

# NORTHERN PACIFIC RAILWAY COMPANY.

**IDAHO DIVISION**

# TIME **38** TABLE

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

**SUNDAY, APRIL 27th, 1913**

**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,  
erintendent.**

**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.

### 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—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.
- 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.

### SPECIAL RULES FOR MOVEMENT OF TRAINS UNDER AUTOMATIC BLOCK.

Trains pulling out of side tracks or spurs will open main line switch before car or engine is moved over fouling point.

At Granite and Cocolalla, where trains taking siding head in at first switch, signal indicators are placed at lap; two for each direction marked "Eastward" "Eastward Home" and "Westward" "Westward Home." Trains pulling off proper siding will push the two indicators in the direction of their movement, one of which will indicate position of Home signal, and other if block in rear is clear.

Following is amendment to Rule 504:

- 504-C. When a train is stopped by a block signal having two lights (called a home signal) on single track automatic block signal territory, it may proceed when the signal is cleared, or if not immediately cleared, by obtaining authority from the Train Dispatcher, or if unable to communicate with the Train Dispatcher, the train may proceed under protection of flag, to the next signal that indicates clear or caution.
- 504-D. When a train is stopped by a block signal on single track, it may proceed when the signal is cleared or at caution, or if it is not immediately changed, it may proceed at once under caution, except when a train is proceeding under flag from the last home signal, as provided in Rule 504-C.

**J. J. BLAIR,**  
Trainmaster

**C. P. HUNT,**  
Trainmaster

**B. W. WALKER,**  
Trainmaster

**B. B. JOHNSON,**  
Chief Dispatcher

WESTWARD

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

Table with columns for Class (Third, Second, First), Station, Time, and Direction. Includes 'Time Table No. 38' and 'STATIONS' with telegraph office calls. Rows list stations from Paradise to Kootenai with arrival and departure times for various train classes.

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

YARD LIMITS—Paradise, Hope, Kootenai. LAP SIDINGS—Plains, Weeksville, Eddy, Noxon, Heron. Trains taking siding head in at lap. DERAIL SWITCHES—See Page 8.

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.)

Main table containing Time Table No. 38 for April 27, 1913, with columns for Third Class, Second Class, and First Class. It lists stations from Kootenai to Cheney with various train times and service details.

Trains Between Marshall and Cheney Are Operated Under Block Card System

Table detailing the block card system for trains between Marshall and Cheney, including arrival and departure times and average speeds.

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. Manual block between Kootenai and Algoma, Athol and Hauser, and Spokane and Cheney. Automatic block between Lignite and Athol, and Hauser and Spokane. See Special Rules, Pages 1 and 4.

REGISTERING STATIONS BULLETIN STATIONS STANDARD CLOCKS

Kootenai, Spokane, Cheney.

DERAIL SWITCHES—See Page 8.

YARD LIMITS—Kootenai-Sand Point, Parkwater-Spokane, Cheney.

LAP SIDINGS—Athol, Otis Orchards. Trains taking siding head in at lap.

CROSSOVER—Steno, Trent, Parkwater, and Hangman, trailing point switches.

HELPER DISTRICTS—Between east yard limit board Spokane, and west yard limit board Cheney; and on S. P. & S. Ry. from junction switch Marshall to west switch at Mock.

MAXIMUM GRADES—Between Spokane and Cheney.

All Eastward trains Marshall, Westward trains Velox, and Eastward trains Rathdrum reduce speed to 25 miles per hour approaching junction switch. All trains passing through crossovers and entering passing tracks reduce speed to 15 miles per hour.

Eastward freight trains of 1500 tons or over must have ten to twenty retainers turned up on head end Marshall to Hangman. No. 4 will register at Kootenai by ticket.

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

4  
SECOND SUB-DIVISION  
Main Line

EASTWARD.

FIRST CLASS													Time Table No. 38 April 27, 1913 Succeeding No. 37		SECOND CLASS				THIRD CLASS		
258	254	248	246	236	234	232	228	42	6	4	2	STATIONS.			602	604	664	670	854	874	884
Passenger	S. P. & S. 2 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls	Distance from Cheney	Car Capacity of Sidings	Freight	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				DAILY	DAILY	DAILY	DAILY	Mon. Wed. Fri.	Mon. Wed. Fri.	Tue, Thur Sat
							9.38 AM	10.43 AM	8.18 PM	12.12 AM	10.22 AM	KN.....KOOTENAI.....DN	86.8	Yard	2.45 PM					1.40 PM	
							9.30	10.35	8.11	12.05 AM	10.18	SA.....SAND POINT.....DN	84.8	E-65 W-73	2.35					1.30	
							9.18	10.23	8.03	11.56 PM	10.08	LIGNITE.....P	81.4		2.25					1.15	
							9.12	10.16	2.58	11.51	9.58	AG.....ALGOMA.....DN	77.7		2.09					1.00	
							8.57	10.05	2.48	11.48	9.48	CO.....COCOLALLA.....DN	71.2	E-85 W-85	1.45					12.40 PM	
							8.44	9.56	2.38	11.36	9.36	CAREYWOOD.....P	65.9		1.25					11.50 AM	
							8.37	9.52	2.33	11.32	9.32	GE.....GRANITE.....DP	63.0	E-85 W-85	1.15					11.25	
							8.25	9.40	2.22	11.22	9.22	AX.....ATHOL.....DN	56.4	E-85 W-85	12.55					10.30	
							8.10	9.27	2.10	11.11	9.10	RS.....RAMSEY.....DN	49.0		12.30					9.45	
							8.00	9.15	1.57	11.01	9.00	RD.....RATHDRUM.....DN	43.4		12.10 PM					9.20	
							7.47	9.01	1.44	10.50	8.50	HAUSER.....DN	36.5	E-85 W-85	11.50 AM					8.15	
							7.35	8.51	1.33	10.42	8.40	OS.....OTIS ORCHARDS.....PD	30.7	E-83 W-84	11.30					7.50	
							7.29	8.45	1.27	10.38	8.35	VELOX.....DN	27.9		11.20					7.35	
							7.23	8.40	1.20	10.32	8.30	TR.....TRENT.....PD	24.7		11.10					7.05	
							7.16	8.34	1.12	10.26	8.24	YD.....PARKWATER.....P	20.8		11.00					6.35	
							7.14	8.32	1.10	10.24	8.22	YARDLEY.....	19.8								
												U. P. CROSSING.....	18.1								
							7.05 AM	8.25	1.00	10.15	8.15	SF.....SPOKANE.....DN	16.4		10.40					6.15 AM	
							6.30	12.40	10.00	10.00	8.05	HG.....HANGMAN.....DN	13.1		9.05						
							6.17	12.27	9.47	9.47	7.52	MR.....MARSHALL.....DN	7.4		8.20						
							6.07	12.17	9.37	9.37	7.42			8.05 AM							

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

	L 3.50 PM			L 10.57 AM			L 5.55 AM	L 12.05 PM	L 9.25 PM	L 7.30 AM	W C Y	1592	86.8	CY.....CHENEY.....DN	0.0	77		L 5.05 AM				L 4.00 PM		
	DAILY	DAILY	DAILY	DAILY	See Page 7	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							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	2.53	2.53	2.32	2.42	Time over Subdivision.				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	30.1	30.1	34.2	32.1	Average Speed per Hour.				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. Manual Block between Kootenai and Algoma, Athol and Hauser, and Spokane and Cheney. Automatic Block between Lignite and Athol, and Hauser and Spokane. See Special Rules, Pages 1 and 3.

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. 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. First-class trains will run under control within yard limits Spokane, in same manner as required of second and inferior class trains.

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 FOURTH SUB-DIVISION EASTWARD  
 (PALOUSE AND LEWISTON BRANCH)

THIRD CLASS				SECOND CLASS.		FIRST CLASS				Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Marshall	Time Table No. 38 April 27, 1913 Succeeding No. 37				Distance from Lewiston	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 Tue. Thu. Sat. See Page 3			Freight DAILY	Freight DAILY See Page 3	Passenger DAILY	Passenger DAILY	Passenger DAILY See Page 3	Passenger DAILY See Page 3				Passenger See Page 4	Passenger See Page 4	Passenger DAILY	Passenger DAILY			Freight See Page 4	Freight DAILY			Way Freight Mon., Wed. and Fri. See Page 4	Way Freight EXCEPT MONDAY		
	L 6.45AM				L 10.50PM			L 4.25PM	L 8.33AM	W C Y	1585	0.0	MR.....MARSHALL.....DN	136.9	Yard	s 2.20PM	s 6.25PM			A 4.00AM		s 1.50PM				
	f 7.00				11.10			4.36	f 8.45		ID 5	5.3	.....DYNAMITE.....	131.6	26	f 2.05	A 6.14			8.40		f 1.35				
	s 7.30				11.35			s 4.50	s 9.02	W	ID 11	11.2	SG.....SPANGLE.....D	125.7	33	s 1.54	s 6.08			3.20		s 1.15				
	s 8.00				11.55PM			s 5.07	s 9.20		ID 20	19.5	MA.....PLAZA.....D	117.4	26	s 1.38	s 5.44			2.55		s 12.45				
	f 8.10				12.08AM			5.16	f 9.28		ID 23	23.3	.....NORTH PINE.....	113.6	22	f 1.28	5.34			2.35		f 12.30				
	s 8.30				12.20			s 5.27	s 9.35	W	ID 27	26.7	RO.....ROSALIA.....D	110.2	59	s 1.21	s 5.27			2.28		s 12.15PM				
	f 8.35				12.28			5.31	f 9.40		ID 30	28.7	.....DONAHUE.....	108.2	14	f 1.16	5.21			2.10		f 11.59AM				
	f 8.45				12.40			5.38	f 9.47		ID 32	31.9	.....Mc COYS.....	105.0	24	f 1.11	5.15			1.55		f 11.40				
	s 9.15				1.00			s 5.50	s 10.00		ID 38	37.5	OD.....OAKESDALE.....D	99.4	60	s 12.59	s 5.04			1.35		s 11.20				
	s 9.40				1.25			s 6.08	s 10.12	W C Y	ID 43	42.8	BM.....BELMONT.....D	94.1	45	s 12.48	s 4.52			1.25		s 11.00				
	f 9.55				1.40			6.12	f 10.22		ID 47	47.2	.....EDEN.....	89.7	41	f 12.38	4.40			12.50		f 10.45				
	s 10.30				1.50			s 6.19	s 10.30		ID 50	49.4	GF.....GARFIELD.....D	87.5	29	s 12.32	s 4.38			12.40		s 10.30				
												49.6	.....U. P. AND S. & I. CROSSINGS... Track Connection 3.3	87.3												
	s 11.05				2.20			s 6.42	s 10.54	W O	ID 53	52.9	.....CEDAR CREEK.....	84.0	7	f 12.20	4.21									
	f 11.52AM				2.40			f 6.56	f 11.10		ID 59	59.0	PC.....PALOUSE.....D	77.9	32	s 12.07PM	s 4.11			12.05AM		s 9.30				
	f 12.05PM				2.58			7.06	f 11.20		ID 66	65.6	.....FALLONS.....	71.3	27	f 11.52AM	f 3.58			11.35PM		f 8.25				
	s 1.20				3.25			s 7.17	s 11.30	W C	ID 71	70.4	.....WHELAN.....	66.5	27	f 11.41	3.48			11.10		f 8.05				
					L 6.00AM			7.32	s 11.30		ID 76	75.6	PN.....PULLMAN.....DN	61.3	30	s 11.30	s 8.40			10.45		s 7.45				
					L 12.10PM							76.2	.....U. P. CROSSING..... No Connection 0.8	60.7												
	f 1.30				A 6.10AM			A 12.17PM	7.38		ID 77	77.0	.....PULLMAN JUNCTION.....	59.9	43	11.12	3.20			L 10.25AM	10.20	L 4.35PM	f 6.10			
	f 1.50				See page 6			See page 6	7.45		II 4	80.6	.....SUNSHINE.....	56.3	27	f 11.02	3.15			10.10	See page 6	See page 6	f 5.50			
	L 6.30AM	A 2.20PM			4.15			s 7.58	s 12.15	W T C	II 9	85.8	MO.....MOSCOW.....D	51.1	35	s 10.47	s 3.05			9.50		L 5.30AM	A 3.30PM			
	f 7.00				4.35			f 8.14	f 12.29		II 15	92.3	.....JOEL.....	44.6	28	f 10.26	f 2.50			9.20		f 3.10				
	f 7.20				4.55			f 8.26	f 12.40	T	II 20	96.5	.....HOWELL.....P	40.4	29	f 10.14	2.41			9.00		f 2.55				
	s 7.40				5.10			s 8.35	s 12.50	W	II 22	99.4	VM.....TROY.....D	37.5	44	s 10.00	s 2.30			8.35		s 2.30				
	f 8.20				5.28			8.48	1.08		II 28	105.5	.....BOVARD.....P	31.4	13	9.30	2.05			7.50		f 1.45				
	s 9.05				5.50			s 9.01	s 1.23	W C T	II 34	111.0	KR.....KENDRICK.....D	25.9	44	s 9.05	s 1.40			7.20		s 1.23				
	s 9.45				6.05			s 9.10	s 1.33		II 38	115.0	JA.....JULIAETTA.....D	21.9	30	s 8.55	s 1.33		See Page 6	7.05		s 1.10				
	f 10.20				6.25			L 8.40AM	f 9.30	W Y	II 47	123.4	.....ARROW.....P	13.5	32	s 8.35	f 1.12			A 2.00PM		6.45				
	A 10.40AM				6.35			f 8.48	f 9.38	Y	II 49	126.6	.....JOSEPH.....P	10.3	No Sdg.	f 8.23	f 1.08			f 1.47		6.30				

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

EXCEPT MONDAY	Tue. Thu. Sat.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	W C T	Distance from Lewiston	Capacity of Sidings	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Mon., Wed. and Fri.	EXCEPT MONDAY
4.10	7.35	0.10	8.25	0.07	0.35	5.45	6.17			136.9	Yard	L 8.00AM	L 12.40PM	L 1.25PM		L 6.00PM		8.20	3.50
9.8	11.3	8.4	16.2	12.0	22.2	25.0	22.4					6.20	5.45	0.35	0.10	10.0	0.25	10.3	10.6
												21.6	24.9	23.1	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, Moscow, Arrow and Joseph.  
 STANDARD CLOCKS—Spokane and Pullman. No. 855 has right over No. 856, Moscow to 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 Time Table No. 38, Apr. 27, 1913, Succeeding No. 37. Stations include Pullman Junction, Staley, Chambers, Johnsons, 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. 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. 38, Apr. 27, 1913, Succeeding No. 37. Stations include 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—See Page 8. 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. All trains will reduce speed and run carefully around bluffs where slides are liable to occur. All trains passing through crossovers or entering passing tracks reduce speed to 15 miles per hour.

WESTWARD.

SIXTH SUB-DIVISION (FARMINGTON BRANCH)

EASTWARD.

Table with columns for Third Class (871) and Third Class (872). Includes Time Table No. 38, Apr. 27, 1913, Succeeding No. 37. Stations include 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. All trains passing through crossovers and entering passing tracks reduce speed to 15 miles per hour.

WESTWARD.						FIFTH SUB-DIVISION (WASHINGTON CENTRAL BRANCH)						EASTWARD.					
THIRD CLASS.			FIRST CLASS.			Time Table No. 38 April 27, 1913 Succeeding No. 37	FIRST CLASS.			THIRD CLASS.							
867	865	863	253	251	235		236	250	252	864	866	868					
Freight	Freight	Freight	Passenger	Passenger	See Page 3 Passenger	See Page 4 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	A 10.57AM			A 4.20PM								
s 8.55					s 3.15	s 10.35			s 3.50								
f 9.25					f 3.25 864	f 10.24			f 3.25 235								
f 10.10 236					f 3.40	f 10.10 863			f 2.55								
s 10.80					s 3.55	s 9.57			s 2.25								
f 10.55					f 4.18	s 9.40			f 1.45								
s 11.25 12.30 864					s 4.30	s 9.24			s 1.15 12.10 863								
f 12.50					f 4.47	f 9.04			f 11.40AM								
f 1.20					f 5.05	f 8.45			f 11.10								
s 1.55					s 5.25	s 8.30			s 10.40								
s 2.30					s 5.45	s 8.05			s 10.00								
s 3.00					s 6.00	s 7.45			s 9.25								
s 3.35					s 6.18	s 7.29			s 8.55								
f 3.50					f 6.27	f 7.18			f 8.30								
s 4.10					s 6.37	s 7.09			s 8.15								
L 4.10PM		4.45	L 6.28AM	L 6.55PM	A 6.55PM	L 6.50AM	A 6.50AM	A 7.30PM	7.40	A 7.20AM							
A 4.20PM		A 5.00PM	A 6.35AM	A 7.05PM		L 6.45AM	L 7.20PM	L 7.30AM	L 7.10AM								
L 7.20AM			L 7.30PM		L 7.30PM	A 6.28AM					A 4.10PM						
f 8.00			f 7.55		f 7.55	f 6.05					f 8.30						
A 8.40AM			A 8.20PM		A 8.20PM	L 5.40AM					L 2.50PM						
Tues. Thur. Sat.	Mon. Wed. Fri.	EXCEPT SUNDAY	DAILY	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	4.55	0.05	0.10	8.50	0.10	1.20						
15.6	15.7	12.4	27.3	15.6	25.7	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—See Page 8.

YARD LIMITS at Cheney.

All trains passing through crossovers and entering passing tracks reduce speed to 15 miles per hour.

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.

WESTWARD.			NINTH SUB-DIVISION (SEATTLE BRANCH)						EASTWARD.		
THIRD CLASS.			Time Table No. 38 April 27, 1913 Succeeding No. 37						THIRD CLASS.		
869			870								
Freight	Freight	Freight	Freight	Freight	Freight	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											A 3.30PM
12.45											3.05
1.00											2.50
1.25											2.30
A 1.50PM											L 2.00PM
Thursday Only											Thursday Only
1.30											1.30
12.0											12.0

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

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

WESTWARD.		THIRD SUB-DIVISION (FORT SHERMAN BRANCH)						EASTWARD.	
FIRST CLASS.		Time Table No. 38 April 27, 1913 Succeeding No. 37						FIRST CLASS.	
247 245		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	L 3.05	L 6.35	L 3.05	L 6.35	L 3.05	L 6.35	L 3.05	L 6.35
f 3.15	f 6.45	f 3.15	f 6.45	f 3.15	f 6.45	f 3.15	f 6.45	f 3.15	f 6.45
s 3.18	s 6.48	s 3.18	s 6.48	s 3.18	s 6.48	s 3.18	s 6.48	s 3.18	s 6.48
A 3.30PM	A 7.00AM	A 3.30PM	A 7.00AM	A 3.30PM	A 7.00AM	A 3.30PM	A 7.00AM	A 3.30PM	A 7.00AM
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30
27.2	27.2	27.2	27.2	27.2	27.2	27.2	27.2	27.2	27.2

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—See Page 8.

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.

All trains passing through crossovers and entering passing tracks reduce speed to 15 miles per hour.



**COMMERCIAL SPURS.**

FIRST SUBDIVISION.		
DISTANCE FROM PARADISE.		Car Cap'y
Russell .....	19.6 Miles	5
Alger .....	48.7 "	57
Stultz Spur .....	50.0 "	7
Moderie .....	78.0 "	5
Cedar Spur .....	80.3 "	50
Dorite .....	86.6 "	5
Lane Potter .....	90.9 "	42
Kolliner .....	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
King's .....	21.4 "	6
North Pole .....	33.5 "	4
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
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

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

SEVENTH SUBDIVISION		
DISTANCE FROM PULLMAN JUNCTION		Car Cap'y
Busby's .....	1.8 Miles	8

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	4

**DERAIL SWITCHES**

FIRST SUBDIVISION	
Alger Spur .....	West end
Vermillion .....	West end passing track
Stultz Spur .....	West end
Trout Creek .....	East end coal dock
Moderie .....	West end
Cedar Spur .....	East end
Cabinet .....	West end commercial track
Kootenai .....	West end coal dock

SECOND SUBDIVISION	
Sand Point .....	West end S. & I. Transfer
Dufort .....	East end
Calispell .....	West end
Steno .....	West end
Cheney .....	East end stock track
Cheney .....	East end crossover
Cheney .....	East end coal dock

THIRD SUBDIVISION	
Alan .....	East end passing track
Blackwell Spur .....	West end

FIFTH SUBDIVISION	
Cheney .....	East end cross over
Cheney .....	East end coal dock
Hansen .....	West end passing track

EIGHTH SUBDIVISION	
Lenore .....	East end warehouse track

FOURTH SUBDIVISION	
Freedom .....	East end
Plaza .....	west end elevator track
North Pine .....	West end
Donahue .....	East end passing track
McCoys .....	East end passing track
Belmont .....	East end track No. 2
Garfield .....	West end passing track
Garfield .....	West end house track
Fallons .....	East end passing track
Whelan .....	West end passing track
Pullman .....	East end College Spur
Sunshine .....	East end pasing track
Hagen .....	West end
Joel .....	West end house track
Troy .....	West end house track
Troy .....	West end passing track
Clarence .....	West end
Rock Spur .....	West end
Bovard .....	West end passing track
Kendrick .....	West end Elevator track
Juliaetta .....	West end passing track
Juliaetta .....	West end house track
Arrow .....	West end passing track

TONNAGE RATINGS—FREIGHT ENGINES.

	ENGINES.												ENGINES.											
	Class F 1 S 1-2-3-4		Class F 4		Class E 1		Class E 2-3 D 2-3		Class B		Class C		Class S 1-2-3-4, F-1		Class F, F 4		Class E 1		Class E 2-3 D 2-3		Class B, B 1		Class C	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
Fifth Subdivision—Westward. Cheney to Medical Lake.....	783		549		512		419		373		298		Not Allowed.							Sixty C ars.				
Medical Lake to Reardan.....	729		511		476		389		345		275		Not Allowed.	1300	1170	1200	1070	1100	970	1000	870	850	765	
Reardan to Davenport.....	1040		732		681		561		498		405		Not Allowed.	1500	1350	1500	1350	1200	1080	1100	990	1000	900	
Davenport to Creston.....	729		511		476		389		345		275		Not Allowed.	600	540	540	486	480	432	450	405	360	324	
Creston to Govan.....	1402		991		920		762		684		556		Not Allowed.							Sixty C ars.				
Govan to Almira.....	953		671		624		513		458		369		Not Allowed.	750	675	675	608	600	540	562	506	450	405	
Almira to Hanson.....	659		460		429		350		310		245		Not Allowed.	450	405	405	365	360	324	337	304	270	243	
Hanson to Coulee Jct.....	Train limit												Not Allowed.	1166	1050	1049	945	932	839	874	787	650	585	
Coulee Jct. to Adrian.....	1402		991		920		763		684		556													
Fifth Subdivision—Eastward. Adrian or Coulee City to Hartline.....	783		549		512		419		373		298													
Hartline to Creston.....	729		511		476		389		345		275													
Creston to Cheney.....	845		593		552		453		403		323													

	ENGINES.													
	Class S 1-2-3-4		Class F 1		Class F 4		Class E 1		Class E 2-3, D 2-3		Class B		Class C	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B
Fourth Subdivision—Westward Marshall to Oakesdale.....	664	598	664	598	425	383	382	344	340	306	318	287	255	230
Oakesdale to Belmont.....	1093	984	1093	984	700	630	630	567	560	504	525	473	420	378
Belmont to Pullman.....	664	598	664	598	425	383	382	344	340	306	318	287	255	230
Pullman to Howell.....	625	563	625	563	400	360	360	324	320	288	300	270	240	216
Howell to Kendrick.....														
Kendrick to Lewiston.....														
Fourth Subdivision—Eastward. Lewiston to Arrow.....	1700	1530	1700	1530	1200	1080	1080	972	960	864	900	810	720	638
Arrow to Kendrick.....	1000	900	1000	900	650	585	585	526	520	468	487	449	400	360
Kendrick to Troy.....	350	315	350	315	225	203	191	172	168	152	155	140	130	117
Troy to Howell.....	400	360	400	360	265	239	225	203	198	179	190	171	153	138
Howell to Pullman.....	625	563	625	563	400	360	360	324	320	288	300	270	240	216
Pullman to Belmont.....	825	738	825	738	525	473	472	425	420	378	393	354	315	284
Belmont to Oakesdale.....	1500	1350	1500	1350	1050	956	944	850	840	756	786	708	630	568
Oakesdale to McCoys.....	1000	900	1000	900	650	585	585	527	520	458	487	439	390	351
McCoys to North Pine.....														
North Pine to Spangle.....	937	844	937	844	600	540	540	486	480	432	450	405	360	324
Spangle to Marshall.....	1300	1170	1300	1170	1000	900	950	860	875	800	800	740	650	600

	ENGINES.					
	Class W		Class T		Class S 1-2-3-4	
	A	B	A	B	A	B
Idaho Div.—Eastward. Cheney to Spokane.....	2700				850	
Spokane to Athol.....	2700				1600	
Athol to Kootenai.....	3200				1750	
Kootenai to Trout Creek.....	2700				1600	
Trout Creek to Paradise.....	3200				1750	
Idaho Div.—Westward. Paradise to Spokane.....	2300				1400	
Spokane to Cheney.....	1150				850	

**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.  
DR. J. M. VERBERKMOES, Kooskia.  
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.  
No. 4 will register at Kootenai by ticket.  
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 train order stating that all superior trains due at or before time given have arrived or passed.  
Nos. 4, 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 reduce speed to 25 miles per hour through corporate limits of Plains.  
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 eastward trains passing on to old line Trout Creek; all westward trains passing on to old line Kildee, reduce speed to 25 miles per hour approaching junction switch.  
All trains passing through crossovers and entering passing tracks reduce speed to 15 miles per hour.  
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. Moderie spur one mile east of Heron protected by two position distant signal. When arm or light shows stop, all eastward trains will come to full stop and proceed under protection of flag expecting to find switch open or track impassable.  
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—From west switch Kendrick to east switch Moscow.  
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—See Page 8.  
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.  
When one or both engines of double headers are heavier than "E" class, engines should be uncoupled and run separately over bridge 202, Clearwater River, 1 mile east of Joseph; and to pass over bridge 190, two and one-half miles west of Bovard, second engine should be cut back in train 5 car lengths, or placed on rear.  
All trains passing through crossovers or entering passing tracks reduce speed to 15 miles per hour.  
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.

