

# NORTHERN PACIFIC RAILWAY COMPANY.

**IDAHO DIVISION**

# TIME **34A** TABLE

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

(One hour slower than Mountain or 105th Meridian Time.)

**THURSDAY, MAY 25th, 1911**

**For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.**

**H. C. NUTT,**  
General Manager.

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

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

**J. M. RAPELJE,**  
Superintendent.

**J. C. ROTH,**  
Assistant Superintendent of Transportation.

## RULES GOVERNING MOVEMENT OF TRAINS AT U. P. CROSSING, SPOKANE.

**RULE 1**—Engines or trains must never be moved past the signal in interlocking limits without first obtaining clear board.

- A. If board on signal is in horizontal position it indicates "Stop." If in vertical position it indicates "Proceed."
- B. At night a red light in signal indicates "Stop," or a green light "Proceed."

**RULE 2**—Signals are always located to right of enginemen, considering engine going forward toward signal. Signals on other tracks must be disregarded.

**RULE 3**—Upper arm of Signal 52 in vertical position, or upper green light at night, shows clear main line for west bound trains on west bound main line

Lower arm of Signal 52 shows track lined up into new train yard.

Upper arm of signal governs trains proceeding on east bound main line.

Lower arm governs trains proceeding into Fair Ground Spur.

Signal 31 governs east bound movements on west bound main line.

Signal 32 governs trains pulling out of new train yard.

Signal 47 governs west bound trains on west bound main line.

Signal 49 governs west bound movements on east bound main line.

Signal 48 governs trains pulling out of Fair Ground Spur. (As this signal is at present taken out, and until put in, trains using this spur must be careful not to get past signal foundation until having received hand signal from towerman of green flag by day and green light by night.)

Signal 4 governs east bound movements of trains on old main line

Signal 26 governs west bound movements of trains on old main line.

**RULE 4**—Cars without engine attached must never be left within Interlocking limits.

**RULE 5**—Trains pulling through Interlocking limits must display some light on rear of trains at night so towerman can see when end of train has passed.

**RULE 6**—Trains coming out of yard, wanting to go west on west bound main line, must pull by Signal 47 and not proceed until Signal 47 is clear

**RULE 7**—Train receiving signal must always pull through Interlocking limits before they can receive any other route, excepting as shown in Rule 6.

**RULE 8**—In case of failure of automatic signals towerman will flag train through Interlocking limits with a green flag or green light by night. Any other signals by whomsoever must be disregarded.

Trains being flagged through Interlocking limits must proceed very carefully, not to exceed four miles per hour, looking out for derails and switches.

**RULE 9**—Trainmen and switchmen will be held equally responsible with enginemen, if proceed signals are given before automatic signals show "Proceed."

**RULE 10**—Trains approaching Signal 29 and wishing main line must give 4 short blasts of the whistle O O O O

Approaching Signal 29 for Fair Ground Spur 3 long ————

Approaching Signal 52 for Main Line, 4 short O O O O

Approaching Signal 52 for New Train Yard, 3 long ————

Approaching Signal 31 for Main Line, 4 short O O O O

Approaching Signal 31 for Crossover onto east bound main line, 2 long, 2 short ———— O O

Approaching Signal 31 for Fair Ground Spur, 3 long ————

Approaching Signal 32—Same as for Signal 31.

Approaching Signal 49 for east bound main line, 4 short O O O O

Approaching Signal 49 for crossover into west bound main line, 2 long, 2 short ———— O O

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

Approaching Signal 48—Same as for Signal 49.

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

**NOTE.**—Trains and switch engines must be careful not to pass Signal 32, if this signal shows "STOP," as, if they do, and Signal 52 is cleared for west bound trains, Signal 52 will automatically assume the Stop position, to the danger of approaching trains. Other high arm signals being similar.

## RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNALS

(Always have for reference copy of Block Signal Rules)

**RULE 20**—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders and the block ahead is clear for an approaching train, signal should be changed to Clear, so train can enter without reducing speed. This means that if an operator has no orders for this particular train, and the block ahead is Clear, the signal will be changed to Clear, so that this train may enter the block, regardless of the fact that the operator may have orders for other trains. He must, however, display Stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond block signal. Under this rule only one train is affected by the Clear signal and this the train which is immediately approaching on main track to enter block. A CLEAR Signal MUST NOT Be Displayed Under Any Other Circumstances.

An engine may pass a block signal at Danger in order to take coal or water or do switching in yards under the restrictions provided by general rules, but must in each case receive Block Clearance before departing from station.

Train and engine men must realize that Block Signal rules in no way modify train rules or time table regulations and do not relieve trainmen from necessity of flagging. Conductors must impress this upon their brakemen, and train and engine men understand that train must at all times be as fully protected as prior to Block System Operation.

**RULE 43**—Any train which has taken a siding at a block station must have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train which runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clearance to passenger train, so train will not be delayed.

Operators MUST display Stop signal immediately after train has entered block and rear of train passed three hundred (300) feet beyond signal and markers been seen by operator, and not until this has been done should he notify preceding operator that block is clear, except as per Rule 9.

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it is desired to cancel a block or change arrangement of a block, if block clearance has been delivered, operator must not cancel the block or make any change until conductor's and engineer's copies of clearance have been returned to him.

If block signal at a station is at Danger when train is approaching on main track and is changed to Clear before engine is within three hundred (300) feet of the signal, train may proceed without block clearance. Engineer will signal for block by four (4) short blasts of engine whistle.

Except during obscure weather permissive block to helper engines will be allowed following freight train ten minutes on Caution Card when authorized by dispatcher.

Attention of engineers is called to the very great importance of obtaining "Go ahead" signal from rear of train before passing any station, and they should not only procure such signal, but have lookout kept for any other signal which might be given while train is passing station. If "Go ahead" signal is not received, train must STOP. The same rule applies to train standing at station, whether on main track or siding. Signal from rear must be received by engineer before starting.

Conductors will educate their brakemen and engineers their firemen in regard to these instructions, and conductors arrange that signal will not be given until authorized by him and then transmitted to engineer.

Except on mountain grades, trains may proceed when block is occupied by work trains if provided with Caution Card stating that work train is in block. Work trains provided with Caution Card will be permitted to follow trains at the expiration of fifteen minutes without waiting until block is clear. Two or more work trains may work in the block protecting against each other and under Caution Card.

A train intending to go to an intermediate siding to meet or be passed by a train must obtain Caution Card before entering the block, stating that "Train No. — and Train No. — will meet or pass at (naming the intermediate siding) as per time table or as per Train Order No. —." This will permit the opposing train to proceed with Caution Card to the intermediate siding without delay, beyond which point it cannot go unless the train named has arrived or received further orders as per Block Rules Nos. 53 and 54, notwithstanding it may have train rights which otherwise permit it to do so.

After a train has entered a block with ample time and intention to go through to end of same for a certain train and for any reason cannot make the end of the block for the certain train, it will go upon intermediate siding and the opposing train cannot enter the block until the train on intermediate siding has notified the signalman by telephone of its arrival and clearance at intermediate siding. If from failure of telephone the conductor at intermediate siding be unable to communicate with block office, the opposing train must not enter block except under protection of flag. If, however, the trains are moving in the same direction, Caution Cards will be issued to permit the following train to enter the block. It must be borne in mind that a train must not only have train rights, permitting it to go, but block rights also.

When a train receives orders at a blind siding by telephone, as per Rules 53 and 54, conductors will take order in writing, repeat it back to the operator; after getting complete will deliver a copy to the engineer.

## SPECIAL RULES GOVERNING USE OF DOUBLE TRACK

In case of break-in-two, or when a train is stopped by the emergency application of air brakes, or by any unknown cause, and it cannot be immediately ascertained that the other main track is clear, a flagman must at once go forward and stop trains running in the opposite direction. The fireman will perform this service when necessary. As soon as it is known that the other track is not obstructed the flagman will be recalled.

The engineer will see that flagman goes forward promptly under the above circumstances and will, also, immediately ascertain whether the other main track is obstructed.

Before clearing any train entering double track at junction or initial points or allowing any train to cross over to opposite track for purpose of running on such track, operators must obtain dispatcher's authority.

Upon receiving proper block clearance and displaying classification signals, any train may proceed without further orders and irrespective of superior class trains moving in the same direction.

Any train making reverse movement on double track against the current of traffic must receive Train Order covering such movement and must get Clearance or Clearance and Caution Card at every block office they pass.

When a train crosses over to, or obstructs, the opposite track, unless otherwise provided, it must be protected as per Rule No. 299, in both directions.

Work extras must move with current of traffic unless otherwise directed.

Caution must be used by engineers of trains approaching stations where any train is receiving or discharging passengers, full stop being made before passing such train. See Rule 304, Transportation Rules.

Cross overs located at Wins.

T. H. LANTRY,  
Trainmaster

C. P. HUNT,  
Trainmaster

B. W. WALKER,  
Trainmaster

J. J. BLAIR,  
Chief Dispatcher

WEST BOUND.

FIRST DISTRICT.

EAST BOUND.

THIRD CLASS TRAINS		SECOND CLASS TRAINS		FIRST CLASS TRAINS.					STATIONS.		FIRST CLASS TRAINS					SECOND CLASS TRAINS		THIRD CLASS TRAINS	
875		603		3	41	227	5	1	STATIONS.	4	2	228	42	6	602		876	878	
Way Freight		Freight		Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls	Passenger	Passenger	Passenger	Passenger	Passenger	Freight		Way Freight	Way Freight	
EXCEPT SUNDAY		DAILY		DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		EXCEPT SUNDAY	EXCEPT MONDAY	
6:00 AM 227		9:35 PM		3:05 PM 42-228	10:25 AM	6:30 AM	1:45 AM	12:35 AM	PD.....PARADISE.....N 6.1	3:45 AM	1:40 PM 878	2:15 PM 3-878-42	3:05 PM 228-3	5:25 PM	8:05 PM			1:25 PM 2-228	
6:25 7:00 227		10:00		8:19	10:37	6:41 875	1:58	* 12:45	HO.....PLAINS.....N 7.2	* 3:30	* 1:25	2:00	2:48	5:10	7:40			1:00 12:30	
7:30		10:25		* 8:30	* 10:48	6:54	* 2:11	* 12:55	.....WEEKSVILLE..... 7.3	* 3:17	* 1:14	1:42	* 2:28	* 4:58	7:15			12:05 PM	
8:00		10:50		* 8:42	* 11:00	7:08	* 2:22	* 1:05	DY.....EDDY.....N 2.5	* 3:05	* 1:08	1:25	* 2:14	* 4:46	6:50			11:40 AM	
8:10		11:00		* 8:45	* 11:04	7:18	* 2:25	* 1:09	.....FROST..... 5.2	* 3:01	* 12:59	f 1:20	* 2:08	* 4:42	6:40			11:30	
8:30		11:22		* 8:55	* 11:13 878	7:22	* 2:34	* 1:18	.....WOODLIN..... 3.3	* 2:51	* 12:50	f 1:10	* 1:57	* 4:32	6:25			11:13 10:45 9:40	
8:50		11:35		f 4:00	11:20	7:30	2:45 4	* 1:23	FN.....THOMPSON FALLS.....N 5.2	* 2:45 5	* 12:45	1:08	1:47	4:26	6:10			10:45 9:40 9:15	
9:10 878		11:53 PM		* 4:09 602	* 11:30	7:42 878	* 2:52	* 1:30	BK.....KILDEE.....N 1.0	* 2:34	* 12:37	f 12:52	* 1:33	* 4:15	5:50				
9:15		Via New Line		* 4:12 6	* 11:33	f 7:46	* 2:55	* 1:34	.....BELKNAP..... 6.5	* 2:32	* 12:35	12:49	* 1:30	* 4:12 3				Via New Line	
9:45		Via New Line		f 4:26	* 11:46	7:59	* 3:08	* 1:46	WP.....WHITE PINE.....D 5.7	* 2:22	* 12:27 228	12:37 2	* 1:18	* 3:58				Via New Line	
10:10		Via New Line		* 4:34	* 11:59 AM 228	f 8:09	* 3:16	* 1:55	.....VERMILION..... 2.7	* 2:10	* 12:14	f 11:59 AM 41	* 1:04	* 3:42				Via New Line	
Via Old Line		12:05 AM		Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line	.....MARMOT..... 3.7	Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line	5:45			8:45	
		12:20							.....TALC..... 4.5						5:35			8:30	
		12:35							.....CHILDS..... 2.9						5:15			8:15	
		12:45							.....RICHARDS..... 4.7						5:00			8:00	
10:25		1:00		f 4:39	* 12:07 PM 2	8:15	* 3:23	* 2:04 4	J.....TROUT CREEK.....N 6.2	* 2:04 1	* 12:07 PM 41	11:51	* 12:56	* 3:36	4:30 3			7:25 875-227	
10:55		1:20		* 4:50	* 12:17	f 8:28	* 3:34	* 2:14	TC.....TUSCOR.....N 5.3	* 1:56	* 11:56 AM	f 11:36	* 12:43	* 3:20	4:10			6:50	
11:20 11:45 AM 228-2		1:41 1:46		* 5:02	* 12:30 42	f 8:40	* 3:42	* 2:27	.....FURLONG..... 4.1	* 1:46 603	* 11:45 875	f 11:26 875	* 12:30 41	* 3:04	3:55			6:20	
12:05 PM 12:20 42		2:14 2:18		* 5:12	* 12:40	8:50	* 3:50	* 2:38 603	NX.....NOXON.....N 4.3	* 1:37	* 11:37	11:16	* 12:20 875	* 2:52	3:40			2:00 PM 6	
12:35 12:58 41		3:05		* 5:20	* 12:48 875	f 9:00	* 3:58	* 2:48	.....SMEADS..... 5.9	* 1:27	* 11:25	f 11:06	* 12:07 PM	* 2:39	3:20			1:30	
1:15 876		3:25		* 5:32	* 1:00 876	9:18	* 4:10	* 3:00	HR.....HERON.....N 6.2	* 1:17	* 11:16 876	10:57 876	* 11:55 AM 876	* 2:28	3:05			1:15 PM 10:20 AM 42-41-875	
1:35		3:45		* 5:44	f 1:10	9:29 876	* 4:21	* 3:10	BN.....CABINET.....N 4.9	* 1:06	* 11:05	10:42	* 11:43	* 2:15	2:40			9:50 9:20 227	
1:50		4:02		* 5:51	* 1:17	f 9:38	* 4:28	* 3:17	.....OZOMA..... 2.6	* 12:58	* 10:58	f 10:32	* 11:31	* 2:05	2:22			8:57	
1:55 602 2:15 6		4:12		5:55	* 1:22	9:46	* 4:33	* 3:22	CX.....CLARK'S FORK.....N 4.9	* 12:54	* 10:53	10:28	* 11:26	* 2:00 875	2:15 875			8:45	
2:40		4:30 4:51		* 6:04	* 1:30	f 9:55	* 4:41 603	* 3:32	.....DENTON..... 4.7	* 12:47	* 10:45	f 10:18	* 11:16	* 1:50	2:03			8:20	
3:00		5:05		* 6:18	f 1:40 6-602	10:08 228	* 4:48	* 3:40	H.....HOPE.....N 7.2	* 12:38	* 10:37	10:08 227	f 11:06	* 1:40 41-602	1:50 1:20 6-41			8:00 7:00	
3:30		5:25		* 6:26	* 1:52	f 10:25 2	* 4:59	* 3:52	OD.....ODEN.....D 6.2	* 12:26	* 10:25 227	f 9:52	* 10:52	* 1:24	1:00			6:30	
4:00 PM		5:45 AM 876		* 6:35 PM	* 2:01 PM 6	10:38 AM 42	* 5:08 AM 876	* 4:05 AM	KN.....KOOTENAI.....N 0.0	* 12:16 AM	* 10:16 AM 228-42	9:40 AM 2	* 10:42 AM 2-227	* 1:14 PM 602-41	12:45 PM 6			5:45 AM 603-5	
EX. SUN.		DAILY		DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			EX. SUN.	
10.0		7.50		3.30	3.36	4.08	3.23	3.30	Time over District.	3.29	3.24	4.35	4.23	4.11	7.20			8.15	
11.5		14.6		33.1	31.2	27.8	33.9	32.8	Average Speed per Hour.	33.1	33.9	25.5	26.2	27.6	15.6			5.4	

Registering Stations--Paradise and Kootenai.

Bulletin Stations--Paradise and Kootenai.

Standard Clocks--Paradise and Kootenai.

All trains using new line between Trout Creek and Kildee will come to full stop before going on single track at Trout Creek and Kildee. No. 4 will stop on flag at White Pine on Wednesdays and Saturdays.

Nos. 876 and 878 will register at Noxon.

Where lap sidings occur trains will head in at the first switch as indicated by siding boards. Reduce speed to eight miles per hour through corporate limits of Thompson Falls.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Nos. 602, 603, and 878 will run via new line between Trout Creek and Kildee.

Extra trains will run via new line between Trout Creek and Kildee unless otherwise instructed.

Passenger trains will reduce speed to 20 miles per hour and freight trains to 15 miles per hour over double track switches Trout Creek and Kildee.

Engineers will not be required to consult Register except at initial or starting point.

Rule No. 288 is modified to the extent that extra trains may run ahead of third class trains without orders.

Double track switches at Kildee and Trout Creek will be set for old main line.

First-class trains when 15 minutes or more late and extra trains running on schedule will observe same precautions in yard limits at Paradise and Kootenai as required of second and inferior class trains by Rule 298 F.





WEST BOUND.

PALOUSE AND LEWISTON BRANCH.

EAST BOUND.

THIRD CLASS TRAINS.			SECOND CLASS.			FIRST CLASS TRAINS.			Time Table No. 34A May 25, 1911 Succeeding No. 34										FIRST CLASS TRAINS.			SECOND CLASS.			THIRD CLASS TRAINS.	
855	853		663	241	667	233	239	231	STATIONS.	Distance from Marshall	Distance from Lewiston	Capacity of Passing Tracks	232	234	240	242	668	664	854	856						
Way Freight EXCEPT MONDAY	Way Freight EXCEPT SUNDAY		Freight DAILY See Page 3	Passenger DAILY	Freight DAILY	Passenger DAILY See Page 3	Passenger DAILY	Passenger DAILY See Page 3	STATIONS.				Passenger DAILY See Page 4	Passenger DAILY See Page 4	Passenger DAILY	Passenger DAILY	Freight DAILY	Freight DAILY See Page 4	Way Freight EXCEPT SUNDAY	Way Freight EXCEPT MONDAY						
	7.30AM		10.50PM			4.25PM		8.38AM	MR. MARSHALL	0.0	136.9	113	2.15PM	6.25PM				4.00AM	2.45PM							
	7.55		11.10			* 4.36		f 8.45	DYNAMITE	5.3	131.6	30	2.02	* 6.15				3.40	2.20							
	8.25		11.35			4.50		9.02	SPANGLE	11.2	125.7	35	1.50 854	6.05				3.20	1.55 1.40 232							
	8.50		11.55PM			5.08		9.21	PLAZA	19.5	117.4	26	1.32	5.47				2.55	1.10							
	9.05		12.08AM			* 5.19		f 9.28	NORTH PINE	23.3	113.6	26	f 1.23	* 5.38				2.35	12.50							
	9.25		12.20			5.32 234		9.36	RO. ROSALIA	26.7	110.2	30	1.16	5.32 233				2.23	12.35							
	9.36 9.55 231		12.28			* 5.37		f 9.41 853	DONAHUE	28.7	108.2	17	f 1.10	* 5.27				2.10	12.15PM							
	10.10		12.40			* 5.44		f 9.50	Mc COYS	31.9	105.0	25	f 1.05	* 5.22				1.55	11.55AM							
	10.35		1.00			5.55		10.02	OD. OAKESDALE	37.5	99.4	65	12.52	5.09				1.35	11.80							
	11.05 854		1.25 664			6.08		10.15	U. P. AND S. & I. CROSSINGS No Connection 4.6	38.2	98.7								11.05 853							
	11.20		1.40			* 6.17		10.25	BELMONT	42.8	94.1	90	12.40	4.57				1.25 663	10.55							
	11.45AM 12.25PM 232		1.50			6.28		10.35 854	EDEN	47.2	89.7	35	f 12.25	* 4.42				12.50	10.43 10.30 231							
	1.00		2.20			6.48		11.00	GARFIELD	49.4	87.5	40	12.20PM 853	4.37				12.40								
	1.20		2.40			6.48		11.00	U. P. AND S. & I. CROSSINGS Track Connection 3.3	49.6	87.3															
	1.40		2.58			* 7.08		f 11.15	CEDAR CREEK	52.9	84.0	7	f													
5.30AM	2.00PM		8.15 8.30	12.10PM 231-232	6.00AM	7.27 7.32		11.40 11.50 242-241	PC. PALOUSE	59.0	77.9	35	11.55AM	4.15				12.05AM	9.45 8.40							
									FALLONS	65.6	71.3	30	f 11.40	* 4.00				11.35PM	8.25							
						* 7.14		11.25 232	WHELAN	70.4	66.5	30	f 11.25 231	* 3.48				11.10	8.05							
									PULLMAN	75.6	61.3	30	11.12 11.02 242	8.37 8.32			10.35AM 231-232	5.00PM	10.45 10.30							
									U. P. CROSSING	76.2	60.7															
									No Connection 0.8	76.2	60.7															
									PULLMAN JUNCTION	77.0	59.9	52	10.55 242	3.25			10.25AM 232	4.45PM	10.20							
									SUNSHINE	80.6	56.3	32	f 10.46	* 3.17			See page 6	See page 6	10.10							
									MO. MOSCOW	85.8	51.1	37	10.35	3.04				9.50	12.27PM 11.40AM 231							
									JOEL	92.3	44.6	30	f 10.15	f 2.48				9.20	11.15							
									HOWELL	96.5	40.4	30	f 10.05	* 2.38				9.00	10.50							
									VM. TROY	99.4	37.5	47	9.52	2.28				8.43 8.38 233	10.35							
									BOVARD	105.5	31.4	13	* 9.30	* 2.08				7.50	10.00							
									KENDRICK	111.0	25.9	47	9.10 855	1.50				7.20	9.30 855							
									JULIAETTA	115.0	21.9	32	8.55	1.40 231	See Page 6			7.05	9.10							
									ARROW	123.4	13.5	No Sdg.	8.30 239-856	1.25	2.05PM 231			6.45	8.40 8.20 232-239							
									JOSEPH	126.6	10.3	No Sdg.	8.15	f 1.15	1.57			6.30	8.00 232							

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

11.55AM		7.15AM		10.20PM	9.10AM	2.50PM	W C T	136.9	LEWISTON	0.0	Yard	7.45AM	12.50PM	1.35PM		6.00PM		7.15AM	
EX. MON.	EX. SUN.	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY		DAILY	DAILY	EX. SUN.	EX. MON.
6.25	6.30	8.15		5.55	0.35	6.17						6.30	5.35	0.30		10.0		7.00	6.05
9.6	11.5	16.6		23.1	22.2	21.8						21.7	24.5	28.0		13.7		10.7	10.1

Bulletin Stations—Spokane, Marshall, Pullman, and Lewiston. Standard Clocks—Spokane, and Pullman. Branch Line trains must obtain orders before occupying main line at Marshall. Engineers will not be required to consult register except at initial or starting point. Registering Stations—Marshall, Pullman, Pullman Jct., Arrow, and Joseph. Passenger trains must not exceed speed of 30 miles per hour and freight trains 15 miles per hour between Howell and Kendrick. Special attention is called to Rules 500 to 518 inclusive, governing operations on mountain grades between Howell and Kendrick. All trains must come to a Full Stop two hundred (200) feet from U. P. crossings at Oakesdale, Garfield and Pullman. All engines with or without trains must come to a full stop two hundred (200) feet from the draw span in Clearwater River Bridge, one mile East of Joseph, and will not proceed until bridge is known to be properly closed and secured. All west bound 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, Idaho. All east bound 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. Rule 238 is modified to the extent that extra trains may run ahead of third class trains without authority of Train Orders. 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.

WEST BOUND.

PALOUSE AND LEWISTON BRANCH—Continued.

EAST BOUND.

SECOND CLASS TRAIN				FIRST CLASS TRAIN				Time Table No. 34A. May 25, 1911. Succeeding No. 34.				FIRST CLASS TRAIN				SECOND CLASS TRAIN			
667				241				STATIONS.				242				668			
Freight				Passenger				Telegraph Offices and Calls				Passenger				Freight			
DAILY See page 5				DAILY See page 5								DAILY See page 5				DAILY See page 5			
6.05AM				12.17PM	Y	I D 77	0.0	PULLMAN JUNCTION	27.0	52	10.25AM					4.45PM			
6.25				12.28		I D 82	5.0	STALEY	22.0	35	10.07					4.20			
6.35				12.35		I D 84	7.3	CHAMBERS	19.6	30	10.00					4.05			
6.50				12.44		I D 87	9.8	JOHNSON'S	17.2	35	9.58					3.50			
7.15				12.58	W	I D 92	15.0	COLTON	12.0	40	9.38					3.10			
7.45				1.10		I D 95	17.8	UNIONTOWN	9.2	37	9.31					2.50			
8.10				1.17	f	I D 97	20.2	LEON	6.8	32	9.25					2.30			
8.40AM 242				1.35PM 668	W C Y	I D 104	27.0	GENESEE	0.0	37	9.05AM 667					2.00PM 241			
DAILY				DAILY							DAILY					DAILY			
2.35				1.18				Time over District.			1.20					2.45			
10.4				21.0				Average Speed per Hour.			20.0					9.8			

Registering Stations—Pullman Junction and Genesee.

No. 667 Has Right Over Nos. 242 and 668 No. 241 Has Right Over 242 Nos. 667 and 668 Will Carry Passengers.

Bulletin Stations—Pullman and Genesee.

WEST BOUND.

CLEARWATER SHORT LINE.

EAST BOUND.

THIRD CLASS.		FIRST CLASS.		Time Table No. 34A. May 25, 1911. Succeeding No. 34.				FIRST CLASS.		THIRD CLASS.	
861		237		STATIONS.				238		862	
Freight		Passenger		Telegraph Offices and Calls				Passenger		Freight	
EXCEPT SUNDAY		DAILY See page 5						DAILY See page 5		EXCEPT SUNDAY	
12.20PM		2.20PM	Y W	I I 47	0.0	ARROW	62.7	8.25AM		11.30AM	
12.30		f 2.30		I K 3	3.5	MYRTLE	59.2	f 8.13		11.20	
12.55		f 2.55		I K 12	11.7	AGATHA	51.0	f 7.50		10.50	
1.00		3.00	W	I K 13	13.4	LENORE	49.3	7.45		10.40	
1.25		3.18		I K 20	20.3	PECK	42.4	7.19		10.15	
1.45		f 3.38		I K 25	25.0	AHSAHKA	37.7	f 7.05		9.55	
2.10		3.48	W	I K 29	29.0	ORO FINO	33.7	6.52		9.40	
2.45		4.13	C	I K 37	37.3	GREER	25.4	6.27		8.55	
		f		I K 44	44.3	PARDEE	18.4	f			
3.20		f 4.43		I K 46	45.7	TRAMWAY	17.0	f 5.57		8.30	
3.50		5.07		I K 52	51.4	KAMIAH	11.3	5.42		8.00	
4.15		5.35	W 1 M.E.	I K 59	59.5	KOOSKIA	3.2	5.23		7.30	
4.35PM 237		5.50PM	T C W	I K 63	62.7	STITES	0.0	5.15AM		7.15AM	
EXCEPT SUNDAY		DAILY						DAILY		EXCEPT SUNDAY	
4.15		3.30				Time over District.		3.10		4.15	
14.6		19.8				Average Speed per Hour.		20.0		14.8	

Bulletin Station—Stites.

Registering Stations—Arrow and Stites.

All engines with or without trains must come to a full stop 200 feet from the draw span in Clearwater River Bridge at Kamiah, and will not proceed until bridge is known to be properly closed and secured.  
Engineers will not be required to consult register except at initial or starting point. Rule 288 is modified to the extent that extra trains may run ahead of third class trains without the authority of train orders.  
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.

WEST BOUND.						WASHINGTON CENTRAL BRANCH.						EAST BOUND.								
THIRD CLASS.			FIRST CLASS.			Water, Coal, Scales, Tables and Wyes	Distance from Cheney	Station Numbers	Time Table No. 34A May 25, 1911 Succeeding No. 34						FIRST CLASS.			THIRD CLASS.		
867	863	865	251	235	253				236	250	252	864	866	868	236	250	252	864	866	868
Freight	Freight	Freight	Passenger	See Page 3 Passenger	Passenger	See Page 4 Passenger	Passenger	Passenger	Freight	Freight	Freight	Passenger	Passenger	Passenger	Freight	Freight	Freight			
Tues. Thur. Sat.	EXCEPT SUNDAY	Mon. Wed. Fri.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.	DAILY	DAILY	DAILY	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.			
	8.15AM			2.50PM		W Y	0.0	1592	CY.....CHENEY.....N	126.8	144	9.55AM			4.20PM					
	8.50			3.15		W Y	10.4	10	MK.....MEDICAL LAKE.....D	116.4	30	9.35			3.50					
	9.15 9.25 236			f 3.25 864		W	15.5	16	.....DEEP CREEK.....	111.3	37	f 9.21 863			3.25 3.20 235					
	9.50			f 3.40			21.0	21	.....HITE.....	105.8	16	f 9.05			2.55					
	10.25			3.55		W	26.5	26	RH.....REARDAN.....D	100.3	45	8.52			2.25					
	10.55			f 4.13			33.9	34	.....MONDOVI.....	92.9	32	8.32			1.45					
	11.25AM 12.30PM 864			4.30		W Y C	41.4	41	DA.....DAVENPORT.....D	85.4	30	8.14			1.15 12.10PM 863					
	12.50			f 4.47			47.8	47	.....ROCKLYN.....	79.0	30	f 7.54			11.40AM					
	1.20			f 5.05			56.4	56	.....FELLOWS.....	70.4	6	f 7.35			11.10					
	1.55			5.25			64.1	64	CR.....CRESTON.....D	62.7	32	7.20			10.40					
	2.30			5.45		W	74.2	74	WR.....WILBUR.....D	52.6	40	6.55			10.00					
	3.00			6.05			80.8	81	GO.....GOVAN.....D	46.0	35	6.35			9.25					
	3.35			6.18		W	87.5	87	A.....ALMIRA.....D	39.3	35	6.19			8.55					
	3.50			f 6.27			91.1	90	.....HANSON.....	35.7	12	f 6.08			8.30					
	4.10			6.37			96.6	97	RN.....HARTLINE.....D	30.2	30	5.59			8.15					
8.10PM	4.45		6.55PM	Ar 6.55PM	5.18AM	W C T	105.7	106	.....COULEE JCT.....	21.1	60	Lv 5.40AM	5.40AM	7.35PM	7.40	7.20AM	8.10PM			
8.20PM	5.00PM		7.00PM		5.25AM		108.3	108	C.....COULEE CITY.....D	23.7	30		5.35AM	7.25PM	7.30AM 866	7.10AM 864				
		7.20AM		Lv 7.35PM			105.7	106	.....COULEE JCT.....	21.1	60	Ar 5.18AM					8.10PM			
		8.00		8.00			116.7	117	.....BACON.....	10.1	60	4.55					2.30			
							125.5		.....ADCO.....	1.3	0.0									
		8.40AM		8.35PM		W T	126.8	127	ND.....ADRIAN.....N	0.0	Yard	4.80AM					1.50PM			
Tues. Thur. Sat.	EXCEPT SUNDAY	Mon. Wed. Fri.	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.			
0.10	8.45	1.20		5.12											8.50		1.20			
18.0	12.3	15.7		24.4											12.2		15.7			
Time over District.																				
Average Speed per Hour.																				

WEST BOUND.						FARMINGTON BRANCH.						EAST BOUND.					
THIRD CLASS.			FIRST CLASS.			Water, Coal, Scales, Tables and Wyes	Distance from Belmont	Station Numbers	Time Table No. 34A May 25, 1911 Succeeding No. 34						THIRD CLASS.		
871					871									872			
Freight	Freight	Freight	Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight				
Tues. Thur. Sat.	Tues. Thur. Sat.	Tues. Thur. Sat.	DAILY	DAILY	DAILY	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.	EXCEPT SUNDAY	Mon. Wed. Fri.				
	11.15AM					W C Y	0.0	43	BM.....BELMONT.....D	6.5	90	12.15PM					
							5.3		.....U. P. CROSSING.....	1.2							
	11.40AM					I H	6.5	7	FA.....FARMINGTON.....D	0.0	25	11.50AM					
Tues. Thur. Sat.												Tues. Thur. Sat.					
.25												.25					
15.6												15.6					
Time over District.																	
Average Speed per Hour.																	

Registering Station—Farmington.  
Standard Clock—Spokane.  
No. 871 has right over 872.  
Nos. 871 and 872 will carry passengers.

WEST BOUND.						SEATTLE BRANCH.						EAST BOUND.					
THIRD CLASS.			FIRST CLASS.			Water, Coal, Scales, Tables and Wyes	Distance from Davenport	Station Numbers	Time Table No. 34A May 25, 1911 Succeeding No. 34						THIRD CLASS.		
869					869									870			
Freight	Freight	Freight	Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight				
Wed'n'day Only	Wed'n'day Only	Wed'n'day Only	DAILY	DAILY	DAILY	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.	EXCEPT SUNDAY	Mon. Wed. Fri.	Tues. Thur. Sat.	EXCEPT SUNDAY	Mon. Wed. Fri.				
12.20PM						W C Y	0.0	41	.....DAVENPORT.....	18.0	30	8.30PM					
12.45						I E	4.8	5	.....WHEATDALE.....	13.2	8	3.05					
1.00						I E	7.3	7	.....OMANS.....	10.7	6	2.50					
1.25						I E	11.4	12	.....GRAVELLES.....	6.6	8	2.30					
1.50PM						I E	18.0	18	.....DENNY'S.....	0.0	6	2.00PM					
Wed'n'day Only												Wed'n'day Only					
1.30												1.30					
12.0												12.0					
Time over District.																	
Average Speed per Hour.																	

No. 869 has right over 870.  
Register Station—Davenport.

Registering Stations—Cheney, Adrian, Coulee Junction and Coulee City.  
Bulletin Stations—Cheney, Adrian and Coulee City.  
Standard Clocks—Spokane, Cheney and Adrian.  
Branch line trains must obtain orders before occupying main line at Cheney.  
Engineers will not be required to consult register except at initial or starting point.  
Nos. 235 and 236 stop on flag at Meadow Lake.  
Rule 288 is modified to the extent that extra trains may run ahead of third class trains without the authority of train orders.  
Switch at Coulee Junction will be set for track leading to Adrian.  
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.  
No. 253 has right over No. 250 Coulee Junction to Coulee City.  
No. 251 has right over No. 252 Coulee Junction to Coulee City.

WEST BOUND.						FORT SHERMAN BRANCH.						EAST BOUND.					
FIRST CLASS TRAINS.						Time Table No. 34A May 25, 1911 Succeeding No. 34						FIRST CLASS TRAINS.					
247	245	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Coeur d'Alene	STATIONS.	Distance from Hauser Station	Capacity of Passing Tracks	246	248								
Passenger	Passenger							Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY										
5.20PM 248	8.20AM 246	W Y	I A 14	0.0	CA.....COEUR D'ALENE.....D	13.5	16	8.00AM 245	5.05PM								
5.38	8.38		I A 4	9.2	PF.....POST FALLS.....D	4.3	22	7.37	4.48								
				11.3	.....S. I. CROSSING.....	2.2											
5.50PM See Page 3	8.55AM See Page 3	Y W C	1557	13.5	AU.....HAUSER.....N	0.0	120	7.25AM See Page 4	4.30PM See Page 4								
DAILY	DAILY							DAILY	DAILY								
0.30	0.35							0.35	0.35								
26.0	22.2							22.2	22.2								
Time over District.																	
Average Speed per Hour.																	

Registering Stations—Hauser and Coeur d'Alene.  
Bulletin Stations—Spokane and Coeur d'Alene.  
Standard Clocks—Spokane and Coeur d'Alene.  
Nos. 246 and 247 connect with steamer at Coeur d'Alene.  
When backing down incline at Coeur d'Alene brakes must be set to control the train without assistance from the engine.  
Branch Line trains must obtain orders before occupying main line at Hauser.



### COMMERCIAL SPURS.

MAIN LINE.			CLEARWATER SHORT LINE.			WASHINGTON CENTRAL BRANCH		
DISTANCE FROM PARADISE.			DISTANCE FROM ARROW			DISTANCE FROM CHENEY		
		Car Cap'y			Car Cap'y			Car Cap'y
Russell	19.6 Miles	5	Magills	22.1 Miles	10	Meadow Lake	6.6 Miles	8
Alger	48.7 "	57	Flume	24.6 "	4	Forrey	122.1 "	8
Beeson	49.2 "	6	Penoyers	31.0 "	4	<b>SEATTLE BRANCH</b>		
Cedar Spur	80.3 "	50	<b>FARMINGTON BRANCH.</b>			DISTANCE FROM DAVENPORT		
Lane Potter	90.9 "	42	DISTANCE FROM BELMONT					Car Cap'y
Culver	111.6 "	10			Car Cap'y	Frys	9.0 Miles	8
Boyer	114.1 "	15	<b>P. &amp; L. BRANCH.</b>			<b>FORT SHERMAN BRANCH</b>		
Sagel	124.2 "	10	DISTANCE FROM MARSHALL JCT.			DISTANCE FROM HAUSER		
Dufort	127.6 "	12			Car Cap'y			Car Cap'y
Petit	128.8 "	18	Marshall Quarry Spur	2.0 Miles	40	Heutters	9.4 Miles	10
Westmond	129.3 "	15	Freedom	15.5 "	5	Wrights	9.7 "	30
Thomson	136.9 "	120	Broadview	28.0 "	8	Blackwell Lmb. Co.	10.8 "	20
King's	138.1 "	6	Kelly's	40.3 "	7	Gibbs	11.0 "	15
North Pole	151.2 "	11	Pullman	73.7 "	6			
Rogers	153.9 "	10	Busbey's	78.9 "	8			
Calispel	157.3 "	8	Troy Log	100.0 "	6			
Crosby	165.2 "	4	Clarence	103.3 "	3			
Moab	170.7 "	5	Rock Spur	106.1 "	10			
			Clyde	106.8 "	14			
			Haynes	134.0 "	6			
			Water Co.	135.6 "	3			

### AUTHORIZED SURGEONS, IDAHO DIVISION.

#### LOCATION OF STRETCHERS (S).

DR. J. P. AYLEN, Chief Surgeon,  
Central Div., Missoula.  
Paradise (S) (Station and Tool Car.)  
DR. H. H. HATTERY, Plains  
DR. E. D. PEEK, Thompsons Falls, Station (S)  
DR. O. F. PAGE, Sand Point (S)  
Kootenai (S)  
DR. FRANK WENZ, Rathdrum (S)

DR. N. F. ESSIG, Spokane (S)  
DR. F. P. WITTER, Spokane (S)  
DR. E. F. POPE, (S)  
DR. X. L. ANTHONY (Oculist), Spokane  
(Stretchers at Baggage Room, Yard Office, M. M. Office and  
Tool Cars 1 and 2.)  
DR. F. A. POMEROY, Cheney  
DR. E. T. HEIN, Palouse (S)

DR. ED. MAGUIRE, Pullman (S)  
DR. W. H. CARITHERS, Moscow (S)  
DR. JOHN B. MORRIS, Lewiston (S)  
DR. C. F. TUOMY, Genesee.  
DR. HOUSON E. SNYDER, Stites (S)

DR. R. P. MOORE, Davenport.  
Wilbur (S)  
DR. JNO. C. DWYER, Coeur d' Alene (S)

### NOTE.

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In cases of SICKNESS it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency arising from accident, if necessary proper surgical aid should be procured until the

arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

TONNAGE RATINGS—FREIGHT ENGINES.

DISTRICTS.	ENGINES.											DISTRICTS.	ENGINES.												
	Class F 1		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
C. W. Branch—West Bound. Cheney to Almira.....	850	.....	600	.....	565	.....	511	.....	434	.....	350	.....	Not All	owed.					Sixty C	ars.					
Almira to Hanson.....	700	.....	450	.....	365	.....	350	.....	300	.....	250	.....	Not All	owed.	1300	1170	1200	1070	1100	970	1000	870	850	765	
Hanson to Adrian.....	1300	.....	1250	.....	1200	.....	1150	.....	1000	.....	900	.....	Not All	owed.	1500	1350	1500	1350	1200	1080	1100	990	1000	900	
C. W. Branch—East Bound. Adrian or Coulee City to Hanson.....	785	.....	513	.....	484	.....	437	.....	361	.....	300	.....	Not All	owed.	600	540	540	486	480	432	450	405	360	324	
Hanson to Med. Lake.....	850	.....	600	.....	567	.....	511	.....	434	.....	350	.....	Not All	owed.					Sixty C	ars.					
Med. Lake to Cheney.....	1500	.....	1300	.....	1250	.....	1200	.....	1000	.....	950	.....	Not All	owed.	750	675	675	608	600	540	562	506	450	405	
													Not All	owed.	450	405	405	365	360	324	337	304	270	243	
													Not All	owed.	1166	1050	1049	945	932	839	874	787	650	585	

DISTRICTS.	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
Idaho Div.—West Bound. 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.....														
Idaho Div.—East Bound. 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

DISTRICTS.	ENGINES.																	
	Class B		Class C		Class D 2-3		Class E 1-2-3		Class F 1		Class F 4		Class S 1-2-3-4		Class T		Class W	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
Idaho Div.—East Bound. Spokane to Paradise.....	940	.....	750	.....	1000	.....	1025	.....	1600	.....	1050	.....	1600	.....	1750	.....	2400	.....
Idaho Div.—West Bound. Paradise to Athol.....	775	.....	675	.....	925	.....	950	.....	1400	.....	975	.....	1400	.....	1500	.....	1800	.....
Athol to Spokane.....	1400	.....	1300	.....	1600	.....	1600	.....	Train Limit	.....	1600	.....	Train Limit					

