

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME **310** TABLE

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

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

SUNDAY, May 29th, 1910

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.

I. B. RICHARDS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

J. M. RAPELJE,
Superintendent.

J. C. ROTH,
Assistant Superintendent of Transportation.

WEST BOUND.

SECOND DISTRICT.

EAST BOUND.

SECOND CLASS TRAINS.			FIRST CLASS TRAINS.								FIRST CLASS TRAINS.										SECOND CLASS TRAINS.								
601	605	603	7	3	41	227	229	5	1	Time Table No. 31C. May 29, 1910. Succeeding No. 31B.										228	230	2	42	6	4	8	602		
Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS.										Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Telegraph Offices and Calls										DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
5.05PM	11.10AM	6.50AM	* 9.23PM	* 5.20PM	* 2.07PM	12.03PM		* 5.28AM	* 3.53AM	KN.....KOOTENAI.....N 3.5	1503	0.0	72.0	300	9.45AM		* 10.12AM	* 10.50AM	* 1.22PM	* 12.10AM	* 2.15AM	12.80PM							
5.20 5.37	11.20	7.00	9.33	5.30 601	2.17	12.10		5.35	* 4.00	SA.....SAND POINT.....N 3.9	1507	3.5	68.5	120	9.37		* 10.08	10.40	1.15	f 11.59PM	2.10	12.10 12.05 227							
5.50	11.30	7.10	* 9.40	* 5.37	* 2.24	f 12.20		* 5.42	* 4.08	.....LIGNITE..... 3.0	1510	7.4	64.6	60	f 9.25		* 10.00	* 10.28	* 1.02	* 11.50	* 1.57	11.50AM						
6.05	11.40 602	7.20	* 9.46	* 5.43	* 2.32	12.30		* 5.50	* 4.15	AG.....ALGOMA.....N 6.7	1513	10.4	61.6	60	9.17		* 9.53	* 10.20	* 12.58	* 11.45	* 1.50	11.40 605							
6.35	11.59AM	7.40	* 10.00	* 5.54	* 2.46	12.47 6		* 6.05	* 4.30	CO.....COCOLALLA.....N 4.1	1520	17.1	54.9	120	9.02		* 9.42	* 10.07	* 12.47 227	* 11.33	* 1.38	11.15							
6.47	12.10PM	7.52	* 10.06	* 6.00	* 2.53	f 12.58		* 6.13	* 4.38	.....CAREYWOOD..... 4.1	1524	21.2	50.8	60	f 8.52		* 9.34	* 9.59	* 12.37	* 11.24	* 1.30	10.55						
7.00	12.25 12.30 6	8.05	* 10.13	* 6.07	* 3.01	1.10		* 6.21	* 4.46	GE.....GRANITE.....N 6.6	1530	25.3	46.7	120	8.45		* 9.28	* 9.53	* 12.30 605	* 11.18	* 1.22	10.40							
7.25	1.00	8.25 8.30 228	* 10.28	* 6.20	* 3.15	1.30		* 6.35	* 5.01	AX.....ATHOL.....N 7.5	1535	31.9	40.1	120	8.30 603		* 9.18	* 9.42	* 12.15	* 11.08	* 1.10	10.15							
7.45	1.30	8.55 2-42	* 10.38 4	* 6.35	* 3.26	f 1.55		* 6.47	* 5.14	RS.....RAMSEY.....N 5.6	1543	39.4	32.6	60	f 8.12		* 9.03 603	* 9.27	* 12.02PM	* 10.55	* 12.55	9.45							
8.05	1.55	9.35 42-602	10.48	* 6.44	3.36	2.10		* 6.55	* 5.23	RD.....RATHDRUM.....N 6.9	1549	45.0	27.0	60	8.00		* 8.52	9.15 602-603	11.48AM	* 10.44 7	* 12.44	9.20 9.10 42-603							
8.25	2.20 2.40 227	10.00	* 11.00	* 6.54	* 3.47	f 2.30 605	11.50AM 6	* 7.03	* 5.33	AU.....HAUSER.....N 5.7	1557	51.9	20.1	120	7.45	8.30AM	* 8.40	* 9.00	* 11.33 229	* 10.31	* 12.30	8.52							
8.45	2.57	10.20	* 11.10	* 7.04	* 3.58	f 2.45	f 12.02PM	* 7.11	* 5.44	OS.....OTIS.....N 6.0	1561	57.6	14.4	120	f 7.30	f 8.17	* 8.30 602	* 8.48	* 11.22	* 10.20	* 12.20	8.35 8.25 2							
9.05	3.12	10.40	* 11.20	* 7.14	* 4.07	f 3.05	f 12.15	* 7.18 228	* 5.53	TR.....TRENT.....N 3.9	1567	63.6	8.4	60	f 7.18 5	f 8.05 602	* 8.20	* 8.35	* 11.10	* 10.10	* 12.12	8.10 8.00 230							
9.15	3.20	10.55 6	* 11.25	* 7.20	* 4.12	f 3.15	f 12.20	* 7.26	* 6.00	YD.....YARDLEY.....N 2.7	1573	67.5	4.5	800	f 7.10	* 7.55	* 8.14	* 8.26	* 11.00 603	* 10.05	* 12.05AM	7.45							
										.....U. P. CROSSING..... 1.8		70.2	1.8															
9.35PM 4	3.35PM	11.35AM	11.40PM 8	7.35PM	4.25PM	3.30PM	12.30PM	7.40AM 2-42-602 228-230	6.20AM 228	SF.....SPOKANE.....N 1.8	1576	72.0	0.0	500	7.00AM 1-5	7.45AM 5-2-42-602	8.05AM 5-42-230	8.15AM 2-5-230	10.50AM	9.55PM 601	11.55PM 7	7.30AM 2-5-42-228 230							
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							
4.30	4.25	4.45	2.17	2.15	2.18	3.27	.40	2.12	2.27						2.45	.45	2.07	2.35	2.32	2.15	2.20	5.00							
16.4	16.2	15.1	31.5	32.0	31.3	20.8	30.1	32.7	29.5						26.1	29.6	34.0	27.8	28.4	32.0	30.8	14.4							
										Time over District.																			
										Average Speed per Hour.																			

Registering Stations—Spokane.
 Bulletin Stations—Kootenai and Spokane.
 Standard Clocks—Kootenai and Spokane.
 Branch line trains will register at Hauser.
 Moab flag for trains 229 and 230.
 Nos. 227 and 228 will stop on flag at all sidings and spurs.

Reduce speed to 8 miles per hour through corporate limits of Spokane.
 First-Class trains when 15 minutes or more late, and extra trains running on schedule will observe same precautions in yard limits at Kootenai, 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.
 The time shown for trains on First and Second District is for information only and does not confer any rights.
 Trains will be handled by the A B C system.
 The leaving time shown for trains carrying passengers, is at station platform and trains carded to stop must not leave in advance of time shown.
 All trains will reduce speed to 25 miles per hour over U. P. crossing, Spokane.
 Maximum speed of passenger trains, is one minute or sixty seconds per mile, this limit must never be exceeded.

WEST BOUND.

PALOUSE AND LEWISTON BRANCH.

EAST BOUND.

THIRD CLASS TRAINS.			SECOND CLASS.			FIRST CLASS TRAINS.				FIRST CLASS TRAINS				SECOND CLASS.			THIRD CLASS TRAINS.												
855	853	857	663	535	531	243	233	239	231	Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Marshal Junction	STATIONS.				Distance from Lewiston	Capacity of Side Tracks	232	240	244	234	532	536	664	858	854	856	
Freight EXCEPT MONDAY	Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Freight DAILY	Passenger DAILY	Freight DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY				Passenger	Passenger	Passenger	Passenger			Passenger	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight
	7.30AM		10.15PM				4.40PM		8.40AM	W C	1585	0.0	MR.....MARSHALL.....N	137.5	113	2.15PM				8.30PM						4.00AM		2.45PM	
	7.55		10.40				f 4.52		f 8.52	Y	5	5.0	.....DYNAMITE.....	132.5	30	f 1.58				f 8.15					8.40		2.20	
	8.25		11.05				5.05		9.12	W	11	11.2	SG.....SPANGLE.....D	126.3	74	1.50 854				8.02					8.20		1.55 1.40 232		
	8.50		11.25				5.25		9.26	I D	20	19.7	MA.....PLAZA.....D	117.8	30	1.32				7.45					8.00		1.10		
	9.05		11.38				f 5.35		* 9.33	I D	23	23.4	.....NORTH PINE.....	114.1	30	f 1.23				f 7.35					2.45		12.50	
	9.25		11.55PM				5.42		9.43	W	27	26.7	RO.....ROSALIA.....N	110.8	97	1.17				7.30					2.35		12.35		
	9.43 9.55 231		12.10AM				f 5.47		* 9.43 853	I D	30	28.8	.....DONAHUE.....	108.7	17	f 1.10				f 7.22					2.20		12.15PM	
	10.10		12.25				f 5.54		f 9.55	I D	32	31.9	.....Mc COYS.....	105.6	25	f 1.05				f 7.14					2.05		11.55AM	
	10.35		12.40				6.07		10.09	I D	38	37.5	OD.....OAKESDALE.....D	100.0	91	12.52				7.02					1.45		11.30		
												38.2	.....U. P. AND S. & I. CROSSINGS...	99.3														
	11.05 854		12.55				6.21		10.25	W C	43	42.8	BM.....BELMONT.....D	94.7	110	12.40				6.49					1.80		11.05 853		
	11.20		1.10 664				f 6.35 234		10.35	I D	47	47.1	.....EDEN.....	90.4	35	f 12.23				f 6.35 233					1.10 663		10.55	
	11.45AM 12.15PM 232		1.25				6.42		10.43 854	I D	50	49.4	GF.....GARFIELD.....D	88.1	53	12.15PM 853				6.30					12.50		10.43 10.38 231		
												49.7	.....U. P. AND S. & I. CROSSINGS...	87.8														
	1.00		2.00				7.00		11.10	W S	53	53.4	.....CEDAR CREEK.....	84.1	7	f				f								
	1.20		2.20				f 7.20		f 11.30 232	I D	59	59.0	PC.....PALOUSE.....N	78.5	96	11.50AM				6.10					12.05AM		10.00 8.40		
	1.40		2.40				f 7.34		f 11.45	I D	66	65.6	.....FALLONS.....	71.9	32	f 11.30 231				f 5.55					11.30PM		8.25	
	6.00AM	2.00PM	3.00 3.15	12.10PM 231-232	6.00AM		7.50		11.55AM 12.05PM 532-535	W C	71	70.4	.....WHELAN.....	67.1	32	f 11.20				f 5.40					11.05		8.05	
										I D	76	75.5	PN.....PULLMAN.....N	62.0	67	11.07 11.00 532				5.25	10.35AM 231-232	5.00PM 234			10.40 10.20		7.45AM 12.50PM		
												76.1	.....U. P. CROSSING.....	61.4														
	6.10		3.20	12.15PM	6.05AM		8.00		12.10	Y	77	77.0	.....PULLMAN JUNCTION.....	60.5	60	10.55				5.20	10.25AM 232	4.35PM 234			10.10		12.35 535	
	6.30		3.35	See page 4	See page 4		f 8.18		f 12.18 856	Ii	4	80.6	.....SUNSHINE.....	56.9	32	f 10.50				f 5.10	See page 4	See page 4			9.50		12.18PM 12.13PM 231	
	6.55 7.40		4.00				8.40		12.37	W T	9	85.8	MO.....MOSCOW.....N	51.7	83	10.40				4.55					9.25		11.45AM		
	8.10		4.25				f 9.05 664		f 12.55	Ii	15	92.3	J.....JOEL.....	45.2	70	f 10.15				f 4.30					9.05 9.00 233		11.15		
	8.45		4.45				f 9.25		f 1.08	T	20	96.5	.....HOWELL.....	41.0	52	f 10.05				f 4.20					8.40		10.50	
	9.00 10.35 232-856		5.00				9.35		1.15	W	22	99.4	VM.....TROY.....D	38.1	61	9.55 855				4.10					8.30		10.35 855		
	11.00		5.20				* 9.53		* 1.30	Ii	28	105.5	.....ADAMS.....	32.0	13	* 9.30				* 3.45					8.00		10.00	
	11.30		5.45				10.15		1.45	W C	34	111.0	KR.....KENDRICK.....N	26.5	97	9.10				3.25					7.35		9.30		
	11.55AM		6.00				10.27		1.55	Ii	38	115.0	JA.....JULIAETTA.....D	22.5	71	8.55				8.10					7.20		9.10		
	12.25PM		6.25				10.50		2.15 240	W Y	47	123.5	.....ARROW.....	14.0	No Sdg.	8.30 239-856				2.10PM 231					6.55		8.40 8.20 232-239	
	12.40		2.15PM 231-244-240	6.35			10.55AM	f 11.00	8.43	Y	49	126.5	.....JOSEPH.....	11.0	No Sdg.	8.15				1.57					6.40		8.35AM 239	

BETWEEN LEWISTON AND JOSEPH, TRAINS WILL BE GOVERNED BY CAMAS PRAIRIE RAILROAD TIME TABLE AND SPECIAL RULES.

1.30PM 240-244-234	3.10PM	7.15AM 232-858	11.25AM	11.30PM	9.10AM	8.00PM	W C	Ii 60	137.5	WN.....LEWISTON.....D	0.0	125	7.45AM 663	1.35PM 855	2.00PM 855	2.10PM 855	6.00PM	7.50AM 663-232	7.15AM 663-232	
EX. MON.	EX. SUN.	EX. SUN.	DAILY	DAILY	DAILY	DAILY	T						DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUN.	EX. SUN.	EX. MON.
7.30	6.30	.55	10.0		.30	6.50							6.30	.35	0.40	6.20	10.	.45	7.00	5.35
8.1	11.5	12.00	13.7		22.0	20.1							21.0	24.0	16.5	21.5	13.7	14.7	10.7	11.1

Bulletin Stations—Spokane, Marshall, Pullman, and Lewiston. Standard Clocks—Spokane, Pullman, 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. Registering Stations—Marshall, Pullman, Pullman Jct., Arrow, Joseph and Lewiston. Passenger trains must not exceed speed of 25 miles per hour and fast freight trains 15 miles per hour between Howell and Kendrick. 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 U. P. crossings at Oakesdale, Garfield and Pullman. 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. All west bound trains are required to get a clearance at Joseph. This will be issued from the dispatcher's office of the Camas Prairie Railroad at Lewiston, Idaho. Passenger trains will stop on flag at Kelley's Spur. All east bound trains are required to get a clearance at North Lapwai, clearing them from Joseph. This will be issued from the Dispatcher's office at Spokane.

WEST BOUND.		WASHINGTON CENTRAL BRANCH.				EAST BOUND.			
THIRD CLASS.	FIRST CLASS.	Time Table No. 31C. May 29, 1910 Succeeding No. 31B.				FIRST CLASS.	THIRD CLASS.		
863	235	STATIONS.				236	864		
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	10.00AM	4.50PM
8.15	3.10	I F 10	10.4		MK.....MEDICAL LAKE.....D	116.7	47	9.40	4.15
8.35	f 3.20	W	15.5	I F 16	.....DEEP CREEK.....	111.6	76	f 9.27	3.55
9.12 9.17 236	f 3.35 864	I F 21	21.0		.....HITE.....	106.1	30	f 9.17 863	3.35 3.30 235
9.40	3.50	W	26.5	I F 26	RH.....REARDAN.....D	100.6	48	9.07	3.05
10.00	f 4.10	I F 34	33.9		.....MONDOVI.....	93.2	48	8.51	2.30
10.30	4.30	W Y	41.4	I F 41	DA.....DAVENPORT.....D	85.7	91	8.35	1.55
11.00	f 4.45	I F 47	47.8		.....ROCKLYN.....	79.3	45	f 8.17	1.25
11.40AM	f 5.05	W	56.4	I F 56	.....FELLOWS.....	70.7	12	f 8.00	12.45
12.15PM 864	5.25	I F 64	64.1		CR.....CRESTON.....D	63.0	45	7.45	12.15PM 11.45AM 863
1.00	5.48	W	74.1	I F 74	WR.....WILBUR.....D	53.0	45	7.18	11.05
1.35	6.05	I F 81	80.7		GO.....GOVAN.....D	46.4	45	6.57	10.40
2.10	6.18	W	87.5	I F 87	A.....ALMIRA.....D	39.6	100	6.45	10.10
2.55	6.38	I F 97	96.6		RN.....HARTLINE.....D	30.5	25	6.27	9.35
3.45	6.53	I F 106	105.7		.....COULEE JCT.....	21.4	40	6.10	9.00
4.00 4.30	6.57 7.20	W C T	108.3	I F 108	C.....COULEE CITY.....D	24.0	40	6.05 6.00	8.45 8.25
4.45	7.30	I F 106	105.7		.....COULEE JCT.....	21.4	40	5.54	8.15
5.25	8.00	I F 117	116.7		.....BACON.....	10.4	50	5.32	7.35
6.15PM	8.35PM	W C T	127.1	I F 127	ND.....ADRIAN.....N	0.0	130	5.10AM	7.00AM
EXCEPT SUNDAY	DAILY					DAILY	EXCEPT SUNDAY		
10.45	5.55	Time over District.				5.10	9.50		
11.8	21.4	Average Speed per Hour.				24.5	12.9		

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 track leading to Coulee City.
No. 864 will hold at Adrian 30 minutes for G. N. connection.
Nos. 863 and 864 will carry passengers.

T. H. LANTRY, Trainmaster, Spokane.
C. P. HUNT, Trainmaster, Spokane.

B. W. WALKER, Trainmaster, Spokane.
J. J. BLAIR, Chief Dispatcher, Spokane.

WEST BOUND.		FARMINGTON BRANCH.				EAST BOUND.		
SECOND CLASS TRAINS.		Time Table No. 31C. May 29, 1910 Succeeding No. 31B.				SECOND CLASS TRAINS.		
533		STATIONS.				534		
Mixed		Telegraph Offices and Calls				Mixed		
Mon. Wed. Sat.						Mon. Wed. Sat.		
	9.30AM	W C Y	I D 43	0.0	BM.....BELMONT.....D	6.5	89	10.25AM
				5.3	.....U. P. CROSSING.....	1.2		
	9.55AM		I H 7	6.5	FA.....FARMINGTON.....D	0.0	85	10.00AM
	Mon. Wed. Sat.							Mon. Wed. Sat.
	.25	Time over District.						.25
15.6	Average Speed per Hour.						15.6	

Registering Station—Farmington.
Standard Clock—Spokane.
No. 533 has right over 534.

WEST BOUND.		FORT SHERMAN BRANCH.				EAST BOUND.		
FIRST CLASS TRAINS.		Time Table No. 31C. May 29, 1910 Succeeding No. 31B.				FIRST CLASS TRAINS.		
229		STATIONS.				230		
Passenger		Telegraph Offices and Calls				Passenger		
DAILY						DAILY		
	11.15AM	W C Y	I A 14	0.0	CA.....COEUR D'ALENE.....D	13.5	67	9.00AM
	11.37		I A 4	9.2	.....POST FALLS.....	4.3	30	8.42
				11.3	.....S. I. CROSSING.....	2.2		
	11.50AM	Y W	1557	13.5	AU.....HAUSER.....N	0.0	57	8.30AM
	DAILY							DAILY
	0.35	Time over District.						.30
22.2	Average Speed per Hour.						26.0	

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. 229 and 230 connect with Steamer at Coeur d'Alene.

WEST BOUND		SEATTLE BRANCH.				EAST BOUND.	
		Time Table No. 31C. May 29, 1910 Succeeding No. 31B.					
		STATIONS.					
		Telegraph Offices and Calls					
		W C Y	I F 41	0.0	.....DAVENPORT.....	18.0	40
			I E 5	4.8	.....WHEATDALE.....	13.2	8
			I E 7	7.3	.....OMANS.....	10.7	6
			I E 12	11.4	.....GRAVELLES.....	6.6	8
			I E 18	18.0	.....DENNY'S.....	0.0	6
		Time over District.					
		Average Speed per Hour.					

COMMERCIAL SPURS.

MAIN LINE.			CLEARWATER SHORT LINE.			WASHINGTON CENTRAL BRANCH		
DISTANCE FROM PARADISE.			DISTANCE FROM ARROW			DISTANCE FROM CHENEY		
		Car Cap'y			Car Cap'y			Car Cap'y
Russell	19.6 Miles	5	Magills	22.1 Miles	10	Forrey	92.2 Miles	8
Alger	48.7 "	57	Flume	24.6 "	4	SEATTLE BRANCH		
Beeson	49.2 "	6	Penoyers.....	31.0 "	4	DISTANCE FROM DAVENPORT		
Cedar Spur	80.3 "	50	FARMINGTON BRANCH.			DISTANCE FROM BELMONT		
Lane Potter	90.9 "	42	DISTANCE FROM BELMONT			DISTANCE FROM HAUSER		
Culver	111.6 "	10	P. & L. BRANCH.			DISTANCE FROM HAUSER		
Boyer	114.1 "	15	DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
Sagel	124.2 "	10	DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
Dufort	127.6 "	12	DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
Westmond	129.3 "	15	DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
Thomson	136.9 "	120	DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
King's	138.1 "	6	DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
North Pole	151.2 "	11	DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
Rogers	153.9 "	10	DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
Calispel	157.3 "	8	DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
Crosby	165.2 "	4	DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
Moab	170.7 "	5	DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
			Hayfield	2.0 Miles	4	DISTANCE FROM HAUSER		
			P. & L. BRANCH.			DISTANCE FROM HAUSER		
			DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
			DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
			Marshall Quarry Spur	2.0 Miles	40	DISTANCE FROM HAUSER		
			Broadview	28.0 "	8	DISTANCE FROM HAUSER		
			Kelly's	40.3 "	7	DISTANCE FROM HAUSER		
			Pullman	73.7 "	6	DISTANCE FROM HAUSER		
			Busbey's	78.9 "	8	DISTANCE FROM HAUSER		
			Troy Log	100.0 "	6	DISTANCE FROM HAUSER		
			Rock Spur	106.1 "	10	DISTANCE FROM HAUSER		
			Clyde	106.8 "	14	DISTANCE FROM HAUSER		
			Haynes	134.0 "	6	DISTANCE FROM HAUSER		
			Water Co.	135.6 "	3	DISTANCE FROM HAUSER		
						Heutters	9.4 Miles	10
						Wrights	9.7 "	30
						Blackwell Lmb. Co.	10.8 "	20
						Gibbs	11.0 "	15

SYNOPSIS OF RULES GOVERNING A B C OPERATION.

All the running rights that a train has are conferred upon it through the medium of a block card.

A block is understood to mean the section of main line extending from the signal semaphore at one telegraph office to the signal semaphore at the next telegraph office in advance.

Train and engine men are prohibited from accepting or running on a card purporting to authorize them to pass an open telegraph office.

No matter what may be the position of signal semaphore no train will, except under flag protection, be allowed to leave a terminal or pass a telegraph office without both the conductor and engineer first securing a block card authorizing the train to use the block in advance.

Station semaphore signal when on the lower angle or showing "Green" indicates "Block ahead clear."

When on upward angle or showing "Yellow" indicates "Caution, block not clear."

When on the horizontal or showing "Red" indicates "Stop."

Trains approaching telegraph offices and finding signal at "Clear" will understand from this that the block ahead is clear and will pass the telegraph office, catching the block cards as they pass. If, however, from any cause the block cards should not be secured, the train will be brought to an immediate stop and will not proceed until the cards are secured.

Signal at "Caution" will indicate:—

(1) Block is obstructed and approaching train will receive card to meet or pass another train at station where card is issued, and that train may proceed after complying with instructions upon card.

(2) Block is occupied by train ahead and card issued authorizing approaching train to follow.

(3) Approaching train will receive card to meet or pass one or more trains at intermediate siding.

Signal at "Danger" indicates "Stop, block not clear." Trains must not pass signal in this position.

Conductors and engineers will immediately examine the block card following its receipt by them and make sure that it is correctly made out. They will follow implicitly all instructions given thereon. If directed to take siding at a station

they will do so, disregarding signal to come down main line. If the exceptions state a train is to be met, it must state which train will "hold main line" or "take siding," otherwise must be treated as an improper card and must not be acted upon. If there are no exceptions the operator will insert the word "Blank" where exceptions should appear on the card, and if this information is not shown on card, it must be treated as an improper card and not acted upon.

Each train will be designated by the number of its leading engine.

When necessary for the purpose of doing switching or other work, to occupy the main line at a station, the dispatcher will give the train required to do such work a block switching card on the usual form, limiting the time that the main line can be occupied. On no account must the main line be occupied beyond the limit expressed in such card.

Trains taking side track will head in at the first switch unless otherwise directed by instructions on block card.

A train receiving a block card bearing exceptions of any nature, will, in all cases, fulfill the exceptions on card, irrespective of position of signals or hand signals received.

Information as to slow orders, etc., will be bulletined and may be written in manifold on train order Form 19, and copy be delivered to conductor and to each engineer, together with block card as above.

Conductors or engineers must not report train as ready to leave any station until train is actually ready to move, air tested, all preliminaries gone through with and conductor positive that engineer is ready to pull open the throttle and depart.

Information should be given dispatchers as to any work to be done before reaching next block office.

A train running on a block card, bearing an exception to hold main line to meet an opposing train at station in advance will, in no case, run beyond the first switch at the meeting point if there is but one passing track there; or at station where passing tracks are parallel until it is seen that the opposing train has taken siding, after which they may proceed through the block. If there is a lap siding at the station where the meeting point is made, train having card to hold the main line and meet the opposing train will not proceed beyond the first switch at the lap until they have seen that the opposing train is on the siding, after which they may proceed through the block.

RULES GOVERNING STAFF OPERATION IN A B C TERRITORY.

Following rules will govern the operation of trains in A B C territory, where telegraph communication cannot be had account of wire failure: A wooden staff has been provided one inch in diameter and 16 inches long, having attached to it a plate bearing thereon the inscription, "Train staff good between.....and....." One of these staffs will be located in telegraph office at end of each block and when authorized by train dispatcher to make use of it, this staff will be authority for a train to proceed from the first station West of territory in trouble to the next block office East, at which point the train will procure a staff for the block ahead, proceeding through that block, repeating the operation until they reach a block office where telegraph communication can be had with another dispatcher's office. The authority to make use of staff at the initial office will be issued by the dispatcher's office in the form of a block card, authorizing the use of staff over the trouble territory, but on no account will the staff be used out of a station where the operator has previously pledged the block for a West bound train. After having run through a block with the staff the crew using it for

that purpose will leave it with the operator at the end of the block, who will return it to the office at the West end of the block by the first train running in that direction. A West bound train may make use of this staff to run from one block office to the next whenever the staff can be obtained by them at the East end of the block concerned. It is permissible for the dispatcher to order the staff taken by section men or messenger from the office at the West end of the block to the office at the East end of the block for the purpose of moving a West bound train whenever necessity requires that it be done. In the event of a wire failure occurring between telegraph offices, dispatchers on the opposite side of a break from the dispatcher in whose territory the break occurred will be advised of the facts by the operator closest to the break and it will be understood to be the duty of the dispatcher so notified to pick up the work of moving trains over the detached territory until repairs to the wire have been made, and the detached territory can again be handled by the dispatching office in whose jurisdiction the trouble occurred. Operators will keep staff in a given place readily accessible.

RULES GOVERNING MOVEMENT OF TRAINS AT U. P. 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.
 Paradise (S) (Station and Tool Car.)
 DR. H. H. HATTERY, Plains (S)
 DR. E. D. PEEK, Thompsons Falls, Station (S)
 DR. O. F. PAGE, Sand Point (S)
 Kootenai (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. X. L. ANTHONY (Oculist), Spokane.
 DR. E. T. HEIN, Palouse (S)

DR. ED. MAGUIRE, Pullman (S)
 DR. W. H. CARITHERS, Moscow (S)
 DR. JOHN B. MORRIS, Lewiston (S)
 DR. C. F. TUOMY, Genesee.
 DR. E. M. ASHLEY, Lamont.

DR. R. J. ALCORNE, Stites (S)
 DR. R. P. MOORE, Davenport.
 Wilbur (S)
 Hartline
 DR. JNO. C. DWYER, Coeur d' Alene (S)
 DR. F. A. CAMPBELL, Grangeville
 DR. G. M. FAIRLEY, Oro Fino

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.