

NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME **29A** TABLE

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

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

SUNDAY, NOV. 22nd, 1908.

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

H. C. NUTT,
General Manager.

B. E. PALMER,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

J. L. DeFORCE,
Superintendent.

J. C. ROTH,
Assistant Superintendent of Transportation.

WEST BOUND.

FIRST DISTRICT.

THIRD CLASS TRAINS.						SECOND CLASS.				FIRST CLASS TRAINS.											
						59	91	57	53	Time Table No. 29. Nov. 22, 1908. Succeeding No. 29.											
						Way Freight	Way Freight	Way Freight	Freight	Station Nos., Water, Coal, Scales, Table and Wyes	Distance from Spokane	Distance from Pasco	Capacity of Side Tracks	5	1	9	13	15	3	11	
						EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
						9.00PM		7.10AM 16-54-9	12.15PM 14	1576 W C S T	0.0	145.7	500	5.40AM	7.45AM 18	7.00AM 16-54	2.00PM 10-58	4.45PM 11	11.00PM 12	4.15PM 11	
						9.10		7.20	12.25	1577	1.5	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	139.5	60	* 5.55	* 8.00	* 7.17	* 2.18	* 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	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	129.3	144	6.20 16	* 8.20		2.35PM 6	5.23	11.45		
								9.15	1.45	1597	21.3	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	118.6	120	f 6.40	* 8.37			f 5.46	* 12.05AM		
								10.00	2.25	1607	30.9	114.8	60	f 6.46	* 8.43			* 5.55	* 12.13		
								10.25 1	2.45	1612	36.3	109.4	120	f 6.56	* 8.52			* 6.05	* 12.22		
								10.45 58	3.00	1617 W C Y	41.2	104.5	180	7.05	* 9.00			6.15	12.30		
								11.00	3.12	1621	45.3	100.4	60	* 7.13	* 9.10 2			* 6.22	* 12.38		
								11.30	3.30	1627 W	51.1	94.6	120	f 7.26	* 9.22			f 6.33	* 12.50		
								11.55AM	3.45	1633	56.9	88.8	120	f 7.38	* 9.32 58			* 6.43	* 1.00		
								12.15PM	4.00	1637	61.3	84.4	60	f 7.47	* 9.38			* 6.50	* 1.08		
								12.35 1.00 6	4.15	1641 W	64.9	80.8	120	7.55 58	9.45			6.55	1.15		
								1.35	4.40	1647	70.6	75.1	60	f 8.06	* 9.54			* 7.05	* 1.30 54		
								2.00	4.55	1649 W	74.2	71.5	120	f 8.15 2	* 10.00			f 7.12	* 1.37		
								2.30	5.15	1653	78.5	67.2	60	* 8.23	* 10.08			* 7.18	* 1.45		
								8.35AM 2-5	5.30	1658 W C T	81.9	63.8	180	8.30 91	* 10.15			7.25	1.51		
								8.55	5.50	1662	86.1	59.6	60	* 8.38	* 10.21			* 7.38	* 1.59		
								9.15	6.05	1667	89.8	55.9	120	f 8.45	* 10.27			* 7.50	* 2.07		
								9.30	6.20	1670	93.0	52.7	60	* 8.51	* 10.32			* 8.00 4	* 2.13		
								10.00	6.40	1674 W C	97.8	47.9	120	f 9.00	* 10.40			f 8.10	* 2.22		
								10.20	6.50	1677	101.1	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	39.8	60	* 9.15	* 10.55 91-3			* 8.27	* 2.37		
								11.20 92	7.45	1688 W	110.5	35.2	120	9.23	* 11.03 92			8.37	* 2.45 16		
								11.45AM	8.05	1690	115.4	30.3	60	* 9.32	* 11.12			* 8.47	* 2.55		
								12.10PM	8.25	1695 W	119.8	25.9	120	f 9.40	* 11.20			f 8.55	* 3.03		
								12.25	8.35	1698	122.6	23.1	60	* 9.45 92	* 11.25			* 9.01	* 3.08		
								12.55	9.10 9.20 54-15	1704 W	128.5	17.2	120	f 10.00 6	* 11.33			f 9.13 54-53	* 3.15		
								1.20	9.40	1709	133.5	12.2	60	* 10.10	* 11.43			* 9.22	* 3.22		
								1.50	10.00	1714	138.2	7.5	120	* 10.20	* 11.50AM			* 9.30	* 3.30		
								2.30PM	10.30PM	1721 W C Y T	145.7	0.0	1200	10.40AM	12.10PM			9.50PM	3.50AM		
						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								5.00	4.25	.25	.35	5.05	4.50	.25	
						Average Speed per Hour								29	33.0	21.6	27.4	28.7	30.2	21.6	

Registering and Bulletin Stations—Spokane and Pasco. No. 91, 92, 57 and 58 register Lind. Branch line trains will register at Marshall and Cheney. Standard Clocks—Spokane, Lind and Pasco. Maximum grades between Providence and Cunningham. Derailing switches in passing track must always be left open when cars are left on passing track. Lind is district terminal for trains 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.

WEST BOUND.

SECOND DISTRICT.

THIRD CLASS TRAINS.										SECOND CLASS.						FIRST CLASS TRAINS.			
										37	35	91	57	33	53	Time Table No. 29A. Nov. 22, 1908. Succeeding No. 29.			
										Mixed	Mixed	Way Freight	Way Freight	Mixed	Freight	STATIONS.			
										SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	Telegraph Offices and Calls			
													7.50AM		11.30PM				
																PA	PASCO	ELLensburg	Capacity of Side Tracks
																1721	0.0	126.5	1200
																1722	1.0	125.5	00
																1724	2.8	123.7	60
													8.10		11.50PM	1729	8.2	118.3	120
													8.45 8.50 6		12.25AM	1733	12.3	114.2	60
													9.15		12.46 12.51 16	1739	17.1	109.4	120
													9.50		1.10	1742	20.7	105.8	60
													10.15		1.20	1745	23.9	102.6	120
													10.45		1.35	1751	29.7	96.8	60
													11.20		2.00	1756	34.3	92.2	120
													11.50AM 12.07PM 58-5		2.18	1762	40.3	86.2	120
													12.45 1.40 1		2.45	1767	45.7	80.8	60
													2.10		3.00	1774	52.1	74.4	120
													2.45 3.15		3.20	1777	55.6	70.9	60
													3.50 4.00 4-54		3.35	1782	60.3	66.2	120
													4.25		3.58 4.03 2	1787	65.8	60.7	120
													5.00		4.23	1789	67.6	58.9	
										11.50AM	5.40PM		5.05	10.20AM	4.30	1792	70.8	55.7	120
										12.01PM	5.50	10.00AM	5.30PM	10.33 11.05 16	4.43	1796	74.9	51.7	60
										12.10	6.00	10.15		11.15	4.58	1800	78.0	48.5	60
										12.20	6.10	10.30		11.28	5.12	1804	82.4	44.1	60
										12.35	6.25	10.50		11.40	5.30	1807	86.1	40.4	60
										12.45	6.35	11.10		11.50	5.48 5.53 6	1811	89.8	36.7	200
										12.55PM	6.45PM	11.30AM 12.15PM 92		12.01PM 92	6.12	1815	93.8	32.7	60
												12.40			6.32	1819	97.1	29.4	120
												1.20 1.25 54			6.50	1822	101.1	25.4	60
												1.50			7.11	1827	105.5	21.0	120
												2.10 2.40 4-5			7.35	1832	110.1	16.4	60
												3.05			8.00 92	1836	114.0	12.5	120
												3.25			8.20 8.45 3	1839	116.8	9.7	60
												3.40			9.00	1843	121.7	4.8	120
												4.00 4.25 1			9.30	1848	126.5	0.0	500
												5.00PM			9.55AM	ELLensburg			
										SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY				
										1.05	1.05	7.00	10.20	1.41	10.25				
										20.3	20.3	8.0	7.0	13.0	12.3				

Registering and Bulletin Stations—Pasco and Ellensburg.
 Standard Clocks—Pasco, Toppenish, North Yakima and Ellensburg.
 Engineers will not be required to consult register except at initial or starting point.
 Trains must not exceed speed of 8 miles per hour over street crossings in North Yakima and Toppenish.
 Branch Line trains will register at Sunnyside Junction.
 All trains will come to full stop 200 feet from draw span Columbia River Bridge and will not proceed until bridge is known to be closed and properly secured.
 Toppenish is district terminal for trains 57, 58, 91 and 92. 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 33, 34, 35, 36, 37 and 38. These trains will register at Sunnyside Junction and North Yakima.
 When Nos. 15 and 2 meet at Ellensburg, No. 2 will take siding.

Time over District. 5.05 4.30 4.10 5.15
 Average Speed per Hour. 25.0 28.1 30.4 24.6

NORTH PACIFIC RAILWAY COMPANY

Office of the Division Superintendent

Pasco, March 23, 1909.

Bulletin No. 476

Train and enginemen:

Effective Sunday, March 28th, 1909, an additional passenger train will be run between Spokane and Puget

Sound on the following schedule:

No. 17		STATIONS		No. 18	
* * *	7:00 P. M.	Lv.	Spokane	Ar.	9:00 A. M.
* * *	7:07 P. M.		7th Ave.	*	8:51 A. M.
* * *	7:18 P. M.		Wins	*	8:42 A. M.
* F * * *	7:23 P. M.		Marshall		8:35 A. M.
* * *	7:40 P. M.		Cheney		8:20 A. M.
* * *	7:48 P. M.		Midway		8:10 A. M.
* * *	8:00 P. M.		Tyler	F	8:00 A. M.
* * *	8:08 P. M.		Fishtrap	*	7:50 A. M.
* * *	8:18 P. M.		Kline	*	7:38 A. M.
* * *	8:30 P. M.		Sprague	*	7:25 A. M.
* F * * *	8:36 P. M.		Concord	*	7:13 A. M.
* * *	8:45 P. M.		Keystone	*	7:04 A. M.
* * *	8:53 P. M.		Tokio	*	6:54 A. M.
* * *	9:00 P. M.		Moore	*	6:47 A. M.
* * *	9:10 P. M.		Ritzville	*	6:40 A. M.
* F * * *	9:20 P. M.		Bessig	*	6:30 A. M.
* * *	9:25 P. M.		Paha	*	6:23 A. M.
* * *	9:32 P. M.		Ruby	*	6:15 A. M.
* * *	9:40 P. M.		Lind	*	6:10 A. M.
* * *	9:48 P. M.		Akron	*	6:02 A. M.
* * *	9:55 P. M.		Providence	*	5:55 A. M.
* * *	10:00 P. M.		Beatrice	*	5:48 A. M.
* * *	10:08 P. M.		Cunningham	*	5:37 A. M.
* * *	10:15 P. M.		Hatton	*	5:30 A. M.
* * *	10:25 P. M.		Emery	*	5:20 A. M.
* * *	10:35 P. M.		Connell	*	5:10 A. M.
* * *	10:47 P. M.		Cactus	*	5:00 A. M.
* * *	10:53 P. M.		Mesa	*	4:54 A. M.
* * *	10:57 P. M.		Vale	*	4:50 A. M.
* * *	11:04 P. M.		Eltopia	*	4:40 A. M.
* * *	11:10 P. M.		Sagemoor	*	4:30 A. M.
* * *	11:17 P. M.		Glade	*	4:23 A. M.
* * *	11:30 P. M.	Ar.	Pasco		4:10 A. M.
* * *	11:40 P. M.	Lv.	Pasco		4:00 A. M.
* * *	11:50 P. M.		Kennewick	F	3:50 A. M.
* * *	12:01 A. M.		Vista	*	3:40 A. M.
* * *	12:10 A. M.		Erie	*	3:33 A. M.
* * *	12:20 A. M.		Badger	*	3:25 A. M.
* * *	12:30 A. M.		Rome	*	3:18 A. M.
* * *	12:38 A. M.		Kiona	*	3:10 A. M.
* * *	12:50 A. M.		Chandler	*	2:57 A. M.
* * *	1:00 A. M.		Gibbon	*	2:45 A. M.
* * *	1:10 A. M.		Prosser	*	2:32 A. M.
* * *	1:18 A. M.		Byron	*	2:25 A. M.
* * *	1:30 A. M.		Mapton	*	2:15 A. M.
* * *	1:35 A. M.		Empire	*	2:08 A. M.
* * *	1:42 A. M.		Satus	*	2:00 A. M.
* * *	1:50 A. M.		Alfalpa	*	1:50 A. M.
* * *	2:00 A. M.		Toppenish	*	1:40 A. M.
* * *	2:05 A. M.		Monte	*	1:32 A. M.
* * *	2:12 A. M.		Wapato	*	1:25 A. M.
* * *	2:20 A. M.		Parker	*	1:15 A. M.

<u>No. 17.</u>		<u>STATIONS</u>		<u>No. 13</u>	
*	2:25 A. M.		Yakima City	*	1:08 A. M.
*	2:35 A. M.		North Yakima	*	1:00 A. M.
*	2:42 A. M.		Wenatch Selah	*	12:53 A. M.
*	2:50 A. M.		Ponona	*	12:47 A. M.
*	3:00 A. M.		Hillside	*	12:40 A. M.
*	3:10 A. M.		Roza	*	12:33 A. M.
*	3:20 A. M.		Canyon	*	12:25 A. M.
*	3:28 A. M.		Umtanum	*	12:20 A. M.
*	3:35 A. M.		Indio	*	12:15 A. M.
*	3:45 A. M.		Trail	*	12:09 A. M.
M	3:55 A. M.	Ar.	Ellensburg		12:01 A. M.
					IV.

F. Stop on signal.

Note: These trains will consist of one combination Baggage and Smoker, one first class day Coach, two Standard Pullman Sleeping Cars, (one to run between Spokane and Seattle and one to run between Spokane and Tacoma) and an Observation Dining car.

With the inauguration of these trains, No. 15 will not stop at Cunningham, Hatton, Mesa, or Iltopia. No. 16 will not stop at Marshfield, Cheney and Tyler, but will stop on signal at Wapato - other stops same as at present.

Train and enginemen will secure copies of this bulletin before leaving terminals.

J. L. De Force,

Superintendent.

NORTHERN PACIFIC RAILWAY COMPANY
To All Concerned:

Effective Sunday, March 28th, 1909, an additional passenger train will be run between Spokane and Puget Sound on the following schedule:

No. 17	STATIONS	No. 18
7:00 P. M. : Lv.	Spokane	Ar.: 9:00 A. M.
	Marshall	: 8:35 A. M.
7:40 P. M. :	Cheney	: 8:20 A. M.
F. 8:00 P. M. :	Tyler	F. 8:00 A. M.
8:30 P. M. :	Sprague	: 7:25 A. M.
F. 8:45 P. M. :	Keystone	
9:10 P. M. :	Ritzville	: 6:40 A. M.
F. 9:25 P. M. :	Paha	
9:40 P. M. :	Lind	: 6:10 A. M.
10:08 P. M. :	Cunningham	
10:15 P. M. :	Hatton	
10:35 P. M. :	Connell	: 5:10 A. M.
11:30 P. M. : Ar.	Pasco	Lv.: 4:10 A. M.
11:40 P. M. : Lv.	Pasco	Ar.: 4:00 A. M.
11:50 P. M. :	Kennewick	F. 3:50 A. M.
1:10 A. M. :	Prosser	: 2:32 A. M.
1:30 A. M. :	Mahton	: 2:15 A. M.
2:00 A. M. :	Toppenish	: 1:40 A. M.
2:35 A. M. :	No. Yakima	: 1:00 A. M.
3:55 A. M. : Ar.	Ellensburg	Lv.: 12:01 A. M.
4:00 A. M. : Lv.	Ellensburg	Ar.: 11:55 P. M.
F. 4:22 A. M. :	Thorp	
4:57 A. M. :	Cle Elum	
5:25 A. M. :	Easton	
	Lester	: 9:40 P. M.
6:40 A. M. :	Hot Springs	: 9:30 P. M.
7:20 A. M. :	Kanaskat	
7:52 A. M. :	Ravensdale	
F. 7:43 A. M. :	Covington	
8:05 A. M. : Ar.	Auburn	Lv.: 7:55 P. M.
8:15 A. M. : Lv.	Auburn	Ar.: 7:45 P. M.
9:00 A. M. : Ar.	Seattle	Lv.: 7:00 P. M.
9:00 A. M. : Ar.	Tacoma	Lv.: 7:00 P. M.

Where time is not shown train does not stop.
F. Stop on signal.

Note. These trains will consist of one combination Baggage and Smoker, one first class day Coach; two Standard Pullman Sleeping Cars, (one to run between Spokane and Seattle and one to run between Spokane and Tacoma) and an Observation Dining car. Express will be handled only at Railway Company's convenience.

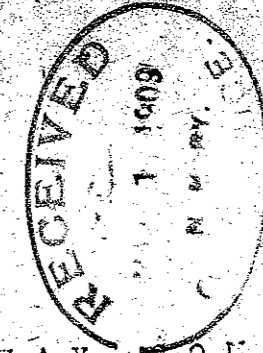
With the inauguration of these trains, No. 15 will not stop at Cunningham, Hatton, Mesa, Eltopia, Cle Elum, Hot Springs Ravensdale and Covington. No. 16 will not stop at Marshall, Cheney and Tyler, but will stop on signal at Wapato; other stops same as at present.

Notify the traveling public and all others concerned and be governed accordingly.

Tacoma, March 22, 1909.

J. C. Roth,

Ass't Supt. of Transportation.



NORTHERN PACIFIC RAILWAY COMPANY

Office of the Division Superintendent.

PASCO, Wash. February 18th. 1909.

Bulletin No. 446.

Circular No. 415.

TO ALL CONCERNED.
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Commercial Spur track at Burbank -- 4.1 miles from Pasco -- has been constructed for the North Coast Railroad Company, and is ready for operation.

This track is laid on a 13 deg. curve and care should be exercised in operating over it.

J. W. DEFORCE,

Superintendent.

EAST BOUND.

SECOND DISTRICT.

FIRST CLASS TRAINS.				Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pasco	Time Table No. 29A. Nov. 22, 1908. Succeeding No. 29.		Distance from Ellensburg	Capacity of Side Tracks	SECOND CLASS.		THIRD CLASS TRAINS.									
16	4	6	2				34	54			92	58	36	38								
Passenger	Passenger	Passenger	Passenger				Mixed	Freight			Way Freight	Way Freight	Mixed	Mixed								
DAILY	DAILY	DAILY	DAILY				STATIONS.			EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY						
1.25AM	6.00PM	9.15AM	5.45AM		1721	0.0	PA.....PASCO.....N	126.5	1200		7.10PM		8.00PM									
						1.0	.....P. & S. JUNCTION.....	125.5	00												
f 1.15	5.50	9.05	* 5.35		1724	2.8	K.....KENNEWICK.....N	123.7	60		6.50		2.45									
* 1.00	* 5.38	* 8.50 ₅₇	* 5.27	W	1729	8.2	RF.....VISTA.....N	118.3	120		6.32		2.20									
* 12.51 ₅₃	* 5.30	* 8.40	* 5.20		1733	12.3	.....ERIE.....	114.2	60		6.18		2.00								
* 12.38	* 5.20	f 8.27	* 5.12		1739	17.1	BA.....BADGER.....N	109.4	120		6.03		1.40									
* 12.29	* 5.13	* 8.19	* 5.06		1742	20.7	.....ROME.....	105.8	60		5.53		1.25								
* 12.20	5.05	f 8.10	* 5.00 ₃	W	1745	23.9	KI.....KIONA.....N	102.6	120		5.40		1.10 1.00 ₁									
* 12.06AM	* 4.54	* 7.57	* 4.50		1751	29.7	.....CHANDLER.....	96.8	60		5.23		12.30								
* 11.54PM	* 4.45	* 7.47	* 4.40		1756	34.3	GI.....GIBBON.....N	92.2	120		5.08		12.05PM 11.50AM 5-57									
11.40 ₁₅	4.32	7.35	* 4.30	W	1762	40.3	PR.....PROSSER.....N	86.2	120		4.50		11.10									
* 11.27	* 4.20	* 7.18	* 4.22		1767	45.7	.....BYRON.....	80.8	60		4.34		10.40								
11.15	4.07	7.10	* 4.14	W	1774	52.1	MB.....MABTON.....N	74.4	120		4.15		10.00 9.30									
* 11.08	* 4.00 ₅₇₋₅₄	* 7.00	* 4.09		1777	55.6	.....EMPIRE.....	70.9	60		4.05 3.55 4-57		9.10								
* 11.00	* 3.50	f 6.50	* 4.03 ₅₃		1782	60.3	SU.....SATUS.....N	66.2	120		3.40		8.50									
f 10.51	f 3.40	f 6.40 ₃	* 3.56		1787	65.8	AF.....ALFALFA.....D	60.7	120		3.23		8.25									
* 10.48	* 3.35	* 6.35	* 3.53		1789	67.6	.....SUNNYSIDE JUNCTION.....	58.9		8.00AM	3.17		8.15	8.15PM	9.25AM						
10.43 ₃₃	3.30	6.25	* 3.48	W C T	1792	70.8	TN.....TOPPENISH.....N	55.7	120	7.50	3.07	1.10PM 5	8.00AM	8.05	9.15							
* 10.34	* 3.21	* 6.16	* 3.42		1796	74.9	.....MONTE.....	51.7	60	f 7.33	2.55	12.50		2.56	9.06						
* 10.28	* 3.15	f 6.08	* 3.38		1800	78.0	WA.....WAPATO.....N	48.5	60	7.32	2.44 2.39 ₁	12.40		2.50	9.00							
* 10.20	* 3.08	* 6.00	* 3.32		1804	82.4	.....PARKER.....	44.1	60	7.17 7.12 ₃	2.25	12.25		2.40	8.50						
* 10.13	* 3.00 ₁	f 5.53 ₅₃	* 3.26		1807	86.1	KM.....YAKIMA CITY.....N	40.4	60	7.08	2.10	12.13PM		2.30	8.40							
10.05	2.50	5.45	3.20	W C Y	1811	89.8	YA.....NORTH YAKIMA.....N	36.7	200	7.00AM	1.55 1.50 ₅	12.01PM 10.30AM 91-33		2.20PM	8.30AM							
* 9.56	* 2.40	f 5.36	* 3.14		1815	93.8	WN.....WENAS.....D	32.7	60		1.37	10.05										
* 9.50	* 2.32	f 5.30	* 3.09		1819	97.1	AH.....POMONA.....N	29.4	120		1.25 91	9.40										
* 9.43	* 2.25 ₅	* 5.22	* 3.02		1822	101.1	.....HILLSIDE.....	25.4	60		1.15	9.15									
* 9.35	* 2.19 ₉₁	f 5.13	* 2.55		1827	105.5	RA.....ROZA.....N	21.0	120		1.03	8.50										
* 9.25	* 2.13	* 5.03	* 2.47	W	1832	110.1	.....CANYON.....	16.4	60		12.50	8.20 7.55 3-53									
* 9.18	* 2.08	4.57	* 2.40 ₁₅		1836	114.0	UM.....UMTANUM.....N	12.5	120		12.40	7.38										
* 9.13	* 2.04	* 4.50	* 2.34		1839	116.3	.....INDIO.....	9.7	60		12.30	7.25									
* 9.05	* 1.58	* 4.40	* 2.27		1843	121.7	Z.....THRALL.....N	4.8	120		12.15	7.05										
8.55PM	1.50PM	4.30AM	2.20AM	W C S T	1848	126.5	EB.....ELLENSBURG.....N	0.0	500		12.01PM	6.45AM										
DAILY	DAILY	DAILY	DAILY				Time over District.			EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY							
4.30	4.10	4.45	3.25				Average Speed per Hour.			.55	7.10	6.05	7.00	.55	.55							
28.	30.6	26.6	37.0							24.0	17.9	9.0	10.0	.24	.24							

Registering and Bulletin Stations—Pasco and Ellensburg.
 Standard Clocks—Pasco, Toppenish, North Yakima and Ellensburg.
 Engineers will not be required to consult register except at initial or starting point.
 Trains must not exceed speed of 8 miles per hour over street crossings in North Yakima and Toppenish.
 All trains will come to full stop 200 feet from draw span Columbia River Bridge and will not proceed until bridge is known to be closed and properly secured.
 N. Yakima is district terminal for trains 33-34-35-36-37-38. These trains will register at North Yakima and Sunnyside Junction.
 First-class trains when 15 minutes or more late and extra trains running on schedule will observe same precaution in yard limits at Pasco, Toppenish, North Yakima and Ellensburg as required of second and inferior class trains by Rule 298-F.
 When Nos. 15 and 2 meet at Ellensburg, No. 2 will take siding.
 Toppenish is district terminal for trains 57, 53, 91 and 92.

WEST BOUND.

Time Table No. 29A. Nov. 22, 1908. Suc. No. 29. WEST BOUND. Table with columns for Third Class (107, 105), Second Class (103, 99, 101), and First Class (102, 100, 104). Includes station names like Pasco, Ainsworth, Burbank, Attalia, Adams, Legrow, Slater, Welland, Adkins, Eureka, Lamar, Shaw, Ray, Climax, Rule, 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, O.R. & N. Crossing, Longs, Klum, Dayton.

UREKA BRANCH.

EAST BOUND.

Time Table No. 29A. Nov. 22, 1908. Suc. No. 29. UREKA BRANCH. Table with columns for Third Class (109) and Third Class (110). Includes station names like Eureka, Babcock, Lee, Elwood, Clyde, Pickard, Reser, Pleasant View.

Registering Station—Eureka. No. 109 has right to Pleasant View over No. 110.

WEST BOUND.

ATHENA BRANCH.

EAST BOUND.

Time Table No. 29A. Nov. 22, 1908. Suc. No. 29. ATHENA BRANCH. Table with columns for Second Class (311, 312). Includes station names like Smeltz, Hillsdale, Wayland, Waterman, Athena.

Registering Stations—Athena and Killian. No. 311 has right to Athena over No. 312.

WEST BOUND.

TRACY BRANCH.

EAST BOUND.

Time Table No. 29A. Nov. 22, 1908. Suc. No. 29. TRACY BRANCH. Table with columns for Third Class (113) and Third Class (114). Includes station names like Walla Walla, Mill Creek Jct., Hector, Harbert, Kibbler, Tracy.

No. 113 has right to Tracy over No. 114. Registering Station—Walla Walla.

J. G. CUTLER, Assistant Superintendent.

Trains must not exceed six miles per hour in city limits of Walla Walla and Dayton. All trains will come to full stop before crossing O. R. & N. track between Attalia and Adams, at Walla Walla, and between Huntsville and Longs, and draw at Snake River bridge. No. 111 has right over No. 112 to Dayton.

WEST BOUND.

Table with columns for Third Class, Second Class, and First Class, listing train numbers (107, 105, 103, 99, 101) and departure times.

NORTHERN PACIFIC RAILWAY COMPANY

Office of the Division Superintendent

Pasco, May 1, 1909.

SUPPLEMENT NO. 1 TO TIME TABLE No. 29-A

TAKING EFFECT 12:01 AM MAY 3, 1909.

Table showing train schedules for WESTBOUND and EASTBOUND directions, including class types (3rd, 2nd, 1st) and specific train numbers.

J. L. De Force, Superintendent.

SUPPLEMENT NO. 1 TO TIME TABLE No. 29-A

TAKING EFFECT 12:01 AM MAY 3, 1909.

Summary table with columns for DAILY and SUNDAY ONLY, showing time over district and average speed per hour.

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 Attala and Adams, at Walla Walla, and between Huntville and Longs, and draw at Snake River bridge.

EUREKA BRANCH. EAST BOUND.

Table for Eureka Branch, East Bound, listing stations (EUREKA, BABCOCK, LEE, ELWOOD, CLYDE, PICKARD, RESER, PLEASANT VIEW) and train No. 110.

ver No. 110.

ATHENA BRANCH. EAST BOUND.

Table for Athena Branch, East Bound, listing stations (SMELTZ, HILLSDALE, WAYLAND, WATERMAN, ATHENA) and train No. 312.

lian. 312.

TRACY BRANCH. EAST BOUND.

Table for Tracy Branch, East Bound, listing stations (WALLA WALLA, MILL CREEK JCT, HECTOR, HARBERT, KIBBLER, TRACY) and train No. 114.

114.

J. G. CUTLER, Assistant Superintendent.

WEST BOUND.			SUNNYSIDE BRANCH.				EAST BOUND.				
SECOND CLASS TRAINS.			Time Table No. 29A. Nov. 22, 1908. Succeeding No. 29.				SECOND CLASS TRAINS.				
129	127	125	Water, Coal, Scaly, Tables, and Wyes	Station Numbers	Distance from Sunnyside Junction	STATIONS. Telegraph Offices and Calls	Distance from Sunnyside	Capacity of Side Tracks	126	128	130
Mixed	Mixed	Mixed							Mixed	Mixed	Mixed
SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY							EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY
9.25AM	8.15PM	8.00AM		1788	0.0	SUNNYSIDE JUNCTION 3.0	20.0	No Sdg.	10.20AM	5.40PM	11.50AM
9.40	8.30	8.15		1 B 3	3.0	GRANGER 5.0	17.0	50	10.10	5.30	11.40
10.00	8.50	8.35		1 B 8	8.0	OUTLOOK 4.0	12.0	30	9.55	5.10	11.20
10.15	4.05	8.50AM	W	1 B 12	12.0	SUNNYSIDE 4.0	8.0	60	9.40AM	4.55	11.05
10.22	4.12			1 B 16	16.0	LICHTY 4.0	4.0			4.47	10.57
10.30AM	4.20PM			1 B 20	20.0	GRAND VIEW	0.0	30		4.40PM	10.50AM
SUNDAY ONLY	EXCEPT SUNDAY	EXCEPT SUNDAY							EXCEPT SUNDAY	EXCEPT SUNDAY	SUNDAY ONLY

Branch Line trains must obtain orders before occupying main line at Sunnyside Junction
 Registering Stations—Grand View and Sunnyside Junction
 Standard Clock—North Yakima.
 Nos. 125, 127 and 129 have right over Nos. 126, 128 and 130.

WEST BOUND.			PENDLETON BRANCH.				EAST BOUND.			
SECOND CLASS TRAINS.			Time Table No. 29A. Nov. 22, 1908. Succeeding No. 29.				SECOND CLASS TRAINS.			
	323	303	Station Nos., Water, Coal, Scaly, Tables and Wyes	Distance from Hunts	STATIONS. Telegraph Offices and Calls	Distance from Pendleton	Capacity of Side Tracks	304		
	Mixed	Mixed						Mixed		
	Mon., Wed., Fri.	Tues., Thurs., Sat.					EXCEPT SUNDAY			
	8.15AM	8.15AM	I G 16 W Y C	0.0	HUNTS 10.9	45.3	100	7.10PM		
f	9.00	f 9.00	K C 11	10.9	RING 4.6	29.4	32	f 6.35		
f	9.35	f 9.35	K C W 16	15.5	VAN SYCLE 2.4	24.8	27	f 6.16		
f	9.55	f 9.55	K C 18	17.9	STANTON 1.3	22.4	38	f 6.05		
	10.05AM 12.35PM	f 10.05	K C 19 Y	19.2	SMELTZ 1.0	21.1	25	f 6.00		
f	12.45	f 10.15	K C 20	20.2	APEX 3.2	20.1	14	f 5.55		
	12.55	10.25	K C 23 W	23.4	HELIX 4.4	16.9	58	5.40		
f	1.10	f 10.40	K C 28	27.8	MYRICK 4.2	12.5	50	f 5.20		
f	1.25	f 10.55	K C 32	32.0	MCCORMMACH 1.3	8.3	13	f 5.08		
f	1.38	f 11.08	K C 33	33.3	FULTON 6.4	7.0	32	f 4.56		
				33.9	O. R. & N. CROSSING 0.6	6.4				
	2.00PM	11.30AM	K C 40 W C T	40.3	PENDLETON	0.0	39	4.30PM		
	3.15	3.15						EXCEPT SUNDAY		
	14.0	14.0			Time over District			2.40		
					Average Speed per Hour			17.0		

No. 303 and No. 323 have right over No. 304 to Pendleton.
 Registering Stations—Pendleton and Smeltz.
 All trains will come to full stop before crossing O. R. & N. track at Pendleton.
 Trains must not exceed six miles per hour in city limits of Pendleton.

WEST BOUND.			WALLULA BRANCH.				EAST BOUND.						
THIRD CLASS TRAINS.			SECOND CLASS		Time Table No. 29A. Nov. 22, 1908. Succeeding No. 29.				SECOND CLASS		THIRD CLASS TRAINS.		
	207	205	213	203	Station Numbers	STATIONS. Telegraph Offices and Calls	Distance from Wallula	214	204	208	206		
	Mixed	Mixed	Mixed	Mixed				Mixed	Mixed	Mixed	Mixed	Mixed	Mixed
	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY				EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY		
	11.30PM	10.30PM		7.45AM	I G 9	A.....ATTALIA.....D 2.0	3.0		7.35PM	11.30PM	12.30AM		
	11.40	10.40		7.10PM	I G 16	HUNTS 1.0	1.0	8.10AM	7.25	11.20	12.20		
	11.50PM	10.50PM		7.15PM	I G 17	JN.....WALLULA.....N	0.0	8.05AM	7.20PM	11.10PM	12.10AM		
	DAILY	DAILY		EXCEPT SUNDAY				EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY		

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

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

Bulletin No. 463
Circular No. 425

Pasco, March 8, 1909.

Effective Monday, March 15th, trains on the Pendleton Branch will run on following schedule:

Second Class		1st Class		1st Class		Second Class	
225	223	103		104		224	226
Frt.	Frt.	Passenger		Passenger		Frt.	Frt.
Mon.	Tue.					Tue.	Mon.
Wed.	Thur.					Thur.	Wed.
Fri.	Sat.	Daily		Daily		Sat.	Fri.
5:00AM	5:00AM		6:30AM	Pasco	9:00PM	4:00PM	6:00PM
5:20	5:20	f	6:40	Ainsworth	f	8:45	3:45
5:25	5:25	f	6:43	Burbank	f	8:42	3:40
5:45	5:45	f	6:55	Two Rivers	f	8:30	3:20
6:00	6:00		7:05	Attalia		8:20	3:10
			7:12	Hunts	f	8:13	
			7:15)	Wallula		(8:10	
			7:20)			(8:05	
6:15	6:15	f	7:30	Hunts	f	8:00	3:00
7:15	7:15	f	8:00	Ring	f	7:33	2:12
7:50	7:50	f	8:20	Vancycle	f	7:19	1:52
8:00	8:00	f	8:30	Stanton	f	7:12	1:40
8:15)	8:15)	f	8:35	Smeltz	f	7:08	1:35
10:40)	8:40)						
10:50	8:50	f	8:40	Apex	f	7:05	1:30
11:05	9:05		8:48	Helix		6:55	1:15
11:20	9:20	f	8:57	Myrick	f	6:48	12:55
11:45	9:45	f	9:06	McCormmach	f	6:36	12:35
11:50AM	9:50	f	9:10	Fulton	f	6:33	12:30
12:30PM	10:30AM		9:30AM	Pendleton		6:15PM	12:01PM

ATHENA BRANCH

Second Class		Second Class	
311		312	
Mixed		Mixed	
Mon.	Wed. Fri.	Mon.	Wed. Fri.
8:35AM		Smeltz	10:35AM
8:45		Hillsdale	10:25
8:55		Wayland	10:15
9:05		Waterman	10:05
9:20AM		Athena	9:50AM

J. L. De Force,
Superintendent.



Pasco February 26, 1909

NORTHERN PACIFIC RAILWAY COMPANY

Office of the Division Superintendent

Pasco, February 26, 1909.

Bulletin No. 455

Circular No. 419

All concerned:

Supplement to time table No. 29-A : Takes effect

7 A.M. Monday, March first:

129 Sndy. only	127 Ex. Sndy.	125 Ex. Sndy.	126 Ex. Sndy.	128 Ex. Sndy.	130 Sndy. only
9 25 AM	4 20 PM	7 55 AM	Sunnyside Jct.	10 20 AM	6 50 PM
9 40	4 32	8 10	Granger	10 10	6 40
10 00	4 50	8 30	Outlook	9 50	6 18
10 15	5 05	8 45	Sunnyside	9 35	6 00
10 22	5 12	8 52	Lichty	9 27	5 52
10 30 AM	5 20 PM	9 00 AM	Grandview	9 20 AM	5 45 PM
11 50 AM	6 50 PM	10 20 AM	Sunnyside Jct.	7 55 AM	4 20 PM
12 01	7 00	10 30	Toppenish	7 45	4 10
12 10	7 08	10 38	Monte	7 35	4 00
12 20	7 20	10 50	Wapato	7 30	3 53
12 35	7 30	11 00	Parker	7 17	3 45
12 45	7 40	11 10	Yakima City	7 08	3 38
12 55 PM	7 50 PM	11 20 AM	No. Yakima	7 00 AM	3 30 PM

J. L. De Force,
Superintendent.

J L De Force
Superintendent.

The following schedule between North Yakima and Grand View will become effective Monday, March 1st:

Train 34 - 125 Lv.	Station	Time
	North Yakima	7.00 A M
	Yakima City	7.08 A M
	Parker	7.17 A M
	Wapato	7.30 A M
	Monte	7.35 A M
	Toppenish	7.45 A M
	Sunnyside Jct.	7.55 A M
	Granger	8.10 A M
	Outlook	8.30 A M
	Sunnyside	8.45 A M
	Lichty	8.52 A M
Ar.	Grand View	9.00 A M

Train 126 - 33 Lv.	Station	Time
	Grand View	9.20 A M
	Lichty	9.27 A M
	Sunnyside	9.35 A M
	Outlook	9.50 A M
	Granger	10.10 A M
	Sunnyside Jct.	10.20 A M
	Toppenish	10.30 A M
	Monte	10.38 A M
	Wapato	10.50 A M
	Parker	11.00 A M
	Yakima City	11.10 A M
Ar.	North Yakima	11.20 A M

Train 36 - 127 Lv.	Station	Time
	North Yakima	3.30 P M
	Yakima City	3.38 P M
	Parker	3.45 P M
	Wapato	3.53 P M
	Monte	4.00 P M
	Toppenish	4.10 P M
	Sunnyside Jct.	4.20 P M
	Granger	4.32 P M
	Outlook	4.50 P M
	Sunnyside	5.05 P M
	Lichty	5.12 P M
Ar.	Grand View	5.20 P M

Train 128 - 33 Lv	Station	Time
	Grand View	5.45 P M
	Lichty	5.52 P M
	Sunnyside	6.00 P M
	Outlook	6.10 P M
	Granger	6.40 P M
	Sunnyside Jct.	6.50 P M
	Toppenish	7.00 P M
	Monte	7.08 P M
	Wapato	7.20 P M
	Parker	7.30 P M
	Yakima City	7.40 P M
Ar	North Yakima	7.50 P M

J L De Force
Superintendent.

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

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

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

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

A. G. KAMM, Trainmaster, Spokane.

E. A. CROOKS, Chief Dispatcher Pasco.

JAMES SHANNON, Trainmaster, Pasco.

TONNAGE RATING—FREIGHT ENGINES.

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

