

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 410 TABLE

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

SUNDAY, AUGUST 29, 1915

For the Government of Employees 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 ———— 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 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.

JAMES SHANNON,
 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			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Paradise	Time Table No. 41 C August 29, 1915 Succeeding No. 41B			Distance from Kootenai Yard	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS		THIRD CLASS	
863	861	603	41	3	1	2	4	42				602	606	862			864						
Way Freight	Way Freight	Freight	Passenger	Passenger	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	Wed., Fri., Sun.			Tu., Thu., Sat.						
L 6.00AM		L 11.00PM	L 10.00AM	L 2.40PM ₄₂	L 12.35AM	WCOT	1390	0.0	PD..	...PARADISE.....DN 6.1	115.6	Yard	As 1.35PM	As 3.30AM	As 2.40PM ₃	A 9.55PM	A 6.10PM	A 1.00PM					
s 6.25		11.20	s 10.12	s 2.52	f 12.44	W	1396	6.1	HO..	...PLAINS.....PD 7.1	109.5	E-79 W-79	1.22	f 3.15	s 2.20	9.30	5.50	s 12.10PM					
f 6.45		11.40PM	f 10.23	3.03	12.53		1404	13.2	KS..	...WEEKSVILLE.....P 7.4	102.4	E-69 W-78	1.10	3.04	f 2.00	9.05	5.25	s 11.25AM					
s 7.05		12.01AM	f 10.33 ₈₆₂	3.13	1.03	W	1411	20.6	DY..	...EDDY.....PN 2.5	95.0	E-78 W-78	12.59	2.53	f 1.45	8.40	5.00	s 10.33 ₄₁					
f 7.15		12.08	f 10.39	3.16	1.06		1413	23.1	....	...FROST.....P 5.2	92.5	71	12.54	2.49	f 1.35	8.35	4.50	f 10.20			
f 7.35		12.30	f 10.47	3.24	1.14		1417	28.3	WN..	...WOODLIN.....P 3.3	87.3	81	12.46	2.40	f 1.25	8.15	4.30	f 9.55					
s 9.15		12.45	s 10.58	s 3.35	f 1.22	W	1420	31.6	FN..	...THOMPSON FALLS..PD 5.2	84.0	E-78 W-70	12.40	s 2.35	s 1.17	8.00	4.15	s 9.35					
f 9.30		1.05	f 11.06	3.43 ₆₀₆	1.30		1426	36.8	BK..	...KILDEE.....DN 1.1	78.8	No Siding	12.32	2.25	f 1.05	7.40	3.50 ₃	f 9.10					
f 9.35		Via New Line	f 11.08	3.45	1.32	W	1427	37.9	....	...BELKNAP.....P 6.4	77.7	71	12.30	2.23	f 1.03	Via New Line	Via New Line	Via New Line			
s 10.20			f 11.24	f 4.00	1.44	Y	1434	44.3	WP..	...WHITE PINE.....P 5.7	71.3	70	12.18	2.14	f 12.51	Via New Line	Via New Line	Via New Line					
f 10.50			f 11.33	4.09	1.52		1439	50.0	....	...VERMILION.....P 2.7	65.6	63	12.07	2.02	f 12.35	Via New Line	Via New Line	Via New Line			
Via Old Line		1.09	Via Old Line	Via Old Line	Via Old Line	W	1428	38.2	....	...MARMOT.....P 1.4 3.7	78.7	82	Via Old Line	Via Old Line	Via Old Line	7.35	3.45	f 8.55			
		1.18					1431	41.9	....	...TALC.....P 4.5	75.0	89				7.25	3.38	f 8.40			
		1.30					1436	46.4	....	...CHILDS.....P 2.9	70.5	77				7.15	3.25	f 8.20			
		1.38					1439	49.3	....	...RICHARDS.....P 4.7	67.6	78				7.10	3.18	f 8.05			
s 11.10AM 12.30PM 41-2-42		1.57 1.4	s 11.43 861	f 4.15	1.57 603-4	WC	1444	52.7	J....	...TROUT CREEK...DN 6.2	62.9	78	12.03PM 861	1.57 603-1	12.30 861	7.00	3.05	s 7.45					
s 1.00		2.20	f 11.54AM 2	4.25	2.06		1449	58.9	TC..	...TUSCOR.....P 5.9	56.7	78	11.54AM 41	1.46	f 12.15	6.40	2.45	s 7.00					
f 1.30		2.35	f 12.04PM 42	4.34	2.14		1455	64.8	....	...FURLONG.....P 4.0	50.8	79	11.42	1.35	f 12.04PM 41	6.20	2.20	f 6.25			
L 7.00AM	A 2.00PM 606	2.50	s 12.13	4.42	2.21	W	1458	68.8	NX..	...NOXON.....DN 4.8	46.8	E-79 W-79	11.36	1.25	s 11.47AM	6.00	2.00 861-864	L 6.00AM					
f 7.15		3.05	f 12.22	4.50	2.29		1463	73.6	....	...SMEAD.....P 5.4	42.0	79	11.28	1.18	f 11.36	5.45	1.40	f 12.55			
s 7.35		3.25	f 12.34 864	5.01	2.40		1468	79.0	HR..	...HERON.....DN 6.2	36.6	E-78 W-79	11.20	1.10	f 11.25	5.30	1.20	s 12.34PM 41					
s 8.00		3.40	f 12.44 606	5.11 602	2.50	W	1474	85.2	BN..	...CABINET.....PD 4.8	30.4	78	11.10 42	12.59	f 11.10 2	5.11 3	12.44 41	s 11.45AM					
f 8.15		3.50	f 12.54	5.18	3.00		1478	90.0	....	...OZOMA.....P 2.6	25.6	E-77 W-56	11.02	12.51	f 10.56	4.25	12.05PM	f 11.10			
s 8.45		3.55	s 1.00	s 5.23	3.05	W	1482	92.6	CX..	...CLARK'S FORK..PD 5.0	23.0	E-78 W-86	10.58 864	12.47	s 10.50 864	4.20	11.59AM	s 11.00 10.15 2-42					
f 9.00		4.10	f 1.09	5.30	3.14		1489	97.6	D...	...DENTON.....PN 4.6	16.0	78	10.50	12.39	f 10.40	4.05	11.40	f 9.50					
s 9.15 11.20 2-42-606		4.20	s 1.21	f 5.42	3.22	W	1492	102.2	H...	...HOPE.....PD 7.1	13.4	E-79 W-85	10.42 865	12.31	s 10.30 863	3.50	11.20 863	s 9.30					
f 11.40		4.35	f 1.34	5.54	3.34		1499	109.3	....	...ODEN.....P 5.3	6.3	79	10.32	12.20	f 10.15	3.35	11.00	f 7.30			
f 11.55AM		4.55	s 1.45	s 6.05	3.44		1503	114.6	KN..	...KOOTENAI.....PD 1.0	1.0	Yard	10.25	12.12	s 10.02	3.23	10.48	f 7.05					
A 12.05PM		A 5.00AM	A 1.47PM	A 6.07PM	A 3.47AM	WCOT	1504	115.6	KY..	...KOOTENAI YARD..DN	0.0	Yard	L 10.23AM	L 12.10AM	L 10.00AM	L 3.20PM	L 10.45AM	L 7.00AM					
Wed., Fri., Sun.	Tu., Thu., Sat.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Wed., Fri., Sun.	Tu., Thu., Sat.				
5.05	8.00	6.00	3.47	3.27	3.12								3.12	3.20	4.40	6.35	7.25	7.00	6.45				
9.2	9.0	16.7	30.5	33.5	36.1								36.1	34.6	24.7	15.2	13.5	9.8	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 }

SECOND SUB-DIVISION (MAIN LINE)

EASTWARD

FIRST CLASS											SECOND CLASS											THIRD CLASS			
320	318	316	314	312	310	308	306	42	4	2	602	604	606	662	664	866	868	870	896						
S.P. & S. 2 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	S.P. & S. 76 Freight	Way Freight	Way Freight	Way Freight	Way Freight						
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Mo., We. and Fri.	Ex. Sun.	Mo., We. and Fri.	Tu., Thu., Sat.						
							A 9:38AM	A 10:00AM	A 12:10AM	A 10:23AM						A 2:50PM									
							s 9:30	s 9:55	s 12:05AM	f 10:20															
							f 9:18	9:44	11:59PM	10:11															
							f 9:12	9:40	11:54	10:06															
							s 8:57	9:30	11:46	9:57															
							f 8:44 865	9:23	11:39	9:51															
							s 8:37	9:20 865	11:35	9:47 865															
							s 8:25	9:10	11:26	9:37															
							f 8:10	8:59	11:15	9:25															
					See Page 6	See Page 6	s 8:00 603	s 8:49	s 11:06	9:15															
							A 6:10PM	A 12:01PM	s 7:47	8:38 603	10:56	9:05													
							s 5:58	s 11:45AM	s 7:35	8:30	10:48	8:55 603													
							f 5:52	f 11:38	f 7:29 307	8:25	10:44	8:50													
							s 5:46	s 11:32	s 7:23	8:20	10:39	8:45													
							f 5:40	f 11:26	f 7:16	8:15	10:33	8:40													
							s 5:38	s 11:24	s 7:10	8:10	10:25	8:35													
							L 5:30PM	L 11:15AM	L 7:00AM	8:00	10:15	8:25													
A 9:45PM	A 4:30PM	A 11:35AM	A 6:55PM	A 2:45PM			s 6:30	s 10:00	s 8:05																
9:30	4:17	11:24	6:40	2:30			6:17	9:47	7:52																
L 9:20PM	f 4:05	s 11:14	L 6:30PM	L 2:20PM			6:07	9:37	7:42																

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

320	318	316	314	312	310	308	306	42	4	2	602	604	606	662	664	866	868	870	896					
L 3:50PM 896	L 10:57AM See Page 7						L 5:55AM	L 9:25PM	L 7:30AM	WCY	1592	88.8	CY..	..CHENEY.....DN	0.0	70	L 5:05AM				L 4:00PM 318			
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Ex. Sun.	Daily	Mo., We. and Fri.	Ex. Sun.	Mo., We. and Fri.	Tu., Thu., Sat.
0.25	0.40	0.38	0.25	0.25	0.40	0.46	2.38	2.35	2.30	2.33						4.55	1.10	6.05	0.45	0.45	8.00	0.30	0.45	1.10
21.6	24.4	25.7	21.6	21.6	30.1	26.2	26.7	33.6	34.7	34.0						17.6	16.9	11.0	16.6	16.6	8.3	33.2	16.6	17.1

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

- Between Marshall and Cheney trains will be handled under separate block card system.
- Westward trains must receive special block card Form A at Marshall.
- Eastward trains must receive special block card Form B at Cheney.
- Exceptions on these cards must be compiled with. If no exceptions, operator will insert the word "Blank."
- Westward trains take siding Cheney unless instructed to contrary.
- 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 trains at Velox and Ramsey and westward trains at Rathdrum going on to single track will call for switch by four short blasts of engine whistle.
- Nos. 1, 2, 3, 4, 41 and 42 will register at Kootenai yard by ticket.
- Nos. 305, 306, 307, 308, 309 and 310 will stop on flag at all sidings and spurs.
- Nos. 305 and 306 will run between Kootenai Yard and Kootenai through Passing Track. No. 306 arrives Kootenai 9:40 a. m. No. 305 leaves Kootenai 10:45 a. m.

WESTWARD

FOURTH SUB-DIVISION (PALOUSE AND LEWISTON BRANCH)

EASTWARD

Time Table No. 41C August 29, 1915 Succeeding No. 41B. Table with columns for Third Class, Second Class, and First Class in both directions. Includes station names like Marshall, Pullman, and Lewiston, and train numbers 885, 871, 869, 665, 661, 323, 321, 313, 311, 312, 314, 322, 324, 332, 662, 666, 870, 872, 886.

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

Summary table for Lewiston and Joseph section. Columns include time (e.g., 12.40 PM, 8.05 AM), days (Tues., Thurs., Sat., Ex. Mon., Tu., Thu., Sat., Ex. Sun.), and freight rates (e.g., 15.9, 10.1, 11.3, 8.4, 16.0).

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

- 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 and First Class in both directions. Includes columns for Station, Time, Distance from Pullman Junction, and Car Capacity.

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 and First Class in both directions. Includes columns for Station, Time, Distance from Arrow, and Car Capacity.

- 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 and First Class in both directions. Includes columns for Station, Time, Distance from Coeur d'Alene, and Car Capacity.

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 Huettlers 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. 41C August 29, 1915 Succeeding No. 41B			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	Freight	Freight	Passenger	Passenger	See Page 3 Passenger	Telegraph Offices and Calls	See Page 3 Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	Mo., We. and Fri.	Tu., Thu., Sat.				
		L 8.20AM			L 2.50PM	WCY	1592	0.0	CY.....CHENEY.....DN	128.8	Yard	A 10.57AM		A 3.50PM					
								2.6	.....W. W. P. CROSSING.....	124.2								
								10.3	.....W. W. P. CROSSING.....	116.5								
		s 8.55			s 3.15		10.4	MK.....MEDICAL LAKE.....D	118.4	28	s 10.30		s 3.15						
		f 9.25			f 3.25	W	15.5	.....DEEP CREEK.....	111.3	34	f 10.19		f 2.40					
		f 10.05			f 3.40		21.0	.....HITE.....	105.8	14	f 10.05		2.10					
		s 10.30			s 3.55	W	26.5	RH.....REARDAN.....D	100.3	41	s 9.53		s 1.40						
		f 10.55AM			f 4.13		33.9	.....MONDOVI.....	92.9	29	s 9.37		f 12.55					
		s 12.10PM			s 4.30	WY	41.4	DA.....DAVENPORT.....D	85.4	26	s 9.20		s 12.10PM						
		f 12.40			f 4.47		47.8	.....ROCKLYN.....	79.0	27	f 9.00		f 11.40AM					
		f 1.20			f 5.05		56.4	.....FELLOW.....	70.4	Spur 8	f 8.42		f 11.10					
		s 1.55			s 5.25		64.2	CR.....CRESTON.....D	62.6	28	s 8.28		s 10.40						
		s 2.30			s 5.45	W	74.2	WR.....WILBUR.....D	52.6	38	s 8.05		s 10.00						
		s 3.00			s 6.00		80.8	.....GOVAN.....	46.0	28	s 7.45		s 9.25					
		s 3.35			s 6.18	W	87.5	A.....ALMIRA.....D	39.3	33	s 7.29		s 8.55						
		f 3.50			f 6.27		91.1	.....HANSON.....	35.7	12	f 7.18		f 8.30					
		s 4.10			s 6.37		96.6	RN.....HARTLINE.....D	30.2	27	s 7.09		s 8.15						
L 4.10PM		4.45	L 6.28AM	L 6.55PM	A 6.55PM	Y	105.7	.....COULEE JCT.....	21.1	61	L 6.50AM	A 6.50AM	A 7.30PM	7.40	A 7.20AM			
A 4.20PM		A 5.00PM	A 6.35AM	A 7.05PM		WCT	108.3	C.....COULEE CITY.....D	23.7	26	L 6.45AM	L 7.20PM	L 7.30AM	L 7.10AM					
		L 7.20AM			L 7.30PM	Y	105.7	.....COULEE JCT.....	21.1	61	A 6.28AM				A 4.10PM			
		f 8.00			f 7.55		116.7	.....BACON.....	10.1	61	f 6.05				f 3.30			
							125.3	.....ADCO.....	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						4.55	0.05	0.10	8.50	0.10	1.20			
15.6	15.7	12.4	27.3	15.6	25.7						25.7	31.2	15.6	12.4	15.6	15.7			

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

- 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.
- DERAIL 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 Four Lakes and Forrey.
- No. 878 will stop on flag at Four Lakes.
- 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. 41C August 29, 1915 Succeeding No. 41B			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Davenport	STATIONS			Distance from Denny's	Car Capacity of Sidings	THIRD CLASS		
883	Freight	Freight	STATIONS	884	Freight				Freight							
Freight	Freight	Freight	Telegraph Offices and Calls	Freight	Freight	Freight										
		L 12.05PM			WY	I F 41	0.0	.....DAVENPORT.....	18.1	80	A 3.30PM				
		12.40				I E 5	4.6	.....WHEATDALE.....	13.5	8	3.05				
		1.00				I E 7	7.3	.....OMANS.....	10.8	24	2.50				
		1.25				I E 12	11.5	.....ORAVELLES.....	6.6	8	2.30				
		A 1.50PM				I E 18	18.1	.....DITMAR.....	0.0	12	L 2.00PM				
		Thursday Only									Thursday Only					
		1.45									1.30					
		10.2									12.0					

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

- 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 Ditmar.
- S or heavier engines will not exceed 10 miles per hour.

WESTWARD

SIXTH SUB-DIVISION
(FARMINGTON BRANCH)

EASTWARD

THIRD CLASS			Time Table No. 41C August 29, 1915 Succeeding No. 41B			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Belmont	STATIONS			Distance from Farmington	Car Capacity of Sidings	THIRD CLASS		
873	Freight	Freight	STATIONS	874	Freight				Freight							
Freight	Freight	Freight	Telegraph Offices and Calls	Freight	Freight	Freight										
		L 10.15AM			WY	I D 43	0.0	BM.....BELMONT.....D	6.5	45	A 11.15AM					
							5.3	.....O. W. R. & N. CROSSING.....	1.2						
		A 10.40AM				I H 7	6.5	FA.....FARMINGTON.....D	0.0	25	L 10.50AM					
		Mon. and Fri.									Mon. and Fri.					
		0.25									0.25					
		15.6									15.6					

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
Hydro.....	32.3 Miles	12
Alger.....	48.1 "	57
Stultz Spur.....	50.5 "	5
Moderie.....	77.9 "	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
Huetter.....	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
Clyde.....	107.0 "	14
Arrow Storage.....	124.0 "	15

FIFTH SUB-DIVISION		
DISTANCE FROM CHENEY.		Car Cap'y
Four Lakes.....	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
Newsipur.....	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.
 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-3	S	E-1	E-2 E-3 D-2 D-3	B	C
First Westward	Paradise to Kootenai.....	0.5	2400	1425	1375	1300				
First Eastward	Kootenai to Trout Creek.....	0.4	2900	1700	1625	1525				
	Trout Creek to Paradise.....	0.3	3300	2000	1900	1800				
Second Westward	Kootenai to Spokane.....	0.5	2400	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	3000	1700	1625	1525				
	Athol to Kootenai.....	0.3	3300	2000	1900	1800				
Third Westward	Coeur d'Alene to Blackwell...	1.9		534	526	490	295	250	200	175
	Blackwell to Allen.....	1.5		1100	1050	1000	900	875	225	190
	Allen to Hauser.....	1.5		1200	1150	1050	1025	1000	300	225
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.

MAXIMUM CLEARANCE TABLE

Paradise to Cheney	HEIGHT OF LOAD ABOVE TOP OF RAIL																Max. Height	Max. Width	
	1 ft. wide	2 ft. wide	3 ft. wide	4 ft. wide	5 ft. wide	6 ft. wide	7 ft. wide	7½ ft. wide	8 ft. wide	8½ ft. wide	9 ft. wide	9½ ft. wide	10 ft. wide	10½ ft. wide	10½ ft. wide	11 ft. wide			
	17' 9"	17' 8"	17' 6"	17' 5"	17' 3"	17' 0"	16' 10"	16' 8"	16' 6"	16' 4"	16' 3"	16' 0"	15' 10"	15' 9"	15' 6"	15' 4"	15' 0"	17' 9"	11' 6"

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. C. F. TUOMY, Genesee
DR. EARL W. HORSWELL, Oro Fino
DR. J. M. VERBERKMOES, Kooskia
Stites (S)

DR. A. S. WILLIAMS, Wilbur (S)
DR. ED. RICKARDS, Coulee City
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.

- Nos. 305 and 306 will run between Kootenai Yard and Kootenai through Passing Track. No. 306 arrives Kootenai 9:40 a. m. No. 305 leaves Kootenai 10:45 a. m.
- Nos. 1, 2, 3, 4, 41 and 42 will register at Kootenai yard 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.
- Extra trains will run via new line unless otherwise instructed, between Kildee and Trout Creek.
- 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.
- At stations Kootenai to Paradise inclusive, Agents will secure authority from Superintendent to stop train No. 2 for passengers destined Saint Paul and East.
- No. 3 stops at Belknap to let off passengers from Thompson Falls.
- Nos. 41 and 42 stop on flag at all spurs for passengers.
- Local freight trains will tie up on westward siding at Noxon.
- 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.
Thompson River Bridge 279 between Frost and Woodlin. Class W or heavier engines 8 miles per hour. All other engines 20 miles per hour.
Beaver Creek Bridge, Old Line, 5 miles West of White Pine: Twenty-five miles per hour.
Kildee for westward trains, Trout Creek for eastward trains, passing on to old line: 25 miles per hour approaching Junction Switch.
Elk Creek Bridge, 1 mile East of Heron: 25 miles per hour.
Cabinet Tunnel: 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 SUB-DIVISION SPECIAL RULES.

- YARD LIMITS**—Indicated by signs at proper locations.
- PUSHER DISTRICTS**—Between west switch Kendrick and east switch Moscow.
- Mountain grade between Kendrick and Howell.
- Special attention called to Rules 731 and 737 inclusive governing operations on mountain grade.
- DERAIL SWITCHES**—See Page 8.
- 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.
- 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 Freedom Spur Sundays.
- No. 314 will stop on flag at Freedom Spur Saturdays.
- No. 313 will stop on flag at Spokane County Farm.
- 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.

