

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 36-C TABLE

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

SUNDAY, SEPTEMBER 8th, 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)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS					STATIONS.		Distance from Kootenai		FIRST CLASS					SECOND CLASS	THIRD CLASS
875	603	227	41	5	3	1	Time Table No. 36-C Sept. 8, 1912 Succeeding No. 36-B		Distance from Paradise	Distance from Kootenai	2	4	6	42	228	602	876		
Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS.	Parade	Kootenai	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight			
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Telegraph Offices and Calls	Parade	Kootenai	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY		
L 6.45 AM	L 10.50 PM	L 6.30 AM	L 10.25 AM	L 1.45 AM	L 3.05 PM	L 12.35 AM	PARADISE 0.0	0.0	115.7	A 1.40 PM	A 3.40 AM	A 4.45 PM	A 3.05 PM	A 2.25 PM	A 8.05 PM	A 4.30 PM			
s 7.15	11.10	s 6.41	s 10.37	s 1.57	s 3.18	s 12.45	PLAINS 6.1	6.1	109.6	f 1.25	f 3.24	f 4.31	f 2.48	f 2.10	7.40	s 4.00			
f 7.35	11.30	s 6.54	10.48	2.08	3.30	12.55	WEEKSVILLE 13.3	13.3	102.4	1.14	3.13	4.19	2.34	s 1.55	7.10	s 3.30			
s 7.55	11.50	s 7.08	11.00	2.20	3.41	1.05	EDDY 20.6	20.6	95.1	1.08	3.02	4.07	2.20	s 1.42	6.40	s 2.50			
f 8.05	11.57 PM	f 7.18	11.04	2.28	3.45	1.09	FROST 23.1	23.1	92.6	12.59	2.58	4.08	2.15	f 1.37	6.30	f 2.40			
f 8.20	12.10 AM	f 7.22	11.13	2.33	3.54	1.18	WOODLIN 28.3	28.3	87.4	12.50	2.48	3.54	2.05	f 1.26	6.15	f 2.15			
s 8.45	12.20	s 7.30	s 11.20	s 2.43	s 4.00	1.23	THOMPSON FALLS 31.6	31.6	84.1	12.45	f 2.43	s 3.43	s 1.57	s 1.20	6.00	s 2.02			
f 9.00	12.35	f 7.42	11.30	2.52	4.09	1.30	KILDEE 35.3	35.3	80.9	12.37	2.33	3.33	1.43	f 1.05	5.40	f 1.15			
f 9.05		f 7.46	11.33	2.55	4.11	1.32	BELKNAP 37.8	37.8	77.9	12.35	2.31	3.31	1.40	s 1.02					
s 9.30	Via New Line	s 7.59	11.46	3.08	4.25	1.46	WHITE PINE 44.3	44.3	71.4	12.26	2.21	3.21	1.28	s 12.50	Via New Line	Via New Line			
f 9.50		f 8.09	11.55 AM	3.16	4.34	1.55	VERMILION 50.0	50.0	65.7	12.12	2.09	3.08	1.15	f 12.35					
Via Old Line	12.39	Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line	MARMOT 38.2	38.2	78.8	Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line	5.25	f 1.05			
	12.48						TALC 41.9	41.9	75.1						5.15	f 12.50			
	1.00						CHILDS 46.4	46.4	70.6						5.00	f 12.25			
	1.08						RICHARDS 49.3	49.3	67.7						4.45	f 12.10 PM			
s 10.20	1.30	s 8.15	12.05 PM	3.23	4.40	2.04	TROUT CREEK 52.7	52.7	63.0	12.05 PM	2.04	3.03	1.10	s 12.27	4.30	s 11.50 AM			
s 11.00	1.51	s 8.28	12.15	3.34	4.50	2.14	TUSCOR 58.9	58.9	56.8	11.54 AM	1.56	2.52	12.58	f 12.15 PM	4.10	s 11.00			
f 11.39	2.45	f 8.40	12.26	3.42	5.01	2.26	FURLONG 64.7	64.7	51.0	11.44	1.46	2.41	12.47	f 11.59 AM	3.55	f 10.30			
s 12.32 PM	3.05	s 8.50	12.37	3.50	5.10	2.38	NOXON 68.8	68.8	46.9	11.35	1.36	2.31	12.37	s 11.48	3.40	s 10.10			
12.47		f 9.00	12.47	3.58	5.18	2.48	SMEADS 73.1	73.1	42.6	11.25	1.27	2.21	12.25	f 11.37	3.25	f 9.45			
f 1.07	3.22	f 9.00	12.47	3.58	5.18	2.48	HERON 79.0	79.0	36.7	11.16	1.18	2.10	12.10 PM	s 11.25	3.05	s 9.13			
s 1.30	3.40	s 9.13	12.59	4.10	5.29	3.00	CABINET 85.2	85.2	30.5	11.05	1.07	1.57	11.54 AM	s 10.50	2.45	s 8.40			
s 1.57	4.21	s 9.29	1.10	4.21	5.40	3.10	OZOMA 90.1	90.1	25.6	10.58	12.59	1.47	11.42	f 10.38	2.25	f 8.20			
f 2.25	4.40	f 9.38	1.18	4.28	5.46	3.17	CLARK'S FORK 92.7	92.7	23.0	10.53	12.55	s 1.41	11.37	s 10.38	2.15	s 8.10			
s 2.35	4.50	s 9.46	1.24	4.38	5.51	3.22	DENTON 97.6	97.6	18.1	10.45	12.47	1.32	11.27	f 10.20	1.58	f 7.50			
f 2.50	5.05	f 9.55	1.32	4.41	6.00	3.30	HOPE 102.3	102.3	13.4	10.37	12.37	f 1.20	f 11.15	s 10.08	1.42	s 7.30			
s 3.10	5.20	s 10.08	1.42	4.48	6.08	3.39	ODEN 109.5	109.5	6.2	10.25	12.25	1.06	10.58	f 9.52	12.42	f 6.25			
f 3.35	5.40	f 10.25	1.54	4.59	6.20	3.51	KOOTENAI 150.3	150.3	0.0	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
A 4.00 PM	A 6.00 AM	A 10.38 AM	A 2.04 PM	A 5.08 AM	A 6.29 PM	A 4.03 AM													
EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY										EXCEPT SUNDAY			
9.15	7.10	4.08	3.39	3.23	3.24	3.28				3.24	3.23	3.52	4.17	4.45	7.40	10.30			
12.5	16.3	28.0	31.7	34.2	34.0	33.4				34.1	34.2	29.9	27.0	26.5	15.2	11.1			
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																			

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

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

WESTWARD.

SECOND SUBDIVISION.
(MAIN LINE.)

FIRST CLASS

THIRD CLASS			SECOND CLASS			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Kootenai	Time Table No. 36-C Sept. 8, 1912 Succeeding No. 86-B		Distance from Cheney	Car Capacity of Sidings	FIRST CLASS											
883	873	853	669	663	603				STATIONS				1	3	5	41	227	231	233	235	245	247	255	257
Way Freight	Way Freight	Way Freight	S. P. & S. 75 Freight	Freight	Freight				Telegraph Offices and Calls				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	S. P. & S. 3 Passenger	Passenger
Mon, Wed and Fri	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	L 6.30AM				L 6.15AM	W O T	1503	0.0	KN.....KOOTENAI.....DN 3.0	86.8	Yard	L 4.06AM	L 6.31PM	L 5.10AM	L 2.06PM ⁸⁷⁴	L 10.43AM ⁴²								
	s 6.45				6.25	W	1507	2.0	SA.....SAND POINT.....DN 3.4	84.8	139	4.11	s 6.36	s 5.15	s 2.11	s 10.50								
	f 7.05				6.40		1510	5.4	.....LIGNITE.....P 3.7	81.4	87	4.22	6.50	5.28	2.25	f 11.02							
	s 7.25				6.55		1513	9.1	AG.....ALGOMA.....DN 6.5	77.7	85	4.28	6.58	5.36	2.34	s 11.15								
	s 8.00				7.15	W	1520	15.6	CO.....COCOLALLA.....DN 5.3	71.2	159	4.40	7.09	5.45	2.43	s 11.35 ⁶⁰²								
	f 8.44 ²²⁸				7.35		1524	20.9	.....CAREYWOOD.....P 2.9	65.9	62	4.50	7.19	5.53	2.53	f 11.50 ⁸⁷⁴							
	s 9.00 ²⁻⁴²				7.45	W	1530	23.8	GE.....GRANITE.....DN 6.6	63.0	170	4.56	7.24	5.58	2.58	s 11.59AM ⁶								
	s 10.25 ⁶⁰²⁻⁸⁷⁴				8.25 ²²⁸	Y	1535	30.4	AX.....ATHOL.....DN 7.4	56.4	170	5.10	7.36	6.10	3.11	s 12.14PM								
	f 10.55 ⁶				8.55 ^{2-42 874}		1543	37.8	RS.....RAMSEY.....DN 5.6	49.0	79	5.22	7.47	6.20	3.22	f 12.27								
	s 11.25 ⁶				9.40 ⁶⁰²	W	1549	43.4	RD.....RATHDRUM.....DN 6.9	43.4	85	5.31	s 7.57	f 6.29	s 3.33	s 12.40								
	s 11.50AM				10.00	CY	1557	50.3	AU.....HAUSER.....DN 5.8	36.5	170	5.41	8.08	245 6.41	247 3.45	f 12.55 ²⁴⁶								
	s 12.10PM				10.20		1561	56.1	OS.....OTIS ORCHARDS.....PN 2.8	30.7	170	5.50	8.17	6.49	3.53	f 1.07								
	12.20 ²⁴⁶				10.30 ⁶		1564	58.6	.....VELOX.....P 3.2	28.2	85	5.54 ⁸⁷⁴	8.21	6.53 ⁶⁰²⁻⁸⁷⁴⁻²²⁸	3.57	f 1.13							
	s 12.33				10.48	W	1567	62.1	TR.....TRENT.....PD 3.9	24.7	64	5.59	8.26	6.58	4.02	f 1.20								
	s 12.50				11.05		1573	66.0	YD.....PARKWATER.....DN 2.7	20.8	Yard	6.05	8.30	7.05	4.08	f 1.27								
								68.7	.....U. P. CROSSING..... Track Connection 1.7	18.1													
	A 1.15PM				11.30AM	W O T	1576	70.4	SF.....SPOKANE.....DN 3.3	16.4	Yard	s 6.20 ⁴²	s 8.45	s 7.20	s 4.20	A 1.40PM								
L 8.10AM		L 6.00AM		L 5.45PM	L 9.50PM							6.30 ⁶⁰²⁻⁸⁷⁰	9.10 ²⁵⁴	7.30 ⁴²⁻²	4.35 ²⁵⁸									
f 8.25		6.20		6.05	10.10		1579	73.7	EG.....HANGMAN.....DN 5.7	13.1	00	6.42	9.20	7.40	4.47									
s 8.50		A 6.45AM		A 6.30PM	A 10.40PM	W C Y	1585	79.4	MR.....MARSHALL.....DN 7.4	7.4	130	7.03	9.33 ⁴	7.54	5.00									
		s See Page 5		A 6.30PM	A 10.40PM																			

Trains Between Marshall and Cheney Are Operated Under Block Card System

A 9.25AM ⁶⁻²³⁶	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	A 8.40PM	W C Y	1592	86.8	CY.....CHENEY.....DN	0.0	77	A 7.23AM ²	A 9.55PM	A 8.15AM	A 5.20PM			A 2.45PM		A 7.37PM			
													DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		
1.15	6.45	0.45	0.45	0.50	6.45								3.17	3.24	3.05	2.59	2.55	0.30	0.25	0.45	0.45	0.40	0.25	0.37
13.1	10.5	12.0	12.0	10.9	12.8								28.1	29.4	30.1	29.4	24.5	18.0	21.6	21.8	26.8	30.1	21.6	26.5

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

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

REGISTERING STATIONS } Kootenai, Spokane, Cheney.
 BULLETIN STATIONS }
 STANDARD CLOCKS }
 DERAIL SWITCHES—Petit Spur, Rogers Spur, Steno, Cheney crossover west of coal dock, Cheney coal dock.
 YARD LIMITS—Kootenai-Sand Point, Parkwater-Spokane, Cheney.
 LAP SIDINGS—Granite, Athol, Otis. Trains taking siding head in at lap.
 HELPER DISTRICT—Between Spokane and Cheney.
 Maximum grades between Spokane and Cheney.
 Crossover—Steno, Trent, Parkwater, and Hangman, trailing point switches.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

- 1—On double track, as indicated by division time table, rule 86 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order.
- 2—In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
- 3—In automatic block territory rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed by rule 99.
- 4—It is possible for a light engine using crossover in automatic signal territory to stand between the switches in such a manner as to release the signals when switches are closed. Light engines using crossovers in automatic territory must have at least one switch open while engine is on any part of the crossover.
 Double track switch at Ramsey will be set for westward trains.
 Double track switch at Rathdrum will be set for eastward trains.
- 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.
 Double track switch at Velox will be set for westward trains.
 Double track switch at Marshall will be set for eastward trains.

FOURTH SUB-DIVISION
(PALOUSE AND LEWISTON BRANCH)

EASTWARD

WESTWARD

THIRD CLASS				SECOND CLASS.		FIRST CLASS				Water, Fuel, Stages, Trunks, Bikes and Wyes	Station Numbers	Distance from Marshall	Time Table No. 36-C Sept. 8, 1912 Succeeding No. 36-B	Distance from Lewiston	Car Capacity of Stalls	FIRST CLASS				SECOND CLASS.		THIRD CLASS	
855	853			667	663	241	239	233	231							232	234	240	242	664	668	854	856
Way Freight EXCEPT MONDAY	Way Freight EXCEPT SUNDAY See Page 3			Freight DAILY	Freight DAILY See Page 3	Passenger DAILY	Passenger DAILY	Passenger DAILY See Page 3	Passenger DAILY See Page 3	Passenger DAILY See Page 4	Passenger DAILY See Page 4	Passenger DAILY	Passenger DAILY	Freight DAILY See Page 4	Freight DAILY	Way Freight EXCEPT SUNDAY See Page 4	Way Freight EXCEPT MONDAY						
	L 6.45AM				L 10.50PM			L 4.25PM	L 8.33AM	W C Y	1585	0.0	MR.....MARSHALL..... DN 5.3	136.9	Yard	s 2.15PM	s 6.25PM			A 4.00AM	s 1.50PM		
	f 7.00				11.10			4.36	f 8.45		ID 5	5.3	.....DYNAMITE..... 5.9	131.6	26	f 2.02	6.14			3.40	f 1.35	
	s 7.80				11.35			s 4.50	s 9.02	W	ID 11	11.2	SG.....SPANGLE..... D 8.3	125.7	33	s 1.50	s 6.08			3.20	s 1.15		
	s 8.00				11.55PM			s 5.07	s 9.22		ID 20	19.5	MA.....PLAZA..... D 3.8	117.4	26	s 1.33	s 5.44			2.55	s 12.45		
	f 8.10				12.08AM			5.16	f 9.28		ID 23	23.3	.....NORTH PINE..... 3.4	113.6	22	f 1.22	5.84			2.35	f 12.30	
	s 8.30				12.20			s 5.27 234	s 9.36	W	ID 27	26.7	RO.....ROSALIA..... D 2.0	110.2	59	s 1.15	s 5.27 233			2.28	s 12.15PM		
	f 8.35				12.28			5.31	f 9.41		ID 30	28.7	.....DONAHUE..... 3.2	108.2	14	f 1.10	5.21			2.10	f 11.59AM	
	f 8.45				12.40			5.38	f 9.48		ID 32	31.9	.....Mc COYS..... 5.6	105.0	24	f 1.05	5.15			1.55	f 11.40	
	s 9.15				1.00			s 5.50	s 10.02		ID 38	37.5	OD.....OAKESDALE..... D 0.7	99.4	60	s 12.52	s 5.04			1.35	s 11.20		
	s 9.40				1.25 664			s 6.08	s 10.15	W C Y	ID 43	42.8	BM.....BELMONT..... D 4.4	94.1	45	s 12.40	s 4.52			1.25 663	s 11.00		
	f 9.55				1.40			6.12	f 10.25		ID 47	47.2	.....EDEN..... 2.2	89.7	41	f 12.25	4.40			12.50	f 10.45	
	s 10.15AM 854				1.50			s 6.19	s 10.35 854		ID 50	49.4	GF.....GARFIELD..... D 0.2	87.5	29	s 12.20	s 4.33			12.40	s 10.35 10.15 231-853		
								6.26	f 10.48		ID 53	49.6	.....U. P. AND S. & I. CROSSINGS... Track Connection 3.3	87.3								
	s 10.40 11.05 -231				2.20			s 6.42	s 11.00 853	W O	ID 59	52.9	.....CEDAR CREEK..... 6.1	84.0	7	f 12.08PM	4.21			12.05AM	s 9.80 8.40	
	f 11.40 232				2.40			f 6.56	f 11.15		ID 66	59.0	PC.....PALOUSE..... D 6.6	77.9	32	s 11.55AM	s 4.11			11.35PM	f 8.25		
	f 11.55AM				2.58			7.06	f 11.28 232		ID 71	65.6	.....FALLONS..... 4.8	71.3	27	f 11.40 853	3.58			11.10	f 8.05	
	A 12.20PM				3.25			s 7.17	s 11.40 11.50 241	W C	ID 76	70.4	.....WHELAN..... 5.2	66.5	27	f 11.28 231	3.48			10.45	L 7.45AM	
L 7.00AM				L 6.00AM		L 12.10PM		7.32	f 11.50 241		ID 76	75.6	PN.....PULLMAN..... DN 0.6	61.3	30	s 11.10	s 3.40			10.80	A 1.30PM		
	f 7.10			A 6.10AM	3.35	A 12.17PM		7.38	11.56AM	Y	ID 77	76.2	.....U. P. CROSSING..... No Connection 0.8	60.7						10.35AM	1.15	
	f 7.30			See page 6	3.50	See page 6		7.45	f 12.06PM		Hi 4	77.0	.....PULLMAN JUNCTION..... 3.6	59.9	43	10.52	3.20		L 10.25AM	10.20	L 4.35PM	
	s 8.00 9.20				4.15			s 7.58	s 12.23 856	W T C	Hi 9	80.6	.....SUNSHINE..... 5.2	56.3	27	f 10.43	3.15		See page 6	10.10	See page 6	
	f 10.12 232				4.35			f 8.14	f 12.39		Hi 15	85.8	MO.....MOSCOW..... D 6.5	51.1	35	s 10.32	s 3.05			9.50	s 12.23 231		
	f 10.35				4.55			f 8.26	f 12.52	T	Hi 20	92.3	.....JOEL..... 4.2	44.6	28	f 10.12 855	f 2.49			9.20	f 11.45	
	s 10.55 855				5.10			s 8.35 664	s 1.02	W	Hi 22	96.5	.....HOWELL..... 2.9	40.4	29	f 10.02	2.39			9.00	s 10.55 855	
	f 11.20				5.28			8.50	1.19		Hi 28	99.4	VM.....TROY..... D 6.1	37.5	44	s 9.49	s 2.28			8.35 233	f 10.20		
	s 11.55AM				5.50			s 9.06	s 1.40 234	W C T	Hi 34	105.5	.....BOVARD..... 5.5	31.4	13	9.27	2.05			7.50	s 9.50	
	s 1.25PM 1.55 -231-234				6.05			s 9.16	s 1.50 855		Hi 38	111.0	KR.....KENDRICK..... D 4.0	25.9	44	s 9.07	s 1.40 231			7.20	s 9.35		
	f 2.20 240				6.25			f 9.37	s 2.10 240	W Y	Hi 47	115.0	JA.....JULIAETTA..... D 8.4	21.9	30	s 8.52	s 1.30 855		See Page 6	7.05	f 9.05		
	f 2.45				6.35			f 8.48	f 9.44	Y	Hi 49	123.4	.....ARROW..... 3.2	13.5	32	s 8.30 239	f 1.12		A 2.05PM 231-855	6.45	f 8.52	
											Y	126.6	.....JOSEPH..... 10.3	10.3	No Sdg.	f 8.15	f 1.03			6.30		

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

A 3.30PM EXCEPT MONDAY	EXCEPT SUNDAY	DAILY	A 7.15AM DAILY	A 9.10AM DAILY	A 10.10PM DAILY	A 2.50PM DAILY	W C T	136.9	..... LEWISTON	0.0	Yard	L 7.45AM DAILY	L 12.40PM DAILY	L 1.25PM DAILY	L 6.00PM DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT MONDAY
8.30	5.35	0.10	8.25	0.07	0.35	5.45						6.30	5.45	0.40	0.10	10.0	0.25				6.05	5.30	
7.2	13.5	8.4	16.2	12.0	22.2	25.0						21.7	24.9	20.2	8.4	13.7	3.3				12.4	10.5	

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

BULLETIN STATIONS—Spokane, Marshall, Pullman and Lewiston. REGISTERING STATIONS—Marshall, Pullman, Pullman Junction, Arrow and Joseph. STANDARD CLOCKS—Spokane and Pullman.

SPECIAL RULES FOURTH SUBDIVISION ON PAGE 10.

WESTWARD.

SEVENTH SUB-DIVISION
(GENESEE BRANCH)

EASTWARD.

SECOND CLASS				FIRST CLASS				FIRST CLASS				SECOND CLASS						
667				241				242				668						
Freight				Passenger				Passenger				Freight						
DAILY See page 5				DAILY See page 5				DAILY See page 5				DAILY See page 5						
L 6.10AM				L 12.17PM	Y	ID 77	0.0	.....PULLMAN JUNCTION.....	27.0	43	A 10.25AM				A 4.35PM			
f 6.30				f 12.30		ID 82	5.0	.....STALEY.....	22.0	87	f 10.10				f 4.15			
f 6.45				f 12.37		ID 84	7.3	.....CHAMBERS.....	19.6	33	f 10.02				f 4.00			
s 7.00				s 12.45		ID 87	9.8	JO.....JOHNSON'S.....D	17.2	32	s 9.55				s 3.45			
s 7.25				s 1.00	W	ID 92	15.0	CT.....COLTON.....D	12.0	31	s 9.40				s 3.10			
s 7.45				s 1.10		ID 95	17.8	U.....UNIONTOWN.....D	9.2	34	s 9.33				s 2.50			
f 8.10				f 1.17		ID 97	20.2	.....LEON.....	6.8	26	f 9.25				f 2.30			
A 8.40AM				A 1.35PM	W C Y	ID 104	27.0	GN.....GENESEE.....D	0.0	34	L 9.10AM				L 2.00PM			
DAILY				DAILY							DAILY				DAILY			
2.30				1.18				Time over Subdivision.			1.15				2.35			
10.8				20.7				Average Speed per Hour.			21.6				10.4			

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.

THIRD CLASS.		FIRST CLASS.		FIRST CLASS.		THIRD CLASS	
861		237		238		862	
Freight		Passenger		Passenger		Freight	
EXCEPT SUNDAY		DAILY See page 5		DAILY See page 5		EXCEPT SUNDAY	
L 1.00PM		L 2.20PM	Y W	A 8.25AM		A 11.50AM	
f 1.15		f 2.30		f 8.15		f 11.30	
f 1.40		f 2.50		f 7.55		f 11.00	
s 1.50		s 2.55	W	s 7.50		s 10.45	
s 2.20		s 3.15		s 7.32		s 10.15	
f 2.35		f 3.27		f 7.20		f 9.55	
s 3.00		s 3.39	W	s 7.10		s 9.35	
s 3.25		s 4.06	C	s 6.47		s 9.05	
f 3.50		f 4.21		f 6.27		f 8.40	
f 4.00		f 4.25		f 6.23		f 8.35	
s 4.45		s 4.45		s 6.05		s 8.15	
s 5.20		s 5.07	W I.M.E.	s 5.45		s 7.45	
A 5.35PM		A 5.20PM	T C W	L 5.35AM		L 7.30AM	
EXCEPT SUNDAY		DAILY		DAILY		EXCEPT SUNDAY	
5.35		3.00		25.0		4.20	
11.2		20.8		22.1		12.2	

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.

THIRD CLASS		THIRD CLASS	
871		872	
Freight		Freight	
EXCEPT SUNDAY		EXCEPT SUNDAY	
L 10.15AM	W C Y	A 11.15AM	
A 10.40AM	I H 7	L 10.50AM	
EXCEPT SUNDAY		EXCEPT SUNDAY	
0.25		0.25	
15.6		15.6	

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

No. 871 has right over No. 872 Belmont to Farmington.

REGISTERING STATION—Farmington.

STANDARD CLOCK—Spokane.

Nos. 871 and 872 will carry passengers.

Gates at U. P. crossing must be set and locked across N.P. track when not in use.

WESTWARD.

FIFTH SUB-DIVISION (WASHINGTON CENTRAL BRANCH)

EASTWARD.

Table with columns for Third Class (867, 865, 863), First Class (253, 251, 235), and Third Class (236, 250, 252, 864, 866, 868). Includes station names like CHENEY, MEDICAL LAKE, DEEP CREEK, HITE, REARDAN, MONDOVI, DAVENPORT, ROCKLYN, FELLOWS, CRESTON, WILBUR, GOVAN, ALMIRA, HANSON, HARTLINE, COULEE JCT, COULEE CITY, BACON, ADCO, ADRIAN.

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. 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.

Table with columns for Third Class (869), First Class (246, 248), and Third Class (870). Includes station names like DAVENPORT, WHEATDALE, OMANS, GRAVELLES, DENNYS.

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

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

WESTWARD.

THIRD SUB-DIVISION (FORT SHERMAN BRANCH)

EASTWARD.

Table with columns for First Class (247, 245), First Class (246, 248), and First Class (246, 248). Includes station names like COEUR D'ALENE, ALAN, POST FALLS, S. I. CROSSING, HAUSER.

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

REGISTERING STATIONS—Hauser and Coeur d'Alene. BULLETIN STATIONS AND STANDARD CLOCKS—Spokane and Coeur d'Alene. When backing down incline at Coeur d'Alene hand brakes must be set to control the train without assistance from the engine. Nos. 246 and 247 connect with steamer at Coeur d'Alene. Nos. 245, 246, 247 and 248 will stop on flag at Huettlers.

COMMERCIAL SPURS.

FIRST SUBDIVISION.			THIRD SUBDIVISION			FIFTH SUBDIVISION		
DISTANCE FROM PARADISE.		Car Cap'y	DISTANCE FROM HAUSER		Car Cap'y	DISTANCE FROM CHENEY		Car Cap'y
Russell	19.6 Miles	5	Heutters	9.4 Miles	10	Meadow Lake	6.6 Miles	8
Alger	48.7 "	57	Wrights	9.7 "	30	Forrey	121.8 "	8
Beeson	49.2 "	6	Blackwell Lmb. Co.	10.8 "	20			
Stultz Spur	50.0 "	7	Gibbs	11.0 "	15			
Cedar Spur	80.3 "	50						
Dorite	86.6 "	5	FOURTH SUBDIVISION.			SIXTH SUBDIVISION.		
Lane Potter	90.9 "	42	DISTANCE FROM MARSHALL		Car Cap'y	DISTANCE FROM BELMONT		Car Cap'y
Culver	111.6 "	10	Marshall Quarry Spur	2.0 Miles	40	Hayfield	2.0 Miles	4
Boyer	114.1 "	15	Freedom	15.5 "	5			
SECOND SUBDIVISION			Broadview	28.0 "	8	EIGHTH SUBDIVISION.		
DISTANCE FROM KOOTENAI		Car Cap'y	Kelly's	40.3 "	7	DISTANCE FROM ARROW		Car Cap'y
Sagel	7.2 Miles	10	Pullman	73.7 "	6	Fir Bluff	7.3 Miles	5
Dufort	11.6 "	12	Busbey's	78.9 "	8	Magills	22.1 "	10
Petit	12.8 "	18	Hagan	85.0 "	16	Flume	24.6 "	4
Thomson	20.0 "	120	Troy Log	100.0 "	6	Dunlap	28.2 "	10
King's	21.4 "	6	Clarence	103.3 "	3	Penoyers	31.0 "	4
North Pole	33.5 "	11	Rock Spur	106.1 "	10			
Rogers	36.2 "	10	Clyde	106.8 "	14	NINTH SUBDIVISION		
Calispel	40.3 "	8	Arrow Storage	124.0 "	15	DISTANCE FROM DAVENPORT		Car Cap'y
Crosby	48.2 "	4	Haynes	134.0 "	6	Frys	9.0 Miles	
Moab	53.8 "	11	Water Co.	135.6 "	3			
Steno	75.4 "	18						

AUTHORIZED SURGEONS, IDAHO DIVISION.

LOCATION OF STRETCHERS (S).

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

DR. FRANK ROSE, Spokane (S)
DR. JOHN H. O'SHEA, Spokane (S)
DR. X. L. ANTHONY (Oculist), Spokane.
(Stretchers at Baggage Room, Yard Office, M. M. Office and
Tool Cars 1 and 2.)
DR. F. A. POMEROY, Cheney
DR. W. W. BRAND, Rosalia
DR. E. T. HEIN, Palouse (S)

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

Davenport.
DR. J. L. EDWARDS, Wilbur (S)
DR. JNO. 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, Juliaetta House Track, 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.

