

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 41A TABLE

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

SUNDAY, JAN. 10, 1915

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.

P. H. McCAULEY,
Superintendent of Transportation.

J. L. DeFORCE,
Superintendent.

RULES GOVERNING MOVEMENT OF TRAINS AT O. W. R. & N. 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 crossover 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—Rules 86 and D97 are modified to the extent that eastward from Marshall and eastward and westward from Spokane or Yardley any train may run with the current of traffic and ahead of superior class trains without orders. At Spokane or Yardley clearance card Form A must be obtained from Operator. At Marshall trains will be governed by interlocking signals. Operator must obtain authority from Dispatcher before issuing clearance card or clearing interlocking signals.

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 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 sidings 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 Sand Point, Marshall and Cheney telephone connected to Train Dispatcher's circuit is located at home signal.

At Kildee and Trout Creek automatic signals are on middle mast of bracket pole at telegraph office; top arm for old line, bottom arm for new line.

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 0 0 0 0

2—Westward trains will call for signals as follows:

To go on single track Northern Pacific main line, four long and one short ———— 0

To go on Palouse Branch main line, one long, two short, one long ——— 0 0 ———

To go on S. P. & S. main line, one long, one short, one long ——— 0 ———

To go on westward passing track, one long, one short, one long, one short ——— 0 ——— 0

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 N. P. main line; 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.

10—Eastward trains will approach home signals under control.

11—When engines are stopped for water, they must back clear of interlocking limits and a clear or caution signal be obtained before passing through plant.

12—In switching moves engines and cars must pass clear of interlocking limits before reverse movements is made.

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				Water, Fuel, Scales, Furnishables and Wyes	Station Numbers	Distance from Paradise	Time Table No. 41A				Distance from Kootenai Yard	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		THIRD CLASS	
863	861		603		305	41	3	1	STATIONS				2	4	42	306			602	606	862	864				
Way Freight	Way Freight		Freight		Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls				Passenger	Passenger	Passenger	Passenger			Freight	Freight	Way Freight	Way Freight				
Wed., Fri., Sun.	Tu., Thu., Sat.		Daily		Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily			Daily	Daily	Wed., Fri., Sun.	Tu., Thu., Sat.				
L 7.00AM			L 11.00PM			L 10.00AM	L 2.40PM	L 12.35AM	WCOT	1390	0.0	PD..	..PARADISE.....DN	115.6	Yard	As 1.35PM	As 3.30AM	As 2.40PM			A 9.55PM	A 6.40PM	A 1.00PM			
s 7.25			11.20			s 10.12	s 2.52	f 12.44	W	1396	6.1	HO..	..PLAINS.....PD	109.5	E-85 W-85	1.22	f 3.15	s 2.25			9.35	6.20	s 12.10PM			
f 7.45			11.40PM			f 10.23	3.03	12.54		1404	13.2	KS..	WEEKSVILLE.....PN	102.4	E-76 W-85	1.10	3.04	f 2.11			9.18	6.00	s 11.25AM			
s 8.05			12.01AM			f 10.33	3.13	1.04	W	1411	20.6	DY..	...EDDY.....PD	95.0	E-85 W-85	12.59	2.53	f 1.59			9.00	5.40	s 10.33			
f 8.15			12.08			f 10.39	3.16	1.08		1413	23.1	....	...FROST.....P	92.5	78	12.54	2.49	f 1.53			8.50	5.30	f 10.20	
f 8.35			12.30			f 10.47	3.24	1.16		1417	28.3	WN.	...WOODLIN.....P	87.3	85	12.46	2.40	f 1.44			8.35	5.15	f 9.55			
s 9.15			12.45			s 10.58	s 3.35	f 1.21	W	1420	31.6	FN..	THOMPSON FALLS..PD	84.0	E-85 W-77	12.40	f 2.34	s 1.36			8.25	5.00	s 9.35			
f 9.30			1.05			f 11.06	3.43	1.28		1426	36.8	BK..	..KILDEE.....DN	78.8	No Siding	12.32	2.23	f 1.21			8.10	4.40	f 9.10			
f 9.35			Via New Line			f 11.08	3.45	1.30	W	1427	37.9	....	..BELKNAP.....P	77.7	78	12.30	2.21	f 1.19			Via New Line	Via New Line	Via New Line	
s 10.20						f 11.24	f 4.00	1.43	Y	1434	44.3	WP..	WHITE PINE.....P	71.3	62	12.18	2.12	f 1.08			Via New Line	Via New Line	Via New Line			
f 10.50						f 11.33	4.09	1.51		1439	50.0	....	VERMILION...OLD LINE	65.6	69	12.07	2.00	f 12.51			Via New Line	Via New Line	Via New Line		
	Via Old Line		1.09						W	1428	38.2	....	..MARMOT...NEW LINE	78.7	89						8.05	4.35	f 8.55	
			1.18			Via Old Line	Via Old Line	Via Old Line		1431	41.9	....	...TALC.....NEW LINE	75.0	97						7.55	4.25	f 8.40	
			1.30							1436	46.4	....	...CHILDS...NEW LINE	70.5	85						7.40	4.10	f 8.20	
			1.38							1439	49.3	....	..RICHARDS...NEW LINE	67.6	85						7.32	4.00	f 8.05	
s 11.10AM			1.57			s 11.43	f 4.15	1.57	WC	1444	52.7	J....	TROUT CREEK...DN	62.9	85	12.03PM	1.57	s 12.46			7.20	3.40	s 7.45			
12.03PM			1.4			f 11.54AM	4.25	2.07		1449	58.9	TC...	..TUSCOR.....PD	56.7	86	11.54AM	1.46	f 12.33			6.40	2.50	s 7.00			
s 12.33			2.20			f 12.04PM	4.34	2.17		1455	64.8	....	..FURLONG.....P	50.8	85	11.42	1.35	f 12.22			6.20	2.20	f 6.25	
f 1.45			2.35			s 12.13	4.42	2.24	W	1468	68.8	NX..	..NOXON.....DN	46.8	E-85 W-85	11.36	1.25	s 12.13			6.05	2.00	L 6.00AM			
L 7.00AM	A 2.00PM		2.50			f 12.22	4.50	2.33		1463	73.6	....	..SMEADS.....P	42.0	85	11.28	1.18	f 12.01PM			5.50	1.30	f 12.55	
f 7.15			3.05			f 12.34	5.01	2.43		1468	79.0	HR..	..HERON.....DN	36.6	E-85 W-85	11.20	1.10	f 11.53AM			5.35	1.10	s 12.34			
s 7.35			3.25			f 12.44	5.11	2.53	W	1474	85.2	BN..	..CABINET.....PD	30.4	85	11.10	12.59	f 11.41			5.11	12.44	s 11.41AM			
s 8.00			3.40			f 12.54	5.18	3.01		1478	90.0	....	...OZOMA.....P	25.6	E-84 W-66	11.02	12.51	f 11.32			4.40	12.20	f 11.15	
f 8.15			3.50			s 1.00	s 5.25	3.05	W	1482	92.6	CX..	CLARK'S FORK..PD	23.0	E-85 W-85	10.58	12.47	s 11.28			4.30	12.10PM	s 10.58			
s 8.45			3.55			f 1.09	5.33	3.13		1489	97.6	D...	..DENTON.....PN	16.0	85	10.50	12.39	f 11.17			4.15	11.55AM	f 9.50			
f 9.00			4.10			s 1.21	f 5.45	3.20	WC	1492	102.2	H...	..HOPE.....PD	13.4	E-85 W-85	10.42	12.31	s 11.10			4.00	11.40	s 9.30			
s 9.15			4.20			f 1.34	5.57	3.33		1499	109.3	....	...ODEN.....P	6.3	85	10.32	12.20	f 10.53			3.40	11.15	f 7.30	
11.40			4.35			L 10.45AM	s 1.45	s 6.08		1503	114.6	KN..	..KOOTENAI.....PD	1.0	Yard	10.25	12.12	s 10.45			3.25	11.05	f 7.05			
f 11.59AM			4.55			A 10.47AM	A 1.47PM	A 6.10PM	WCOT	1504	115.6	KY..	KOOTENAI YARD..DN	0.0	Yard	L 10.23AM	L 12.10AM	L 10.43AM			L 3.20PM	L 11.00AM	L 7.00AM			
A 12.20PM			A 5.00AM			Daily	Daily	Daily								Daily	Daily	Daily			Daily	Daily	Wed., Fri., Sun.			
5.20	7.00		6.00			0.02	3.47	3.30								3.12	3.20	3.57			6.35	7.40	7.00			
8.7	9.8		19.4			30.0	30.5	33.0								36.1	34.6	29.2			17.7	15.2	9.8			
								36.1															6.9			

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

- 1. YARD LIMITS—Indicated by signs at proper locations.
- 2. LAP SIDINGS—Plains, Weeksville, Eddy, Thompson Falls, Noxon, Heron, Ozoma. Trains taking siding head in at lap.

- 3. DERAIL SWITCHES—See Page 8.
- 4. FOR OTHER SPECIAL RULES FIRST SUB-DIVISION SEE PAGE 10.

Bulletin Stations
 Registering Stations } Paradise and Kootenai Yard
 Standard Clocks

WESTWARD

SECOND SUB-DIVISION (MAIN LINE)

THIRD CLASS				SECOND CLASS			STATIONS	FIRST CLASS											
895	869	867	865	663	661	603	STATIONS	1	3	41	305	307	309	311	313	315	317	319	
Way Freight	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	
Mo., We. and Fri.	Tu., Thu., Sat.	Ex. Sun.	Tu., Thu., Sat.	Daily	Ex. Sun.	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
			L 6.30AM			L 5.30AM	KY..KOOTENAI YARD..DN	L 3.47AM	L 6.10PM	L 1.47PM	L 10.47AM								
			s 6.45			s 5.40	SAND POINT.....PD	f 3.54	s 6.18	s 1.52	s 10.57								
			f 7.05			f 5.55	..LIGNITE.....P	4.00	6.25	1.59	f 11.04								
			s 7.25			s 6.10	..ALGOMA.....P	4.06	6.31	2.06	f 11.14								
			s 8.00			s 6.35	COCOLALLA.....PD	4.20	6.43	2.16	s 11.30								
			f 8.44			f 6.50	CAREYWOOD.....PN	4.28	6.51	2.24	f 11.41								
			s 9.00			s 7.00	..GRANITE.....PD	4.32	6.55	2.28	s 11.46								
			10.00			s 7.30	..ATHOL.....PD	4.45	7.06	2.42	s 11.59AM								
			s 10.30			f 7.50	..RAMSEY.....DN	4.57	7.15	2.52	f 12.12PM								
			f 10.55			s 8.05	..RATHDRUM.....DN	f 5.06	s 7.26	s 3.03	s 12.25								
			s 11.25			8.25	..HAUSER.....PD	5.16	7.36	3.13	s 12.37	L 7.00AM	L 3.30PM						
			L 10.50AM			f 11.05	OTIS ORCHARDS..P	5.26	7.43	3.23	s 12.48	s 7.12	s 3.42						
			s 11.50AM			f 11.15	..VELOX.....DN	5.31	7.48	3.28	f 12.54	f 7.18	f 3.48						
			12.01PM			s 11.45	..IRVIN.....PD	5.36	7.54	3.33	s 1.00	s 7.25	s 3.55						
			308-602			f 11.55AM	..PARKWATER.....P	5.42	8.02	3.38	f 1.10	f 7.32	s 4.02						
			See Page 6			L 8.00AM	..YARDLEY.....DN	5.44	8.06	3.40	s 1.13	s 7.34	s 4.04						
			L 10.50AM			L 5.15PM	O. W. R. & N. Crossing	18.1											
			s 11.50AM			L 9.00PM	Tr. Con. 1.8 Int'l'g	16.3											
			308-602			10.00AM	..SPOKANE.....DN	16.3	s 6.00	s 8.20	s 3.55	A 1.30PM	A 7.45AM	A 4.15PM	L 8.15AM	L 4.00PM	L 2.00PM	L 7.00PM	
			See Page 6			6.45PM	..HANGMAN.....P	18.1	6.25	8.45	4.20				L 8.15AM	L 4.00PM	L 2.00PM	L 7.00PM	
			See Page 6			See Page 5	..MARSHALL.....DN	7.3	6.32	8.52	4.27				L 8.15AM	L 4.00PM	L 2.00PM	L 7.00PM	
			See Page 5			See Page 5	Interlocking		6.50	9.05	4.42				L 8.15AM	L 4.00PM	L 2.00PM	L 7.00PM	

TRAINS BETWEEN MARSHALL AND CHENEY ARE OPERATED UNDER BLOCK CARD SYSTEM. SEE SPECIAL RULES PAGE 4

Mo., We. and Fri.	Tu., Thu., Sat.	Ex. Sun.	Tu., Thu., Sat.	Daily	Ex. Sun.	Daily	STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
							..CHENEY.....DN										
1.25	0.40	1.15	6.30	0.45	1.15	6.15		2.58	2.50	2.53	2.43	0.45	0.45	0.30	0.25	0.45	0.43
13.9	18.7	13.2	7.2	16.6	10.0	13.8		29.2	30.6	30.1	25.9	26.8	26.8	18.0	21.6	21.8	22.7

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

- 1. REGISTERING STATIONS } Kootenai yard, Cheney.
- BULLETIN STATIONS } Yardley for freight trains.
- STANDARD CLOCKS } Spokane for passenger trains.
- 2. DERAIL SWITCHES—See Page 8.
- 3. YARD LIMITS—Indicated by signs at proper locations.
- 4. LAP SIDINGS—Granite, Athol, Hauser, Otis Orchards. Trains taking siding head in at lap.
- 5. CROSSOVER—Steno, Irvin, Parkwater and Hangman. Trailing point switches
- 6. PUSHER DISTRICT—Between east yard limit board Spokane and west yard limit board Cheney; and on S. P. & S. Railway from Junction switch Marshall to west switch at Mock.
- 7. MAXIMUM GRADES—Between Spokane and Cheney.

- 8. SPEED RESTRICTIONS:
 - Maximum speed passenger trains one minute or sixty seconds per mile. This limit must not be exceeded.
 - Through crossover and entering sidings: 15 miles per hour.
 - Through crossover Marshall: 35 miles per hour.
 - Fend d'Oreille River Bridge No. 13, one mile west of Sand Point: 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.
 - 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.

WESTWARD

FOURTH SUB-DIVISION (PALOUSE AND LEWISTON BRANCH)

EASTWARD

Main time table grid with columns for Third Class, Second Class, First Class, and STATIONS. Includes departure and arrival times for various stations like Marshall, Spangle, Plaza, North Pine, Rosalia, Donahue, Oakesdale, Belmont, Eden, Garfield, Cedar Creek, Palouse, Fallons, Whelan, Pullman, Sunshine, Moscow, Joel, Howell, Troy, Bovard, Kendrick, Juliaetta, Arrow, and Joseph.

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

Summary table for the Lewiston to Joseph section, showing times for various stations (Lewiston, Arrow, Joseph) and average speeds.

- 1. BULLETIN STATIONS—Spokane, Marshall, Pullman and Lewiston.
2. REGISTERING STATIONS—Marshall, Pullman, Pullman Junction, Moscow, Arrow and Joseph.
3. STANDARD CLOCKS—Spokane and Pullman.
4. SPECIAL RULES, FOURTH SUB-DIVISION—Page 10.
5. No. 871 has right over 872 Moscow to Joseph.
6. Trains Nos. 311, 312, 313 and 314 will not register at Pullman Junction.
7. Enginemen will not consult register except at initial or starting point. See Rule 83 A.

WESTWARD.

SEVENTH SUB-DIVISION (GENESEE BRANCH)

EASTWARD.

Table for SEVENTH SUB-DIVISION (GENESEE BRANCH) showing train schedules for Second Class (665, 666) and First Class (321, 322, 332) with columns for stations, times, and distances.

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

WESTWARD

EIGHTH SUB-DIVISION (CLEARWATER SHORT LINE)

EASTWARD

Table for EIGHTH SUB-DIVISION (CLEARWATER SHORT LINE) showing train schedules for Third Class (875, 876) and First Class (325, 326) with columns for stations, times, and distances.

- 13. BULLETIN STATIONS—Pullman and Genesee.
14. STANDARD CLOCKS—Pullman.
15. REGISTERING STATIONS—Pullman Junction and Genesee.
16. Engineers will not consult register except at initial or starting point. See Rule 83 A.
17. No. 665 has right over Nos. 322 and 666 Pullman Junction to Genesee.
18. No. 321 has right over No. 332 Pullman Junction to Genesee.
19. Nos. 665 and 666 will carry passengers.
20. All trains passing through crossovers or entering sidings reduce speed to 15 miles per hour.

WESTWARD.

THIRD SUB-DIVISION (FORT SHERMAN BRANCH)

EASTWARD.

Table for THIRD SUB-DIVISION (FORT SHERMAN BRANCH) showing train schedules for Third Class (867, 868) and First Class (308, 310, 309, 307) with columns for stations, times, and distances.

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

- 1. BULLETIN STATIONS—Stites.
2. STANDARD CLOCKS—Stites.
3. REGISTERING STATIONS—Arrow and Stites.
4. YARD LIMITS—Indicated by signs at proper locations.
5. DERAIL SWITCHES—See Page 8.
6. Engineers will not consult register except at initial or starting point. See Rule 83 A.
7. Nos. 875 and 876 will carry passengers.
8. No. 326 will run as 323 Arrow to Lewiston.
9. No. 325 will run as 324 Lewiston to Arrow.
10. No. 876 will run as 885 Arrow to Lewiston.
11. No. 875 will run as 886 Lewiston to Arrow.
12. Nos. 325 and 326 will stop on flag at Magills Spur, Corbetts Ferry, Fir Bluff, Big George and Penoyers Spur.
13. All trains will reduce speed and run carefully around bluffs where slides are liable to occur.
14. All trains passing through crossovers or entering sidings reduce speed to 15 miles per hour.

- 20. BULLETIN STATIONS—Spokane and Coeur d'Alene.
21. STANDARD CLOCK—Spokane and Coeur d'Alene.
22. REGISTERING STATIONS—Hauser and Coeur d'Alene.
23. DERAIL SWITCHES—See Page 8.
24. Engineers will not consult register except at initial or starting point. See Rule 83 A.
25. When backing down incline at Coeur d'Alene hand brakes must be set to control the train without assistance from the engine.
26. No. 308 connects with steamer at Coeur d'Alene.
27. Nos. 307, 308, 309 and 310 will stop on flag at all sidings and spurs.
28. All trains passing through crossovers and entering sidings reduce speed to 15 miles per hour.
29. Gates at Mill Spur, Post Falls and at Huettters Spur must be set and locked against N. P. track when not in use.
30. Stop two hundred feet from I. & W. N. and S. I. Crossing between Post Falls and Hauser

WESTWARD.						FIFTH SUB-DIVISION (WASHINGTON CENTRAL BRANCH)										EASTWARD.			
THIRD CLASS			FIRST CLASS			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Cheney	Time Table No. 41A January 10, 1915 Succeeding No. 41			Distance from Adrian	Car Capacity of Sidings	FIRST CLASS			THIRD CLASS		
881	879	877	329	327	315				STATIONS	316	328			330	878	880	882		
Freight	Freight	Freight	Passenger	Passenger	See Page 3 Passenger	Telegraph Offices and Calls	See Page 3 Passenger	Passenger	Passenger	Freight	Freight	Freight							
Tu., Thu., Sat.	Mo., We. and Fri.	Ex. Sun.	Daily	Daily	Daily		Daily	Daily	Daily	Ex. Sun.	Mo., We. and Fri.	Tu., Thu., Sat.							
		L 8:20AM			L 2:50PM	WCY	1592	0.0	CY.....CHENEY.....DN 2.6	126.8	Yard	A 10:57AM			A 3:50PM				
								2.6	.....W. W. P. CROSSING..... 7.7	124.2								
								10.3	.....W. W. P. CROSSING..... 0.1 Track Con.	116.5								
		s 8:55			s 3:15 878			10.4	MK.....MEDICAL LAKE.....D 5.1	116.4	28	s 10:30			s 3:15 315				
		f 9:25			f 3:25	W		15.5	.....DEEP CREEK..... 5.5	111.3	34	f 10:19			f 2:40			
		f 10:05 316			f 3:40			21.0	.....HITE..... 5.5	105.8	14	f 10:05 877			2:10			
		s 10:30			s 3:55	W		26.5	RH.....REARDAN.....D 7.4	100.3	41	s 9:53			s 1:40				
								33.9	.....MONDOVI..... 7.5	92.9	29	s 9:37			f 12:55			
		f 10:55AM			f 4:13			41.4	DA.....DAVENPORT.....D 6.4	85.4	26	s 9:20			s 12:10PM 877				
		s 12:10PM 878			s 4:30	WY		47.8	.....ROCKLYN..... 8.6	79.0	27	f 9:00			f 11:40AM			
		f 12:40			f 4:47			56.4	.....FELLOWS..... 7.8	70.4	Spur 8	f 8:42			f 11:10			
		f 1:20			f 5:05			64.2	CR.....CRESTON.....D 10.0	62.6	28	s 8:28			s 10:40				
		s 1:55			s 5:25			74.2	WR.....WILBUR.....D 6.6	52.6	38	s 8:05			s 10:00				
		s 2:30			s 5:45	W		80.8	.....GOVAN..... 6.7	46.0	28	s 7:45			s 9:25			
		s 3:00			s 6:00			87.5	A.....ALMIRA.....D 3.6	39.3	33	s 7:29			s 8:55				
		s 3:35			s 6:18	W		91.1	.....HANSON..... 5.5	35.7	12	f 7:18			f 8:30			
		f 3:50			f 6:27			96.6	RN.....HARTLINE.....D 9.1	30.2	27	s 7:09			s 8:15				
		s 4:10			s 6:37			105.7	.....COULEE JCT..... 2.6	21.1	61	L 6:50AM	A 6:50AM	A 7:30PM	7:40	A 7:20AM		
L 4:10PM		4:45	L 6:28AM	L 6:55PM	A 6:55PM	Y		108.3	C.....COULEE CITY.....D 2.6	23.7	26	L 6:45AM	L 7:20PM	L 7:30AM	L 7:10AM				
A 4:20PM		A 5:00PM	A 6:35AM	A 7:05PM		WCT		105.7	.....COULEE JCT..... 11.0	21.1	61	A 6:28AM				A 4:10PM		
		L 7:20AM			L 7:30PM	Y		116.7	.....BACON..... 8.6	10.1	61	f 6:05				f 3:30		
		f 8:00			f 7:55			125.3	.....ADCO..... 1.5	1.5	26							
		A 8:40AM			A 8:20PM	WT		126.8	ND.....ADRIAN.....DN	0.0	Yard	L 5:40AM				L 2:50PM			
Tu., Thu., Sat.	Mo., We. and Fri.	Ex. Sun.	Daily	Daily	Daily							Daily	Daily	Daily	Ex. Sun.	Mo., We. and Fri.	Tu., Thu., Sat.		
0.10	1.20	8.40	0.07	0.10	4.55				Time over Subdivision			4.55	0.05	0.10	8.50	0.10	1.20		
15.6	15.7	12.4	27.3	15.6	25.7				Average Speed per Hour			25.7	31.2	15.6	12.4	15.6	15.7		

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

- BULLETIN STATIONS—Cheney, Adrian and Coulee City.
- STANDARD CLOCKS—Spokane, Cheney and Adrian.
- REGISTERING STATIONS—Cheney, Adrian, Coulee Junction. Coulee City, except for extra trains run through.
- DEBALL SWITCHES—See Page 8.
- YARD LIMITS—Indicated by signs at proper locations.
- Engineers will not consult register except at initial or starting point. See Rule 83 A.
- No. 329 has right over 328 Coulee Junction to Coulee City.
- No. 327 has right over No. 330 Coulee Junction to Coulee City.
- No. 316 will run as No. 329 Coulee Junction to Coulee City and as No. 328 Coulee City to Coulee Junction.
- No. 328 will run as No. 316 Coulee Junction to Cheney.
- No. 880 will run as 879 Coulee Junction to Adrian.
- No. 882 will run as No. 881 Coulee Junction to Coulee City.
- No. 315 will run as No. 327 Coulee Junction to Coulee City and as No. 330 Coulee City to Coulee Junction.
- No. 330 will run as No. 315 Coulee Junction to Adrian.
- Nos. 877, 878, 880, 881 and 882 will carry passengers.
- Nos. 315 and 316 will stop on flag at Meadow Lake and Forrey.
- No. 878 will stop on flag at Meadow Lake.
- Stop two hundred feet from W. W. P. Crossings between Cheney and Medical Lake.
- All trains passing through crossovers and entering sidings reduce speed to 15 miles per hour.
- Switch at Coulee Junction will be set for track leading to Adrian.

WESTWARD.			NINTH SUB-DIVISION (SEATTLE BRANCH)										EASTWARD.		
THIRD CLASS			Time Table No. 41A January 10, 1915 Succeeding No. 41										THIRD CLASS		
883			STATIONS										884		
Freight			Telegraph Offices and Calls										Freight		
Thursday Only													Thursday Only		
L 12:05PM			.....DAVENPORT..... 4.6										A 3:30PM		
12:40			.....WHEATDALE..... 2.7										3:05		
1:00			.....OMANS..... 4.2										2:50		
1:25			.....GRAVELLES..... 6.6										2:30		
A 1:50PM			.....DENNY'S..... 0.0										L 2:00PM		
Thursday Only													Thursday Only		
1:45			Time over Subdivision										1:30		
10.2			Average Speed per Hour										12.0		
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.															
<ol style="list-style-type: none"> REGISTERING STATIONS—Davenport. Engineers will not consult register except at initial or starting point. See Rule 83 A. No. 883 has right over No. 884 Davenport to Denny's. S or heavier engines will not exceed 10 miles per hour. 															

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

- STANDARD CLOCKS—Spokane.
- REGISTERING STATIONS—Belmont and Farmington.
- Engineers will not consult register except at initial or starting point. See Rule 83 A.
- No. 873 has right over No. 874 Belmont to Farmington.
- Nos. 873 and 874 will carry passengers.
- Gates at O.-W. R. & N. Crossing must be set and locked against N. P. track when not in use.
- All trains passing through crossovers and entering sidings reduce speed to 15 miles per hour.
- S or heavier engines will not exceed 15 miles an hour.

COMMERCIAL SPURS.

FIRST SUB-DIVISION		
DISTANCE FROM PARADISE.		Car Cap'y
Russell.....	19.4 Miles	5
Hydro.....	32.3 "	12
Alger.....	48.1 "	57
Stultz Spur.....	50.5 "	5
Moderie.....	79.1 "	5
Cedar Spur.....	82.6 "	50
Dorite.....	88.1 "	5
Lane Potter.....	92.3 "	42
Kolliner.....	106.5 "	7
Culver.....	112.2 "	10
Boyer.....	114.7 "	15

SECOND SUB-DIVISION		
DISTANCE FROM KOOTENAI.		Car Cap'y
Sagel.....	8.7 Miles	10
Dufort.....	12.3 "	12
Petit.....	13.9 "	18
King's.....	22.6 "	6
North Pole.....	35.2 "	4
Calispel.....	41.4 "	8
Dean.....	46.5 "	4
Moab.....	54.9 "	11
Steno.....	61.9 "	18
Sand Spur.....	73.3 "	5

THIRD SUB-DIVISION		
DISTANCE FROM HAUSER.		Car Cap'y
Heutters.....	9.4 Miles	10
Wrights.....	9.8 "	30
Gibbs.....	11.7 "	15

FOURTH SUB-DIVISION		
DISTANCE FROM MARSHALL.		Car Cap'y
Marshall Quarry Spur.....	2.2 Miles	40
Cospur.....	13.0 "	7
Freedom.....	15.7 "	5
Broadview.....	27.9 "	8
Kelly's.....	40.5 "	7
Pullman.....	73.8 "	6
Hagen.....	85.2 "	16
Troy Brick Yard.....	99.3 "	10
Troy Log.....	100.3 "	6
Rock Spur.....	105.0 "	10
Clyde.....	107.0 "	14
Arrow Storage.....	124.0 "	15

FIFTH SUB-DIVISION		
DISTANCE FROM CHENEY.		Car Cap'y
Meadow Lake.....	6.4 Miles	8
Carr.....	101.3 "	5
Forrey.....	122.1 "	8

SIXTH SUB-DIVISION		
DISTANCE FROM BELMONT.		Car Cap'y
Hayfield.....	2.8 Miles	4

SEVENTH SUB-DIVISION		
DISTANCE FROM PULLMAN JUNCTION.		Car Cap'y
Busby's.....	1.8 Miles	8

EIGHTH SUB-DIVISION		
DISTANCE FROM ARROW.		Car Cap'y
Fir Bluff.....	7.3 Miles	5
Magills.....	22.5 "	10
Dunlap.....	28.2 "	10
Penoyers.....	33.3 "	4
Newspur.....	50.2 "	40

NINTH SUB-DIVISION		
DISTANCE FROM DAVENPORT.		Car Cap'y
Frys.....	8.8 Miles	4

DERAIL SWITCHES

FIRST SUB-DIVISION.	
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 SUB-DIVISION.	
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.
Dean.....	West end.
Steno.....	West end.
Cheney.....	East end Stock track.
Cheney.....	East end crossover.
Cheney.....	East end coal dock.
Cheney.....	East end wye.

THIRD SUB-DIVISION.	
Alan.....	East end passing track.
Blackwell Spur.....	West end.

FIFTH SUB-DIVISION.	
Cheney.....	East end crossover.
Cheney.....	East end coal dock.
Hansen.....	West end passing track.
Reardon.....	West end mill track.

EIGHTH SUB-DIVISION.	
Lenore.....	East end warehouse track.

FOURTH SUB-DIVISION.	
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 passing track.
Hagen.....	West end.
Joel.....	West end house track.
Troy.....	West end house track.
Troy.....	West end passing track.
Rock Spur.....	West end.
Bovard.....	West end passing track.
Kendrick.....	West end elevator track.
Julietta.....	West end passing track.
Julietta.....	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-3	S	E-1	E-2 E-3 D-2 D-3	B	C	
First Westward	Paradise to Kootenai	0.5	2300	1425	1375	1300					
First Eastward	Kootenai to Trout Creek	0.4	2800	1700	1625	1525					
	Trout Creek to Paradise	0.3	3200	2000	1900	1800					
Second Westward	Kootenai to Spokane	0.5	2300	1425	1375	1300					
	Spokane to Marshall	1.1	1150	900	860	825					
	Marshall to Cheney	1.0	1250	975	935	895					
Second Eastward	Cheney to Spokane	1.0	1600	1200	1175	1150					
	Spokane to Athol	0.4	2900	1700	1625	1525					
	Athol to Kootenai	0.3	3200	2000	1900	1800					
Third Westward	Coeur d'Alene to Blackwell	1.9		534	526	490	250	295	200	175	
	Blackwell to Hauser	1.5		1077	1066	1021	775	750	615	550	
Third Eastward	Hauser to Blackwell	1.5		677	666	621	375	330	315	250	
	Blackwell to Coeur d'Alene	1.5		710	696	651	405	400	330	260	
Fourth Westward	Marshall to Pullman	1.4		695	665	645	385	340	320	255	
	Pullman to Howell	1.7		620	585	565	360	320	300	240	
	Howell to Kendrick	Down		FORTY CARS							
	Kendrick to Lewiston	Down		SIXTY CARS							
Fourth Eastward	Lewiston to Arrow	0.5		1700	1600	1500	1000	960	900	720	
	Arrow to Kendrick	0.8		1160	1115	1060	585	520	490	400	
	Kendrick to Troy	2.4		385	360	355	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	
	Fifth Westward	Cheney to Medical Lake	1.1		900	860	825	495	420	400	315
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 Jct		Down		SIXTY CARS							
Coulee Jct. 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	
Sixth Westward	Belmont to Farmington	1.5		677	666	621	375	330	315	250	
Sixth Eastward	Farmington to Belmont	1.3		774	761	710	430	350	325	265	
Seventh Westward	Pullman Jct. to Johnsons	0.8		1150	1130	1060	585	520	490	400	
	Johnsons to Colton	1.3		775	760	710	430	350	325	265	
	Colton to Genesee	0.5		1420	1395	1300	950	875	800	650	
Seventh Eastward	Genesee to Colton	0.5		1420	1395	1300	1050	875	800	550	
	Colton to Johnsons	1.1		900	860	825	495	420	400	315	
	Johnsons to Pullman Jct			SIXTY CARS							
Eighth Westward	Arrow to Stites	0.3					1000	960	900	720	
Eighth Eastward	Stites to Arrow	Down		SIXTY CARS							
Ninth Westward	Davenport to Dennys	1.0		975	935	895	540	480	450	360	
Ninth Eastward	Dennys to Davenport	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. E. S. COATES, 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)

DR. A. S. WILLIAMS, 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 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 SUB-DIVISION SPECIAL RULES.

1. Westward crews terminating Kootenai yard will head in on siding Kootenai.
2. Nos. 1, 2, 3, 4, 41 and 42 will register at Kootenai yard by ticket.
3. 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.
4. Extra trains will run via new line unless otherwise instructed, between Kildee and Trout Creek.
5. At Kildee and Trout Creek old line train order signal mast is on south side of bracket pole; new line mast on north side. Trains using line opposite to that on which scheduled will secure clearance before passing to single track.
6. At stations Kootenai to Paradise inclusive, Agents will secure authority from Superintendent to stop train No. 2 for passengers destined Saint Paul and East.
7. No. 3 stops at Belknap to let off passengers from Thompson Falls.
8. Nos. 41 and 42 stop on flag at all spurs for passengers.
9. Local freight trains will tie up on westward siding at Noxon.
10. **SPEED RESTRICTIONS:**
Maximum speed Passenger Trains one minute or sixty seconds per mile. This limit must not be exceeded.
Through crossovers and entering siding: 15 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 Clarks Fork: Class W or heavier engines 8 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 SUB-DIVISION SPECIAL RULES.

11. **YARD LIMITS**—Indicated by signs at proper locations.
12. **PUSHER DISTRICTS**—Between west switch Kendrick and east switch Moscow.
13. Mountain grade between Kendrick and Howell.
14. Special attention called to Rules 731 and 737 inclusive governing operations on mountain grade.
15. **DERAIL SWITCHES**—See Page 8.
16. All westward trains are required to get a clearance at Joseph. This will be issued from 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 Dispatcher's office at Spokane.
17. Nos. 311 and 312 will stop on flag at Kelley's Spur, Spokane County Farm and Freedom Spur.
18. No. 313 will stop on flag at Freedom Spur Sundays.
19. No. 314 will stop on flag at Freedom Spur Saturdays.
20. No. 313 will stop on flag at Spokane County Farm.
21. **SPEED RESTRICTIONS:**
Through crossovers and entering sidings: 15 miles per hour.
Howell to Kendrick, Passenger trains: one mile in two minutes. Freight trains: one mile in four minutes.
Road crossing west of west switch Palouse: 8 miles per hour.
Stop: Two hundred feet from O.-W. R. & N. crossings, Oakesdale, Garfield and Pullman.

