

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 39 TABLE

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

SUNDAY, NOVEMBER 23, 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,
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.

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 cross over in automatic signal territory to stand between the switches in such a manner as to release the signals when the switches are closed. Light engines and trains using crossovers in automatic territory must have at least one switch open while engine is on any part of the crossover, except at Steno, Irvin and Parkwater.

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 or Yardley, any train may run with the current of traffic ahead of superior class trains without orders. At Spokane or Yardley a clearance card, Form "A," must be obtained from Operator. Operator must obtain authority from Dispatcher before issuing clearance card. At Marshall trains will be governed by interlocking signal.

7—Except as modified above the Transportation Rules govern.

Double track switch Ramsey set for westward trains.

Double track switch Rathdrum set for eastward trains.

Double track switch Velox set for westward trains.

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.

At Sandpoint, Marshall and Cheney telephone connected to Train Dispatcher's circuit is located at home signal.

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 goes to caution or clear position, or if not immediately changed, 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 first 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 goes to caution or clear position, or if not immediately changed, it may proceed at once under caution, except when a train is proceeding under flag from the home signal, as provided in rule 504-C.

RULES GOVERNING MOVEMENT OF TRAINS AT MARSHALL INTERLOCKING PLANT.

1—Eastward trains desiring to enter double track will call for signal by four short blasts of whistle (0000).

2—Westward trains will call for signals as follows:
 To go on single track Northern Pacific main line, four long and 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).

3—Bracket mast 600 feet west of switch to P. & L. main line governs eastward movements: Left bracket for N. P. main line; right bracket for movements from P. & L. line.

4—Mast 355 feet west of switch to S. P. & S. crossover governs eastward movement from S. P. & S. to N. P. main line.

5—Mast 400 feet east of tower governs movements from westward main line. Top arm to single track; middle arm to S. P. & S. and P. & L. lines; bottom arm to westward passing track.

6—Top arms on these masts are home signals for interlocking plant and in addition automatic block signals, and trains must observe automatic block rules in passing them.

7—The bottom arms, or short blade semaphores, are for use by Operator to move trains which are stopped by home signals: That is, after train is brought to stop it can, on receipt of caution indication of operator's signal, proceed through interlocking plant expecting to find track beyond obstructed.

8—Located between main lines and opposite westward signal mast is dwarf signal to control westward movements on eastward main line.

9—Between passing track and main line opposite S. P. & S. signal mast is dwarf signal to control eastward movements out of passing track.

J. J. BLAIR,
Trainmaster

C. P. HUNT,
Trainmaster

B. W. WALKER,
Trainmaster

B. B. JOHNSON,
Chief Dispatcher

WESTWARD.

SECOND SUBDIVISION. (MAIN LINE.)

Time Table No. 39 Nov. 23, 1913 Succeeding No. 38. Table with columns for Third Class (869, 867, 865), Second Class (663, 661, 603), and First Class (1, 3, 5, 41, 305, 307, 309, 311, 313, 315, 317, 319). Includes station names like Kootenai, Sandpoint, Athol, and Spokane.

Trains Between Marshall and Cheney Are Operated Under Block Card System

Table showing train schedules between Marshall and Cheney, including arrival and departure times for various train classes.

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 Sandpoint, and Athol and Hauser. Automatic Block between Sandpoint and Athol, Hauser and U. P. crossing Spokane, and from one mile west passenger station Spokane to Cheney. See Special Rules, Pages 1 and 4.

REGISTERING STATIONS BULLETIN STATIONS STANDARD CLOCKS

Kootenai, Yardley for freight trains, Spokane for passenger trains, Cheney.

DERAIL SWITCHES—See Page 8.

YARD LIMITS: Kootenai-Sandpoint, Parkwater-Spokane (Spokane switching limits extend from Irvin to Hangman), Marshall, Cheney.

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

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

PUSHER DISTRICT: 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.

SPEED RESTRICTIONS:

Maximum speed, which must never be exceeded: one minute or sixty seconds per mile. Through crossovers and entering passing tracks: 15 miles per hour. Rathdrum eastward trains: 25 miles per hour approaching junction switch. Pend d'Oreille River bridge No. 13, 1 mile west of Sandpoint: 30 miles per hour, draw span 15 miles per hour. Granite Viaduct: Class "W" or heavier engines 8 miles per hour; all other engines 15 miles per hour.

Granite Tunnel: 30 miles per hour.

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

City or Village ordinances restrict speed of trains over highway crossings within corporate limits, as follows:

- Athol, 15 miles per hour. Rathdrum, 15 miles per hour. Spokane, 8 miles per hour. Cheney, 8 miles per hour.

SECOND SUBDIVISION.
(MAIN LINE.)

EASTWARD.

FIRST CLASS													SECOND CLASS				THIRD CLASS								
320	318	316	314	312	310	308	306	42	6	4	2	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Kootenai	Time Table No. 39 Nov. 23, 1913 Succeeding No. 38	Distance from Cheney	Car Capacity of Sidings	602	604	662	664	866	868	870	
S. P. & S. 2 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	W O T		Telegraph Offices and Calls			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	Except Monday	DAILY	Mon. Wed. Fri.	Tue. Thur Sat	Mon. Wed. Fri.		
							A 9.38AM	A 10.41AM	A 8.15PM	A 12.12AM	A 10.19AM	W O T	1503	0.0 KN.....KOOTENAI.....DN	86.8	Yard	A 3.05PM				A 1.35PM				
							s 9.30	s 10.34	s 8.08	s 12.05AM	10.14	W	1507	2.0 SA.....SAND POINT.....DN	84.8	E-65 W-73	2.55				s 1.25				
							f 9.18	10.25	2.58	11.59PM	10.09		1510	5.4.....LIGNITE.....P	81.4	87	2.40				f 1.10				
							s 9.12	10.19	2.50	11.54	10.04		1513	9.1.....ALGOMA.....P	77.7	85	2.30				s 1.00				
							s 8.57	10.09	2.40	11.46	9.55	W	1520	15.6 CO.....COCOLALLA.....DN	71.2	E-85 W-85	2.09				s 12.30PM				
							f 8.44	10.01	2.30	11.39	9.45		1524	20.9.....CAREYWOOD.....P	65.9	85	1.40				f 11.55AM				
							s 8.37	9.57	f 2.25	11.35	9.41	W	1530	23.8 GE.....GRANITE.....DP	63.0	E-85 W-85	1.30				s 11.40				
							s 8.25	9.48	f 2.15	11.26	9.32	Y	1535	30.4 AX.....ATHOL.....DN	56.4	E-85 W-85	1.15				s 11.15				
							f 8.10	9.35	2.05	11.15	9.20		1543	37.8 RS.....RAMSEY.....DN	49.0	79	12.56				f 10.45				
							s 8.00	s 9.24	s 1.55	s 11.06	9.10	W	1549	43.4 RD.....RATHDRUM.....DN	43.4	85	12.17PM				s 10.15				
					See Page 7	See Page 7	s 6.10PM	s 1.00PM	s 7.47	f 9.10	1.43	10.56	9.00	C Y W	1557	50.3 AU.....HAUSER.....DN	36.5	E-85 W-85	11.55AM			s 9.40			
							s 5.58	s 12.45	s 7.35	9.00	1.34	10.48	8.50		1561	56.1 OS.....OTIS ORCHARDS.....PD	30.7	E-85 W-84	11.40			s 9.05			
							f 5.52	f 12.38	f 7.29	8.55	1.30	10.44	8.45		1564	58.9.....VELOX.....DN	27.9	85	11.30			s 8.15			
							s 5.46	s 12.32	s 7.23	8.50	1.24	10.39	8.39		1567	62.1 TR.....IRVIN.....PD	24.7	64	11.15			s 8.00			
							f 5.40	f 12.26	f 7.16	8.48	1.18	10.33	8.33		1573	66.0.....PARKWATER.....P	20.8	Yard	11.00			f 7.35			
							s 5.38	s 12.24	s 7.10	8.35	1.10	10.25	8.25		1574	67.0 VD.....YARDLEY.....DN	19.8	Yard	10.50	A 6.15AM	A 5.00AM	A 6.20AM	L 7.30AM	A 5.10PM	A 2.40PM
															68.7	U. P. CROSSING..... Track Connection 1.7 Interlocking	18.1								
							L 5.30PM	L 12.15PM	L 7.00AM	8.25	1.00	10.15	8.15	W O T	1576	70.4 SF.....SPOKANE.....DN	16.4	Yard	8.35	6.00	4.45	6.05		4.55	2.25
							9.80	4.17	11.24	6.43	2.30				1579	73.7 HG.....HANGMAN.....DN	13.1	00	8.20	5.40	4.30	5.50		4.40	2.10
							L 9.20PM	f 4.05	s 11.14	L 6.35PM	L 2.20PM				1585	79.4 MR.....MARSHALL.....DN	7.4	E-85 W-90	L 8.05AM	5.25	L 4.15AM	L 5.35AM		4.25	L 1.55PM

Trains Between Cheney and Marshall Are Operated Under Block Card System

	L 3.50PM	L 10.57AM						L 5.55AM	L 12.05PM	L 9.25PM	L 7.30AM	W C Y	1592	86.8	CY.....CHENEY.....DN	0.0	77		L 5.05AM			L 4.00PM				
	DAILY	DAILY	See Page 7 DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	Except Monday	DAILY	Mon. Wed. Fri.	Tue. Thur Sat	Mon. Wed. Fri.	
	0.25	0.40	0.38	0.20	0.25	0.40	0.45	2.38	2.51	2.50	2.32	2.39							5.05	1.10	0.45	0.45	6.05	1.00	0.45	
	21.6	24.6	25.9	27.0	21.6	30.1	26.8	26.7	30.4	30.6	34.2	32.7							Average Speed per Hour.	15.6	16.9	16.5	16.5	11.0	16.9	16.5

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. Manual Block between Kootenai and Sandpoint, and Athol and Hauser. Automatic Block between Sandpoint and Athol, Hauser and U. P. crossing Spokane, and from one mile west passenger station Spokane to Cheney. 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. Westward trains take siding unless instructed to contrary. 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 of 1500 tons or over must have ten to twenty retainers turned up on head end Marshall to Hangman.
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.

Eastward trains going on to single track Velox will call for switch by four short blasts of engine whistle.
Nos. 2 and 4 will register at Kootenai by ticket.
Nos. 305 and 306 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. 307, 308, 309 and 310 will stop on flag at Moab and Steno.
No. 1 will stop at Sand Point to let off passengers.

WESTWARD

FOURTH SUB-DIVISION (PALOUSE AND LEWISTON BRANCH)

EASTWARD

THIRD CLASS				SECOND CLASS.		FIRST CLASS				FIRST CLASS				SECOND CLASS.		THIRD CLASS				
871	869			665	661	323	321	313	311			312	314	322	324	662	666		870	872
Way Freight EXCEPT MONDAY	Way Freight Tue. Thu. Sat. See Page 3			Freight DAILY	Freight EXCEPT SUNDAY See Page 3	Passenger DAILY	Passenger DAILY	Passenger DAILY See Page 3	Passenger DAILY See Page 3	Water, Fuel Scales, Turntables and Wyes	Station Numbers	Passenger DAILY See Page 4	Passenger DAILY See Page 4	Passenger DAILY	Passenger DAILY	Freight EXCEPT MONDAY See Page 4	Freight DAILY		Way Freight Mon., Wed. and Fri. See Page 4	Way Freight EXCEPT MONDAY
L 6.45AM				L 11.25PM				L 4.25PM	L 8.45AM	W C Y	1585	A 2.20PM	A 6.35PM			A 4.00AM			A 1.50PM	
f 7.00				11.45PM				4.36	f 8.57	I D 5	5.3	f 2.05	6.24			3.40			f 1.35	
s 7.30				12.10AM				s 4.49	s 9.14	W I D 11	11.2	s 1.54	s 6.12			3.20			s 1.15	
s 8.00				12.25				s 5.05	s 9.32	I D 20	19.5	s 1.38	s 5.53			2.55			s 12.45	
f 8.10				12.40				f 5.12	f 9.40	I D 23	23.3	f 1.28	5.43			2.35			f 12.30	
s 8.30				12.52				s 5.22	s 9.48	W I D 27	26.7	s 1.21	s 5.36			2.23			s 12.15PM	
f 8.35				1.00				5.30	f 9.54	I D 30	28.7	f 1.16	5.30			2.10			f 11.59AM	
f 8.45				1.12				5.38	f 10.02	I D 32	31.9	f 1.11	5.23			1.55			f 11.40	
s 9.15				1.32				s 5.50	s 10.15	I D 38	37.5	s 12.59	s 5.12			1.32			s 11.25	
s 9.40				1.52				s 6.03	s 10.27	W C Y I D 43	42.8	s 12.48	s 5.00			1.25			s 11.10	
f 9.55				2.05				6.12	f 10.37	I D 47	47.2	f 12.38	4.49			12.50			f 10.55	
s 10.45				2.15				s 6.19	s 10.45	I D 50	49.4	s 12.32	s 4.41			12.40			s 10.45	
s 11.15				2.40				6.26	f 10.54	I D 53	52.9	f 12.20	4.29							
f 11.52AM				3.00				f 6.42	s 11.10	W O I D 59	59.0	s 12.07PM	s 4.18			12.05AM			s 9.30	
f 12.05PM				3.18				f 6.56	f 11.27	I D 66	65.6	f 11.52AM	f 4.05			11.35PM			f 8.25	
s 1.20				3.45				7.06	f 11.40	I D 71	70.4	f 11.40	3.54			11.10			f 8.05	
L 6.30AM	A 2.20PM			3.55				s 7.17	s 11.50AM	W C I D 76	75.6	s 11.30	s 8.45			10.45			s 7.45	
f 1.30	A 6.10AM			4.10				f 7.82	s 12.05PM	I D 77	77.0	s 11.20	8.30	A 10.35AM		A 5.00PM			f 6.10	
f 1.50	See page 6			4.35				7.45	f 12.18	Ii 4	80.6	f 11.02	3.18	See page 6		10.10	See page 6		f 5.50	
f 7.00				4.55				s 7.58	s 12.30	W T C Ii 9	85.8	s 10.47	s 8.08			9.50			L 5.30AM	A 3.50PM
f 7.20				5.15				f 8.14	f 12.43	Ii 15	92.3	f 10.26	f 2.49			9.20			f 3.30	
s 7.40				5.30				f 8.26	f 12.54	T Ii 20	96.5	f 10.14	2.40			9.00			f 3.15	
f 8.20				5.48				8.35	s 1.04	W Ii 22	99.4	s 10.00	s 2.30			8.35			s 2.50	
s 9.05				6.10				8.48	1.22	Ii 28	105.5	9.30	2.05			7.50			f 2.15	
s 9.45				6.25				s 9.01	s 1.40	W C T Ii 34	111.0	s 9.05	s 1.40			7.20			s 1.40	
f 10.20				6.45				s 9.10	s 1.50	Ii 38	115.0	s 8.55	s 1.29			7.05			s 1.10	
A 10.40AM				6.55				f 9.38	f 2.27	W Y Ii 47	123.4	f 8.35	f 1.10			6.45			f 12.30PM	
								f 9.38	f 2.27	Y Ii 49	126.6	f 8.23	f 1.03			6.30			L 11.40AM	

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

EXCEPT MONDAY	Tue. Thu. Sat.	DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	W C T	136.9	LEWISTON	0.0	Yard	L 8.00AM	L 12.40PM	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Mon., Wed. and Fri.	EXCEPT MONDAY
4.10	7.35	0.10	8.05	0.35	0.07	5.40	6.05							6.10	5.40	0.10	0.35	10.0	0.25		8.20	4.10	
9.8	11.3	8.4	16.9	22.2	12.0	24.1	21.3							22.2	24.1	8.4	23.1	13.7	3.3		10.3	12.2	
											Time over Subdivision.												
											Average Speed per Hour.												

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. Engineers will not consult registered except at initial or starting point. See Rule 83-A. Trains Nos. 311, 312, 313 and 314 will not register at Pullman Junction. STANDARD CLOCKS—Spokane and Pullman. No. 871 has right over No. 872, Moscow to Joseph. SPECIAL RULES FOURTH SUBDIVISION ON PAGE 10.

SEVENTH SUB-DIVISION
(Genesee Branch)

WESTWARD.

EASTWARD.

SECOND CLASS				FIRST CLASS				FIRST CLASS				SECOND CLASS			
665				321				322				666			
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	5.0	27.0	43	A 10.25AM			
f 6.30				f 12.30		ID 82	5.0	.....STALEY.....	2.3	22.0	37	f 10.10			
f 6.45				f 12.37		ID 84	7.3	.....CHAMBERS.....	2.5	19.6	33	f 10.02			
s 7.00				s 12.45		ID 87	9.8	JO.....JOHNSONS.....	5.2	17.2	32	s 9.55			
s 7.25				s 1.00	W	ID 92	15.0	CT.....COLTON.....	2.8	12.0	31	s 9.40			
s 7.45				s 1.10		ID 95	17.8	U.....UNIONTOWN.....	2.4	9.2	34	s 9.33			
f 8.10				f 1.17		ID 97	20.2	.....LEON.....	6.8	6.8	26	f 9.25			
A 8.40AM				A 1.35PM	W C	ID 104	27.0	GN.....GENESEE.....	0.0	0.0	34	L 9.10AM			
DAILY				DAILY								DAILY			
2.30				1.18				Time over Subdivision.				1.15			
10.8				20.7				Average Speed per Hour.				21.6			

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

WESTWARD.

EIGHTH SUB-DIVISION
(CLEARWATER SHORT LINE)

EASTWARD.

THIRD CLASS.		FIRST CLASS.		Time Table No. 39 Nov. 23, 1913 Succeeding No. 38				FIRST CLASS.		THIRD CLASS	
875		325		STATIONS.				326		876	
Freight		Passenger		Telegraph Offices and Calls				Passenger		Freight	
EXCEPT SUNDAY		DAILY See page 5		Distance from Arrow				DAILY See page 5		EXCEPT SUNDAY	
L 1.00PM		L 2.20PM	Y	II 47	0.0	.....ARROW.....	62.7	32	A 8.30AM		A 11.50AM
f 1.15		f 2.30		IK 3	3.5	.....MYRTLE.....	59.2	14	f 8.19		f 11.30
f 1.40		f 2.52		IK 12	11.7	.....AGATHA.....	51.0	17	f 7.58		f 11.00
s 1.50		s 2.57	W	IK 13	13.4	LN.....LENORE.....	49.3	15	s 7.53		s 10.45
s 2.20		s 3.15		IK 20	20.3	PK.....PECK.....	42.4	49	s 7.36		s 10.15
f 2.35		f 3.27		IK 25	25.0	.....AHSAHKA.....	37.7	38	f 7.24		f 9.55
s 3.00		s 3.37	W	IK 29	29.0	OF.....ORO FINO.....	33.7	25	s 7.14		s 9.35
s 3.35		s 4.07	0	IK 37	37.3	GR.....GREER.....	25.4	26	s 6.47		s 9.05
f 4.05		f 4.32		IK 44	44.3	.....PARDEE.....	18.4	No Sdg.	f 6.26		f 8.40
f 4.15		f 4.37		IK 46	45.7	.....TRAMWAY.....	17.0	23	f 6.21		f 8.35
s 4.54		s 4.54		IK 52	51.4	KA.....KAMIAH.....	11.3	26	s 6.05		s 8.15
s 5.25		s 5.15	W	IK 59	59.5	KO.....KOOSKIA.....	3.2	32	s 5.43		s 7.45
A 5.35PM		A 5.25PM	T C	IK 63	62.7	ST.....STITES.....	0.0	46	L 5.35AM		L 7.30AM
			W								
EXCEPT SUNDAY		DAILY							DAILY		EXCEPT SUNDAY
4.35		3.05				Time over Subdivision.			2.55		4.20
13.7		20.3				Average Speed per Hour.			21.5		12.2

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

BULLETIN STATION AND STANDARD CLOCK—Stites. **REGISTERING STATIONS**—Arrow and Stites. Engineers will not consult register except at initial or starting point. See Rule 83-A.
DERAIL SWITCHES—See Page 8.
YARD LIMITS—Arrow.
 Nos. 875 and 876 will carry passengers. No. 326 will run as No. 323, Arrow to Lewiston. No. 325 will run as No. 324, Lewiston to Arrow.
 Nos. 325 and 326 will stop on flag at Magills Spur, Corbetts Ferry, Fir Bluff and Twinward.
 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.

REGISTERING STATIONS—Pullman Jct. and Genesee. Engineers will not consult register except at initial or starting point. See Rule 83-A.
STANDARD CLOCK—Pullman.
BULLETIN STATIONS—Pullman and Genesee.
 No. 665 has right over Nos. 322 and 666 Pullman Jct. to Genesee.
 Nos. 665 and 666 will carry passengers.

WESTWARD.

SIXTH SUB-DIVISION
(FARMINGTON BRANCH)

EASTWARD.

THIRD CLASS		Time Table No. 39 Nov. 23, 1913 Succeeding No. 38				THIRD CLASS	
873		STATIONS.				874	
Freight		Telegraph Offices and Calls				Freight	
Tue., Thu., Sat.		Distance from Belmont				Tue., Thu., Sat.	
L 10.15AM	W C Y	ID 43	0.0	BM.....BELMONT.....	6.5	45	A 11.15AM
			5.3	.....U. P. CROSSING.....	1.2		
A 10.40AM		I H 7	6.5	FA.....FARMINGTON.....	0.0	25	L 10.50AM
Tue., Thu., Sat.							Tue., Thu., Sat.
0.25				Time over Subdivision.			0.25
15.6				Average Speed per Hour.			15.6

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

No. 873 has right over No. 874 Belmont to Farmington.
REGISTERING STATION—Belmont and Farmington. Engineers will not consult register except at initial or starting point. See Rule 83-A.
STANDARD CLOCK—Spokane.
 Nos. 873 and 874 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.

Table with columns for Third Class (881, 879, 877) and First Class (329, 327, 315) Westward, and First Class (316, 328, 330) and Third Class (878, 880, 882) Eastward. Includes station names like Cheney, Medical Lake, Deep Creek, etc.

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

No. 329 has right over No. 328, and No. 327 has right over No. 330 Coulee Junction to Coulee City. REGISTERING STATIONS—Cheney, Adrian, Coulee Junction. Coulee City, except for extra trains run through.

WESTWARD.

NINTH SUB-DIVISION (SEATTLE BRANCH)

EASTWARD.

Table with columns for Third Class (883) Westward and Third Class (884) Eastward. Includes station names like Davenport, Wheatdale, Omans, Gravelles, Dennys.

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

No. 883 has right over No. 884 Davenport to Dennys. Registering Station—Davenport. Engineers will not consult register except at initial or starting point. See Rule 83-A.

WESTWARD.

THIRD SUB-DIVISION (FORT SHERMAN BRANCH)

EASTWARD.

Table with columns for First Class (309, 307) Westward and First Class (308, 310) Eastward. Includes station names like Coulee Junction, Bacon, Adco, Adrian, Coulee Junction, Hauser.

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

REGISTERING STATIONS—Hauser and Coeur d'Alene. ENGINEERS will not consult register except at initial or starting point. See Rule 83-A. BULLETIN STATIONS AND STANDARD CLOCKS—Spokane and Coeur d'Alene.

COMMERCIAL SPURS.

FIRST SUBDIVISION.		
DISTANCE FROM PARADISE.		Car Cap'y
Russell	19.6 Miles	5
Hydro	32.3 "	12
Alger	48.7 "	57
Stultz Spur	50.0 "	5
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
Sand Spur	87.2 "	5

THIRD SUBDIVISION		
DISTANCE FROM HAUSER		Car Cap'y
Heutters	9.4 Miles	10
Wrights	9.7 "	30
Gibbs	11.0 "	15

FOURTH SUBDIVISION.		
DISTANCE FROM MARSHALL		Car Cap'y
Marshall Quarry Spur	2.0 Miles	40
Cospur	12.8 "	7
Freedom	15.5 "	5
Broadview	28.0 "	8
Kelly's	40.3 "	7
Pullman	73.7 "	6
Hagan	85.0 "	16
Troy Brick Yard	99.1 "	10
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
Newspur	50.1 "	40

NINTH SUBDIVISION		
DISTANCE FROM DAVENPORT		Car Cap'y
Frys	9.0 Miles	4

DERAIL SWITCHES

FIRST SUBDIVISION	
Alger Spur	West end
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
Kootenai	East and West end Rip Track Leads

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

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.

SUB-DIVISION	DISTRICT	Ruling Grade %	CLASS OF ENGINE											
			W W-1	S-4	S-1 S-2	S	E-1	E-2 E-3 D-2 D-3	B	C				
First Westward	Paradise to Kootenai.....	0.5	2300	1425	1375	1300								
	Kootenai to Trout Creek.....	0.4	2700	1700	1625	1525								
First Eastward	Trout Creek to Paradise.....	0.3	3200	2000	1900	1800								
	Kootenai to Spokane.....	0.5	2300	1425	1375	1300								
Second Westward	Spokane to Marshall.....	1.1	1150	900	860	825								
	Marshall to Cheney.....	1.0	1250	975	935	895								
	Cheney to Spokane.....	1.0	1350	975	935	895								
Second Eastward	Spokane to Athol.....	0.4	2700	1700	1625	1525								
	Athol to Kootenai.....	0.3	3200	2000	1900	1800								
	Marshall to Pullman.....	1.4		695	665	645	385	340	320	255				
Fourth Westward	Pullman to Howell.....	1.7		620	585	565	360	320	300	240				
	Howell to Kendrick.....	Down		FORTY CARS										
	Kendrick to Lewiston.....	Down		SIXTY CARS										
	Lewiston to Arrow.....	0.5		1700	1600	1500	1000	960	900	720				
Fourth Eastward	Arrow to Kendrick.....	0.8		1160	1115	1060	585	520	490	400				
	Kendrick to Troy.....	2.4		885	860	855	195	170	155	130				
	Troy to Howell.....	2.2		415	395	390	225	200	190	150				
	Howell to Pullman.....	1.5		635	595	570	375	330	315	250				
	Pullman to Belmont.....	1.1		900	860	825	495	420	400	315				
	Belmont to Oakesdale.....	0.5		1700	1600	1500	1000	960	900	720				
	Oakesdale to Spangle.....	1.0		975	935	895	540	480	450	360				
	Spangle to Marshall.....	0.6		1280	1230	1170	950	875	800	650				
	Cheney to Medical Lake.....	1.1		900	860	825	495	420	400	315				
Fifth Westward	Medical Lake to Creston.....	1.2		805	770	740	475	390	345	275				
	Creston to Almira.....	0.7		1160	1120	1065	625	575	520	420				
	Almira to Hanson.....	1.3		750	715	690	430	350	325	265				
	Hanson to Coulee Jet.....	Down		SIXTY CARS										
	Coulee Jet. to Adrian.....	0.5		1700	1600	1500	1000	960	900	720				
Fifth Eastward	Adrian or Coulee City to Hartline.....	1.0		975	935	895	540	480	450	360				
	Hartline to Creston.....	1.2		805	770	740	475	390	345	275				
	Creston to Cheney.....	1.0		975	935	895	540	480	450	360				

Main line rating is based on loads having a gross weight of forty tons. At Spokane and Kootenai Daly tonnage computing machines will be used to give a draw bar pull equivalent to the rating shown. In filling out on line actual tonnage will be used. Leaving terminals conductors will be furnished statement of machine tons in their train and will fill out the difference between this and the intermediate rating.

Rating is based on trains consisting of loads only and is calculated for an average speed of ten miles per hour.

Train dispatcher will determine rate to be handled when reduction is necessary account of weather condition.

When engines are unable to haul the rating, Engineman will designate to conductors the number of tons to be reduced and will wire the Superintendent why the reduction is necessary. It must be distinctly understood that the responsibility for reducing train below rating of engine must be assumed by the Engineman and not by the conductor.

This rating is made to govern ruling grades only, and will in no manner interfere with the handling of additional tonnage where the grades will permit.

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, Freight Office, M. M. Office
and Tool Cars 1 and 2, at Parkwater, Yard Office at Yardley.)
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.

Nos. 2 and 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 862 will run via new line, extra trains will run via new line unless otherwise instructed, between Kildee and Trout Creek.

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.

Local freight trains will tie up on eastward siding at Noxon.

SPEED RESTRICTIONS:

Maximum speed, which must never be exceeded: One minute or sixty seconds per mile.

Through crossovers and entering passing tracks: 15 miles per hour.

Thompson River bridge No. 279, between Frost and Woodlin: Class "W" engines or heavier, 8 miles per hour; all other engines 20 miles per hour.

Beaver Creek bridge, No. 283, between White Pine and Vermillion: 25 miles per hour.

Kildee for westward trains, Trout Creek for eastward trains, passing on to old line: 25 miles per hour approaching junction switch.

Cabinet tunnel: 20 miles per hour.

Lightning Creek bridge No. 303, one-quarter mile west Clark's Fork: Class "W" or heavier engines, 8 miles per hour; all other engines, 20 miles per hour.

City or Village ordinances restrict speed of trains over highway crossings within corporate limits as follows: Plains 25 miles per hour; Thompson Falls 8 miles per hour.

FOURTH SUBDIVISION SPECIAL RULES.

Yard Limits—Marshall, Belmont, Palouse, Pullman, Pullman Jct., Moscow and Arrow.

Mountain grade between Kendrick and Howell.

Pusher 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.

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.

Nos. 311 and 312 will stop on flag at Kelley's Spur, Spokane County Farm and Freedom Spur.

No. 313 will stop on flag at Spokane County Farm.

No. 313 will stop on flag at Bovard on Sundays.

No. 314 will stop on flag at Bovard on Saturdays.

SPEED RESTRICTIONS:

Through crossovers and entering passing tracks: 15 miles per hour.

Howell to Kendrick: Passenger trains: One mile in two minutes; Freight trains: One mile in four minutes.

Clearwater River bridge No. 202, one mile east of Joseph: 5 miles per hour.

STOP: two hundred feet from U. P. crossings Oakesdale, Garfield and Pullman.

