

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME 32A TABLE

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

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

SUNDAY, Nov. 6th, 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.

I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

J. L. DeFORCE,
Superintendent.

J. C. ROTH,
Assistant Superintendent of Transportation.

WEST BOUND.

FIRST DISTRICT.

THIRD CLASS TRAINS.				SECOND CLASS.			Station Nos., Water, Cable, Scales, Table and Wyes	Distance from Cheney	Time Table No. 32A. Nov. 6, 1910 Succeeding No. 32.			Distance from Pasco	Capacity of Passing Tracks	FIRST CLASS TRAINS.				
885	883	605	603	601	STATIONS.					1	5			41	257	3		
Way Freight	Way Freight	Freight	Freight	Freight	Telegraph Offices and Calls					Passenger	Passenger			Passenger	Passenger	Passenger		
EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY						DAILY	DAILY			DAILY	DAILY	DAILY		
	4.20AM	6.50PM	1.55PM	12.01AM	1592 W C Y	0.0	CY.....CHENEY.....N	129.3	75	* 7.23AM 5-2-42	8.15 1-2	5.20PM	7.40PM	9.25PM 4				
	4.40 4.45-602	7.05	2.15	12.20	1597	4.9	MIDWAY.....	124.4	60	* 7.32	* 8.25	* 5.30	* 7.48	* 9.35				
	5.10	7.25	2.40	12.40	1603 W	10.7	TY.....TYLER.....D	118.6	120	* 7.40	* 8.27	f 5.40	* 7.55	* 9.49				
	5.25	7.40	2.55 3.00-258	12.53	1607	14.5	VA.....FISHTRAP.....N	114.8	60	* 7.45	f 8.45	* 5.47	* 8.02	* 9.58				
	5.55 6.00-42	8.10 8.20-257	3.25	1.10	1612	19.9	KLINE.....	109.4	120	* 7.54	* 8.55 6	* 6.56	* 8.15 4-605	* 10.10				
	6.25 7.00 2	8.40	3.45	1.30	1617 W C Y	24.8	SX.....SPRAGUE.....N	104.5	120	* 8.03 884	9.05 884	6.05	8.25	10.20				
	7.30 884	8.53	4.00	1.45	1621	28.9	CONCORD.....	100.4	60	* 8.10	* 9.12	* 6.12	* 8.33	* 10.27				
	8.15 8.25-1-6	9.10	4.20	2.00	1627 W	34.7	HI.....KEYSTONE.....N	94.6	120	* 8.20 6-883	f 9.22	f 6.20	* 8.45	* 10.37				
	8.45	9.25	4.40	2.20	1633	40.5	N.....TOKIO.....	88.8	120	* 8.30	* 9.32	* 6.30	* 8.55	* 10.45				
	9.00	9.40	4.55	2.35 602	1637	44.9	R.....COKER.....	84.4	60	* 8.38	* 9.38	* 6.37	* 9.03	* 10.53				
	9.15 9.50-5	9.50	5.10	2.50	1641 W	48.5	RV.....RITZVILLE.....N	80.8	120	* 8.45	9.45 883	6.45	9.10	11.00				
	10.20	10.10	5.35	3.15	1647	54.2	ESSIG.....	75.1	60	* 8.55	* 9.54	* 7.00 4	* 9.19	* 11.08				
	10.45	10.20	5.50	3.30	1649 W	57.8	NA.....PAHA.....D	71.5	120	* 9.02	f 10.00	f 7.06	* 9.25	* 11.15				
	11.10	10.33	6.10	3.50	1653	62.1	RUBY.....	67.2	60	* 9.09	* 10.07	* 7.14	* 9.33	* 11.22				
	8.30AM	11.30AM	6.25 6.30-4	4.10-884 4.15-42	1658 W C T	65.5	LD.....LIND.....N	63.8	120	* 9.15	10.15	7.25	9.40	11.30				
	9.00	11.05	6.55	4.35	1662	69.7	AKRON.....	59.6	60	* 9.23	* 10.23	* 7.36	* 9.48	* 11.38				
	9.25 9.35-1	11.25	7.15	5.00 5.05-2	1667	73.4	PX.....PROVIDENCE.....	55.9	120	* 9.30 885	* 10.30	* 7.45	* 9.55	* 11.45				
	9.55	11.37	7.23	5.20	1670	76.6	BEATRICE.....	52.7	60	* 9.35	* 10.35	* 7.53	* 10.00	* 11.50				
	10.30 10.50 5	11.54PM 12.04AM 3	7.35	5.40	1674 W	81.4	SC.....CUNNINGHAM.....N	47.9	120	* 9.42	f 10.42 885	f 8.05	* 10.08	* 11.59PM 602-605				
	11.15	12.15	7.45	5.55	1677	84.7	TW.....HATTON.....D	44.6	60	* 9.47	f 10.48	f 8.13	* 10.13	* 12.05AM				
	11.53 11.58AM 258-886	12.35	7.57	6.15 6.20-6	1682	89.5	EMERY.....	39.8	60	* 9.53	* 10.56	* 8.24	* 10.21	* 12.15				
	12.30PM	12.50	8.10	6.40	1686 W	94.1	CN.....CONNELL.....N	35.2	120	* 10.00	f 11.05 886	f 8.35	* 10.30 602	f 12.25				
	1.00	1.00	8.25	7.00	1690	99.0	CACTUS.....	30.3	60	* 10.08 886	* 11.15	* 8.45	* 10.37	* 12.35				
	1.30	1.10	8.40	7.15	1695 W	103.4	AK.....MESA.....D	25.9	120	* 10.15	f 11.25 258	f 8.53	* 10.45	* 12.43				
	1.45	1.18	8.48	7.25	1698	106.2	VALE.....	23.1	60	* 10.20	* 11.30	* 9.00	* 10.50	* 12.43				
	2.20	1.30	9.05 9.15 41-602	7.45	1704 W	112.1	W.....ELTOPIA.....N	17.2	120	* 10.28	f 11.40	f 9.10 602-603	* 10.59	* 1.00				
	2.55	1.45	9.35	8.05	1709	117.1	SAGEMOOR.....	12.2	60	* 10.35	f 11.47	* 9.20	* 11.06	* 1.10				
	3.25	2.05 2.10-42	9.55	8.20 886	1714	121.8	GD.....GLADE.....	7.5	120	* 10.45 258	* 11.55AM	* 9.30	* 11.15	* 1.20				
	4.15PM 4	3.00AM 2	10.30PM 257	8.50AM	1721 W C Y T	129.3	PA.....PASCO.....N	0.0	Yard	11.00AM	12.10PM	9.50PM	11.80PM	1.35AM 42				
	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	Time over District					DAILY	DAILY	DAILY	DAILY	DAILY			
	7.45	7.10	8.10	8.35	8.49						3.37	3.55	4.30	3.50	4.10			
	8.3	9.1	15.8	15.	14.8	Average Speed per Hour					35.7	33.0	28.7	33.7	30.9			

Registering and Bulletin Stations—Cheney and Pasco.
Nos. 883, 884, 885 and 886 will register at Lind.
Standard Clocks—Cheney, 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.

Trains must not exceed speed of 8 miles per hour over street crossings in 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 Cheney, Ritzville, Lind and Pasco as are required of second and inferior class trains by Rule 298-F.
Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

FIRST DISTRICT.

EAST BOUND

FIRST CLASS.					Station Nos., Water, Coal, Stair, Tables and Ways	Distance from Cheney	Time Table No. 32A Nov. 6, 1910 Succeeding No. 32			Distance from Pasco	Capacity of Passing Tracks	SECOND CLASS.		THIRD CLASS TRAINS.	
4	258	6	2	42			602	884	886						
Passenger	Passenger	Passenger	Passenger	Passenger			Freight	Way Freight	Way Freight						
DAILY	DAILY	DAILY	DAILY	DAILY			DAILY	EXCEPT MONDAY	EXCEPT SUNDAY						
8.55 ³ PM	3.35PM	* 9.40AM	* 7.23 ⁴²⁻⁵ AM	6.45 ²⁻¹ AM	1592 W C Y	0.0	CY.....CHENEY.....N	129.3	75	5.05AM		11.30AM			
* 8.45	* 3.23	* 9.30	* 7.13	* 6.35	1597	4.9	.....MIDWAY.....	124.4	60	4.45 ⁸⁸³		11.00		
* 8.35	f 3.10	* 9.17	* 7.08	f 6.23	1603 W	10.7	TY.....TYLER.....D	118.6	120	4.32		10.30			
* 8.28	f 3.00 ⁶⁰³	* 9.08	* 6.53	* 6.15	1607	14.5	VA.....FISHTRAP.....N	114.8	60	4.20		10.05			
* 8.15 ²⁵⁷⁻⁶⁰⁵	f 2.48	* 8.55 ⁵	* 6.41	* 6.00 ⁸⁸³	1612	19.9	.....KLINE.....	109.4	120	3.55		9.35		
8.00	2.35	* 8.40 ⁸⁸⁴	* 6.30 ⁸⁸³	5.45	1617 W C Y	24.8	SX.....SPRAGUE.....N	104.5	120	3.30		9.10 ⁻¹ 7.58 ⁻⁵⁻⁶			
* 7.50	* 2.25	* 8.30	* 6.23	* 5.35	1621	28.9	.....CONCORD.....	100.4	60	3.18		7.30 ⁸⁸³		
* 7.40	f 2.15	* 8.20 ¹⁻⁸⁸³	* 6.15	* 5.25	1627 W	34.7	HI.....KEYSTONE.....N	94.6	120	3.05		7.10			
* 7.30	* 2.05	* 8.10	* 6.08	* 5.15	1633	40.5	N.....TOKIO.....	88.8	120	2.50		6.55			
* 7.22	* 1.57	* 8.01	* 6.00	* 5.07	1637	44.9	R.....COKER.....	84.4	60	2.35 ⁶⁰¹		6.40			
7.15	1.50	7.55	* 5.55 ⁸⁸⁴	5.00	1641 W	48.5	RV.....RITZVILLE.....N	80.8	120	2.20		6.30 ² 5.40			
* 7.00 ⁴¹	* 1.35	* 7.40	* 5.43	* 4.45	1647	54.2	.....ESSIG.....	75.1	60	1.55		5.15		
* 6.50	f 1.25	* 7.33	* 5.35	* 4.35	1649 W	57.8	NA.....PAHA.....D	71.5	120	1.40		5.00			
* 6.40	* 1.15	* 7.23	* 5.27	* 4.25	1653	62.1	.....RUBY.....	67.2	60	1.25		4.45		
6.30 ⁶⁰³	1.05	7.15	* 5.20	4.15 ⁸⁸⁴⁻⁶⁰¹	1658 W C T	65.5	LD.....LIND.....N	63.8	120	1.10		4.30AM ⁴²⁻⁶⁰¹	2.00PM		
* 6.20	* 12.50	* 7.05	* 5.10	* 4.05	1662	69.7	.....AKRON.....	59.6	60	1.00			1.45	
* 6.15	f 12.45	* 7.00	* 5.05 ⁶⁰¹	* 4.00	1667	73.4	PX.....PROVIDENCE.....	55.9	120	12.50			1.30		
* 6.08	* 12.35	* 6.47	* 4.58	* 3.52	1670	76.6	.....BEATRICE.....	52.7	60	12.30AM			1.10	
* 5.58	f 12.20	* 6.40	* 4.47	* 3.38	1674 W	81.4	SC.....CUNNINGHAM.....N	47.9	120	11.59PM ³ 11.54			12.45		
* 5.50	f 12.10PM	* 6.32	* 4.40	* 3.30	1677	84.7	TW.....HATTON.....D	44.6	60	11.30			12.30PM		
* 5.40	* 11.58AM ⁸⁸⁵⁻⁸⁸⁶	* 6.20 ⁶⁰¹	* 4.30	* 3.17	1682	89.5	.....EMERY.....	39.8	60	11.00			12.03PM ⁻²⁵⁸ 11.53AM ⁻⁸⁸⁵	
5.30	11.45	6.10	* 4.20	3.05	1686 W	94.1	CN.....CONNELL.....N	35.2	120	10.30 ²⁵⁷ 10.25			11.30 ⁵ 10.45		
* 5.22	* 11.35	* 5.59	* 4.10	* 2.53	1690	99.0	.....CACTUS.....	30.3	60	10.00			10.08 ¹ 10.03	
* 5.15	f 11.25 ⁵	* 5.52	* 4.05	* 2.45	1695 W	103.4	AK.....MESA.....D	25.9	120	9.45			9.40		
* 5.10	* 11.18	* 5.45	* 4.00	* 2.40	1698	106.2	.....VALE.....	23.1	60	9.35			9.25	
* 5.00	f 11.05	* 5.35	* 3.50	* 2.29	1704 W	112.1	W.....ELTOPIA.....N	17.2	120	9.10 ⁴¹⁻⁹⁰³ 9.05			9.05		
* 4.53	* 10.55	* 5.27	* 3.43	* 2.18	1709	117.1	.....SAGEMOOR.....	12.2	60	8.45			8.50	
* 4.45	* 10.45 ¹	* 5.20	* 3.35	* 2.10 ⁶⁰⁵	1714	121.8	GD.....GLADE.....	7.5	120	8.25			8.20 ⁶⁰¹ 8.15		
4.30PM ⁸⁸⁵	10.25AM	5.05AM	3.20AM ⁶⁰⁵	1.55AM ³	1721 W C Y T	129.3	PA.....PASCO.....N	0.0	Yard	7.50PM			7.40AM		
DAILY	DAILY	DAILY	DAILY	DAILY						DAILY		EXCEPT MONDAY	EXCEPT SUNDAY		
4.20	5.10	4.35	4.03	5.05			Time over District.			9.15		7.00	6.20		
29.8	24.9	28.2	31.9	25.4			Average Speed per Hour.			14.0		9.4	10.1		

WEST BOUND.

SECOND DISTRICT.

EAST I

THIRD CLASS TRAINS.

SECOND CLASS.

FIRST CLASS TRAINS.

Time Table No. 32A. Nov. 6, 1910. Succeeding No. 32.

STATIONS.

Telegraph Offices and Calls

Main table with columns for train numbers (889, 887, 75, 603, 601, 605, 289, 3, 1, 5, 291, 41, 257, 281, 279, 277), times, and 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).

Registering and Bulletin Stations—Pasco, Toppenish and Ellensburg. Standard Clock—Pasco, Toppenish, North Yakima and Ellensburg. Trains must not exceed 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. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Time over District. Average Speed per Hour.

EAST BOUND.

SECOND DISTRICT.

FIRST CLASS TRAINS.

SECOND CLASS.

THIRD CLASS TRAINS.

7

nger
AY
Y

20PM
-601

10

10

18

15

15

5PM

IV

3

FIRST CLASS TRAINS.											SECOND CLASS.											THIRD CLASS TRAINS.			
278	280	282	2	42	4	292	258	6	290	Station Numbers	Distance from Pasco	Time Table No. 32A Nov. 6, 1910 Succeeding No. 32	602	76	890	888									
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	S. P. & S. 2 Passenger	Passenger	Passenger	S. P. & S. 4 Passenger	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pasco	PA.....PASCO.....N	Freight	S. P. S. Freight	Way Freight	Way Freight								
SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	W C T Y	Station Numbers	Distance from Pasco	PA.....PASCO.....N	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY								
			3.10AM 290	1.45AM 289-3-290	4.25PM 292	4.20PM	10.15AM 601-1	4.55AM	2.15AM		1721	0.0	PA.....PASCO.....N 1.0	126.5	5.40PM	2.40PM		3.00PM 76							
						4.13PM 4			2.08AM 42-3-2		1722	1.0P. & S. JUNCTION..... 1.8	125.5		2.33PM 888									
			* 3.08	f 1.35	f 4.15		10.05	f 4.45 605			1724	2.8	K.....KENNEWICK.....N 5.4	123.7	5.25		2.45								
			* 2.55	* 1.24	* 4.05		f 9.50	* 4.35		W	1729	8.2	RF.....VISTA.....N 4.1	118.3	5.10		2.00								
			* 2.48	* 1.15	* 3.57		* 9.40	* 4.27			1733	12.3	.....ERIE..... 4.8	114.2	5.00		1.80							
			* 2.40	* 1.05 603	* 3.48		* 9.30 887	* 4.18			1739	17.1	BA.....BADGER.....N 3.6	109.4	4.45		1.00 12.50-5								
			* 2.35	* 12.58	* 3.41		* 9.23	* 4.12			1742	20.7	.....ROME..... 3.2	105.8	4.35		12.35							
			* 2.30 3	* 12.52	* 3.35		f 9.15	* 4.05		W	1745	23.9	KI.....KIONA.....N 5.8	102.6	4.25		12.15PM 11.53AM 1-601								
			* 2.20 603	* 12.40 257	* 3.24		* 9.03	* 3.50			1751	29.7	.....CHANDLER..... 4.6	96.8	4.05		11.35							
			* 2.13	* 12.30	* 3.15		* 8.53	* 3.40			1756	34.3	GI.....GIBBON.....N 6.0	92.2	3.55		11.20 887								
			* 2.08	12.18	3.05		8.40	* 3.25 603		W	1762	40.3	PR.....PROSSER.....N 5.4	86.2	3.35		10.30 9.30								
			* 1.54	* 12.05AM	* 2.55		f 8.25	* 3.15 3			1767	45.7	.....BYRON..... 6.4	80.8	3.15		9.10							
			* 1.46	11.50PM 41	2.45		8.15	* 3.00		W	1774	52.1	MB.....MABTON.....N 3.5	74.4	3.00 887		8.45 8.00			-605 -258					
			* 1.42	* 11.40	* 2.38 602		* 8.07	* 2.56			1777	55.6	.....EMPIRE..... 4.7	70.9	2.50-5-4 2.10-601		7.50							
			* 1.35 257	* 11.30	* 2.30 5-601		f 7.57	* 2.48			1782	60.3	SU.....SATUS.....N 5.5	66.2	1.55		7.35								
	Page 7 See 275	Page 7 See 273	Page 7 See 271	* 1.28	* 11.23	* 2.23	f 7.46	* 2.38			1787	65.8	AF.....ALFALFA.....D 1.8	60.7	1.35		7.15								
	8.55AM 605	4.00PM 887	7.55AM	* 1.25	* 11.20	* 2.20 277	* 7.48	* 2.35			1789	67.6	.....SUNNYSIDE JUNCTION..... 3.2	58.9	1.30 277		7.10							
	8.45	8.50	7.45 885	* 1.20	* 11.17	2.15 890	7.35	* 2.30		W C T	1792	70.8	TN.....TOPPENISH.....N 4.1	55.7	1.20 1.15 1		2.10PM 4-5	* 7.00AM 282							
	f 8.36	f 3.40 601	f 7.37	* 1.10	* 11.11	* 2.08	* 7.25	* 2.25			1796	74.9	.....MONTE..... 3.2	51.7	1.05		1.50							
	8.30	8.30	7.30	* 1.05	f 11.05	* 2.03	f 7.18	* 2.20 257			1800	78.0	WA.....WAPATO.....N 4.4	48.5	12.55		1.35 1.30 1								
	f 8.20	f 3.20 5	f 7.19	* 1.00 41	* 10.58	* 1.57	* 7.08	* 2.13			1804	82.4	.....PARKER..... 3.7	44.1	12.45 890		12.50 12.40 602							
	f 8.10	f 3.10	f 7.10	* 12.55	* 10.51	* 1.50 1	* 6.59	* 2.07			1807	86.1	KM.....YAKIMA CITY.....N 3.7	40.4	12.35		12.10PM								
	8.00AM	3.00PM 1	7.00AM 603-253	12.50	10.35	1.40	6.50 282-603	2.00		W C S Y	1811	89.8	YA.....NORTH YAKIMA.....N 4.0	36.7	12.25 281		11.45AM 10.55 605-281-889								
				* 12.45	f 10.27	* 1.31	f 6.40	* 1.50 41			1815	93.8	AH.....SELAH.....D 3.3	32.7	12.15 889		10.30								
				* 12.40	* 10.22	* 1.25	f 6.33	* 1.44			1819	97.1	MN.....POMONA.....N 4.0	29.4	12.05PM		10.15								
				* 12.33	* 10.15	* 1.20 889	* 6.24	* 1.37			1822	101.1	.....HILLSIDE..... 4.4	25.4	11.55AM 605		10.00							
				* 12.26	* 10.08	* 1.13	f 6.15	* 1.30			1827	105.5	RA.....ROZA.....N 4.6	21.0	11.42		9.35								
				* 12.19	* 10.00	* 1.05	* 6.07	* 1.23		W	1832	110.1	ON.....CANYON.....N 3.9	16.4	11.30		9.15								
				* 12.13	* 9.53	* 1.00 605	f 6.00	* 1.17			1836	114.0	UM.....UMTANUM.....N 2.8	12.5	11.18		8.55 8.50 603								
				* 12.08	* 9.48	* 12.55	* 5.55	* 1.12			1839	116.8	.....INDIO..... 4.9	9.7	11.10		8.35							
				* 12.01AM	* 9.40	* 12.48	f 5.45 3	* 1.05			1843	121.7	Z.....THRALL.....N 4.8	4.8	10.55		8.15								
			11.50PM	9.30PM	12.40PM		5.35AM	12.55AM		W C S T	1848	126.5	EB.....ELLENSBURG.....N 0.0	0.0	10.40AM 603		7.50AM								
	SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY									
	.55	1.00	.55	3.20	4.15	3.45	4.40	4.00					Time over District.	7.00	6.20	8.00									
	24.	22.0	24.0	38.1	29.7	33.7	27.1	31.6					Average Speed per Hour.	18.1	8.8	9.0									

WEST BOUND.

WALLA WALLA BRANCH.

EAST BOUND.

West Bound. EUREKA BRANCH. East Bound.

Table with columns for Third Class, 2d Class, First Class, and 3d Class. Includes station names like Pasco, Ainsworth, Eureka, and Walla Walla. Time Table No. 32A, Nov. 6, 1910.

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

Main table with columns for West Bound and East Bound. Includes station names like Ainsworth, Burbank, Two Rivers, Attalia, Adams, Legrow, Slater, Welland, Adkins, Eureka, Lamar, Shaw, Ray, Climax, Rulo, Theil, Dry Creek, Sudbury, Waterloo, O. R. & N. Crossing, Walla Walla, Mill Creek Jct, Evans, Stanfield, Buroker, Spring Creek, Gilliam, Dixie, Eastman, Minnick, Coppel, Waitsburg, Huntsville, Longs, Klum, Dayton. Time Table No. 32A, Nov. 6, 1910.

West Bound. ATHENA BRANCH. East Bound.

Table for Athena Branch with columns for 2d Class, 3d Class, and Station Nos. Includes stations like Smeltz, Hillsdale, Wayland, Waterman, Athena. Time Table No. 32A, Nov. 6, 1910.

West Bound. TRACY BRANCH. East Bound.

Table for Tracy Branch with columns for 3d Class, 2d Class, and Station Nos. Includes stations like Walla Walla, Mill Creek Jct, Hector, Herbert, Kibbler, Tracy. Time Table No. 32A, Nov. 6, 1910.

No. 555 has right to Tracy over No. 556. Registering Station—Walla Walla. J. G. CUTLER, Ass't Supt.

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. Average Speed per Hour. Junction switch Ainsworth Junction set for S. P. & S. line. Junction switch Hunts set for Wallula line. West wye switch at Pasco set for wye switch. Junction switch Attalia set for Walla Walla line.

Vertical text on the right edge of the page, including 'WES', 'SECO', 'Bran', 'Regis', 'Stand', 'Nos.', 'WES', 'WES', 'THIR', 'E', 'S', 'All tra', 'Registe'.

CONNELL NORTHERN BRANCH.
WESTBOUND. EASTBOUND.

No. 865 Mixed	Water Coal Table Wye	Distance from Connell	Time Table No. 32A. Nov. 6, 1910. STATIONS	Distance from Coulee City	Capacity Sidings	No. 868 Mixed
Tues. Thur. Sat.						Mon. Wed. Fri.
7:00 A.M.	WCY	0.0	..... Cornell	83.5	120	3:10 P.M.
7:40		10.5	..... Vaughn Spur	73.0	20	2:35
8:00	W	17.0	..... Bruce	66.5	50	2:10
8:15			..... 8.8			2:05
8:45		25.8	..... West Warden	57.7	40	1:35
			..... 5.2			
9:03		31.0	..... Bassett	52.5	40	1:18
			..... 0.4			
9:05	Y	31.4	..... Bassett Jct.	52.1	00	1:15
			..... 12.3			
9:50	W	43.7	..... Schrag	64.3	50	12:30 P.M.
10:00			..... 12.3			11:30 A.M.
10:45	Y	31.4	..... Bassett Jct.	52.1	00	10:45
			..... 7.8			
11:15	W	39.2	..... Wheeler	44.3	50	10:15
11:30 A.M.			..... 10.5			10:00
12:10 P.M.		49.7	..... Ainey Spur	33.8	20	9:20
			..... 11.1			
12:45		60.8	..... Adrian Jct.	22.7		8:45
			..... 1.3			
12:50	TW	62.1	..... Adrian	24.0	130	8:40
1:50			..... 1.3			8:30
1:55		60.8	..... Adrian Jct.	22.7		8:25
			..... 9.1			
2:30		69.1	..... Bacon	13.6	50	7:50
			..... 11.0			
3:10		80.9	..... Coulee Jct.	2.6	40	7:10
			..... 2.6			
3:20 P.M.	WCT	83.5	..... Coulee City	0.0	40	7:00 A.M.
8.20			Time over District			8.10
13.3			Average speed per hour			13.5

Conductors will report themselves in and out of Bruce, Bassett Jct., Wheeler and Adrian by telephone.

Conductors will obtain orders at Adrian and Coulee City and be governed by Idaho Division Time Card between these points.

LOCATIONS OF DERAILING SWITCHES.

FIRST DISTRICT.

Sprague.....	West end Mill spur
Paha.....	West end house track
Lind.....	West end No. 2 siding
Lind.....	Old coal dock track
Beatrice.....	Spur
Cunningham.....	West end elevator track
Cunningham.....	West end house track
Cunningham.....	West end coaling spur
Hatton.....	West end house track
Hatton.....	West end elevator spur
Glade.....	West bound passing track

SECOND DISTRICT.
Vista..... East end of east bound passing track

WALLA WALLA BRANCH.

Coppel.....	West end
Eastman.....	East end
Gilliam.....	East end
Spring Creek.....	East end
Buroker.....	East end
Stanfield.....	West end
Waterloo.....	East end
Dry Creek.....	West end
Thiel.....	West end
Rulo.....	West end
Climax.....	West end
Ray.....	East end
Shaw.....	East end
Lamar.....	East end
Welland.....	East end

EUREKA BRANCH.

Babcock.....	East end
Reser.....	East end

PENDLETON BRANCH.

Ring.....	East end
Vansycle.....	East end
Stanton.....	East end
Fulton.....	West end

ATHENA BRANCH.

Hillsdale.....	East end
Wayland.....	West end
Waterman.....	West end

TRACY BRANCH.
Kibbler..... On main line

LOCATIONS OF TRACK CONNECTIONS.

Wallula.....	O. R. & N. Ry.
Pasco.....	S., P. & S. Ry.
North Yakima.....	North Yakima & Valley R. R.
Granger.....	North Yakima & Valley R. R.
Snake River Junction.....	S., P. & S. Ry.
Lewiston Junction.....	Camas Prairie R. R.
Lewiston Junction.....	O. R. & N. Ry.
Lind.....	C., M. & P. S. Ry.

All trains between Northern Pacific leave Pasco or Ainsworth.

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 Cheney with helper, Cunningham to Providence and Sprague to Fishtrap.....	1800	.....	1250	.....	1200	.....	965		Pasco to Hunts.....	1500	.....	1500	.....	1200	.....	900	.....
Without helper.....	1400	.....	900	.....	750	.....	620		Hunts to Walla Walla.....	550	.....	550	.....	350	.....	250	.....
Cheney to Lind without helper.....	1800	.....	1250	.....	1200	.....	650		Walla Walla to Dayton.....	500	.....	500	.....	300	.....	200	.....
Lind to Providence with helper.....	3500	.....	1250	.....	1200	.....	650		Dayton to Walla Walla.....	550	.....	550	.....	300	.....	200	.....
Providence to Pasco.....	60 cars.		60 cars.		60 cars.		40		Walla Walla to Hunts.....	800	.....	800	.....	550	.....	350	.....
2nd District. Pasco to Badger.....	1700	.....	1150	.....	1100	.....	741		Hunts to Pasco.....	1500	.....	1500	.....	1200	.....	900	.....
Badger to Ellensburg.....	1900	.....	1350	.....	1300	.....	890		Hunts to Apex.....	325	.....	325	.....	225	.....	175	.....
Ellensburg to Kiona.....	70 cars.		60 cars.		60 cars.		1235		Apex to Pendleton.....	800	.....	800	.....	600	.....	500	.....
Kiona to Pasco.....	2700	.....	1600	.....	1500	.....	938		Pendleton to Apex.....	500	.....	500	.....	300	.....	200	.....
									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.	

Surgeons will attend to any cases of illness. It is the intent of the law for which distinct office.

Railway Officials are needed. When such are not available, the train must be stopped. In the event of a sudden emergency, the train must be stopped.

RULE 20—Train and engine men must not reduce speed without orders for which the signal will be displayed. If the train has passed three blocks and this the train must be stopped under any circumstances provided.

Train and engine men must not reduce speed without orders for which the signal will be displayed. If the train has passed three blocks and this the train must be stopped under any circumstances provided.

RULE 43—When a train is stopped, the engine man must not move the train without orders for which the signal will be displayed.

Operators must not reduce speed without orders for which the signal will be displayed. If the train has passed three blocks and this the train must be stopped under any circumstances provided.

The matter of blockading is desired to be cancelled the blockading.

If blockading engine is within for block by four.

A. G. KAMM

SPECIAL RULES AND INSTRUCTIONS FOR BLOCK OPERATION BETWEEN PASCO AND KENNEWICK

All trains between Pasco and Kennewick will be operated by Block Cards.

No train will occupy track between these points unless Conductor and Engineer hold authority conferred by Block Card, Form B. C.

Conductor and Engineer must each have a copy of this Block Card.

SPECIAL RULES REGARDING USE OF STAFF ON BRANCH LINES.

The following branches will be operated under the Staff System:

Eureka Branch.

Athena Branch.

Tracy Branch.

Staff will be located in a box at each junction.

All trains (whether scheduled or not) using these branches must have staff in their possession.

When properly authorized to use the track without staff it must be done under protection of flag.

For completion of dispatcher's record of movements, operator at main line junction will telegraph copy of register, showing:

(a) Arrival.

(b) Departure.

(c) Mileage made on branch.

If no operator at junction point, Conductor will telegraph this information from first open telegraph office.

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. E. F. POPE, Spokane

Baggage Room, Tool
Car No. 1, Tool Car
No. 2, Yardmasters
Office.

DR. X. L. ANTHONY, (Ocalist) Spokane.

DR. F. A. POMEROY, Cheney.

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

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

DR. F. BARTEAU, Lind (S)

DR. CHARLES BALLANCE, Connell

DR. J. P. DRISCOLL, Pasco (S) { Passenger Station, Freight
Station, Tool Car.

DR. H. B. O'BRIEN, Pasco

DR. H. M. HOWARD, Prosser.

DR. H. M. JOHNSON, Toppenish.

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).

DR. E. M. ASHLEY, Lamont.

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.

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 the 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, 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 grades, 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 received 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; after getting complete will deliver a copy to the engineer.

A. G. KAMM, Trainmaster, Pasco.

E. J. MORAN, Chief Dispatcher, Pasco.

JAMES SHANNON, Trainmaster, Pasco.

