

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME TABLE

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

SUNDAY, NOVEMBER 10th, 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—Signal 52 is high arm semaphore on long crossover between old and new lines east of crossing. Upper arm governs westward movements on westward main line. Lower arm governs movements into yard.

Signal 50 is high arm semaphore on westward main line east of crossing. Upper arm governs westward movements on westward main line. Lower arm governs movements into yard.

Signal 29 is high arm semaphore on eastward main line west of crossing. Upper arm governs eastward movements on eastward main line. Lower arm governs movements to Fair Grounds tracks.

Signal 49 is dwarf signal located between eastward and westward main lines east of crossing, and opposite signal 50. It governs westward movements on eastward main line, and westward movements from eastward to westward main lines through crossover east of crossing.

Signal 31 is dwarf signal located between eastward and westward main lines west of crossing, and opposite signal 29. It governs eastward movements on westward main line; eastward movements from westward main line to old main line through long crossover east of crossing, and eastward movements from westward to eastward main lines through short crossover east of crossing.

Signal 32 is dwarf signal located between westward main line and yard lead west of crossing. It governs eastward movements out of yard.

Signal 47 is dwarf signal located just west of crossing and north of westward main line. It governs westward movements on westward main line. Engines coming out of new yard and wanting to go west on westward main line must pull by signal 47 and not proceed until signal 47 shows clear.

Signal 48 is dwarf signal located just north of Fair Grounds track east of crossing. It governs movements from Fair Grounds track. (At present this signal is not in service, and movements from that track must be governed by hand signals from Towerman. Care must be used not to pass signal foundation until hand signal is obtained—yellow flag by day and yellow light by night.)

RULE 2. Trains:

Approaching signal 29 and wishing main line, must give 4 short blasts of whistle: 0 0 0 0

Approaching signal 29 for Fair Grounds, 3 long: _____

Approaching signal 29, 31 or 32, for old main line, 1 long, 2 short, one long: _____ 0 0 _____

Approaching signal 52 for main line, 4 short: 0 0 0 0

Approaching signal 52 for new yard, 3 long: _____

Approaching signal 31 for main line, 4 short: 0 0 0 0

Approaching signal 31 for crossover onto eastward main line, 2 long 2 short: _____ 0 0

Approaching signal 31 for Fair Grounds, 3 long: _____

Approaching signal 32, same as for signal 31.

Approaching signal 49 for eastward main line, 4 short: 0 0 0 0

Approaching signal 49 for crossover onto westward main line, 2 long 2 short: _____ 0 0

Approaching signal 49 for new yard, 3 long: _____

Approaching signal 50 for main line, 4 short: 0 0 0 0

Approaching signal 50 for new yard, 3 long: _____

Approaching signal 48, same as for signal 49.

Enginemen must answer signals by 2 short blasts of whistle.

T. F. LOWRY,
Trainmaster

C. P. HUNT,
Trainmaster

B. W. WALKER,
Trainmaster

J. J. BLAIR,
Chief Dispatcher

WESTWARD

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

Table with columns for Third Class, Second Class, First Class, and freight. Includes station names like Paradise, Plains, Weeks, Eddy, Frost, Woodlin, Thompson Falls, Kildoe, Belknap, White Pine, Vermilion, Marmot, Talc, Childs, Richards, Trout Creek, Tuscoc, Furlong, Noxon, Smeads, Heron, Cabinet, Ozoma, Clark's Fork, Denton, Hope, Oden, Kootenai. Includes time table No. 36-D, Nov. 10, 1912, and various time and distance data.

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

YARD LIMITS—Paradise, Hope, Kootenai. LAP SIDINGS—Plains, 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, Stultz 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.

SECOND SUBDIVISION.
(MAIN LINE.)

THIRD CLASS			SECOND CLASS			FIRST CLASS											
883	873	853	669	663	603	Time Table No. 36-D Nov. 10, 1912 Succeeding No. 36-C											
Way Freight	Way Freight	Way Freight	S. P. & S. 75 Freight	Freight	Freight	STATIONS											
Mon, Wed and Fri	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	Telegraph Offices and Calls											
						1	3	5	41	227	231	233	235	245	247	255	257
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	S. P. & S. Passenger	Passenger
						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	L 6.30AM				L 6.15AM	KN.....KOOTENAI.....DN											
	s 6.45				6.25	SA.....SAND POINT.....DN											
	f 7.05				6.40	.....LIGNITE.....P											
	s 7.25				6.55	AG.....ALGOMA.....DN											
	s 8.00				7.15	CO.....COCOLALLA.....DN											
	f 8.44				7.35	.....CAREYWOOD.....P											
	s 9.00				7.45	GE.....GRANITE.....DN											
	f 9.43				8.25	AX.....ATHOL.....DN											
	s 10.25				8.55	RS.....RAMSEY.....DN											
	f 10.30				9.40	RD.....RATHDRUM.....DN											
	s 10.55				10.00	AU.....HAUSER.....DN											
	f 11.25				10.20	OS.....OTIS ORCHARDS.....PN											
	s 11.50AM				10.30	.....VELOX.....P											
	s 12.10PM				10.48	TR.....TRENT.....PD											
	12.20				11.05	YD.....PARKWATER.....DN											
	s 12.33					.....U. P. CROSSING.....											
	s 12.50					SF.....SPOKANE.....DN											
	A 1.15PM				11.80AM	HG.....HANGMAN.....DN											
	L 8.10AM				7.10PM	MR.....MARSHALL.....DN											
	f 8.25				7.30												
	s 8.50				8.00												

Trains Between Marshall and Cheney Are Operated Under Block Card System

A 9.25AM				A 8.40PM	W C Y	1592	86.8	CY.....CHENEY.....DN	0.0	77	A 7.23AM	A 9.55PM	A 8.15AM	A 5.20PM			A 2.45PM		A 7.37PM			
Mon, Wed and Fri	EXCEPT SUNDAY	EXCEPT SUNDAY		DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
1.15	6.45	0.40		0.45	0.50	6.45					3.07	2.59	2.55	2.50	2.57	0.30	0.25	0.45	0.45	0.40	0.25	0.37
13.1	10.5	13.5		12.0	10.8	12.8					27.8	29.1	29.7	29.1	23.8	18.0	21.6	21.8	26.8	30.1	21.6	26.5

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

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

REGISTERING STATIONS
BULLETIN STATIONS
STANDARD CLOCKS

Kootenai, Spokane, Cheney.

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

HELPER DISTRICT—Between Spokane and Cheney.
Maximum grades between Spokane and Cheney.
Crossover—Steno, Trent, Parkwater, and Hangman, trailing point switches.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

- 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.
- In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
- 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.
- 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.
Double track switch at Ramsey will be set for westward trains.
Double track switch at Rathdrum will be set for eastward trains.
- 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.
- Eastward from Marshall and eastward and westward from Spokane, any train may be run with the current of traffic ahead of superior class trains, without orders, provided they secure a clearance card, Form "C," from operator. Authority must be obtained from Dispatcher before issuing clearance card.
- Eastward trains must approach Marshall under full control and know that clearance is ready for them and switches lined up before entering double track.
- Except as modified above the Transportation Rules govern.
Double track switch at Velox will be set for westward trains.
Double track switch at Marshall will be set for eastward trains.

WESTWARD

FOURTH SUB-DIVISION
(PALOUSE AND LEWISTON BRANCH)

EASTWARD

THIRD CLASS		SECOND CLASS.		FIRST CLASS				Water, Fuel, Scates, Turntables and Wyes	Station Numbers	Distance from Marshall	Time Table No. 36-D Nov. 10, 1912 Succeeding No. 36-C		Distance from Lewiston	Car Capacity of Sidings	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 DAILY See Page 4	Passenger DAILY 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							
L 6.45AM		L 10.50PM		L 4.25PM	L 8.33AM			MR.....MARSHALL..... DN 5.3		136.9	Yard	s 2.15PM	A 6.25PM		A 4.00AM		s 1.50PM					
f 7.00		11.10		4.36	f 8.45			.....DYNAMITE..... 5.9		131.6	26	f 2.02	6.14		8.40		f 1.35				
s 7.30		11.35		s 4.50	s 9.02			SG.....SPANGLE..... D 8.3		125.7	33	s 1.50	s 6.03		8.20		s 1.15					
s 8.00		11.55PM		s 5.07	s 9.22			MA.....PLAZA..... D 3.8		117.4	26	s 1.33	s 5.44		2.55		s 12.45					
f 8.10		12.08AM		5.16	f 9.28			.....NORTH PINE..... 8.4		113.6	22	f 1.22	5.34		2.35		f 12.80				
s 8.30		12.20		s 5.27 234	s 9.36			RO.....ROSALIA..... D 2.0		110.2	59	s 1.15	s 5.27 233		2.23		s 12.15PM					
f 8.35		12.28		5.31	f 9.41			.....DONAHUE..... 3.2		108.2	14	f 1.10	5.21		2.10		f 11.59AM				
f 8.45		12.40		5.38	f 9.48			.....Mc COYS..... 5.6		105.0	24	f 1.05	5.15		1.55		f 11.40				
s 9.15		1.00		s 5.50	s 10.02			OD.....OAKESDALE..... D 0.7		99.4	60	s 12.52	s 5.04		1.35		s 11.20					
s 9.40		1.25 664		s 6.08	s 10.15			.....U. P. AND S. & I. CROSSINGS... No Connection 4.6		98.7							s 11.00				
f 9.55		1.40		6.12	f 10.25			BM.....BELMONT..... D 4.4		94.1	45	s 12.40	s 4.52		1.25 663		f 10.45					
s 10.15AM 854		1.50		s 6.19	s 10.35 854			.....EDEN..... 2.2		89.7	41	f 12.25	4.40		12.50		s 10.35 10.15 281-353				
								GF.....GARFIELD..... D 0.2		87.5	29	s 12.20	s 4.33		12.40							
								.....U. P. AND S. & I. CROSSINGS... Track Connection 3.3		87.3											
								.....CEDAR CREEK..... 6.1		84.0	7	f 12.08PM	4.21								
s 10.40 11.05 231		2.20		s 6.42	s 11.00 853			PC.....PALOUSE..... D 6.6		77.9	32	s 11.55AM	s 4.11		12.05AM		s 9.30 8.40					
f 11.40 232		2.40		f 6.56	f 11.15			.....FALLONS..... 4.8		71.3	27	f 11.40 853	3.58		11.35PM		f 8.25				
f 11.55AM		2.58		7.06	f 11.28 232			.....WHELAN..... 5.2		66.5	27	f 11.28 231	3.43		11.10		f 8.05				
A 12.20PM		3.25		s 7.17	s 11.40 11.50 241			PN.....PULLMAN..... DN 0.6		61.3	30	s 11.10	s 3.40		10.45		L 7.45AM					
L 7 00AM		L 6.00AM		L 12.10PM 231	7.32			.....U. P. CROSSING... No Connection 0.8		60.7		11.00	3.25		10.30		A 5.00PM				
								.....PULLMAN JUNCTION..... 3.6		59.9	43	10.52	3.20		10.20		L 4.35PM				
f 7.10		A 6.10AM		8.35	A 12.17PM			.....SUNSHINE..... 5.2		56.3	27	f 10.43	3.15		10.10		See page 6				
f 7.30		See page 6		8.50	See page 6			MO.....MOSCOW..... D 6.5		51.1	35	s 10.32	s 3.05		9.50		s 12.23 231					
s 8.00 9.20		4.15		s 7.58	s 12.23 856			.....JOEL..... 4.2		44.6	28	f 10.12 855	f 2.49		9.20		f 11.45				
f 10.12 232		4.35		f 8.14	f 12.39			.....HOWELL..... 2.9		40.4	29	f 10.02	2.39		9.00		f 11.20				
f 10.35		4.55		f 8.26	f 12.52			VM.....TROY..... D 6.1		37.5	44	s 9.49	s 2.28		8.35 233		s 10.55 855					
s 10.55 856		5.10		s 8.35 664	s 1.02			.....BOVARD..... 5.5		31.4	13	9.27	2.05		7.50		f 10.20				
f 11.20		5.28		8.50	1.19			KR.....KENDRICK..... D 4.0		25.9	44	s 9.07	s 1.40 231		7.20		s 9.50					
s 11.55AM		5.50		s 9.06	s 1.40 234			JA.....JULIAETTA..... D 8.4		21.9	30	s 8.52	s 1.30 855		7.05		s 9.35					
s 1.25PM 1.55 231-234		6.05		s 9.16	s 1.50 855			.....ARROW..... 3.2		18.5	32	s 8.30 239	f 1.12		6.45		f 9.05				
f 2.20 240		6.25		L 8.35AM 232	f 9.37			.....JOSEPH..... 10.3		10.3	No Sdg.	f 8.15	f 1.03		6.80		f 8.52				
f 2.45		6.35		f 8.48	f 9.44																	

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

A 3.30PM	EXCEPT MONDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	W C T	136.9	..... LEWISTON	0.0	Yard	L 7.45AM	L 12.40PM	L 1.25PM	L 6.00PM	EXCEPT SUNDAY	EXCEPT MONDAY
8.30	5.35		0.10	8.25	0.07	0.35	5.45	6.17			Time over Subdivision.			6.30	5.45	0.40	0.10	10.0	0.25
7.2	13.5		8.4	16.2	12.0	22.2	25.0	22.4			Average Speed per Hour.			21.7	24.9	20.2	8.4	13.7	3.3

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.

SPECIAL RULES FOURTH SUBDIVISION ON PAGE 10.

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) and Third Class (870). Includes station names 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) and First Class (246, 248). Includes station names like COEUR D'ALENE, ALAN, POST FALLS, HAUSER.

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.		
DISTANCE FROM PARADISE.		Car Cap'y
Russell	19.6 Miles	5
Alger	48.7 "	57
Beeson	49.2 "	6
Stultz Spur	50.0 "	7
Moderie	68.0 "	5
Cedar Spur	80.3 "	50
Dorite	86.6 "	5
Lane Potter	90.9 "	42
Tri-State	105.3 "	7
Culver	111.6 "	10
Boyer	114.1 "	15

SECOND SUBDIVISION		
DISTANCE FROM KOOTENAI		Car Cap'y
Sagel	7.2 Miles	10
Dufort	11.6 "	12
Petit	12.8 "	18
Thomson	20.0 "	120
King's	21.4 "	6
North Pole	33.5 "	11
Rogers	36.2 "	10
Calispel	40.3 "	8
Crosby	48.2 "	4
Moab	53.8 "	11
Steno	61.9 "	18

THIRD SUBDIVISION		
DISTANCE FROM HAUSER		Car Cap'y
Heutters	9.4 Miles	10
Wrights	9.7 "	30
Blackwell Lmb. Co.	10.8 "	20
Gibbs	11.0 "	15

FOURTH SUBDIVISION.		
DISTANCE FROM MARSHALL		Car Cap'y
Marshall Quarry Spur	2.0 Miles	40
Freedom	15.5 "	5
Broadview	28.0 "	8
Kelly's	40.3 "	7
Pullman	73.7 "	6
Busbey's	78.9 "	8
Hagan	85.0 "	16
Troy Log	100.0 "	6
Clarence	103.3 "	3
Rock Spur	106.1 "	10
Clyde	106.8 "	14
Arrow Storage	124.0 "	15
Haynes	134.0 "	6
Water Co.	135.6 "	3

FIFTH SUBDIVISION		
DISTANCE FROM CHENEY		Car Cap'y
Meadow Lake	6.6 Miles	8
Forrey	121.8 "	8

SIXTH SUBDIVISION.		
DISTANCE FROM BELMONT		Car Cap'y
Hayfield	2.0 Miles	4

EIGHTH SUBDIVISION.		
DISTANCE FROM ARROW		Car Cap'y
Fir Bluff	7.3 Miles	5
Magills	22.1 "	10
Flume	24.6 "	4
Dunlap	28.2 "	10
Penoyers	31.0 "	4

NINTH SUBDIVISION		
DISTANCE FROM DAVENPORT		Car Cap'y
Frys	9.0 Miles	

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. W. W. BRAND, Rosalia

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. G. 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 been 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.

All trains reduce speed to 8 miles per hour through corporate limits of Thompson Falls.

All trains reduce speed to 25 miles per hour over BeaverCreek 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 20 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 Jet., 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, Hagan, Joel House Track, Troy Siding, Troy House Track, Clarence Spur, Bovard Rock Spur, Bovard Siding, Kendrick Elevator Track, Juliaetta House and Pasing Tracks, Arrow Passing 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.

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.

No. 233 will stop on flag at Bovard on Sundays.

No. 234 will stop on flag at Bovard on Saturdays.

