

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

*Amends
to
Pendleton
error
8-63*

TIME **29** TABLE

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

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

SUNDAY, MAY 31st, 1908.

For the Government of Employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.

H. C. NUTT,
General Manager.

B. E. PALMER,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

J. L. DeFORCE,
Superintendent.

J. C. ROTH,
Assistant Superintendent of Transportation.

WHITE HOUND.

THIRD CLASS TRAINS.

TIME TABLE NO. 29.
May 31, 1908.
Succeeding No. 28.

ASS TRAINS.

TIME CLAS										59	91	57	53	Station Nos. Water, Coal, Scales, Table and Wyes	Distance from Spokane	May 31, 1908. Succeeding No. 28.		Distance from Pasco	Capacity of Side Tracks	5	1	9	13	15	3	11	
										Way Freight	Way Freight	Way Freight	Freight			STATIONS.				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
										EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY			Telegraph Offices and Calls				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	
										9.00PM		7.10AM 16-54-9	12.15PM 14	1576 W C S T	0.0	SF.....SPOKANE.....N	145.7	500	5.40AM	7.45AM 16	7.00AM 16-54	2.00PM 10-58	4.45PM 11	11.00PM 12	4.15PM		
										9.10		7.20	12.25	1577	1.5	NS.....SEVENTH AVE.....N	144.2	00	* 5.45	* 7.50	* 7.05	* 2.05	* 4.50	* 11.05	* 4.20		
										9.35		7.40	12.45	1582	6.2	WS.....WINS.....N	139.5	60	* 5.55	* 8.00	* 7.17	* 2.13	* 5.00	* 11.15 4	* 4.30		
										9.50PM 12		8.00 8.15 1	1.00 10-58	1585 W C Y	9.0	MR.....MARSHALL.....N	136.7	150	* 6.00 54	* 8.05 57	* 7.25AM	2.18	* 5.08	* 11.25 60	4.40PM		
												8.50	1.25	1592 W C Y	16.4	CY.....CHENEY.....N	129.3	144	6.20 16	* 8.20		2.35PM 6	5.23	11.45			
												9.15	1.45	1597	21.3	MIDWAY.....N	124.4	60	* 6.30	* 8.27			* 5.33	* 11.55PM			
												9.40 9.45 2	2.05 2.10 6	1603 W	27.1	TY.....TYLER.....N	118.6	120	f 6.40	* 8.37			f 5.46	* 12.05AM			
												10.00	2.25	1607	30.9	VA.....FISHTRAP.....N	114.8	60	f 6.46	* 8.43			* 5.55	* 12.13			
												10.25	2.45	1612	36.3	KLINE.....N	109.4	120	f 6.56	* 8.52			* 6.05	* 12.22			
												10.45 58	3.00	1617 W C Y	41.2	SX.....SPRAGUE.....N	104.5	180	7.05	* 9.00			6.15	12.30			
												11.00	3.12	1621	45.3	CONCORD.....N	100.4	60	* 7.13	* 9.10 2			* 6.22	* 12.38			
												11.30	3.30	1627 W	51.1	HI.....KEYSTONE.....N	94.6	120	f 7.26	* 9.22			f 6.33	* 12.50			
												11.55AM	3.45	1633	56.9	N.....TOKIO.....N	88.8	120	f 7.38	* 9.32 58			* 6.43	* 1.00			
												12.15PM	4.00	1637	61.3	MOORE.....N	84.4	60	f 7.47	* 9.38			* 6.50	* 1.08			
												12.35 1.00 6	4.15	1641 W	64.9	RV.....RITZVILLE.....N	80.8	120	7.55 58	9.45			6.55	1.15			
												1.35	4.40	1647	70.6	ESSIG.....N	75.1	60	f 8.06	* 9.54			* 7.05	* 1.30 54			
												2.00	4.55	1649 W	74.2	NA.....PAHA.....N	71.5	120	f 8.15 2	* 10.00			f 7.12	* 1.37			
												2.30	5.15	1653	78.5	RUBY.....N	67.2	60	* 8.23	* 10.08			* 7.18	* 1.45			
										8.35AM 2-5	3.00PM		5.30	1658 W C T	81.9	LD.....LIND.....N	63.8	180	8.30 91	* 10.15			7.25	1.51			
										8.55			5.50	1662	86.1	AKRON.....N	59.6	60	* 8.38	* 10.21			* 7.38	* 1.59			
										9.15			6.05	1667	89.8	PX.....PROVIDENCE.....N	55.9	120	f 8.45	* 10.27			* 7.50	* 2.07			
										9.30			6.20	1670	93.0	BEATRICE.....N	52.7	60	* 8.51	* 10.32			* 8.00 4	* 2.13			
										10.00			6.40	1674 W C	97.8	SC.....CUNNINGHAM.....N	47.9	120	f 9.00	* 10.40			f 8.10	* 2.22			
										10.20			6.50	1677	101.1	TW.....HATTON.....N	44.6	60	f 9.07	* 10.46			f 8.17	* 2.28			
										10.45 11.00 1-6			7.15 7.20 4	1682	105.9	EMERY.....N	39.8	60	* 9.15	* 10.55 91-6			* 8.27	* 2.37			
										11.20 92			7.45	1686 W	110.5	CN.....CONNELL.....N	35.2	120	9.23	* 11.03 92			8.37	* 2.45 16			
										11.45AM			8.05	1690	115.4	CACTUS.....N	30.3	60	* 9.32	* 11.12			* 8.47	* 2.55			
										12.10PM			8.25	1695 W	119.8	AK.....MESA.....N	25.9	120	f 9.40	* 11.20			f 8.55	* 3.03			
										12.25			8.35	1698	122.6	VALE.....N	23.1	60	* 9.45 92	* 11.25			* 9.01	* 3.08			
										12.55			9.10 9.20 54-15	1704 W	128.5	W.....ELTOPIA.....N	17.2	120	f 10.00 6	* 11.33			f 9.13 54-53	* 3.15			
										1.20			9.40	1709	133.5	SAGEMOOR.....N	12.2	60	* 10.10	* 11.43			* 9.22	* 3.22			
										1.50			10.00	1714	138.2	GD.....GLADE.....N	7.5	120	* 10.20	* 11.50AM			* 9.30	* 3.30			
										2.30PM			10.30PM	1721 W C Y T	145.7	PA.....PASCO.....N	0.0	1200	10.40AM	12.10PM			9.50PM	3.50AM			
Registering and Bulletin Stations—Spokane, Ritzville, Lind and Pasco. Branch line trains will register at Marshall and Cheney. Standard Clocks—Spokane, Lind and Pasco. Maximum grades between Providence and Cunningham. Derailing switches in passing track must always be left open when cars are left on passing track. Lind is district terminal for trains 57, 58, 91 and 92. All trains must approach W. C. Branch, Junction Switch East of Cheney, under full control. Trains must not exceed speed of 8 miles per hour over street crossings in Spokane, Cheney, Sprague, Ritzville and Lind. Engineers will not be required to consult register except at initial or starting point. First-class trains when 15 minutes or more late, and extra trains running on schedule, will observe same precautions in yard limits at Spokane, Ritzville, Lind and Pasco as are required of second and inferior class trains by Rule 298-F. Double track switch at Seventh Ave. will be set for east bound trains. Trains 1 and 2 will not stop to register at Lind. Conductors will throw off register ticket at Lind and Operator will register these trains.										EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY							DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
										.50	5.55	7.50	10.15							5.00	4.25	.25	.35	5.05	4.50	.25	
										10.8	10.8	10.4	13.0							29	33.0	21.6	27.4	28.7	30.2	21.6	
														Time over District													
														Average Speed per Hour													

4
Passer
DAIL
11.3
* 11.3
* 11.3
* 11.3
* 11.3
10.8
* 10.4
* 10.8
* 10.2
* 10.1
10.0
* 9.5
* 9.4
* 9.2
* 9.1
9.1
* 8.5
* 8.4
* 8.3
8.2
* 8.1
* 8.1
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15
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* 7.3
* 7.2
53
7.10
* 7.0
* 6.5
* 6.5
* 6.4
* 6.3
* 6.2
6.10
DAILY
5.20
27.3

11		FIRST CLASS.										Time Table No. 29. May 31, 1908. Succeeding No. 28.										SECOND CLASS.										THIRD CLASS TRAINS.										EAST BOUND.									
Passenger		4	10	14	6	2	12	16	Station Nos., Water, Coal, Scales, Tables and Wyes	Distance from Spokane	STATIONS.										Distance from Pasco	Capacity of Side Tracks	54											58	92	60															
DAILY		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Telegraph Offices and Calls												Freight											Way Freight	Way Freight	Way Freight															
4.15PM		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY															DAILY											EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY															
4.20		11.30PM	2.00PM 13	11.58AM 53	3.10PM	10.40AM	10.30PM 3	6.55AM 9-1-57	1576 W C S T	0.0	SF.....SPOKANE.....N	145.7	500	6.40AM 9-57											6.30											1.45PM 13		11.55PM													
4.30		* 11.22	* 1.50	* 11.48	* 3.03	* 10.33	* 10.20	* 6.46	1577	1.5	NS.....SEVENTH AVE.....N	144.2	00	6.30											6.15											1.35		11.50													
4.40PM		* 11.15 3	* 1.40	* 11.38	* 2.57	* 10.25	* 10.10	* 6.38	1582	6.2	WS.....WINS.....N	139.5	60	6.15											6.05 5.45 5											1.15		11.35													
		* 11.07	1.35PM 53	11.32	f 2.50	* 10.20	10.05PM 59	6.33	1585 W C Y	9.0	MR.....MARSHALL.....N	136.7	150	6.05 5.45 5											6.05 5.45 5											1.00 12.50 53-10		11.25PM													
		10.50		11.15AM	2.35 13	* 10.07		6.20 5	1592 W C Y	16.4	CY.....CHENEY.....N	129.3	144	5.05											5.05											12.20															
		* 10.40			* 2.23	* 9.57		* 6.05	1597	21.3	MIDWAY.....	124.4	60	4.43											4.43											12.03PM															
		* 10.30			f 2.10 53	* 9.45 57		f 5.50	1603 W	27.1	TY.....TYLER.....N	118.6	120	4.17											4.17											11.40AM															
		* 10.21			f 1.58	* 9.38		* 5.40	1607	30.9	VA.....FISHTRAP.....N	114.8	60	4.00											4.00											11.25															
		* 10.10			f 1.43	* 9.27		* 5.28	1612	36.3	KLINE.....	109.4	120	3.35											3.35											11.05															
		10.00			1.30	* 9.18		5.15	1617 W C Y	41.2	SX.....SPRAGUE.....N	104.5	180	3.15											3.15											10.45 57															
		* 9.53			* 1.21	* 9.10 1		* 5.03	1621	45.3	CONCORD.....	100.4	60	3.02											3.02											10.20															
		* 9.40			f 1.09	* 8.58		* 4.55	1627 W	51.1	HI.....KEYSTONE.....N	94.6	120	2.43											2.43											10.00															
		* 9.28			f 12.57	* 8.46		* 4.47	1633	56.9	N.....TOKIO.....N	88.8	120	2.25											2.25											9.32 9.27 1															
		* 9.18			f 12.48	* 8.38		* 4.41	1637	61.3	R.....MOORE.....	84.4	60	2.12											2.12											8.55															
		9.10			12.40 57	8.32 58		4.35	1641 W	64.9	RV.....RITZVILLE.....N	80.8	120	2.00											2.00											8.37 7.20 5-2															
		* 8.55			* 12.27	* 8.22		* 4.21	1647	70.6	ESSIG.....	75.1	60	1.30 1.25 3											1.30 1.25 3											6.50															
		* 8.47			f 12.17	* 8.15 5		* 4.13	1649 W	74.2	NA.....PAHA.....N	71.5	120	1.10											1.10											6.35															
		* 8.35			* 12.08PM	* 8.06		* 4.02	1653	78.5	RUBY.....	67.2	60	12.45											12.45											6.15															
		8.25			11.59AM	* 8.00 91		3.55	1658 W C T	81.9	LD.....LIND.....N	63.8	180	12.30											12.30											6.00AM	2.00PM														
		* 8.17			* 11.50	* 7.52		* 3.47	1662	86.1	AKRON.....	59.6	60	12.15											12.15												1.40														
		* 8.10			f 11.40	* 7.45		* 3.40	1667	89.8	PX.....PROVIDENCE.....N	55.9	120	12.05AM											12.05AM												1.25														
		* 8.00 15			* 11.30	* 7.35		* 3.30	1670	93.0	BEATRICE.....	52.7	60	11.43PM											11.43PM												1.05														
		* 7.45			11.15	* 7.21		* 3.17	1674 W C	97.8	SC.....CUNNINGHAM.....N	47.9	120	11.15											11.15												12.32														
		* 7.35			11.07	* 7.14		* 3.10	1677	101.1	TW.....HATTON.....N	44.6	60	11.00											11.00												12.20PM														
		* 7.20 53			* 10.55 1-91	* 7.04		* 2.57	1682	105.9	EMERY.....	39.8	60	10.37											10.37												11.55AM														
		7.10			10.35	* 6.55		2.45 3	1686 W	110.5	CN.....CONNELL.....N	35.2	120	10.15											10.15												11.30 10.58 1-91														
		* 7.02			* 10.25	* 6.47		* 2.35	1690	115.4	CACTUS.....	30.3	60	10.00											10.00												10.40														
		* 6.55			f 10.17 92	* 6.40		* 2.27	1695 W	119.8	AK.....MESA.....N	25.9	120	9.45											9.45												10.22 10.12 6														
		* 6.50			* 10.12	* 6.35		* 2.22	1698	122.6	VALE.....	23.1	60	9.33											9.33												9.45 9.40 5														
		* 6.40			f 10.00 5	* 6.25		f 2.10	1704 W	128.5	W.....ELTOPIA.....N	17.2	120	9.13 9.08 53-15											9.13 9.08 53-15												9.15														
		* 6.33			* 9.50	* 6.18		* 2.00	1709	133.5	SAGEMOOR.....	12.2	60	8.47											8.47												8.50														
		* 6.25			* 9.42	* 6.10		* 1.50	1714	138.2	GD.....GLADE.....N	7.5	120	8.25											8.25												8.30														
		6.10PM			9.25AM	5.55AM		1.35AM	1721 W C Y T	145.7	PA.....PASCO.....N	0.0	1200	7.50PM											7.50PM												8.00AM														
DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			Time over District.												DAILY											EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY															
.25		.25	.43	.45	.45	.25	.20				Average Speed per Hour.												10.50											7.45	6.00	.30															
21.6		21.6	22.3	25.4	30.7	21.6	27.3																13.5											10.6	10.6	18.															

Registering and Bulletin Stations—Spokane, Ritzville, Lind and Pasco.
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 57, 58, 91 and 92.
All trains must approach W. C. Branch Junction Switch east of Cheney, under full control.
Trains must not exceed speed of 8 miles per hour over street crossings in Spokane, Cheney, Sprague, Ritzville and Lind.
Engineers will not be required to consult register except at initial or starting point.
First class trains when 15 minutes or more late, and extra trains running on schedule, will observe same precautions in yard limits at Spokane, 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.
Trains 1 and 2 will not stop to register at Lind. Conductors will throw off register ticket at Lind and Operator will register these trains.

SECOND DISTRICT.

26.7	30.6	26.6	37.0	Average Speed per Hour.	24.0	17.9	9.0	10.0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								</
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WEST BOUND.				WALLA WALLA BRANCH.												EAST BOUND.						
THIRD CLASS.		SECOND CLASS.		FIRST CLASS.		Station Nos., Water, Coal, Scales, Table, and Ways	Distance from Pasco	Time Table No. 29. May 31, 1908. Suc. No. 28.				Distance from Dayton	Capacity of Side Tracks	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.				
107	105		103		101			STATIONS.						102		104		106	108			
Mixed	Mixed		Mixed		Passenger			Telegraph Offices and Calls						Passenger		Mixed		Mixed	Mixed			
SUNDAY ONLY	DAILY		EXCEPT SUNDAY		DAILY								DAILY		EXCEPT SUNDAY		DAILY	SUNDAY ONLY				
	9.30PM		7.00AM		6.05AM	1721 WCYT	0.0	PA.	PASCO.	N	97.0	1200	9.25PM		8.25PM		1.40AM					
	f 9.45		f 7.12		f 6.15	IG 3	3.1		AINSWORTH.		93.9	00	f 9.10		f 8.07		f 1.25					
	f 9.55		f 7.16		f 6.18	IG 4	4.1		BURBANK.		92.9	25	f 9.07		f 8.00		f 1.15					
	f 10.20		f 7.28		6.30	IG 8	9.1		TWO RIVERS.		87.9	10	8.55		f 7.45		f 12.50					
	10.30 11.30PM 106		7.45AM		6.40	IG 9 Y	12.2	A.	ATTALIA.	D	84.8	00	8.45		7.35PM		12.30AM 11.30PM 105					
	f 12.01AM		EXCEPT SUNDAY		f 6.57	KA 7	17.8		ADAMS.		79.2	4	f 8.28		EXCEPT SUNDAY		f 11.05					
	f 12.05				f 7.00	KA 8	18.6		LEGROW.		78.4	9	f 8.25				f 11.00					
	f 12.15				7.05	KA 10	20.2		GODFREY.		76.8	5	8.18				f 10.55					
	f 12.35				f 7.18	KA 14	24.4		TRIGO.		72.6	8	f 8.10				f 10.35					
	f 12.50				f 7.23	KA 17	27.1		ADKINS.		69.9	31	f 8.01				f 10.25					
1.40PM	1.20				7.40	KA 22 Y	32.3	JC.	EUREKA.	D	64.7	40	7.50				10.00	9.00AM				
2.05	1.45				7.54	KA 29 W	38.8	MR.	LAMAR.	D	58.2	30	7.35				9.15	8.35				
f 2.10	f 2.05				f 8.02	KA 31	40.5		SHAW.		56.5	9	f 7.28				f 9.05	f 8.25				
f 2.30	f 2.20				f 8.10	KA 32	42.3		RAY.		54.7	13	f 7.25				f 8.55	f 8.18				
f 2.35	f 2.30				f 8.15 108	KA 33	43.3		CLIMAX.		53.7	15	f 7.20				f 8.50	8.15 8.10 101				
f 2.55	f 2.50				f 8.25	KA 38	48.7		RULO.		48.3	30	f 7.08				f 8.30	f 7.50				
f 3.00	f 3.00				f 8.30	KA 41	51.2		THEIL.		45.8	18	f 7.00				f 8.17	f 7.35				
f 3.10	f 3.20				f 8.37	KA 44	54.6		DRY CREEK.		42.4	34	f 6.52				f 8.00	f 7.15				
f 3.15	f 3.25		111		f 8.41	KA 46	55.9		OSBORN.		41.1	8	f 6.48		112		f 7.54	f 7.08				
f 3.20	f 3.40		Mixed		f 8.45	KA 48	57.8		WATERLOO.		39.2	16	f 6.44		Mixed		f 7.47	f 7.02				
			DAILY				56.6		O. R. & N. CROSSING.		38.4				DAILY							
3.45PM	4.10AM		9.15AM		9.00AM	KA 53 W SCT	63.3	F.	WALLA WALLA.	D	33.7	160	6.30PM		5.15PM		7.30PM	6.45AM				
			* 9.20			KA 54	64.6		MILL CREEK JCT.		32.4	00			* 5.08							
			f 9.30			KA 57	67.7		EVANS.		29.3	31			f 5.00							
			f 9.34			KA 59	69.4		STANFIELD.		27.6	17			f 4.55							
			f 9.38			KA 60	70.5		ALDRICH.		26.5	28			f 4.50							
			f 9.41			KA 1	71.1		SPRING CREEK.		25.9	9			f 4.45							
			f 9.46			KA 63	72.7		GILLIAM.		24.3	10			f 4.40							
			9.50			KA 64	74.1	X.	DIXIE.	D	22.9	28			4.35							
			f 10.00			KA 65	75.4		EASTMAN.		21.6	10			f 4.23							
			f 10.15			KA 69	78.7		MINNICK.		18.3	20			f 4.13							
			f 10.46			KA 74	83.9		COPPEL.		13.1	40			f 3.45							
			10.55			KA 77 W	87.2	W.	WAITSBURG.	D	9.8	22			3.25							
			11.02			KA 79	89.4		HUNTSVILLE.		7.6	40			f 3.19							
							92.7		O. R. & N. CROSSING.		4.3											
			f 11.12			KA 83	93.3		LONGS.		3.7	17			f 3.08							
			f 11.15			KA 84	94.6		RICHARDSON.		2.4	3			f 3.05							
			11.25AM			KA 87 WCT	97.0	DY.	DAYTON.	D	0.0	85			3.00PM							
SUNDAY ONLY	DAILY		DAILY		DAILY				Time over District.				DAILY		DAILY		DAILY	SUNDAY ONLY				
2.05	6.40		2.10		2.55				Average Speed per Hour.				2.55		2.15		6.10	2.15				
14.8	9.4		15.4		21.6								21.6		15.1		10.0	14.0				
Trains must not exceed six miles per hour in city limits of Walla Walla and Dayton.																			All trains will come to full stop before crossing O. R. & N. track between Attalia and Adams, at Walla Walla, and between Huntville and Longs, and draw at Snake River bridge. No. 111 has right over No. 112 to Dayton.			
Registering Stations—Pasco, Attalia, Eureka, Walla Walla and Dayton.																						

WEST BOUND.				EUREKA BRANCH.				EAST BOUND.			
THIRD CLASS.		Station Nos., Water, Coal	Distance from Eureka	Time Table No. 29. May 31, 1908. Suc. No. 28.		Distance from Pleasant View	Capacity of Side Tracks	THIRD CLASS.			
109	110										
Mixed	Mixed										
SUNDAY ONLY	SUNDAY ONLY										
9.15AM	K A 22 Y	0.0	JC.....EUREKA.....D	19.4	40	1.30PM					
f 9.25	K E 2	2.2	BABCOCK.....	17.2	20	f 1.10					
f 9.40	K E 4	4.7	LEE.....	14.7	35	f 1.00					
f 9.55	K E 7	6.6	ELWOOD.....	12.8	20	f 12.45					
f 10.15	K E 12 W	11.5	CLYDE.....	7.9	39	f 12.25					
f 10.20	K E 13	12.9	PICKARD.....	6.5	19	f 12.10PM					
f 10.45	K E 15	14.9	RESER.....	4.5	20	f 11.59AM					
11.00AM	K E 19 T	19.4	PLEASANT VIEW.....	2.0	40	11.40AM					
SUNDAY ONLY						SUNDAY ONLY					
Registering Station—Eureka. No. 109 has right to Pleasant View over No. 110.											

WEST BOUND.				ATHENA BRANCH.				EAST BOUND.			
SECOND CLASS.		Station Nos., Water, Coal	Distance from Killian	Time Table No. 29. May 31, 1908. Suc. No. 28.		Distance from Athena	Capacity of Side Tracks	SECOND CLASS.			
311	312										
Mixed	Mixed										
Mon., Wed., Fri.	Mon., Wed., Fri.										
10.05AM	M C 19 Y	0.0	KILLIAN.....	14.1	25	12.35PM					
f 10.20	K D 4	3.6	HILLSDALE.....	10.5	21	f 12.10					
f 10.30	K D 6	6.1	GRAND VIEW.....	8.0	22	f 12.01PM					
f 10.40	K D 9	8.8	WATERMAN.....	5.3	30	f 11.50AM					
11.05AM	K D 19 W Y	14.1	CV.....ATHENA.....D	0.0	45	11.35AM					
Mon., Wed., Fri.						Mon., Wed., Fri.					
Registering Stations—Athena and Killian. No. 311 has right to Athena over No. 312.											

WEST BOUND.				TRACY BRANCH.				EAST BOUND.			
THIRD CLASS.		Station Nos., Water, Coal	Distance from Walla Walla	Time Table No. 29. May 31, 1908. Suc. No. 28.		Distance from Tracy	Capacity of Sidings	THIRD CLASS.			
113	114										
Mixed	Mixed										
MONDAY ONLY	MONDAY ONLY										
7.00AM	K A 53 W S C T	0.0	F.....WALLA WALLA.....D	7.4	160	8.30AM					
* 7.10	K A 54	1.3	MILL CREEK JCT.....	6.1	00	* 8.20					
f 7.13	K B 3	3.0	HECTOR.....	4.4	00	f 8.17					
f 7.16	K B 5	4.8	HARBERT.....	2.6	20	f 8.14					
f 7.23	K B 6	6.0	KIBBLER.....	1.4	00	f 8.07					
7.30AM	K B 7	7.4	TRACY.....	0.0	20	8.00AM					
MONDAY ONLY						MONDAY ONLY					
No. 113 has right to Tracy over No. 114. Registering Station—Walla Walla.											

J. G. CUTLER,
Assistant Superintendent.

EAST BOUND

Branch Line trains must obtain orders before occupying main line at Sunnyside Junction.
 Registering Stations—Grand View and Sunnyside Junction.
 Standard Clock—North Yakima.

No. 303 and No. 323 have right over No. 304 to Pendleton.
Registering Stations—Pendleton and Killian.
 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.

All trains will come to full stop before crossing O. R. & N. track between Attalia and Hunts.
Registering Stations—Wallula and Attalia.

	Car Cap'y
Holmes.....125.3 Miles	15

RULING IN REGARD TO TELEGRAPH BLOCK SIGNALS.

(Always have for reference copy of Block Signal Rules.)

RULE 20.—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders, and the block ahead is clear for an approaching train, signal should be changed to clear, so train can enter without reducing speed. This means that if an operator has no orders for this particular train, and the block ahead is clear, the signal will be changed to clear, so that this train may enter the block, regardless of the fact that operator may have orders for other trains. He must, however, display Stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond Block Signal. Under this rule only one train is affected by the clear signal and this the train which is immediately approaching on main track to enter block. **A CLEAR Signal MUST NOT Be Displayed Under Any Other Circumstances.**

An engine may pass a block signal at **Danger** in order to take coal or water or do switching in yards under the restrictions provided by general rules, but **must** in each case receive Block Clearance before departing from station.

Train and engine men must realize that Block Signal rules in no way modify train rules or time table regulations and **do not** relieve trainmen from necessity of flagging. Conductors **must** impress this upon their brakemen, and train and engine men understand that train **must** at all times be as fully protected as prior to Block System Operation.

RULE 43.—Any train which has taken siding at a block station **must** have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train which runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clearance to passenger train, so train will not be delayed.

Operators **MUST** display stop signal **immediately** after train has entered block and rear of train passed three hundred (300) feet beyond signal and markers been seen by operator, and not until this has been done should he notify preceding operator that block is clear, except as per Rule 9.

The matter of displaying block signal at Stop at the proper time **must** be given preference over other duties. If it is desired to cancel a block or change arrangement of a block, if block clearance has been delivered, operator **must not** cancel the block or make any change until conductor's and engineer's copies of clearance have been returned to him.

If block signal at a station is at **Danger** when train is approaching on main track and is changed to clear before engine is within three hundred (300) feet of the signal, train may proceed without block clearance. Engineer will signal for block by four (4) short blasts of engine whistle.

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

Attention of engineers is called to the very great importance of obtaining "Go ahead" signal from rear of train before passing any station and they should not only procure such signal, but have lookout kept for any other signal which might be given while train is passing station. If "Go ahead" signal is not received train **must STOP**. The same rule applies to train standing at station whether on main track or siding. Signal from rear **must** be received by engineer before starting.

Conductors will educate their brakemen and engineers their firemen in regard to these instructions and conductors arrange that signal will not be given until authorized by him and then transmitted to engineer.

Except on mountain grade, trains may proceed when block is occupied by work trains if provided with caution card stating that work train is in block. Work trains provided with caution card will be permitted to follow trains at the expiration of fifteen minutes without waiting until block is clear. Two or more work trains may work in the block protecting against each other and under caution card.

A train **intending** to go to an intermediate siding to meet or be passed by a train **must** obtain caution card before entering the block, stating that "Train No. — and Train No. — will meet or pass at (naming the intermediate siding) as per time table or as per Train Order No. —." This will permit the opposing train to proceed with caution card to the intermediate siding without delay, beyond which point it cannot go unless the train named has arrived or receives further orders as per Block Rules Nos. 53 and 54, **notwithstanding it may have train rights which otherwise permit it to do so.**

After a train has entered a block with ample time and intention to go through to end of same for a certain train and for any reason cannot make the end of the block for the certain train, it will go upon intermediate siding and the opposing train cannot enter the block until the train on intermediate siding has notified the signalman by telephone of its arrival and clearance at intermediate siding. If from failure of telephone the conductor at intermediate siding be unable to communicate with block office the opposing train **must not enter block except under protection of flag**. If, however, the trains are moving in the same direction caution cards will be issued to permit the following train to enter the block. It must be borne in mind that a train **must not** only have train rights permitting it to go, but **block rights** also.

When a train receives orders at a blind siding by telephone as per Rules 53 and 54, conductors will take order in writing, repeat it back to the operator, and after getting complete will deliver a copy to the engineer.

AUTHORIZED SURGEONS, PASCO DIVISION.

LOCATION OF STRETCHERS (S)

DR. S. W. MOWERS, Chief Surgeon,
Western Division, Tacoma.

DR. J. P. AYLEN, Chief Surgeon,
Central Division, Missoula.

DR. N. F. ESSIG, Spokane (S).

DR. F. P. WITTER, Spokane (S)

DR. R. L. THOMPSON, (Oculist) Spokane.

DR. F. A. POMEROY, Cheney.

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

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

Lind (S)

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

DR. C. C. McCOWAN, Prosser.

DR. C. J. LYNCH, North Yakima (S).

DR. J. C. McAULEY, 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 employees or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a reg-

ularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished **ONLY AT OUR OWN HOSPITALS**. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

A. G. KAMM, Trainmaster, Spokane.

E. A. CROOKS, Chief Dispatcher Pasco.

JAMES SHANNON, Trainmaster, Pasco.

ten minutes on caution
rain before passing any
be given while train is
g at station whether on
tators arrange that signal
ation card stating that
ation of fifteen minutes
ther and under caution

ore entering the block,
e table or as per Train
t delay, beyond which
54, notwithstanding it
in and for any reason
cannot enter the block
intermediate siding. If
posing train must not
s will be issued to per-
ts permitting it to go,
er in writing, repeat it

n authorized com-
assume charge of
ed elsewhere un-
g in the discharge

ster, Pasco.

TONNAGE RATING—FREIGHT ENGINES.

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

