

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 36 TABLE

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

MONDAY, JANUARY 1st, 1912

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 westward trains on westward main line.

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

Upper arm of signal 29 governs trains proceeding on eastward main line.

Lower arm of Signal 29 governs trains proceeding into Fair Ground Spur.

Signal 31 governs eastward movements on westward main line.

Signal 32 governs trains pulling out of new train yard.

Signal 47 governs westward trains on westward main line.

Signal 49 governs westward movements on eastward 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 yellow flag by day and yellow light by night.)

Signal 4 governs eastward movements of trains on old main line.

Signal 26 governs westward 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 westward 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 yellow flag or yellow 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 eastward 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 eastward main line, 4 short O O O O

Approaching Signal 49 for Crossover into westward 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 westward trains, Signal 52 will automatically assume the Stop position, to the danger of approaching trains. Other high arm signals being similar.

T. F. LOWRY,
Trainmaster

C. P. HUNT,
Trainmaster

B. W. WALKER,
Trainmaster

J. J. BLAIR,
Chief Dispatcher

WESTWARD

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS					TIME TABLE NO. 30. Jan. 1, 1912 Succeeding No. 35										COND CLASS		THIRD CLASS								
875		603		227	41	5	3	1	STATIONS.				2	4	6	42	228	602	876										
Way Freight		Freight		Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls				Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight										
EXCEPT SUNDAY		DAILY		DAILY	DAILY	DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY										
L 6.45AM		L 10.50PM		L 6.30AM	L 10.25AM	L 1.45AM	L 3.05PM	L 12.35AM	W C	1390	0.0	PD.....	PARADISE 6.1	DN	115.7	Yard	A 1.40PM	A 3.40AM	A 4.45PM	A 3.05PM	A 2.25PM	A 8.05PM	A 4.30PM						
s 7.15		11.10		s 6.41	s 10.37	s 1.57	s 3.18	12.45	W	1396	6.1	HO.....	PLAINS 7.2	DN	109.6	130	1.25	f 3.24	s 4.31	s 2.48	s 2.10	7.40	s 4.00						
f 7.35		11.30		s 6.54	10.48	2.08	3.30	12.55		1404	13.3	.....	WEEKSVILLE 7.3	P	102.4	120	1.14	3.13	4.19	2.34	s 1.55	7.10	s 3.30					
s 7.55		11.50		s 7.08	11.00	2.20	3.41	1.05	W	1411	20.6	DY.....	EDDY 2.5	DN	95.1	140	1.08	3.02	4.07	2.20	s 1.42	6.40	s 2.50						
f 8.05		11.57PM		f 7.18	11.04	2.28	3.45	1.09		1413	23.1	.....	FROST 5.2	P	92.6	70	12.59	2.58	4.03	2.15	f 1.37	6.30	f 2.40					
f 8.20		12.10AM		f 7.22	11.18	2.33	3.54	1.18		1417	28.3	.....	WOODLIN 3.3	P	87.4	70	12.50	2.48	3.54	2.05	f 1.26	6.15	f 2.15					
s 8.45		12.20		s 7.30	s 11.20	s 2.43	f 4.00	1.23	W	1420	31.6	FN.....	THOMPSON FALLS 5.2	DN	84.1	120	12.45	2.43	s 3.43	s 1.57	s 1.20	6.00	s 2.02						
f 9.00		12.35		f 7.42	11.30	2.52	4.09	1.30		1426	36.8	BK.....	KILDEE 1.0	DN	78.9	No Sdg.	12.37	2.33	3.33	1.43	f 1.05	5.40	f 1.15						
f 9.05		Via New Line		f 7.46	11.33	2.55	4.11	1.32	W	1427	37.8	.....	BELKNAP 6.5	P	77.9	70	12.35	2.31	3.31	1.40	s 1.02	Via New Line	Via New Line					
s 9.30			s 7.59	11.46	3.08	f 4.25	1.46	Y	1434	44.3	WP.....	WHITE PINE 5.7	PD	71.4	60	12.27	2.21	3.21	1.28	s 12.52									
f 9.50			f 8.09	11.55AM	3.16	4.34	1.55		1439	50.0	.....	VERMILION 2.7	P	65.7	60	12.14	2.09	3.08	1.15	f 12.37								
Via Old Line		12.39		Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line	W		38.2	MARMOT 1.4	P	78.8	80	Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line					
		12.48														41.9									TALC 4.5	P	75.1	80
		1.00														46.4									CHILDS 2.9	P	70.6	80
		1.08														49.3									RICHARDS 4.7	P	67.7	80
s 10.20		1.30		s 8.15	12.07PM	3.23	f 4.40	2.04	W C	1444	52.7	J.....	TROUT CREEK 6.2	DN	63.0	80	12.07PM	2.04	3.03	1.10	s 12.30	4.30	s 11.50AM						
s 11.00		1.51		f 8.28	12.17	3.34	4.50	2.14		1449	58.9	TC.....	TUSCOR 5.8	DN	56.8	80	11.56AM	1.56	2.52	12.58	f 12.17	4.10	s 11.00						
f 11.45		2.45		f 8.40	12.28	3.42	5.01	2.26		1455	64.7	.....	FURLONG 4.1	P	51.0	60	11.45	1.46	2.41	12.47	f 12.06PM	3.55	f 10.30					
s 11.58AM		3.05		s 8.50	12.33	3.50	5.10	2.38	W	1458	68.8	NX.....	NOXON 4.3	DN	46.9	120	11.35	1.36	2.31	12.38	s 11.58AM	3.40	s 10.10						
f 12.25PM		3.22		f 9.00	12.43	3.58	5.18	2.48		1463	73.1	.....	SMEADS 5.9	P	42.6	55	11.25	1.27	2.21	12.25	f 11.49	3.25	f 9.45					
s 1.00		3.40		s 9.13	f 1.00	4.10	5.29	3.00		1468	79.0	HR.....	HERON 6.2	DN	36.7	120	11.16	1.18	f 2.10	12.10PM	s 11.37	3.05	s 9.13						
s 1.57		4.21		s 9.29	f 1.11	4.21	5.40	3.10	W	1474	85.2	BN.....	CABINET 4.9	DN	30.5	68	11.05	1.07	1.57	11.54AM	s 11.16	2.45	s 8.40						
f 2.25		4.40		f 9.38	1.19	4.28	5.46	3.17		1478	90.1	.....	OZOMA 2.6	P	25.6	140	10.53	12.59	1.47	11.42	f 10.38	2.25	f 8.20					
s 2.35		4.50		s 9.46	1.24	4.33	5.51	3.22		1482	92.7	CX.....	CLARK'S FORK 4.9	DN	23.0	120	10.53	12.55	1.41	11.37	s 10.38	2.15	s 8.10						
f 2.50		5.05		f 9.55	1.32	4.41	6.00	3.30		1489	97.6	.....	DENTON 4.7	P	18.1	60	10.45	12.47	1.32	11.27	f 10.20	1.58	f 7.50					
s 3.10		5.20		s 10.08	f 1.42	4.48	f 6.08	3.39	W C	1492	102.3	H.....	HOPE 7.2	DN	13.4	120	10.37	12.37	f 1.20	f 11.15	s 10.08	1.42	s 7.30						
f 3.35		5.40		f 10.25	1.54	4.59	6.20	3.51		1499	109.5	OD.....	ODEN 5.2	PD	6.2	60	10.25	12.25	1.06	11.00	f 9.52	12.42	f 6.25						
A 4.00PM		A 6.00AM		A 10.33AM	A 2.04PM	A 5.08AM	A 6.29PM	A 4.08AM	C W	1503	115.7	KN.....	KOOTENAI	DN	0.0	Yard	L 10.16AM	L 12.17AM	L 12.58PM	L 10.48AM	L 9.40AM	L 12.25PM	L 6.00AM						
EXCEPT SUNDAY		DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	OT								DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY						
9.15		7.10		4.08	3.39	3.23	3.24	3.28									3.24	3.23	3.52	4.17	4.45	7.40	10.30						
12.5		16.3		28.0	31.7	34.2	34.0	33.4									34.1	34.2	29.9	27.0	26.5	15.2	11.1						

FOR OTHER SPECIAL RULES FIRST SUB-DIVISION SEE PAGE 10.

YARD LIMITS—Paradise, Hope, Kootenai.
 LAP SIDINGS—Paradise, Weeks, Eddy, Thompson Falls, Noxon, Heron,
 Ozoma. Trains taking siding head in at lap.
 DERAIL SWITCHES—Vermilion passing track, Alger's spur, Beeson's spur,
 Trout Creek coal dock, Cedar spur, Cabinet commercial track, Kootenai
 coal dock.

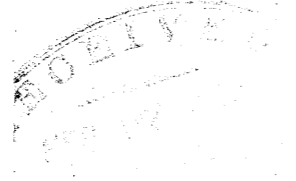
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
MANUAL BLOCK BETWEEN PARADISE AND KOOTENAI

BULLETIN STATIONS REGISTERING STATIONS STANDARD CLOCKS } Paradise and Kootenai.

WESTWARD

THIRD CLASS		SECOND CLASS	
875		603	227
Way Freight		Freight	Passenger
EXCEPT SUNDAY		DAILY	DAILY
L 6.45AM		L 10.50PM	L 6.30AM
s 7.15		11.10	s 6.41
f 7.35		11.30	s 6.54
s 7.55		11.50	s 7.08
f 8.05		11.57PM	f 7.18
f 8.20		12.10AM	f 7.22
s 8.45		12.20	s 7.30
f 9.00		12.35	f 7.42
f 9.05			f 7.46
s 9.30		Via New Line	s 7.59
f 9.50			f 8.09
		12.39	
Via Old Line		12.48	Via Old Line
		1.00	
		1.08	
s 10.20		1.30	s 8.15
s 11.00 876		1.51 2.19	f 8.28
f 11.45 2		2.45	f 8.40
s 11.58AM 228		3.05	s 8.50
f 12.25PM 42		3.22	f 9.00
s 1.00 41		3.40	s 9.13 876
s 1.57 6		4.21 5	s 9.29
f 2.25 602		4.40	f 9.38
s 2.35		4.50	s 9.46
f 2.50		5.05	f 9.55
s 3.10		5.20	s 10.08 228
f 3.35		5.40	f 10.25 2
A 4.00PM		A 6.00AM 876	A 10.38AM 42
EXCEPT SUNDAY		DAILY	DAILY
9.15		7.10	4.08
12.5		16.3	28.0

BULLETIN STATIONS } Paradise and Kootenai.
 REGISTERING STATIONS }
 STANDARD CLOCKS }



NORTHERN PACIFIC RAILWAY COMPANY
 Spokane, February 23 - 1912

BULLETIN 46

All Concerned:

Effective at once and continuing within the life of Time Card No. 36, Clarks Fork will be a flag stop for train No. 6.

J M Rapelje.

EASTWARD

COND CLASS		THIRD CLASS	
02		876	
Way Freight		Way Freight	
DAILY		EXCEPT SUNDAY	
10.50PM		A 4.30PM	
1.40		s 4.00	
1.10		s 3.30 3	
1.40		s 2.50	
1.80		f 2.40	
1.15		f 2.15	
1.00		s 2.05 1.52 42	
1.40		f 1.15	
		Via New Line	
1.25		f 1.05	
1.15		f 12.50	
1.00		f 12.25	
1.45		f 12.10PM	
1.30		s 11.50AM 41-228-2	
1.10		s 11.00 876	
1.55		f 10.30	
1.40		s 10.10	
1.25		f 9.45	
1.05		s 9.13 227	
1.45		s 8.40	
1.25		f 8.20	
1.15		s 8.10	
1.58		f 7.50	
1.15		s 7.30	
1.12		f 6.25	
1.35PM		L 6.00AM 603	
1.15		EXCEPT SUNDAY	
1.40		10.30	
1.2		11.1	

FOR OTHER SPECIAL RULES FIRST SUB-DIVISION SEE PAGE 10.

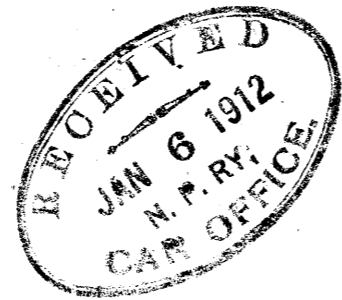
YARD LIMITS—Paradise, Hope, Kootenai.
 LAP SIDINGS—Paradise, Weeksville, Eddy, Thompson Falls, Noxon, Heron, Ozona. Trains taking siding head in at lap.
 DERAIL SWITCHES—Vermillion passing track, Alger's spur, Beeson's spur, Trout Creek coal dock, Cedar spur, Cabinet commercial track, Kootenai coal dock.

DIRECTION.

WESTWARD

THIRD CLASS		SECOND CLASS		THIRD CLASS	
875		603		227	
Way Freight		Freight		Passenger	
EXCEPT SUNDAY		DAILY		DAILY	
L 6.45AM		L 10.50PM		L 6.30AM	
s 7.15		11.10		s 6.41	
f 7.35		11.30		s 6.54	
s 7.55		11.50		s 7.08	
f 8.05		11.57PM		f 7.13	
f 8.20		12.10AM		f 7.22	
s 8.45		12.20		s 7.30	
f 9.00		12.35		f 7.42	
f 9.05				f 7.46	
s 9.30		Via New Line		s 7.59	
f 9.50				f 8.09	
		12.39			
Via Old Line		12.48		Via Old Line	
		1.00			
		1.08			
s 10.20		1.30		s 8.15	
s 11.00 876		1.51 2.19 1-4		f 8.28	
f 11.45 2		2.45		f 8.40	
s 11.58AM 225		3.05		s 8.50	
f 12.25PM 42		3.22		f 9.00	
s 1.00 41		3.40		s 9.13 876	
s 1.57 6		4.21 5		s 9.29	
f 2.25 602		4.40		f 9.38	
s 2.35		4.50		s 9.46	
f 2.50		5.05		f 9.55	
s 3.10		5.20		s 10.08 228	
f 3.35		5.40		f 10.25 2	
A 4.00PM		A 6.00AM 876		A 10.38AM 42	
EXCEPT SUNDAY		DAILY		DAILY	
9.15		7.10		4.08	
12.5		16.3		28.0	

BULLETIN STATIONS REGISTERING STATIONS STANDARD CLOCKS } Paradise and Kootenai.



NORTHERN PACIFIC RAILWAY COMPANY
Office of the Division Superintendent
IDAHO DIVISION

Spokane, Wash., January 2d, 1912.

BULLETIN NO. 2.

TO ALL CONCERNED:

Effective at once No. 3 will stop at Belknap to let off passengers from Thompson Falls only.

J. M. Rapelje,

Superintendent.

MANUAL BLOCK BETWEEN PARADISE AND KOOTENAI

EASTWARD

COND CLASS		THIRD CLASS	
02		876	
Way Freight		Way Freight	
DAILY		EXCEPT SUNDAY	
10.5PM		A 4.30PM	
40		s 4.00	
10		s 3.30 3	
40		s 2.50	
80		f 2.40	
15		f 2.15	
00		s 2.02 1.52 42	
40		f 1.15	
		Via New Line	
25		f 1.05	
15		f 12.50	
00		f 12.25	
45		f 12.10PM	
30		s 11.50AM 41-228-2	
10		s 11.00 876	
55		f 10.30	
40		s 10.10	
25		f 9.45	
05		s 9.13 227	
45		s 8.40	
25		f 8.20	
15		s 8.10	
58		f 7.50	
12.5		s 7.30	
12		f 6.25	
35PM		L 6.00AM 603	
DAILY		EXCEPT SUNDAY	
40		10.30	
2		11.1	

FOR OTHER SPECIAL RULES FIRST SUB-DIVISION SEE PAGE 10.

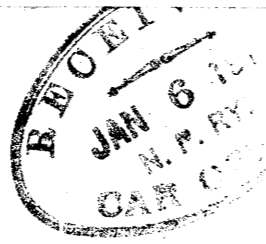
YARD LIMITS—Paradise, Hope, Kootenai.
LAP SIDINGS—Plains, Weeksville, Eddy, Thompson Falls, Noxon, Heron, Ozona. Trains taking siding head in at lap.
DERAIL SWITCHES—Vermillion passing track, Alger's spur, Beeson's spur, Trout Creek coal dock, Cedar spur, Cabinet commercial track, Kootenai coal dock.

DIRECTION.

WESTWARD

THIRD CLASS		SECOND CLASS	
875		603	227
Way Freight		Freight	Passenger
EXCEPT SUNDAY		DAILY	DAILY
L 6.45AM		L 10.50PM	L 6.30AM
s 7.15		11.10	s 6.41
f 7.35		11.30	s 6.54
s 7.55		11.50	s 7.08
f 8.05		11.57PM	f 7.18
f 8.20		12.10AM	f 7.22
s 8.45		12.20	s 7.30
f 9.00		12.35	f 7.42
f 9.05			f 7.46
s 9.30		Via New Line	s 7.59
f 9.50			f 8.09
		12.39	
Via Old Line		12.48	Via Old Line
		1.00	
		1.08	
s 10.20		1.30	s 8.15
s 11.00 ₈₇₆		1.51 _{2.19} _{1.4}	f 8.28
f 11.45 ₂		2.45	f 8.40
s 11.58AM ₂₂₈		3.05	s 8.50
f 12.25PM ₄₂		3.22	f 9.00
s 1.00 ₄₁		3.40	s 9.13 ₈₇₆
s 1.57 ₆		4.21 ₅	s 9.29
f 2.25 ₆₀₂		4.40	f 9.38
s 2.35		4.50	s 9.46
f 2.50		5.05	f 9.55
s 3.10		5.20	s 10.08 ₂₂₈
f 3.35		5.40	f 10.25 ₂
A 4.00PM		A 6.00AM ₈₇₆	A 10.38AM ₄₂
EXCEPT SUNDAY		DAILY	DAILY
9.15		7.10	4.08
12.5		16.3	28.0

BULLETIN STATIONS } Paradise and Kootenai.
 REGISTERING STATIONS }
 STANDARD CLOCKS }



NORTHERN PACIFIC RAILWAY COMPANY

Office of the Division Superintendent

IDAHO DIVISION

Spokane, Wash., December 29th, 1911.

BULLETIN NO. 296

TO BE CONCERNED:

Effective at once Clarks Fork will be a flag for train No. 6 to let off passengers from Sand Point.

J. W. RAPELJE,

SUPERINTENDENT.

MANUAL BLOCK BETWEEN PARADISE AND KOOTENAI

EASTWARD

COND CLASS		THIRD CLASS	
602		876	
Freight		Way Freight	
DAILY		EXCEPT SUNDAY	
8.05PM		A 4.30PM	
7.40		s 4.00	
7.10		s 3.30 ₃	
6.40		s 2.50	
6.30		f 2.40	
6.15		f 2.15	
6.00		s 2.02 ₄₂	
5.40		f 1.15	
Via New Line		Via New Line	
5.25		f 1.05	
5.15		f 12.50	
5.00		f 12.25	
4.45		f 12.10PM	
4.30 ₃		s 11.50AM ₄₁₋₂₂₈₋₂	
4.10		s 11.00 ₈₇₆	
3.55		f 10.30	
3.40		s 10.10	
3.25		f 9.45	
3.05		s 9.13 ₂₂₇	
2.45		s 8.40	
2.25 ₈₇₆		f 8.20	
2.15		s 8.10	
1.58		f 7.50	
1.42 ₆₋₄₁		s 7.30	
2.42		f 6.25	
2.25PM		L 6.00AM ₆₀₃	
A 11.15		EXCEPT SUNDAY	
7.40		10.30	
5.2		11.1	

DIRECTION.

FOR OTHER SPECIAL RULES FIRST SUB-DIVISION SEE PAGE 10.

YARD LIMITS—Paradise, Hope, Kootenai.
 LAP SIDINGS—Plains, Weeksville, Eddy, Thompson Falls, Noxon, Heron, Ozona. Trains taking siding head in at lap.
 DERAIL SWITCHES—Vermillion passing track, Alger's spur, Beeson's spur, Trout Creek coal dock, Cedar spur, Cabinet commercial track, Kootenai coal dock.

WESTWARD.

SECOND SUBDIVISION.
(MAIN LINE.)

THIRD CLASS			SECOND CLASS			FIRST CLASS													Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Kootenai	Time Table No. 36		Distance from Cheney	Car Capacity of Sidings
883	873	853	669	663	603	257	255	247	245	235	233	231	227	41	5	3	1	Jan. 1, 1912				Succeeding No. 35			
Way Freight	Way Freight	Way Freight	s. P. & s. 75 Freight	Freight	Freight	Passenger	s. P. & s. 3 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS				Telegraph Offices and Calls			
EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								
	L 6.30AM				L 6.15AM									L 10.45AM ⁴²	L 2.06PM ⁸⁷⁴	L 5.10AM	L 6.31PM	L 4.06AM	KN.....KOOTENAI.....DN 3.0	86.8	Yard				
	s 6.45				6.25									s 10.50	s 2.11	s 5.15	s 6.36	4.11	SA.....SAND POINT.....DN 3.4	84.8	120				
	f 7.05				6.40									f 11.02	2.25	5.28	6.50	4.22	LIGNITE.....P 3.7	81.4	60				
	s 7.25				6.55									s 11.15	2.34	5.36	6.58	4.28	AG.....ALGOMA.....DN 6.5	77.7	55				
	s 8.00				7.15									s 11.35 ⁶⁰²	2.48	5.45	7.09	4.40	CO.....COCOLALLA.....DN 5.3	71.2	120				
	f 8.44 ²²³				7.35									f 11.50 ⁸⁷⁴	2.53	5.53	7.19	4.50	CAREYWOOD.....P 2.9	65.9	60				
	s 9.00 ²⁻⁴²				7.45									s 11.59AM ⁶	2.58	5.58	7.24	4.56	GE.....GRANITE.....DN 6.6	63.0	120				
	s 10.25 ⁶⁰²⁻⁸⁷⁴				8.23 ²²⁸									s 12.15PM	3.11	6.10	7.36	5.10	AX.....ATHOL.....DN 7.4	56.4	120				
	f 10.55 ⁶				8.55 ^{2-42 874}									f 12.32	3.22	6.20	7.47	5.22	RS.....RAMSEY.....DN 5.6	49.0	60				
	s 11.30AM				9.40 ⁶⁰²									s 12.45	s 3.33	f 6.29	s 7.57	5.31	RD.....RATHDRUM.....DN 6.9	43.4	60				
	s 12.01PM				10.00 ²⁴⁵									f 1.02	3.45	6.41	8.08	5.41	AU.....HAUSER.....DN 5.8	36.5	120				
	s 12.25				10.20									f 1.16	3.53	6.49	8.17	5.50	OS.....OTIS.....PN 6.0	30.7	120				
	s 12.50				10.48 ⁶									f 1.28	4.03 ²⁴⁸	6.57 ⁸⁷⁴	8.26	5.59	TR.....TRENT.....PD 3.9	24.7	60				
	s 1.05				11.05									f 1.36	4.08	7.05 ⁶⁰²⁻²²⁸	8.30	6.05 ⁸⁷⁴	YD.....YARDLEY.....DN 2.7	20.8	Yard				
	A 1.30PM				11.30AM									A 1.50PM	s 4.20	s 7.20	s 8.45	s 6.20	U. P. CROSSING..... TrackConnection 1.7	18.1					
	L 8.10AM ²³¹				L 7.10PM ²³⁴⁻²⁵⁷									L 2.00PM ²³²	L 4.00PM ⁸⁵⁴	L 8.00AM ⁸⁸³			S F.....SPOKANE.....DN 3.3	16.4	Yard				
	f 8.25				6.05	10.10									4.35	7.30 ⁴²⁻²⁻²⁴⁶	9.10 ²⁵⁴	6.42	HG.....HANGMAN.....DN 2.9	13.1	00				
	8.35				6.15	10.25									4.54	7.48	9.28	6.50	WS.....WINS.....P 2.8	10.2	00				
	s 8.50				8.00									s 2.24	A 4.25PM ^s	A 8.30AM ^s			MR.....MARSHALL.....DN 7.4	7.4	120				

Trains Between Marshall and Cheney Are Operated Under Block Card System

A 9.25AM ^{s 8-235}	EXCEPT SUNDAY	1.15	A 8.40PM	DAILY	0.45	A 7.40PM ^s	DAILY	0.40	A 2.45PM ^{s 255 See Page 7}	DAILY	0.45	A 5.25PM ^s	DAILY	3.19	A 8.15AM ^s	DAILY	3.05	A 9.55PM ^s	DAILY	3.24	A 7.23AM ²	DAILY	3.17	W C Y	1592	86.8	CY.....CHENEY.....DN	0.0	75
	13.1	10.0	12.0	12.0	10.3	12.8	24.6	21.6	26.8	26.8	21.8	21.6	18.0	23.1	28.6	30.1	29.4	28.1											
Time over Subdivision																													
Average Speed Per Hour																													

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

Double Track between Ramsey and Rathdrum, and between Yardley and Marshall. See Special Rules Page 3. Manual Block between Kootenai and Cheney.

REGISTERING STATIONS } Kootenai, Spokane, Cheney.
BULLETIN STATIONS }
STANDARD CLOCKS }

DERAIL SWITCHES—Rogers Spur, Cheney crossover west of coal dock, Cheney coal dock.
YARD LIMITS—Kootenai-Sand Point, Yardley-Spokane, Cheney.
LAP SIDINGS—Granite, Athol, Otis. Trains taking siding head in at lap.

HELPER DISTRICT—Between Spokane and Cheney.
Maximum grades between Spokane and Cheney.
Crossovers—Hangman and Wins, trailing point switches.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

- 1—On double track, as indicated by division time table, rule 86 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order.
- 2—In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
- 3—In automatic block territory rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed by rule 99.
- 4—To insure personal safety, operators having train orders or messages for passing trains should stand on the right-hand side of the train, and never stand between the tracks.

Double track switch at Ramsey will be set for westward trains.
Double track switch at Rathdrum will be set for eastward trains.

- 5—Between Spokane and Marshall, upon receiving block clearance card form "C" and displaying classification signals, any train may proceed without further orders and irrespective of superior class trains moving in the same direction.
- 6—Eastward trains must approach Marshall under full control and know that clearance is ready for them and switches lined up before entering double track.
- 7—Eastward freight trains departing Spokane will secure a block clearance card form "C" before occupying main line.
- 8—Except as modified above the Transportation Rules govern.

Double track switch at Yardley will be set for westward trains.
Double track switch at Marshall will be set for eastward trains.

		FIRST CLASS															SECOND CLASS			THIRD CLASS		
		2	4	6	42	228	232	234	236	246	248	254	258			602	664	670	854	874	884	
Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Time Table No. 36 Jan. 1, 1912. Succeeding No. 35																				
		STATIONS. Telegraph Offices and Calls																				
W C Y	Distance from Kootenai	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	S.P. & S. 76 Freight	Way Freight	Way Freight	Way Freight	
OT	Cheney	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY	
	1503	0.0	KN.....KOOTENAI.....DN 3.0	86.8	Yard	A 10.14 AM	S 12.15 AM	S 12.51 PM	S 10.27 AM	A 9.38 AM												
W	1507	2.0	SA.....SAND POINT.....DN 3.4	84.8	120	10.06	12.08	12.42	10.32	9.30												
	1510	5.4	.....LIGNITE.....P 3.7	81.4	60	9.56	11.57 PM	12.80	10.21	9.18											
	1513	9.1	AG.....ALGOMA.....DN 6.5	77.7	55	9.51	11.52	12.24	10.14	9.12												
W	1520	15.6	CO.....COCOLALLA.....DN 5.3	71.2	120	9.40	11.43	12.13	10.01	8.57												
	1524	20.9	.....CAREYWOOD.....P 2.9	65.9	60	9.29	11.36	12.04 PM 8.74	9.53	8.44 8.73											
W	1530	23.8	GE.....GRANITE.....DN 6.6	63.0	120	9.25 8.73	11.32	11.59 AM 2.27	9.47 8.73	8.37												
Y	1535	30.4	AX.....ATHOL.....DN 7.4	56.4	120	9.15	11.22	11.46	9.36	8.23 6.03												
	1543	37.8	RS.....RAMSEY.....DN 5.6	49.0	60	9.02	11.11	11.33	9.23	8.08												
W	1549	43.4	RD.....RATHDRUM.....DN 6.9	43.4	60	8.52 6.03-8.74	11.01	11.21 8.73	9.09 6.03-8.74	7.57												
C Y	1557	50.3	AU.....HAUSER.....DN 5.8	36.5	120	8.42	10.50	11.10	8.56	7.42												
	1561	56.1	OS.....OTIS.....P N 6.0	30.7	120	8.32 6.02	10.41	11.00	8.45 6.02	7.30 8.74												
W	1567	62.1	TR.....TRENT.....P D 3.9	24.7	60	8.22	10.32	10.48 6.03	8.34	7.18												
	1573	66.0	YD.....YARDLEY.....DN 2.7	20.8	Yard	8.15	10.26	10.40	8.25	7.10												
		68.7	.....U. P. CROSSING..... Track Connection 1.7	18.1																	
W C Y	1576	70.4	SF.....SPOKANE.....DN 3.3	16.4	Yard	8.05 4.2	10.15	10.30 2.45	8.15 2	L 7.00 AM 5-6.02												
	1579	73.7	HG.....HANGMAN.....DN 2.9	13.1	00	7.44	9.43	9.57	7.22													
	1582	76.6	WS.....WINS.....P 2.8	10.2	00	7.40	9.38	9.52	7.13													
W C Y	1585	79.4	MR.....MARSHALL.....DN 7.4	7.4	120	7.35 5	9.33 3 2.55-6.63	9.47	7.03 1-5													

Trains Between Cheney and Marshall Are Operated Under Block Card System

W C Y	1592	86.8	CY.....CHENEY.....DN	0.0	75	L 7.23 AM	L 9.15 PM	L 9.30 AM 8.83	L 6.45 AM				L 9.47 AM 8.83			L 2.50 PM 2.85			L 5.05 AM			L 12.30 PM		
						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	See Page 7 DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
						Time over Subdivision.	2.51	3.00	3.21	4.00	2.38	0.30	0.25	0.38	0.45	0.45	0.25	0.40				6.15	0.35	0.45
						Average Speed per Hour.	32.7	32.9	29.1	25.7	27.1	18.0	21.6	25.9	26.8	26.8	21.6	24.6				13.8	15.4	12.0

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Double Track between Ramsey and Rathdrum, and between Yardley and Marshall. See Special Rules Pages 3. Manual Block between Kootenai and Cheney.

Between Marshall and Cheney trains will be handled under special block card system: All westward trains must receive special block card Form "A" at Marshall, and all eastward trains must receive special block card Form "B" at Cheney. Exceptions on these cards must be complied with. If no exceptions, operator will insert the word "blank." These cards must be turned in by Conductor to Operators at Marshall and Cheney immediately on arrival.

Eastward trains terminating Kootenai or taking siding Kootenai will head in on passing track Sand Point and pull through connection to Kootenai yard.

Branch line trains will register at Hauser, Marshall and Cheney.

All trains must approach W. C. Branch Junction Switch east of Cheney under full control.

Westward trains going off double track at Marshall will whistle as follows for switches:

To go on single track Northern Pacific main line, four long one short (— O —)

To go on Palouse Branch main line, one long two short one long (— O O —)

To go on S. P. & S. main line, one long one short one long (— O —)

To go on westward passing track, one long one short one long one short (— O — O)

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

All trains will reduce speed to 15 miles per hour through corporate limits of Athol.

All trains with class "W" engines reduce speed to 8 miles per hour; all trains with lighter weight engines reduce speed to 20 miles per hour over Granite viaduct, west of Granite.

All trains reduce speed to 20 miles per hour through Granite tunnel.

Passenger trains will reduce speed to 20 miles per hour and freight trains to 15 miles per hour over double track switches Ramsey and Rathdrum.

First class trains will reduce speed to 20 miles per hour between Yardley and U. P. crossing, and 15 miles per hour between U. P. crossing and Division street, Spokane. All trains will reduce speed to 8 miles per hour between Division street and Seventh avenue, Spokane.

All trains will reduce speed to 8 miles per hour through corporate limits of Cheney.

Nos. 227 and 228 will stop on flag at all sidings and spurs.

No. 2 will stop on flag at Sand Point for passengers destined St. Paul and head of the Lake terminals and beyond.

Nos. 245, 246, 247 and 248 will stop on flag at Moab.

No. 1 will stop at Sand Point to let off passengers.

Water, Fuel, Scales, Turntables and Ways	Station Numbers	Distance from Kootenai	Time
W C O T	1503	0.0	KN....
W	1507	2.0	SA....
	1510	5.4	.....
	1513	9.1	AG....
W	1520	15.6	CO....
	1524	20.9	.....
W	1530	23.8	GE....
Y	1535	30.4	AX....
	1543	37.8	RS....
W	1549	43.4	RD....
W C O T	1557	50.3	AU....
	1561	56.1	OS....
W	1567	62.1	TR....
	1573	66.0	YD....
		68.7	Track
W C O T	1576	70.4	SF....
	1579	73.7	HG....
	1582	76.6	WS....
W C Y	1585	79.4	MR....
W C Y	1592	86.8	CY....

NORTHERN PACIFIC RAILWAY COMPANY.

Spokane, March 15, 1912.

BULLETIN 6844:

All Concerned:

Effective April 1st, Yardley station will be known as "Parkwater."

J. H. Rapelje.

Superintendent.

A.

Effective immediately and continuing within the life of Time Card No. 36, Hauser Junction will be a flag stop for train No. 6 to pick up passengers for the east arriving on No. 245 from Coeur d'Alene.

J. H. Rapelje,

Superintendent.

Between card "A" card with card Cher Eastward on p yard Branch 1 All trains full Westward for switches:

Trains with lighter weight engines reduce speed to 20 miles over Granite viaduct, west of Granite.

EASTWARD.

58	SECOND CLASS			THIRD CLASS		
	602	664	670	854	874	884
enger	Freight	Freight	S.P. & S. 76 Freight	Way Freight	Way Freight	Way Freight
DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
	A 12.20 PM			A 2.00 PM		
	12.14			s 1.50		
	12.06 PM			f 1.30		
	11.55 AM			s 1.10		
	11.35 227			s 12.40		
	11.00			f 12.09 PM		
	10.50			s 11.25		
	10.30 873-874			s 10.35 873-602		
	10.05			f 9.45		
	9.40 603			s 9.14 2-42-603		
	9.15 245			s 8.03		
	8.50 2-42			s 7.30 228		
	8.27 246			s 6.57 5		
	7.52 246			f 6.35		
	7.25					
	7.05 5-228 1			L 6.15 AM 1		
8.30 PM	6.05	A 4.50 AM	A 6.35 AM	A 4.00 PM		A 1.50 PM
8.16	5.45	4.30	6.20	8.30		1.25
8.10	5.38	4.20	6.00	8.23		1.10
8.06	5.30 853	L 4.15 AM	L 5.50 AM 1-853	L 3.16 PM 233		12.55
		See Page 5		See Page 5		

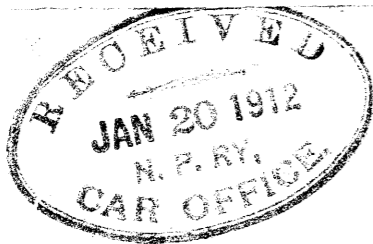
Block Card System

2.50 PM 285	L 5.05 AM			L 12.30 PM		
DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
0.40	6.15	0.35	0.45	0.44	7.45	1.20
4.6	13.8	15.4	12.0	12.2	9.0	12.3

THE OPPOSITE DIRECTION.

3. Manual Block between Kootenai and Cheney.

one short All trains reduce speed to 20 miles per hour through Granite tunnel.
 one long Passenger trains will reduce speed to 20 miles per hour and freight trains to 15 miles per hour over double track switches Ramsey and Rathdrum.
 one long First class trains will reduce speed to 20 miles per hour between Yardley and U. P. crossing, and 15 miles per hour between U. P. crossing and Division street, Spokane. All trains will reduce speed to 8 miles per hour between Division street and Seventh avenue, Spokane.
 one short All trains will reduce speed to 8 miles per hour through corporate limits of Cheney.
 per mile. Nos. 227 and 228 will stop on flag at all sidings and spurs.
 limits of No. 2 will stop on flag at Sand Point for passengers destined St. Paul and head of the Lake terminals and beyond.
 our; all Nos. 245, 246, 247 and 248 will stop on flag at Moab.
 per hour No. 1 will stop at Sand Point to let off passengers.



Water Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Kootenai	Tin
W C O T	1503	0.0	KN....
W	1507	2.0	SA....
	1510	5.4	.....
	1513	9.1	AG....
W	1520	15.6	CO....
	1524	20.9	.....
W	1530	23.8	GE....
Y	1535	30.4	AX....
	1543	37.8	RS....
W	1549	43.4	RD....
C Y	1557	50.3	AU....
	1561	56.1	OS....
W	1567	62.1	TR....
	1573	66.0	VD....
		68.7	Track
W C O T	1576	70.4	SF....
	1579	73.7	HG....
	1582	76.6	WS....
W C Y	1585	79.4	MR....
W C Y	1592	86.8	CY....

NORTHERN PACIFIC RAILWAY COMPANY.

Spokane, January 17 - 1911

BULLETIN 9.

All Concerned:

Effective immediately and continuing within the life of Time Card No. 36, Hauser Junction will be a flag stop for train No. 6 to pick up passengers for the east arriving on No. 245 from Coeur d'Alene.

J.M. Rapelje,
Superintendent.

Between card "A" card with card Cher Eastward on p yard Branch 1 All trains full Westward for switches:

trains with lighter weight engines reduce speed to 20 miles over Granite viaduct, west of Granite.

EASTWARD.

58	SECOND CLASS			THIRD CLASS		
	602	664	670	854	874	884
Passenger	Freight	Freight	S.P. & S. 76 Freight	Way Freight	Way Freight	Way Freight
DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
	A 12.20 PM			A 41 2.00 PM		
	12.14			s 1.50		
	12.06 PM			f 1.30		
	11.55 AM			s 1.10		
	11.35 227			s 12.40		
	11.00			f 12.09 PM 11.45 AM 227-6		
	10.50			s 11.25		
	10.30 873-874			s 10.35 10.25 873-602		
	10.05			f 9.45		
	9.40 603			s 9.14 8.47 2-42-603		
	9.15 245			s 8.03		
	8.50 8.27 2-42			s 7.30 228		
	7.52 246			s 6.57 5		
	7.25			f 6.35		
	7.05 5-228 1			L 6.15 AM 1		
8.30 PM	6.05	A 4.50 AM	A 6.35 AM	A 4.00 PM		A 1.50 PM
8.16	5.45	4.30	6.20	3.30		1.25
8.10	5.38	4.20	6.00	3.23		1.10
8.06	5.30 853	L 4.15 AM	L 5.50 AM 1-853	L 3.16 PM 233		12.55
		See Page 5		See Page 5		

Block Card System

2.50 PM 235	L 5.05 AM					L 12.30 PM
DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT SUNDAY
0.40	6.15	0.35	0.45	0.44	7.45	1.20
4.6	13.8	15.4	12.0	12.2	9.0	12.3

THE OPPOSITE DIRECTION.

3. Manual Block between Kootenai and Cheney.

ne short All trains reduce speed to 20 miles per hour through Granite tunnel. Passenger trains will reduce speed to 20 miles per hour and freight trains to 15 miles per hour over double track switches Ramsey and Rathdrum.

ne long First class trains will reduce speed to 20 miles per hour between Yardley and U. P. crossing, and 15 miles per hour between U. P. crossing and Division street, Spokane. All trains will reduce speed to 8 miles per hour between Division street and Seventh avenue, Spokane.

ne short All trains will reduce speed to 8 miles per hour through corporate limits of Cheney.

per mile. Nos. 227 and 228 will stop on flag at all sidings and spurs.

limits of No. 2 will stop on flag at Sand Point for passengers destined St. Paul and head of the Lake terminals and beyond.

our; all Nos. 245, 246, 247 and 248 will stop on flag at Moab.

per hour No. 1 will stop at Sand Point to let off passengers.

PALOUSE AND LEWISTON BRANCH

EASTWARD

WESTWARD

THIRD CLASS				SECOND CLASS		FIRST CLASS				Water, Fuel, Stacks, Prince-Bies and Wyes	Station Numbers	Distance from Marshall	Time Table No. 36 Jan. 1, 1912 Succeeding No. 85		Distance from Lewiston	Capacity of Sheds	FIRST CLASS				SECOND CLASS		THIRD CLASS	
855	853			667	663	241	239	233	231				232	234			240	242	664	668			854	856
Way Freight EXCEPT MONDAY	Way Freight EXCEPT SUNDAY See Page 3			Freight DAILY	Freight DAILY See Page 3	Passenger DAILY	Passenger DAILY	Passenger DAILY See Page 3	Passenger DAILY See Page 3				Passenger See Page 4	Passenger See Page 4			Passenger DAILY	Passenger DAILY	Freight DAILY See Page 4	Freight DAILY			Way Freight EXCEPT SUNDAY See Page 4	Way Freight EXCEPT MONDAY
								STATIONS.																
								Telegraph Offices and Calls																
L 7.15AM				L 10.50PM				L 4.25PM	L 8.33AM	W C	1585	0.0	MR.....MARSHALL.....DN	136.9	113	s A 2.15PM	s A 6.25PM			A 4.00AM			s A 2.45PM	
f 7.40				11.10				4.36	f 8.45	Y	1585	5.3	.....DYNAMITE.....	131.6	30	f 2.02	6.14			8.40			f 2.20	
s 8.05				11.35				s 4.50	s 9.02	W	1585	11.2	SG.....SPANGLE.....D	125.7	35	s 1.50	s 6.03			8.20			s 1.50	
s 8.30				11.55PM				s 5.07	s 9.22	W	1585	19.5	MA.....PLAZA.....D	117.4	26	s 1.38	s 5.44			2.55			s 1.10	
f 8.45				12.08AM				5.16	f 9.28	W	1585	23.3	.....NORTH PINE.....	113.6	21	f 1.22	5.34			2.35			f 12.50	
s 9.10				12.20				s 5.27	s 9.36	W	1585	26.7	RO.....ROSALIA.....D	110.2	30	s 1.15	s 5.27			2.23			s 12.30PM	
f 9.25				12.28				5.31	f 9.41	W	1585	28.7	.....DONAHUE.....	108.2	17	f 1.10	5.21			2.10			f 11.59AM	
f 9.48				12.40				5.38	f 9.48	W	1585	31.9	.....Mc COYS.....	105.0	25	f 1.05	5.15			1.55			f 11.40	
s 10.80				1.00				s 5.50	s 10.02	W	1585	37.5	OD.....OAKESDALE.....D	99.4	65	s 12.52	s 5.04			1.35			s 11.20	
											1585	38.2	.....U. P. AND S. & I. CROSSINGS... No Connection 4.6	98.7										
s 11.00				1.25				s 6.03	s 10.15	W C	1585	42.8	BM.....BELMONT.....D	94.1	90	s 12.40	s 4.52			1.25			s 11.00	
f 11.20				1.40				6.12	f 10.25	Y	1585	47.2	.....EDEN.....	89.7	35	f 12.25	4.40			12.50			f 10.45	
				1.50				s 6.19	s 10.35	W C	1585	49.4	GF.....GARFIELD.....D	87.5	40	s 12.20	s 4.33			12.40			s 10.35	
s 11.45AM											1585	49.6	.....U. P. AND S. & I. CROSSINGS... Track Connection 3.3	87.3										
12.20PM								6.26	f 10.48	W	1585	52.9	.....CEDAR CREEK.....	84.0	7	f 12.08PM	4.21							
				2.20				s 6.42	s 11.00	W	1585	59.0	PC.....PALOUSE.....D	77.9	35	s 11.55AM	s 4.11			12.05AM			s 9.30	
s 1.00				2.40				6.56	f 11.15	W	1585	65.6	.....FALLONS.....	71.3	30	f 11.40	3.58			11.35PM			f 8.25	
f 1.20				2.58				7.06	f 11.23	W	1585	70.4	.....WHELAN.....	66.5	30	f 11.23	3.48			11.10			f 8.05	
f 1.40				3.25				s 7.17	s 11.40	W C	1585	75.6	PN.....PULLMAN.....DN	61.3	30	s 11.10	s 3.40			10.45			L 7.45AM	
A 2.00PM								f 7.32	s 11.50	W C	1585	76.2	.....U. P. CROSSING..... No Connection 0.8	60.7		11.00	3.25			10.80			A 5.00PM	
L 7.00AM				L 6.00AM							1585	77.0	.....PULLMAN JUNCTION.....	59.9	52	10.52	3.20			10.20			L 4.35PM	
f 7.10				A 6.10AM				7.38	11.56AM	Y	1585	80.6	.....SUNSHINE.....	56.3	32	f 10.43	3.15			10.10			L 4.00	
f 7.30				See page 6				7.45	f 12.06PM	W	1585	85.8	MO.....MOSCOW.....D	51.1	37	s 10.32	s 3.05			9.50			s 3.80	
s 8.00								s 7.58	s 12.23	W	1585	92.3	.....JOEL.....	44.6	30	f 10.12	f 2.49			9.20			f 2.49	
9.20				4.15				f 8.14	f 12.39	W	1585	96.5	.....HOWELL.....	40.4	30	f 10.02	2.39			9.00			f 2.15	
f 10.12				4.35				f 8.26	f 12.52	T	1585	99.4	VM.....TROY.....D	37.5	47	s 9.49	s 2.28						s 2.00	
f 10.35				4.55				s 8.35	s 1.02	W	1585	105.5	.....BOVARD.....	31.4	13	9.27	2.05						f 1.19	
s 10.55				5.10				8.50	1.19	W	1585	111.0	KR.....KENDRICK.....D	25.9	47	s 9.07	s 1.40			7.20			f 1.00	
f 11.20				5.28				s 9.06	s 1.40	W C	1585	115.0	JA.....JULIAETTA.....D	21.9	32	s 8.52	s 1.30			7.05			s 12.05PM	
s 11.55AM				5.50				s 9.16	s 1.50	W C	1585	123.4	.....ARROW.....	13.5	No Sdg.	s 8.30	f 1.12			6.45			s 11.20AM	
12.50PM				6.05				L 8.35AM	f 9.37	W Y	1585	126.6	.....JOSEPH.....	10.3	No Sdg.	f 8.15	f 1.03			6.80			s 11.00	
s 1.30				6.25				f 8.43	f 9.44	Y	1585									6.80		f 10.10		
f 2.00				6.35							1585											f 9.50		
2.15											1585													
240-231											1585													
f 2.40											1585													

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

A 8.25PM				A 7.15AM		A 9.10AM		A 10.10PM		A 2.50PM		L 7.45AM		L 12.40PM		L 1.25PM		L 6.00PM		L 9.10AM	
EXCEPT MONDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY
8.25	6.45	0.10	8.25	0.07	0.35	5.45	6.17					6.30	5.45	0.40	0.10	10.0	0.25		7.00	7.20	
7.3	11.2	8.4	16.2	12.0	22.2	25.0	22.4					21.7	24.9	20.2	8.4	13.7	3.3		10.8	8.3	

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

BULLETIN STATIONS—Spokane, Marshall, Pullman and Lewiston. REGISTERING STATIONS—Marshall, Pullman, Pullman Junction, Arrow and Joseph. STANDARD CLOCKS—Spokane and Pullman. SPECIAL RULES FOURTH SUBDIVISION ON PAGE 10.

WESTWARD					
THIRD CLASS			SECOND CLASS.		
855	853		667	663	
Way Freight EXCEPT MONDAY	Way Freight EXCEPT SUNDAY See Page 3		Freight DAILY	Freight DAILY See Page 3	
	L 7.15AM			L 10.50PM	
	f 7.40			11.10	
	s 8.05			11.85	
	s 8.30			11.55PM	
	f 8.45			12.08AM	
	s 9.10			12.20	
	f 9.25			12.28	
	f 9.48 231			12.40	
	s 10.30			1.00	
	s 11.00 854			1.25 664	
	f 11.20			1.40	
	s 11.45AM 12.20PM 232			1.50	
	s 1.00			2.20	
	f 1.20			2.40	
	f 1.40			2.58	
	A 2.00PM			3.25	
L 7.00AM			L 6.00AM		
f 7.10			A 6.10AM s	3.35	
f 7.30			See page 6	3.50	
s 8.00 9.20				4.15	
f 10.12 232				4.35	
f 10.35				4.55	
s 10.55				5.10	
f 11.20				5.28	
s 11.55AM 12.50PM 856				5.50	
s 1.30 234				6.05	
f 2.00 2.15 240-231				6.25	
f 2.40				6.35	
BETWEEN LEWISTON					
A 3.25PM				A 7.15AM	
EXCEPT MONDAY	EXCEPT SUNDAY		DAILY	DAILY	
8.25	6.45		0.10	8.25	
7.3	11.2		8.4	16.2	

EA

BULLETIN STATIONS—Spokane, Marshall, Pullman and Lewiston. REGISTERING STATIONS—Marshall, Pullman, Pullman, ... STANDARD CLOCKS—Spokane and Pullman.

NORTHERN PACIFIC RAILWAY COMPANY
Office of the Division Superintendent
IDAHO DIVISION

Spokane, Wash., March 14th, 1912.

BULLETIN NO. 69

TO ALL CONCERNED:

Effective at once Fallons will be a flag stop for train No. 233.

J. J. Rapelje,
Superintendent.

All Agents

EASTWARD					
D CLASS.	THIRD CLASS				
68		854	856		
Way Freight EXCEPT MONDAY		Way Freight EXCEPT SUNDAY See Page 4	Way Freight EXCEPT MONDAY		
		s A 2.45PM			
		f 2.20			
		s 1.50 232			
		s 1.10			
		f 12.50			
		s 12.30PM			
		f 11.59AM			
		f 11.40			
		s 11.20			
		s 11.00 858			
		f 10.45			
		s 10.35 231			
		s 9.30 8.40			
		f 8.25			
		f 8.05			
		L 7.45AM			
5.00PM			A 4.30PM		
4.35PM 856			4.20 668		
See page 6			f 4.00		
			s 3.80		
			f 2.49 234		
			f 2.15		
			s 2.00		
			f 1.19 1.00	-231	
			s 12.05PM 11.20AM	-855	
			s 11.00		
			f 10.10		
			f 9.50		
SPECIAL RULES.					
			L 9.10AM 239		
DAILY		EXCEPT SUNDAY	EXCEPT MONDAY		
0.25		7.00	7.20		
3.3		10.8	8.3		

SPECIAL RULES FOURTH SUBDIVISION ON PAGE 10.

WESTWARD.

SEVENTH SUB-DIVISION
(GENESEE BRANCH)

EASTWARD.

Table with columns for WESTWARD (Second Class 667, First Class 241) and EASTWARD (First Class 242, Second Class 668). Includes Time Table No. 36, Jan. 1, 1912, Succeeding No. 35. Lists stations from Pullman Junction to Genesee with distances, station numbers, and daily schedules.

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

REGISTERING STATIONS—Pullman Jct. and Genesee. STANDARD CLOCK—Pullman. BULLETIN STATIONS—Pullman and Genesee. No. 667 has right over Nos. 242 and 668 Pullman Jct. to Genesee. No. 241 has right over No. 242 Pullman Jct. to Genesee. Nos. 667 and 668 will carry passengers.

WESTWARD.

EIGHTH SUB-DIVISION
(CLEARWATER SHORT LINE)

EASTWARD.

Table with columns for WESTWARD (Third Class 861, First Class 237) and EASTWARD (First Class 238, Third Class 862). Includes Time Table No. 36, Jan. 1, 1912, Succeeding No. 35. Lists stations from Arrow to Stites with distances, station numbers, and daily schedules.

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

BULLETIN STATION AND STANDARD CLOCK—Stites. REGISTERING STATIONS—Arrow and Stites. DERAIL SWITCHES—Lenore. YARD LIMITS—Arrow.

All engines with or without trains must come to a full stop 200 feet from the draw span in Clearwater River Bridge at Kamiab, 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. Nos. 237 and 238 will stop on flag at Magills Spur, Corbetts Ferry and Fir Bluff at mile post 7. All trains will reduce speed and run carefully around bluffs where slides are liable to occur.

WESTWARD.

SIXTH SUB-DIVISION
(FARMINGTON BRANCH)

EASTWARD.

Table with columns for WESTWARD (Third Class 871) and EASTWARD (Third Class 872). Includes Time Table No. 36, Jan. 1, 1912, Succeeding No. 35. Lists stations from Belmont to Farmington with distances, station numbers, and daily schedules.

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

No. 871 has right over No. 872 Belmont to Farmington. REGISTERING STATION—Farmington. STANDARD CLOCK—Spokane. Nos. 871 and 872 will carry passengers. Gates at U. P. crossing must be set and locked across N. P. track when not in use.

WESTWARD.

FIFTH SUB-DIVISION
(WASHINGTON CENTRAL BRANCH)

EASTWARD.

THIRD CLASS.			FIRST CLASS.			THIRD CLASS.			FIRST CLASS.			THIRD CLASS.		
867	865	863	253	251	235	Time Table No. 36 Jan. 1, 1912 Succeeding No. 85			236	250	252	864	866	868
Freight	Freight	Freight	Passenger	Passenger	See Page 3 Passenger	STATIONS.			Passenger	Passenger	Passenger	Freight	Freight	Freight
Tues. Thur. Sat.	Mon. Wed. Fri.	EXCEPT SUNDAY	DAILY	DAILY	DAILY	Telegraph Offices and Calls			DAILY	DAILY	DAILY	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.
		L 8.10AM			L 2.50PM	CY.....CHENEY.....DN	126.8	144				A 4.20PM		
		s 8.40			s 3.15	MK.....MEDICAL LAKE.....D	116.4	80				s 3.50		
		f 9.14 236			f 3.25 864	.....DEEP CREEK.....	111.3	37				f 9.14 863		
		f 9.50			f 3.40	.....HITE.....	105.8	16				f 9.00		
		s 10.25			s 3.55	RH.....REARDAN.....D	100.3	45				s 8.47		
		f 10.55			f 4.13	.....MONDOVI.....	92.9	32				f 8.80		
		s 11.25AM 12.30PM 864			s 4.30	DA.....DAVENPORT.....D	85.4	30				s 8.14		s 1.15 12.10PM 863
		f 12.50			f 4.47	.....ROCKLYN.....	79.0	30				f 7.54		f 11.40AM
		f 1.20			f 5.05	.....FELLOWS.....	70.4	6				f 7.35		f 11.10
		s 1.55			s 5.25	CR.....CRESTON.....D	62.7	32				s 7.20		s 10.40
		s 2.30			s 5.45	WR.....WILBUR.....D	52.6	40				s 6.55		s 10.00
		s 3.00			s 6.00	GO.....GOVAN.....D	46.0	35				s 6.35		s 9.25
		s 3.35			s 6.18	A.....ALMIRA.....D	39.3	35				s 6.19		s 8.55
		f 3.50			f 6.27	.....HANSON.....	35.7	12				f 6.08		f 8.30
		s 4.10			s 6.37	RN.....HARTLINE.....D	30.2	30				s 5.59		s 8.15
L 8.10PM		4.45	L 5.18AM	L 6.55PM	A 6.55PM	.....COULEE JCT.....	21.1	60	L 5.40AM	A 5.40AM	A 7.35PM	7.40	A 7.20AM	
A 8.20PM		A 5.00PM	A 5.25AM	A 7.05PM		C.....COULEE CITY.....D	23.7	30	L 5.35AM	L 7.30PM	L 7.30AM	L 7.10AM		
		L 7.20AM			L 7.35PM	.....COULEE JCT.....	21.1	60	A 5.18AM				A 8.10PM	
		f 8.00			f 8.00	.....BACON.....	10.1	60	f 4.55				f 2.80	
						.....ADCO.....	1.3	0.0						
		A 8.40AM			A 8.35PM	ND.....ADRIAN.....DN	0.0	Yard	L 4.30AM				L 1.50PM	
Tues. Thur. Sat.	Mon. Wed. Fri.	EXCEPT SUNDAY	DAILY	DAILY	DAILY	Time over Sub-Division			DAILY	DAILY	DAILY	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.
0.10	1.20	8.50	0.07	0.10	5.45	Average Speed per Hour.			5.17	0.05	0.05	8.50	0.10	1.20
15.6	15.7	12.2	27.3	15.6	24.9				25.8	31.2	31.2	12.2	15.6	15.7

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

No. 253 has right over No. 250, and No. 251 has right over No. 252 Coulee Junction to Coulee City.

REGISTERING STATIONS—Cheney, Adrian, Coulee Junction and Coulee City.

BULLETIN STATIONS—Cheney, Adrian and Coulee City.

STANDARD CLOCKS—Spokane, Cheney and Adrian.

DERAIL SWITCHES—Cheney, crossover west of coal dock. Cheney coal dock.

YARD LIMITS at Cheney.

Branch line trains must obtain clearance before occupying main line at Cheney.

Switch at Coulee Junction will be set for track leading to Adrian.

Nos. 235 and 236 stop on flag at Meadow Lake.

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.

THIRD CLASS			FIRST CLASS			THIRD CLASS			FIRST CLASS			THIRD CLASS		
869	Time Table No. 36 Jan. 1, 1912 Succeeding No. 85		870	Time Table No. 36 Jan. 1, 1912 Succeeding No. 85		870	Time Table No. 36 Jan. 1, 1912 Succeeding No. 85		870	Time Table No. 36 Jan. 1, 1912 Succeeding No. 85		870	Time Table No. 36 Jan. 1, 1912 Succeeding No. 85	
Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight
Thursday Only	Mon. Wed. Fri.	Tues. Thur. Sat.	Thursday Only	Mon. Wed. Fri.	Tues. Thur. Sat.	Thursday Only	Mon. Wed. Fri.	Tues. Thur. Sat.	Thursday Only	Mon. Wed. Fri.	Tues. Thur. Sat.	Thursday Only	Mon. Wed. Fri.	Tues. Thur. Sat.
L 12.20PM			A 3.30PM			L 12.20PM			A 3.30PM			L 12.20PM		
12.45			3.05			12.45			3.05			12.45		
1.00			2.50			1.00			2.50			1.00		
1.25			2.30			1.25			2.30			1.25		
A 1.50PM			L 2.00PM			A 1.50PM			L 2.00PM			A 1.50PM		
Thursday Only			Thursday Only			Thursday Only			Thursday Only			Thursday Only		
1.30			1.30			1.30			1.30			1.30		
12.0			12.0			12.0			12.0			12.0		

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

No. 869 has right over No. 870 Davenport to Dennys.
Registering Station—Davenport.

WESTWARD. THIRD SUB-DIVISION. EASTWARD.
(FORT SHERMAN BRANCH)

FIRST CLASS		THIRD CLASS			FIRST CLASS			THIRD CLASS	
247	245	Time Table No. 36 Jan. 1, 1912 Succeeding No. 85			246		248		
Passenger	Passenger	STATIONS.			Passenger	Passenger	Passenger	Passenger	
DAILY	DAILY	Telegraph Offices and Calls			DAILY	DAILY	DAILY	DAILY	
L 5.30PM 248	L 9.10AM 246	CA.....COEUR D'ALENE.....D	13.6	16	A 8.55AM 245	A 5.05PM 247			
		.....ALAN.....	5.6	15				
s 5.48	s 9.28	PF.....POST FALLS.....D	4.3	22	s 8.32	s 4.48			
		.....S. I. CROSSING.....	2.2					
A 6.00PM See Page 3	A 9.40AM See Page 3	AU.....HAUSER.....DN	0.0	120	L 8.15AM See Page 4	L 4.30PM See Page 4			
DAILY	DAILY	Time over Sub-Division			DAILY	DAILY	Time over Sub-Division		
0.30	0.30	Average Speed per Hour.			0.40	0.35	Average Speed per Hour.		
27.2	27.2				20.4	23.3			

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

REGISTERING STATIONS—Hauser and Coeur d'Alene.

BULLETIN STATIONS AND STANDARD CLOCKS—Spokane and Coeur d'Alene.

When backing down incline at Coeur d'Alene hand brakes must be set to control the train without assistance from the engine.

Branch line trains must obtain clearance before occupying main line at Hauser.

Nos. 246 and 247 connect with steamer at Coeur d'Alene.

Nos. 245, 246, 247 and 248 will stop on flag at Huetters.

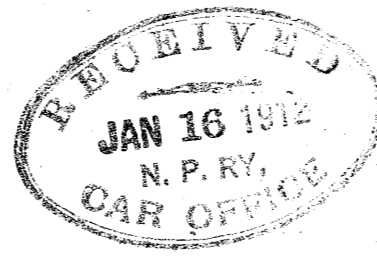
WESTWARD.

FIFTH SUB-DIVISION
(WASHINGTON CENTRAL BRANCH)

THIRD CLASS.			FIRST CLASS.			Water, Fuel, Scales, Turntables and Ways	Distance from Cheney	Station Numbers	Time Table No. 36	
867	865	863	253	251	235				Jan. 1, 1912	Succeeding No. 85
Freight	Freight	Freight	Passenger	Passenger	See Page 3 Passenger			STATIONS.		
Tues. Thur. Sat.	Mon. Wed. Fri.	EXCEPT SUNDAY	DAILY	DAILY	DAILY			Telegraph Offices and Calls		
		L 8.10AM			L 2.50PM	W C	0.0	1592	CY.....CHENEY.....	
		s 8.40			s 3.15	Y	10.4	10	MK.....MEDICAL LAKE.....	
		f 9.14 236			f 3.25 804	W	15.5	16	.....DEEP CREEK.....
		f 9.50			f 3.40		21.0	21	.....HITE.....
		s 10.25			s 3.55	W	26.5	26	RH.....REARDAN.....	
		f 10.55			f 4.18		33.9	34	.....MONDOVI.....
		s 11.25AM 12.30PM 804			s 4.30	W Y C	41.4	41	DA.....DAVENPORT.....	
		f 12.50			f 4.47		47.8	47	.....ROCKLYN.....
		f 1.20			f 5.05		56.4	56	.....FELLOWS.....
		s 1.55			s 5.25		64.1	64	CR.....CRESTON.....	
		s 2.30			s 5.45	W	74.2	74	WR.....WILBUR.....	
		s 3.00			s 6.00		80.8	81	GO.....GOVAN.....	
		s 3.35			s 6.18	W	87.5	87	A.....ALMIRA.....	
		f 3.50			f 6.27		91.1	90	.....HANSON.....
		s 4.10			s 6.37		96.6	97	RN.....HARTLINE.....	
L 8.10PM		4.45	L 5.18AM	L 6.55PM	A 6.55PM		105.7	106	.....COULEE JCT.....
A 8.20PM		A 5.00PM	A 5.25AM	A 7.05PM		W C T	108.3	108	C.....COULEE CITY.....	
	L 7.20AM			L 7.35PM			105.7	106	.....COULEE JCT.....
	f 8.00			f 8.00			116.7	117	.....BACON.....
							125.5		.....ADCO.....
	A 8.40AM			A 8.35PM		W T	126.8	127	ND.....ADRIAN.....	
Tues. Thur. Sat.	Mon. Wed. Fri.	EXCEPT SUNDAY	DAILY	DAILY	DAILY					
0.10	1.20	8.50	0.07	0.10	5.45				Time over Sub-Division	
15.6	15.7	12.2	27.3	15.6	24.9				Average Speed per Hour.	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SA...

No. 253 has right over No. 250, and No. 251 has right over Coulee City.
 REGISTERING STATIONS—Cheney, Adrian, Coulee Junction
 BULLETIN STATIONS—Cheney, Adrian and Coulee City
 STANDARD CLOCKS—Spokane, Cheney and Adrian.
 DERAIL SWITCHES—Cheney, crossover west of coal dumper
 YARD LIMITS at Cheney.
 Branch line trains must obtain clearance before occupying
 Switch at Coulee Junction will be set for track leading to
 Nos. 235 and 236 stop on flag at Meadow Lake.
 Nos. 863, 864, 865, 866, 867 and 868 will carry passengers
 No. 236 will run as No. 253 Coulee Junction to 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
 to Coulee Junction. No. 252 will run as No. 235 Coulee Junction to



NORTHERN PACIFIC RAILWAY COMPANY

OFFICE OF THE DIVISION SUPERINTENDENT
IDAHO DIVISION

Spokane, January 13, 1912.

BULLETIN NUMBER 13.

ALL CONCERNED:

Effective at once, Train Number 247 will not wait in excess of ten minutes for boat connections at Coeur d'Alene.

J. H. Rapelje.

Superintendent.

JHR-r.

JR

EASTWARD.

THIRD CLASS	
870	
Freight	
Thursday Only	
30	A 3.30PM
8	3.05
6	2.50
8	2.30
6	L 2.00PM
Thursday Only	
	1.30
	12.0

OF THE SAME ON.

EASTWARD.

FIRST CLASS	
246	248
Passenger	Passenger
DAILY	DAILY
16	A 8.55AM
	245
15	A 5.05PM
	247
22	s 8.32
	s 4.48
120	L 8.15AM
	See Page 4
	L 4.30PM
	See Page 4
	DAILY
	DAILY
	0.40
	0.35
	20.4
	23.3

OF THE SAME ON.

at Coeur d'Alene. bet set to control the line at Hauser.

COMMERCIAL SPURS.

FIRST SUBDIVISION.			EIGHTH SUBDIVISION.			FIFTH SUBDIVISION		
DISTANCE FROM PARADISE.		Car Cap'y	DISTANCE FROM ARROW		Car Cap'y	DISTANCE FROM CHENEY		Car Cap'y
Russell	19.6 Miles	5	Fir Bluff	7.3 Miles	5	Meadow Lake	6.6 Miles	8
Alger	48.7 "	57	Magills	22.1 "	10	Forrey	121.8 "	8
Beeson	49.2 "	6	Flume	24.6 "	4	NINTH SUBDIVISION		
Cedar Spur	80.3 "	50	Dunlap	28.2 "	10	DISTANCE FROM DAVENPORT		Car Cap'y
Dorite	86.6 "	5	Penoyers	31.0 "	4	Frys	9.0 Miles	8
Lane Potter	90.9 "	42	SIXTH SUBDIVISION.			THIRD SUBDIVISION		
Culver	111.6 "	10	DISTANCE FROM BELMONT		Car Cap'y	DISTANCE FROM HAUSER		Car Cap'y
Boyer	114.1 "	15	Hayfield	2.0 Miles	4	Heutters	9.4 Miles	10
SECOND SUBDIVISION			FOURTH SUBDIVISION.			Wrights	9.7 "	30
DISTANCE FROM KOOTENAI		Car Cap'y	DISTANCE FROM MARSHALL		Car Cap'y	Blackwell Lmb. Co.	10.8 "	20
Sagel	7.2 "	10	Marshall Quarry Spur	2.0 Miles	40	Gibbs	11.0 "	15
Dufort	11.6 "	12	Freedom	15.5 "	5			
Petit	12.8 "	18	Broadview	28.0 "	8			
Thomson	20.0 "	120	Kelly's	40.3 "	7			
King's	21.4 "	6	Pullman	73.7 "	6			
North Pole	33.5 "	11	Busbey's	78.9 "	8			
Rogers	36.2 "	10	Troy Log	100.0 "	6			
Calispel	40.3 "	8	Clarence	103.3 "	3			
Crosby	48.2 "	4	Rock Spur	106.1 "	10			
Moab	53.7 "	5	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. FRANK ROSE, Spokane (S)
DR. JOHN H. O'SHEA, Spokane (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. HOUSON E. SNYDER, Stites (S)

DR. R. P. MOORE, Davenport.
Wilbur (S)

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.

	ENGINES.													ENGINES.											
	Class F 1 S 1-2-3-4		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
Fifth Subdivision—Westward. Cheney to Medical Lake.....	900	.....	750	.....	600	.....	511	.....	434	.....	350	.....							Sixty C	ars.				
Medical Lake to Creston	1200	.....	1000	.....	900	.....	800	.....	700	.....	600	.....	1300	1170	1200	1070	1100	970	1000	870	850	765		
Creston to Govan	2000	.....	1800	.....	1700	.....	1500	.....	900	.....	800	.....												
Govan to Almira	1400	.....	1200	.....	1100	.....	1000	.....	800	.....	700	.....	1500	1350	1500	1350	1200	1080	1100	990	1000	900		
Almira to Hanson	750	.....	500	.....	400	.....	350	.....	300	.....	250	.....	600	540	540	486	480	432	450	405	360	324		
Hanson to Coulee Jet.....	Sixty	cars																							
Coulee Jet. to Adrian.....	1300	.....	1250	.....	1200	.....	1150	.....	1000	.....	900	.....												
Fifth Subdivision—Eastward. Adrian or Coulee City to Almira.....	800	.....	550	.....	500	.....	450	.....	375	.....	350	.....												
Govan to Rocklyn.....	950	.....	700	.....	650	.....	600	.....	500	.....	400	.....												
Rocklyn to Reardan	1100	.....	800	.....	750	.....	700	.....	600	.....	500	.....												
Reardan to Cheney.....	950	.....	700	.....	650	.....	600	.....	450	.....	400	.....												

	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		
Fourth Subdivision—Westward 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.....								Forty Cars.								
Kendrick to Lewiston.....								Sixty Cars.								
Fourth Subdivision—Eastward. 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.....								Sixty Cars.								
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		

	ENGINES.																	
	Class W		Class T		Class S 1-2-3-4		Class F 4		Class F 1		Class E 1-2-3		Class D 2-3		Class C		Class B	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
Idaho Div.—Eastward. Cheney to Spokane.....	1600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	750	.....	940	.....
Spokane to Paradise.....	2400	.....	1750	.....	1600	.....	1050	.....	1600	.....	1025	.....	1000	.....	.....	.....	.....	.....
Idaho Div.—Westward. Paradise to Spokane.....	1800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	675	.....	775	.....
Spokane to Cheney.....	1100	.....	1500	.....	1400	.....	975	.....	1400	.....	950	.....	925	.....	.....	.....	.....	.....

FIRST SUBDIVISION SPECIAL RULES.

Westward trains terminating Kootenai or taking siding Kootenai, will head in on passing track Kootenai depot.

Junction switches Kildee and Trout Creek will be set for old main line. All trains using new line between Kildee and Trout Creek will come to full stop before passing junction switches.

Nos. 602, 603 and 876 will run via new line, extra trains will run via new line unless otherwise instructed, between Kildee and Trout Creek.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

All trains will reduce speed and run carefully around bluffs where slides are liable to occur.

All trains with class "W" engines reduce speed to 8 miles per hour; all trains with lighter weight engines reduce speed to 20 miles per hour over bridge 279 Thompson River, between Frost and Woodlin.

Reduce speed to 8 miles per hour through corporate limits of Thompson Falls.

All trains reduce speed to 25 miles per hour over Cedar Creek bridge No. 283 between White Pine and Vermillion.

Passenger trains reduce speed to 20 miles per hour, and freight trains to 15 miles per hour over junction switches Kildee and Trout Creek.

All trains reduce speed to 20 miles per hour through Cabinet tunnel.

No. 4 stops on flag at White Pine Wednesdays and Saturdays.

No. 41 stops on flag at Heron for passengers destined Spokane and west.

No. 6 stops on flag at Heron for passengers destined Paradise and east.

FOURTH SUBDIVISION SPECIAL RULES.

Branch line trains must obtain clearance before occupying main line at Marshall.

Yard Limits—Pullman, Moscow and Arrow.

Mountain grade between Kendrick and Howell.

Helper district between Kendrick and Howell.

Manual block between Kendrick and Troy.

Special attention is called to Rules 731 to 737 inclusive, governing operations on mountain grade between Howell and Kendrick.

Derail Switches—McCoy's Siding, Donahue Siding, Plaza Elevator Track, Freedom Spur, Garfield Siding, Garfield House Track, Garfield Transfer Track, Fallon's Siding, Whelan Siding, Pullman College Spur, Sunshine Siding, Joel House Track, Troy Siding, Troy House Track, Clarence Spur, Bovard Rock Spur, Bovard Siding, Juliaetta House Track.

All westward 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. All eastward 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.

Passenger trains must not exceed speed of 30 miles per hour, and freight trains 15 miles per hour between Howell and Kendrick.

All trains must come to a full stop two hundred feet from U. P. crossings at Oakesdale, Garfield and Pullman.

All engines with or without trains must come to a full stop two hundred 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.

Nos. 231 and 232 will stop on flag at Kelley's Spur, Spokane County Farm and Freedom Spur.

No. 233 will stop on flag at Spokane County Farm.

