

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

Without Bulletins

Missing text added

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					Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Paradise	TIME TABLE NO. 50. Jan. 1, 1912 Succeeding No. 35					Distance from Kootenai	Capacity of Sidings	COND CLASS		THIRD CLASS					
875	603	227	41	5	3	1	2	4				6	42	228	602	876										
Way Freight EXCEPT SUNDAY	Freight DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Freight DAILY	Way Freight 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.....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.....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.....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.....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.....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.....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	2.43	f 4.00	1.23	W	1420	31.6	FN.....THOMPSON FALLS.....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.....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.....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.....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.....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		38.2MARMOT.....P	78.8	80	Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line	5.25	f 1.05						
	12.48																				41.9TALC.....P	75.1	80	5.15	f 12.50
	1.00																				46.4CHILDS.....P	70.6	80	5.00	f 12.25
	1.08																				49.3RICHARDS.....P	67.7	80	4.45	f 12.10PM
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.....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.....DN	56.8	80	11.56AM	1.56	2.52	12.58	f 12.17	4.10	s 11.00							
f 11.45	2.19	f 8.40	12.28	3.42	5.01	2.26		1455	64.7	.....FURLONG.....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.....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.....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.....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.....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.....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.....DN	23.0	120	10.53	12.55	1.41	11.37	s 10.33	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.....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.....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.....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				Time over Sub-Division.			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				Average Speed per Hour.			34.1	34.2	29.9	27.0	26.5	15.2	11.1							

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.

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

WESTWARD.

SECOND SUBDIVISION. (MAIN LINE.)

Main time table grid with columns for Third Class, Second Class, and First Class, listing stations, times, and distances.

Trains Between Marshall and Cheney Are Operated Under Block Card System

Summary table for block card system showing times and distances for various stations.

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 BULLETIN STATIONS STANDARD CLOCKS } Kootenai, Spokane, Cheney.

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.

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

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

WESTWARD.

SEVENTH SUB-DIVISION (GENESEE BRANCH)

EASTWARD.

Table with columns for Second Class (667), First Class (241), and Second Class (668). Includes Time Table No. 36, Jan. 1, 1912, Succeeding No. 35. Lists stations from Pullman Junction to Genesee with distances and train times.

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 Third Class (861), First Class (237), and Third Class (862). Includes Time Table No. 36, Jan. 1, 1912, Succeeding No. 35. Lists stations from Arrow to Stites with distances and train times.

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 Third Class (871) and Third Class (872). Includes Time Table No. 36, Jan. 1, 1912, Succeeding No. 35. Lists stations from Belmont to Farmington with distances and train times.

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.

Table with columns for Third Class (867, 865, 863), First Class (253, 251, 235), and Third Class (236, 250, 252, 864, 866, 868). Includes station names like Cheney, Medical Lake, Deep Creek, Hite, Reardan, Mondovi, Davenport, Rocklyn, Fellows, Creston, Wilbur, Govan, Almira, Hanson, Hartline, Coulee Jct, Coulee City, Bacon, Adco, and Adrian. Includes times, distances, and average speeds.

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.

Table for Time Table No. 36, Eastward, Third Class (869, 870). Includes stations Davenport, Wheatdale, Omans, Gravelles, Dennys. Includes times, distances, and average speeds.

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.

Table for Time Table No. 36, Third Sub-Division (Fort Sherman Branch), Westward and Eastward. Includes First Class (247, 245, 246, 248) and Third Class (246, 248). Includes stations Coeur d'Alene, Alane, Post Falls, S.I. Crossing, Hauser. Includes times, distances, and average speeds.

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.

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.

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.

