMAX 5.4	53.7	15	f 7.35	f 10.00 101				8.50	f 8.13				
f 2.55	2.50			f 10.05	f 10.10	KA 38	48.7	RULO 2.5	48.3	30	f 7.23	f 9.48				8.30	f 7.58				
f 3.00	3.00			f 10.10	f 10.15	KA 41	51.2	THEIL 3.4	45.8	18	f 7.15	f 9.40				8.17	f 7.48				
f 3.10	3.20			f 10.17	f 10.22	KA 44	54.6	DRY CREEK 1.3	42.4	34	f 7.07	f 9.32				8.00	f 7.38				
f 3.15	3.25			f 10.21	f 10.26	KA 46	55.9	SUDBURY 1.9	41.1	8	f 7.03	f 9.28				7.54	f 7.34				
f 3.20	3.40			f 10.25	f 10.30	KA 48	57.8	WATERLOO 4.7	39.2	16	f 6.59	f 9.24				7.47	f 7.30				
							62.5	O. R. & N. CROSSING 0.8	34.5												
3.45PM	4.10AM				10.40PM	10.45AM	KA 53 WSCT	63.3	F.....WALLA WALLA 1.3	33.7	160	6.45PM	9.10AM		5.15PM		7.30PM	7.15AM			
					* 11.05		KA 54	64.6	MILL CREEK JCT 3.1	32.4	00				* 5.08						
					f 11.15		KA 57	67.7	EVANS 1.7	29.3	31				f 5.00						
					f 11.19		KA 59	69.4	STANFIELD 1.1	27.6	17				f 4.55						
					f 11.22		KA 60	70.5	BURKER 0.6	26.5	28				f 4.50						
					f 11.25		KA 1	71.1	SPRING CREEK 1.6	25.9	9				f 4.45						
					f 11.30		KA 63	72.7	GILLIAM 1.4	24.3	10				f 4.40						
					11.40		KA 64	74.1	X.....DIXIE 1.3	22.9	28				4.35						
					f 11.48AM		KA 65	75.4	EASTMAN 3.3	21.6	10				f 4.23						
					f 12.05PM		KA 69	78.7	MINNICK 5.2	18.3	20				f 4.18						
					f 12.20		KA 74	83.9	COPPEI 3.3	13.1	40				f 3.45						
					12.40		KA 77 W	87.2	W.....WAITSBURG 2.2	9.8	22				3.25						
					f 12.47		KA 79	89.4	HUNTSVILLE 3.3	7.6	40				f 3.19						
								92.7	O. R. & N. CROSSING 0.6	4.3											
					f 12.57		KA 83	93.3	LONGS 1.3	3.7	17				f 3.08						
					f 1.00		KA 84	94.6	KLUM 2.4	2.4	3				f 3.05						
					1.10PM		KA 87 WCT	97.0	DY.....DAYTON 0.0	0.0	85				3.00PM						
SUNDAY ONLY	DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY			Time over District.			DAILY	DAILY	DAILY	DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.	DAILY	SUNDAY ONLY		
2.05	6.30	1.00	2.10	.35	2.55	2.55			Average Speed per Hour.			2.55	2.55	.40	2.15	.50	.50	6.10	1.45		
14.8	9.4	12.2	15.4	20.6	21.8	21.8						21.8	21.8	18.0	15.1	14.4	14.4	10.0	17.7		

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

West Bound. ATHENA BRANCH. East Bound.

2d Class.			Station Nos., Water, Coal	Distance from Killian	Time Table No. 30. May 23, 1909. Suc. No. 29A.			Distance from Athena	Capacity of Side Tracks	2d Class.	
311	Mixed	Mon., Wed., Fri.			312	Mixed	Mon., Wed., Fri.				
10.10AM	10.10AM	10.10AM			10.10AM	10.10AM	10.10AM				
10.10AM	10.10AM	10.10AM			10.10AM	10.10AM	10.10AM				
10.10AM	10.10AM	10.10AM	K C 19 Y	0.0	SMELTZ 3.6	14.1	25	12.10PM			
f 10.20			K D 4	3.6	HILLSDALE 2.5	10.5	21	f 12.01PM			
f 10.30			K D 6	6.1	WAYLAND 2.7	8.0	22	f 11.50AM			
f 10.40			K D 9	8.8	WATERMAN 5.3	5.3	30	f 11.40			
10.55AM			K D 14 W Y	14.1	CV.....ATHENA 0.0	0.0	45	11.25AM			

Registering Stations—Athena and Smeltz. No. 311 has right to Athena over No. 312.

West Bound. TRACY BRANCH. East Bound.

3d Class.			Station Nos., Water, Coal	Distance from Walla Walla	Time Table No. 30. May 23, 1909. Suc. No. 29A.			Distance from Tracy	Capacity of Sidings	3d Class.	
113	Mixed	MONDAY ONLY			114	Mixed	MONDAY ONLY				
7.00AM	7.00AM	7.00AM			7.00AM	7.00AM	7.00AM				
7.00AM	7.00AM	7.00AM			7.00AM	7.00AM	7.00AM				
7.00AM	7.00AM	7.00AM	KA 53 WSCT	0.0	F.....WALLA WALLA 1.3	7.4	160	8.30AM			
* 7.10			KA 54	1.3	MILL CREEK JCT 1.7	6.1	00	* 8.20			
f 7.13			KB 3	3.0	HECTOR 1.8	4.4	00	f 8.17			
f 7.16			KB 5	4.8	HARBERT 1.2	2.6	20	f 8.14			
f 7.23			KB 6	6.0	KIBBLER 1.4	1.4	00	f 8.07			
7.30AM			KB 7	7.4	TRACY 0.0	0.0	20	8.00AM			

No. 113 has right to Tracy over No. 114. Registering Station—Walla Walla.

J. G. CUTLER,
Assistant Superintendent.

Trains must not exceed six miles per hour in city limits of Walla Walla and Dayton. Registering Stations—Pasco, Attalia, Eureka, 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. West wye switch at Pasco set for wye switch. Junction switch Ainsworth Junction set for S. P. & S. line. Junction switch Attalia set for Walla Walla line. Junction switch Hunts set for Wallula line.

WEST BOUND.			SUNNYSIDE BRANCH.			EAST BOUND.							
SECOND CLASS TRAINS.			Time Table No. 30. May 23, 1909. Succeeding No. 29A.			SECOND CLASS TRAINS.							
129	127	125	Water, Coal, Scapes, Tables, and Wyes	Station Numbers	Distance from Sunnyside Junction	STATIONS.			Distance from Sunnyside	Capacity of Side Tracks	126	128	130
Mixed	Mixed	Mixed				Telegraph Offices and Calls	Mixed	Mixed			Mixed		
SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY				EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY			EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY
8.55AM	4.20PM	8.00AM		1788	0.0	SUNNYSIDE JUNCTION 3.0		20.0	No Sdg.		10.20AM	6.50PM	2.15PM
9.10	4.32	8.10		I B 3	3.0	GRANGER 5.0		17.0	50		10.10	6.40	2.10
9.30	4.50	f 8.30		I B 8	8.0	OUTLOOK 4.0		12.0	30		f 9.50	6.18	2.00
9.45	5.05	8.45	W	I B 12	12.0	SUNNYSIDE 4.0		8.0	60		9.35	6.00	1.45
9.52	5.12	8.52		I B 16	16.0	LICHTY 4.0		4.0			9.27	5.52	1.37
10.00AM	5.20PM	9.00AM		I B 20	20.0	GRAND VIEW		0.0	30		9.20AM	5.45PM	1.30PM
SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY									EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY

Branch Line trains must obtain orders before occupying main line at Sunnyside Junction
 Registering Stations—Grand View and Sunnyside Junction
 Standard Clock—North Yakima.
 Nos. 125, 127 and 129 have right over Nos. 126, 128 and 130.

WEST BOUND.			PENDLETON BRANCH.			EAST BOUND.						
THIRD CLASS.			Time Table No. 30. May 23, 1909. Succeeding No. 29A.			FIRST CLASS.						
325	323	303	Station Nos., Water, Coal, Scapes, Table and Wyes	Distance from Hunts	STATIONS.			Distance from Pendleton	Capacity of Side Tracks	304	324	322
Freight	Freight	Passenger			Telegraph Offices and Calls	Passenger	Freight			Freight		
Mon., Wed., Fri.	Tues., Thurs., Sat.	DAILY			DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.			DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.
8.10AM	8.10AM	9.00AM	I G 16 W Y C	0.0	HUNTS 10.9		40.3	100		8.00PM	4.30PM	6.30PM
9.00	9.00	f 9.30	K C 11	10.9	RING 4.6		29.4	32		f 7.33	3.42	5.42
9.35	9.35	f 9.50	K C W 16	15.5	VAN CYCLE 2.4		24.8	27		f 7.20	3.22	5.22
9.45	9.45	f 10.00	K C 18	17.9	STANTON 1.3		22.4	38		f 7.15	3.10	5.10
10.00AM 12.15PM 303	10.00 10.15 303	f 10.05 323-325	K C 19 Y	19.2	SMELTZ 1.0		21.1	25		f 7.12	3.05	5.05
12.25	10.25	f 10.10	K C 20	20.2	APEX 3.2		20.1	14		f 7.08	3.00	5.00
12.40	10.40	10.18	K C 23 W	23.4	HELIX 4.4	D	16.9	58		7.00	2.45	4.45
12.55	10.55	f 10.27	K C 28	27.8	MYRICK 4.2		12.5	50		f 6.48	2.25	4.25
1.15	11.15	f 10.36	K C 32	32.0	McCORMMACH 1.3		8.3	13		f 6.36	2.05	4.05
1.20	11.20	f 10.40	K C 33	33.3	FULTON 6.4		7.0	32		f 6.33	2.00	4.00
				39.7	O. R. & N. CROSSING 0.6		0.6					
1.50PM	11.50AM	11.00AM	K C 40 W C T	40.3	PENDLETON	D	0.0	39		6.15PM	1.30PM	3.30PM
Mon., Wed., Fri.	Tues., Thurs., Sat.	DAILY								DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.
5.25	3.25	2.0			Time over District					1.45	3.0	3.0
11.6	11.6	20.1			Average Speed per Hour					22.8	13.3	13.3

No. 303 has right over No. 304 to Pendleton. Nos. 323 and 325 have rights over Nos. 324 and 322 to Pendleton.
 Registering Stations—Pendleton and Smeltz.
 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.							
THIRD CLASS TRAINS.			Time Table No. 30. May 23, 1909. Succeeding No. 29A.			FIRST CLASS.							
223	207	205	Station Numbers	STATIONS.			Distance from Wallula	214	204	208	206	224	222
Freight	Freight	Freight		Telegraph Offices and Calls	Passenger	Passenger		Passenger	Passenger	Passenger	Freight	Freight	Freight
EXCEPT SUNDAY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.
8.00AM	11.30PM	10.40PM	I G 9	A.....ATTALIA.....D		3.0		8.20PM	11.30PM	12.30AM	4.40PM	6.40PM	
8.10AM			I G 16	HUNTS 1.0		1.0		9.00AM	11.20	12.20	4.30PM	6.30PM	
	11.50PM	10.50PM	I G 17	JN.....WALLULA.....N		0.0		8.50AM	8.10PM	11.10PM	12.10AM		
EXCEPT SUNDAY	DAILY	DAILY						DAILY	DAILY	DAILY	DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.

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.	
	Car Cap'y
Holmes.....125.3 Miles	15
WALLA WALLA BRANCH.	
Dumas.....92.1 "	5

RULING 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 each 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 flag. 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 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, and after getting complete will deliver a copy to the engineer.

SPECIAL RULES AND INSTRUCTIONS.

All trains between Ainsworth 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.

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.

AUTHORIZED SURGEONS, PASCO DIVISION.

LOCATION OF STRETCHERS (S)

DR. S. W. MOWERS, Chief Surgeon,
Western Division, Tacoma.
DR. J. P. AYLEN, Chief Surgeon,
Central Division, Missoula.
DR. 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).
Lind (S)
DR. J. P. DRISCOLL, Pasco (S)

DR. H. M. HOWARD, 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 reg-

ularly 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.

A. G. KAMM, Trainmaster, Spokane.

E. A. CROOKS, Chief Dispatcher, Pasco.

JAMES SHANNON, Trainmaster, Pasco.

TONNAGE RATING—FREIGHT ENGINES.

DISTRICTS.	ENGINES.								DISTRICTS.	ENGINES.							
	Class W		Class S 4		Class F 1		Class D 3 & E 1			Class S 4		Class F 1		Class D 3 & E 1 Moguis		Class B & C 8 Wheel Stand- ards	
	A	B	A	B	A	B	A			A	B	A	B	A	B	A	B
1st District. Pasco to Spokane with helper, Cunningham to Providence and Sprague to Fishtrap.....	1600	.....	1250	.....	1200	.....	965		Pasco to Hunts	1500	.....	1500	.....	1200	.....	900	.....
Without helper	1200	.....	900	.....	750	.....	620		Hunts to Walla Walla	550	.....	550	.....	350	.....	250	.....
Spokane to Cheney, with helper	1500	.....	1250	.....	1100	.....	876		Walla Walla to Dayton	500	.....	500	.....	300	.....	200	.....
Without helper	1100	.....	900	.....	850	.....	576		Dayton to Walla Walla	550	.....	550	.....	300	.....	200	.....
Cheney to Providence	1600	.....	1250	.....	1200	.....	650		Walla Walla to Hunts	800	.....	800	.....	550	.....	350	.....
Providence to Pasco	60	cars.	60	cars.	60	cars.	40		Hunts to Pasco	1500	.....	1500	.....	1200	.....	900	.....
2nd District. Pasco to Badger	1500	.....	1150	.....	1100	.....	741		Hunts to Apex	325	.....	325	.....	225	.....	175	.....
Badger to Ellensburg	1700	.....	1350	.....	1300	.....	890		Apex to Pendleton	800	.....	800	.....	600	.....	500	.....
Ellensburg to Kiona	60	cars.	60	cars.	60	cars.	1235		Pendleton to Apex	500	.....	500	.....	300	.....	200	.....
Kiona to Pasco	1950	.....	1600	.....	1500	.....	938		Apex to Hunts	20	cars.	20	cars.	20	cars.	20	cars.
									Killian Jct. to Athena	325	.....	325	.....	240	.....	175	.....
									Athena to Killian Jct.	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.	20	cars.	20	cars.	20	cars.

ten minutes on caution

train before passing any
ht be given while train is
ng at station whether on

ctors arrange that signal

caution card stating that
ration of fifteen minutes
other and under caution

efore entering the block,
ne table or as per Train
out delay, beyond which
d 54, notwithstanding it

rain and for any reason
cannot enter the block
intermediate siding. If
pposing train must not
s will be issued to per-
ats permitting it to go,

der in writing, repeat it

oint unless otherwise

authorized com-
assume charge of

ed elsewhere un-
in the discharge

ster, Pasco.

