

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME 33 TABLE

In Effect at 12:01 A. M. Pacific or 120th Meridian Time
(One hour slower than Mountain or 105th Meridian Time.)

SUNDAY, Nov. 20th, 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.

THIRD CLASS

| 885 | | 883 | | Freight | | Station No. Water, Coal Scales, Tank and Wye | Distance in Cheney | Succeeding No. 884 | | Distance Pasco | Capacity Passing | Passenger | | | | |
|------------------------------------|------------------------------------|------------------|-------------------------|--|-------|---|-----------------------|--------------------|--------------------|-------------------|---------------------|----------------|------------------|-------|-------|-------|
| Way Freight EXCEPT SUNDAY | Way Freight EXCEPT SUNDAY | DAILY | DAILY | STATIONS. Telegraph Offices and Calls | DAILY | | | DAILY | DAILY | | | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY |
| | 4.20AM | | 6.30PM | 1592 W C Y | 0.0 | CY.....CHENEY.....N | 129.3 | 75 | * 7.23AM 5-2-42 | * 8.15AM 1-2 | * 5.20PM | * 7.40PM | * 9.25PM 4 | | | |
| | 4.40 4.45-602 | | 6.45 | 1597 | 4.9 |MIDWAY..... | 124.4 | 60 | * 7.32 | * 8.25 | * 5.30 | * 7.48 | * 9.35 | | | |
| | 5.10 | | 7.05 | 1603 W | 10.7 | TY.....TYLER.....D | 118.6 | 120 | * 7.40 | * 8.37 | f 5.40 | * 7.55 | * 9.45 | | | |
| | 5.25 | | 7.15 | 1607 | 14.5 | VA.....FISHTRAP.....N | 114.8 | 60 | * 7.45 | f 8.45 | * 5.47 | * 8.02 | * 9.52 | | | |
| | 5.55 6.00-42 | | 7.35 | 1612 | 19.9 |KLINE..... | 109.4 | 120 | * 7.54 | * 8.55 6 | * 5.56 | * 8.15 4 | * 10.02 | | | |
| | 6.25 7.00 2 | | 7.55 8.00 4 | 1617 W C Y | 24.8 | SX.....SPRAGUE.....N | 104.5 | 120 | * 8.03 884 | * 9.05 884 | 6.05 | 8.25 | 10.10 | | | |
| | 7.30 884 | | 8.15 | 1621 | 28.9 |CONCORD..... | 100.4 | 60 | * 8.10 | * 9.12 | * 6.12 | * 8.33 | * 10.18 | | | |
| | 8.15 8.25-1-6 | | 8.40 8.50 257 | 1627 W | 34.7 | HI.....KEYSTONE.....N | 94.6 | 120 | * 8.20 6-883 | f 9.22 | f 6.20 | * 8.45 601 | * 10.27 | | | |
| | 8.45 | | 9.05 | 1633 | 40.5 | N.....TOKIO..... | 88.8 | 120 | * 8.30 | f 9.32 | * 6.30 | * 8.55 | * 10.35 | | | |
| | 9.00 | | 9.15 | 1637 | 44.9 | R.....COKER..... | 84.4 | 60 | * 8.38 | * 9.38 | * 6.37 | * 9.08 | * 10.43 | | | |
| | 9.15 9.50-5 | | 9.30 | 1641 W | 48.5 | RV.....RITZVILLE.....N | 80.8 | 120 | * 8.45 | * 9.45 883 | 6.45 | 9.10 | 10.50 | | | |
| | 10.20 | | 9.45 | 1647 | 54.2 |ESSIG..... | 75.1 | 60 | * 8.55 | * 9.54 | * 7.00 4 | * 9.19 | * 10.59 | | | |
| | 10.45 | | 9.55 | 1649 W | 57.8 | NA.....PAHA.....D | 71.5 | 120 | * 9.02 | f 10.00 | f 7.06 | * 9.25 | * 11.05 | | | |
| | 11.10 | | 10.05 | 1653 | 62.1 |RUBY..... | 67.2 | 60 | * 9.09 | * 10.07 | * 7.14 | * 9.30 | * 11.18 | | | |
| | 10.30AM 5 | 11.30AM | 10.20 | 1658 W C T | 65.5 | LD.....LIND.....N | 63.8 | 120 | * 9.15 | * 10.15 885 | 7.25 | 9.40 | 11.20 | | | |
| | 11.00 | | 10.40 | 1662 | 69.7 |AKRON..... | 59.6 | 60 | * 9.23 | * 10.23 | * 7.36 | * 9.48 | * 11.28 | | | |
| | 11.30 | | 11.00 | 1667 | 78.4 | PX.....PROVIDENCE..... | 55.9 | 120 | * 9.30 | * 10.30 | * 7.45 | * 9.55 | * 11.35 | | | |
| | 11.50AM | | 11.12 | 1670 | 76.6 |BEATRICE..... | 52.7 | 60 | * 9.35 | * 10.35 | * 7.53 | * 10.00 | * 11.40 | | | |
| | 12.15PM 12.20 258 | | 11.30 602 | 1674 W | 81.4 | SC.....CUNNINGHAM.....N | 47.9 | 120 | * 9.42 | f 10.42 | f 8.05 | * 10.08 | * 11.50 602 | | | |
| | 12.45 886 | | 11.40 | 1677 | 84.7 | TW.....HATTON.....D | 44.6 | 60 | * 9.47 | f 10.48 | f 8.13 | * 10.18 | * 11.55PM | | | |
| | 1.30 | | 11.59PM 12.10AM 3 | 1682 | 89.5 |EMERY..... | 39.8 | 60 | * 9.53 | * 10.56 | * 8.24 | * 10.21 | * 12.05AM 601 | | | |
| | 2.15 3.15 | | 12.30 | 1686 W | 94.1 | CN.....CONNELL.....N | 35.2 | 120 | * 10.00 | f 11.05 886 | f 8.35 | * 10.30 602 | f 12.15 | | | |
| | 3.40 | | 12.45 | 1690 | 99.0 |CACTUS..... | 30.3 | 60 | * 10.08 886 | * 11.15 | * 8.45 | * 10.37 | * 12.22 | | | |
| | 4.05 | | 1.00 | 1695 W | 103.4 | AK.....MESA.....D | 25.9 | 120 | * 10.15 | f 11.25 258 | f 8.53 | * 10.45 | * 12.30 | | | |
| | 4.20 | | 1.10 | 1698 | 106.2 |VALE..... | 23.1 | 60 | * 10.20 | * 11.30 | * 9.00 | * 10.50 | * 12.35 | | | |
| | 4.55 5.00 4 | | 1.30 | 1704 W | 112.1 | W.....ELTOPIA.....N | 17.2 | 120 | * 10.28 | f 11.40 | f 9.10 602 | * 10.59 | * 12.44 | | | |
| | 5.25 | | 1.45 | 1709 | 117.1 |SAGEMOOR..... | 12.2 | 60 | * 10.35 | * 11.47 | * 9.20 | * 11.06 | * 12.52 | | | |
| | 5.50 | | 2.05 2.10-42 | 1714 | 121.8 | GD.....GLADE..... | 7.5 | 120 | * 10.45 258 | * 11.55AM | * 9.30 | * 11.15 | * 1.00 | | | |
| | 6.30PM | | 2.45AM 2 | 1721 W C Y T | 129.3 | PA.....PASCO.....N | 0.0 | Yard | 11.00AM | 12.10PM | 9.50PM | 11.30PM | 1.15AM 42 | | | |
| | EXCEPT SUNDAY | EXCEPT SUNDAY | DAILY | | | | | | DAILY | DAILY | DAILY | DAILY | DAILY | | | |
| | 8.00 | 7.10 | 8.15 | | | Time over District | | | 3.37 | 3.55 | 4.30 | 3.50 | 3.50 | | | |
| | 7.9 | 9.1 | 15.6 | | | Average Speed per Hour | | | 35.7 | 33.0 | 28.7 | 33.7 | 33.7 | | | |

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

NORTHERN PACIFIC RAILWAY.

Office of the Division Superintendent,

Pasco, March 29th., 1911.

Bulletin No. 769
Circular No. 657

TO ALL CONCERNED:

Effective - March 30th., 1911, train
No. 6 will stop on flag at SPRAGUE for passengers
only.

J. L. De Force,

Superintendent.

EAST BOUND

CLASS TRAINS.

36

by
light
EPT
DAY

PM

PM-258
AM

| | | | | | | DAILY | MUNDAY | SUNDAY | |
|------|------|------|------|------|--|-------------------------|--------|--------|------|
| 4.20 | 5.10 | 4.35 | 4.03 | 5.05 | | Time over District. | 9.15 | 7.00 | 6.50 |
| 29.8 | 24.9 | 28.2 | 31.9 | 25.4 | | Average Speed per Hour. | 14.0 | 9.4 | 7.2 |

| FIRST CLASS. | | | | | Station Nos., Water, Coal, Scenes, Tables and Ways | Distance from Cheney | Time Table No. 33 Nov. 20, 1910 Succeeding No. 32 A | | Distance from Pasco | Capacity of Passing Tracks | SECOND CLASS. | | THIRD CLASS TRAINS. | |
|-------------------------------------|--------------------------------------|---------------------------------------|--------------------------------------|-------------------------------------|---|-------------------------|---|------------------|------------------------|--|--|--------------------|---------------------|--|
| 4 | 258 | 6 | 2 | 42 | | | 602 | 884 | | | 886 | Way Freight | Way Freight | |
| Passenger | Passenger | Passenger | Passenger | Passenger | | | Freight | EXCEPT MONDAY | | | EXCEPT SUNDAY | | | |
| DAILY | DAILY | DAILY | DAILY | DAILY | | | DAILY | | | | | | | |
| 8.55 ^{PM} ₃ | 3.35 ^{PM} | 9.40 ^{AM} | 7.23 ^{AM} ₁₋₄₂₋₅ | 6.45 ^{AM} ₂₋₁ | 1592 W C Y | 0.0 | CY.....CHENEY.....N | 129.3 | 75 | 5.05 ^{AM} | 11.30 ^{AM} | | | |
| * 8.45 | * 3.23 | * 9.30 | * 7.13 | * 6.35 | 1597 | 4.9 |MIDWAY..... | 124.4 | 60 | 4.45 ^{AM} ₈₈₃ | 11.00 | | | |
| * 8.35 | f 3.10 | * 9.17 | * 7.03 | f 6.23 | 1603 W | 10.7 | TY.....TYLER.....D | 118.6 | 120 | 4.32 | 10.30 | | | |
| * 8.23 | f 3.00 | * 9.08 | * 6.53 | * 6.15 | 1607 | 14.5 | VA.....FISHTRAP.....N | 114.8 | 60 | 4.20 | 10.05 | | | |
| * 8.15 ^{AM} ₂₅₇ | f 2.48 | * 8.55 ^{AM} ₅ | * 6.41 | * 6.00 ^{AM} ₈₈₃ | 1612 | 19.9 |KLINE..... | 109.4 | 120 | 3.55 | 9.35 | | | |
| 8.00 ^{AM} ₆₀₁ | 2.35 | * 8.40 ^{AM} ₈₈₄ | * 6.30 ^{AM} ₈₈₃ | 5.45 | 1617 W C Y | 24.8 | SX.....SPRAGUE.....N | 104.5 | 120 | 3.30 | 9.10 ^{AM} ₁ 7.58 ^{AM} ₅₋₆ | | | |
| * 7.50 | * 2.25 | * 8.30 | * 6.23 | * 5.35 | 1621 | 28.9 |CONCORD..... | 100.4 | 60 | 3.17 | 7.30 ^{AM} ₈₈₃ | | | |
| * 7.40 | f 2.15 | * 8.20 ^{AM} ₁₋₈₈₃ | * 6.15 | * 5.25 | 1627 W | 34.7 | HI.....KEYSTONE.....N | 94.6 | 120 | 3.00 | 7.10 | | | |
| * 7.30 | f 2.05 | * 8.10 | * 6.08 | * 5.15 | 1633 | 40.5 | N.....TOKIO..... | 88.8 | 120 | 2.45 | 6.55 | | | |
| * 7.22 | * 1.57 | * 8.01 | * 6.00 | * 5.07 | 1637 | 44.9 | R.....COKER..... | 84.4 | 60 | 2.30 | 6.40 | | | |
| 7.15 | 1.50 | 7.55 | * 5.55 ^{AM} ₈₈₄ | 5.00 | 1641 W | 48.5 | RV.....RITZVILLE.....N | 80.8 | 120 | 2.20 | 6.30 ^{AM} ₂ 5.40 ^{AM} ₂ | | | |
| * 7.00 ^{AM} 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 | 1.05 | 7.15 | * 5.20 | 4.15 ^{AM} ₈₈₄ | 1658 W C T | 65.5 | LD.....LIND.....N | 63.8 | 120 | 1.10 | 4.30 ^{AM} ₄₂ | 2.30 ^{PM} | | |
| * 6.20 | * 12.50 | * 7.05 | * 5.10 | * 4.05 | 1662 | 69.7 |AKRON..... | 59.6 | 60 | 1.00 | 2.15 | | | |
| * 6.15 | f 12.45 | * 7.00 | * 5.05 | * 4.00 | 1667 | 73.4 | PX.....PROVIDENCE..... | 55.9 | 120 | 12.50 | 2.00 | | | |
| * 6.08 | * 12.35 | * 6.47 | * 4.58 | * 3.52 | 1670 | 76.6 |BEATRICE..... | 52.7 | 60 | 12.30 ^{AM} | 1.40 | | | |
| * 5.58 | f 12.20 ^{AM} ₈₈₅ | * 6.40 | * 4.47 | * 3.38 | 1674 W | 81.4 | SC.....CUNNINGHAM.....N | 47.9 | 120 | 11.50 ^{PM} ₃₋₆₀₁ 11.30 ^{AM} ₃₋₆₀₁ | 1.05 | | | |
| * 5.50 | f 12.10 ^{PM} | * 6.32 | * 4.40 | * 3.30 | 1677 | 84.7 | TW.....HATTON.....D | 44.6 | 60 | 11.15 | 12.45 ^{PM} ₈₈₅ | | | |
| * 5.40 | * 11.58 ^{AM} ₈₈₈ | * 6.20 | * 4.30 | * 3.17 | 1682 | 89.5 |EMERY..... | 39.8 | 60 | 10.50 | 12.03 ^{PM} ₂₅₈ 11.53 ^{AM} | | | |
| 5.30 | 11.45 | 6.10 | * 4.20 | 3.05 | 1686 W | 94.1 | CN.....CONNELL.....N | 35.2 | 120 | 10.30 ^{AM} ₂₅₇ 10.25 ^{AM} ₂₅₇ | 11.20 ^{AM} ₅ 10.45 ^{AM} ₅ | | | |
| * 5.22 | * 11.35 | * 5.59 | * 4.10 | * 2.53 | 1690 | 99.0 |CACTUS..... | 30.3 | 60 | 10.00 | 10.08 ^{AM} ₁ 10.03 ^{AM} ₁ | | | |
| * 5.15 | f 11.25 ^{AM} 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 | 9.30 | | | |
| * 5.00 ^{AM} ₈₈₅ | f 11.05 | * 5.35 | * 3.50 | * 2.29 | 1704 W | 112.1 | W.....ELTOPIA.....N | 17.2 | 120 | 9.10 ^{AM} ₄₁ 9.05 ^{AM} ₄₁ | 9.00 | | | |
| * 4.53 | * 10.55 | * 5.27 | * 3.43 | * 2.18 | 1709 | 117.1 |SAGEMOOR..... | 12.2 | 60 | 8.45 | 8.30 | | | |
| * 4.45 | * 10.45 ^{AM} ₁ | * 5.20 | * 3.35 | * 2.10 ^{AM} ₆₀₁ | 1714 | 121.8 | GD.....GLADE..... | 7.5 | 120 | 8.25 | 8.15 | | | |
| 4.30 ^{PM} | 10.25 ^{AM} | 5.05 ^{AM} | 3.20 ^{AM} ₆₀₁ | 1.55 ^{AM} ₃ | 1721 W C Y T | 129.3 | PA.....PASCO.....N | 0.0 | Yard | 7.50 ^{PM} | 7.40 ^{AM} | | | |
| 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 | 6.50 | | |
| 29.8 | 24.9 | 28.2 | 31.9 | 25.4 | | | Average Speed per Hour. | | | 14.0 | 9.4 | 7.2 | | |

WEST BOUND.

SECOND DISTRICT.

EAST

THIRD CLASS TRAINS.

SECOND CLASS.

FIRST CLASS TRAINS.

| 889 | | 887 | | 75 | | 601 | | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Pasco | Time Table No. 33. Nov. 20, 1910. Succeeding No. 32A. | | | | Distance from Ellensburg | Capacity of Passing Tracks | 3 | | 289 | | 1 | | 5 | | 291 | | 41 | | 257 | | 281 | | 279 | | 277 | | |
|------------------------------|------------------------|--------------------|---------|--------------------|--------------------|-----|---------|--------------------------------------|-----------------|------------------------------|---|----------------------|-------------------|----------------|--------------------------|----------------------------|----------------------|----------------|---------------|-----------|-----------|---------------|--------------------|-------------|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------|---------------|---------------|-------------|-----------|
| Way Freight | Way Freight | S. P. & S. Freight | Freight | S. P. & S. Freight | Freight | W | C | | | | Passenger | S.P.&S.No3 Passenger | Passenger | Passenger | | | S.P.&S.No1 Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger |
| EXCEPT SUNDAY | EXCEPT SUNDAY | DAILY | DAILY | DAILY | DAILY | T | Y | | | | DAILY | DAILY | DAILY | DAILY | | | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | EXCEPT SUNDAY | EXCEPT SUNDAY | EXCEPT SUNDAY | SUNDAY ONLY | |
| | 7.30AM | | | 10.45AM 258-1 | 4.15AM | | | 1721 | 0.0 | PA.....PASCO.....N | 126.5 | Yard | 1.25AM 290-289 | 1.50AM 3-42 | | | 11.10AM 258-75 | 12.15PM 291 | 12.40PM 5 | 10.00PM | | | 11.40PM | | | | | | | | | | | | | | |
| | | | | 10.58AM | | | | 1722 | 1.0 |P. & S. JUNCTION..... | 125.5 | 00 | | 1.54AM 290 | | | | | 12.44PM | | | | | | | | | | | | | | | | | | |
| | 7.55 | | | | 4.40 4.45 6 | | | 1724 | 2.8 | K.....KENNEWICK.....N | 123.7 | 60 | f 1.35 42 | | | * 11.17 | f 12.28 | | f 10.10 | | | | f 11.47 | | | | | | | | | | | | | | |
| | 8.25 | | | | 5.15 | | W | 1729 | 8.2 | RF.....VISTA.....N | 118.3 | 120 | * 1.50 | | | * 11.29 | f 12.35 | | * 10.20 | | | * 11.59PM | | | | | | | | | | | | | | | |
| | 8.50 | | | | 5.40 | | | 1733 | 12.3 |ERIE..... | 114.2 | 60 | * 2.08 | | | * 11.35 | * 12.45 | | * 10.28 | | | * 12.05AM | | | | | | | | | | | | | | | |
| | 9.25 9.30-258 | | | | 6.10 | | | 1739 | 17.1 | BA.....BADGER.....N | 109.4 | 120 | * 2.15 | | | * 11.45 | * 12.55 | | * 10.37 | | | * 12.12 | | | | | | | | | | | | | | | |
| | 9.50 | | | | 6.20 | | | 1742 | 20.7 |ROME..... | 105.8 | 60 | * 2.20 | | | * 11.50 | * 1.08 | | * 10.42 | | | * 12.16 | | | | | | | | | | | | | | | |
| | 10.15 | | | | 6.45 | | W | 1745 | 23.9 | KI.....KIONA.....N | 102.6 | 120 | * 2.30 2 | | | * 11.55AM | f 1.10 888 | | f 10.50 | | | * 12.21 | | | | | | | | | | | | | | | |
| | 10.50 | | | | 7.10 | | | 1751 | 29.7 |CHANDLER..... | 96.8 | 60 | * 2.40 | | | * 12.05PM 888 | * 1.20 | | * 11.02 | | | * 12.31 | | | | | | | | | | | | | | | |
| | 11.20AM 888 | | | | 7.30 | | | 1756 | 34.3 | GI.....GIBBON.....N | 92.2 | 120 | * 2.50 | | | * 12.13 | * 1.28 | | * 11.12 | | | * 12.40 42 | | | | | | | | | | | | | | | |
| | 12.15PM 1.45 1-5 | | | | 8.00 | | W | 1762 | 40.3 | PR.....PROSSER.....N | 86.2 | 120 | 3.00 | | | * 12.25 887 | 1.40 887 | | 11.25 | | | * 12.50 | | | | | | | | | | | | | | | |
| | 2.25 3.00 | 4-602 | | | 8.20 8.25-258 | | | 1767 | 45.7 |BYRON..... | 80.8 | 60 | * 3.15 6 | | | * 12.35 | f 1.55 | | * 11.35 | | | * 12.58 | | | | | | | | | | | | | | | |
| | 3.35 | | | | 9.00 888 | | W | 1774 | 52.1 | MB.....MABTON.....N | 74.4 | 120 | 3.25 | | | * 12.46 | 2.10 602 | | f 11.50 42 | | | * 1.07 | | | | | | | | | | | | | | | |
| | 4.00 | | | | 9.20 | | | 1777 | 55.6 |EMPIRE..... | 70.9 | 60 | * 3.32 | | | * 12.53 | * 2.18 | | * 11.55PM | | | * 1.12 | | | | | | | | | | | | | | | |
| | 4.25 | | | | 9.45 | | | 1782 | 60.3 | SU.....SATUS.....N | 66.2 | 120 | * 3.40 | | | * 1.02 | * 2.30 4 | | * 12.05AM | | | * 1.18 | | | | | | | | | | | | | | | |
| | 5.00 | | | | 10.20 | | | 1787 | 65.8 | AF.....ALFALFA.....D | 60.7 | 70 | f 3.50 | | | * 1.10 | * 2.43 | | * 12.15 | | | * 1.28 2 | | | | | | | | | | | | | | | |
| | 5.10 | | | | 10.30 281 | | | 1789 | 67.6 |SUNNYSIDE JUNCTION..... | 58.9 | | * 3.58 | | | * 1.13 | * 2.47 277 | | * 12.20 | | | * 1.31 | 10.25AM 601 | 6.20PM | 2.20PM 4-5-602 | | | | | | | | | | | | |
| 8.30AM | 5.30PM | | | | 10.45 | | W C T | 1792 | 70.8 | TN.....TOPPENISH.....N | 55.7 | 120 | 4.00 | | | * 1.20 602 | 2.55 890 | | 12.30 | | | * 1.40 | 10.35 | 6.30 | 2.30 | | | | | | | | | | | | |
| 8.45 | | | | | 11.00 | | | 1796 | 74.9 |MONTE..... | 51.7 | 60 | * 4.06 | | | * 1.27 | * 3.08 | | * 12.38 | | | * 1.48 | f 10.45 | f 6.40 | f 2.40 | | | | | | | | | | | | |
| 9.15 | | | | | 11.10 | | | 1800 | 78.0 | WA.....WAPATO.....N | 48.5 | 120 | f 4.18 | | | * 1.35 890 | f 3.10 | | * 12.47 | | | * 1.55 | 10.50 | 6.50 | 2.48 | | | | | | | | | | | | |
| 9.50 | | | | | 11.25 | | | 1804 | 82.4 |PARKER..... | 44.1 | 60 | * 4.22 | | | * 1.42 | * 3.20 280 | | * 1.00 2 | | | * 2.08 | f 11.00 | f 7.00 | f 2.55 | | | | | | | | | | | | |
| 10.25 | | | | | 11.40 | | | 1807 | 86.1 | KM.....YAKIMA CITY.....N | 40.4 | 60 | * 4.30 | | | * 1.50 4 | * 3.28 | | * 1.10 | | | * 2.10 6 | f 11.10 | f 7.10 | f 3.05 | | | | | | | | | | | | |
| 10.50 11.30AM 890-281 | | | | | 11.55AM 890 | | W C Y S | 1811 | 89.8 | YA.....NORTH YAKIMA.....N | 36.7 | 120 | 4.40 | | | 2.00 280 | 3.40 | | 1.25 | | | 2.25 | 11.20AM 890-889 | 7.20PM | 3.15PM | | | | | | | | | | | | |
| 12.05 PM 12.20 802-601 | | | | | 12.15PM 602-889 | | | 1815 | 93.8 | AH.....SELAH.....D | 32.7 | 60 | * 4.50 | | | * 2.07 | f 3.48 | | * 1.50 6 | | | * 2.45 | | | | | | | | | | | | | | | |
| 1.20 1.25 4 | | | | | 12.40 | | | 1819 | 97.1 | MN.....POMONA.....N | 29.4 | 120 | * 4.55 | | | * 2.14 | f 3.55 | | * 1.57 | | | * 2.53 | | | | | | | | | | | | | | | |
| 1.55 | | | | | 1.15 1.20 4 | | | 1822 | 101.1 |HILLSIDE..... | 25.4 | 60 | * 5.08 | | | * 2.20 | * 4.05 | | * 2.05 | | | * 3.03 | | | | | | | | | | | | | | | |
| 2.23 2.33 1 | | | | | 1.45 | | | 1827 | 105.5 | RA.....ROZA.....N | 21.0 | 120 | * 5.12 | | | * 2.28 889 | f 4.14 | | * 2.13 | | | * 3.12 | | | | | | | | | | | | | | | |
| 3.00 | | | | | 2.15 | | W | 1832 | 110.1 | ON.....CANYON.....N | 16.4 | 60 | * 5.20 | | | * 2.38 | * 4.22 | | * 2.22 | | | * 3.20 | | | | | | | | | | | | | | | |
| 3.30 | | | | | 2.40 2.50 1 | | | 1836 | 114.0 | UM.....UMTANUM.....N | 12.5 | 120 | * 5.28 | | | * 2.45 601 | * 4.30 | | * 2.30 | | | * 3.30 | | | | | | | | | | | | | | | |
| 3.45 | | | | | 3.05 | | | 1839 | 116.8 |INDIO..... | 9.7 | 60 | * 5.38 | | | * 2.51 | * 4.35 | | * 2.35 | | | * 3.35 | | | | | | | | | | | | | | | |
| 4.15 | | | | | 3.30 | | | 1843 | 121.7 | Z.....THRALL.....N | 4.8 | 120 | * 5.45 258 | | | * 2.59 | f 4.45 | | * 2.44 | | | * 3.43 | | | | | | | | | | | | | | | |
| 4.45PM 5 | | | | | 4.00PM 5 | | W C S T | 1848 | 126.5 | EB.....ELLENSBURG.....N | 0.0 | Yard | 5.55AM | | | 3.10PM | 5.00PM 889-601 | | 2.55AM 257 | | | 3.55AM 41 | | | | | | | | | | | | | | | |
| EXCEPT SUNDAY | EXCEPT SUNDAY | | | DAILY | DAILY | | | | | | | | DAILY | DAILY | | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | EXCEPT SUNDAY | EXCEPT SUNDAY | SUNDAY ONLY | | | | | | | | | | | | | |
| 7.45 | 10.00 | | | | 11.45 | | | | | | | | 4.30 | | | 4.00 | 4.45 | | 4.55 | | | 4.15 | .55 | 1.00 | .55 | | | | | | | | | | | | |
| 7.2 | 7.1 | | | | 11.0 | | | | | | | | 28.1 | | | 31.6 | 26.6 | | 25.7 | | | 29.9 | 24.0 | 22.0 | 24.0 | | | | | | | | | | | | |

Registering and Bulletin Stations—Pasco, Toppenish 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 will be operated at 15 minutes per hour over street crossings in North Yakima, Toppenish, Wapato, Prosser and Kennewick. Branch Line trains will stop at Sunnyside Junction and 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. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

EAST BOUND.

FIRST CLASS TRAIN

278 280 282 2 4

Passenger Passenger Passenger Passenger Passenger
SUNDAY ONLY EXCEPT SUNDAY EXCEPT SUNDAY DAILY DAILY

3.10AM 1.4
289-1

* 3.03 * 1.3

* 2.55 * 1.1

* 2.48 * 1.1

* 2.40 * 1.1

* 2.35 * 1.1

* 2.30 * 1.2

* 2.20 * 1.2

* 2.10 * 1.2

* 2.00 1.2

* 1.54 * 1.2

* 1.46 1.1

* 1.42 * 11.40 * 2.38

* 1.35 * 11.30 * 2.30

Page 7 See 275 Page 7 See 273 Page 7 See 271 * 1.28 * 11.23 * 2.23

8.55AM 4.00PM 7.55AM * 1.25 * 11.20 * 2.20

8.45 8.50 7.45 * 1.20 11.17 2.15

f 8.36 f 8.40 f 7.37 * 1.10 * 11.11 * 2.08

8.30 8.30 7.30 * 1.05 f 11.05 * 2.03

f 8.20 f 3.20 f 7.19 * 1.00 * 10.58 * 1.57

f 8.10 f 8.10 f 7.10 * 12.55 * 10.51 * 1.50

8.00AM 3.00PM 7.00AM 12.50 10.35 1.40

* 12.45 f 10.27 * 1.31

* 12.40 * 10.22 * 1.25

* 12.33 * 10.15 * 1.20

* 12.26 * 10.08 * 1.13

* 12.19 * 10.00 * 1.05

* 12.18 * 9.53 * 1.00

* 12.08 * 9.48 * 1.25

* 12.01AM * 9.40 * 1.24

11.50PM 9.30PM 12.40PM

5.35AM 12.55AM

SUNDAY ONLY EXCEPT SUNDAY EXCEPT SUNDAY DAILY DAILY DAILY

.55 1.00 .55 3.20 4.15 3.45

24. 22.0 24.0 38.1 29.7 33.7

NORTHERN PACIFIC RAILWAY COMPANY
Office of Division Superintendent
TACOMA DIVISION

Tacoma. Wash. March 24th. 1911.

BULLETIN NO.132

CONDUCTORS & ENGINEERS:

Effective at once Trap Creek station,
So. Bend Line, 41.2 miles from Chehalis Jct. will be flag stop
for train 393.

W. C. Albee, Superintendent

THIRD CLASS TRAINS.

-258-601

7

ger
AY
Y

10PM
02

0

0

18

5

5

5PM

AY
Y

5

W C
T

W C
S Y

W C
S T

| | | | | | | | |
|------|-------|--------------------|-----|------|------|---------|-----------------------------------|
| 1777 | 55.8 | EMPIRE | 4.7 | 70.9 | 60 | 1.55 | 7.50 |
| 1782 | 60.3 | SU | 5.5 | 66.2 | 120 | 1.45 | 7.35 |
| 1787 | 65.8 | AF | 1.8 | 60.7 | 70 | 1.35 | 7.15 |
| 1789 | 67.6 | SUNNYSIDE JUNCTION | 3.2 | 58.9 | | 1.30 | 7.10 |
| 1792 | 70.8 | TN | 4.1 | 55.7 | 120 | 1.20 | 2.10PM 4-5 |
| 1796 | 74.9 | MONTE | 3.2 | 51.7 | 60 | 1.05 | 1.50 |
| 1800 | 78.0 | WA | 4.4 | 48.5 | 120 | 12.55 | 1.35 1.30 |
| 1804 | 82.4 | PARKER | 3.7 | 44.1 | 60 | 12.45 | 12.50 12.40 |
| 1807 | 86.1 | KM | 3.7 | 40.4 | 60 | 12.35 | 12.15PM |
| 1811 | 89.8 | YA | 4.0 | 36.7 | 120 | 12.25 | 11.55AM 10.55 281-889-601 |
| 1815 | 93.8 | AH | 3.3 | 32.7 | 60 | 12.15 | 10.30 |
| 1819 | 97.1 | MN | 4.0 | 29.4 | 120 | 12.05PM | 10.15 |
| 1822 | 101.1 | HILLSIDE | 4.4 | 25.4 | 60 | 11.55AM | 9.55 |
| 1827 | 105.5 | RA | 4.6 | 21.0 | 120 | 11.42 | 9.30 |
| 1832 | 110.1 | ON | 3.9 | 16.4 | 60 | 11.30 | 9.10 |
| 1836 | 114.0 | UM | 2.8 | 12.5 | 120 | 11.18 | 8.50 |
| 1839 | 116.8 | INDIO | 4.9 | 9.7 | 60 | 11.10 | 8.35 |
| 1843 | 121.7 | Z | 4.8 | 4.8 | 120 | 10.55 | 8.15 |
| 1848 | 126.5 | EB | | 0.0 | Yard | 10.40AM | 7.50AM |
| | | | | | | DAILY | DAILY EXCEPT SUNDAY EXCEPT SUNDAY |
| | | | | | | | 7.00 6.20 8.00 |
| | | | | | | | 18.1 8.8 9.0 |
| | | | | | | | Average Speed per Hour. |

Time over District.

Average Speed per Hour.

EAST BOUND.

FIRST CLASS TRAINS.

SECOND CLASS.

THIRD CLASS TRAINS.

| 278 | 280 | 282 | 2 | 41 | 290 | Station Number | Distance from Pasco | STATIONS. | Distance from Ellensburg | Capacity of Passing Tracks | 76 | 602 | 890 | 888 | | | | | |
|-------------|-------------------|-------------------|-------------------|-------------------|---------------|----------------|---------------------|-------------------------------------|--------------------------|----------------------------|------------------|---------|---------------------------------------|---------------|------|---------------|------------------|-----------------------|---------------------------------|
| Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | S. P. & S. 4 | | Nov. 20, 1910 Succeeding No. 32A | | | S. P. S. Freight | Freight | Way Freight | Way Freight | | | | | |
| SUNDAY ONLY | EXCEPT SUNDAY | EXCEPT SUNDAY | DAILY | DAILY | DAILY | DAILY | | Telegraph Offices and Calls. | | | DAILY | DAILY | EXCEPT SUNDAY | EXCEPT SUNDAY | | | | | |
| | | | 3.10AM | 1.45AM 289-290 | 4.25PM 292 | 4.05PM | 10.15AM 75-1 | 4.55AM | 2.02AM | W C T Y | 1721 | 0.0 | PA.....PASCO.....N 1.0 | 126.5 | Yard | 2.40PM | 5.40PM | | 3.00PM 76 |
| | | | | | | | | | 1.57AM 2-42-289 | | 1722 | 1.0 |P. & S. JUNCTION. ....N 1.8 | 125.5 | 00 | 2.33PM 888 | | | |
| | | | * 3.03 | f 1.35 3 | f 4.15 | | 10.05 | f 4.45 601 | | | 1724 | 2.8 | K.....KENNEWICK. ....N 5.4 | 123.7 | 60 | | 5.25 | | 2.45 |
| | | | * 2.55 | * 1.25 | * 4.05 | | f 9.50 | * 4.35 | | W | 1729 | 8.2 | RF.....VISTA .....N 4.1 | 118.3 | 120 | | 5.05 | | 2.20 |
| | | | * 2.48 | * 1.17 | * 3.57 | | * 9.40 | * 4.27 | | | 1733 | 12.3 |ERIE.....N 4.8 | 114.2 | 60 | | 4.45 | | 2.05 |
| | | | * 2.40 | * 1.10 | * 3.48 | | * 9.30 887 | * 4.18 | | | 1739 | 17.1 | BA.....BADGER. ....N 3.6 | 109.4 | 120 | | 4.30 | | 1.45 |
| | | | * 2.35 | * 1.04 | * 3.41 | | * 9.23 | * 4.12 | | | 1742 | 20.7 |ROME.....N 3.2 | 105.8 | 60 | | 4.15 | | 1.30 |
| | | | * 2.30 3 | * 12.58 | * 3.35 | | f 9.15 | * 4.05 | | W | 1745 | 23.9 | KI.....KIONA. ....N 5.8 | 102.6 | 120 | | 4.00 | | 1.15 1.05-5 |
| | | | * 2.20 | * 12.48 | * 3.24 | | * 9.08 | * 3.50 | | | 1751 | 29.7 |CHANDLER.....N 4.6 | 96.8 | 60 | | 3.40 | | 12.10PM 11.59AM 1 |
| | | | * 2.10 | * 12.40 257 | * 3.15 602 | | * 8.58 | * 3.40 | | | 1756 | 34.3 | GI.....GIBBON.....N 6.0 | 92.2 | 120 | | 3.20 3.10-4 | | 11.20 887 |
| | | | * 2.00 | 12.20 | 3.05 | | 8.40 | * 3.25 | | W | 1762 | 40.3 | PR.....PROSSER.....N 5.4 | 86.2 | 120 | | 2.50 | | 10.30 9.45 |
| | | | * 1.54 | * 12.05AM 887 | * 2.55 887 | | f 8.25 601 | * 3.15 3 | | | 1767 | 45.7 |BYRON.....N 6.4 | 80.8 | 60 | | 2.30 887 | | 9.25 |
| | | | * 1.46 | 11.50PM 41 | 2.45 | | 8.15 888 | * 3.00 | | W | 1774 | 52.1 | MB.....MABTON.....N 3.5 | 74.4 | 120 | | 2.10 2.05-5 | | 9.00 8.10 |
| | | | * 1.42 | * 11.40 | * 2.38 | | * 8.07 | * 2.55 | | | 1777 | 55.6 |EMPIRE.....N 4.7 | 70.9 | 60 | | 1.55 | | 7.50 |
| | | | * 1.35 | * 11.30 | * 2.30 5 | | f 7.57 | * 2.48 | | | 1782 | 60.3 | SU.....SATUS.....N 5.5 | 66.2 | 120 | | 1.45 | | 7.35 |
| | Page 7 See 275 | Page 7 See 273 | Page 7 See 271 | * 1.28 257 | * 11.23 | * 2.23 | f 7.46 | * 2.40 | | | 1787 | 65.8 | AF.....ALFALFA.....D 1.8 | 60.7 | 70 | | 1.35 | | 7.15 |
| | 8.55AM | 4.00PM | 7.55AM | * 1.25 | * 11.20 | * 2.20 277 | * 7.43 | * 2.37 | | | 1789 | 67.6 |SUNNYSIDE JUNCTION. ....N 3.2 | 58.9 | | | 1.30 277 | | 7.10 |
| | 8.45 | 3.50 | 7.45 888 | * 1.20 | 11.17 | 2.15 890 | 7.35 | * 2.32 | | W C T | 1792 | 70.8 | TN.....TOPPENISH.....N 4.1 | 55.7 | 120 | | 1.20 1.15-1 | 2.10PM 4-5 | 7.00AM 282 |
| | f 8.36 | f 3.40 | f 7.37 | * 1.10 | * 11.11 | * 2.08 | * 7.25 | * 2.26 | | | 1796 | 74.9 |MONTE.....N 3.2 | 51.7 | 60 | | 1.05 | | 1.50 |
| | 8.30 | 3.30 | 7.30 | * 1.05 | f 11.05 | * 2.03 | f 7.18 | * 2.21 | | | 1800 | 78.0 | WA.....WAPATO.....N 4.4 | 48.5 | 120 | | 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 | * 2.15 | | | 1804 | 82.4 |PARKER.....N 3.7 | 44.1 | 60 | | 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 | * 2.10 257 | | | 1807 | 86.1 | KM.....YAKIMA CITY.....N 3.7 | 40.4 | 60 | | 12.35 | | 12.15PM |
| | 8.00AM | 3.00PM 1 | 7.00AM 258 | 12.50 | 10.35 | 1.40 | 6.50 282 | 2.00 | | W C S Y | 1811 | 89.8 | YA.....NORTH YAKIMA. ....N 4.0 | 36.7 | 120 | | 12.25 | | 11.55AM 10.55 281-889-601 |
| | | | | * 12.45 | f 10.27 | * 1.31 | f 6.40 | * 1.50 41 | | | 1815 | 93.8 | AH.....SELAH.....D 3.3 | 32.7 | 60 | | 12.15 889-601 | | 10.30 |
| | | | | * 12.40 | * 10.22 | * 1.25 889 | f 6.33 | * 1.44 | | | 1819 | 97.1 | MN.....POMONA.....N 4.0 | 29.4 | 120 | | 12.05PM | | 10.15 |
| | | | | * 12.33 | * 10.15 | * 1.20 601 | * 6.24 | * 1.37 | | | 1822 | 101.1 |HILLSIDE.....N 4.4 | 25.4 | 60 | | 11.55AM | | 9.55 |
| | | | | * 12.26 | * 10.08 | * 1.13 | f 6.15 | * 1.30 | | | 1827 | 105.5 | RA.....ROZA.....N 4.6 | 21.0 | 120 | | 11.42 | | 9.30 |
| | | | | * 12.19 | * 10.00 | * 1.05 | * 6.07 | * 1.23 | | W | 1832 | 110.1 | ON.....CANYON.....N 3.9 | 16.4 | 60 | | 11.30 | | 9.10 |
| | | | | * 12.18 | * 9.53 | * 1.00 | f 6.00 | * 1.17 | | | 1836 | 114.0 | UM.....UMTANUM.....N 2.8 | 12.5 | 120 | | 11.18 | | 8.50 |
| | | | | * 12.08 | * 9.43 | * 12.55 | * 5.55 | * 1.12 | | | 1839 | 116.8 |INDIO.....N 4.9 | 9.7 | 60 | | 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 | 120 | | 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 | Yard | | 10.40AM | | 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 | | | | | | | | | 7.00 | 6.20 | 8.00 |
| | 24. | 22.0 | 24.0 | 38.1 | 29.7 | 33.7 | 27.1 | 31.6 | | | | | | | | | 18.1 | 8.8 | 9.0 |

Time over District.
Average Speed per Hour.

7
zer
Y
OPM
2
3
5
5
3PM
Y

t Bound.

| |
|-------------|
| 3d Class. |
| 552 |
| 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 |

st Bound.

| |
|------------------|
| 2d Class. |
| 554 |
| Mixed |
| Mon., Wed., Fri. |
| 12.10PM |
| f 12.01PM |
| f 11.50AM |
| f 11.40 |
| 11.25AM |
| Mon., Wed., Fri. |

st Bound.

| |
|-------------|
| 3d Class. |
| 556 |
| Mixed |
| MONDAY ONLY |
| 8.30AM |
| * 8.20 |
| f 8.17 |
| f 8.14 |
| f 8.07 |
| 8.00AM |
| MONDAY ONLY |

switch. Walla line.

WEST BOUND.

SECOND CLASS TRAINS.

| 275 | 273 | 271 |
|-------------|---------------|---------------|
| Passenger | Passenger | Passenger |
| SUNDAY ONLY | EXCEPT SUNDAY | EXCEPT SUNDAY |
| 8.55AM | 4.00PM | 8.00AM |
| 9.10 | 4.12 | 8.10 |
| 9.30 | 4.30 | f 8.30 |
| 9.45 | 4.45 | 8.45 |
| 9.52 | 4.52 | 8.52 |
| 10.00AM | 5.05PM | 9.00AM |
| SUNDAY ONLY | EXCEPT SUNDAY | EXCEPT SUNDAY |

| Station Numbers | Distance from Sunnyside Junction |
|-----------------|----------------------------------|
| 1788 | 0.0 |
| I B 3 | 3.0 |
| I B 8 | 8.0 |
| I B 12 | 12.0 |
| I B 16 | 16.0 |
| I B 20 | 20.0 |

SUNNYSIDE BRANCH.

Time Table No. 33. Nov. 20, 1910. Succeeding No. 32A.

| STATIONS. | Distance from Sunnyside | Capacity of Passing Tracks |
|--------------------|-------------------------|----------------------------|
| SUNNYSIDE JUNCTION | 20.0 | No Sdg. |
| GRANGER | 17.0 | 50 |
| OUTLOOK | 12.0 | 30 |
| SUNNYSIDE | 8.0 | 60 |
| LICHTY | 4.0 | |
| GRAND VIEW | 0.0 | 30 |

| 272 | 274 | 276 |
|---------------|---------------|-------------|
| Passenger | Passenger | Passenger |
| EXCEPT SUNDAY | EXCEPT SUNDAY | SUNDAY ONLY |
| 10.20AM | 6.20PM | 2.15PM |
| 10.10 | 6.10 | 2.10 |
| f 9.50 | 5.48 | 2.00 |
| 9.35 | 5.30 | 1.45 |
| 9.27 | 5.22 | 1.37 |
| 9.20AM | 5.15PM | 1.30PM |
| 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.

| FIRST CLASS |
|-------------|
| 545 |
| Mixed |
| DAILY |
| 2.30AM |

| Station Numbers | Distance from Pasco |
|-----------------|---------------------|
| WC TY | 1721 |
| 1721 | .0 |

| STATIONS. | Distance from Lewiston Junction | Capacity of Passing Tracks |
|-----------|---------------------------------|----------------------------|
| PASCO | 67.2 | 1200 |

| FIRST CLASS |
|-------------|
| 546 |
| Mixed |
| DAILY |
| 11.20PM |

S. P. & S. RULES AND TIME CARD GOVERN BETWEEN PASCO AND SNAKE RIVER JUNCTION.

| | | | | | | |
|--------|----------|------|------------------------------------|------|----|---------|
| 3.20 | K F 23 | 26.3 | SR.....SNAKE RIVER JCT.....N | 40.9 | 0 | 10.30 |
| f 3.34 | K F 29 | 31.8 |WALKER..... | 35.4 | 60 | f 10.14 |
| f 3.50 | W K F 35 | 8.3 |WINDUST..... | 28.9 | 90 | f 9.57 |
| f 4.07 | K F 44 | 46.8 |HARDER..... | 20.4 | 0 | f 9.40 |
| f 4.21 | K F 51 | 54.8 |DAVIN..... | 13.4 | 30 | f 9.25 |
| f 4.30 | W K F 55 | 58.3 | PR.....PERRY.....D | 8.9 | 90 | f 9.15 |
| 4.50AM | K F 64 | 67.2 | O. R. & N. Crossing—No Connection. | | | |
| | | | AX.....LEWISTON JCT.....N | .0 | 60 | 8.55PM |
| DAILY | | | | | | DAILY |
| 2.20 | | | Time over District | | | 2.25 |
| 28.8 | | | Average Speed per Hour | | | 27.8 |

WEST BOUND.

WALLULA BRANCH.

EAST BOUND.

| THIRD CLASS TRAINS. | | |
|---------------------|------------|------------|
| 559 | 911 | 909 |
| Mixed | Freight | Freight |
| EXCEPT SUNDAY | DAILY | DAILY |
| 4.00AM | 11.50PM | 10.30PM |
| 4.10AM | | |
| See 561-P.7 | 11.59PM | 11.00PM |
| EXCEPT SUNDAY | DAILY | DAILY |

| FIRST CLASS | |
|-------------|------------|
| 287 | 267 |
| Passenger | Passenger |
| DAILY | DAILY |
| 7.35AM | 7.45AM |
| 3.15PM | 3.20PM |
| DAILY | DAILY |

| STATIONS. | Distance from Wallula |
|---------------------|-----------------------|
| ATTALIA | 3.0 |
| O. R. & N. CROSSING | 2.0 |
| HUNTS | 1.0 |
| WALLULA | 0.0 |

| FIRST CLASS | |
|-------------|------------|
| 268 | 288 |
| Passenger | Passenger |
| DAILY | DAILY |
| 3.35PM | 3.25PM |
| 8.00AM | 7.50AM |
| DAILY | DAILY |

| THIRD CLASS TRAINS. | | | |
|---------------------|------------|-----------------------|---------------------|
| 910 | 912 | 560 | 542 |
| Freight | Freight | Mixed | Mixed |
| DAILY | DAILY | Tues., Thur. and Sat. | Mon., Wed. and Fri. |
| 11.50PM | 12.30PM | 11.40AM | 1.50PM |
| 11.30PM | 12.10AM | 11.30AM | 1.40PM |
| 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—Walla Walla and Attalia.

ON BRANCH.

EAST BOUND.

Table No. 33. Nov. 20, 1910. Succeeding No. 32A.

| STATIONS. | Distance from Hunts | Capacity of Passing Tracks |
|---------------------|---------------------|----------------------------|
| HUNTS | 40.3 | 100 |
| RING | 29.4 | 32 |
| VAN SYCLE | 24.8 | 27 |
| STANTON | 22.4 | 38 |
| SMELTZ | 21.1 | 25 |
| APEX | 20.1 | 14 |
| HELIX | 16.9 | 58 |
| MYRICK | 12.5 | 50 |
| McCORMACH | 8.3 | 13 |
| FULTON | 7.0 | 32 |
| O. R. & N. CROSSING | 0.6 | |
| PENDLETON | 0.0 | 39 |

| FIRST CLASS. | THIRD CLASS. |
|--------------|---|
| 270 | 558 544 |
| Passenger | Mixed Mixed |
| DAILY | Tues., Thur. and Sat. Mon., Wed. and Fri. |
| 3.15PM | 11.30AM 1.40PM |
| f 2.48 | 10.42 12.52 |
| f 2.35 | 10.22 12.32 |
| f 2.30 | 10.10 12.20 |
| f 2.27 | 10.05 12.15PM |
| f 2.23 | 9.50 9.50 |
| 2.15 | 9.40 9.40 |
| f 2.08 | 9.27 9.22 |
| f 1.51 | 9.00 9.00 |
| f 1.48 | 8.55 8.55 |
| 1.30PM | 8.30AM 8.30AM |
| DAILY | Tues., Thur. and Sat. Mon., Wed. and Fri. |
| 1.45 | 3.0 3.10 |
| 22.8 | 13.4 12.7 |

No. 269 has right over No. 270 to Pendleton. No. 561 has right over Nos. 558 and 544 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.

SNAKE RIVER BRANCH

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, 1 1/2 miles west of Harder.
 East bound trains must obtain orders before occupying S. P. & S. main line at Snake River Junction.

COMMERCIAL SPURS.

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

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, (Oculist) Spokane
DR. F. A. POMEROY, Cheney.
DR. J. E. BITTNER, 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.

uly 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.

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-

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.

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

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.

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.

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 Blocn System Operation.

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.

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.

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 as per time table or as per Train Order No. —, 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.

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.

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.

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.

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.

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.

A. G. KAMM, Trainmaster, Pasco.

E. J. MORAN, Chief Dispatcher, Pasco.

JAMES SHANNON, Trainmaster, Pasco.

NCH.
.....East end
.....East end

ANCH.
.....East end
.....East end
.....East end
.....West end

NCH.
.....East end
.....West end
.....West end

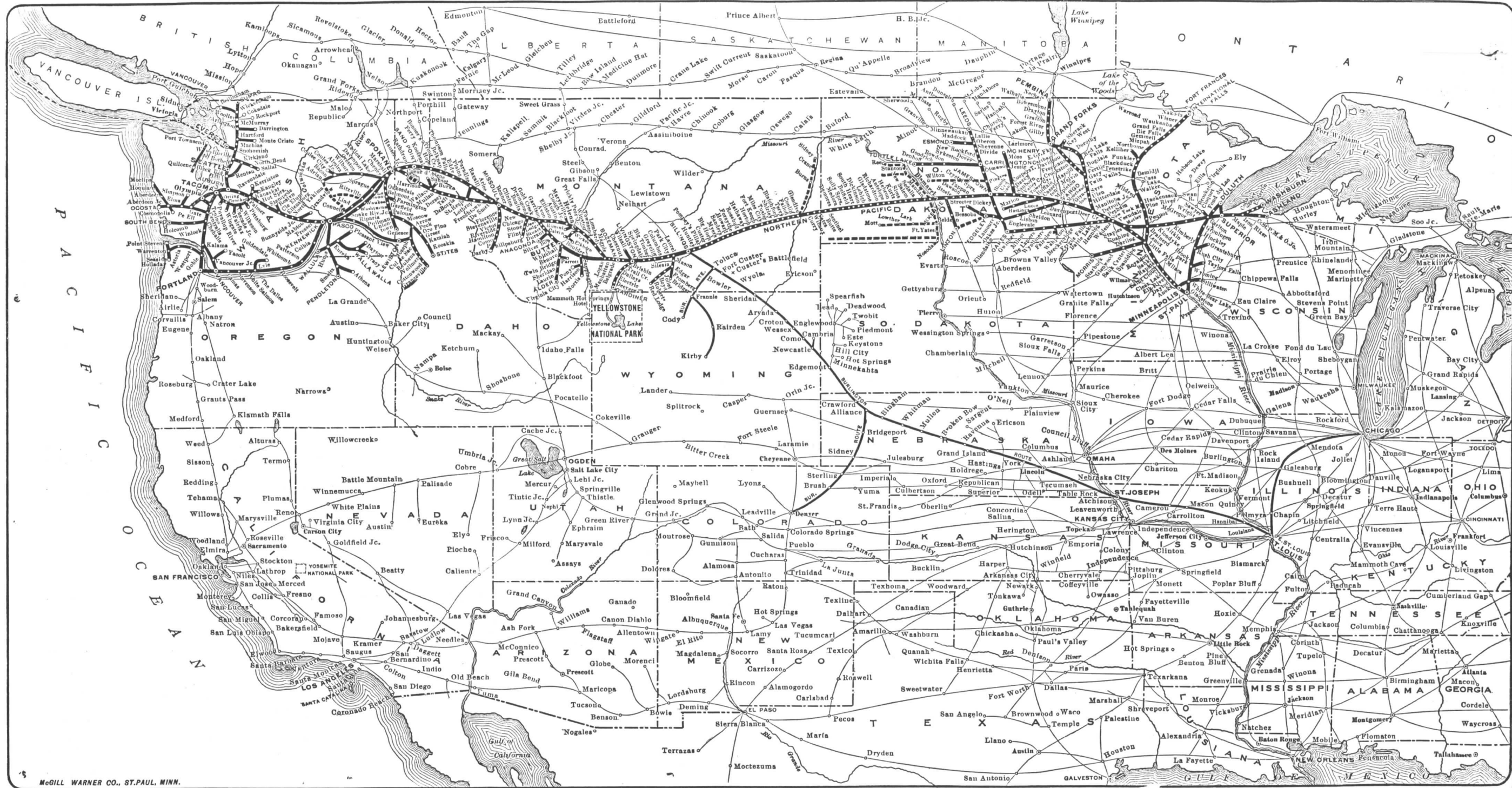
NCH.
.....On main line

CONNECTIONS.

.....O. R. & N. Ry.
.....S. P. & S. Ry.
Yakima & Valley R. R.
Yakima & Valley R. R.
.....S. P. & S. Ry.
.....Camas Prairie R. R.
.....O. R. & N. Ry.
.....C. M. & P. S. Ry.
.....O. R. & N. Ry.
.....North Coast R. R.

Class B & C Wheel Stand- ards

| A | B |
|----------|-------|
| 900 | |
| 250 | |
| 200 | |
| 200 | |
| 350 | |
| 900 | |
| 175 | |
| 500 | |
| 200 | |
| 20 cars. | |
| 175 | |
| 225 | |
| 275 | |
| 600 | |
| 175 | |
| 20 cars. | |



NORTHERN PACIFIC RAILWAY.

Office of the Division Superintendent,
(PASCO DIVISION)

Pasco, December 31st., 1910.

Bulletin No. 739.

TO ALL CONCERNED:

Effective, January 4th., 1911, the
Connell-Adrian mixed train will not make the
run to Schragg on Mondays, Wednesdays and
Fridays.

Kindly be governed accordingly.

J. L. De Force,
Superintendent.

over
: exc
nd ex
sco a
or siz

NORTHERN PACIFIC RAILWAY,
Office of the Division Superintendent,

Pasco, January 31st., 1911.

Bulletin No. 742
Circular No. 626.

TO ALL CONCERNED:

Effective this date - TYLER will be a
flag stop for Train No. 5.

J. L. D. Force,
Superintendent.

West Bound

CONNELL & NORTHERN BRANCH

East Bound

| Second Class Trains | | | | Time Table No. 33 Nov. 20, 1910 Succeeding No. 32A | Distance From Adco | Capacity Passing Tracks | Second Class Trains | |
|---------------------|---------------|----------------------|------------------------|--|--------------------|-------------------------|---------------------|-------------|
| 533 | | Water Coal Table Wye | Distance From Connell | | | | 534 | |
| Mixed | Tues Thur Sat | | | | | | Mixed | Mon Wed Fri |
| 7.00AM | W C Y | 0.0 | CONNELL | 60.8 | 120 | 2.30PM | | |
| 7.40 | | 10.5 | VAUGHN SPUR | 50.8 | 20 | 1.50 | | |
| 8.15 | W | 17.0 | BRUCE | 48.8 | 50 | 1.25 | | |
| 8.45 | | 25.8 | WEST WARDEN SPUR | 35.0 | 40 | 12.55 | | |
| 9.05 | | 31.0 | RITELL | 29.8 | 40 | 12.35 | | |
| 9.10 10.45 | Y | 31.4 | BASSETT JCT. | 29.4 | 00 | 12.30PM 10.30AM | | |
| 11.15AM | W | 39.2 | WHEELER | 21.6 | 50 | 10.00 | | |
| 12.10PM | | 49.7 | GLOYD SPUR | 11.1 | 20 | 9.20 | | |
| 12.45PM | | 60.8 | ADCO | 0.0 | 00 | 8.45AM | | |
| 4.10 | | | Time over District | | | 3.45 | | |
| 14.6 | | | Average Speed per Hour | | | 16.0 | | |

Switch at Adco to be set and locked for Washington Central Branch.

Registering and bulletin station, Connell

Sprague.....
Paha.....
Lind.....
Lind.....
Beatrice.....
Cunningham.....
Cunningham.....
Hatton.....
Hatton.....
Emery.....
Glade.....

Vista.....

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

West Bound

RITZVILLE BRANCH

East Bound

| Second Class Trains | | | | Time Table No. 33 Nov. 20, 1910 Succeeding No. 32A | Distance From Schragg | Capacity Passing Tracks | Second Class Trains | | | |
|---------------------|--------|----------------------|--------------------------------|--|-----------------------|-------------------------|---------------------|--------------------|-------|-------|
| 537 | | 535 | | | | | 536 | | 538 | |
| Mixed | Mixed | Water Coal Table Wye | Distance From Bassett Junction | | | | Mixed | Mixed | Mixed | Mixed |
| 10.30AM | 9.10AM | | 0.0 | BASSETT JCT. | 12.8 | 00 | See 533 10.45AM | See 534 12.25PM | | |
| 11.15AM | 9.55AM | W | 12.8 | SCHRAGG | 0.0 | 50 | 10.00AM | 11.40AM | | |
| .45 | .45 | | | Time over District | | | .4 | .45 | | |
| 16.4 | 16.4 | | | Average Speed per Hour | | | 16.4 | 16.4 | | |

TONNAGE RATING—FREIGHT ENGINES.

| DISTRICTS. | ENGINES. | | | | | | | |
|---|----------|-------|-----------|-------|-----------|-------|-----------------|--|
| | Class W | | Class S 4 | | Class F 1 | | Class D 3 & E 1 | |
| | A | B | A | B | A | B | A | |
| 1st District. Pasco to Cheney with helper, Cunningham to Providence and Sprague to Fishtrap..... | 1800 | ..... | 1250 | ..... | 1200 | ..... | 965 | |
| Without helper..... | 1400 | ..... | 900 | ..... | 750 | ..... | 620 | |
| Cheney to Lind without helper..... | 1800 | ..... | 1250 | ..... | 1200 | ..... | 650 | |
| Lind to Providence with helper..... | 3500 | ..... | 1250 | ..... | 1200 | ..... | 650 | |
| Providence to Pasco..... | 60 | cars. | 60 | cars. | 60 | cars. | 40 | |
| 2nd District. Pasco to Badger..... | 1700 | ..... | 1150 | ..... | 1100 | ..... | 741 | |
| Badger to Ellensburg..... | 1900 | ..... | 1350 | ..... | 1300 | ..... | 890 | |
| Ellensburg to Kiona..... | 70 | cars. | 60 | cars. | 60 | cars. | 1235 | |
| Kiona to Pasco..... | 2700 | ..... | 1600 | ..... | 1500 | ..... | 938 | |

Pasco
Hunt
Walk
Dayt
Wall
Hunt
Hunt
Apex
Pend
Apex
Killi
Athe
Eure
Plea
Wall
Trac