

# NORTHERN PACIFIC RAILWAY COMPANY.

**IDAHO DIVISION**

# TIME **29A** TABLE

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

**Wednesday, December 9th, 1908.**

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

**H. C. NUTT,**  
General Manager.

**A. BEAMER,**  
Superintendent.

**B. E. PALMER,**  
General Superintendent.

**J. C. ROTH,**  
Assistant Superintendent of Transportation.

**I. B. RICHARDS,**  
Superintendent of Transportation.





WEST BOUND.

PALOUSE AND LEWISTON BRANCH.

EAST BOUND.

THIRD CLASS TRAINS.				SECOND CLASS.		FIRST CLASS TRAINS.					Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Marshall Junction	Time Table No. 29A. Dec. 9, 1908. Succeeding No. 29.				Distance from Lewiston	Capacity of Side Tracks	FIRST CLASS TRAINS				SECOND CLASS.		THIRD CLASS TRAINS.				
77		59		19		21		11		17				9		STATIONS. Telegraph Offices and Calls				18		20		60		78				
Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Mixed DAILY	Passenger DAILY	Passenger DAILY	Passenger EXCEPT SUNDAY	Passenger DAILY	Passenger EXCEPT SUNDAY	Passenger DAILY	Passenger EXCEPT SUNDAY	Passenger EXCEPT SUNDAY				Passenger EXCEPT SUNDAY	Passenger EXCEPT SUNDAY	Passenger EXCEPT SUNDAY	Passenger EXCEPT SUNDAY			Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Mixed DAILY	Freight EXCEPT MONDAY	Freight EXCEPT SUNDAY				
	10.40PM 12						4.40PM		8.30AM	W C Y	1585	0.0	MR.....MARSHALL.....N	137.5	113		2.35PM	10.05PM 59				12.15AM								
	11.00						f 4.52		f 8.42	I D 5	5.0	.....DYNAMITE.....	132.5	30		f 2.20	f 9.47				11.55PM									
	11.35PM 60						5.05		8.59	W I D 11	11.2	SG.....SPANGLE.....D	126.3	74		2.10	9.35				11.35 59									
	12.05AM						5.25		9.15	I D 20	19.7	MA.....PLAZA.....D	117.8	30		1.53	9.15				10.50									
	12.25						f 5.35		* 9.22	I D 23	23.4	.....NORTH PINE.....	114.1	30		f 1.45	f 9.05				10.30									
											26.1	.....S. & I. CROSSING.....	111.4																	
	12.45						5.42		9.30	W I D 27	26.7	RO.....ROSALIA.....N	110.8	97		1.37	8.57				10.15									
	12.55						f 5.47		* 9.34	I D 30	28.8	.....DONAHUE.....	108.7	17		f 1.32	f 8.50				10.00									
	1.15						f 5.54		f 9.43	I D 32	31.9	.....Mc COYS.....	105.6	25		f 1.25	f 8.42				9.50									
	1.40						6.07		9.55	I D 38	37.5	OD.....OAKSDALE.....D	100.0	91		1.12	8.28				9.30									
											38.2	.....U. P. AND S. & I. CROSSINGS ...	99.3																	
	2.15						6.21		10.08	W C Y I D 43	42.8	BM.....BELMONT.....D	94.7	110		12.59	8.15				9.15									
	2.35						f 6.30		10.18	I D 47	47.1	.....EDEN.....	90.4	35		f 12.48	f 8.02				8.55									
	2.45						6.35		10.25	I D 50	49.4	GF.....GARFIELD.....D	88.1	53		12.42	7.55				8.40									
											49.7	.....U. P. AND S. & I. CROSSINGS...	87.8																	
	3.25						7.00		10.47	W S I D 59	59.0	PC.....PALOUSE.....N	78.5	96		12.20	7.35				8.00									
	4.00						7.20 12-60		f 11.03	I D 66	65.6	.....FALLONS.....	71.9	32		f 12.02PM	7.20 11-60				7.30 7.15 11-12									
	4.20						7.34		f 11.15	I D 71	70.4	.....WHELAN.....	67.1	32		f 11.48AM	7.10			6.45										
	4.40 5.15						7.50		11.25 11.35 20-10-19	W C I D 76	75.5	PN.....PULLMAN.....N	62.0	67		11.35 11.25 19-9-20	7.00		11.05AM 9-10	6.10 5.40										
											76.1	.....U. P. CROSSING.....	61.4																	
	5.30						8.00		11.50	Y I D 77	77.0	.....PULLMAN JUNCTION.....	60.5	60		11.20	6.53		10.55AM 10	5.30										
	5.50						f 8.18		f 11.58AM	Ii 4	80.6	.....SUNSHINE.....	56.9	32		f 11.12	f 6.38		See page 4	5.15										
	6.10 7.00						8.40		12.15PM	W T C Ii 9	85.8	MO.....MOSCOW.....N	51.7	83		11.00	6.15			4.45 3.45										
	7.25						f 9.05		f 12.38	Ii 15	92.3	J.....JOEL.....	45.2	70		f 10.40	f 5.55			3.25										
	7.55						f 9.25		f 12.50	T Ii 20	96.5	.....HOWELL.....	41.0	52		f 10.30	f 5.40			3.00										
	8.10						9.35		12.58	W Ii 22	99.4	VM.....TROY.....D	38.1	61		10.20	5.30			2.50										
	8.35						* 9.53		* 1.14	Ii 28	105.5	.....ADAMS.....	32.0	13		* 9.53	* 5.03			2.00										
	9.00 9.35 10						10.15		1.32 60	W C T Ii 34	111.0	KR.....KENDRICK.....N	26.5	97		9.35 59	4.40			1.35PM 12.45PM 9										
	10.05						10.27		1.42	Ii 38	115.0	JA.....JULIAETTA.....D	22.5	71		9.20	4.28			12.30PM										
	10.35						10.50		2.05 18	W Y Ii 47	123.5	.....ARROW.....	14.0	No Sdg.	2.10PM 9	8.55 17	4.05			11.80AM										
	3.35PM	10.45 21					10.55AM		f 11.00	Y Ii 49	126.5	.....JOSEPH.....	11.0	No Sdg.	1.57	8.40	f 3.55	2.40PM		11.10	8.25AM									
	3.50 12	10.50 21-60					11.00 59-60		9.15	Ii 50	127.4	NI.....NORTH LAPWAI.....D	10.1	50		1.55	8.35	8.50	2.35 2.25 9		11.00 10.50 21-59	8.20 10								
									f	Ii 57	134.5	.....PORTERS.....	3.0	2																
	4.20PM	11.40AM					11.25AM		11.30PM	W C T Ii 60	137.5	WN.....LEWISTON.....D	0.0	125		1.35PM	8.10AM	3.30PM 9	2.00PM		10.20AM 17	7.45AM 10								
	EX. SUN. .45	EX. SUN. 13.0					DAILY .30		EX. SUN. .40							EX. SUN. .35	DAILY 6.25	DAILY 6.35	DAILY 0.40	DAILY	EX. MON. 13.50	EX. SUN. .40								
	15.00	10.7					22.0		21.1							24.0	21.4	20.8	15.7		10.00	15.00								

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 fast freight trains 15 miles per hour between Howell and Kendrick.

No. 22 will take siding for No. 9.

Trains 9, 10, 17, 18, 21, 22, 12, 60 and 78 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.

SECOND CLASS TRAINS.										SECOND CLASS TRAINS.									
19										20									
Mixed										Mixed									
DAILY										DAILY									
12.05PM										10.55AM									
f 12.35										f 10.37									
f 12.50										10.30									
1.05										10.23									
1.35										10.05									
1.50										9.55									
f 2.00										f 9.45									
2.45PM										9.20AM									
DAILY										DAILY									
2.40										1.35									
10.2										18.0									
Time over District.										Time over District.									
Average Speed per Hour.										Average Speed per Hour.									

Registering Stations—Pullman Junction and Genesee.

Bulletin Stations—Pullman and Genesee.

WEST BOUND.				CLEARWATER SHORT LINE.				EAST BOUND.						
THIRD CLASS.		FIRST CLASS.		Time Table No. 29A. Dec. 9, 1908. Succeeding No. 29.				FIRST CLASS.		THIRD CLASS.				
75	111	STATIONS.				112	76	STATIONS.						
Freight	Passenger	Telegraph Offices and Calls				Passenger	Freight	Telegraph Offices and Calls						
EXCEPT SUNDAY	EXCEPT SUNDAY					EXCEPT SUNDAY	EXCEPT SUNDAY							
12.20PM	2.15PM	ARROW	MYRTLE	AGATHA	LENORE	PECK	AHSAHKA	ORO FINO	GREER	PARDEE	TRAMWAY	KAMIAH	KOOSKIA	STITES
12.30	f 2.25	3.5	8.0	1.9	6.7	4.9	4.0	8.1	6.9	1.6	5.9	7.9	3.4	
12.55	f 2.50	51.3	51.3	51.3	49.4	42.7	37.8	33.8	25.7	18.8	17.2	11.3	3.4	0.0
1.00	2.57	20.1	25.0	29.0	20.1	20.1	20.1	20.1	20.1	20.1	20.1	20.1	20.1	20.1
1.25	3.15	25.0	29.0	37.1	44.0	45.6	51.5	59.4	62.8					
1.45	f 3.30	37.8	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
2.10	3.40	25.7	37.8	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
2.45	4.07	20.1	25.0	29.0	20.1	20.1	20.1	20.1	20.1	20.1	20.1	20.1	20.1	20.1
3.20	f 4.32	33.8	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
3.50	4.50	25.7	37.8	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
4.15	5.15	20.1	25.0	29.0	20.1	20.1	20.1	20.1	20.1	20.1	20.1	20.1	20.1	20.1
4.35PM	5.25PM	37.8	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0	44.0
EXCEPT SUNDAY	EXCEPT SUNDAY													
4.15	3.10	Time over District.				2.50	4.15	Time over District.				4.15		
14.6	19.8	Average Speed per Hour.				21.0	14.8	Average Speed per Hour.						

Registering 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.

WEST BOUND.				LAPWAI BRANCH.				EAST BOUND.						
THIRD CLASS.		FIRST CLASS.		Time Table No. 29A. Dec. 9, 1908. Succeeding No. 29.				FIRST CLASS.		THIRD CLASS.				
123	121	STATIONS.				122	124	STATIONS.						
Freight	Passenger	Telegraph Offices and Calls				Passenger	Freight	Telegraph Offices and Calls						
EXCEPT SUNDAY	DAILY					DAILY	EXCEPT SUNDAY							
8.25AM	2.40PM	JOSEPH	SWEETWATER	CUL DE SAC	REUBENS	VOLLMER	STEUNENBERG	COTTONWOOD	FENN	GRANGEVILLE				
9.10	3.05	5.3	6.4	14.5	8.3	8.2	8.1	8.7	6.9					
9.50	3.30	61.1	61.1	54.7	40.2	31.9	23.7	15.6	6.9	0.0				
10.10AM	4.40	20.1	25.0	20.1	20.1	20.1	20.1	20.1	20.1	20.1				
12.01PM	5.05	25.0	34.5	42.7	59.5	66.4	66.4	66.4	66.4	66.4				
12.45	5.30	25.0	34.5	42.7	59.5	66.4	66.4	66.4	66.4	66.4				
1.30	5.55	25.0	34.5	42.7	59.5	66.4	66.4	66.4	66.4	66.4				
2.15	6.20	25.0	34.5	42.7	59.5	66.4	66.4	66.4	66.4	66.4				
3.00	6.45PM	25.0	34.5	42.7	59.5	66.4	66.4	66.4	66.4	66.4				
3.45	7.00AM	25.0	34.5	42.7	59.5	66.4	66.4	66.4	66.4	66.4				
4.30PM	DAILY													
EXCEPT SUNDAY	DAILY													
8.05	4.05	Time over District.				3.55	7.35	Time over District.				7.35		
8.2	16.1	Average Speed per Hour.				16.8	8.7	Average Speed per Hour.						

Registering Stations—Grangeville and Joseph.  
Maximum Grades between Sweetwater and Reubens.  
Special attention is called to Rules 500 to 518 inclusive, governing operation on mountain grades between Cul de Sac and Reubens.  
Derail in east end passing tracks at Cul de Sac and Reubens.

WEST BOUND.		WASHINGTON CENTRAL BRANCH.				EAST BOUND.			
THIRD CLASS.	FIRST CLASS.	Time Table No. 29A. Dec. 9, 1908. Succeeding No. 29.				FIRST CLASS.	THIRD CLASS.		
61	13	STATIONS.				14	62		
Freight	Passenger	Telegraph Offices and Calls				Passenger	Freight		
EXCEPT SUNDAY	DAILY					DAILY	EXCEPT SUNDAY		
7.30AM	2.40PM	W C Y	0.0	1592	CY.....CHENEY.....N	127.1	144	11.10AM	4.50PM
8.15	3.10	I F	10.4	10	MK.....MEDICAL LAKE.....D	116.7	47	10.50	4.15
8.35	f 3.20	W	15.5	16	.....DEEP CREEK.....	111.6	76	f 10.37	3.55
9.00	f 3.35 62	I F	21.0	21	.....HITE.....	106.1	30	f 10.26	3.35 3.30 13
9.20	3.50	W	26.5	26	RH.....REARDAN.....D	100.6	48	10.13	3.05
9.52 9.57 14	f 4.10	I F	33.9	34	.....MONDOVI.....	93.2	48	9.57 61	2.30
10.30	4.30	W Y	41.4	41	DA.....DAVENPORT.....D	85.7	91	9.40	1.55
11.00	f 4.45	I F	47.8	47	.....ROCKLYN.....	79.3	45	f 9.25	1.25
11.40AM	f 5.05	W	56.4	56	.....FELLOWS.....	70.7	12	f 9.07	12.45
12.15PM 62	5.25	I F	64.1	64	CR.....CRESTON.....D	63.0	45	8.50	12.15PM 11.45AM 61
1.00	5.48	W	74.1	74	WR.....WILBUR.....D	53.0	45	8.23	11.05
1.35	6.05	I F	80.7	81	GO.....GOVAN.....D	46.4	45	8.02	10.40
2.10	6.18	W	87.5	87	A.....ALMIRA.....D	39.6	100	7.50	10.10
2.55	6.38	I F	96.6	97	RN.....HARTLINE.....D	30.5	25	7.32	9.35
3.45	6.53	I F	105.7	106	.....COULEE JCT.....	21.4	40	7.15	9.00
4.00 4.30	6.57 7.20	W C T	108.3	108	C.....COULEE CITY.....D	24.0	40	7.10 6.50	8.45 8.25
4.45	7.30	I F	105.7	106	.....COULEE JCT.....	21.4	40	6.45	8.15
5.25	8.00	I F	116.7	117	.....BACON.....	10.4	50	6.22	7.35
6.15PM	8.35PM	W C T	127.1	127	ND.....ADRIAN.....N	0.0	130	6.00AM	7.00AM
EXCEPT SUNDAY	DAILY					DAILY	EXCEPT SUNDAY		
10.45	5.55	Time over District.				5.10	9.50		
11.8	21.6	Average Speed per Hour.				24.6	13.0		

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.  
No. 62 will hold at Adrain 30 minutes for G. N. connection.

WEST BOUND.		FARMINGTON BRANCH.				EAST BOUND.		
SECOND CLASS TRAINS.		Time Table No. 29A. Dec. 9, 1908. Succeeding No. 29.				SECOND CLASS TRAINS.		
109		STATIONS.				110		
Mixed		Telegraph Offices and Calls				Mixed		
Mon. Wed. Sat.						Mon. Wed. Sat.		
9.30AM	W C Y	I D	0.0	43	BM.....BELMONT.....D	6.5	89	10.25AM
			1.2		.....O. R. & N. CROSSING.....	5.3		
9.55AM	I H	7	6.5		FA.....FARMINGTON.....D	0.0	85	10.00AM
EXCEPT SUNDAY								EXCEPT SUNDAY
.25					Time over District.			.25
15.6					Average Speed per Hour.			15.6

Registering Station—Farmington.  
Standard Clock—Spokane.  
No. 109 has right over 110.

WEST BOUND.		FORT SHERMAN BRANCH.				EAST BOUND.		
FIRST CLASS TRAINS.		Time Table No. 29A. Dec. 9, 1908. Succeeding No. 29.				FIRST CLASS TRAINS.		
17		STATIONS.				18		
Passenger		Telegraph Offices and Calls				Passenger		
DAILY						DAILY		
11.15AM	C Y	I A	0.0	14	CA.....COEUR D'ALENE.....D	13.5	67	10.00AM
			7.1		.....S. I. CROSSING.....	6.4		
11.37	I A	4	9.2		.....POST FALLS.....	4.3	30	9.37
11.50AM	Y W	1557	13.5		AU.....HAUSER.....N	0.0	57	9.25AM
DAILY								DAILY
0.35					Time over District.			.35
24.6					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 10:15 A. M., and arrives at Harrison at 11:35 A. M. Departs from Harrison at 9:40 A. M., and arrives at Coeur d'Alene at 11:00 A. M.

## COMMERCIAL SPURS.

MAIN LINE.			P. & L. BRANCH.		
DISTANCE FROM TROUT CREEK.			DISTANCE FROM MARSHALL JCT.		
		Car Cap'y			Car Cap'y
Proctor.....	22.6 Miles	7	Kelly's.....	40.3 Miles	7
Casey's.....	23.0 "	8	Pullman.....	73.7 "	6
Knotts.....	26.6 "	5	Busbey's.....	78.9 "	8
Derr.....	36.2 "	12	Vollmer Log.....	100.0 "	6
Culver.....	56.9 "	10	Clyde.....	106.8 "	14
Boyer.....	59.4 "	25	Haynes.....	134.0 "	6
Humbird.....	61.4 "	19	Water Co.....	135.6 "	3
Ponderay.....	62.0 "	5	<b>LAPWAI BRANCH.</b>		
Sagel.....	69.5 "	10	DISTANCE FROM JOSEPH		
Dufort.....	72.9 "	12			Car Cap'y
Westmond.....	74.8 "	27	Caldwell's.....	8.0 Miles	6

  

CLEARWATER SHORT LINE.		
DISTANCE FROM ARROW		
		Car Cap'y
Thomson.....	82.2 Miles	120
King's.....	83.4 "	8
North Pole.....	96.5 "	11
Rogers.....	99.2 "	10
Calispel.....	102.6 "	13
Log.....	108.4 "	15
Crosby.....	110.5 "	10
Moab.....	116.0 "	12
Flume.....	24.6 Miles	4
Penoyers.....	31.0 "	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 the operator may have orders for other trains. He must, however, display Stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond Block Signal. Under this rule only one train is affected by the clear signal and this the train which is immediately approaching on main track to enter block. A CLEAR Signal MUST NOT Be Displayed Under Any Other Circumstances.

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 enginemen, 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 Ground 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 movements 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.

DR. J. A. WALKER, Trout Creek (S)

DR. O. F. PAGE, Sand Point (S)

DR. FRANK WENZ, Rathdrum (S)

DR. N. F. ESSIG, Spokane (S)  
(Stretchers at Baggage Room, Yard Office, M. M. Office and  
Tool Cars 1 and 2.)

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

DR. R. L. THOMPSON (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. 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)

DR. E. L. BUBKE, Cul de Sac.

### 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.





