

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 28 TABLE

TO TAKE EFFECT AT 12:01 A. M.
(PACIFIC OR 120th MERIDIAN TIME)
(One hour slower than Mountain or 105th Meridian Time.)

SUNDAY, JANUARY 26TH, 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 the TRANSPORTATION RULES.

H. C. NUTT,
General Manager.

B. E. PALMER,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

A. BEAMER,
Superintendent.

J. C. ROTH,
Assistant Superintendent of Transportation.

West Bound.

FIRST DISTRICT

WAY FRGT. No. 91		WAY FRGT. No. 57		FREIGHT No. 53		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Trout Creek	TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27B			Distance from Spokane	Capacity of Side Tracks	PASSENGER No. 5		PASSENGER No. 1		PASSENGER No. 7		PASSENGER No. 17		PASSENGER No. 3		
Third Class		Third Class		Second Class					STATIONS.					First Class		First Class		First Class		First Class		First Class		
EX. SUNDAY		EX. SUNDAY		DAILY		Tel. Offices and Calls			DAILY		DAILY		DAILY		DAILY		DAILY		DAILY					
De 7.00	A M			De 2.20	A M	W C	1444	0.0	J	TROUT CREEK	5.8	N	132.2	500	De 1.00	A M	De 3.25	A M					De 6.30	P M
7.30				2.45			1449	5.8	TC	TUSCOR	8.4	N	126.4	60	* 1.15		* 3.40	M 4					* 6.42	
8.15				Ar 3.15	M 4	W	1458	14.2	NX	NOXON	4.9	N	118.0	120	F 1.34		* 3.55						* 6.58	
8.45				De 3.20			1463	19.1		SMEADS	5.3		113.1	60	* 1.44		* 4.05						* 7.08	
9.15				Ar 4.10	1 P		1468	24.4	HR	HERON	6.1	N	107.8	120	1.55		* 4.15	P 53					* 7.20	
9.45				De 4.25		W	1474	30.5	BN	CABINET	3.5	N	101.7	60	F 2.08		* 4.25						* 7.32	
10.00				4.55			1478	34.0	Z	OZOMA	4.0		98.2	120	* 2.16		* 4.31						* 7.40	
Ar 10.25				5.15			1492	38.0	CX	CLARK'S FORK	5.5	N	94.2	120	* 2.30	M 4	* 4.37						* 7.47	
De 10.50	M 6			5.30			1489	43.5		DENTON	4.2		88.7	60	2.40		* 4.48						* 7.58	
11.35	M 92			5.55		W C	1492	47.7	H	HOPE	7.2	N	84.5	322	2.52		* 4.55						* 8.08	
Ar 11.55	A M			6.20			1499	54.9	OD	ODEN	3.9	N	77.3	60	* 3.04		* 5.08						* 8.22	
De 12.40	P M			6.35			1503	58.8		KOOTENAI	4.3		73.4	60	* 3.11		* 5.15						* 8.30	
Ar 1.10	M 2 & 54			6.55	M 92	W C	1507	63.1	SA	SAND POINT	3.4	N	69.1	120	3.20		5.22	De 7.30	A M				8.38	M 8
De 1.18				7.05		T	1510	66.5		LIGNITE	3.5		65.7	60	* 3.26		* 5.29	F 7.40					* 8.45	
1.40				7.20			1513	70.0	AG	ALGOMA	6.5		62.2	60	* 3.31		* 5.35	F 7.50					* 8.52	
Ar 2.00	P M	De 8.00	A M	7.45			1520	76.5	CO	COCOLALLA	8.2	N	55.7	120	* 3.44		* 5.46	8.07					* 9.05	
EX. SUNDAY		8.20		8.15			1530	84.7	GE	GRANITE	6.6	N	47.5	120	F 4.00		* 6.00	8.27					* 9.20	
		8.40		9.15	M 6	W	1520	76.5	AX	ATHOL	8.2	N	40.9	120	F 4.13		* 6.12	8.45	M 6				* 9.32	
		Ar 9.15		9.20			1545	91.3	RS	RAMSEY	5.6	N	32.7	60	* 4.27		* 6.27	F 9.05					* 9.48	
		De 9.20		10.15		W	1530	84.7	RD	RATHDRUM	6.8	N	27.1	60	4.37		* 6.37	9.20					9.57	
		Ar 11.00	M 54	Ar 8.40	M 6	Y C	1545	91.3	AU	HAUSER	5.9	N	20.3	120	* 4.48		* 6.50	9.40	M 18				* 10.09	
		De 11.15		De 8.50	7 P		1543	99.5	TR	TRENT	4.0	N	8.5	60	* 5.06		* 7.10	F 10.07					* 10.18	
		11.45	A M	9.15			1549	105.1	YD	YARDLEY	4.5	N	4.5	800	* 5.12		* 7.20	M 6	F 10.17				* 10.33	
		11.55	M 58 & 2	9.30		W	1557	111.9	SF	SPOKANE		N	0.0	500	Ar 5.30	A M	Ar 7.35	A M	Ar 10.30	A M	Ar 5.15	P M	Ar 10.50	P M
		12.30	P M	9.55	M 18, 54 & 58	W Y	1561	117.8																
		1.00		10.15			1567	123.7																
		1.30		10.35			1573	127.7																
		1.50		10.50	M 2		1576	132.2																
		2.10		11.15	A M	W C	1576	132.2																
		Ar 2.40	P M	Ar 11.15	A M	T																		
EX. SUNDAY		EX. SUNDAY		DAILY											DAILY		DAILY		DAILY		DAILY		DAILY	
(7.00)		(6.40)		(8.55)											(4.30)		(4.10)		(4.30)		(0.80)		(4.20)	
9.00		10.9		14.8											29.4		31.8		29.4		40.6		30.7	

Registering and Bulletin Stations—Spokane, Sand Point and Trout Creek.

Standard Clocks—Spokane, Sand Point and Trout Creek.

Branch Line trains will Register at Hauser.

Moab flag for trains 17 and 18.

Sand Point is district terminal for trains 57, 58, 91, 92, 7 and 8.

Reduce speed to eight (8) miles per hour through corporate limits of Spokane.

All spur tracks between Sand Point and Spokane will be flag stops for trains Nos. 7 and 8.

First-Class trains when fifteen minutes or more late and extra trains running on schedule will observe same precautions in yard limits at Trout Creek, Sand Point and Spokane as are required of second and inferior class trains by Rule 298-F.

Double track switch at Ramsey will be set for west bound trains.

Double track switch at Rathdrum will be set for east bound trains.

Double track switch at Yardley will be set for west bound trains.

FIRST DISTRICT.

East Bound.

PASSENGER No. 4	PASSENGER No. 2	PASSENGER No. 18	PASSENGER No. 8	PASSENGER No. 6	Water, Coal Scales, Tables, and Wyes	Station Numbers	Distance from Trout Creek	TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27B			Distance from Spokane	Capacity of Side Tracks	FREIGHT No. 54	WAY FRGT. No. 92	WAY FRGT. No. 58
								STATIONS. Telegraph Offices and Calls	Second Class DAILY	Third Class EX. SUNDAY					
Ar 3.55 A M	Ar 3.10 P M			Ar 12.20 P M	W C	1444	0.0	J	TROUT CREEK	132.2	500	Ar 4.40 P M	Ar 4.15 P M C 54		
* 3.40 M 1	* 2.52			* 12.07 P M	T	1449	5.8	TO	TUSCOR	126.4	60	4.15	3.45		
* 3.20 M 53	* 2.35 P 92			F 11.47 A M	W	1458	14.2	NX	NOXON	118.0	120	3.50	De 2.47 Ar 2.27	2 P	
* 3.10	* 2.27			* 11.36		1463	19.1		SMEADS	113.1	60	3.30	2.05		
* 2.58	* 2.15			11.25		1468	24.4	HR	HERON	107.8	120	3.10	1.30		
* 2.45	* 2.00			F 11.10	W	1474	30.5	BN	CABINET	101.7	60	2.50	12.55		
* 2.38	* 1.52			* 11.01		1478	34.0	Z	OZOMA	98.2	120	2.40	12.35		
F 2.30 M 5	* 1.47			10.50 M 91		1482	38.0	OX	CLARK'S FORK	94.2	120	2.25	12.10 P M		
* 2.17	* 1.37			* 10.40		1489	43.5		DENTON	88.7	60	2.05	11.35 A M M 91		
F 2.07	* 1.30			10.30 P 92	W C	1492	47.7	H	HOPE	84.5	322	1.50	De 10.50 Ar 8.45	6 P	
* 1.53	* 1.18 M 91 P 54			* 10.12		1499	54.9	OD	ODEN	77.3	60	De 1.20 M 91 Ar 1.04 2 P	7.55		
* 1.45	* 1.12			* 10.08		1503	58.8		KOOTENAI	73.4	60	12.55	7.30		
1.35	1.04		Ar 7.15 P M	9.53	W C	1507	63.1	SA	SAND POINT	69.1	120	12.45	De 7.00 A M M 53	Ar 4.00 P M	
* 1.27	* 12.55		F 7.08	* 9.45	T	1510	66.5		LIGNITE	65.7	60	12.30	EX. SUNDAY	3.30	
* 1.20	* 12.48		F 6.55	* 9.35		1513	70.0	AG	ALGOMA	62.2	60	12.20 P M		3.00	
* 1.05	* 12.37		6.35	* 9.20 M 57	W	1520	76.5	CO	COCOLALLA	55.7	120	11.59 A M		2.00	
* 12.50	* 12.24		6.10	* 9.02	W	1530	84.7	GE	GRANITE	47.5	120	11.35		1.15	
* 12.35	* 12.10 P M		5.50	* 8.45 M 7 & 53	Y C	1535	91.3	AX	ATHOL	40.9	120	11.15 M 57		12.45 P M	
* 12.16	* 11.55 A M M 57 & P 58		F 5.25	* 8.27		1543	99.5	RS	RAMSEY	32.7	60	10.45		De 11.55 A M Ar 11.20 M 57 & 2 P	
12.05 A M	11.44		5.07	8.15	W	1549	105.1	RD	RATHDRUM	27.1	60	10.25		10.50	
* 11.50 P M	* 11.30	Ar 9.40 A M M 53 & 7	4.45 M 17	* 7.58	W	1557	111.9	AU	HAUSER	20.3	120	De 9.55 M 7 & 53 Ar 9.20 P 58 & C 18		De 10.25 M 7 & 53 Ar 9.00 C 18 & 54 P	
* 11.40	* 11.19	F 9.29	F 4.33	* 7.45		1561	117.5		OTIS	14.4	120	8.55		8.30	
* 11.28	* 11.07	F 9.18	F 4.20	* 7.30	W	1567	123.7	TR	TRENT	8.5	60	8.30		8.00	
* 11.20	* 10.59 M 53	* 9.10	F 4.10	* 7.20 M 1		1573	127.7	YD	YARDLEY	4.5	800	8.15		7.40	
De 11.10 P M M 3	De 10.50 A M M 7	De 9.00 A M	De 4.00 P M	De 7.05 A M P 58	W C T	1576	132.2	SF	SPOKANE	0.0	500	De 7.55 A M M 1 & 6 P		De 7.20 A M M 1 6P	
DAILY (4.45) 28.0	DAILY (4.20) 30.5	DAILY (0.40) 30.2	DAILY (3.15) 21.2	DAILY (5.15) 25.3	Time over District			DAILY (8.45) 15.0	EX. SUNDAY (9.15) 6.6			EX. SUNDAY (8.40) 7.9			
					Average Speed per Hour										

Registering and Bulletin Stations—Spokane, Sand Point and Trout Creek.

Standard Clocks—Spokane, Sand Point and Trout Creek.

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Double track switch at Yardley will be set for west bound trains.

IDAHO DIVISION
 Office of the Division Engineer
 M O B I L E B A C I E I C B A C I O N
 RECEIVED FEB 28 1908

West Bound.

PALOUSE AND LEWISTON BRANCH.

East Bound.

MIXED No. 19			FREIGHT No. 59		MIXED No. 21		PASSENGER NO. 11		PASSENGER NO. 17		PASSENGER NO. 9		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Marshall Junction	TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27B			Distance from Lewiston	Capacity of Side Tracks	PASSENGER NO. 18		PASSENGER NO. 10		PASSENGER NO. 12		MIXED No. 22		FREIGHT NO. 60		
Second Class DAILY			Third Class DAILY		Second Class EX. SUNDAY		First Class DAILY		First Class EX. SUNDAY		First Class DAILY					STATIONS. Telegraph Offices and Calls.					First Class EX. SUNDAY		First Class DAILY		First Class DAILY		Second Class EX. SUNDAY		Third Class DAILY		
			De 10.10	P M			De 4.40	P M			De 7.25	A M	W	1585	0.0	MR	MARSHALL	137.5	113			Ar 1.35	P M	Ar 10.05	P M			Ar 7.45	P M		
				M 12							* 7.35			ID5	5.0		DYNAMITE	132.5	30			* 1.20		F 9.47					7.15		
			10.30				F 4.52				7.50		W	ID11	11.2	SG	SPANGLE	126.3	74				1.10		9.35				6.45		
			11.00				5.05				8.05			ID20	19.7	MA	PLAZA	117.8	30			F 12.53			9.15				6.05		
			11.40	P M			5.25				* 8.15			ID23	23.4		NORTH PINE	114.1	30			F 12.45		F 9.05				De 5.35	M 11		
			12.01	A M			F 5.35	M 60			8.21		W	ID27	26.7	RO	ROSALIA	110.8	97				12.37		8.57		Ar 5.30		5.15		
			12.20				5.42				* 8.26			ID30	28.8		DONAHUE	108.7	17			F 12.32		F 8.50					5.05		
			12.30				F 5.47				F 8.35			ID32	31.9		McCOYS	105.6	25			F 12.25		F 8.42					4.50		
			12.45				F 5.54				8.45			ID38	37.5	OD	OAKESDALE	100.0	91				12.12	P M	8.28				4.35		
			1.20				6.07				8.55		W	ID43	42.8	BM	BELMONT	94.7	110				11.59	A M	8.15				4.15		
			1.50				6.21				9.05		CY	ID47	47.1		EDEN	90.4	35			F 11.47		F 8.02					3.45		
			2.10				F 6.30				9.15			ID50	49.4	GF	GARFIELD	88.1	53				11.40		7.55					3.35	
			2.30				6.35				F			ID53	53.4		CEDAR CREEK	84.1	7			F		F							
			3.25				7.00				9.40		W S	ID59	59.0	PC	PALOUSE	78.5	96				11.15		7.35					2.35	
			4.05				7.20	M 12			F 10.00			ID66	65.6		FALLONS	71.9	32			F 10.57		7 20	M 11				2.00		
			4.30				7.34				F 10.15			ID71	70.4		WHELAN	67.1	32			F 10.43			7.10					1.30	
			De 11.00	A M	5.00		7.50				10.30	M 20&10 P 19	W	ID76	75.5	PN	PULLMAN	62.0	67				10.30	M 19&9 C 20	7.00				12.55		
			Ar 11.05	A M	5.10		8.00				10.35		C	ID77	77.0		PULLMAN JUNCTION	60.5	60				10.25		6.53					12.50	
			DAILY		5.30		F 8.18				F 10.45			Ii 4	80.6		SUNSHINE	56.9	32			F 10.15		F 6.38					12.30		
			See Page 4		6.00		8.40				11.00		W	Ii 9	85.8	MO	MOSCOW	51.7	83				10.00		6.15				12.01	P M	
					6.30		F 9.05				F 11.25	M 60	T C	Ii 15	92.3	J	JOEL	45.2	70			F 9.42		F 5.50			De 11.25	A M			
					6.55		F 9.25				F 11.40		T	Ii 20	96.5	VM	HOWELL	41.0	52			F 9.30		F 5.30			Ar 11.20	M 9		11.00	
					7.15		9.35				11.50	A M	W	Ii 22	99.4		TROY	38.1	61				9.20		5.20					10.40	
					7.50		* 9.53				* 12.10	P M		Ii 28	105.5		ADAMS	32.0	13			* 8.58		* 5.00						10.05	
					Ar 8.30	M 10	10.15				12.30		W	Ii 34	111.0	KR	KENDRICK	26.5	97				8.35	M 59	4.38					9.35	
			De 8.35		9.15	M 60	10.27				12.42		CT	Ii 38	115.0	JA	JULIAETTA	22.5	71				8.20		4.28					9.15	M 59
					9.50		10.50			De 2.25	P M	1.10	W	Ii 47	123.5		ARROW	14.0	No Sdg.			Ar 7.25	A M		7.55		4.05			8.35	
					10.10		De 4.55	P M			2.35		Y	Ii 49	126.5		JOSEPH	11.0	No Sdg.				7.15		7.45		F 3.55	M 21	Ar 1.35	P M	8.15
					10.15		5.00				2.40			Ii 50	127.4	NI	NORTH LAPWAI	10.1	50				7.10		7.40		3.50		De 1.30	M 9	8.10
							11.02				F			Ii 57	134.5		PORTERS	3.0	2			F									
					Ar 11.10	A M	Ar 5.30	P M	Ar 11.30	P M	Ar 3.05	P M	CT	Ii 60	137.5	WN	LEWISTON	0.0	125			De 6.50	A M	De 7.10	A M	De 3.30	P M	De 1.00	P M	De 7.30	A M
			DAILY		DAILY		EX. SUNDAY	DAILY		EX. SUNDAY	DAILY											EX. SUNDAY	DAILY	DAILY		EX. SUNDAY	DAILY		DAILY		
					(13.0)		(0.35)	(6.50)		(0.40)	(6.35)											(0.35)	(6.25)	(6.35)		(0.35)	(12.15)				
					10.5		18.8	20.1		21.0	20.8											24.0	21.4	20.8		18.8	11.2				

Registering Stations—Marshall, Pullman, Pullman Jct., Arrow, Moscow and Lewiston.
 Bulletin stations—Spokane, Marshall, Pullman, Moscow and Lewiston.
 Standard clocks—Spokane, Pullman, Moscow and Lewiston.
 Branch line trains must obtain orders before occupying main line at Marshall.
 Engineers will not be required to consult register except at initial or starting point.
 Passenger trains must not exceed speed of 25 miles per hour and freight trains 15 miles per hour between Howell and Kendrick.
 Trains 21, 22, 12 and 60 will register at Joseph.

All engines with or without trains must come to a full stop two hundred (200) feet from the draw span in Clearwater River Bridge, and will not proceed until bridge is known to be properly closed and secured.
 Special attention is called to Rules 500 to 518 inclusive, governing operations on mountain grades between Howell and Kendrick.
 All trains must come to a Full Stop two hundred (200) feet from O. R. & N. crossings at Oakesdale, Garfield and Pullman.

West Bound.

PALOUSE AND LEWISTON BRANCH—Continued.

East Bound.

MIXED No. 19				TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27B				MIXED No. 20					
Second Class				Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pullman Junction	Distance from Genesee	Capacity of Side Tracks	Second Class				
DAILY									DAILY				
De 11.05	A M	Y	ID 77		0.0				See Page 3				
F 11.35			ID 82		5.0		27.0	60	Ar 10.15	A M			
F 11.50	A M		ID 84		7.4		22.0	44	F 9.55				
12.05	P M		ID 87		9.8		19.6	41					
12.35			ID 92	W	15.0	JO	17.2	26	F 9.38				
12.50			ID 95		17.8	CT	12.0	85					
F 1.00			ID 97		20.2	U	9.2	41					
Ar 1.45	P M	W C Y	ID104		27.0	ON	6.8	32	F 9.00				
DAILY (2.40)				Time over District				DAILY (1.45)					
10.2				Average Speed per Hour				15.4					
ing stations—Pullman Junction and Genesee.						Bulletin station—Pullman and Genesee.							

Bound. CLEARWATER SHORT LINE. East Bound.

FREIGHT No. 75				PASSENGER No. 111				TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27B				PASSENGER No. 112				FREIGHT No. 76				
Third Class				First Class				Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Arrow	Distance from Stites	Capacity of Side Tracks	First Class				Third Class			
EX. SUNDAY				EX. SUNDAY									EX. SUNDAY				EX. SUNDAY			
De 12.45	P M	M76		De 7.25	A M	Y	Ii 47	0.0				Ar 2.25	P M		Ar 11.55	A M	M75			
1.00				F 7.35			IK 3	3.5		62.8	No Sdg.	F 2.17			11.45					
1.30				F 8.00			IK 12	11.5		59.3	20	F 1.55			11.10					
Ar 1.45	M 112			8.07		W	IK 13	13.4	LN	51.3	20	1.50	M75		10.55					
De 1.50				8.25			IK 20	20.1		49.4	20	1.25			10.30					
2.15				F 8.40			IK 25	25.0	PK	42.7	20	F 1.12			10.10					
2.35				8.50		W	IK 29	29.0		37.8	20	1.00			9.57					
2.55				9.17	M76		IK 37	37.1	OF	33.8	20	12.35		De 9.17	M 111					
3.30				F 9.42			IK 44	44.0	GR	25.7	20	F		Ar 9.12						
4.10				10.00			IK 46	45.6		18.8	No Sidng	F 12.10	P M		8.35					
4.35				10.25		W	IK 52	51.5		17.2	20	11.55	A M		8.15					
5.10				Ar 10.35	A M	M 112	IK 59	59.4	KA	11.3	20	11.32			7.45					
Ar 5.30	P M			Ar 10.35	A M	M 112	IK 63	62.8	KO	3.4	30	De 11.20	A M	M 111	De 7.30	A M				
EX. SUNDAY (4.45)				EX. SUNDAY (3.10)				Time over District				EX. SUNDAY (3.05)				EX. SUNDAY (4.25)				
10.1				19.8				Average Speed per Hour				20.4				14.8				
ing and Bulletin Stations—Arrow and Stites.								All engines with or without trains must come to a full stop 200 feet from the draw span in Clearwater River Bridge at Kamiah, and will not proceed until bridge is known to be properly closed and secured.												

has right over No. 112.

Bound. LAPWAI BRANCH. East Bound.

MIXED No. 121				TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27B				MIXED No. 122					
Second Class				Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Joseph	Distance from Cul de Sac	Capacity of Side Tracks	Second Class				
EX. SUNDAY									EX. SUNDAY				
De 1.35	P M	Y	Ii 49		0.0				Ar 4.55	P M			
2.00			IL 5		5.3		11.7	No Sdg.	4.30				
Ar 2.50	P M	W	IL 12		11.7		6.4	20	De 4.00	P M			
EX. SUNDAY (1.15)				Time over District				EX. SUNDAY (.55)					
9.3				Average Speed per Hour				12.7					

Registering Station—Cul de Sac. Maximum grades between Cul de Sac and Sweetwater. No. 121 has right over No. 122

West Bound. WASHINGTON CENTRAL BRANCH. East Bound.

FREIGHT NO. 61		PASSENGER NO. 13		Water, Coal, Scales, Tables and Wyes	Distance from Cheney	Station Numbers	TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27B			Distance from Adrian	Capacity of Sidings	PASSENGER NO. 14		FREIGHT NO. 62	
Third Class	First Class	First Class	Third Class				First Class	Third Class							
EX. SUNDAY		DAILY		STATIONS.			Telegraph Offices and Calls		DAILY		EX. SUNDAY				
De 7.30	A M	De 2.40	P M	W	0.0	1592	CY	127.1	144	Ar 11.10	A M	Ar 4.50	P M		
8.15		3.10			10.4	1F10		116.7	47	10.50		4.15			
8.35		F 3.20		W	15.5	1F16	MK	111.6	76	F 10.37		3.55			
9.00		F 3.35	M 62		21.0	1F21		106.1	80	F 10.26		De 3.35	M 13		
9.20		3.50		W	26.5	1F26	RH	100.6	48	10.13		Ar 3.30			
Ar 9.52	M 14	F 4.10			33.9	1F34		93.2	48	F 9.57	M 61	2.30			
De 9.57		4.30		WY	41.4	1F41	DA	85.7	91	9.40		1.55			
10.30		F 4.45			47.8	1F47		79.3	45	F 9.25		1.25			
11.00		F 5.05		W	56.4	1F56		70.7	12	F 9.07		12.45			
12.15	P M	5.25			64.1	1F64	CR	63.0	45	8.50		De 12.15	P M M 61		
1.00	M 62	5.50		W	74.1	1F74	WR	53.0	45	8.28		Ar 11.45	A M		
1.35		6.10			80.7	1F81	GO	46.4	45	8.13		11.05			
2.10		6.25		W	87.5	1F87	A	39.6	100	7.57		10.10			
2.55		6.50			96.6	1F97	RN	30.5	25	7.37		9.35			
3.45		7.15			105.7	1F106		21.4	40	7.17		9.00			
Ar 4.00		Ar 7.20		W C	108.3	1F108	C	24.0	40	De 7.10		De 8.45			
De 4.30		De 7.40		T	105.7	1F106		21.4	40	Ar 6.55		Ar 8.25			
4.45		7.45			116.7	1F117		10.4	50	6.50		8.15			
5.25		8.10			127.1	1F127		0.0	130	6.25		7.35			
Ar 6.15	P M	Ar 8.35	P M	W C			ND			De 6.00	A M	De 7.00	A M		
				T											
EX. SUNDAY		DAILY		Time over District			DAILY		EX. SUNDAY						
(10.45)		(5.55)		11.8			24.6		13.0						
				Average Speed per Hour											

Registering and Bulletin Stations—Cheney and Adrian. Standard Clocks—Spokane, Cheney and Adrian. Branch line trains must obtain orders before occupying main line at Cheney. Engineers will not be required to consult register except at initial or starting point. Switch at Coulee Junction will be set for Main Line.

West Bound. FARMINGTON BRANCH. East Bound.

MIXED NO. 109		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Belmont	TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27B			Distance from Farmington	Capacity of Side Tracks	MIXED NO. 110	
Second Class	First Class				First Class	Third Class	Second Class				
EX. SUNDAY		STATIONS.			Telegraph Offices and Calls		DAILY		EX. SUNDAY		
De 9.30	A M	W	ID 43	0.0	6.5	89	BM	6.5	D	Ar 10.25	A M
Ar 9.55	A M	CY	IH 7	6.5	0.0	85	FA	0.0	D	De 10.00	A M
EX. SUNDAY		Time over District			EX. SUNDAY						
(.25)		15.6			15.6		Average Speed per Hour		15.6		

Registering station—Farmington.
Standard clock—Spokane.
No. 109 has right over No. 110.

West Bound. FORT SHERMAN BRANCH. East Bound.

PASSENGER NO. 17		Water, Coal, Scales, Tables, and Wyes	Station Numbers	Distance from Coeur d'Alene	TIME TABLE NO. 28 January 26, 1908 Succeeding No. 27B			Distance from Hauser Stat'n	Capacity of Side Tracks	PASSENGER NO. 18	
First Class	First Class				First Class	First Class					
DAILY		STATIONS.			Telegraph Offices and Calls		DAILY		DAILY		
De 4.00	P M	CY	IA14	0.0	CA	9.2	13.5	67	Ar 10.15	A M	
4.30			IA4	9.2		4.3	4.3	30	9.52		
Ar 4.45	P M	Y	1557	13.5	AU	0.0	0.0	57	De 9.40	A M	
DAILY		Time over Branch			DAILY						
(0.45)		18.0			22.1		Average Speed per Hour		22.1		

Registering stations—Hauser and Coeur d'Alene. Bulletin Stations—Spokane and Coeur d'Alene. Standard Clocks—Spokane and Coeur d'Alene. When backing down incline brakes must be set to control the train without assistance from the engine. Branch line trains must obtain orders before occupying main line at Hauser. Nos. 17 and 18 connect with Steamer at Coeur d'Alene. Steamer departs from Coeur d'Alene at 10:30 A. M., arrives Harrison 11:50 A. M. Departs from Harrison at 2:30 P. M., and arrives at Coeur d'Alene at 3:50 P. M.

COMMERCIAL SPURS

MAIN LINE.						P. & L. BRANCH.		
Distance from Trout Creek.						Distance from Marshall Jct.		
		Car Cap'y			Car Cap'y			Car Cap'y
Proctor	22.6 Miles	7	Thomson	82.2 "	120	Kelly's	40.3 Miles	7
Casey's	23. "	8	King's	83.4 "	8	Pullman	73.7 "	6
Knotts	26.6 "	5	North Pole	96.5 "	11	Busbey's	78.9 "	8
Derr	36.2 "	12	Rogers	99.2 "	10	Vollmer Log	100.0 "	6
Culver	56.9 "	10	Calispel	102.6 "	13	Clyde	106.8 Miles	14
Boyer	59.4 "	25	Log	108.4 "	15	Haynes	134.0 "	6
Humbird	61.4 "	19	Crosby	110.5 "	10	Water Co.	135.6 "	3
Ponderay	62.0 "	5	Moab	116. "	12	LAPWAI BRANCH.		
Sagel	69.5 "	10	CLEARWATER SHORT LINE.			Distance from Joseph.		
Dufort	72.9 "	12	Distance from Arrow.			Caldwell's	8 Miles	6
Westmond	74.8 "	27	Flume	24.6 Miles	4			
			Penoyers	31. "	4			
			Plank's	51.1 "	4			

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

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

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

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

RULES GOVERNING MOVEMENT OF TRAINS AT O. R. & N. CROSSING, SPOKANE.

RULE 1—Engines or trains must never be moved past the signal in interlocking limits without first obtaining clear board.

A. If board on signal is in horizontal position it indicates "Stop." If in vertical position it indicates "Proceed."

B. At night a red light in signal indicates "Stop," or a green light "Proceed."

RULE 2—Signals are always located to right of engineman, considering engine going forward toward signal. Signals on other tracks must be disregarded.

RULE 3—Upper arm of Signal 52 in vertical position, or upper green light at night, shows clear main line for west bound trains on west bound main line.

Lower arm of Signal 52 shows track lined up into new train yard.

Upper arm of signal governs trains proceeding on east bound main line.

Lower arm governs trains proceeding into Fair Ground spur.

Signal 31 governs east bound movements on west bound main line.

Signal 32 governs trains pulling out of new train yard.

Signal 47 governs west bound trains on west bound main line.

Signal 49 governs west bound movements on east bound main line.

Signal 48 governs trains pulling out of Fair Grounds spur. (As this signal is at present taken out, and until put in, trains using this spur must be careful not to get past signal foundation until having received hand signal from towerman of green flag by day and green light by night.)

Signal 4 governs east bound movements of trains on old main line.

Signal 26 governs west bound movement of trains on old main line.

RULE 4—Cars without engine attached must never be left within Interlocking limits.

RULE 5—Trains pulling through Interlocking limits must display some light on rear of trains at night so towerman can see when end of train has passed.

RULE 6—Trains coming out of yard, wanting to go west on west bound main line, must pull by Signal 47 and not proceed until Signal 47 is clear.

RULE 7—Train receiving signal must always pull through Interlocking limits before they can receive any other route, excepting as shown in Rule 6.

RULE 8—In case of failure of automatic signals towerman will flag train through Interlocking limits with a green flag or green light by night. Any other signals by whomsoever must be disregarded.

Trains being flagged through Interlocking limits must proceed very carefully not to exceed four miles per hour, looking out for derails and switches.

RULE 9—Trainmen and switchmen will be held equally responsible with enginemen, if proceed signals are given before automatic signals show "proceed."

RULE 10—Trains approaching Signal 29 and wishing main line must give 4 short blasts of the whistle. O O O O

Approaching Signal 29 for Fair Ground spur 3 long ————

Approaching Signal 52 for Main Line, 4 short O O O O

Approaching Signal 52 for New Train Yard, 3 long ————

Approaching Signal 31 for Main Line, 4 short O O O O

Approaching Signal 31 for Crossover onto east bound main line, 2 long, 2 short ———— O O

Approaching Signal 31 for Fair Ground spur, 3 long ————

Approaching Signal 32—Same as for Signal 31.

Approaching Signal 49 for east bound main line, 4 short O O O O

Approaching Signal 49 for crossover into west bound main line, 2 long, 2 short ———— O O

Approaching Signal 49 for New Train Yard, 3 long ————

Approaching Signal 48—Same as for Signal 49.

Enginemen must answer signals by 2 short blasts of the whistle.

NOTE—Trains and switch engines must be careful not to pass Signal 32, if this signal shows "STOP" as if they do, and Signal 52 is cleared for west bound trains, Signal 52 will automatically assume the Stop position to the danger of approaching trains. Other high arm signals being similar.

AUTHORIZED SURGEONS, IDAHO DIVISION.

LOCATION OF STRETCHERS (S)

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

Trout Creek (S)

Hope (S)

DR. O. F. PAGE, Sand Point.

DR. FRANK WENZ, Rathdrum (S)

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

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

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

DR. W. S. GAINES, Oakesdale.

DR. E. T. HEIN, Palouse (S)

DR. ED. MAGUIRE, Pullman (S)

DR. W. H. CARITHERS, Moscow (S)

DR. ALEX. HUNTER, Kendrick.

DR. JOHN B. MORRIS, Lewiston (S)

DR. J. L. CONANT, Jr., Genesee.

DR. R. J. ALCORNE, Stites (S)

DR. R. P. MOORE, Davenport.

Wilbur (S)

Hartline.

DR. JNO. C. DWYER, Coeur d'Alene (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 regularly 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.