

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**IDAHO DIVISION**

# **TIME 37 TABLE**

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

**SUNDAY, DECEMBER 29th, 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.**

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

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

## 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)

THIRD CLASS		SECOND CLASS		FIRST CLASS					Water, Fuel, Seals, Turntables and Wyes	Station Numbers	Distance from Paradise	Time Table No. 37 Dec. 29, 1912 Succeeding No. 36-D					Distance from Kootenai	Car Capacity of Sidings	FIRST CLASS					SECOND CLASS		THIRD CLASS	
877	875	603	227	41	5	3	1	STATIONS.				2	4	6	42	228			602	876	878						
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph, Offices and Calls				Passenger	Passenger	Passenger	Passenger	Passenger			Freight	Way Freight	Way Freight						
Tue., Thu., Sat.	Wed., Fri., Sun.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	DAILY	DAILY			DAILY	Tue., Thu., Sat.	Wed., Fri., Sun.						
L 7.00AM		L 10.50PM	L 6.30AM	L 10.10AM	L 1.45AM	L 2.40PM	L 12.35AM	PD..... PARADISE ..... DN 6.1	1390	0.0	115.7	Yard	A 1.40PM	A 3.40AM	A 4.45PM	A 2.40PM	A 2.25PM	A 10.35PM		A 1.00PM							
f 7.25		11.10	s 6.41	s 10.22	s 1.57	s 2.53	12.45	HO..... PLAINS ..... DN 7.2	1396	6.1	109.6	E-80 W-70	f 1.25	f 3.24	s 4.30	s 2.25	s 2.10	10.05		s 12.10PM							
f 7.55		11.30	s 6.54	10.38	2.08	3.04	12.55	KS..... WEEKSVILLE ..... PD 7.3	1404	13.3	102.4	E-76 W-57	f 1.14	3.13	4.15	2.11	s 1.53	9.40		s 11.25AM							
s 8.25		11.50	s 7.08	10.43 878	2.20	3.14	1.05	DY..... EDDY ..... DN 2.5	1411	20.6	95.1	E-85 W-85	f 1.03	3.02	4.00	1.59	s 1.37	9.10		s 10.43 41							
f 8.35		11.57PM	f 7.13	10.47	2.23	3.18	1.09	..... FROST ..... P 5.2	1418	23.1	92.6	78	12.59	2.58	3.53	1.54	f 1.30	9.00		f 10.25							
f 8.55		12.10AM	f 7.22	10.55	2.33	3.25	1.18	..... WOODLIN ..... P 3.3	1417	28.3	87.4	76	12.50	2.48	3.43	1.46	f 1.20	8.40		f 10.00							
s 9.15		12.20	s 7.30	s 11.05	s 2.43 4	s 3.35 6	1.23	FN..... THOMPSON FALLS ..... DN 5.2	1420	31.6	84.1	E-77 W-77	f 2.45	f 2.43 5	s 3.35 3	s 1.39	s 1.13	8.30		s 9.40							
f 9.40		12.35	f 7.42 878	11.14	2.52	3.43	1.30	BK..... KILDEE ..... DN 1.0	1426	38.8	78.9	No Sdg.	12.37	2.33	3.21	1.25	f 1.01	8.05		f 9.10							
f 9.45			f 7.46	11.16	2.55	3.45	1.32	..... BELKNAP ..... P 6.5	1427	37.8	77.9	78	12.35	2.31	3.19	1.23	s 12.58										
s 10.20		Via New Line	s 7.59	11.30	3.08	f 4.00	1.46	WP..... WHITE PINE ..... PD 5.7	1434	44.3	71.4	62	12.26	2.21	3.09	1.12	s 12.47	Via New Line		Via New Line							
f 10.50		Via New Line	f 8.09	11.38	3.16	4.09	1.55	..... VERMILION ..... P 2.7	1439	50.0	65.7	69	12.12	2.09	2.56	12.58	f 12.33	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	..... MARMOT ..... P 1.4 3.7		38.2	78.8	89	Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line	7.55		f 8.55							
		12.48						..... TALC ..... P 4.5		41.9	75.1	97						7.40		f 8.40							
		1.00						..... CHILDS ..... P 2.9		46.4	70.6	85						7.25		f 8.20							
		1.08						..... RICHARDS ..... P 4.7		49.3	67.7	85						7.10		f 8.05							
s 11.10AM 12.55PM	41-228 2-42	1.30	s 8.15	11.45 877	3.23	f 4.15	2.04 4	J..... TROUT CREEK ..... DN 6.2	1444	52.7	63.0	85	12.07PM 877	2.04 1	2.50	12.52 877	s 12.28 877	6.55		s 7.45 227							
s 1.20		1.51 2.19 1-4	s 8.28	11.58AM 603	3.34	4.25	2.14 603	TC..... TUSCOR ..... DN 5.8	1449	58.9	56.8	86	11.58AM 41	1.56 603	2.40	12.40	f 12.18	6.30		s 7.00							
f 1.45		2.45	f 8.40	12.08PM 228	3.42	4.36	2.26	..... FURLONG ..... PD 4.1	1455	64.7	51.0	85	11.47	1.46	2.30	12.28	f 12.08PM 41	6.05		f 6.25							
A 2.00PM 6	L 7.00AM	3.05	s 8.50	12.18 42	3.50	4.45	2.38	NX..... NOXON ..... DN 4.3	1458	68.8	46.9	E-85 W-85	11.36	1.36	2.20 877	12.18 41	s 11.53AM	5.45		A 4.00PM L 6.00AM							
f 7.20		3.22	f 9.00	12.27	3.58	4.53	2.48	..... SMEADS ..... P 5.9	1463	73.1	42.6	85	11.29	1.27	2.13	12.05PM	f 11.42	5.25		f 3.40							
s 7.55		3.40	s 9.13	12.37	4.10	5.04 602	3.00	HR..... HERON ..... DN 6.2	1468	79.0	36.7	E-85 W-85	11.20 228	1.18	2.02	11.54AM	s 11.30 11.10	5.04 3		s 3.15							
s 8.25		4.21 5	s 9.29	f 12.47	4.21 603	5.15	3.10	BN..... CABINET ..... DN 4.9	1474	85.2	30.5	73	11.10	1.07	1.50	11.42	s 10.54	4.40		s 2.45							
f 8.50		4.40	f 9.38	12.54	4.28	5.21	3.17	..... OZOMA ..... P 2.6	1478	90.1	25.6	E-84 W-66	11.03	12.59	1.40	11.33	f 10.41	4.20		f 2.25							
s 9.05		4.50	s 9.46	12.59	4.38	s 5.26	3.22	CX..... CLARK'S FORK ..... DN 4.9	1482	92.7	23.0	E-85 W-85	10.59	12.55	s 1.35	11.28	s 10.35	4.10		s 2.15							
f 9.30		5.05	f 9.55	1.07	4.41	5.35	3.30	..... DENTON ..... P 4.7	1489	97.6	18.1	85	10.52	12.47	1.26	11.19	f 10.22	3.55		f 1.55							
s 9.45 11.15	227-228 2-42	5.20	s 10.10 228-875	f 1.17 6-876	4.48	f 5.43	3.39	H..... HOPE ..... DN 7.2	1492	102.3	13.4	E-85 W-85	10.44 875	12.37	f 1.17 41-876	f 11.10 875	s 10.10 227-875	3.85		s 1.35 12.05PM 41-8							
f 11.45AM		5.40	f 10.33 2	1.29	4.59	5.55	3.51	OD..... ODEN ..... PD 8.2	1499	109.5	6.2	85	10.33 227	12.25	1.03	10.55	f 9.52	3.10		f 11.30AM							
A 12.15PM		A 6.00AM	A 10.45AM 42	A 1.39PM s	A 5.08AM s	A 6.04PM s	A 4.03AM s	KN..... KOOTENAI ..... DN	1503	115.7	0.0	Yard	L 10.24AM	L 12.17AM	L 12.53PM	L 10.45AM 227	L 9.40AM	L 2.45PM		L 11.00AM							
Tue., Thu., Sat.	Wed., Fri., Sun.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		Tue., Thu., Sat.	Wed., Fri., Sun.						
7.00	5.15	7.10	4.15	3.29	3.23	3.24	3.28													5.00	7.00						
9.8	8.9	16.3	27.2	33.2	34.2	34.0	33.4													9.4	9.8						
										Time over Sub-Division.					3.16		3.23		3.32		3.55		4.45		7.50		
										Average Speed per Hour.					35.4		34.2		29.9		29.5		26.5		14.9		

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—Vermillion 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.)

THIRD CLASS			SECOND CLASS			FIRST CLASS											
883	873	853	669	663	603	Time Table No. 37 Dec. 29, 1912 Succeeding No. 86-D											
Way Freight	Way Freight	Way Freight	s. p. & s. 75 Freight	Freight	Freight	STATIONS											
Mon, Wed and Fri	Tue., Thu., Sat.	Tue., Thu., Sat.	DAILY	DAILY	DAILY	Telegraph Offices and Calls											
L 6.30AM	L 6.30AM	L 6.30AM				1	3	5	41	227	231	233	235	245	247	255	257
s 6.45	s 6.45	s 6.45				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	S. P. & S. s Passenger	Passenger
						KN.....KOOTENAI.....DN											
						SA.....SAND POINT.....DN											
						LIGNITE.....P											
						AG.....ALGOMA.....DN											
						CO.....COCOLALLA.....DN											
						CAREYWOOD.....P											
						GE.....GRANITE.....DN											
						AX.....ATHOL.....DN											
						RS.....RAMSEY.....DN											
						RD.....RATHDRUM.....DN											
						AU.....HAUSER.....DN											
						OS.....OTIS ORCHARDS.....PD											
						VELOX.....DN											
						TR.....TRENT.....PD											
						YD.....PARKWATER.....PD											
						U. P. CROSSING.....											
						S F.....SPOKANE.....DN											
						HG.....HANGMAN.....DN											
						MR.....MARSHALL.....DN											

Trains Between Marshall and Cheney Are Operated Under Block Card System

Way Freight	Way Freight	Way Freight	DAILY	DAILY	DAILY	Time over Subdivision	Average Speed Per Hour	Way Freight	Way Freight	Way Freight	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY

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 4. Manual Block between Kootenai and Cheney.

REGISTERING STATIONS } Kootenai, Spokane, Cheney. DERAIL SWITCHES—Petit Spur, Rogers Spur, Calispell, Steno, Cheney crossover west of coal dock, Cheney coal dock. 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.
- 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.

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

**SECOND SUBDIVISION.**  
(MAIN LINE.)

**EASTWARD.**

FIRST CLASS

SECOND CLASS

THIRD CLASS

FIRST CLASS													SECOND CLASS					THIRD CLASS										
258	254	248	246	236	234	232	228	42	6	4	2	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Kootenai	STATIONS.				Distance from Cheney	Car Capacity of Sidings	602	604	664	670	854	874	884	
Passenger	S. P. & S. 2 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	S.P. & S. 76 Freight
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	W C T			KN.....KOOTENAI.....DN					DAILY	DAILY	DAILY	DAILY	Mon. Wed. Fri.	Mon. Wed. Fri.	Tue, Thur Sat	
							A 9.38AM	A 10.43AM	A 12.51PM	A 12.15AM	A 10.22AM		1503	0.0			86.8	Yard										
							s 9.80	s 10.35	s 12.42	s 12.08AM	10.13		1507	2.0	SA.....SAND POINT.....DN		84.8	E-65 W-73			A 2.45PM						A 41	
							f 9.18	10.23	12.30	11.57PM	10.03		1510	5.4	.....LIGNITE.....P		81.4	87			s 1.30						f 1.15	
							s 9.12	10.16	12.22	11.52	9.58		1513	9.1	AG.....ALGOMA.....DN		77.7	85			2.09						s 1.00	
							s 8.57	10.03	12.12	11.43	9.46		1520	15.6	CO.....COCOLALLA.....DN		71.2	E-85 W-85			s 12.40							
							f 8.44	9.54	12.04PM	11.36	9.36		1524	20.9	.....CAREYWOOD.....P		65.9	85			1.25							
							s 8.37	9.48	11.59AM	11.32	9.32		1530	23.8	GE.....GRANITE.....DN		63.0	E-85 W-85			s 11.25							
							s 8.25	9.36	11.46	11.22	9.22		1535	30.4	AX.....ATHOL.....DN		56.4	E-85 W-85			s 10.30							
							f 8.10	9.23	11.33	11.11	9.08		1543	37.8	RS.....RAMSEY.....DN		49.0	79			12.30						f 9.45	
							s 8.00	9.12	11.21	11.01	8.58		1549	43.4	RD.....RATHDRUM.....DN		43.4	85			12.10PM							s 9.20
							s 7.47	f 8.59	11.10	10.50	8.48		1557	50.3	AU.....HAUSER.....DN		36.5	E-85 W-85			s 8.15							
							s 7.35	8.49	11.00	10.42	8.39		1561	56.1	OS.....OTIS ORCHARDS.....PD		30.7	E-83 W-84			s 7.50							
							f 7.29	8.45	10.54	10.38	8.35		1564	58.9	.....VELOX.....DN		27.9	85			s 7.35							
							s 7.23	8.40	10.47	10.32	8.30		1567	62.1	TR.....TRENT.....PD		24.7	64			s 7.05							
							f 7.16	8.34	10.40	10.26	8.24		1573	66.0	YD.....PARKWATER.....PD		20.8	Yard			f 6.35							
													68.7	.....U. P. CROSSING.....		18.1												
							L 7.05AM	8.25	10.30	10.15	8.15		1576	70.4	SF.....SPOKANE.....DN		16.4	Yard			L 6.15AM						L 6.15AM	
							s 7.20	s 10.10	s 10.00	s 8.05			1579	73.7	HG.....HANDMAN.....DN		13.1	00			9.05	A 6.05AM	A 4.50AM	A 6.10AM	A 2.25PM			A 5.00PM
							7.05	9.57	9.47	7.52			1585	79.4	MR.....MARSHALL.....DN		7.4	E-38 W-90			L 8.05AM	5.25	L 4.15AM	L 5.35AM	L 1.55PM			4.25

**Trains Between Cheney and Marshall Are Operated Under Block Card System**

FIRST CLASS													SECOND CLASS					THIRD CLASS								
L 3.50PM	DAILY	DAILY	DAILY	DAILY	See Page 7 DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	L 10.57AM	W C Y	1592	86.8	CY.....CHENEY.....DN	0.0	77	L 5.05AM	DAILY	DAILY	DAILY	DAILY	Mon. Wed. Fri.	Mon. Wed. Fri.	Tue, Thur Sat
0.40	0.25	0.40	0.40	0.38	0.25	0.25	2.33	2.58	2.56	2.35	2.42									5.05	1.00	0.35	0.35	0.30	7.25	1.00
24.6	21.6	30.1	30.1	25.9	21.6	21.6	27.6	29.8	29.5	33.6	32.1									15.6	16.4	15.4	15.4	18.0	9.2	16.4

**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.

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 15 miles per hour over Granite viaduct, west of Granite.

All trains reduce speed to 30 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 run under control within yard limits Spokane, in same manner as required of second and inferior class trains.

Eastward trains reduce speed to 20 miles per hour over double track switch Velox.

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

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 and Steno.

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

WESTWARD

EASTWARD

Main train schedule table with columns for Third Class, Second Class, and Third Class in both directions. Includes station names, times, and freight rates.

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

Summary table for the Lewiston to Joseph section, showing times and freight rates for various stations and services.

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, Moscow, Arrow and Joseph.

SPECIAL RULES FOURTH SUBDIVISION ON PAGE 10.

WESTWARD.

SEVENTH SUB-DIVISION  
(GENESEE BRANCH)

EASTWARD.

Table with columns for Second Class (667), First Class (241), and Second Class (668). Includes station names like Pullman Junction, Staley, Chambers, Johnson's, Colton, Uniontown, and Leon. Includes time table No. 37, Dec. 29, 1912, Succeeding No. 86-D.

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 station names like Arrow, Myrtle, Agatha, Lenore, Peck, Ahsahka, Oro Fino, Greer, Pardee, Tramway, Kamiah, Kooskia, and Stites. Includes time table No. 37, Dec. 29, 1912, Succeeding No. 86-D.

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.

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 station names Belmont, U. P. Crossing, and Farmington. Includes time table No. 37, Dec. 29, 1912, Succeeding No. 86-D.

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.**

THIRD CLASS.			FIRST CLASS.			Water, Fuel, Scales, Turntables and Wyes	Distance from Cheney	Station Numbers	Time Table No. 37 Dec. 29, 1912 Succeeding No. 86-D						Distance from Adrian	Car Capacity of Sidings
867	865	863	253	251	235				STATIONS.	236	250	252	864	866		
Freight	Freight	Freight	Passenger	Passenger	See Page 3 Passenger	Telegraph Offices and Calls	Passenger	Passenger	Passenger	Freight	Freight	Freight				
Tues. Thur. Sat.	Mon. Wed. Fri.	EXCEPT SUNDAY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.				
		L 8.20AM			L 2.50PM	CY..... CHENEY..... DN 10.4	126.8	Yard	s A 10.57AM		A 4.20PM					
		s 8.55			s 3.15	MK..... MEDICAL LAKE..... D 5.1	118.4	28	s 10.35		s 3.50					
		f 9.25			f 3.25 864	..... DEEP CREEK..... 5.5	111.3	34	f 10.24		f 3.25 235					
		f 10.10 236			f 3.40	..... HITE..... 5.5	105.8	14	f 10.10 863		f 2.55					
		s 10.30			s 3.55	RH..... REARDAN..... D 7.4	100.3	41	s 9.57		s 2.25					
		f 10.55			f 4.18	..... MONDOVI..... 7.5	92.9	29	s 9.40		f 1.45					
		s 11.25 AM 12.30 PM 864			s 4.30	DA..... DAVENPORT..... D 6.4	85.4	26	s 9.24		s 1.15 12.10 PM 868					
		f 12.50			f 4.47	..... ROCKLYN..... 8.6	79.0	27	f 9.04		f 11.40AM					
		f 1.20			f 5.05	..... FELLOWS..... 7.7	70.4	00	f 8.45		f 11.10					
		s 1.55			s 5.25	CR..... CRESTON..... D 10.1	62.7	28	s 8.30		s 10.40					
		s 2.30			s 5.45	WR..... WILBUR..... D 6.6	52.6	38	s 8.05		s 10.00					
		s 3.00			s 6.00	GO..... GOVAN..... D 6.7	46.0	28	s 7.45		s 9.25					
		s 3.35			s 6.18	A..... ALMIRA..... D 8.6	39.3	38	s 7.39		s 8.55					
		f 3.50			f 6.27	..... HANSON..... 5.5	35.7	12	f 7.18		f 8.30					
		s 4.10			s 6.37	RN..... HARTLINE..... D 9.1	30.2	27	s 7.09		s 8.15					
L 3.10PM		4.45	L 6.28AM	L 6.55PM	A 6.55PM	..... COULEE JCT..... 2.6	21.1	61	L 6.50AM	A 6.50AM	A 7.20PM					
A 3.20PM		A 5.00PM	A 6.35AM	A 7.05PM		C..... COULEE CITY..... D 2.6	23.7	26	L 6.45AM	L 7.20PM	L 7.30AM	L 7.10AM				
		L 7.20AM			L 7.30PM	..... COULEE JCT..... 11.0	21.1	61	A 6.28AM			A 8.10PM				
		f 8.00			f 7.55	..... BACON..... 8.8	10.1	61	f 6.05			f 9.30				
						..... ADCO..... 1.3	1.3	26								
		A 8.40AM			A 8.20PM	ND..... ADRIAN..... DN	0.0	Yard	L 5.40AM			L 1.50PM				
Tues. Thur. Sat.	Mon. Wed. Fri.	EXCEPT SUNDAY	DAILY	DAILY	DAILY				DAILY	DAILY	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.			
0.10	1.20	8.40	0.07	0.10	4.55	Time over Sub-Division			4.55	0.05	0.10	8.50	0.10	1.20		
15.6	15.7	12.4	27.3	15.6	25.7	Average Speed per Hour.			25.7	31.2	15.6	12.4	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.  
 Switch at Coulee Junction will be set for track leading to Adrian.  
 Nos. 235 and 236 stop on flag at Meadow Lake and Forrey.  
 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.

**NINTH SUB-DIVISION  
(SEATTLE BRANCH)**

**EASTWARD.**

THIRD CLASS.			FIRST CLASS.			Water, Fuel, Scales, Turntables and Wyes	Distance from Davenport	Station Numbers	Time Table No. 37 Dec. 29, 1912 Succeeding No. 86-D						Distance from Denny's	Car Capacity of Sidings
869	867	866	870	868	866				STATIONS.	869	867	866	868	866		
Freight	Freight	Freight	Freight	Freight	Freight	Telegraph Offices and Calls	Freight	Freight	Freight	Freight	Freight	Freight				
Thursday Only	Thursday Only	Thursday Only	Thursday Only	Thursday Only	Thursday Only		Thursday Only	Thursday Only	Thursday Only	Thursday Only	Thursday Only	Thursday Only				
		L 12.20PM			L 2.50PM	DAVENPORT 4.8	18.0	30	A 3.30PM							
		12.45			3.15	WHEATDALE 2.5	13.2	8	3.05							
		1.00			3.25 864	OMANS 4.1	10.7	24	2.50							
		1.25			3.40	GRAVELLES 6.6	6.6	8	2.80							
A 1.50PM					3.55	DENNYS	0.0	12	L 2.00PM							
Thursday Only					4.18				Thursday Only							
1.30					4.30	Time over Subdivision.			1.30							
12.0					4.47	Average Speed per Hour.			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 Denny's.  
 Registering Station—Davenport.

**WESTWARD.**

**THIRD SUB-DIVISION.  
(FORT SHERMAN BRANCH)**

**EASTWARD.**

FIRST CLASS		Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Coeur d'Alene	Time Table No. 37 Dec. 29, 1912 Succeeding No. 86-D						Distance from Hauser Station	Car Capacity of Sidings	FIRST CLASS	
247	245				246	248	STATIONS.	246	248					
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY					
L 3.00PM	L 6.30AM	WY	I A 14	0.0	CA..... COEUR D'ALENE..... D 8.0	13.6	16	A 1.30PM	A 6.45PM					
			I A 5		..... ALAN..... 1.3	5.6	14							
s 3.18	s 6.48		I A 4	9.3	PF..... POST FALLS..... D 2.1	4.3	17	s 1.07	s 6.22					
				11.4	..... S. I. CROSSING..... 2.2	2.2								
A 3.30PM See Page 3	A 7.00AM See Page 3	W	1557	13.6	AU..... HAUSER..... DN	0.0	170	L 12.55PM See Page 4	L 6.10PM See Page 4					
DAILY	DAILY	C						DAILY	DAILY					
0.30	0.30				Time over Sub-Division			0.35	0.35					
27.2	27.2				Average Speed per Hour.			23.3	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.  
**DERAIL SWITCHES**—Alan.  
 When backing down incline at Coeur d'Alene hand brakes must be set to control the train without assistance from the engine.  
 No. 246 connects with steamer at Coeur d'Alene.  
 Nos. 245, 246, 247 and 248 will stop on flag at Huettlers.



**COMMERCIAL SPURS.**

**FIRST SUBDIVISION.**

DISTANCE FROM PARADISE.	Car Cap'y
Russell .....	5
Alger .....	57
Beeson .....	6
Stultz Spur .....	7
Moderie .....	5
Cedar Spur .....	50
Dorite .....	5
Lane Potter .....	42
Kolliner .....	7
Culver .....	10
Boyer .....	15

**SECOND SUBDIVISION**

DISTANCE FROM KOOTENAI	Car Cap'y
Sagel .....	10
Dufort .....	12
Petit .....	18
Thomson .....	120
King's .....	6
North Pole .....	11
Rogers .....	10
Calispel .....	8
Crosby .....	4
Moab .....	11
Steno .....	18

**THIRD SUBDIVISION**

DISTANCE FROM HAUSER	Car Cap'y
Heutters .....	10
Wrights .....	30
Blackwell Lmb. Co. ....	20
Gibbs .....	15

**FOURTH SUBDIVISION.**

DISTANCE FROM MARSHALL	Car Cap'y
Marshall Quarry Spur .....	40
Freedom .....	5
Broadview .....	8
Kelly's .....	7
Pullman .....	6
Busbey's .....	8
Hagan .....	16
Troy Log .....	6
Clarence .....	3
Rock Spur .....	10
Clyde .....	14
Arrow Storage .....	15
Haynes .....	6
Water Co. ....	3

**FIFTH SUBDIVISION**

DISTANCE FROM CHENEY	Car Cap'y
Meadow Lake .....	8
Forrey .....	8

**SIXTH SUBDIVISION.**

DISTANCE FROM BELMONT	Car Cap'y
Hayfield .....	4

**EIGHTH SUBDIVISION.**

DISTANCE FROM ARROW	Car Cap'y
Fir Bluff .....	5
Magills .....	10
Flume .....	4
Dunlap .....	10
Penoyers .....	4

**NINTH SUBDIVISION**

DISTANCE FROM DAVENPORT	Car Cap'y
Frys .....	4

**AUTHORIZED SURGEONS, IDAHO DIVISION.**

**LOCATION OF STRETCHERS (S).**

DR. G. M. JENNINGS, 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.  
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 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 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 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 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, 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.

