

# NORTHERN PACIFIC RAILWAY COMPANY.

## IDAHO DIVISION

# TIME 33 TABLE

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

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

**SUNDAY, Nov. 20th, 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.

## 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 derrails 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

Approachng 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.

### 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.

T. H. LANTRY,  
Trainmaster

C. P. HUNT,  
Trainmaster

B. W. WALKER,  
Trainmaster

J. J. BLAIR,  
Chief Dispatcher

WEST BOUND.

FIRST DISTRICT.

EAST BOUND.

THIRD CLASS TRAINS		SECOND CLASS TRAINS		FIRST CLASS TRAINS.					STATIONS.		FIRST CLASS TRAINS					SECOND CLASS TRAINS		THIRD CLASS TRAINS	
875		601	603	3	41	227	5	1	STATIONS.	4	2	228	42	6	602		876	878	
Way Freight		Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls	Passenger	Passenger	Passenger	Passenger	Passenger	Freight		Way Freight	Way Freight	
EXCEPT SUNDAY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		EXCEPT SUNDAY	EXCEPT MONDAY	
6.00 AM 227		11.25 PM	5.55 PM 6	2.30 PM 228-2	10.25 AM	6.30 AM	1.45 AM	12.40 AM	PD.....PARADISE.....N 6.2	3.28 AM	1.40 PM 3-878	2.00 PM 3-878	3.05 PM	5.25 PM 603	7.55 PM			1.30 PM 2-228.3	
6.30 AM 227		11.50	6.18	2.43 42	10.37	6.41 875	1.55	12.50	HO.....PLAINS.....N 7.4	3.13	* 1.25	1.45	2.43 3	5.12	7.35			1.00 12.30	
7.30		12.10 AM	6.30	* 2.54	* 10.48	6.54	* 2.05	* 1.00	KS.....WEEKSVILLE.....N 7.1	* 2.58	* 1.14	1.29	* 2.26	* 5.00	7.15			12.05 PM	
8.00		12.35	6.52 602	* 3.04	* 11.00	7.08	* 2.17	* 1.11	DY.....EDDY.....N 2.8	* 2.45	* 1.08	1.14	* 2.10	* 4.47	6.52 603			11.40 AM	
8.10		12.43	7.02	* 3.07	* 11.04	7.13	* 2.20	* 1.15	.....FROST..... 4.5	* 2.40	* 12.59	f 1.07	* 2.05	* 4.43	6.45			11.30	
8.30		1.00	7.20	* 3.15	* 11.13 878	f 7.22	* 2.30 4	* 1.21	WN.....WOODLIN.....N 3.6	* 2.30 5	* 12.50 228	f 12.55 12.45-2	* 1.55	* 4.35	6.33			11.13 11.08-41	
8.50		1.10	7.35	f 3.20	11.20	7.30	2.36	* 1.25	FN.....THOMPSON FALLS.....N 5.1	2.25	* 12.45	12.40	1.45	* 4.28	6.20			10.45 9.40	
9.10 878		1.25 1-4	7.55	* 3.30	* 11.30	f 7.42 878	* 2.45	* 1.32 601	BK.....KILDEE.....N 1.0	* 2.17	* 12.36	f 12.28	* 1.33	* 4.17	6.00			9.15	
9.15		Via New Line	Via New Line	* 3.32	* 11.33	f 7.46	* 2.47	* 1.34	.....BELKNAP..... 6.7	* 2.15	* 12.34	12.25	* 1.28	* 4.15	Via New Line			Via New Line	
9.45				f 3.43	* 11.46	7.59	* 3.00	* 1.45	WP.....WHITE PINE.....N 5.6	* 2.07	* 12.24	12.12 PM	* 1.15	* 4.04				Via New Line	
10.10		Via Old Line	Via Old Line	* 3.52 6	* 11.59 AM 228	f 8.09	* 3.08	* 1.55 4	.....VERMILION..... 2.6	* 1.55 1	* 12.12	f 11.59 AM 41	* 1.02	* 3.52 3	Via Old Line			Via Old Line	
		1.40	8.05						.....BELKNAP..... 3.6						5.55			8.45	
		1.55	8.20						.....TALC..... 4.5						5.37			8.30	
		2.10	8.35						.....WHITE PINE.....N 2.9						5.25			8.15	
		2.25	8.50						.....VERMILION..... 4.6						5.12			8.00	
10.25		2.35	9.05	f 3.57	* 12.07 PM 2	8.15	* 3.12	* 2.02	J.....TROUT CREEK.....N 6.1	* 1.49 601	* 12.07 PM 41	11.52	* 12.55	* 3.38	5.00			7.25 875-227	
10.55		2.50	9.33	* 4.06	* 12.17	f 8.28	* 3.20	* 2.12	TC.....TUSCOR.....N 6.0	* 1.37	* 11.56 AM	11.38	* 12.42	* 3.23	4.40			6.50	
11.20 AM 11.47 AM 228-2		3.10	9.53	* 4.15 602	* 12.30 42	f 8.40	* 3.29	* 2.22	.....FURLONG..... 4.0	* 1.25	* 11.47 875	f 11.28 875	* 12.30 41	* 3.10	4.15 4.10 3			6.20	
12.05 PM 12.20 42		3.33 3.45 5	10.10	f 4.25	* 12.40	8.53	* 3.38 601	* 2.35	NX.....NOXON.....N 4.3	* 1.18	* 11.37	11.18	* 12.20 875	* 2.57	3.55			2.00 PM 6	
12.43 12.55-41		4.02	10.25	* 4.33	* 12.48 875	f 9.00	* 3.46	* 2.44	.....SMEADS..... 5.2	* 1.09	* 11.25	f 11.07	* 12.07 PM	* 2.44	3.35			1.30	
1.15 876		4.25	10.46	f 4.45	* 1.00 876	9.13	* 3.56	* 2.52	HR.....HERON.....N 6.9	* 1.01	* 11.16 876	10.59 876	* 11.55 AM 876	* 2.33	3.13			1.15 PM 10.20 AM 42-41-875	
1.35		4.46	11.10	* 4.56	* 1.10	9.29 876	* 4.05	* 3.02	BN.....CABINET.....N 4.8	* 12.50	* 11.05	10.45	* 11.43	* 2.20	2.48			9.50 9.30 227	
1.50		5.02	11.28	* 5.08	* 1.17	f 9.38	* 4.12	* 3.09	.....OZOMA..... 2.6	* 12.44	* 10.58	f 10.35	* 11.31	* 2.07	2.30			8.57	
1.57-602 2.20-6		5.11	11.38	* 5.07	* 1.22	9.46	* 4.16	* 3.13	CX.....CLARK'S FORK.....N 4.9	* 12.40	* 10.53	10.30	* 11.26	* 2.02 875	2.20 875			8.45	
2.40		5.27	11.55 PM	* 5.16	* 1.30	9.55	* 4.23	* 3.20	.....DENTON..... 4.2	* 12.33	* 10.45	f 10.20	* 11.16	* 1.50	2.03			8.20	
3.00		5.45	12.20 AM 12.25 4	* 5.23	f 1.40 6-602	10.10 228	* 4.31	* 3.32	H.....HOPE.....N 7.7	* 12.25 603	* 10.37	10.10 227	f 11.06	* 1.40 41-602	1.45 1.30 6-41			8.00 6.40	
3.30		6.10 876	12.50	* 5.35	* 1.52	f 10.25 2	* 4.42	* 3.47	OD.....ODEN.....N 4.7	* 12.12	* 10.25 227	f 9.54	* 10.50	* 1.22	1.05			6.10 6.05-601	
4.00 PM		6.30 AM	1.10 AM	* 5.45 PM	* 2.03 PM	10.40 AM 42	* 4.50 AM 876	* 3.53 AM	KN.....KOOTENAI.....N	* 12.05 AM	* 10.15 AM	9.45 AM	* 10.40 AM 227	* 1.10 PM 602	12.45 PM 6			5.45 AM 5	
EX. SUN.		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			EX. SUN.	
10.0		7.05	7.15	3.15	3.38	4.10	3.05	3.13		3.23	3.25	4.15	4.25	4.15	7.10			8.15	
11.5		16.4	13.5	35.3	31.3	27.6	36.8	35.4		34.1	33.6	27.0	26.0	27.5	16.0			9.2	

Registering Station—Paradise.

Bulletin Stations—Paradise and Kootenai.

Standard Clocks—Paradise and Kootenai.

The time shown for trains on First and Second Districts 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 carried to stop must not leave in advance of time shown. Reduce speed to eight miles per hour through corporate limits of Thompson Falls. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Double track switches at Kildee and Trout Creek will be set for new main line. First class trains when 15 minutes or more late and extra trains running on schedule will observe same precautions in yard limits at Paradise and Kootenai as required of second and inferior class trains by Rule 298 F. All trains using new line between Trout Creek and Kildee will come to full stop before going on single track at Trout Creek and Kildee. No. 4 will stop on flag at White Pine on Wednesdays and Saturdays.

Nos. 601, 602, 603, 605, 878 will run via New Line between Trout Creek and Kildee.

WEST BOUND.

SECOND DISTRICT.

THIRD CLASS TRAINS			SECOND CLASS TRAINS			FIRST CLASS TRAINS													Coal, Water, Seals, Tablets and Wyes	Station Numbers	Distance from Kootenai	Time Table No. 33		Distance from Cheney	Capacity of Passing Tracks
663	883	873	601	665	603	255	257	3	247	41	233	235	227	245	231	5	1	Nov. 20, 1910				Succeeding No. 32A			
Freight	Way Freight	Way Freight	Freight	S. P. & S. 75 Freight	Freight	S. P. & S. 3 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS				Telegraph Offices and Calls			
DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								
		5.15 AM 5	6.30 AM		1.10 AM			* 5.45 PM		* 2.03 PM			10.40 AM 2-228-42			* 4.50 AM 873	* 3.53 AM	KN.....KOOTENAI.....N 3.5	88.4	Yard					
		5.30 6.20	6.45		1.25			5.57		2.13			10.50			5.02	* 4.03	SA.....SAND POINT.....N 3.9	84.9	120					
		6.35	6.57		1.40			* 6.05		* 2.22 874			f 10.58			5.10	* 4.11	.....LIGNITE..... 3.0	81.0	60					
		7.00	7.11		1.58			* 6.13		* 2.30			11.11			* 5.17	* 4.18	AG.....ALGOMA.....N 6.7	78.0	60					
		7.30 7.55 601	7.35 873		2.25			* 6.25		* 2.43			11.30 602			* 5.30	* 4.35	CO.....COCOLALLA.....N 4.1	71.3	120					
		8.20	7.53		2.45			* 6.35		* 2.53			f 11.45 874			* 5.39	* 4.45	.....CAREYWOOD..... 4.1	67.2	60					
		8.40 9.46 228-242	8.08		3.00			* 6.41		* 3.00			11.55 AM			* 5.45	* 4.53	GE.....GRANITE.....N 6.6	63.1	120					
		10.10 10.35 602-874	8.25 8.30 228		3.27			* 6.55		* 3.13			12.15 PM 6			* 5.59	* 5.08	AX.....ATHOL.....N 7.5	56.5	120					
		11.10 6	8.55 42-602-874		3.58			* 7.08		* 3.25			f 12.32			* 6.11	* 5.19	RS.....RAMSEY.....N 5.6	49.0	60					
		11.45 AM 12.30 PM	9.25		4.22			7.20	See Page 7	3.86			12.46	See Page 7		f 6.25	* 5.29	RD.....RATHDRUM.....N 6.9	43.4	60					
		12.55 1.20 227	9.50		4.50			* 7.32	5.50 PM	* 3.45			f 1.02 873	10.50 AM		* 6.35	* 5.39	AU.....HAUSER.....N 5.7	36.5	120					
		1.55 2.10 248	10.15		5.15			* 7.42	6.08	* 3.55			f 1.16	f 11.00		* 6.45 874	* 5.49	OS.....OTIS.....N 6.0	30.2	120					
		2.35	10.35		5.40 874			* 7.50	6.15	* 4.05			f 1.30	f 11.14 6		* 6.56 246	* 5.59 874	TR.....TRENT.....N 3.9	24.8	60					
		2.50	10.55 6-245		5.50 245-1			* 7.55	f 6.20	* 4.10			f 1.35 248	f 11.21 601		* 7.05 228	* 6.05 603	YD.....YARDLEY.....N 2.7	20.9	Yard					
		9.45 PM 255 254-4-3	3.00 AM	3.15 PM	11.30 AM 5.00 PM 233-41-258	11.00 PM	6.15 AM	9.40 PM 3-663 254-4	7.00 PM 284	8.15 8.45 255	6.35 PM	4.25	4.00 PM 41-601 258	2.00 PM	1.50 PM	11.35 AM	8.00 AM 42-2-5	7.20 42-602 7.30 42-281 666	6.20 246-228 6.30 602-666	SP.....SPOKANE.....N 1-5	16.4	Yard			
		9.55	3.15		5.10	11.10		* 9.45	* 7.07	* 8.50			* 4.42	* 4.07	* 2.05		* 8.07	* 7.35	* 6.37	NS.....SEVENTH AVE.....N 4.7	14.9	00			
		10.15	3.35 664		5.35	11.30		* 9.55	* 7.17	* 9.00 4-254			* 4.54	* 4.16	* 2.20 232		* 8.20	* 7.45 2	* 6.50 42	WS.....WINS.....N 2.8	10.2	60			
		10.25 PM	4.00		5.50 234	11.45 PM		10.05 PM 663	* 7.23	* 9.07			* 5.02	4.25 PM	2.28		8.30 AM	* 7.54	* 7.03	MR.....MARSHALL.....N 7.4	7.4	120			
	See Page 5	4.20 AM 602			6.30 PM				7.40 PM	9.25 PM			5.20 PM	See Page 5	2.45 PM 253 See Page 7		See Page 5	8.15 AM	* 7.23 AM 2	CY.....CHENEY.....N	0.0	75			
	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								
	0.40	1.20	10.0	6.30	1.45	5.05		0.25	0.40	3.10	0.45	3.07	0.25	0.45	3.10	.50	0.30	3.15	3.20						
	12.0	12.0	7.2	13.4	9.1	14.1		21.6	24.0	27.7	26.6	28.9	21.6	26.6	27.7	24.0	18.0	29.2	26.4						

The time shown for Trains on First and Second Districts is for information only and does not confer any rights. Trains will be handled by A. B. C. System.

Registering Stations—Spokane.  
 Bulletin Stations—Kootenai, Spokane and Cheney.  
 Standard Clocks—Kootenai and Spokane.  
 Branch line trains will register at Hauser, Marshall and Cheney.  
 Moab flag for trains 245, 246, 247 and 248.  
 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 and Cheney.  
 First-class trains when 15 minutes or more late, and extra trains running on schedule will observe same precautions in yard limits at Kootenai, Sandpoint, Spokane and Cheney 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.  
 Double track switch at Seventh Ave. will be set for east bound trains.  
 Double track switch at Wins will be set for west bound trains.  
 Double track switch at Marshall will be set for east bound trains.  
 The time shown for trains on First and Second Districts 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.  
 All trains must approach W. C. Branch junction switch east of Cheney under full control.  
 Maximum grades between Spokane and Cheney.  
 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	531	859	243	233	239	231	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Marshal Junction	Time Table No. 33 Nov. 20, 1910 Succeeding No. 32A				Distance from Lewiston	Capacity of Passing Tracks	232	240	244	234	532	860	664	858	854	856
Freight EXCEPT MONDAY	Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Freight DAILY See Page 3	Passenger DAILY	Freight DAILY	Passenger DAILY	Passenger DAILY See Page 3	Passenger DAILY	Passenger DAILY See Page 3				Passenger DAILY See Page 4	Passenger DAILY	Passenger DAILY	Passenger DAILY			Passenger DAILY See Page 4	Passenger DAILY	Freight DAILY	Freight DAILY See Page 4	Freight EXCEPT SUNDAY	Freight EXCEPT SUNDAY	Freight EXCEPT MONDAY			
	7.30AM		10.50PM				4.25PM		8.38AM	W C Y	1585	0.0	MR.....MARSHALL.....N	137.5	113	2.15PM				6.28PM					4.00AM		2.45PM	
	7.55		11.10				* 4.35		f 8.45	I D	5	5.0	.....DYNAMITE.....	132.5	30	f 2.02				* 6.15					3.40		2.20	
	8.25		11.35				4.51		9.05	I D	11	11.2	SG.....SPANGLE.....D	126.3	35	<b>1.50</b> 854				6.05						<b>1.55</b> <b>1.40</b> 282		
	8.50		11.55PM				5.05		9.22	I D	20	19.7	MA.....PLAZA.....D	117.8	26	1.32				5.48					3.00		1.10	
	9.05		12.08AM				* 5.12		* 9.30	I D	23	23.4	.....NORTH PINE.....	114.1	26	f 1.23				* 5.40					2.40		12.50	
	9.25		12.20				5.19		9.36	I D	27	26.7	RO.....ROSALIA.....N	110.8	30	1.17				5.32					2.28		12.35	
	<b>9.36</b> <b>9.55</b> 231		12.28				* <b>5.27</b> 234		* <b>9.41</b> 853	I D	30	28.8	.....DONAHUE.....	108.7	17	f 1.10				* <b>5.27</b> 233					2.15		12.15PM	
	10.10		12.40				* 5.35		f 9.50	I D	32	31.9	.....Mc COYS.....	105.6	25	f 1.05				* 5.22					1.55		11.55AM	
	10.35		12.55				5.47		10.02	I D	38	37.5	OD.....OAKESDALE.....D	100.0	65	12.52				5.09					1.35		11.30	
												38.2	.....U. P. AND S. & I. CROSSINGS... No Connection 4.6	99.3														
	<b>11.05</b> 854		<b>1.20</b> 664				6.02		10.15	W C Y	I D	42.8	BM.....BELMONT.....D	94.7	90	12.40				4.57					<b>1.20</b> 663		<b>11.05</b> 853	
	11.20		1.35				* 6.12		10.25	I D	47	47.1	.....EDEN.....	90.4	35	f 12.25				* 4.42					12.50		10.55	
	<b>11.45AM</b> <b>12.25PM</b> 232		1.45				6.19		<b>10.35</b> 854	I D	50	49.4	GF.....GARFIELD.....D	88.1	40	<b>12.20PM</b> 853				4.37					12.40		<b>10.43</b> <b>10.30</b> 281	
												49.7	.....U. P. AND S. & I. CROSSINGS... Track Connection 3.7	87.8														
	1.00		2.15				6.43		11.00	W S	I D	53.4	.....CEDAR CREEK.....	84.1	7	f												
	1.20		2.40				* 6.57		f 11.15	I D	59	59.0	PC.....PALOUSE.....N	78.5	35	11.55AM				4.15				12.05AM		10.00 8.40		
	1.40		2.58				* 7.07		<b>11.25</b> 232	I D	66	65.6	.....FALLONS.....	71.9	30	f 11.40				* 4.00				11.35PM		8.25		
5.30AM	2.00PM		8.15 8.30	<b>12.10PM</b> 231-232	6.00AM		7.20 7.27		<b>11.40</b> <b>11.50</b> 532-531	W C	I D	70.4	PN.....PULLMAN.....N	67.1	30	<b>11.25</b> 231				* 3.48				11.10		8.05		
											71	75.5	.....U. P. CROSSING... No Connection 0.9	61.4						8.35 8.30	<b>10.35AM</b> 231-232	5.00PM		10.45 10.25		7.45AM	1.20PM	
	5.45		8.35	12.15PM	6.05AM		7.32		11.55AM	Y	I D	76	.....PULLMAN JUNCTION.....	60.5	52	10.57				8.25	<b>10.25AM</b> 232	4.35PM		10.15		1.00 531		
	6.00		8.50	See page 6	See page 6		* 7.38		12.05PM	Ii	77	80.6	.....SUNSHINE.....	56.9	32	f 10.51				* 3.17	See page 6	See page 6		10.00		12.45		
	6.20 7.10		4.15				7.55		<b>12.27</b> 856	W T C	Ii	80.6	MO.....MOSCOW.....N	51.7	37	10.40				8.07				9.40		<b>12.27PM</b> <b>11.40AM</b> 281		
	7.30		4.35				f 8.07		f 12.43	Ii	9	85.8	.....JOEL.....	45.2	30	f 10.15				f 2.48				9.10		11.15		
	7.50		4.55				f 8.18		f 12.53	T	15	92.3	.....HOWELL.....	41.0	30	f 10.05				* 2.88				8.50		10.50		
	8.15		5.10				<b>8.25</b> 664		1.00	W	22	99.4	VM.....TROY.....D	38.1	47	9.55				2.28				<b>8.25</b> <b>8.20</b> 283		10.35		
	8.35		5.28				* 8.39		* 1.12	Ii	28	105.5	.....BOVARD.....	32.0	13	* 9.30				* 2.08				7.45		10.00		
	<b>9.05-232</b> <b>9.30-856</b>		5.50				8.55		1.30	W C T	34	111.0	KR.....KENDRICK.....N	26.5	47	<b>9.10</b> 855				1.50				7.20		<b>9.30</b> 855		
	10.00		6.05				9.05	See Page 6	<b>1.40</b> 234	Ii	38	115.0	JA.....JULIAETTA.....D	22.5	32	8.55	See Page 6			<b>1.40</b> 231				7.05		9.10		
	10.40		6.25				9.23		<b>8.35AM</b> 232-856	W Y	Ii	47	.....ARROW.....	14.0	No Sdg.	<b>8.30</b> 239-856				<b>2.05PM</b> 231				6.45		<b>8.40</b> <b>8.20</b> 232-239		
	11.00 243		<b>2.25PM</b> 231-244-240				<b>10.35AM</b> 855		f 9.30	Y	Ii	49	.....JOSEPH.....	11.0	No Sdg.	8.15				1.57				6.80	<b>8.35AM</b> 239		8.00	

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

11.55AM 234	8.10PM	7.15AM 232 858 856	11.00AM	10.00PM	9.10AM	2.50PM	W C T	Ii 60	137.5	WN.....LEWISTON.....D	0.0	Yard	7.45AM 663	1.35PM 234-854	2.00PM 240	12.50PM 855-240	6.00PM	7.50AM 663-232	7.15AM 863 232 858		
EX. MON.	EX. SUN.	EX. SUN.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUN.	EX. MON.	
6.25	6.30	.45	8.25		.25	5.35	.35	6.17					6.30	.30	0.40	5.38		10.	.45	7.00	6.05
9.6	11.5	12.00	16.2		22.0	24.5	24.0	21.8					21.0	28.0	16.5	24.2		13.7	14.7	10.7	10.1
Time over District.												Average Speed per Hour.									

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 30 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, one mile East of Joseph, 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. 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. Nos. 231 and 232 will stop on flag at Kelley's Spur and Spokane County Farm

WEST BOUND.

PALOUSE AND LEWISTON BRANCH—Continued.

EAST BOUND.

SECOND CLASS TRAIN				FIRST CLASS TRAIN				Time Table No. 33. Nov. 20, 1910. Succeeding No. 32A.				FIRST CLASS TRAIN				SECOND CLASS TRAIN			
859				531				STATIONS.				532				860			
Freight				Passenger				Telegraph Offices and Calls				Passenger				Freight			
DAILY See page 5				DAILY See page 5								DAILY See page 5				DAILY See page 5			
6.05AM				12.15PM	Y	ID 77	0.0	PULLMAN JUNCTION	5.0	27.0	52	10.25AM				4.35PM			
6.25				f 12.23		ID 82	5.0	STALEY	2.4	22.0	35	f 10.12				4.15			
6.35				f 12.34		ID 84	7.4	CHAMBERS	2.4	19.6	30	10.05				4.00			
6.50				12.40		ID 87	9.8	JOHNSON'S	5.2	17.2	35	10.00				3.45			
7.15				12.55	W	ID 92	15.0	COLTON	2.8	12.0	40	9.47				3.10			
7.45				1.02		ID 95	17.8	UNIONTOWN	2.4	9.2	37	9.40				2.50			
8.10				f 1.10		ID 97	20.2	LEON	6.8	6.8	32	f 9.35				2.30			
9.00AM 532				1.30PM 860	W C Y	ID 104	27.0	GENESEE		0.0	37	9.20AM 531				2.00PM 531			
DAILY				DAILY								DAILY				DAILY			
2.55				1.15								1.25				2.35			
9.2				21.6				Time over District.				18.2				10.4			
				Average Speed per Hour.															

Registering Stations—Pullman Junction and Genesee.

No. 859 Has Right Over Nos. 532 and 860 No. 531 Has Right Over 532  
No. 859 and 860 Will Carry Passengers.

Bulletin Stations—Pullman and Genesee.

WEST BOUND.

CLEARWATER SHORT LINE.

EAST BOUND.

THIRD CLASS.		FIRST CLASS.		Time Table No. 33. Nov. 20, 1910. Succeeding No. 32A.		FIRST CLASS.		THIRD CLASS	
861		237		STATIONS.		238		862	
Freight		Passenger		Telegraph Offices and Calls		Passenger		Freight	
EXCEPT SUNDAY		DAILY See page 5				DAILY See page 5		EXCEPT SUNDAY	
12.20PM		2.20PM	Y	ARROW	3.5	62.8	No Sdg.	8.25AM	11.30AM
12.30		f 2.30	I K 3	MYRTLE	8.0	59.3	f 8.13		11.20
12.55		f 2.55	I K 12	AGATHA	1.9	51.3	f 7.50		10.50
1.00		3.00	W I K 13	LENORE	6.7	49.4	7.45		10.40
1.25		3.18	I K 20	PECK	4.9	42.7	7.20		10.15
1.45		f 3.33	I K 25	AHSAHKA	4.0	37.8	f 7.07		9.55
2.10		3.48	W I K 29	ORO FINO	8.1	33.8	6.52		9.40
2.45		4.13	I K 37	GREER	6.9	25.7	6.27		8.55
		f	I K 44	PARDEE	1.6	18.8	No Sdg. f		
3.20		f 4.43	I K 46	TRAMWAY	5.9	17.2	f 5.57		8.30
3.50		5.07	I K 52	KAMIAH	7.9	11.3	5.42		8.00
4.15		5.35	W I K 59	KOOSKIA	3.4	3.4	5.28		7.30
4.35PM 237		5.50PM	T C W I K 63	STITES		0.0	5.15AM		7.15AM
EXCEPT SUNDAY		DAILY					DAILY		EXCEPT SUNDAY
4.15		3.30		Time over District.			3.10		4.15
14.6		19.8		Average Speed per Hour.			20.0		14.8

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.

Nos. 861 and 862 will carry passengers.

No. 238 will run as No. 239, Arrow to Lewiston.

No. 237 will run as No. 240, Lewiston to Arrow.

WEST BOUND.						WASHINGTON CENTRAL BRANCH.						EAST BOUND.								
THIRD CLASS.			FIRST CLASS.			Water, Coal, Scales, Tables and Wyes	Distance from Cheney	Station Numbers	Time Table No. 33 Nov. 20, 1910 Succeeding No. 32A			Distance from Adrian	Capacity of Passing Tracks	FIRST CLASS.			THIRD CLASS.			
867	863	865	251	235	253				236	250	252			864	866	868				
Freight	Freight	Freight	Passenger	Passenger	Passenger	See Page 4 Passenger	Passenger	Passenger	Freight	Freight	Freight									
Tues. Thur. Sat.	EXCEPT SUNDAY	Mon. Wed. Fri.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.									
	8.15 AM			2.50 PM		W C Y	0.0	1592	CY.....CHENEY.....N	127.1	144	9.55 AM				4.20 PM				
	8.50			3.15			10.4	10	MK.....MEDICAL LAKE.....D	116.7	30	9.35				8.50				
	9.15 9.25 236			f 3.25 864		W	15.5	16	.....DEEP CREEK.....	111.6	37	f 9.21 863				3.25 235				
	9.50			f 3.40			21.0	21	.....HITE.....	106.1	16	f 9.05				2.55				
	10.25			3.55		W	26.5	26	RH.....REARDAN.....D	100.6	45	8.52				2.25				
	10.55			f 4.18			33.9	34	.....MONDOVI.....	93.2	32	8.32				1.45				
	11.25 AM 12.30 PM 864			4.30		W Y	41.4	41	DA.....DAVENPORT.....D	85.7	30	8.14				1.15 12.10 PM 863				
	12.50			f 4.47			47.8	47	.....ROCKLYN.....	79.3	50	f 7.54				11.40 AM				
	1.20			f 5.05			56.4	56	.....FELLOWS.....	70.7	6	f 7.35				11.10				
	1.55			5.25			64.1	64	CR.....CRESTON.....D	63.0	32	7.20				10.40				
	2.30			5.45		W	74.1	74	WR.....WILBUR.....D	53.0	40	6.55				10.00				
	3.00			6.05			80.7	81	GO.....GOVAN.....D	46.4	35	6.35				9.25				
	3.35			6.18		W	87.5	87	A.....ALMIRA.....D	39.6	35	6.19				8.55				
	3.50			f 6.27			91.1	90	.....HANSON.....	36.0	12	f 6.08				8.30				
	4.10			6.37			96.6	97	RN.....HARTLINE.....D	30.5	30	5.59				8.15				
3.10 PM	4.45		6.55 PM	Ar 6.55 PM	5.18 AM		105.7	106	.....COULEE JCT.....	21.4	60	Lv 5.40 AM	5.40 AM	7.35 PM	7.40	7.20 AM				
3.20 PM	5.00 PM		7.00 PM		5.25 AM	W C T	108.3	108	C.....COULEE CITY.....D	24.0	30	5.35 AM	7.25 PM	7.30 AM	866	7.10 AM	864			
			7.20 AM		Lv 7.35 PM		105.7	106	.....COULEE JCT.....	21.4	60	Ar 5.18 AM						8.10 PM		
			8.00		8.00		116.7	117	.....BACON.....	10.4	60	4.55						2.30		
			8.40 AM		8.35 PM	W C T	127.1	127	ND.....ADRIAN.....N	0.0	Yard	4.30 AM						1.50 PM		
Tues. Thur. Sat.	EXCEPT SUNDAY	Mon. Wed. Fri.	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.			
0.10	8.45	1.20		5.12								5.13		8.50		1.20				
18.0	12.3	15.7		24.4								24.3		12.2		15.7				
			Time over District.									5.13			8.50			1.20		
			Average Speed per Hour.									24.3			12.2			15.7		

WEST BOUND.			FARMINGTON BRANCH.						EAST BOUND.							
THIRD CLASS.			THIRD CLASS.			Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Belmont	Time Table No. 33 Nov. 20, 1910 Succeeding No. 32			Distance from Farmington	Capacity of Passing Tracks	THIRD CLASS.		
871	871	871	872	872	872				872							
Freight	Freight	Freight	Freight	Freight	Freight	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.								
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY								
	9.30 AM					W C Y	I D 43	0.0	BM.....BELMONT.....D	6.5	90	10.25 AM				
								5.3	.....U. P. CROSSING.....	1.2						
	9.55 AM						I H 7	6.5	FA.....FARMINGTON.....D	0.0	25	10.00 AM				
	DAILY											DAILY				
	.25								Time over District.			.25				
	15.6								Average Speed per Hour.			15.6				

Registering Station—Farmington.  
Standard Clock—Spokane.  
No. 871 has right over 872.  
Nos. 871 and 872 will carry passengers.

WEST BOUND.			SEATTLE BRANCH.						EAST BOUND.							
THIRD CLASS.			THIRD CLASS.			Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Davenport	Time Table No. 33 Nov. 20, 1910 Succeeding No. 32A			Distance from Dennys	Capacity of Passing Tracks	THIRD CLASS.		
869	869	869	870	870	870				870							
Freight	Freight	Freight	Freight	Freight	Freight	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.								
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY								
	1.00 PM					W C Y	I F 41	0.0	.....DAVENPORT.....	18.0	30	3.10 PM				
	1.20						I E 5	4.8	.....WHEATDALE.....	13.2	8	2.50				
	1.30						I E 7	7.3	.....OMANS.....	10.7	6	2.40				
	1.45						I E 12	11.4	.....GRAVELLES.....	6.6	8	2.25				
	2.00 PM						I E 18	18.0	.....DENNY'S.....	0.0	6	2.10 PM				
	EXCEPT SUNDAY											EXCEPT SUNDAY				
	1.0								Time over District.			1.0				
	18.0								Average Speed per Hour.			18.0				

No. 869 has right over 870.  
Register Station—Davenport.

Registering and Bulletin Stations—Cheney, Adrian and Coulee Junction.  
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 Adrian.  
Nos. 863, 864, 865, 866, 867 and 868 will carry passengers.  
No. 236 will run as No. 253 Coulee Junction to Coulee City, and as No. 250 Coulee City to Coulee Junction.  
No. 250 will run as No. 236 Coulee Junction to Cheney.  
No. 866 will run as No. 865 Coulee Junction to Adrian.  
No. 868 will run as No. 867 Coulee Junction to Coulee City.  
No. 235 will run as No. 251 Coulee Junction to Coulee City, and as No. 252 Coulee City to Coulee Junction. No. 252 will run as No. 235 Coulee Junction to Adrian.  
No. 253 has right over No. 250 Coulee Junction to Coulee City.  
No. 251 has right over No. 252 Coulee Junction to Coulee City.

WEST BOUND.			FORT SHERMAN BRANCH.						EAST BOUND.							
FIRST CLASS TRAINS.			FIRST CLASS TRAINS.			Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Coeur d'Alene	Time Table No. 33 Nov. 20, 1910 Succeeding No. 32A			Distance from Hauser Station	Capacity of Passing Tracks	FIRST CLASS TRAINS.		
247	245	245	246	248	248				246	248						
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger									
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY									
	5.20 PM	10.20 AM	C Y	I A 14	0.0	CA.....COEUR D'ALENE.....D	13.5	16	8.00 AM	2.45 PM						
	5.38	10.38		I A 4	9.2	PF.....POST FALLS.....D	4.3	22	7.38	2.27						
					11.3	.....S. I. CROSSING.....	2.2									
	5.50 PM See Page 3	10.50 AM See Page 3	Y W	1557	13.5	AU.....HAUSER.....N	0.0	120	7.25 AM See Page 4	2.15 PM See Page 4						
	DAILY	DAILY							DAILY	DAILY						
	0.30	0.25							0.35	0.30						
	26.0	81.2							23.1	27.0						
			Time over District.						0.35 0.30							
			Average Speed per Hour.						23.1 27.0							

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 at Coeur d'Alene 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. 245, 246, 247 and 248 connect with steamer at Coeur d'Alene.



**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	Meadow Lake	6.6 Miles	8
Alger	48.7 "	57	Flume	24.6 "	4	Forrey	122.1 "	8
Beeson	49.2 "	6	Penoyers	31.0 "	4	<b>SEATTLE BRANCH</b>		
Cedar Spur	80.3 "	50	<b>FARMINGTON BRANCH.</b>			DISTANCE FROM DAVENPORT		
Lane Potter	90.9 "	42	DISTANCE FROM BELMONT					Car Cap'y
Culver	111.6 "	10			Car Cap'y	Frys	9.0 Miles	8
Boyer	114.1 "	15	<b>P. &amp; L. BRANCH.</b>			<b>FORT SHERMAN BRANCH</b>		
Sagel	124.2 "	10	DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
Dufort	127.6 "	12			Car Cap'y			Car Cap'y
Westmond	129.3 "	15	Marshall Quarry Spur	2.0 Miles	40	Heutters	9.4 Miles	10
Thomson	136.9 "	120	Freedom	15.5 "	5	Wrights	9.7 "	30
King's	138.1 "	6	Broadview	28.0 "	8	Blackwell Lmb. Co.	10.8 "	20
North Pole	151.2 "	11	Kelly's	40.3 "	7	Gibbs	11.0 "	15
Rogers	153.9 "	10	Pullman	73.7 "	6			
Calispel	157.3 "	8	Busbey's	78.9 "	8			
Crosby	165.2 "	4	Troy Log	100.0 "	6			
Moab	170.7 "	5	Rock Spur	106.1 "	10			
			Clyde	106.8 "	14			
			Haynes	134.0 "	6			
			Water Co.	135.6 "	3			

**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

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)

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

DR. E. F. POPE, (S)

DR. X. L. ANTHONY (Oculist), Spokane.  
(Stretchers at Baggage Room, Yard Office, M. M. Office and  
Tool Cars 1 and 2.)

DR. F. A. POMEROY, Cheney

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. G. M. FAIRLEY, Oro Fino  
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

TONNAGE RATINGS—FREIGHT ENGINES.

DISTRICTS.	ENGINES.										DISTRICTS.	ENGINES.													
	Class F 1		Class F 4		Class E 1		Class E 2-3 D 2-3		Class B			Class C		Class S 1-2-3-4, F-1		Class F, F 4		Class E 1		Class E 2-3 D 2-3		Class B, B 1		Class C	
	A	B	A	B	A	B	A	B	A	B		A	B	A	B	A	B	A	B	A	B	A	B	A	B
C. W. Branch—West Bound. Cheney to Almira.....	850	.....	600	.....	565	.....	511	.....	434	.....	350	.....	Not Allowed.						Sixty Cars.						
Almira to Hartline.....	700	.....	450	.....	365	.....	350	.....	300	.....	250	.....	Not Allowed.	1300	1170	1200	1070	1100	970	1000	870	850	765		
Hartline to Coulee Jet.....	1300	.....	1250	.....	1200	.....	1150	.....	1000	.....	900	.....	Not Allowed.	1500	1350	1500	1350	1200	1080	1100	990	1000	900		
Coulee Jet. to Adrian.....	1300	.....	1250	.....	1200	.....	1150	.....	1000	.....	900	.....	Not Allowed.	600	540	540	486	480	432	450	405	360	324		
C. W. Branch—East Bound. Adrian or Coulee City to Hartline.....	785	.....	513	.....	484	.....	437	.....	361	.....	300	.....	Not Allowed.					Sixty Cars.							
Hartline to Med. Lake.....	850	.....	600	.....	567	.....	511	.....	434	.....	350	.....	Not Allowed.	750	675	675	608	600	540	562	506	450	405		
Med. Lake to Cheney.....	1500	.....	1300	.....	1250	.....	1200	.....	1000	.....	950	.....	Not Allowed.	450	405	405	365	360	324	337	304	270	243		
													Not Allowed.	1166	1050	1049	945	932	839	874	787	650	585		

DISTRICTS.	ENGINES.													
	Class S 1-2-3-4		Class F 1		Class F 4		Class E 1		Class E 2-3, D 2-3		Class B		Class C	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B
Idaho Div.—West Bound. Marshall to Oakesdale.....	664	598	664	598	425	383	382	344	340	306	318	287	255	230
Oakesdale to Belmont.....	1093	984	1093	984	700	630	630	567	560	504	525	473	420	378
Belmont to Pullman.....	664	598	664	598	425	383	382	344	340	306	318	287	255	230
Pullman to Howell.....	625	563	625	563	400	360	360	324	320	288	300	270	240	216
Howell to Kendrick.....														
Kendrick to Lewiston.....														
Idaho Div.—East Bound. Lewiston to Arrow.....	1700	1530	1700	1530	1200	1080	1080	972	960	864	900	810	720	638
Arrow to Kendrick.....	1000	900	1000	900	650	585	585	526	520	468	487	449	400	360
Kendrick to Troy.....	350	315	350	315	225	203	191	172	168	152	155	140	130	117
Troy to Howell.....	400	360	400	360	265	239	225	203	198	179	190	171	153	138
Howell to Pullman.....	625	563	625	563	400	360	360	324	320	288	300	270	240	216
Pullman to Belmont.....	825	738	825	738	525	473	472	425	420	378	393	354	315	284
Belmont to Oakesdale.....	1500	1350	1500	1350	1050	956	944	850	840	756	786	708	630	568
Oakesdale to McCoys.....	1000	900	1000	900	650	585	585	527	520	458	487	439	390	351
McCoys to North Pine.....														
North Pine to Spangle.....	937	844	937	844	600	540	540	486	480	432	450	405	360	324
Spangle to Marshall.....	1300	1170	1300	1170	1000	900	950	860	875	800	800	740	650	600

DISTRICTS.	ENGINES.																	
	Class B		Class C		Class D 2-3		Class E 1-2-3		Class F 1		Class F 4		Class S 1-2-3-4		Class T		Class W	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
Idaho Div.—East Bound. Spokane to Paradise.....	940	.....	750	.....	1000	.....	1025	.....	1600	.....	1050	.....	1600	.....	1750	.....	2400	.....
Idaho Div.—West Bound. Paradise to Athol.....	775	.....	675	.....	925	.....	950	.....	1400	.....	975	.....	1400	.....	1500	.....	1800	.....
Athol to Spokane.....	1400	.....	1300	.....	1600	.....	1600	.....	Train Limit	.....	1600	.....	Train Limit					

