

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME **31** TABLE

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

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

SUNDAY, October 31st, 1909

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 **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.

Time Table No. 31.

8	260	234	4	2	232	258	6	236	2	42	4	Station Nos. Water, Coal, Scales, Tables and Wyes	Distance from Spokane	October 31, 1909 Succeeding No. 30.	Distance from Pasco	Capacity of Side Tracks	602	664	807	888
Passenger	Passenger	Passenger	Passenger	S. P. & S. Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	S. P. & S. Passenger			STATIONS.			Freight	Freight	Way Freight	Way Freight
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			Telegraph Offices and Calls			DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
12.45AM	10.45PM	10.15PM 601	9.35PM	9.25PM	2.45PM	2.30PM	11.20AM	11.00AM	7.55AM 883-SPS1	7.40AM 8-SS3 SPS1	7.00AM	1576 W C S T	0.0	SF.....SPOKANE.....N	145.7	500	6.20AM 1-239	4.45AM	1.45PM 235	
* 12.35	* 10.37 601	* 10.05	* 9.28	* 9.19	* 2.35	* 2.22	* 11.12	* 10.53	* 7.47 5	* 7.30	* 6.55 259	1577	1.5	NS.....SEVENTH AVE.....N	144.2	00	6.05	4.35	1.35	
* 12.27	* 10.25	* 9.55	* 9.20	* 9.10	* 2.25	* 2.15 235	* 11.05	* 10.45	* 7.40	* 7.15 259	* 6.50 1	1582	6.2	WS.....WINS.....N	139.5	60	5.45	4.25	1.20	
* 12.20 7	f 10.20	9.50PM 663-4 280-S.P.S.2	* 9.15 663-234 S.P.S.2	9.05PM 4-234-663 S.P.S.3	2.20PM 237-258	2.10 232	* 10.59	10.35	* 7.35 259	* 7.03 1	6.40AM	1585 W C Y	9.0	MR.....MARSHALL.....N	136.7	150	5.30	4.15AM	1.10 1.05 603	
12.05AM 601	10.05		* 9.00			1.55 603	* 10.45 236-883	10.20AM 883-6	* 7.23 1	6.45		1592 W C Y	16.4	CY.....CHENEY.....N	129.3	144	5.00		12.45	
* 11.55PM	* 9.53		* 8.50 3			* 1.45	* 10.33		* 7.15	* 6.32		1597	21.3	.....MIDWAY.....	124.4	60	4.40		12.30	
* 11.45	f 9.40		* 8.38			f 1.35	* 10.20		* 7.03	* 6.18		1603 W	27.1	TY.....TYLER.....N	118.6	120	4.18		12.15	
* 11.38	f 9.32		* 8.30			* 1.27	* 10.12		* 6.48	* 6.10		1607	30.9	VA.....FISHTRAP.....N	114.8	60	4.05		12.01PM 883	
* 11.29	f 9.20 3		* 8.20 257			* 1.15	* 10.00		* 6.40	* 5.57		1612	36.3	.....KLINE.....N	109.4	120	3.45		11.45AM	
11.20	9.10		* 8.10			1.05 883	* 9.50		* 6.30	5.45		1617 W C Y	41.2	SX.....SPRAGUE.....N	104.5	180	3.25		11.30	
* 11.14	* 9.01		* 8.03 605			* 12.55	* 9.40		* 6.23	* 5.36		1621	45.3	.....CONCORD.....N	100.4	60	3.10		11.10	
* 11.05	f 8.50 257-605		* 7.53			f 12.45	* 9.30 5		* 6.13	* 5.28		1627 W	51.1	HI.....KEYSTONE.....N	94.6	120	2.55		10.50	
* 10.57	f 8.35		* 7.45			* 12.32	* 9.22		* 6.03	* 5.18		1633	56.9	N.....TOKIO.....N	88.8	120	2.35 601		10.30	
* 10.50	* 8.23		* 7.37			* 12.22	* 9.15 259		* 5.55	* 5.11		1637	61.3	R.....COKER.....N	84.4	60	2.15		10.15	
10.45	8.15		7.30			12.15	9.10 884		* 5.50	5.05		1641 W	64.9	RV.....RITZVILLE.....N	80.8	120	1.55 1.50 7		10.00 8.15 1-239-5-6	
* 10.33	* 7.59		* 7.18			* 12.01PM	* 8.55 1		* 5.38	* 4.51		1647	70.6	.....ESSIG.....N	75.1	60	1.25		7.45	
* 10.25 3	f 7.50		* 7.10 41			f 11.54AM	* 8.48		* 5.31	* 4.43		1649 W	74.2	NA.....PAHA.....N	71.5	120	1.10		7.35	
* 10.15 605	* 7.39		* 7.02			* 11.44	* 8.41		* 5.22	* 4.33		1653	78.5	.....RUBY.....N	67.2	60	12.50		7.15	
10.05	7.30 41		6.55			11.35	8.35		* 5.15	4.25 601		1658 W C T	81.9	LD.....LIND.....N	63.8	180	12.35		7.00AM	2.00PM
* 9.55 257	* 7.18		* 6.45			* 11.25	* 8.25		* 5.06	* 4.15		1662	86.1	.....AKRON.....N	59.6	60	12.25		1.45	
* 9.45	f 7.10		* 6.38			* 11.18	* 8.18 885		* 5.00 601	* 4.05		1667	89.8	PX.....PROVIDENCE.....N	55.9	120	12.15AM		1.30	
* 9.38	* 7.01		* 6.30			* 11.10	* 8.12		* 4.52	* 3.57		1670	93.0	.....BEATRICE.....N	52.7	60	11.55PM		1.10	
* 9.25	f 6.50		* 6.22 603			f 11.00 5	* 8.02		* 4.42	* 3.45		1674 W C	97.8	SC.....CUNNINGHAM.....N	47.9	120	11.35 605		12.45	
* 9.18	f 6.42 603		* 6.15			f 10.53	* 7.55		* 4.35	* 3.38		1677	101.1	TW.....HATTON.....N	44.6	60	11.15 11.10 3		12.30	
* 9.05	* 6.30		* 6.05			* 10.45 259	* 7.45		* 4.24	* 3.25		1682	105.9	.....EMERY.....N	39.8	60	10.50		12.05PM	
8.55	6.20		* 5.55			10.35 885	* 7.35		* 4.15	3.15 7		1686 W	110.5	CN.....CONNELL.....N	35.2	120	10.35 10.30 257		11.45AM 11.20 5-885	
* 8.45 41	* 6.07		* 5.45			* 10.25	* 7.27		* 4.05	* 3.07		1690	115.4	.....CACTUS.....N	30.3	60	10.10		11.00 10.55 259	
* 8.35	f 6.00		* 5.38			f 10.15 1-886	* 7.20		* 3.59	* 3.00		1695 W	119.8	AK.....MESA.....N	25.9	120	9.50		10.20 10.10 1-258	
* 8.30 603	* 5.50		* 5.34			* 10.09	* 7.15 601		* 3.54	* 2.55		1698	122.6	.....VALE.....N	23.1	60	9.40		9.40	
* 8.19	f 5.40		* 5.25			f 9.57	* 7.05		* 3.45 7	* 2.45		1704 W	128.5	W.....ELTOPIA.....N	17.2	120	9.13 9.08 41-603		9.00	
* 8.09	* 5.27		* 5.15			* 9.45	* 6.55		* 3.35	* 2.37		1709	133.5	.....SAGEMOOR.....N	12.2	60	8.45		8.40	
* 8.00	f 5.17		* 5.08			* 9.35	* 6.48		* 3.28	* 2.30 605		1714	138.2	GD.....GLADE.....N	7.5	120	8.25		8.20 8.15 601	
7.45PM 602	5.00PM 4		4.55PM 260-885			9.20AM 601	6.35AM		3.15AM 605	2.15AM		1721 W C Y T	145.7	PA.....PASCO.....N	0.0	1200	7.50PM 8		7.40AM	
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
5.00	5.45	.25	4.40	.20	.25	5.10	4.45	.40	4.40	5.25	.20			Time over District.			10.50	.30	7.30	6.00
29.0	25.4	21.6	31.3	27.0	21.6	28.0	30.2	24.0	31.3	27.	27.0			Average Speed per Hour.			13.5	18.	10.9	10.6

Registering and Bulletin Stations—Spokane and Pasco.
No. 883, 884, 885 and 886 will register at 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 tracks must always be left open when cars are left on passing track.
Lind is district terminal for trains 883, 884, 885 and 886.
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.

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THIRD CLASS TRAINS.

SECOND CLASS.

FIRST CLASS TRAINS.

889	887	603	601	605
Way Freight	Way Freight	Freight	Freight	Freight
EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY
	7.30AM	11.30PM	9.50AM	4.15AM
	7.55	11.42 257	10.00	4.30
	8.45 8.50 258	12.25AM	10.25	4.57 5.07 7
	9.15	12.50	10.40	5.25
	9.45	1.20-3 1.30-42	11.05	5.47 5.52-6
	10.00	1.50	11.13	6.05
	10.30	2.23 2.28-2	11.25	6.20
	11.05 888	2.45	11.45	6.45
	11.30AM	3.00	11.59AM	7.05
	12.10PM 12.40 1-601	3.15	12.20PM 12.30 1-887	7.35 7.40 258
	1.10	3.30	12.50	8.00
	1.55 2.25 259-5-602	3.45	1.10	8.20 888
	2.55 3.18 4-260	3.55	1.25	8.35
	3.40	4.10	1.40 602	8.50
	4.05	4.25 4.30-6	1.58	9.10
	4.15 280	4.40	2.03	9.18 278
9.00AM	4.30PM	4.55	2.15 3.20 280-4-277 5-259-890	9.30
9.25		5.15	3.35 3.40-280	9.48
9.45		5.30	3.55	10.05
10.10		5.38 6.03 255	4.15	10.25
10.30		6.20	4.32 4.37-8	10.45
11.00 11.45AM 605-890		6.35 282	5.00	11.05 889-890
12.05PM 12.10 602		6.55	5.20	11.22
12.30		7.10	5.35	11.35
1.00		7.30	6.00	11.55AM 602
1.30 2.25 260-4-1		7.50	6.20	12.20PM
3.00		8.10	6.45	12.45
3.33 3.38 8		8.30	7.05	1.13 1.18 260
3.55		8.40 890	7.25	1.40 1.45-4
4.20		9.03 9.13-7	7.45	2.10
4.45PM 5		9.55AM 602	8.15PM	2.40PM 8
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

Time Table No. 31.

October 31, 1909.
Succeeding No. 30.

STATIONS.

Telegraph Offices and Calls

Station Numbers	Distance from Pasco	Stations	Distance from Ellensburg	Capacity of Side Tracks
1721	0.0	PA.....PASCO.....N	126.5	1200
1722	1.0	.....P. & S. JUNCTION.....	125.5	00
1724	2.8	K.....KENNEWICK.....N	123.7	60
1729	8.2	RF.....VISTA.....N	118.3	120
1733	12.3	.....ERIE.....	114.2	60
1739	17.1	BA.....BADGER.....N	109.4	120
1742	20.7	.....ROME.....	105.8	60
1745	23.9	KI.....KIONA.....N	102.6	120
1751	29.7	.....CHANDLER.....	96.8	60
1756	34.3	GI.....GIBBON.....N	92.2	120
1762	40.3	PR.....PROSSER.....N	86.2	120
1767	45.7	.....BYRON.....	80.8	60
1774	52.1	MB.....MABTON.....N	74.4	120
1777	55.6	.....EMPIRE.....	70.9	60
1782	60.3	SU.....SATIS.....N	66.2	120
1787	65.8	AF.....ALFALFA.....D	60.7	120
1789	67.6	.....SUNNYSIDE JUNCTION.....	58.9	
1792	70.8	TN.....TOPPENISH.....N	55.7	120
1796	74.9	.....MONTE.....	51.7	60
1800	78.0	WA.....WAPATO.....N	48.5	60
1804	82.4	.....PARKER.....	44.1	60
1807	86.1	KM.....YAKIMA CITY.....N	40.4	60
1811	89.8	YA.....NORTH YAKIMA.....N	36.7	200
1815	93.8	WN.....SELAH.....D	32.7	60
1819	97.1	AH.....POMONA.....N	29.4	120
1822	101.1	.....HILLSIDE.....	25.4	60
1827	105.5	RA.....ROZA.....N	21.0	120
1832	110.1	.....CANYON.....	16.4	60
1836	114.0	UM.....UMTANUM.....N	12.5	120
1839	116.8	.....INDIO.....	9.7	60
1843	121.7	Z.....THRALL.....N	4.8	120
1848	126.5	EB.....ELLENSBURG.....N	0.0	500

3	3	7	1	259	5	1	41	257	281	279	277
Passenger	S. P. & S. Passenger	Passenger	Passenger	Passenger	Passenger	S. P. & S. Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY
12.45AM S.P.S. 3	12.55AM 3	4.40AM	11.05AM	12.05PM S.P.S. 1	12.30PM	12.35PM 259	10.00PM	11.40PM			
	12.59AM					12.39PM					
* 12.50		f 4.46	* 11.10	f 12.15	f 12.35		10.07	* 11.47PM 603			
* 1.05		* 5.02 605	* 11.20	f 12.25	* 12.46		* 10.20	* 12.01AM			
* 1.13		* 5.10	* 11.30	* 12.33	* 12.55		* 10.32	* 12.10			
* 1.25 42-603		* 5.24	* 11.40	f 12.42	* 1.05		* 10.45	* 12.20			
* 1.32		* 5.30	* 11.45	* 12.47	* 1.10		* 10.51	* 12.25			
* 1.42		f 5.40 6	* 11.52AM	12.55 888	* 1.20 888		* 11.00	* 12.33			
* 1.57		* 5.53	* 12.05PM 888	* 1.08	* 1.30		* 11.13	* 12.45 42			
* 2.10 2		* 6.03	* 12.12	f 1.20	* 1.39		* 11.23	* 12.55			
* 2.20		6.15	* 12.20 601-887	1.35	1.50		11.35	f 1.08			
* 2.27		* 6.25	* 12.33	f 1.49	* 2.00		* 11.45	* 1.18			
* 2.37		6.35	* 12.43	2.08 2.18 5-602-887	2.13 887-259-602		f 11.59PM 42	f 1.30			
* 2.42		* 6.44	* 12.48	* 2.30	* 2.18		* 12.08AM	* 1.38 2			
* 2.48		* 6.55 268	* 12.55	f 2.50 260	* 2.28		* 12.20	* 1.47			
* 2.55		f 7.05	* 1.05	f 3.03 4	* 2.40 260		* 12.34	* 1.55			
* 2.59		* 7.10	* 1.08	* 3.07	* 2.45		* 12.37	* 2.00	10.20AM	6.20PM	2.15PM
* 3.03		7.15 888	* 1.13 602	3.15 601	2.55 4		12.45	f 2.05	10.30	6.30	2.30 260-601
* 3.08		* 7.23	* 1.20	* 3.23	* 3.05		* 12.55	* 2.13	f 10.40	f 6.40	f 2.37
* 3.13		f 7.30 282	* 1.25 890	3.30 280	* 3.12		* 1.05 2	* 2.18	10.48	6.50	2.45 4
* 3.19		* 7.40	* 1.32	* 3.40	* 3.20 280		* 1.15	* 2.25	f 11.00	f 7.00	f 3.00
* 3.24		* 7.50	* 1.38	* 3.45	* 3.26		* 1.26	* 2.30	f 11.10	f 7.10	f 3.10
3.30		8.00 278	1.45	3.55	3.35		1.35	2.40	11.20AM 890	7.20PM	3.20PM
* 3.40 6		* 8.08	* 1.55 260	f 4.05	* 3.45		* 1.45	* 2.50			
* 3.48		* 8.15	* 2.03	f 4.15 8	* 3.55		* 1.51	* 2.56			
* 3.57		* 8.24	* 2.10 4	* 4.25	* 4.05 8		* 2.00	* 3.05			
* 4.07		* 8.35	* 2.20 1	f 4.35	* 4.14		* 2.10	* 3.15 6			
* 4.18		* 8.44	* 2.31	f 4.45	* 4.22		* 2.20	* 3.25			
* 4.27		* 8.52	* 2.40	f 4.55	* 4.30		* 2.28	* 3.32			
* 4.32		* 8.58 890	* 2.47	* 5.02	* 4.35		* 2.35	* 3.37			
* 4.45 258		* 9.08 603	* 2.58	f 5.13	* 4.45		* 2.45 6	* 3.45			
5.00AM		9.20AM	3.10PM 8	5.25PM	4.55PM 889		3.05AM	3.55AM			
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY
4.15		4.40	4.05	5.20	4.25		5.05	4.15	1.00	1.00	1.05
29.9		27.0	30.8	30.8	25.4		25.0	29.9	22.0	22.0	20.3

Registering and Bulletin Stations—Pasco and Ellensburg.
Standard Clocks—Pasco, Toppenish, North Yakima and Ellensburg.
Enginers 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 887, 888, 889 and 890. 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 277, 278, 279, 280, 281 and 282. These trains will register at Sunnyside Junction and North Yakima.

Time over District.
Average Speed per Hour.

FIRST CLASS TRAINS.

SECOND CLASS.

THIRD CLASS TRAINS.

Main table with columns for train numbers (278, 280, 282, 2, 42, 8, 4, 260, 2, 258, 6, 4), passenger types, times, station names (PASCO, P. & S. JUNCTION, KENNEWICK, VISTA, ERIE, BADGER, ROME, KIONA, CHANDLER, GIBBON, PROSSER, BYRON, MABTON, EMPIRE, SATUS, ALFALFA, SUNNYSIDE JUNCTION, TOPPENISH, MONTE, WAPATO, PARKER, YAKIMA CITY, NORTH YAKIMA, SELAH, POMONA, HILLSIDE, ROZA, CANYON, UMTANUM, INDIO, THRALL, ELLENSBURG), and freight times.

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. 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. N. Yakima is district terminal for trains 277-273-270-280-281-282. These trains will register at North Yakima and Sunnyside Junction. 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 887, 888, 889 and 890.

WEST BOUND.

WALLA WALLA BRANCH.

EAST BOUND.

West Bound.

PRAY. CH. East Bound.

Table with columns for Third Class (549, 893, 557, 547, 263, 267, 261), 2d Class, and First Class. Includes station names like PASCO, ATTALIA, ADAMS, and times for October 31, 1909.

Table with columns for 3d Class (551) and 3d Class (552). Includes station names like EUREKA, BABCOCK, LEE, ELWOOD, CLYDE, PICKARD, RESER, and PLEASANT VIEW.

S. P. & S. RULES AND TIME CARD GOVERN BETWEEN PASCO AND AINSWORTH—SEE SPECIAL RULES, PAGE 8.

Main time table for Walla Walla Branch with columns for Third Class, 2d Class, and First Class. Lists stations from Ainsworth to Dayton with arrival and departure times.

Table for West Bound ATHENA BRANCH, East Bound. Includes 2d Class (553) and 2d Class (554) with stations like SMELTZ, HILLSDALE, WAYLAND, WATERMAN, and ATHENA.

Table for West Bound TRACY BRANCH, East Bound. Includes 3d Class (555) and 3d Class (556) with stations like WALLA WALLA, MILL CREEK JCT, HECTOR, HARBERT, KIBBLER, and TRACY.

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. J. G. CUTLER, Assistant Superintendent.

WEST BOUND.

SUNNYSIDE BRANCH.

EAST BOUND.

SECOND CLASS TRAINS.			Water, Coal, Scales, Tables, and Wyes	Station Numbers	Distance from Sunnyside Junction	Time Table No. 31. October 31, 1909. Succeeding No. 30.			Distance from Sunnyside	Capacity of Side Tracks	SECOND CLASS TRAINS.		
275	273	271				272	274	276					
Passenger	Passenger	Passenger				Passenger	Passenger	Passenger					
SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY				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	6.20PM	2.15PM			
9.10	4.32	8.10	I B 3	3.0	GRANGER 5.0	17.0	50	10.10	6.10	2.10			
9.30	4.50	f 8.30	I B 8	8.0	OUTLOOK 4.0	12.0	30	f 9.50	5.48	2.00			
9.45	5.05	8.45	W I B 12	12.0	SUNNYSIDE 4.0	8.0	60	9.35	5.30	1.45			
9.52	5.12	8.52	I B 16	16.0	LICHTY 4.0	4.0		9.27	5.22	1.37			
10.00AM	5.20PM	9.00AM	I B 20	20.0	GRAND VIEW	0.0	30	9.20AM	5.15PM	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. 271, 273 and 275 have right over Nos. 272, 274 and 276.

WEST BOUND.

PENDLETON BRANCH.

EAST BOUND.

THIRD CLASS.		FIRST CLASS.		Station Nos., Water, Coal, Scales, Table and Wyes	Distance from Hunts	Time Table No. 31. October 31, 1909. Succeeding No. 30.			Distance from Pendleton	Capacity of Side Tracks	FIRST CLASS.		THIRD CLASS.	
561		269				270	558	564						
Mixed		Passenger				Passenger	Mixed	Mixed						
EXCEPT SUNDAY		DAILY				DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.						
4.10AM		9.00AM	I G 16 W Y C	0.0	HUNTS 10.9	40.3	100	6.15PM	11.30AM	1.40PM				
5.00		f 9.30	K C 11	10.9	RING 4.6	29.4	32	f 5.48	10.42	12.52				
5.25		f 9.50	K C W 16	15.5	VAN SYCLE 2.4	24.8	27	f 5.35	10.22	12.32				
5.35		f 10.00	K C 18	17.9	STANTON 1.3	22.4	38	f 5.30	10.10	12.20				
5.45		f 10.05 558-364	K C 19 Y	19.2	SMELTZ 1.0	21.1	25	f 5.27	10.05 10.00 269	12.15PM 10.00AM 269				
5.50		f 10.10	K C 20	20.2	APEX 3.2	20.1	14	f 5.23	9.50	9.50				
6.05		10.18	K C 23 W	23.4	HELIX 4.4	16.9	58	5.15	9.40	9.40				
6.20		f 10.27	K C 28	27.8	MYRICK 4.2	12.5	50	f 5.03	9.22	9.22				
6.35		f 10.36	K C 32	32.0	McCORMMACH 1.3	8.3	13	f 4.51	9.00	9.00				
6.40		f 10.40	K C 33	33.3	FULTON 6.4	7.0	32	f 4.48	8.55	8.55				
				39.7	O. R. & N. CROSSING 0.6	0.6								
7.00AM		11.00AM	K C 40 W C T	40.3	PENDLETON	0.0	39	4.30PM	8.30AM	8.30AM				
EXCEPT SUNDAY		DAILY						DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.				
2.50		2.0			Time over District			1.45	3.0	3.10				
14.2		20.1			Average Speed per Hour			22.8	13.4	12.7				

No. 269 has right over No. 270 to Pendleton. No. 561 has right over Nos. 558 and 564 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.			FIRST CLASS		Station Numbers	Time Table No. 31. October 31, 1909. Succeeding No. 30.		Distance from Wallula	FIRST CLASS		THIRD CLASS TRAINS.			
559	911	909	267	265		266	268		910	912	560	566		
Mixed	Freight	Freight	Passenger	Passenger		Passenger	Passenger		Freight	Freight	Mixed	Mixed		
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY		DAILY	DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.		
4.00AM	11.30PM	10.40PM		8.35AM	I G 9		A.....ATTALIA.....D	3.0		6.35PM	11.30PM	12.30AM	11.40AM	1.50PM
4.10AM				6.15PM	I G 16		HUNTS.....	1.0	9.00AM		11.20	12.20	11.30AM	1.40PM
	11.50PM	10.50PM		6.20PM	I G 17		JN.....WALLULA.....N	0.0	8.50AM	6.25PM	11.10PM	12.10AM		
EXCEPT SUNDAY	DAILY	DAILY	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 station and they should not only procure such signal, but have lookout kept for any other signal which might be given while train passing station. If "Go ahead" signal is not received train must STOP. The same rule applies to train standing at station whether 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 the 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 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. 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 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 Moguls		Class B & C 8 Wheel Standards	
	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.

