

# NORTHERN PACIFIC RAILWAY COMPANY.

**IDAHO DIVISION**

# TIME **36-B** TABLE

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

**SUNDAY, JUNE 2nd, 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.**

**E. C. BLANCHARD,**  
General Manager.

**I. B. RICHARDS,**  
General Superintendent.

**P. H. McCAULEY,**  
Superintendent of Transportation.

**A.M. BURT,**  
Superintendent.

## 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

Approaching Signal 49 for New Train Yard, 3 long ——— ——— ———

Approaching Signal 48—Same as for Signal 49.

Enginemen must answer signals by 2 short blasts of the whistle.

**NOTE**—Trains and switch engines must be careful not to pass Signal 32, if this signal shows "STOP," as, if they do, and Signal 52 is cleared for 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

FIRST SUB-DIVISION  
(MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS					Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Paradise	Time Table No. 36-B June 2, 1912 Succeeding No. 86-A					Distance from Kootenai	Car Capacity of Sidings	SECOND CLASS		THIRD CLASS	
875	Way Freight EXCEPT SUNDAY	603	Freight DAILY	227	41	5	3	1				STATIONS.							602	Freight DAILY	876	Way Freight EXCEPT SUNDAY
												Telegraph Offices and Calls										
L 6 45AM		L 10.50PM		L 6.30AM	L 10.25AM	L 1.45AM	L 3.05PM	L 12.35AM	W C OT	1390	0.0 PD..... PARADISE ..... DN	115.7	115.7	A 1.40PM	A 8.40AM	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	139	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 KS..... WEEKSVILLE ..... PD	102.4	123	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	143	1.03	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	72	12.59	2.58	4.08	2.15	f 1.37	6.30	f 2.40		
f 8.20		12.10AM		f 7.22	11.13	2.33	3.54	1.18		1417	28.3..... WOODLIN ..... P	87.4	71	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	s 4.00	1.23	W	1420	31.6 FN..... THOMPSON FALLS ..... DN	84.1	143	12.45	f 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	8.9	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	72	12.35	2.31	3.31	1.40	s 1.02	Via New Line	Via New Line		
s 9.30		Via New Line		s 7.59	11.46	3.08	f 4.25	1.46	Y	1434	44.3 WP..... WHITE PINE ..... PD	71.4	70	12.27	2.21	3.21	1.28	s 12.52	Via New Line	Via New Line		
f 9.50		Via New Line		f 8.09	11.55AM	3.16	4.34	1.55		1439	50.0..... VERMILION ..... P	65.7	64	12.14	2.09	3.08	1.15	f 12.37	Via New Line	Via New Line		
Via Old Line		12.39		Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line	W		38.2..... MARMOT ..... P	78.8	83	Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line	5.25	f 1.05		
		12.48									41.9..... TALC ..... P	75.1	91						5.15	f 12.50		
		1.00									46.4..... CHILDS ..... P	70.6	80						5.00	f 12.25		
		1.03									49.3..... RICHARDS ..... 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		s 8.23	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		2.45		f 8.40	12.28	3.42	5.01	2.26		1455	64.7..... FURLONG ..... P	51.0	62	11.45	1.46	2.41	12.47	f 12.06PM	3.55	f 10.30		
s 11.58AM		3.05		s 8.50	12.38	3.50	5.10	2.38	W	1458	68.8 NX..... NOXON ..... DN	46.9	122	11.35	1.36	2.31	12.38	s 11.58AM	3.40	s 10.10		
f 12.25PM		3.22		f 9.00	12.48	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	1.00	4.10	5.29	3.00		1468	79.0 HR..... HERON ..... DN	36.7	116	11.16	1.18	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	10.58	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	s 5.51	3.22		1482	92.7 CX..... CLARK'S FORK ..... DN	23.0	113	10.53	12.55	s 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 ..... P	18.1	59	10.45	12.47	1.32	11.27	f 10.20	1.58	f 7.50		
s 3.10		5.20		s 10.03	f 1.42	4.48	f 6.08	3.39	W C	1492	102.3 H..... HOPE ..... DN	13.4	116	10.37	12.37	f 1.20	f 11.15	s 10.03	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	57	10.25	12.25	1.06	11.00	f 9.52	12.42	f 6.25		
A 4.00PM		A 6.00AM		A 10.38AM	A 2.04PM	A 5.08AM	A 6.29PM	A 4.03AM	C W OT	1503	115.7 KN..... KOOTENAI ..... DN	0.0	Yard	L 10.16AM	L 12.17AM	L 12.58PM	L 10.43AM	L 9.40AM	L 12.25PM	L 6.00AM		
EXCEPT SUNDAY		DAILY		DAILY	DAILY	DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY		
9.15		7.10		4.08	3.39	3.23	3.24	3.28												10.30		
12.5		16.3		28.0	31.7	34.2	34.0	33.4												11.1		
											Time over Sub-Division.											
											Average Speed per Hour.											

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

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

BULLETIN STATIONS REGISTERING STATIONS STANDARD CLOCKS } Paradise and Kootenai.

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

WESTWARD.

SECOND SUBDIVISION. (MAIN LINE.)

Time Table No. 36-B June 2, 1912 Succeeding No. 36-A. Table with columns for Third Class (883, 873, 853), Second Class (669, 663, 603), and First Class (1, 3, 5, 41, 227, 231, 233, 235, 245, 247, 255, 257). Includes station names like Kootenai, Sand Point, Lignite, Algoma, Cocolalla, Carevwood, Granite, Athol, Ramsey, Rathdrum, Hauser, Otis, Velox, Trent, Parkwater, U.P. Crossing, Spokane, Hangman, Marshall, and Cheney.

Trains Between Marshall and Cheney Are Operated Under Block Card System

Table showing train schedules for the Marshall and Cheney block card system. Columns include arrival/departure times (e.g., 9:25 AM, 8:40 PM), days of operation (Mon, Wed, Fri, SUNDAY), and average speeds per hour (e.g., 13.1, 10.5, 12.0).

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

REGISTERING STATIONS BULLETIN STATIONS STANDARD CLOCKS } Kootenai, Spokane, Cheney. DERAIL SWITCHES—Petit Spur, Rogers Spur, Cheney crossover west of coal dock, Cheney coal dock. YARD LIMITS—Kootenai-Sand Point, Parkwater-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. Crossover—Hangman, 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—It is possible for a light engine using crossover in automatic signal territory to stand between the switches in such a manner as to release the signals when switches are closed. Light engines using crossovers in automatic territory must have at least one switch open while engine is on any part of the crossover.
5—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.
6—Between Spokane and Marshall, upon receiving block clearance card, Form "C", and displaying classification signals, any train may proceed irrespective of superior class trains moving in the same direction. Eastward freight trains departing Spokane must secure block clearance card, Form "C," before occupying main line. Authority must be obtained from Dispatcher before issuing clearance card.
7—Eastward trains must approach Marshall under full control and know that clearance is ready for them and switches lined up before entering double track.
8—except as modified above the Transportation Rules govern.
Double track switch at Ramsey will be set for westward trains. Double track switch at Parkwater will be set for westward trains. Double track switch at Marshall will be set for eastward trains.

SECOND SUBDIVISION.  
(MAIN LINE.)

EASTWARD.

FIRST CLASS													SECOND CLASS			THIRD CLASS					
258	254	248	246	236	234	232	228	42	6	4	2		Time Table No. 36-B June 2, 1912. Succeeding No. 36-A			602	664	670	854	874	884
Passenger	S. P. & S. 2 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Water, Fuel Scales, Turntables and Wyes	STATIONS.	Distance from Cheney	Car Capacity of Sidings	Freight	Freight	S.P. & S. 76 Freight	Way Freight	Way Freight	Way Freight
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Station Numbers	Telegraph Offices and Calls	Distance from Kootenai	Yard	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	Tues, Thur and Sat
							A 9.88AM	A 10.45AM	A 12.51PM	A 12.15AM	A 10.14AM	W C OT 1503	KN.....KOOTENAI.....DN	0.0	86.8	A 12.20PM				A 2.00PM	
							s 9.30	s 10.32	s 12.42	s 12.08AM	10.06	W 1507	SA.....SAND POINT.....DN	2.0	84.8	12.14			s 1.50		
							f 9.18	10.21	12.30	11.57PM	9.56	1510	.....LIGNITE.....P	5.4	81.4	12.06PM			f 1.30		
							s 9.12	10.14	12.24	11.52	9.51	1513	AG.....ALGOMA.....DN	9.1	77.7	11.55AM			s 1.10		
							s 8.57	10.01	12.18	11.43	9.40	W 1520	CO.....COCOLALLA.....DN	15.6	71.2	11.35			s 12.40		
							f 8.44	9.53	12.04PM	11.36	9.29	1524	.....CAREYWOOD.....P	20.9	65.9	11.00			f 12.09PM		
							s 8.37	9.47	11.59AM	11.32	9.25	W 1530	GE.....GRANITE.....DN	23.8	63.0	10.50			s 11.25		
							s 8.25	9.36	11.46	11.22	9.15	Y 1535	AX.....ATHOL.....DN	30.4	56.4	10.30			s 10.35		
							f 8.10	9.23	11.33	11.11	9.02	1543	RS.....RAMSEY.....DN	37.8	49.0	10.05			f 9.45		
							s 8.00	9.09	11.21	11.01	8.52	W 1549	RD.....RATHDRUM.....DN	43.4	43.4	9.40			s 9.14		
							s 7.47	8.56	11.10	10.50	8.42	O Y 1557	AU.....HAUSER.....DN	50.3	36.5	9.15			s 8.15		
							f 7.36	8.45	11.00	10.41	8.32	1561	OS.....OTIS.....PN	56.1	30.7	8.50			s 7.55		
								7.32	8.41	10.56	10.38	1564	.....VELOX.....P	58.6	28.2	8.05			7.40		
							f 7.25	8.34	10.48	10.32	8.22	W 1567	TR.....TRENT.....PD	62.1	24.7	7.52			s 7.30		
							f 7.17	8.25	10.40	10.26	8.15	1573	YD.....PARKWATER.....DN	66.0	20.8	7.32			f 6.35		
												68.7	.....U. P. CROSSING.....	68.7	18.1						
							L 7.05AM	8.15	10.30	10.15	8.05	W C OT 1576	SF.....SPOKANE.....DN	70.4	16.4	7.10			L 6.15AM		
							s 6.30	8.15	10.10	9.55	7.55	1579	HG.....HANGMAN.....DN	73.7	13.1	6.05			A 5.00PM		
							s 10.04	6.06	9.47	9.33	7.35	W C Y 1585	MR.....MARSHALL.....DN	79.4	7.4	5.25			L 1.55PM		

Trains Between Cheney and Marshall Are Operated Under Block Card System

L 2.50PM	DAILY	DAILY	DAILY	DAILY	L 9.47AM	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	L 5.55AM	L 9.30AM	L 9.15PM	L 7.23AM	W C Y	1592	86.8	CY.....CHENEY.....DN	0.0	71	L 5.05AM	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	Tues, Thur and Sat
0.40	0.25	0.40	0.40	0.38	0.25	0.30	2.33	3.05	3.21	3.00	2.51												6.10	0.35	0.50	0.30	7.45	1.00	
24.6	21.6	30.1	30.1	25.9	21.6	18.0	28.2	28.4	29.1	32.9	32.7												14.2	15.4	10.8	18.0	9.0	16.4	

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

Double Track between Ramsey and Rathdrum, and between Parkwater and Marshall. See Special Rules Page 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 freight trains terminating Kootenai or taking siding Kootenai will head in on passing track Sand Point and pull through connection to Kootenai yard.

Eastward passenger trains taking siding Kootenai will head in on passing track at Kootenai yard office.

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 must come to full stop 200 feet from draw span in Pend d'Orielle River bridge No. 13, 1 mile west of Sand Point.

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.

All westward trains reduce speed to 25 miles per hour over double track switches Ramsey and Rathdrum.

First class trains will reduce speed to 30 miles per hour between Parkwater 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.

FOURTH SUB-DIVISION (PALOUSE AND LEWISTON BRANCH)

WESTWARD

EASTWARD

Main time table grid with columns for Third Class, Second Class, First Class, and Stations. Includes train numbers (855, 853, 667, 663, 241, 239, 233, 231, 232, 234, 240, 242, 664, 668, 854, 856) and times for various stations from Lewiston to Joseph.

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

Summary table for Lewiston to Joseph section, showing arrival and departure times for various train classes and average speeds.

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.

SEVENTH SUB-DIVISION (GENESEE BRANCH)

EASTWARD.

Time Table No. 36-B June 2, 1912 Succeeding No. 36-A. Table with columns for Second Class (667), First Class (241), and Second Class (668). Includes stations like Pullman Junction, Staley, Chambers, Johnson's, Colton, Uniontown, Leon, and Genesee.

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.

Time Table No. 36-B June 2, 1912 Succeeding No. 36-A. Table with columns for Third Class (861), First Class (237), First Class (238), and Third Class (862). Includes stations like Arrow, Myrtle, Agatha, Lenore, Peck, Ahsahka, Oro Fino, Greer, Pardee, Tramway, Kamiah, Kooskia, and Stites.

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

BULLETIN STATION AND STANDARD CLOCK—Stites. DERAIL SWITCHES—Lenore.

REGISTERING STATIONS—Arrow and Stites. YARD LIMITS—Arrow.

All 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. 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.

Time Table No. 36-B June 2, 1912 Succeeding No. 36-A. Table with columns for Third Class (871) and Third Class (872). Includes stations Belmont, U.P. Crossing, and Farmington.

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, etc.

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.

WESTWARD.

NINTH SUB-DIVISION (SEATTLE BRANCH)

EASTWARD.

Table with columns for Third Class (869), Third Class (870), and stations like DAVENPORT, WHEATDALE, OMANS, GRAVELLES, DENNYS.

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 (FORT SHERMAN BRANCH)

EASTWARD.

Table with columns for First Class (247, 245), First Class (246, 248), and stations like COULEE JCT, COULEE CITY, COULEE JCT, BACON, ADCO, ADRIAN.

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.



**COMMERCIAL SPURS.**

FIRST SUBDIVISION.			THIRD SUBDIVISION			FIFTH SUBDIVISION		
DISTANCE FROM PARADISE.		Car Cap'y	DISTANCE FROM HAUSER		Car Cap'y	DISTANCE FROM CHENEY		Car Cap'y
Russell	19.6 Miles	5	Heutters	9.4 Miles	10	Meadow Lake	6.6 Miles	8
Alger	48.7 "	57	Wrights	9.7 "	30	Forrey	121.8 "	8
Beeson	49.2 "	6	Blackwell Lmb. Co.	10.8 "	20	SIXTH SUBDIVISION.		
Stultz Spur	50.0 "	7	Gibbs	11.0 "	15	DISTANCE FROM BELMONT		Car Cap'y
Cedar Spur	80.3 "	50	FOURTH SUBDIVISION.			Hayfield		4
Dorite	86.6 "	5	DISTANCE FROM MARSHALL		Car Cap'y	EIGHTH SUBDIVISION.		
Lane Potter	90.9 "	42	Marshall Quarry Spur	2.0 Miles	40	DISTANCE FROM ARROW		Car Cap'y
Culver	111.6 "	10	Freedom	15.5 "	5	Fir Bluff	7.3 Miles	5
Boyer	114.1 "	15	Broadview	28.0 "	8	Magills	22.1 "	10
SECOND SUBDIVISION			Kelly's	40.3 "	7	Flume	24.6 "	4
DISTANCE FROM KOOTENAI		Car Cap'y	Pullman	73.7 "	6	Dunlap	28.2 "	10
Sagel	7.2 Miles	10	Busbey's	78.9 "	8	Penoyers	31.0 "	4
Dufort	11.6 "	12	Troy Log	100.0 "	6	NINTH SUBDIVISION		
Petit	12.8 "	18	Clarence	103.3 "	3	DISTANCE FROM DAVENPORT		Car Cap'y
Thomson	20.0 "	120	Rock Spur	106.1 "	10	Frys		8
King's	21.4 "	6	Clyde	106.8 "	14			
North Pole	33.5 "	11	Haynes	134.0 "	6			
Rogers	36.2 "	10	Water Co.	135.6 "	3			
Calispel	40.3 "	8						
Crosby	48.2 "	4						
Moab	53.7 "	5						

**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. L. G. KIMZEY, Pullman (S)  
DR. W. H. CARITHERS, Moscow (S)  
DR. JOHN B. MORRIS, Lewiston (S)  
DR. WALTER BURG, Genesee.  
DR. HOUSON E. SNYDER, Stites (S)

Davenport.  
DR. J. L. EDWARDS, 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, unless they have furnished a form "19" train order stating that all superior trains due up to time given have arrived or passed.

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 Beaver Creek bridge No. 283 between White Pine and Vermillion.

All trains passing to or from new line at Kildee, and to and from old line at Trout Creek, reduce speed to 25 miles per hour over junction switch.

All trains with class "W" or heavier engine reduce speed to 8 miles per hour over bridge 303, Lightning Creek, one-quarter mile west Clarks Fork.

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.

No. 3 stops at Belknap to let off passengers from Thompson Falls.

**FOURTH SUBDIVISION SPECIAL RULES.**

**Yard Limits**—Pullman, Pullman Jct., 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; and draw span in Clearwater River bridge No. 202, one mile east of Joseph.

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.

