NORTHERN PACIFIC RAILWAY COMPANY.

PASCO DIVISION

TIME 47C TABLE

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

SUNDAY, JULY 24, 1921.

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 Instructions and always have for reference a copy of TRANSPORTATION RULES.

E. C. BLANCHARD,
Assistant General Manager.

A. V. BROWN,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

JAS. SHANNON,
Superintendent.

J. M. RAPELJE,
General Manager.

P. H. McCAULEY,
General Superintendent of Transportation.

TONNAGE RATING—FREIGHT ENGINES.

		Ruling Grades	ENGINES. Class W 3 A	Class W 3 B	Class W A	Class W B	Class Y 2 A	Class Y 2 B	Class S 4 A	Class S 4 B	Class F 1 A	Class F 1 B	Class D 3 & E 1 A	Class D 3 & E 1 B	Class B & C 8 Wheel Standards A	Class B & C 8 Wheel Standards B
MAIN LINE	**First Sub-Division Eastward.**															
	Pasco to Cunningham	0.7	2250	.....	1800	.....	.....	.....	1250	.....	1200	.....	965	.....	.....	.....
	Cunningham to Providence	1.0	1750	.....	1400	.....	.....	.....	900	.....	750	.....	620	.....	.....	.....
	Cunningham to Providence with W helper	.....	3150	.....	2800	.....	.....	.....	2300	.....	2150	.....	2020	.....	.....	.....
	Providence to Lind	Down	car	limit			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Lind to Ritzville	0.7	2250	.....	1800	.....	.....	.....	1250	.....	1250	.....	965	.....	.....	.....
	Ritzville to Sprague	0.4	3000	.....	2400	.....	.....	.....	1900	.....	1750	.....	1620	.....	.....	.....
	Sprague to Fishtrap	1.0	1750	.....	1400	.....	.....	.....	900	.....	750	.....	620	.....	.....	.....
	Sprague to Fishtrap with W helper	.....	3150	.....	2800	.....	.....	.....	2300	.....	2150	.....	2020	.....	.....	.....
	Second Sub-Division Eastward.															
	Ellensburg to Kiona	Down	car	limit			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Kiona to Badger	0.5	.....	.....	2700	.....	.....	.....	1600	.....	1500	.....	938	.....	.....	.....
	Badger to Pasco	Down	car	limit			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	First Sub-Division Westward.															
	Cheney to Lind	Down	car	limit			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Lind to Providence	0.6	2250	.....	1800	.....	.....	.....	1250	.....	1200	.....	965	.....	.....	.....
	Providence to Pasco	Down	car	limit	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Second Sub-Division Westward.															
	Pasco to Kennewick	Down	car	limit	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Kennewick to Badger	0.8	.....	.....	1700	.....	.....	.....	1150	.....	1100	.....	741	.....	.....	.....
	Badger to Prosser	0.7	.....	.....	2100	.....	.....	.....	1550	.....	1500	.....	1090	.....	.....	.....
	Prosser to Toppenish	0.6	.....	.....	2400	.....	.....	.....	1850	.....	1800	.....	1390	.....	.....	.....
	Toppenish to Yakima	0.6	.....	.....	2300	.....	.....	.....	1750	.....	1700	.....	1290	.....	.....	.....
	Yakima to Thrall	0.7	.....	.....	2100	.....	.....	.....	1550	.....	1500	.....	1090	.....	.....	.....
	Thrall to Ellensburg	0.3	.....	.....	3000	.....	.....	.....	2450	.....	2400	.....	1990	.....	.....	.....
BRANCH LINES	Pasco to Hunt	0.4	.....	.....	.....	.....	.....	.....	2000	.....	2000	.....	1600	.....	1200	.....
	Hunt to Walla Walla	1.6	.....	.....	.....	.....	.....	.....	550	.....	550	.....	350	.....	250	.....
	Walla Walla to Dayton	1.6	.....	.....	.....	.....	.....	.....	500	.....	500	.....	300	.....	200	.....
	Dayton to Walla Walla	1.6	.....	.....	.....	.....	.....	.....	550	.....	550	.....	300	.....	200	.....
	Walla Walla to Eureka	1.2	.....	.....	.....	.....	.....	.....	800	.....	800	.....	550	.....	350	.....
	Eureka to Pasco	0.4	.....	.....	.....	.....	.....	.....	2000	.....	1500	.....	1200	.....	900	.....
	Hunt to Apex	2.2	.....	.....	.....	.....	.....	.....	325	.....	325	.....	225	.....	175	.....
	Apex to Pendleton	1.2	.....	.....	.....	.....	.....	.....	800	.....	800	.....	600	.....	500	.....
	Pendleton to Apex	1.7	.....	.....	.....	.....	.....	.....	500	.....	500	.....	300	.....	200	.....
	Apex to Hunt	Down	.....	.....	.....	.....	.....	.....	24	cars.	24	cars.	24	cars.	24	cars.
	Smelts to Athena	2.2	.....	.....	.....	.....	.....	.....	325	.....	325	.....	240	.....	175	.....
	Athena to Smelts	1.5	.....	.....	.....	.....	.....	.....	550	.....	550	.....	350	.....	225	.....
	Eureka to Pleasant View	1.2	.....	.....	.....	.....	.....	.....	1000	.....	1000	.....	600	.....	450	.....
	Pleasant View to Eureka	0.5	.....	.....	.....	.....	.....	.....	1500	.....	1500	.....	1000	.....	800	.....
	Walla Walla to Tracy	1.9	.....	.....	.....	.....	.....	.....	525	.....	525	.....	240	.....	175	.....
	Tracy to Walla Walla	Down	.....	.....	.....	.....	.....	.....	20	cars.	.....	.....	20	cars.	20	cars.
	Connell to Adco	1.0	.....	.....	1400	.....	.....	1100	950	.....	.....	.....	.....	.....	.....	.....
	Adco to Connell	0.6	.....	.....	1850	.....	.....	1600	1350	.....	.....	.....	.....	.....	.....	.....

AUTHORIZED SURGEONS

Dr. P. A. Remington, Chief Surgeon	Tacoma.
Dr. G. M. Jennings, Chief Surgeon	Missoula.
Dr Frank Rose	Spokane—S, Bage. Room, Tool Car No. 1. Tool Car No. 2. Yardmasters Offs.
Dr. Wm. O'Shea	Spokane.
Dr. O. T. Batchellor, Nose and Throat	Spokane.
Dr. X. L. Anthony, Oculist	Spokane.
Dr. F. A. Pomeroy	Cheney.
Dr. K. L. Vehe	Cheney.
Dr. J. E. Bittner	Sprague—S.
Dr. F. R. Burroughs	Ritzville—S.
Dr. C. Henderson	Lind.
Dr. E. H. Hopkins	Connell.
Dr. E. C. Hamley	Pasco—S Passgr.Stn., Frt.Stn.
Dr. H. F. Kammann	Pasco—Wrecker tool car.
Dr. F. M. Crosby	Kennewick.
Dr. H. M. French	Prosser.
Dr. W. M. Munsell	Grandview.
Dr. W. R. Tymme	Granger.
Dr. H. M. Johnson	Toppenish.
Dr. S. J. Rowland	Yakima—S.
Dr. Harry Storgaard	Yakima.
Dr. J. C. McCauley	Ellensburg—S.
Dr. R. R. Pinckard	Ellensburg.
Dr. Bert Thomas	Walla Walla.
Dr. Elmer Hill	Walla Walla.
Dr. F. E. Boyden	Pendleton.
Dr. C. L. Boyden	Pendleton.
Dr. H. A. Mount	Waitsburg.
Dr. S. F. Sharp	Athena.
Dr. E. H. Bartley	Zillah.
Dr. J. A. Mac Lachlan	Dayton.
Dr. G. E. Marcy	Wapato.
Dr. J. M. McCormack	Mabton.

NOTE

Surgeons will attend when called officially to all cases of ACCIDENT occurring to passengers or employees. In cases of SICKNESS it is the intention to limit medical service to locality or town where a surgeon resides unless urgent necessity exists for which distinct official authority must be had in accordance with 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 emergency from accident, if necessary, proper surgical aid should be procured until arrival of regular appointed surgeon, when case should be placed in his hands, and in no case should services of any but authorized Company surgeons be continued at the expense of the Ry. Co. or Assn. after such surgeon is able to assume charge of case.

BOARDING AND NURSING are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized by Chief Surgeon, and then only in critical cases occurring in discharge of duty.

Location of Stretchers—S.

Time Table No. 47C

July 24, 1921.

Succeeding No. 47B.

WESTWARD.

THIRD CLASS			SECOND CLASS	FIRST CLASS											EASTWARD.
	897	895	603	333	41	3	1	Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers	Distance from Cheney	STATIONS Telegraph Offices and Calls	Distance from Pasco	Car Capacity of Sidings	2	4	42	334	SECOND CLASS 604	THIRD CLASS 896	898
	Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger							Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight
	Tu., Thu., Sat.	Mo., We., Fri.	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Ex. Sat.	Tu., Thu., Sat.	Mo., We., Fri.
		L 7.50AM	L 7.10PM	L 6.45AM	L 6.50PM	L 8.20AM	L 6.35PM	WOT X	1576	16.3	SF SPOKANE DN 16.3	146.3	Yard	A10.10PM	A 7.50AM	A 6.30AM	A 4.30PM	A 5.45AM	A 4.55PM	

BETWEEN CHENEY AND SPOKANE, TRAINS WILL BE GOVERNED BY IDAHO DIVISION TIME TABLE AND SPECIAL INSTRUCTIONS.

			L 9.35AM		L 8.30PM	Ls 7.18AM 4	Ls 7.30PM	Ls 9.00AM	Ls 7.15PM	WCY X	1592	0.0	CY CHENEY DN 4.9	130.0	75	As 9.35PM	As 7.18AM 333	As 5.55AM	As 3.50PM		A 5.00AM		As 3.20PM			
			f 9.50		8.50	f 7.26	7.39	9.09	7.23		1597	4.9	BABB P 5.8	125.1	57	9.22	7.07	f 5.45	3.38		4.42		f 2.45			
			s10.10		9.13 2	s 7.36	s 7.50	9.17	7.31	W	1603	10.7	TY TYLER PD 3.8 Lap Siding	119.3	E-56 W-56	9.13 603	6.58	f 5.31	s 3.25		4.27		s 2.10			
			f10.25		9.25	s 7.45	f 7.58	9.23	7.37		1607	14.5	VA FISHTRAP DN 5.2	115.5	56	9.07	6.52	f 5.23	s 3.15		4.15		f 1.45			
			f10.40		9.37	f 7.53	8.07	9.32	7.44		1612	19.7	KLINE P 5.1	110.3	56	8.55	6.39	5.08	f 3.02		3.50		f 1.15			
			s11.30		9.50	s 8.05	s 8.20	s 9.42	7.52	WYX	1617	24.8	SX SPRAGUE DN 4.2	105.2	E-61 W-84	s 8.43	s 6.25	s 4.52	s 2.50		3.25		s12.45PM			
			f11.45		10.00	f 8.13	8.30 2	9.50	7.58		1621	29.0	CONCORD P 2.2	101.0	57	8.30 41	6.16	4.40	2.39		3.05		f11.30AM			
			11.52AM		10.06	f 8.18	8.35	9.54	8.02		1624	31.2	PIPER 3.5	98.8	39	8.26	6.12	4.35	f 2.34		2.55		11.23			
			f12.05PM		10.14	s 8.24	f 8.42	9.59	8.07	W	1627	34.7	HI KEYSTONE DN 5.5 Lap Siding	95.3	E-56 W-58	8.21	6.06	4.29	s 2.29		2.40		f11.15			
			f12.25		10.25	f 8.33	8.50	10.06	8.14 2		1633	40.2	TOKIO P 4.8 Lap Siding	89.8	E-56 W-56	8.14 1	5.59	4.20	f 2.20		2.20		f10.35			
			f12.38		10.35	f 8.41	8.56	10.13 896	8.21		1637	45.0	COKER P 3.5	85.0	56	8.05	5.51	4.12	f 2.12		2.05		f10.13 3			
			s 1.00		10.42	s 8.51	s 9.05	s10.20	s 8.28	WX	1641	48.5	RV RITZVILLE DN 5.9	81.5	118	s 7.58	s 5.44	s 4.05	s 2.05		1.50		s 9.55			
			f 1.15		10.55	f 9.00 896	9.14	10.29	8.35		1647	54.4	ESSIG P 3.5	75.6	57	7.46	5.32	3.50	1.46		1.10		f 9.00 333			
			s 1.40 334		11.02	s 9.05	f 9.20	10.34	8.40		1649	57.9	NA PAHA DN 3.6 Lap Siding	72.1	E-55 W-56	7.40	5.26	3.44	s 1.40 895		12.55		f 8.35			
			f 2.05		11.10	f 9.10	9.25	10.39	8.45		1653	61.5	KEPLAR P 4.0	68.5	57	7.34	5.20	3.37	1.32		12.40		f 8.20			
	L 8.00AM	A 2.30PM			11.35	s 9.20	s 9.35	s10.47	s 8.52	WCT X	1658	65.5	LD LIND DN C. M. & St. P. 3.7 Track Conn.	64.5	E-70 W-57	s 7.26	s 5.12	s 3.25	s 1.24		12.25AM		L 8.00AM	A 2.30PM		
	f 8.15				11.55PM 604	f 9.26	9.42	10.53	8.58		1662	69.2	AKRON P 4.3	60.8	57	7.14	5.02	3.17	1.14		11.55PM 603			f 2.15		
	f 8.30				12.17AM	f 9.33	9.50	11.00	9.04		1667	73.5	PX PROVIDENCE DN 3.1	56.5	E-60 W-70	7.07	4.55	3.10	f 1.07		11.40			f 2.00		
	f 8.40				12.45	f 9.38	9.55	11.05	9.09		1670	76.6	BEATRICE P 4.9	53.4	58	6.57	4.47	2.58	1.00		11.20			f 1.35		
	s 9.10				1.00	s 9.46	f10.03	11.12	9.16	W	1674	81.5	SC CUNNINGHAM DN 3.2 Lap Siding	48.5	E-57 W-57	6.46	4.37	2.46	s12.47 898		10.55			s12.47 334		
	s 9.25				1.20	s 9.53	f10.10	11.17	9.22		1677	84.7	TW HATTON PD 4.5	45.3	55	6.40	4.31	f 2.39	s12.38		10.40			s12.15PM		
	f 9.35				1.32	f10.00	10.19 604	11.25	9.31		1682	89.2	EMERY P 4.6	40.8	57	6.31	4.22	2.30	12.27		10.19 41			11.59AM		
	9.50 s11.00 333				1.45	s10.10 897	s10.30	f11.33 898	9.38 604	WYX	1686	93.8	CN CONNEL DN 5.2 Lap Siding	36.2	E-56 W-110	s 6.22	s 4.13	s 2.21	s12.15		9.38 1			s11.33 3		
	f11.12				2.09 42	f10.18	10.37	11.41	9.45		1690	99.0	CACTUS P 4.2	31.0	57	6.11	4.02	2.09 603	12.05PM		9.14			f10.40		
	s11.25 11.58AM 3-334				2.20	s10.25 898	f10.44	11.48 897	9.51	W	1695	103.2	AK MESA DN 2.4	26.8	E-76 W-57	6.05	3.56	2.02	s11.58AM 897		9.04			s10.25 333		
	f12.10PM				2.25	f10.29	10.48	11.52 334	9.55		1698	105.6	VALE P 6.5	24.4	57	6.02	3.52	1.57	11.52 3		8.58			f 9.35		
	s12.40				2.40	s10.38	f10.59	11.59AM	10.03	W	1704	112.1	W ELTOPIA PD 5.0 Lap Siding	17.9	E-57 W-51	5.53	3.43	f 1.49	s11.41		8.45			s 9.00		
	f12.55				2.52	f10.46	11.07	12.05PM	10.09		1709	117.1	SAGEMOOR P 4.7	12.9	57	5.46	3.36	1.42	11.32		8.35			f 8.45		
	f 1.10				3.30 4	f10.53	11.15	12.11	10.15		1714	121.8	GD GLADE PN 8.2 Lap Siding	8.2	E-57 W-55	5.40	3.30 603	1.35	f11.26		8.25			f 8.30		
	A 1.40PM				A 3.50AM	A11.05AM s 334	A11.30PM s	A12.25PM s	A10.30PM s	WCYT X	1721	130.0	PA PASCO DN	0.0	Yard	L 5.25PM	L 3.15AM	L 1.20AM	L11.10AM 333		L 8.00PM			L 8.05AM		
	Tu., Thu., Sat.	Mo., We., Fri.			Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Ex. Sat.		Tu., Thu., Sat.	Mo., We., Fri.			
	3.57	4.55			7.20	3.47	4.00	3.25	3.15				Time over Subdivision			4.10	4.03	4.35	4.40	9.00		7.20	6.25			
	16.3	13.3			17.7	34.3	32.5	38.8	40.0				Average Speed per Hour			31.2	32.0	28.3	27.8	14.4		8.9	10.0			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

SPECIAL INSTRUCTIONS PAGES 1, 8 and 10.

MANUAL BLOCK BETWEEN CHENEY AND PASCO.

WESTWARD. SECOND SUB-DIVISION. (MAIN LINE.)

Time Table No. 47C
July 24, 1921.
Succeeding No. 47B.

THIRD CLASS			SECOND CLASS								FIRST CLASS							
903	901	899	669	603	Water, Fuel, Scales, Turntable, Wyes and Yard Limits.	Station Numbers	Distance from Pasco.	STATIONS Telegraph Offices and Calls	Distance from Ellensburg.	Car Capacity of Sidings	1	3	41	333	335	337	339	341
Way Freight	Way Freight	Way Freight	S. P. & S. Freight	Freight							Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	S.P.&S. 3 Passenger	S.P.&S. 1 Passenger
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		L 7.00AM	L 8.10AM	L 5.40AM	WCTY X	1721	0.0	PA PASCO DN Bridge Interlocked 0.4	125.8	Yard	L10.40PM	L12.35PM	L11.40PM	L11.25AM 334			L 1.30AM	L12.40PM
			A 8.20AM			1722	0.4	S. P. & S. JUNCTION 1.7	125.4								A 1.34AM	A12.44PM
		s 7.45		5.50		1724	2.1	K KENNEWICK DN O.-W. R. & N. 5.1 Track Conn.	123.7	80	10.46	s12.43	s11.50PM	s11.35				
		f 8.05		6.10	W	1729	7.2	VISTA P 4.5 Lap Siding	118.6	E-80 W-57	10.57	12.54 900	f12.01AM	f11.45				
		f 8.20		6.20		1733	11.7	ERIE P 4.7	114.1	82	11.05	1.01	12.10	f11.53AM				
		f 8.35		6.30		1739	16.4	BA BADGER PN 3.3 Lap Siding	109.4	E-80 W-55	11.13	1.08	12.20 42	f12.01PM 900				
		f 8.45		6.37		1742	19.7	ROME P 3.5	106.1	80	11.18	1.13	12.26	f12.07				
		s 9.05		6.46	W	1745	23.2	KI KIONA DN 5.7 Lap Siding	102.6	E-81 W-57	11.23	f 1.18	f12.33	s12.13				
		f 9.38 334		6.57		1751	28.9	CHANDLER P 4.9	96.9	80	11.31	1.27	12.42	f12.23				
		f 9.55 336		7.10	CW YX	1756	33.5	GI GIBBON DN 5.8	92.0	E-93 W-80	11.43 42	s 1.36	12.52	As12.33PM				
		s10.20 900		7.30	X	1762	39.6	PR PROSSER DN 5.5 Lap Siding	86.2	E-81 W-61	11.54PM	s 1.50	s 1.05					
		f10.35		7.42		1767	45.1	BYRON P 6.0	80.7	80	12.01AM	f 2.00	f 1.14					
		s11.00		7.55	W	1774	51.1	MB MABTON DN 3.6 Lap Siding	74.7	E-80 W-57	12.09	s 2.10	s 1.25					
		f11.15		8.05 8.20 900-336		1777	54.7	EMPIRE P 5.0	71.1	80	12.15	2.17	1.39 4					
		s11.35		8.35		1782	59.7	SU SATUS PD 5.4 Lap Siding	66.1	E-80 W-57	12.22	f 2.24	f 1.46					
		f11.50		8.48		1787	65.1	ALFALFA P 1.6	60.7	80	12.29	f 2.31	1.53					
		11.55AM		8.51		1789	66.7	SUNNYSIDE JUNCTION P 3.3	59.1		12.32	2.33	1.55		L10.45AM	L 5.50PM		
	L 6.30AM	A12.30PM		9.30	WCT X	1792	70.0	TN TOPPENISH DN 2.7	55.8	E-110 W-76	s12.45	s 2.42	s 2.10		s10.55	s 6.00		
	f 6.35			9.40		1794	72.7	WESLEY JUNCTION P 1.2	53.1		12.50	2.47	2.15		11.00	6.05		
	f 6.40			9.45		1796	73.9	MONTE P 3.4	51.9	80	12.52	2.49 602	2.18		f11.02	f 6.08		
	s 7.34 336			10.00		1800	77.3	WA WAPATO DN 4.5 Lap Siding	48.5	E-80 W-57	12.57	s 2.55 338	s 2.27		s11.10	s 6.20		
L12.45PM	s 8.15 334			10.15		1804	81.8	KR PARKER DN O.-W. R. & N. Cross. Interlocked 3.6	44.0	83 80	1.05 4	3.04	2.36	Ls 2.10PM 602	s11.21 902	f 6.32		
f 1.00	f 8.30			10.28		1807	85.4	UNION GAP P 3.7	40.4	100	1.12	3.15 2	2.43	f 2.16	f11.30	f 6.41		
A 1.15PM 602	s 8.40 9.40 902			10.40 11.35 902	WCOT X	1811	89.1	YA YAKIMA DN O.-W. R. & N. 3.9 Track Conn.	36.7	Yard	s 1.25	s 3.35	s 3.00	s 2.30 338	A11.40AM	6.50 s11.20 42		
	s10.15			11.55AM		1815	93.0	AH SELAH PD 3.4	32.8	E-80 W-80	1.35	3.45	3.10	s 2.40		s11.30		
	s10.35			12.10PM		1819	96.4	MN POMONA DN 4.0 Lap Siding	29.4	E-80 W-87	1.43	3.52	3.17	f 2.53 2		f11.37		
	f11.00			12.30		1822	100.4	HILLSIDE P 4.2	25.4	80	1.52	4.00	3.25	3.03		11.43		
	s11.20			12.50 602		1827	104.6	RA ROZA P 4.6 Lap Siding	21.2	E-77 W-58	2.02	4.10	3.35	f 3.15		f11.50		
	s11.45AM			1.32 338	W	1832	109.2	ON WYMER DN 4.3	16.6	100	2.14	4.20	3.45	f 3.27		f11.59PM		
	f12.05PM			2.28 2		1836	113.5	UM UMTANUM P 2.7 Lap Siding	12.3	E-80 W-58	2.25	4.30	3.55	f 3.40		f12.13AM 4		
	f12.25 602			2.40		1839	116.2	INDIO P 4.8	9.6	80	2.31	4.35	4.00	3.45		f12.21		
	s12.40			3.20		1843	121.0	RO THRALL DN 4.8 Lap Siding	4.8	E-80 W-54	2.42	4.45	4.10	f 3.57		f12.32		
	A 1.00PM 338			A 4.00PM	WCOT X	1848	125.8	EB ELLENSBURG DN	0.0	Yard	As2.55AM	As 4.55PM	As4.20AM	A 4.10PM		A12.50AM		
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.30	5.30	5.30	.10	9.10				Time over Subdivision			4.15	4.20	4.40	3.08	.55	2.30	.04	.04
14.6	10.5	12.7	2.4	13.7				Average Speed per Hour			29.6	29.0	26.2	24.8	24.4	23.9	6.0	6.0

Via Third Sub-Division.

AUTOMATIC BLOCK PASCO-ELLENSBURG.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
TRAINS BETWEEN PASCO AND KENNEWICK ARE OPERATED UNDER JOINT TRACK BLOCK CARD.

SPECIAL INSTRUCTIONS PAGES 1, 8 AND 10.

EASTWARD.

July 24, 1921.
Succeeding No. 47B.

342	340	338	336	334	42	4	2	Water, Fuel, Turntables, W. and Yard Limit	Station Numbers	Distance from Pasco	STATIONS Telegraph Offices and Calls		Distance from Ellensburg	Car Capacity of Sidings
S. P. & S. 4 Passenger	S. P. & S. 2 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger							
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
As 4.15PM	As 2.15AM			A 10.45AM s 333	As 1.05AM	As 3.05AM	As 5.20PM	WCTY X	1721	0.0	PA PASCO DN Bridge Interlocked 0.4		125.8	Yard
L 4.10PM	L 2.09AM								1722	0.4	S. P. & S. JUNCTION 1.7		125.4	
				s10.35	s12.55	s 2.58	s 5.12		1724	2.1	K KENNEWICK DN O.-W. R. & N. 5.1 Track Conn.		123.7	80
				f10.23	12.42	2.49	5.03	W	1729	7.2	VISTA P 4.6 Lap Siding		118.6	E-80 W-57
				10.13	12.31	2.43	4.57		1733	11.7	ERIE P 4.7		114.1	82
				f10.03	12.20 41	2.37	4.51		1739	16.4	BA BADGER PN 3.8 Lap Siding		109.4	E-80 W-55
				9.56	12.11	2.32	4.46		1742	19.7	ROME P 3.5		106.1	80
				s 9.50	f12.03AM	2.27	4.41	W	1745	23.2	KI KIONA DN 5.7 Lap Siding		102.6	E-81 W-57
				9.38 899	11.53PM	2.19	4.33		1751	28.9	CHANDLER P 4.9		96.9	80
			A 9.10AM 899	L 9.28AM	11.43 1	2.12	4.26	CWY X	1756	33.8	GI GIBBON DN 5.8		92.0	E-93 W-80
			s 8.55		s11.30	s 2.01	s 4.15	X	1762	39.6	PR PROSSER DN 5.5 Lap Siding		86.2	E-81 W-61
			f 8.40		11.19	1.52	4.06		1767	45.1	BYRON P 6.0		80.7	80
			s 8.27 900		s11.12	s 1.45	s 3.59	W	1774	51.1	MB MABTON DN 3.6 Lap Siding		74.7	E-80 W-57
			8.20 603		11.06	1.39 41	3.54 602		1777	54.7	EMPIRE P 5.0		71.1	80
			f 8.10		11.00	1.34	3.49		1782	59.7	SU SATUS PD 5.4 Lap Siding		66.1	E-80 W-57
			f 8.00		10.53	1.28	3.43		1787	65.1	ALFALFA P 1.6		60.7	80
		As 3.22PM	f 7.57		10.50	1.26	3.41		1789	66.7	SUNNYSIDE JUNCTION P 3.3		59.1	
		s 3.15 602	s 7.50		s10.45	s 1.21	s 3.36	WCT X	1792	70.0	TN TOPPENISH DN 2.7		55.8	E-110 W-76
		3.04	7.43		10.35	1.16	3.31		1794	72.7	WESLEY JUNCTION P 1.2		53.1	
		f 3.02	f 7.41		10.33	1.14	3.29		1796	73.9	MONTE P 3.4		51.9	80
		s 2.55 3	s 7.34 901		s10.27	1.10	3.25		1800	77.3	WA WAPATO DN 4.5 Lap Siding		48.5	E-80 W-57
		f 2.45	f 7.25	Af 7.34AM 901	10.17	1.05 1	3.20		1804	81.8	KR PARKER PD O.-W. R. & N. Cross. Interlocked 3.6		44.0	83 80
		f 2.37	f 7.17	7.26	10.11	1.00	3.15 3		1807	85.4	UNION GAP P 3.7		40.4	100
		2.30 s2.15 333	L 7.10AM	7.20 s 6.55	s10.05 337	s12.55	s 3.10	WCOT X	1811	89.1	YA YAKIMA DN O.-W. R. & N. 3.9 Track Conn.		36.7	Yard
		s 2.05		s 6.47	f 9.48	12.43	2.59		1815	93.0	AH SELAH P 3.4		32.8	E-80 W-80
		f 1.55		f 6.39	9.42	12.38	2.53 333		1819	96.4	MN POMONA DN 4.0 Lap Siding		29.4	E-80 W-87
		1.46		6.30	9.36	12.33	2.47		1822	100.4	HILLSIDE P 4.2		25.4	80
		f 1.39		f 6.22	9.29	12.27	2.41		1827	104.6	RA ROZA P 4.6 Lap Siding		21.2	E-77 W-58
		f 1.32 603		f 6.14	9.22	12.20	2.35	W	1832	109.2	ON WYMER DN 4.3		16.6	100
		f 1.25		f 6.06	9.16	12.13 337	2.28 603		1836	113.5	UM UMTANUM P 2.7 Lap Siding		12.3	E-80 W-58
		1.20		6.02	9.11	12.08	2.23		1839	116.2	INDIO P 4.8		9.6	80
		f 1.13		f 6.55	9.03	12.02AM	2.17		1843	121.0	RO THRALL DN 4.8 Lap Siding		4.8	E-80 W-54
		L 1.05PM 901		L 6.45AM	L 8.55PM	L11.55PM	L 2.10PM	WCOT X	1848	125.8	EB ELLENSBURG DN		0.0	Yard
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
.05	.06	2.02	2.00	2.41	4.10	3.10	3.10				Time over Subdivision			
4.8	4.0	28.2	27.6	26.2	30.1	39.7	39.7				Average Speed per Hour			

Via Third Sub-Division.

SECOND CLASS		THIRD CLASS			
670	602	900	902	904	
S. P. & S. Freight	Freight	Way Freight	Way Freight	Way Freight	
Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	
A 3.25PM	A 7.00PM	A 1.50PM			
L 3.15PM					
	6.45	s 1.30			
	6.30	f12.54 3			
	6.18	f12.33			
	6.05	f12.01PM 333			
	5.50	f11.50AM			
	5.35	f11.25			
	5.20	f11.05			
	5.05	s10.50			
	4.35	s10.20 899			
	4.20	f 9.10			
	4.05	s 8.27 336			
	3.54 2	f 8.05 603			
	3.40	s 7.45			
	3.29	f 7.20			
	3.25	710			
	3.15 338	L 7.00AM	A12.50PM		
	2.53		f12.35		
	2.49 3		f12.30		
	2.25		s12.20PM		
	2.05 333		s11.21AM 335	A 7.20AM	
	1.50		f10.50	f 7.10	
	1.40 903		s10.40 9.40 603-901	L 7.00AM	
	1.17		s 9.30		
	1.10		f 8.45		
	1.00		f 8.30		
	12.50 603		f 8.15		
	12.40		f 7.55		
	12.31		f 7.40		
	12.25 901		f 7.30		
	12.15		f 7.15		
	L12.01PM		L 7.00AM		
Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	
.10	6.59	6.50	4.50	.20	
2.4	18.0	10.2	11.2	21.9	

AUTOMATIC BLOCK PASCO-ELLENSBURG.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
TRAINS BETWEEN PASCO AND KENNEWICK ARE OPERATED UNDER JOINT TRACK BLOCK CARD.

SPECIAL INSTRUCTIONS PAGES 1, 8 AND 10.

Westward SEVENTH SUB-DIVISION East[ward]
(EUREKA BRANCH)

3d Class 343 Mixed Sun. only	Water, Fuel, Turntables, Wyes and Yard Limits.	Station Numbers	Distance from Eureka	Time Table 47C July 24, 1921 Succeeding No. 47-B. STATIONS Telegraph Offices and Calls	Distance from Pleasant View	Car Capacity of Sidings	3d [Class] 34[4] Mi[xed] Sun. O[nly]
L 7.00AM	YC X	K A 22	0.0	JC EUREKA D 2.2	19.4	37	A s 9.1[5]
f 7.08		K E 2	2.2	BABCOCK 2.5	17.2	9	f 9.10
f 7.16		K E 4	4.7	LEE 3.0	14.7	37	f 9.05
f 7.24		K E 7	7.7	ELWOOD 3.8	11.7	20	f 8.55
f 7.40		K E 12	11.5	CLYDE 1.6	7.9	40	f 8.40
f 7.45		K E 13	13.1	PICKARD 1.7	6.3	15	f 8.35
f 7.50		K E 15	14.8	RESER 4.6	4.6	18	f 8.30
A 8.05AM 344	T	K E 19	19.4	PLEASANT VIEW	0.0	42	L 8.15AM 343
1.05				Time over Subdivision			1.00
17.7				Average Speed per Hour			19.4
Sun. Only							Sun. Only

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION, EXCEPT No. 343 IS SUPERIOR TO No. 344, EUREKA TO PLEASANT VIEW.
SPECIAL INSTRUCTIONS PAGES 1, 9 and 10.

Westward EIGHTH SUB-DIVISION Eastward
(TRACY BRANCH)

		Station Numbers	Distance from Mill Creek Jct.	Time Table 47C July 24, 1921 Succeeding No. 47-B. STATIONS Telegraph Offices and Calls	Distance from Tracy	Car Capacity of Sidings	
		K A 54	0.0	MILL CREEK JCT. 1.6	6.0		
		K B 3	1.6	HECTOR 1.8	4.4	Spur 5	
		K B 5	3.4	HARBERT 1.3	2.6	18	
		K B 6	4.6	KIBBLER 1.3	1.3		
		K B 7	6.0	TRACY	0.0	30	
				Time Over Subdivision			
				Average Speed per Hour			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION
SPECIAL INSTRUCTIONS PAGES 1, 9 and 10.

Westward TENTH SUB-DIVISION Eastward
(ATHENA BRANCH)

2d Class 377 Mixed Mo., We., Fri.	Water, Fuel, Wye and Yard Limits.	Station Numbers	Distance from Smelts	Time Table 47C July 24, 1921 Succeeding No. 47B. STATIONS Telegraph Offices and Calls	Distance from Athena	Car Capacity of Sidings	2d Class 378 Mixed Mo., We., Fri.
L10.00AM	Y	K C 19	0.0	SMELTZ 3.6	14.5	23	sSee 356P6 A12 05PM
f10.15		K D 4	3.6	DUROC 2.5	10.9	18	f11.50AM
f10.25		K D 6	6.1	WAYLAND 2.6	8.4	20	f11.40
f10.33		K D 9	8.7	WATERMAN 5.8	5.8	27	f11.32
A10 50AM 378	WY	KD 14	14.5	CV ATHENA D	0.0	28	L11.15AM 377
Mo., We., Fri.							Mo., We., Fri.
.50				Time Over Subdivision			.50
17.4				Average Speed per Hour			17.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 377 IS SUPERIOR TO 378, SMELTZ TO ATHENA.
SPECIAL INSTRUCTIONS PAGES 1, 9 and 10.

EASTWARD.

															354 Mixed Mo., Wed. Fri.	356 Mixed Tue., Thu. Sat.	360 Mixed Daily	908 Freight Ex. Sun.
														AM	A 2.35PM	A12 45PM 351		A 3.00PM
														9AM	A f 2.25PM	A12.35PM f		A f 2.35PM
														21	f 2.20	s12.25		f 2.25
							8		TWO RIVERS 3.3	88.9	32	f 9.30	f 3.22	f10.10	f 2.00	f12.01PM		f 2.05
		A s 3.35AM	s 1.18 354-908	A s 8.05AM	s 3.55	YW X	I G 9	12.5	A ATTALIA DN 6.4 O.-W. R. & N. Crossing 0.4 m. west	85.6	60	s 9.22	L 3.15PM	s10.02	L 1.50PM 351	L11.50AM		1.55 1.05 351
f 6.15			f 1.35		f 4.10		K A 7	18.9	ADAMS 0.7	79.2	Spur 4	f 9.04		f 9.45				f12.45
f 6.17			f 1.38		f 4.13		K A 8	19.6	LEGROW 1.6	78.5	7	f 9.01		f 9.43				f12.40
f 6.22			f 1.43		f 4 17		K A 10	21.2	SLATER 4.2	76.9	29	f 8.57		f 9.40				f12.35
f 6.35			f 1.54		f 4.28		K A 14	25.4	WELLAND 2.7	72.7	6	f 8.47		f 9.30				f12.20
f 6.45			f 1.59		f 4.33		K A 17	28.1	ADKINS 5.3	70.0	29	f 8.41		f 9.24				f12.10PM
s 7.10			s 2.11		s 4 45	YC X	K A 22	33.4	JC EUREKA D 6.3	64.7	37	s 8.30		s 9.13				s11.50AM
f 7.30			s 2.26		s 5.00	W	K A 29	39.7	LAMAR 1.8	58.4	29	s 8.13		s 8.57				f11.25
f 7.35			f 2.29		f 5.03		K A 31	41.5	SHAW 1.9	56.6	8	f 8.08		f 8.52				f11.20
f 7.40			f 2.34		f 5.08		K A 32	43.4	PADDOCK 0.9	54.7	10	f 8.03		f 8.47				f11.15
f 7.43			f 2.37		f 5.11		K A 33	44.3	CLIMAX 5.3	53.8	17	f 8.00		f 8.44				f11.10
f 7.58			f 2.48		f 5 20		K A 38	49.6	RULO 2.7	48.5	28	f 7.48		f 8.32				f10.55
f 8.04			f 2.54		f 5 26		K A 41	52.3	THIEL 3.2	45.8	23	f 7.43		f 8.27				f10.45
f 8.20 352			f 3.01		f 5.33		K A 44	55.5	DRY CREEK 1.4	42.6	35	f 7.36		f 8.20 907				f10.35
f 8.25			f 3.04		f 5 36		K A 46	56.9	SUDBURY 2.2	41.2	Spur 8	f 7.33		f 8.17				f10.25
f 8.30			f 3.09		f 5.40		K A 48	59.1	PEDIGO O.-W. R. & N. 5.2 Crosg. 5 mi. W.	39.0	16	f 7.28		f 8.12				f10.15
A 9.00AM	L10.30AM		A 3.20PM		A 5.50AM	CWOT X	K A 53	64.3	F WALLA WALLA D W. W. V. and O.-W. R. & N. 1.4 Track Conn.	33.8	Yard	L 7.15PM		L 8.00AM			A 4.00PM	L10.00AM
							K A 54	65.7	MILL CREEK JCT. 3.0	32.4								
	f10.44						K A 57	68.7	RIFFLE 1.7	29.4	28						f 3.45	
	f10.49						K A 59	70.4	SAPOLIL 1.1	27.7	9						f 3.40	
	f10.54						K A 60	71.5	BUROKER 0.6	26.6	27						f 3.37	
	f10.59						K A 61	72.1	SPRING CREEK 1.8	26.0	7						f 3.35	
	f11.04						K A 63	73.9	GILLIAM 1.3	24.2	8						f 3.30	
	s11.16						K A 64	75.2	X DIXIE D 1.3	22.9	35						s 3.25	
	f11.25						K A 65	76.5	EASTMAN 3.4	21.6	21						f 3.18	
	f11.40						K A 69	79.9	MINNICK 5.2	18.2	19						f 3.05	
	f11.55AM						K A 74	85.1	COPPEI 3.3	13.0	36						f 2.50	
	s12.15PM					W	K A 77	88.4	W WAITSBURG D 2.6	9.7	20						s 2.40	
	f12.25						K A 79	91.0	HUNTSVILLE 3.5 O.-W. R. & N. Crossing 2.8 mi. W.	7.1	33						f 2.23	
	f12.35						K A 83	94.5	LONG 1.2	3.6	14						f 2.12	
	f12.40						K A 84	95.7	KLUM 2.4	2.4	Spur 3						f 2.07	
	A 1.00PM					WCT	K A 87	98.1	DY DAYTON D	0.0	Yard						L 2.00PM	
Ex. Sun.	Daily	Ex Sun.	Daily	Daily	Daily							Daily	Daily	Daily	Mo., Wed. Fri.	Tue.,Thu. Sat.	Daily	Ex. Sun.
4.00	2.30	.35	2.35	.35	2.25				Time over Subdivision			2.45	.40	2.40	.45	.55	2.00	5.00
16.0	13.5	21.4	24.8	21.4	26.6				Average Speed per Hour			24.0	19.5	24.1	17.7	13.8	16.9	12.8

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION, EXCEPT No. 907 IS SUPERIOR TO No. 908 AINSWORTH JUNCTION TO WALLA WALLA, AND No. 361 IS SUPERIOR TO No. 360, WALLA WALLA TO DAYTON.

SPECIAL INSTRUCTIONS PAGES 1, 9 and 10.

908
Freight
Ex. Sun.
3.00PM
2.35PM
2.25
2.05
1.55
1.05
351
f12.45
f12.40
f12.35
f12.20
f12.10PM
s11.50AM
f11.25
f11.20
f11.15
f11.10
f10.55
f10.45
f10.35
f10.25
f10.15
L10.00AM
Ex. Sun.
5.00
12.8

Time Table No. 47C
July 24, 1921.
Succeeding No. 47B

EASTWARD

903	337	335	333							334	336	908
Way Freight	Passenger	Passenger	Passenger	Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers	Distance from Riparia	Time Table No. 47C	Distance from Pasco	Car Capacity of Sidings	Passenger	Passenger	Way Freight
Ex. Sun.	Daily	Daily	Daily				STATIONS			Daily	Daily	Ex. Sun.
L 7.00AM		L 9.30AM 334	L12.35PM	GW Y	1755	39.3	GI GIBSON DN 5.5	46.8	E 110 W 80	A 9.28AM 335		A 1.40PM
f 7.20		f 9.41	f12.45		IB 23	39.3	NORTH PROSSER 6.7	41.1	80	f 9.15		f 1.15
s 8.00	L 5.00PM 338	s 9.55	s12.58 904	YX	IB 20	46.0	GW GRANDVIEW D O.-W.R.& N. 3.8 Track Conn.	34.4	80	s 9.00	A 4.30PM 337	s12.58 333
s 8.49 334	f 5.08	f10.02	f 1.05		IB 16	49.8	LICHTY 4.0	30.6	16	f 8.49 903	f 4.17	s12.05PM
s 9.20	s 5.20	s10.10	s 1.13	W	IB 12	53.8	SY SUNNYSIDE D O-W.R.& N. 3.8 Track Conn.	26.6	80	s 8.40	s 4.05	s11.45AM
s 9.45	s 5.30	s10.20	s 1.20		IB 8	57.6	OK OUTLOOK D 5.0	22.8	48	s 8.29	s 3.53	s11.05
s10.20 904	s 5.42	s10.35 904	s 1.30	X	IB 3	62.6	GR GRANGER D 3.2	17.8	80	s 8.17	s 3.42	10.35 335-903
	A 5.50PM	A10.45AM			1788		SUNNYSIDE JCT. P 3.2	21.0	4		L 3.22PM	
10.35 904			s 1.30	X	IB 3	62.6	GR GRANGER D 5.3	17.8	80	s 8.17		s10.35 335-903
s11.30			s 1.40	WX	KO 5	67.9	Z ZILLAH D O.-W.R.& N. 3.0 Track Conn.	12.5	80	s 8.05		s 9.30
s11.50AM			f 1.47		KO 9	70.9	BN BUENA D 3.0	9.5	50	f 7.58		s 8.30
s12.10PM			f 1.53		KO 11	73.9	SAWYER P 2.3	6.5	80	f 7.51		s 8.15
s12.25			f 1.59		KO 13	76.2	DONALD P 4.2	4.2	30	f 7.46		s 8.00
A12.45PM			A 2.10PM		1804	80.4	O.-W. R. & N. Crossing and Gauntlet Yakima River Bridge KR PARKER DN	0.0	83	L 7.34AM		L 7.40AM
Ex. Sun.	Daily	Daily	Daily							Daily	Daily	Ex. Sun.
5.45	.50	1.15	1.35				Time Over Subdivision			1.54	1.08	6.00
8.1	23.4	25.8	29.4				Average Speed Per Hour			24 5	17.2	7.7

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 1, 8 AND 10.

WESTWARD

907	349	347							346	348	908
Freight	Passenger	Mixed	Water, Fuel, Wyes and Yard Limits.	Station Numbers	Distance from Adco	Time Table No. 47C	Distance from Pendleton	Car Capacity of Sidings	Mixed	Mixed	Freight
Ex. Sun.	Daily	Ex. Sun.				STATIONS			Tue., Sat.	Thu.	Ex. Sun.
L 1.05PM 908	L 8.05AM	L 3.45AM	YW X	IG 9	0.0	A ATTALIA DN 1.5 O.-W.R. N. Crsng 0.7 m West	42.0	60	A 2.30PM	A12.40PM	A 1.35PM 911
1.10	f 8.10	f 3.50	YX	IG 16	1.5	HUNT 1.2	40.5	100	f 1.55	f12.05PM	1.30
A 1.15PM 354-908	f 8.13		YX	IG 17	2.7	JN WALLULA DN O-W R & N 1.2 Track Conn.	41.7	Yard	s 1.40 911	s11.30	L 1.25PM 911
	f 8.23	f 3.50	YX	IG 16	1.5	HUNT 11.1	40.5	100	f 1.25	f11.15	
	f 8.50	f 4.30		KC 11	12.6	RING 4.6	29.4	29	f 2.32	f12.50	f10.40
	f 9.05	s 5.00	W	KC 16	17.2	VAN SYCLE 2.4	24.8	25	f 2.22	f12.30	f10.20
	f 9.13	f 5.10		KC 18	19.6	STANTON 1.4	22.4	36	f 2.16	f12.15	f10.05
	f 9.18	f 5.15	Y	KC 19	21.0	SMELTZ 1.0	21.0	23	f 2.11	12.05PM s 9.55AM	s 9.55
	f 9.21	f 5.20		KC 20	22.0	APEX 3.0	20.0	9	f 2.08	f 9.45	f 9.45
	s 9.30 354-356	s 5.40	W	KC 23	25.0	H HELIX D 4.6	17.0	53	s 2.00	s 9.30 349	s 9.30 349
	f 9.42	f 6.00		KC 28	29.6	MYRICK 4.2	12.4	45	f 1.50	f 8.55	f 8.55
	f 9.51	f 6.15		KC 32	33.8	McCORMMACH 1.3	8.2	13	f 1.38	f 8.40	f 8.40
	f 9.55	f 6.20		KC 33	35.1	FULTON 6.9	6.9	30	f 1.35	f 8.35	f 8.35
	A10.15AM	A 7.00AM	WCT	KC 40	42.0	ND PENDLETON D O-WR&N Crsng Track Con.	0.0	39	L 1.15PM	L 8.15AM	L 8.15AM
Ex. Sun.	Daily	Ex. Sun.							Daily	Mo., Wed. Fri.	Tue., Thu. Sat.	Ex. Sun.
10	2.10	3.15				Time Over Subdivision			2.00	3.25	3.25	.10
16 2	19.4	13.5				Average Speed Per Hour			21.0	13.1	13 1	16.2

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 349 IS SUPERIOR TO No. 350 AND No. 355 IS SUPERIOR TO No. 354 AND 356 ATTALIA TO PENDLETON.
SPECIAL INSTRUCTIONS PAGES 1, 9 AND 10.

Westward — ELEVENTH SUBDIVISION (SNAKE RIVER BRANCH) — Eastward

2d Class 379				Time Table No. 47C July 24, 1921. Succeeding No. 47B		2d Class 380
Mixed	Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers	Distance from Riparia	STATIONS	Distance from Pasco	Car Capacity of Sidings	Mixed
Daily				Telegraph Offices and Calls			Daily
L 8.30PM	YC	KF 64	0.0	AX RIPARIA DN O.-W. R. & N. Csg. Track Conn. 8.5	66.9	60	A 4.50AM
f 8.50	W	KF 55	8.5	PERRY 4.4	58.4	93	f 4.15
f 9.05		KF 51	12.9	DAVIN 15.5	54.0	7 Spur	f 4.00
f 9.40	W	KF 35	28.4	WINDUST 7.0	38.5	89	f 3.12
f10.00		KF 29	35.4	WALKER 5.3	31.5	6 Spur	f 2.51
A10.20PM s	W	KF 23	40.7	SR SNAKE RIVER JCT DN 26.2	26.2		L 2.35AM s

S. P. & S. Rules and Time Table Govern Between Pasco and Snake River Junction

A11.15PM	WCT YOX	1721	66.9	PA PASCO DN	0.0	1200	L 1.45AM
Daily							Daily
1.50				Time Over Subdivision			2.15
22.2				Average Speed Per Hour			18.0

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 1, 9 AND 10.

WESTWARD — FOURTH SUB-DIVISION (CONNELL NORTHERN RAILWAY, ADRIAN BRANCH) — EASTWARD

SECOND CLASS 357	345			Time Table No. 47C July 24, 1921. Succeeding No. 47B			SECOND CLASS 346	358
Mixed	Mixed	Water, Fuel, Wyes and Yard Limits.	Station Numbers	Distance from Adco	STATIONS	Distance from Connell	Car Capacity of Sidings	Mixed	Mixed
Sun., Fri.	Wed.				Telegraph Offices and Calls.			Tue., Sat.	Thu.
L 8.45AM	L 8.45AM		KI 60	0.0	ND ADCO DN 11.3 G. N. Track Connection	61.0	28	A 2.30PM	A12.40PM
f 9.20	f 9.20		KI 49	11.3	GLOYD 3.9	49.7	Spur 20	f 1.55	f12.05PM
f 9.35	f 9.35		KI 45	15.2	NAGEL 6.6	45.8	Spur 20	f 1.35	f11.50AM
s10.00	s10.00	W	KI 39	21.8	WH WHEELER DP 7.8	39.2	45	s 1.00	s11.25
10.25	10.30AM 12.30PM	Y	KI 32	29.6	BASSETT JCT. 0.4	31.4		12.30PM 10.55AM	10.55
f10.30	f12.35		KI 31	30.0	RITELL 4.9	31.0	31	f10.50	f10.50
f10.45	f12.55		KI 25	34 9	WEST WARDEN 9.2	26.1	Spur 40	f10.30	f10.30
f11.15	f 1.25	W	KI 17	44.1	BRUCE 6.5	16.9	48	f10.00	f10.00
f11.35AM	f 1.50		KI 10	50.6	SHANO 10.4	10.4	20	f 9.20	f 9.20
A12.05PM	A 2.30PM	WCY X	1686	61.0	CN CONNELL DN	0.0	120	L 8.45AM	L 8.45AM
Sun., Fri.	Wed.							Tue., Sat.	Thu.
3.20	3.45				Time Over Subdivision			4.10	3 55
18.3	16.2				Average Speed Per Hour			14.6	15.5

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 1, 8 AND 10.

WESTWARD — FIFTH SUB-DIVISION (CONNELL NORTHERN RAILWAY, RITZVILLE BRANCH) — EASTWARD

SECOND CLASS 365	363				Time Table No. 47C July 24, 1921. Succeeding No. 47B			SECOND CLASS 364	366
Mixed	Mixed	Water and Wye	Station Numbers	Distance from Bassett Junction	STATIONS	Distance from Sobrag	Car Capacity of Sidings	Mixed	Mixed
Wed.	Tue., Sat.				Telegraph Offices and Calls.			Tue., Sat.	Wed.
L10.30AM	L10.55AM	Y	KI 32	0.0	BASSETT JCT 12.3	12.3		A12.30PM See 346	A12.25PM See 345
A11.15AM	A11.40AM	W	KJ 12	12.3	SCHRAG P	0.0	41	L11.45AM	L11.40AM
Wed.	Tues., Sat.							Tues., Sat.	Wed.
.45	.45				Time Over Subdivision			.45	.45
16.4	16.4				Average Speed per Hour			16.4	16.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 363 IS SUPERIOR TO No. 364, AND No. 365 IS SUPERIOR TO No. 366 BASSETT JCT. TO SCHRAG.
SPECIAL INSTRUCTIONS PAGES 1, 8 AND 10.

WESTWARD. — TWELFTH SUBDIVISION (SIMCOE BRANCH) — EASTWARD.

Time Table July 24, Succeeding

Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers	Distance from Wesley Junction	STATIONS — Telegraph Offices		Time Over Subdivision	Average Speed Per Hour
	1794	0.0	WESLEY JU 2.1			
	K N 2	2.1	YETHO 3.4			
	K N 5	5.5	ASHU 2.6			
	K N 9	8.1	FARR 1.4			
	K N 11	9.5	HARR 10.5			
W Y	K N 20	20.0	WHITE SWAN	0.0	32	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

SPECIAL INSTRUCTIONS PAGES 1, 9 AND 10.

WESTWARD. — THIRTEENTH SUBDIVISION. (MOXEE BRANCH) — EASTWARD.

Time Table No. 47C
July 24, 1921
Succeeding No. 47B.

SECOND CLASS 371	Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers	Distance from Yakima	STATIONS — Telegraph Offices and Calls	Distance from Moxee City	Car Capacity of Sidings	SECOND CLASS 372
Mixed							Mixed
Ex. Sun.							Ex. Sun.
L10.15AM	W COT X	1811	0.0	YA YAKIMA DN 2.0	8.6	Yard	A11.30AM
f10.25		K M 3	3.0	TERRACE HEIGHTS 0.7	5.6	7	f11.17
f10.27		K M 3.7	3.7	AVERY 0.3	4.9	0	f11.15
f10.28		K M 4	4.0	KEYES 0.2	4.6	0	f11.13
f10.29		K M 4.2	4.2	PEACOCK 0.3	4.4	0	f11.12
f10.31		K M 4.5	4.5	SCUDDER 0.9	4.1	0	f11.10
f10.34		K M 5	5.4	BIRCHFIELD 1.8	3.2	9	f11.08
f10.38		K M 7	7.2	EUGENE 0.5	1.4	0	f11.05
f10.40		K M 8	7.7	McSHANE .09	0.9	0	f11.03
A10.45AM 372		K M 9	8.6	MOXEE CITY	0.0	33	L11.00AM 371
Ex. Sun.							Ex. Sun.
.30				Time Over Subdivision			.30
17.2				Average Speed Per Hour			17.2

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 371 IS SUPERIOR TO No. 372.

SPECIAL INSTRUCTIONS PAGES 1, 9 AND 10.

N — EASTWARD.

Car Capacity of Sidings	SECOND CLASS 368	SECOND CLASS 370
	Mixed	Mixed
	Ex. Sun.	Tue., Thur., Sat.
Yard	A 9.50AM	A 4.00PM
	f 9.32	f 3.50
9	f 9.25	f 3.45
	f 9.20	L 3.35PM
10	f 9.15	
53	s 9.10	
10	s 9.05	
	f 9.00	
Spur 10	f 8.55	
9	f 8.50	
	f 8.47	
Spur 1	f 8.45	
102	L 8.40AM 367	
	Ex. Sun.	Tue., Thur., Sat.
	1.10	.25
	11.6	9.0

			s 8.02				1.0	5.7	10
			f 8.05		Kx 9	8.9	COLEEN 1.1	4.7	
			f 8.08		Kx 10	10.0	POWER HOUSE 1.2	3.6	Spur 10
			f 8.12		Kx 11	11.2	SINCLAIR PARK 0.3	2.4	9
			f 8.13		Kx 12	11.5	McPHEE 0.6	2.1	
			f 8.15		Kx 13	12.1	BONLOW 1.5	1.5	Spur 1
			A 8.20AM 368		Kx 14	13.6	NS NACHES D	0.0	102
	Tue., Thur., Sat.		Ex. Sun.						
	.15		.50				Time Over Subdivision		
	16.0		16.3				Average Speed Per Hour		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 369 IS SUPERIOR TO No. 370. No. 367 IS SUPERIOR TO No. 368.

SPECIAL INSTRUCTIONS PAGES 1, 9 AND 10.

WESTWARD. — FIFTEENTH SUBDIVISION (COWICHE BRANCH) — EASTWARD.

Time Table No. 47C
July 24, 1921
Succeeding No. 47B.

SECOND CLASS. 369	Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers	Distance from Cowiche Junction	STATIONS — Telegraph Offices and Calls	Distance from Tieton	Car Capacity of Sidings	SECOND CLASS. 370
Mixed							Mixed
Tue., Thur., Sat.							Tue., Thur., Sat.
L12.45PM		Kx 4	0.0	COWICHE JCT. 0.6	12.3		A 3.35PM
f12.50		K L 1	0.8	FLORENCE 1.7	11.5	Spur 4	f 3.25
f 1.01		K L 2	2.5	SPITZENBERG 3.2	9.8	Spur 6	f 3.14
s 1.20	W	K L 5	5.7	WEIKEL 3.5	6.6	11	s 2.55
f 1.40		K L 9	9.2	COWICHE 0.6	3.1	25	f 2.34
f 1.45		K L 10	9.8	EARLE SPUR 2.5	2.5	Spur 4	f 2.30
A 2.00PM 370	Y	K L 12	12.3	TIETON	0.0	50	L 2.15PM 369
Tue., Thur., Sat.							Tue., Thur., Sat.
1.15				Time Over Subdivision			1.20
9.9				Average Speed Per Hour			9.2

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION, EXCEPT No. 369 IS SUPERIOR TO No. 370.

SPECIAL INSTRUCTIONS PAGES 1 AND 10.

FIRST SUBDIVISION.
(MAIN LINE.)

1. **Pusher Districts—**
Cunningham to Providence, and Sprague to Tyler.

2. **Bridge Restrictions—**
Bridges 24 and 102.4, engines class Q-5 and W-3, twenty (20) miles per hour.

3. **Engine Restrictions—**
Sprague, Mill Track W-3 or heavier engines not permitted.
Ritzville Electric Light Spur, Class W or heavier engines not permitted beyond 250 feet from switch.

4. **Speed Restrictions—**
At Pasco trains ten (10) miles per hour over Lewis St.
Between Providence and Lind and between Cunningham and Connell, passenger trains forty (40) and freight trains thirty (30) miles per hour.
At Cheney and Connell, fifteen (15) miles per hour between Street crossings.
At Cheney and Sprague, eight (8) miles per hour over Street crossings.
Ritzville, ten (10) miles per hour.
Lind, fifteen (15) miles per hour.
Hatton, ten (10) miles per hour.

5. **Register Stations—**
Cheney and Pasco.
Lind for trains originating and terminating.

6. **Register Exceptions—**
At Cheney, all eastward trains and all westward first class trains register by ticket Form 608.
Westward first class trains will be furnished register check Form 602.

7. **Bulletin Stations—**
Yardley, Spokane, Pasco, Yard Office and Passenger Station.

8. **Standard Time Clocks—**
Cheney, Lind, Pasco, Yard Office and Passenger Station.

9. **Watch Inspectors—**

Spokane	G. F. Cohrs.
Pasco	H. W. Hull and D. Burt Bryan.

10. **Derail Switches—**

Sprague	West End Mill Spur.
Dayrock	West End.
Paha	West End House.
Lind	West End No. 2 Siding.
	Old Coal Dock Track.
Providence	East End Eastward Siding.
Beatrice	Spur.
Cunningham	West End Elevator.
	West End House.
Hatton	West End House.
	West End Elevator.
Emery	West End Elevator.
Pasco	East End Long Passing Track.

11. **Commercial Spurs—**

	Miles from Spokane	Capacity
Dayrock	42.9	7

SECOND SUBDIVISION.
(MAIN LINE.)

1. **Card Train Order Form "AB"** will govern the movement of trains between Pasco and Kennewick, and trains must not move in this territory unless Conductor and Engineman each hold a card properly filled out.
At Kennewick the normal position of eastward train order signal is "stop" and must not be cleared except for delivery of card without restrictions.
If eastward train is to meet an opposing train at Kennewick or S. P. & S. Junction, it must be brought to a stop before card is delivered.

2. **Columbia River Draw Bridge Interlocking—**
Home signals 1-3 and 2-6 are also distant signals governing approach to draw. Signal 1-8 at west end of bridge is eastward home signal and disc signal 1-5 one thousand feet east of draw is westward home signal of draw.
The bonded districts cover track between signals 1-3 and 2-6 and trains must not stand within this district while doing work at Kennewick or for any other purpose longer than necessary to open and close switches.
Signal 2-O on S. P. & S. main line at Junction switch is home signal for eastward S. P. & S. trains, and only goes to "caution" position. Eastward S. P. & S. trains before opening junction switch must ascertain by use of switch indicator, that block is clear.

3. **At Parker, O.-W. R. & N. Crossing Interlocking—**
Westward Home signal of interlocking plant is also Home signal governing automatic block Parker to Union Gap.

4. **At Granger—**
Operators will handle switches for westward trains going to Yard Siding.

5. **At Yakima—**
Passenger trains meeting at Yakima unless otherwise instructed, inferior train takes siding on high line pocket.
Freight trains meeting at Yakima will use passing sidings in New Yard. No. 1 track is westward and No. 2 track is eastward passing siding.
Eastward freight trains having work at Yakima will head in at west end of high line and pull through to new yard.
Flagman must precede cars shoved over Yakima Avenue crossing in addition to gate protection.

6. **Pusher Districts—**
Pasco and Gibbon.

7. **Bridge Restrictions—**
Bridge 1, Columbia River, twenty (20) miles per hour.
Bridge 113, W-3 and heavier engines, twenty (20) miles per hour.

8. **Engine Restrictions—**
Holmes Spur Mill track and Sugar Spurs at Yakima and Toppenish, class W or heavier engines not permitted.

9. **Speed Restrictions—**
At Kennewick, Prosser and Yakima, ten (10) miles per hour over street crossings.
Toppenish, six (6) miles per hour.
Wapato, five (5) miles per hour.
Parker, O.-W. R. & N. Crossing, fifteen (15) miles per hour.
New Slide, 900 feet east M. P. 36 west of Gibbon, fifteen (15) miles per hour.

10. **Special Stops, Connections, Etc.—**
No. 1 stops at Kennewick and Prosser to discharge passengers from east of Spokane.
No. 1 stops at Wapato to discharge passengers from east of Billings.
No. 4 stops at Wapato on flag for passengers for Billings and east.
No. 3 stops at Parker to discharge passengers from Prosser to Wapato, inclusive.
No. 334 and No. 336 will connect at Yakima and Gibbon.

11. **Register Stations—**
Pasco and Ellensburg.
Toppenish and Yakima for trains originating and terminating.

12. **Bulletin Stations—**

Pasco	Yard Office and Passenger Station.
Ellensburg	Passenger Station.
Toppenish and Yakima.	

13. **Standard Time Clocks—**
Pasco, Toppenish, Yakima and Ellensburg.

14. **Watch Inspectors —**

Pasco	H. W. Hull and D. Burt Bryan.
Toppenish	Toppenish Jewelry Co.
Yakima	Noble Jewelry Co.
Ellensburg	F. A. Home.

15. **Derail Switches—**

Vista	East End Spur Westward Siding.
Badger	East End Eastward Siding.
Gibbon	Coal Dock.
Toppenish	Coal Dock.
Wesley Junction	Simcoe Branch Main Line.
Yakima	East End O.-W. R. & N. Transfer.
	East Lead, New Yard.
	County Spur.

16. **Commercial Spurs—**

	Miles from Pasco	Capacity
Phillips	49.5	10
Sugar Plant, No. 1	86.3	250
Holmes	124.6	13

THIRD SUBDIVISION.
(SUNNYSIDE LINE.)

1. **Zillah Yard** used jointly by O.-W. R. & N. and Nor. Pac. Nor. Pac. Transportation Rules govern.

2. **At Parker,** gauntlet over Yakima River Bridge used jointly by the Northern Pacific and O.-W. R. & N., is controlled by automatic signals. Trains must move thru gauntlet under control.

3. **Engine Restrictions—**
Grand View Wye, heavier than class S-4 engines not permitted.
Sunnyside Sugar Factory, trestle Class W or heavier engines not permitted.

4. **Normal Position Switches—**
At Granger, junction switch for Zillah Line.
O.-W. R. & N.—N. P. joint bridge east of Parker for O.-W. R. & N.

5. **Speed Restrictions—**
Passenger trains, forty (40) miles per hour.
At Granger, Sunnyside and Zillah, eight (8) miles per hour over street crossings.
At Parker, fifteen (15) miles per hour entering yard.

6. **Bridge Restrictions—**
Bridge, Yakima River east of Parker, heavier than engines class W and double header engines not permitted. Six (6) miles per hour must not be exceeded.
Bridge 2.2, Yakima River, between Granger and Sunnyside Junction, engines classes S, S-1, S-2, S-3, S-4, and Q, eight (8) miles per hour.
Double header Class F-1, eight (8) miles per hour.
Engines Classes T, Q-1 and heavier not permitted.

7. **Special Stops, Connections, Etc.—**
No. 334 and No. 335 stop at Whitstran on flag.

8. **Register Stations—**
Gibbon, Sunnyside Junction, Parker.
Granger for Nos. 335, 337 and 338.
Grandview for Nos. 337 and 338.

9. **Register Exceptions—**
At Parker, Nos. 333 and 334 register by ticket Form 608.
At Gibbon, westward trains will register by ticket Form 608, and will be furnished a register check Form 602.

10. **Derail Switches—**
Hayes derails on all commercial tracks leading from main track between Gibbon and Parker.

11. **Commercial Spurs—**

	Miles from Pasco	Capacity
Whitstran	36.9	4
Dober	37.4	9
De Force	37.8	5
Elco	38.3	3
Wilcox	41.9	4
Apricot	44.0	10
Sugar Plant, No. 2	53.0	80
Nass	60.9	12
Sinto	61.7	2
Dalton	65.6	4
Boone	66.0	18
Rammerman	66.5	5
Gilliland	67.0	12
Chenauer	67.7	3
Keck	69.5	2
Squier	69.6	4
Cutler	70.0	13
Festa	71.0	10
Flint	73.2	28
Mellis	78.3	18

FOURTH AND FIFTH SUBDIVISIONS.
(CONNELL NORTHERN BRANCHES.)

1. **Sand Blows—**
Look out carefully for drifted sand at points where sand fences are located.

2. **Speed Restrictions—**
Twenty (20) miles per hour.
Schrag to Bassett Junction, backing up, fifteen (15) miles per hour.
Bridge 26 at Adco, ten (10) miles per hour.

3. **Register Stations—**
Adco, Connell, Bassett Junction.

4. **Bulletin Station—**
Connell.

5. **Derail Switches—**

Schlomer Spur	West End.

6. **Commercial Spurs—**

	Miles from Connell	Capacity
Schlomer	5	9
Frischnecht	7	9
Koren	13	8
Arney	20	13
Atwood	36	8
Mitchell	42	8
Treadwell	54	9
Schaefer (Schrag)	7	8

SPECIAL INSTRUCTIONS—Continued.

SIXTH SUBDIVISION

(WALLA WALLA BRANCH.)

1. **Operation of Trains Between Pasco and Ainsworth Junction**—
Westward trains leaving Pasco for W. and C. R. Branches must have Northern Pacific clearance in addition to S. P. & S. card.
At Attalia, eastward trains will ask for S. P. & S. card when operator on duty.

2. **Sand Blows**—
All trains look out carefully for drifted sand at points where sand fences are located.

3. **Bridge Restrictions**—
Bridge 3, Snake River, Engines classes S, S-1, S-2, S-3, S-4 and Q, eight (8) miles per hour.
Double header engines, class S and heavier, not permitted.
Engines class Q-1 and heavier, not permitted.

4. **Speed Restrictions**—
Passenger trains thirty-five (35) miles per hour and freight trains twenty-five (25) miles per hour between Pasco and Walla Walla.
Engines heavier than class E-3, twenty (20) miles per hour between Walla Walla and Dayton.
Walla Walla, thru city limits, six (6) miles per hour.
Dayton City limits, six (6) miles per hour.
Sharp curves and over bridges M. P. 75 and 84, between Dixie and Coppei, twenty (20) miles per hour.

5. **Special Stops, Connections, Etc.**—
No. 347 will stop on flag at Penitentiary east of Walla Walla.

6. **Register Stations**—
Pasco, Attalia, Eureka, Walla Walla and Dayton.

7. **Train Register Exceptions**—
At Walla Walla all trains must receive clearance Form A. If no operator on duty, clearance will be left on train register in Conductor's room.

8. **Bulletin Stations**—
Pasco, Yard Office and Passenger Station.

9. **Standard Time Clock**—
Pasco.

10. **Watch Inspectors**—
Pasco.....H. W. Hull and D. Burt Bryan.
Walla Walla.....K. Falkenberg.

11. **Derail Switches**—

Atvinco	East End.
Slater	East End.
Legrow	East End.
Welland	East End.
Lamar	East End.
Shaw	East End.
Paddock	East End.
Rulo	West End.
Thiel	West End.
Dry Creek	West End.
Pedigo	East End.
Walla Walla	Interchange Extension, 236 feet from East End.
Sapolil	West End.
Buroker	East End.
Spring Creek	East End.
Gilliam	East End.
Dixie	East End.
Eastman	East End and on Clay Track.
Coppei	West End.

12. **Commercial Spurs**—

	Miles from Pasco	Capacity
Atvinco	10.3	3
Drum	46.0	20
Taggard	89.3	5
Dumas	93.8	5

SEVENTH SUBDIVISION.

(EUREKA BRANCH.)

1. **Speed Restrictions**—
Twenty (20) miles per hour.

2. **Register Stations**—
Eureka.

3. **Derail Switches**—
Babcock.....East End.
Reser.....East End.

4. **Commercial Spurs**—

	Miles from Eureka	Capacity
Tomkins	16.5	9

EIGHTH SUBDIVISION.

(TRACY BRANCH.)

1. **Speed Restrictions**—
Twenty (20) miles per hour.

2. **Derail Switches**—
Kibbler.....On Main Line.

NINTH AND TENTH SUBDIVISONS.

(PENDLETON AND ATHENA BRANCHES.)

1. **Mountain Grade**—
Hunt to Helix and Smeltz to Duroc.
A maximum of twenty-three (23) cars and caboose may be handled between Apex and Hunt with S-4 or smaller class engine.

2. **Speed Restrictions**—
Ninth Subdivision—
Passenger trains, thirty (30) miles per hour, and freight trains, twenty (20) miles per hour between Hunt and Helix.
Pendleton, six (6) miles per hour thru City limits.
Tenth Subdivision—
Twenty (20) miles per hour.

3. **Register Stations**—
Attalia, Smeltz, Pendleton.

4. **Normal Position Switch at Hunt** for Pendleton.

5. **Derail Switches**—
Ring.....East End.
Vansycle.....East End.
Stanton.....East End.
McCormmach.....West End.
Fulton.....West End.
Pendleton.....Mill Track.
Smeltz.....Main Track, Athena Line.
Duroc.....East End.
Wayland.....West End.
Waterman.....West End.

ELEVENTH SUBDIVISION.

(SNAKE RIVER BRANCH.)

1. **At Riparia,** normal position crossing gates is clear for O.-W. R. & N. trains. O.-W. R. & N. trains are not required to stop for crossing except when crossing is in use by N. P. trains.
N. P. trains must come to a stop and open gates and close them after using crossing.

2. **Speed Restrictions**—
Thirty-five (35) miles per hour.
Tunnel No. 1, seven miles east of Windust, fifteen (15) miles per hour.

3. **Special Stops, Connections, Etc.**—
Nos. 379 and 380 stop on flag at Burrcan.

4. **Register Stations**—
Snake River Junction and Riparia.

5. **Commercial Spurs**—

	Miles from Snake River Jct.	Capacity
Burrcan	9.5	4
Sargent	35.0	7

TWELFTH SUBDIVISION.

(SIMCOE BRANCH.)

1. **Speed Restrictions**—
Twenty-five (25) miles per hour.

2. **Derail Switches**—
Wesley Junction.....Main Line.
White Swan.....East End Loading Track.

3. **Commercial Spurs**—

	Miles from Wesley Jct.	Capacity
Pluto	3.0	6
Utahco	3.3	17
Holt	3.9	5
Venner	7.4	5
Bench	12.0	12
Rupple	13.6	8

THIRTEENTH SUBDIVISION.

(MOXEE BRANCH.)

1. **Speed Restrictions**—
Twenty-five (25) miles per hour.

2. **Bridge Restrictions**—
Engines heavier than class P-3 not permitted over bridge 1.

3. **Register Stations**—
Yakima and Moxee City.

4. **Bulletin Station**—
Yakima.

5. **Standard Time Clock**—
Yakima.

6. **Commercial Spurs**—

	Miles from Yakima	Capacity
Marble	2.5	8

FOURTEENTH SUBDIVISION.

(NACHES BRANCH.)

1. **Speed Restrictions**—
Twenty-five (25) miles per hour.

2. **Bridge Restrictions**—
Bridge 3, engines classes S, S-1, S-2, S-3, S-4, and Q must not exceed eight (8) miles per hour. Engines classes T, Q-1 and heavier, not permitted.

3. **Register Stations**—
Yakima, Cowiche Junction and Naches.

4. **Bulletin Station**—
Yakima.

5. **Standard Time Clock**—
Yakima.

6. **Watch Inspector**—
Yakima.....Noble Jewelry.

7. **Derail Switches**—
Yakima.....Main Line, 200 feet from Junction.

FIFTEENTH SUBDIVISION.

(COWICHE BRANCH.)

1. **Speed Restrictions—**
Ten (10) miles per hour.

2. **Bridge Restrictions—**
Bridge 4.3. Engines classes S, S-1, S-2, S-3, S-4 and Q, eight (8) miles per hour. Engines classes T, Q-1 and heavier, not permitted.

3. **Register Stations—**
Cowiche Junction.

4. **Derail Switches—**

Cowiche Junction	Main Line, 50 feet from Junction.
Florence	East End.
Weikel	East End.
Spitzenberg	East End.
Earl Fruit Spur	East End.
Tieton	East Leg Wye.

5. **Commercial Spurs—**

	Miles from Cowiche Jct.	Capacity
Johnson	3.0	2

ALL SUBDIVISIONS.

1. All trains enter Pasco passenger yard under control.

2. Conductors of work trains will issue instructions to their flagmen in writing, except when a flagman goes back immediately to stop approaching train.

SPECIAL INSTRUCTIONS—Continued.

3. Speed Restrictions—Passenger trains must not exceed a speed of one minute or sixty (60) seconds per mile.

   All trains fifteen (15) miles per hour passing telegraph offices where orders are received.

   Thirty (30) miles per hour through interlocking plants and fifteen (15) miles per hour through cross-overs, turn-outs and gauntlets.

   Class W, W-1, W-2 and W-3 Engines thirty (30) miles per hour and light engines backing up, twenty (20) miles per hour.

4. Sidings blocked by occupied outfit cars must not be used to meet or pass trains.

5. When necessary to take slack of freight trains with helper engine on the rear, it should be done by the helper engine.

6. Except as otherwise provided, or when running light without Conductor, Enginemen will not be required to consult register except at initial or starting point.

7. Before moving a work or wrecking train whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.

8. Lap Sidings—Unless otherwise instructed, train taking siding head in at the lap.

9. Washington Full Crew Law—In the State of Washington, rear brakeman or flagman must have at least one year's experience.
   Passenger trains of four (4) or more cars must have two (2), and freight trains of twenty-five (25) or more cars, must have three (3) brakemen.

10. The following signs when placed in columns provided indicate:

W	Water.
C	Fuel.
O	Track Scales.
T	Turn Table.
Y	Wye.
D	Day Office Only.
DN	Day and Night Office.
P	Telephone.
X	Yard Limits.

SPEED TABLE

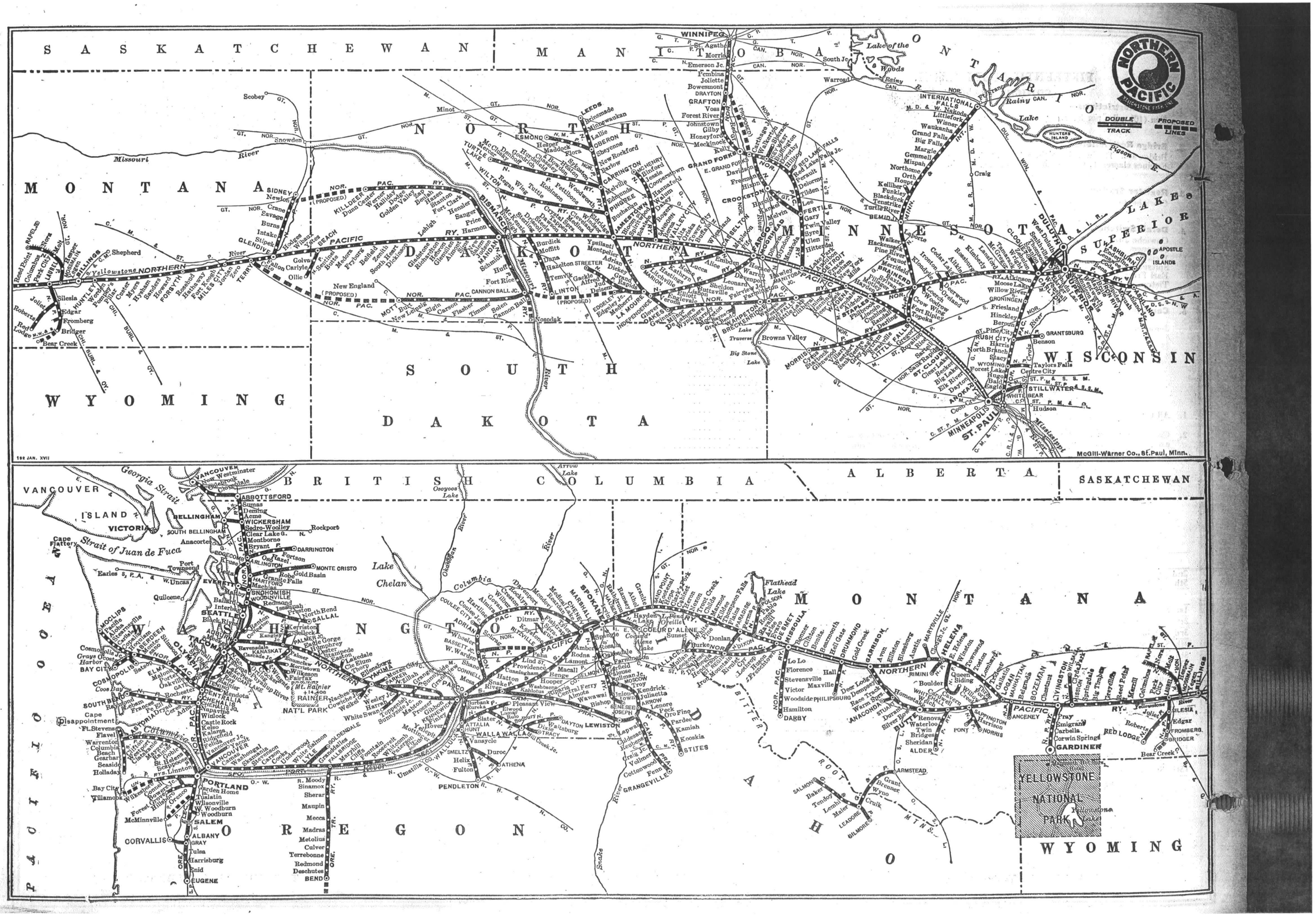
Time Per Mile Minutes	Seconds	Miles Per Hour
1	..	60
1	1	59
1	2	58
1	3	57.1
1	4	56.2
1	5	55.3
1	6	54.5
1	7	53.7
1	8	52.9
1	9	52.1
1	10	51.4
1	12	50
1	15	48
1	20	45
1	25	42.3
1	30	40
1	40	36
1	45	34.3
1	50	32.7
2	..	30
2	10	27.6
2	15	26.6
2	20	25.7
2	30	24
2	40	22.5
2	45	21.8
2	50	21.2
3	..	20
3	9	19
3	20	18
3	31	17
3	45	16
4	..	15
5	..	12
6	..	10
7	30	8
10	..	6

CLEARANCE TABLE

Division and Sub-Division		Limit of Load Measurement Based on 9 Inch Clearance on Side and Overhead — HEIGHT ABOVE TOP OF RAIL																			
		1 Ft Wide	2 Ft Wide	3 Ft Wide	4 Ft Wide	5 Ft Wide	6 Ft Wide	7 Ft Wide	7 Ft 6 in Wide	8 Ft Wide	8 Ft 6 in Wide	9 Ft Wide	9 Ft 6 in. Wide	10 Ft Wide	10 Ft 2 in Wide	10 Ft 6 in Wide	11 Ft Wide	11 Ft 6 in Wide	Max Height	Max Width
		Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In	Ft In
IDAHO DIVISION																				
2nd Subdivision	Main Line (Kootenai-Cheney)	17-6	17-5	17-2	16-11	16-8	16-5	16-1	15-10	15-7	15-4	15-1	14-9	14-6	14-5	14-2	13-9	13-4	17-6	11-6
5th Subdivision	Washington Central Branch	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	11-6
PASCO DIVISION																				
1st Subdivision	Main Line (Cheney-Pasco)			No Obstruction																11-6
2nd Subdivision	Main Line (Pasco-Ellensburg)	21-5	21-5	21-5	21-5	21-5	21-5	21-3	21-1	20-11	20-9	20-7	20-5	20-5	20-4	20-3	20-2	20-1		11-6
3rd Subdivision	Sunnyside Line	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	11-6
4th Subdivision	Connell Northern Branch			No Obstruction																11-6
5th Subdivision	Ritzville Branch			No Obstruction																11-6
6th Subdivision	Walla Walla Branch	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	18-10	11-6
7th Subdivision	Eureka Branch			No Obstruction																11-6
8th Subdivision	Tracy Branch			No Obstruction																11-6
9th Subdivision	Pendleton Branch	21-9	21-9	21-9	21-9	21-9	21-9	21-7	21-5	21-3	21-1	21-11	20-9	20-7	20-6	20-5	20-3	20-0	21-9	11-6
10th Subdivision	Athena Branch			No Obstruction																11-6
11th Subdivision	Snake River Branch	21-6	21-6	21-6	21-6	21-3	21-0	20-10	20-8	20-6	20-3	20-0	19-9	19-6	19-5	19-3	19-0	18-9		11-6
12th Subdivision	Simcoe Branch			No Obstruction																11-6
13th Subdivision	Moxee Branch	18-9	18-7	18-5	18-2	18-1	17-11	17-9	17-7	17-5	17-3	17-1	16-11	16-9	16-8	16-7	16-5	16-3		11-6
14th Subdivision	Naches Branch	19-4	19-4	19-4	19-4	19-4	19-4	19-4	19-4	19-2	19-1	19-0	18-11	18-10	18-10	18-9	18-7	18-5		11-6
15th Subdivision	Cowiche Branch			No Obstruction																11-6

Note—The above Table is based on open-car lading equally divided on either side of center line of car.

B. B. JOHNSON, Trainmaster. D. S. COLBY, Trainmaster. T. SUMMERS, Chief Dispatcher.


SASKATCHEWAN
MANITOBA
ONTARIO
WINNIPEG
Lake of the Woods
Rainy Lake
NORTHERN PACIFIC
DOUBLE TRACK
PROPOSED LINES
INTERNATIONAL FALLS
Pigeon R.
LAKE SUPERIOR
APOSTLE ISLANDS
DULUTH
WISCONSIN
MINNESOTA
NORTH DAKOTA
SOUTH DAKOTA
MONTANA
WYOMING
Missouri River
Yellowstone NORTHERN
BISMARCK
FARGO
GRAND FORKS
MINOT
DEVILS LAKE
JAMESTOWN
WILLISTON
CROOKSTON
FERTILE
BEMIDJI
BRAINERD
STAPLES
WADENA
DETROIT
PARK RAPIDS
LITTLE FALLS
ST. CLOUD
ANOKA
MINNEAPOLIS
ST. PAUL
STILLWATER
WHITE BEAR
HUDSON
GRANTSBURG
TAYLORS FALLS
CENTRE CITY
RUSH CITY
HINCKLEY
SANDSTONE
ASHBURN
Red River
Mississippi R.
McGill-Warner Co., St. Paul, Minn.
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
Georgia Strait
VANCOUVER ISLAND
VICTORIA
VANCOUVER
BELLINGHAM
Strait of Juan de Fuca
Cape Flattery
PACIFIC OCEAN
OREGON
WASHINGTON
SEATTLE
TACOMA
EVERETT
SPOKANE
PORTLAND
SALEM
EUGENE
ALBANY
CORVALLIS
ASTORIA
Columbia River
Lake Chelan
Okanogan River
Osoyoos Lake
Flathead Lake
Snake River
Yellowstone National Park
Yellowstone Lake
Bitterroot Mts.
Rocky Mts.
Cascade Mts.
Mt. Rainier 14,408
NAT'L PARK
IDAHO
PENDLETON
WALLA WALLA
LEWISTON
GRANGEVILLE
BILLINGS
LIVINGSTON
BOZEMAN
HELENA
BUTTE
GREAT FALLS
MISSOULA
KALISPELL
WHITEFISH
LIBBY
SANDPOINT
COEUR D'ALENE
WALLACE
MILES CITY
GLENDIVE
WILLISTON
DICKINSON
MINOT
GRAND FORKS
FARGO
JAMESTOWN
VALLEY CITY
WAHPETON
BRECKENRIDGE
WILMAR
ORTONVILLE
MORRIS
BENSON
WILLMAR
HUTCHINSON
GLENCOE
WINSTED
ST. PETER
MANKATO
NEW ULM
ST. JAMES
WINDOM
FAIRMONT
ALBERT LEA
AUSTIN
OWATONNA
FARIBAULT
NORTHFIELD
RED WING
WABASHA
LA CROSSE
WINONA
ROCHESTER
LANESBORO
PRESTON
CHATFIELD
HOUSTON
HARMONY
SPRING GROVE
CALEDONIA
LA CRESCENT
HOKAH
WYKOFF
FOUNTAIN
CHATFIELD
RUSHFORD
PETERSON
SPRING VALLEY
ELKTON
DOVER
EYOTA
STEWARTVILLE
ZUMBROTA
MAZEPPA
PINE ISLAND
KENYON
WANAMINGO
GOODHUE
HASTINGS
PRESCOTT
ST. CROIX FALLS
DRESBACH
WINONA
HOMER
MINNESOTA CITY
WITOKA
STOCKTON
ELBA
UTICA
ST. CHARLES
DOVER
EYOTA
STEWARTVILLE
ZUMBROTA
MAZEPPA
PINE ISLAND
KENYON
WANAMINGO
GOODHUE
HASTINGS
PRESCOTT
ST. CROIX FALLS
DRESBACH
WINONA
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MINNESOTA CITY
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ST. CHARLES