

# NORTHERN PACIFIC RAILWAY COMPANY.

**PASCO DIVISION**

# TIME **31A** TABLE

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

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

**SUNDAY, February 27th, 1910**

**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.

WEST BOUND.

FIRST DISTRICT.

Time Table No. 31A.

February 27, 1910  
Succeeding No. 81.

STATIONS.

Telegraph Offices and Calls

Table with 24 columns for train classes (Third Class Trains, Second Class, First Class Trains) and rows for stations from Spokane to Pasco. Includes columns for time, freight, passenger, and freight car counts.

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 track 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.

Summary table with 2 columns labeled '8' and '2', containing numerical data and 'DAILY' labels.

# NORTHERN PACIFIC RAILWAY COMPANY

Office of the Division Superintendent,  
Pasco, Wash., March 24th, 1910.

Circular No. 576.

TO ALL CONCERNED:

Effective March 25th and hereafter during the life of Time Table No. 31-B, train No. 42 will stop on flag at TYLER on flag for passengers only.

**J. L. De Force,**  
SUPERINTENDENT.

EAST BOUND

THIRD CLASS TRAINS.

*Van Home*

FIR					
8	234	4	2	260	232
Passenger	Passenger	Passenger	S. P. & S. Passenger	Passenger	Passenger
DAILY 11:30 PM	DAILY 8:55 PM	DAILY 9:35 PM	DAILY 9:15 PM	DAILY 7:40 PM	DAILY 2.4
11:20	8:45	9:25	9:09	7:30	2.3
11:05	8:35	9:18	9:00	7:20	2.2
10:55	8:30	9:13	8:55	7:15	2.2
10:40		9:00		6:50	
10:30		8:50		6:34	
10:17		8:38		6:20	
10:10		8:29		6:10	1.27
9:58		8:18		5:55	1.15
9:45		8:05		5:40	1.00
9:35		7:58		5:30	12.52
9:20		7:50		5:18	12.40
9:05		7:43		5:07	12.30
8:57		7:36		4:57	12.22
8:50		7:30		4:50	12.15
8:37		7:18		4:36	12.01 PM
8:31		7:10		4:29	11.54 AM
8:23		7:02		4:18	11.44
8:15		6:55		4:10	11.35
8:08		6:45		3:59	11.25
8:02		6:38		3:49	11.18
7:55		6:30		3:40	11.10
7:45		6:22		3:25	11.00
7:35		6:15		3:17	10.58
7:25		6:05		3:03	10.45
7:15		5:55		2:50	10.35
7:05		5:45		2:40	10.25
6:55		5:38		2:30	10.15
6:50		5:34		2:22	10.09
6:40		5:25		2:10	9.57
6:30		5:15		1:58	9.45
6:20		5:08		1:47	9.35
6:05 PM	4:55 PM		1:30 PM		9.20 AM
DAILY 5.25	DAILY .25	DAILY 4.40	DAILY .20	DAILY 6.10	DAILY .25
25.9	21.6	31.3	27.0	23.7	21.6

1612	36.3	KN	KLINE	109.4	120	3.45
1617	41.2	SX	SPRAGUE	104.5	180	3.25
1621	45.3		CONCORD	100.4	60	3.10
1627	51.1	HI	KEYSTONE	94.6	120	2.55
1633	56.9	N	TOKIO	88.8	120	2.35
1637	61.3	R	COKER	84.4	60	2.15
1641	64.9	RV	RITZVILLE	80.8	120	1.55
1647	70.6		ESSIG	75.1	60	1.25
1649	74.2	NA	PAHA	71.6	120	1.10
1653	78.5		RUBY	67.2	60	12.50
1658	81.9	LD	LIND	63.8	180	12.35
1662	86.1		AKRON	59.6	60	12.25
1667	89.8	PX	PROVIDENCE	55.9	120	12.15 AM
1670	93.0		BEATRICE	52.7	60	11.55 PM
1674	97.8	SC	CUNNINGHAM	47.9	120	11.35
1677	101.1	TW	HATTON	44.6	60	11.15
1682	105.9		EMERY	39.8	60	10.50
1686	110.5	CN	CONNELL	35.2	120	10.30
1690	115.4		CACTUS	30.3	60	10.05
1695	119.8	AK	MESA	25.9	120	9.45
1698	122.6		VALE	23.1	60	9.35
1704	128.5	W	ELTOPIA	17.2	120	9.13
1709	133.5		SAGEMOOR	12.2	60	8.45
1714	138.2	GD	GLADE	7.5	120	8.25
1721	145.7	PA	PASCO	0.0	1200	7.50 PM

		884	886			
		Way Freight	Way Freight			
		EXCEPT MONDAY	EXCEPT SUNDAY			
		1.45 PM				
		1.35				
		1.20				
		1.10				
		12.45				
		12.30				
		12.15				
		12.01 PM				
		11.45 AM				
		11.30				
		11.10				
		10.50				
		10.30				
		10.15				
		10.00				
		7.35				
		7.00				
		6.40				
		6.20				
		6.00 AM				
		2.00 PM				
		1.45				
		1.30				
		1.10				
		12.45				
		12.30				
		12.00				
		11.30				
		11.15				
		11.00				
		10.55				
		10.20				
		10.10				
		9.45				
		9.15				
		8.45				
		8.20				
		8.15				
		7.40 AM				
		EXCEPT MONDAY				
		3.0				
		7.45				
		6.20				
		EXCEPT MONDAY				
		18.				
		10.6				
		10.1				

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.

7	
Passenger	
DAILY	11:50 PM
11:57 PM	
12:05 AM	
12:15	
12:35	
12:45	
12:55	
1:03	
1:11	
1:20	
1:26	
1:35	
1:42	
1:49	
1:55	
2:05	
2:11	
2:18	
2:25	
2:32	
2:40	
2:45	
2:54	
3:00	
3:08	
3:15	
3:22	
3:30	
3:35	
3:45	
3:55	
4:10	
4:30 AM	
DAILY	4.40
31.2	

Time over District.  
Average Speed per Hour.

EAST BOUND

FIRST CLASS.													SECOND CLASS.				THIRD CLASS TRAINS.					
8	234	4	2	260	232	258	6	236	2	42	4		602	664	884	886						
Passenger	Passenger	Passenger	S. P. & S. Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	S. P. & S. Passenger	Station Nos., Water, Coal, Scales, Tables and Ways	Distance from Spokane	Distance from Pasco	Capacity of Side Tracks	Freight	Freight	Way Freight	Way Freight			
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	STATIONS.	Telegraph Offices and Calls	DAILY	EXCEPT MONDAY	EXCEPT MONDAY	EXCEPT SUNDAY					
11.30 PM	8.55 PM	9.35 PM	9.15 PM	7.40 PM	2.45 PM	2.30 PM	10.20 AM	10.40 AM	7.55 AM	7.40 AM	7.00 AM	1576 W C S T	0.0	SF	500	6.20 AM	4.45 AM	1.45 PM				
11.57 PM	8.45	9.25	9.09	7.30	2.35	2.22	10.10	10.33	7.47	7.30	6.55	1577 W C S T	1.5	NS	00	6.05	4.35	1.35				
12.05 AM	8.35	9.18	9.00	7.20	2.25	2.15	10.00	10.25	7.40	7.15	6.50	1582 W C Y	6.2	WS	60	5.50	4.25	1.20				
12.15	8.30 PM	9.13	8.55 PM	7.15	2.20 PM	2.10	9.55	10.15	7.35	7.03	6.40 AM	1585 W C Y	9.0	MR	150	5.40	4.15 AM	1.10				
12.35	10.40	9.00		6.50		1.55	9.40	10.00 AM	7.23	6.45		1592 W C Y	16.4	CY	144	5.05		12.45				
12.45		8.50		6.34		1.45	9.30		7.14	6.32		1597 W C Y	21.3		60	4.50		12.30				
12.55	10.17	8.38		6.20		1.35	9.18		7.05	6.18		1603 W	27.1	TY	120	4.30		12.15				
1.03	10.10	8.29		6.10		1.27	9.10		6.59	6.10		1607 W	30.9	VA	60	4.15		12.01 PM				
1.11	9.58	8.18		5.55		1.15	8.58		6.46	5.57		1612 W	36.3	KN	120	3.45		11.45 AM				
1.20	9.45	8.05		5.40		1.00	8.45		6.32	5.45		1617 W C Y	41.2	SX	180	3.25		11.30				
1.26	9.35	7.58		5.30		12.52	8.35		6.18	5.36		1621 W	45.3		60	3.10		11.10				
1.35	9.20	7.50		5.18		12.40	8.22		6.11	5.28		1627 W	51.1	HI	120	2.55		10.50				
1.42	9.05	7.43		5.07		12.30	8.08		6.03	5.18		1633 W	56.9	N	120	2.35		10.30				
1.49	8.57	7.36		4.57		12.22	7.55		5.55	5.11		1637 W	61.3	R	60	2.15		10.15				
1.55	8.50	7.30		4.50		12.15	7.45		5.50	5.05		1641 W	64.9	RV	120	1.55		10.00				
2.05	8.37	7.18		4.36		12.01 PM	7.30		5.38	4.51		1647 W	70.6		60	1.25		7.00				
2.11	8.31	7.10		4.29		11.54 AM	7.20		5.31	4.43		1649 W	74.2	NA	120	1.10		6.40				
2.18	8.23	7.02		4.18		11.44	7.08		5.22	4.33		1653 W	78.5		60	12.50		6.20				
2.25	8.15	6.55		4.10		11.35	7.00		5.15	4.25		1658 W C T	81.9	LD	180	12.35		6.00 AM		2.00 PM		
2.32	8.08	6.45		3.59		11.25	6.48		5.06	4.15		1662 W	86.1		60	12.25		1.45				
2.40	8.02	6.38		3.49		11.18	6.40		5.00	4.05		1667 W	89.8	PX	120	12.15 AM		1.30				
2.45	7.55	6.30		3.40		11.10	6.33		4.52	3.57		1670 W	93.0		60	11.55 PM		1.10				
2.54	7.45	6.22		3.25		11.00	6.23		4.42	3.45		1674 W C	97.8	SC	120	11.35		12.45				
3.00	7.35	6.15		3.17		10.53	6.15		4.35	3.38		1677 W	101.1	TW	60	11.15		12.30				
3.08	7.25	6.05		3.03		10.45	6.05		4.24	3.25		1682 W	105.9		60	10.50		12.05 PM				
3.15	7.15	5.55		2.50		10.35	5.55		4.15	3.15		1686 W	110.5	CN	120	10.30		11.45 AM				
3.22	7.05	5.45		2.40		10.25	5.45		4.05	3.07		1690 W	115.4		60	10.05		11.00				
3.30	6.55	5.38		2.30		10.15	5.38		3.59	3.00		1695 W	119.8	AK	120	9.45		10.20				
3.35	6.50	5.34		2.22		10.09	5.32		3.54	2.55		1698 W	122.6		60	9.35		9.45				
3.45	6.40	5.25		2.10		9.57	5.22		3.45	2.45		1704 W	128.5	W	120	9.13		9.15				
3.55	6.30	5.15		1.58		9.45	5.13		3.35	2.37		1709 W	133.5		60	8.45		8.45				
4.10	6.20	5.08		1.47		9.35	5.05		3.28	2.30		1714 W	138.2	GD	120	8.25		8.20				
4.30 AM	6.05 PM	4.55 PM		1.30 PM		9.20 AM	4.50 AM		3.15 AM	2.15 AM		1721 W C Y T	145.7	PA	1200	7.50 PM		7.40 AM				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			DAILY	EXCEPT MONDAY	EXCEPT MONDAY	EXCEPT SUNDAY					
5.25	.25	4.40	.20	6.10	.25	5.10	5.30	.40	4.40	5.25	.20			10.30	.37	7.45	6.20					
25.9	21.6	31.3	27.0	23.7	21.6	28.0	25.5	24.0	31.3	27.0	27.0			13.9	18.	10.6	10.1					

7
Passenger
DAILY
11.50 PM
11.57 PM
12.05 AM
12.15
12.35
12.45
12.55
1.03
1.11
1.20
1.26
1.35
1.42
1.49
1.55
2.05
2.11
2.18
2.25
2.32
2.40
2.45
2.54
3.00
3.08
3.15
3.22
3.30
3.35
3.45
3.55
4.10
4.30 AM
DAILY
4.40
31.2

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.



EAST BOUND.

SECOND DISTRICT.

FIRST CLASS TRAINS.

SECOND CLASS.

THIRD CLASS TRAINS.

Time Table No. 31.A

February 27, 1910  
Succeeding No. 31.

STATIONS.

Telegraph Offices and Calls.

Table with columns for train numbers (278, 280, 282, 2, 42, 8, 4, 260, 2, 258, 6, 4), passenger status (Passenger, S. P. S. Passenger), departure times, station names (PA, P. & S. JUNCTION, K, RF, BA, KI, GI, PR, BYRON, MB, EMPIRE, SU, AF, SUNNYSIDE JUNCTION, TN, MONTE, WA, PARKER, KM, YA, AH, MN, HILLSIDE, RA, ON, UM, INDIO, Z, EB), and arrival 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. 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 277-278-279-280-281-282. 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.

277  
Passenger  
SUNDAY ONLY  
2.15 PM  
5-601-602  
2.25  
f 2.35  
2.45  
f 2.55  
f 3.05  
W 3.15 PM  
SUNDAY ONLY  
1.00  
22.0

WEST BOUND.

WALLA WALLA BRANCH.

EAST BOUND.

THIRD CLASS.			2d Class.	FIRST CLASS.			Time Table No. 31A February 27, 1910. Suc. No. 31					FIRST CLASS.		SECOND CLASS.		THIRD CLASS.		
549	893	557		263	267	261	STATIONS.					262	266	264	562	568	896	550
Mixed	Freight	Mixed		Passenger	Passenger	Passenger	Telegraph Offices and Calls					Passenger	Passenger	Passenger	Mixed	Mixed	Freight	Mixed
SUNDAY ONLY	DAILY	EXCEPT SUNDAY		DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.	DAILY	SUNDAY ONLY
	9.00PM	8.00AM		7.00AM	6.15PM 264	5.00AM						11.00PM	12.10PM	5.45PM 267	12.45PM	2.40PM	1.40AM	

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

Distance from Pasco	Station Nos., Water, Coal, Scales, Table, and Wyes	Distance from Dayton	Capacity of Side Tracks	Station Nos., Water, Coal, Scales, Table, and Wyes	Distance from Eureka	Capacity of Side Tracks
93.00	AINSWORTH 1.0	10.50	11.59AM	5.82	12.30	2.25
92.9	BURBANK 5.0	10.44	11.54	5.27	12.20PM	2.20
87.9	TWO RIVERS 3.1	10.34	11.44	5.15	11.59AM	2.00
84.8	ATTALIA 5.6	10.25 893	11.35	5.05PM	11.50AM	1.50PM
79.2	ADAMS 0.8	10.14	11.20			11.05
78.4	LEGROW 1.6	10.12	11.18	DAILY	Tues., Thur. and Sat.	11.00
76.8	SLATER 4.2	10.09	11.15			10.50
72.6	WELLAND 2.7	9.57	11.05			10.30
69.9	ADKINS 5.2	9.52	11.00			10.15
64.7	EUREKA 6.5	9.37	10.47			9.50
58.2	LAMAR 1.7	9.20 896	10.30			8.35
56.5	SHAW 1.8	9.15	10.24			8.20
54.7	RAY 1.0	9.08	10.20			8.15
53.7	CLIMAX 5.4	9.05	10.17			8.12
48.3	RULO 2.5	8.53	10.06			8.05
45.8	THEIL 3.4	8.45	9.59			7.48
42.4	DRY CREEK 1.3	8.37 262	9.52			7.38
41.1	SUDBURY 1.9	8.33	9.48			7.34
39.2	WATERLOO 4.7	8.29	9.44			7.27
62.5	O. R. & N. CROSSING 0.8			284	548	
63.3	WALLA WALLA 1.3	8.15PM	9.30AM	Passenger DAILY	Mixed DAILY	7.00PM
64.6	MILL CREEK JCT. 3.1					7.10AM
67.7	EVANS 1.7	8.55	4.37			
69.4	STANFIELD 1.1	8.48	4.26			
70.5	BURKER 0.6	8.44	4.18			
71.1	SPRING CREEK 1.6	8.41	4.13			
72.7	GILLIAM 1.4	8.39	4.10			
74.1	DIXIE 1.3	8.35	4.02			
75.4	EASTMAN 3.3	8.32	3.55			
78.7	MINNICK 5.2	8.27	3.45			
83.9	COPPEL 3.3	8.18	3.30			
87.2	WAITSBURG 2.2	8.04	2.50			
89.4	HUNTSVILLE 3.3	7.55	2.40			
92.7	O. R. & N. CROSSING 0.6	7.49	2.40			
93.3	LONGS 1.3	7.39	2.26			
94.6	KLUM 2.4	7.36	2.22			
97.0	DAYTON 2.4	7.30AM	2.15PM			

Time over District.  
Average Speed per Hour. 23.0

West Bound. EUREKA BRANCH. East Bound.

3d Class.			Time Table No. 31A February 27, 1910. Suc. No. 31					3d Class.	
551			STATIONS.					552	
Mixed	Station Nos., Water, Coal	Distance from Eureka	Telegraph Offices and Calls					Mixed	Station Nos., Water, Coal
SUNDAY ONLY								SUNDAY ONLY	
	9.30AM	K A 22 Y	0.0	JC	EUREKA 2.2	D	19.4	40	1.30PM
	9.40	K E 2	2.2		BABCOCK 2.5		17.2	20	1.10
	9.55	K E 4	4.7		LEE 1.9		14.7	35	1.00
	10.10	K E 7	6.6		ELWOOD 4.9		12.8	20	12.45
	10.30	K E 12 W	11.5		CLYDE 1.4		7.9	39	12.25
	10.35	K E 13	12.9		PICKARD 2.0		6.5	19	12.10PM
	11.00	K E 15	14.9		RESER 4.5		4.5	20	11.59AM
	11.15AM	K E 19 T	19.4		PLEASANT VIEW		0.0	40	11.40AM
SUNDAY ONLY									SUNDAY ONLY

Registering Station—Eureka.  
No. 551 has right to Pleasant View over No. 552.

West Bound. ATHENA BRANCH. East Bound.

2d Class.		Time Table No. 31A February 27, 1910. Suc. No. 31					2d Class.		
553		STATIONS.					554		
Mixed	Station Nos., Water, Coal	Distance from Killian	Telegraph Offices and Calls					Mixed	Station Nos., Water, Coal
Mon., Wed., Fri.								Mon., Wed., Fri.	
	10.10AM	K C 19 Y	0.0		SMELTZ 3.6	D	14.1	25	12.10PM
	10.20	K D 4	3.6		HILLSDALE 2.5		10.5	21	12.01PM
	10.30	K D 6	6.1		WAYLAND 2.7		8.0	22	11.50AM
	10.40	K D 9	8.8		WATERMAN 5.3		5.3	30	11.40
	10.55AM	K D 14 W Y	14.1		ATHENA	D	0.0	45	11.25AM
Mon., Wed., Fri.									Mon., Wed., Fri.

Registering Stations—Athena and Smeltz.  
No. 553 has right to Athena over No. 554.

West Bound. TRACY BRANCH. East Bound.

3d Class.		Time Table No. 31A February 27, 1910. Suc. No. 31					3d Class.		
555		STATIONS.					556		
Mixed	Station Nos., Water, Coal	Distance from Walla Walla	Telegraph Offices and Calls					Mixed	Station Nos., Water, Coal
MONDAY ONLY								MONDAY ONLY	
	7.00AM	K A 53 W S C T	0.0	F	WALLA WALLA 1.3	D	7.4	160	8.30AM
	7.10	K A 54	1.3		MILL CREEK JCT 1.7		6.1	00	8.20
	7.13	K B 3	3.0		HECTOR 1.8		4.4	00	8.17
	7.16	K B 5	4.8		HARBERT 1.2		2.6	20	8.14
	7.23	K B 6	6.0		KIBBLER 1.4		1.4	00	8.07
	7.30AM	K B 7	7.4		TRACY		0.0	20	8.00AM
MONDAY ONLY									MONDAY ONLY

No. 555 has right to Tracy over No. 556.  
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.

West wye switch at Pasco set for wye switch. Junction switch Junction set for P. & S. line.  
Junction switch Attalia set for Walla Walla line. Junction switch Hunts set for Walla Walla line.

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Bound.

3d Class.
<b>552</b>
Mixed
SUNDAY ONLY
1.30PM
f 1.10
f 1.00
f 12.45
f 12.25
f 12.10PM
f 11.59AM
11.40AM
SUNDAY ONLY

WEST BOUND. SUNNYSIDE BRANCH. EAST BOUND.

SECOND CLASS TRAINS.			Water, Coal, Scales, Tables, and Wyes	Station Numbers	Distance from Sunnyside Junction	Time Table No. 31A. February 27, 1910 Succeeding No. 31.			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	4.00PM	8.00AM								10.20AM c 281 p 4	6.20PM c 279 p 4	2.15PM c 277 p 4	
STATIONS.													
Telegraph Offices and Calls													
.....SUNNYSIDE JUNCTION..... 3.0													
GR.....GRANGER.....D 5.0													
LO.....OUTLOOK.....D 4.0													
SY.....SUNNYSIDE.....D 4.0													
.....LCHTY..... 4.0													
GV.....GRAND VIEW.....D 0.0													
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. SNAKE RIVER BRANCH. EAST BOUND.

THIRD CLASS	FIRST CLASS	Water, Coal, Scales	Station Numbers	Distance from Pasco	Time Table No. 31A. February 27, 1910. Succeeding No. 31.			Distance from Lewiston Junction	Capacity of Side Tracks	FIRST CLASS	THIRD CLASS
897	285				286	898					
Freight	Passenger				Passenger	Freight					
DAILY	DAILY								DAILY	DAILY	
6.00AM	2.30AM	WC TY	1721	.0	PASCO 26.3	67.2	1200		11.20PM	3.05PM	
S. P. & S. RULES AND TIME CARD GOVERN BETWEEN PASCO AND SNAKE RIVER JUNCTION.											
7.15	8.20		K F 23	26.3	SR.....SNAKE RIVER JCT.....N 5.5	40.9	0	10.30		1.50	
7.33	f 3.34		K F 29	31.8	.....WALKER..... 6.5	35.4	0	f 10.14		1.30	
7.54	f 3.50	W	K F 35	38.3	.....WINDUST..... 8.5	28.9	90	f 9.57		1.10	
8.22	f 4.07		K F 44	46.8	.....HARDER..... 7.0	20.4	0	f 9.40		12.40	
8.45	f 4.21		K F 51	54.8	.....SAND..... 4.5	13.4	0	f 9.25		12.16	
9.00	f 4.30	W	K F 55	58.3	PR.....PERRY.....D 6.9	8.9	90	f 9.15		12.01PM	
9.30AM	4.50AM		K F 64	67.2	AX.....LEWISTON JCT.....N	.0	60	8.55PM		11.30AM	
DAILY	DAILY							DAILY		DAILY	
3.30	2.20				Time over District			2.25		3.35	
19.0	28.8				Average Speed per Hour			27.8		11.2	

Registering Stations—Snake River Jct.; Lewiston Jct.  
 All trains must come to full stop before crossing O. R. & N. track at Lewiston Junction.  
 Reduce speed to 15 miles per hour through tunnel No. 1, 1½ miles west of Harder.  
 East bound trains must obtain orders before occupying S. P. & S. main line at Snake River Junction

WEST BOUND. WALLULA BRANCH. EAST BOUND.

THIRD CLASS TRAINS.			FIRST CLASS		Station Numbers	Distance from Wallula	Time Table No. 31A. February 27, 1910 Succeeding No. 31.			FIRST CLASS		THIRD CLASS TRAINS.	
559	911	909	287	265			288	268	910	912	560	566	
Mixed	Freight	Freight	Passenger	Passenger			Passenger	Passenger	Freight	Freight	Mixed	Mixed	
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.		
4.00AM	11.30PM	10.30PM		7.35AM	IG 9	A.....ATTALIA.....D 2.0	3.0	See 269	5.05PM See 264	11.50PM c 893 p 6	12.30AM c 896 p 6	1.50PM c 562 p 6	1.50PM c 568 p 6
4.10AM			4.45PM		IG 16	.....HUNTS..... 1.0	1.0	8.00AM				11.30AM	1.40PM
	11.50PM	11.00PM	4.50PM	7.45AM	IG 17	JN.....WALLULA.....N	0.0	7.50AM	4.55PM	11.30PM	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.

WEST BOUND. PENDLETON BRANCH. EAST BOUND.

THIRD CLASS.			FIRST CLASS.		Station Nos., Scales, Tables and Wyes	Distance from Hunts	Time Table No. 31A. February 27, 1910 Succeeding No. 31.			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										DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.	
4.10AM	8.00AM		4.45PM See 287	11.30AM See 560	IG 16 W Y C	0.0	.....HUNTS..... 10.9	40.3	100			4.45PM See 287	11.30AM See 560	1.40PM See 566	
5.00	f 8.30		4.18	10.42	K C 11	10.9	.....RING..... 4.6	29.4	32			4.18	10.42	12.52	
5.25	f 8.50		4.05	10.22	K C W 16	15.5	.....VAN CYCLE..... 2.4	24.8	27			4.05	10.22	12.32	
5.35	f 9.00		4.00	10.10	K C 18	17.9	.....STANTON..... 1.3	22.4	38			4.00	10.10	12.20	
5.45	f 9.05		3.57	10.05	K C 19 Y	19.2	.....SMELTZ..... 1.0	21.1	25			3.57	10.05	12.15PM 10.00AM	
5.50	f 9.10		3.53	9.50	K C 20	20.2	.....APEX..... 3.2	20.1	14			3.53	9.50	9.50	
6.05	9.18		3.45	9.40	K C 23 W	23.4	H.....HELIX.....D 4.4	16.9	58			3.45	9.40	9.40	
6.20	f 9.27 558-564		3.33	9.27 269	K C 28	27.8	.....MYRICK..... 4.2	12.5	50			3.33	9.27 269	9.27 269	
6.35	f 9.36		3.21	9.00	K C 32	32.0	.....McCORMMACH..... 1.3	8.3	13			3.21	9.00	9.00	
6.40	f 9.40		3.18	8.55	K C 33	33.3	.....FULTON..... 6.4	7.0	32			3.18	8.55	8.55	
							.....O. R. & N. CROSSING..... 0.6		0.6						
7.00AM	10.00AM			8.30AM	K C 40 W C T	40.3	ND.....PENDLETON.....D	0.0	39			3.00PM	8.30AM	8.30AM	
EXCEPT SUNDAY	DAILY											DAILY	Tues., Thur. and Sat.	Mon., Wed. and Fri.	
2.50	2.0		1.45	3.0			Time over District					1.45	3.0	3.10	
14.2	20.1		22.8	13.4			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.

COMMERCIAL SPURS.

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

Bound.

2d Class.
<b>554</b>
Mixed
Mon., Wed., Fri.
12.10PM
f 12.01PM
f 11.50AM
f 11.40
11.25AM
Mon., Wed., Fri.

Bound.

3d Class.
<b>556</b>
Mixed
MONDAY ONLY
8.30AM
* 8.20
f 8.17
f 8.14
f 8.07
8.00AM
MONDAY ONLY

lent.  
line.



## SYNOPSIS OF RULES GOVERNING A B C OPERATION.

All the running rights that a train has are conferred upon it through the medium of a block card. A block is understood to mean the section of main line extending from the signal semaphore at one telegraph office to the signal semaphore at the next telegraph office in advance.

Train and engine men are prohibited from accepting or running on a card purporting to authorize them to pass an open telegraph office.

No matter what may be the position of signal semaphore no train will, except under flag protection, be allowed to leave a terminal or pass a telegraph office without both the conductor and engineer first securing a block card authorizing the train to use the block in advance.

Station semaphore signal when on a lower angle or showing "Green" indicates "Block ahead clear."

When on upward angle or showing "Yellow" indicates "Caution, block not clear."

When on the horizontal or showing "Red" indicates "Stop."

Trains approaching telegraph offices and finding signal at "Clear" will understand from this that the block ahead is clear and will pass the telegraph office, catching the block cards as they pass. If, however, from any cause the block cards should not be secured, the train will be brought to an immediate stop and will not proceed until the cards are secured.

Signal at "Caution" will indicate:—

(1) Block is obstructed and approaching train will receive card to meet or pass another train at station where card is issued, and that train may proceed after complying with instructions upon card.

(2) Block is occupied by train ahead and card issued authorizing approaching train to follow.

(3) Approaching train will receive card to meet or pass one or more trains at intermediate siding.

Signal at "Danger" indicates "Stop, block not clear." Trains must not pass signal in this position.

Conductors and engineers will immediately examine the block card following its receipt by them and make sure that it is correctly made out. They will follow implicitly all instructions given thereon. If directed to take siding at a station

they will do so, disregarding signal to come down main line. If the exceptions state a train is to be met, it must state which train will "hold main line" or "take siding," otherwise must be treated as an improper card and must not be acted upon. If there are no exceptions the operator will insert the word "Blank" where exceptions should appear on the card, and if this information is not shown on card, it must be treated as an improper card and not acted upon.

Each train will be designated by the number of its leading engine.

When necessary for the purpose of doing switching or other work, to occupy the main line at a station, the dispatcher will give the train required to do such work a block switching card on the usual form, limiting the time that the main line can be occupied. On no account must the main line be occupied beyond the limit expressed in such card.

Trains taking side track will head in at the first switch unless otherwise directed by instructions on block card.

A train receiving a block card bearing exceptions of any nature, will, in all cases, fulfill the exceptions on card, irrespective of position of signals or hand signals received.

Information as to slow orders, etc., will be bulletined and may be written in manifold on train order Form 19, and copy be delivered to conductor and to each engineer, together with block card as above.

Conductors or engineers must not report train as ready to leave any station until train is actually ready to move. Air tested, all preliminaries gone through with and conductor positive that engineer is ready to pull open the throttle and depart.

Information should be given dispatchers as to any work to be done before reaching next block office.

A train running on a block card, bearing an exception to hold main line to meet an opposing train at station in advance will, in no case, run beyond the first switch at the meeting point if there is but one passing track there; or at station where passing tracks are parallel until it is seen that the opposing train has taken siding, after which they may proceed through the block. If there is a lap siding at the station where the meeting point is made, train having card to hold the main line and meet the opposing train will not proceed beyond the first switch at the lap until they have seen that the opposing train is on the siding, after which they may proceed through the block.

## RULES GOVERNING STAFF OPERATION IN A B C TERRITORY.

Following rules will govern the operation of trains in A B C territory, where telegraph communication cannot be had account of wire failure. A wooden staff has been provided one inch in diameter and 16 inches long, having attached to it a plate bearing thereon the inscription "Train staff good between.....and....." One of these staffs will be located in telegraph office at end of each block and when authorized by train dispatcher to make use of it, this staff will be authority for a train to proceed from the first station West of territory in trouble to the next block office East, at which point the train will procure a staff for the block ahead, proceeding through that block, repeating the operation until they reach a block office where telegraph communication can be had with another dispatcher's office. The authority to make use of staff at the initial office will be issued by the dispatcher's office in the form of a block card, authorizing the use of staff over the trouble territory, but on no account will the staff be used out of a station where the operator has previously pledged the block for a West bound train. After having run through a block with the staff the crew using it for

that purpose will leave it with the operator at the end of the block, who will return it to the office at the West end of the block by the first train running in that direction. A West bound train may make use of this staff to run from one block office to the next whenever the staff can be obtained by them at the East end of the block concerned. It is permissible for the dispatcher to order the staff taken by section men or messenger from the office at the West end of the block to the office at the East end of the block for the purpose of moving a West bound train whenever necessity requires that it be done. In the event of a wire failure occurring between telegraph offices, dispatchers on the opposite side of a break from the dispatcher in whose territory the break occurred will be advised of the facts by the operator closest to the break and it will be understood to be the duty of the dispatcher so notified to pick up the work of moving trains over the detached territory until repairs to the wire have been made, and the detached territory can again be handled by the dispatcher in whose jurisdiction the trouble occurred. Operators will keep staff in a given place readily accessible.

## 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. BITNER, Sprague (S).

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

Lind (S)

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

DR. H. B. O'BRIEN, Pasco

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 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. J. MORAN, Chief Dispatcher, Pasco.

JAMES SHANNON, Trainmaster, Pasco.

1st District  
 Pasco to  
 Providence  
 Without  
 Spokane to  
 Without  
 Cheney to  
 Providence  
 2nd District  
 Pasco to Ba  
 Badger to E  
 Ellensburg to  
 Kiona to Pas

to be met, it must state which  
and must not be acted upon. If  
appear on the card, and if this  
1.

in line at a station, the dis-  
m, limiting the time that the  
expressed in such card.  
y instructions on block card.  
ill the exceptions on card, irre-

1 on train order Form 19, and

ain is actually ready to move  
ly to pull open the throttle and

ext block office.  
opposing train at station in ad-  
assing track there; or at station  
, after which they may proceed  
e, train having card to hold the  
, until they have seen that the

the office at the West end of the  
this staff to run from one block  
block concerned. It is permissible  
at the West end of the block to  
ever necessity requires that it  
the opposite side of a break in  
operator closest to the break in  
moving trains over the detach-  
in be handled by the dispatcher  
ace readily accessible.

port into clear at that point un-  
clearance at Pasco.

the services of any but an authorized  
ter such surgeon is able to assume the

t responsible for bills incurred elsewhere  
of injury or illness occurring in the dis-

SHANNON, Trainmaster,

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.

