

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 410 TABLE

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

SUNDAY, SEPTEMBER 26, 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.

JAMES SHANNON,
Trainmaster

C. P. HUNT,
Trainmaster

B. W. WALKER,
Trainmaster

J. J. BLAIR,
Chief Dispatcher

WESTWARD

EASTWARD

THIRD CLASS			SECOND CLASS			FIRST CLASS			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	Water, Fuel, Seals, Turntables and Wyes	Station Numbers	Distance from Paradise	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	L 12:35AM	WCOT	1390	0.0	PD...	PARADISE.....DN	115.6	Yard	A 9:55PM	A 6:20PM	A 1:00PM
s 6:25		11:20	s 10:12	s 2:52	f 12:44	W	1396	6.1	HO..	PLAINS.....PD	109.5	E-79 W-79	1:22	f 3:15	s 2:25
f 6:45		11:40PM	f 10:23	3:03	12:53		1404	13.2	KS..	WEEKSVILLE.....P	102.4	E-69 W-78	1:10	3:04	f 2:06
s 7:05		12:01AM	f 10:33	3:13	1:03	W	1411	20.6	DY..	EDDY.....PN	95.0	E-78 W-78	12:59	2:53	f 1:52
f 7:15		12:08	f 10:39	3:16	1:06		1413	23.1	.....	FROST.....P	92.5	71	12:54	2:49	f 1:44
f 7:35		12:30	f 10:47	3:24	1:14		1417	28.3	WN..	WOODLIN.....P	87.3	81	12:46	2:40	f 1:33
s 9:15		12:45	s 10:58	s 3:35	f 1:22	W	1420	31.6	FN..	THOMPSON FALLS..PD	84.0	E-78 W-70	12:40	s 2:35	s 1:25
f 9:30		1:05	f 11:06	3:43	1:30		1426	36.8	BK..	KILDEE.....DN	78.8	No Siding	12:32	2:25	f 1:08
f 9:35		Via New Line	f 11:08	3:45	1:32	W	1427	37.9	.....	BELKNAP.....P	77.7	71	12:30	2:23	f 1:05
s 10:20			f 11:24	f 4:00	1:44	Y	1434	44.3	WP..	WHITE PINE.....P	71.3	70	12:18	2:14	f 12:52
f 10:50		Via Old Line	f 11:33	4:09	1:52		1439	50.0	.....	VERMILION.....P	65.6	63	12:07	2:02	f 12:36
		1:09				W	1428	38.2	.....	MARMOT.....P	78.7	82	Via Old Line	Via Old Line	Via Old Line
		1:18					1431	41.9	.....	TALC.....P	75.0	89	Via Old Line	Via Old Line	Via Old Line
		1:30					1436	46.4	.....	CHILDS.....P	70.5	77	Via Old Line	Via Old Line	Via Old Line
		1:38					1439	49.3	.....	RICHARDS.....P	67.6	78	Via Old Line	Via Old Line	Via Old Line
s 11:10AM		1:57	s 11:43	f 4:15	1:57	WC	1444	52.7	J.....	TROUT CREEK...DN	62.9	78	12:03PM	1:57	12:30
12:30PM		1-4	861		863-4				.....	TUSCOR.....P	56.7	78	11:54AM	1:46	f 12:16
41-2-42		2:20	f 11:54AM	4:25	2:06		1449	58.9	TC..	FURLONG.....P	50.8	79	11:42	1:35	f 12:05PM
s 1:00		2:35	f 12:05PM	4:34	2:14		1455	64.8	.....	NOXON.....DN	46.8	E-79 W-79	11:36	1:25	s 11:54AM
f 1:30		2:50	s 12:13	4:42	2:21	W	1458	68.8	NX..	SMEAD.....P	42.0	79	11:28	1:18	f 11:41
L 7:00AM	A 2:00PM	3:05	f 12:22	4:50	2:29		1463	73.6	.....	HERON.....DN	36.6	E-78 W-79	11:20	1:10	s 11:30
f 7:15		3:25	s 12:34	5:01	2:40		1468	79.0	HR..	CABINET.....PD	30.4	78	11:10	12:59	f 11:18
s 7:35		3:40	f 12:44	5:11	2:50	W	1474	85.2	BN..	OZOMA.....P	25.6	E-77 W-56	11:02	12:51	f 11:07
s 8:00		3:50	f 12:54	5:18	3:00		1478	90.0	.....	CLARK'S FORK..PD	23.0	E-78 W-86	10:58	12:47	s 11:02
f 8:15		3:55	s 1:00	s 5:23	3:05	W	1482	92.6	CX..	DENTON.....PN	16.0	78	10:50	12:39	f 10:50
s 8:45		4:10	f 1:09	5:30	3:14		1489	97.6	D...	HOPE.....PD	13.4	E-79 W-85	10:42	12:31	s 10:36
f 9:00		4:20	s 1:21	f 5:42	3:22	W	1492	102.2	H...	ODEN.....P	6.3	79	10:32	12:20	f 10:21
s 9:15		4:35	f 1:34	5:54	3:34		1499	109.3	.....	KOOTENAI.....PD	1.0	Yard	10:25	12:12	s 10:10
11:25		4:55	s 1:45	s 6:05	3:44		1503	114.6	KN..	KOOTENAI YARD..DN	0.0	Yard	10:23AM	11:10AM	10:07AM
2-42-606		A 5:00AM	A 1:47PM	A 6:07PM	A 3:47AM	WCOT	1504	115.6	KY..				Daily	Daily	Daily
f 11:40		6:00	Daily	Daily	Daily							Daily	Daily	Wed., Fri., Sun.	Tu., Thu., Sat.
f 11:55AM		6.00	3:47	3:27	3:12				Time over Subdivision.			6:35	7:30	7.00	6.45
A 12:05PM		16.7	30.5	33.5	36.1				Average Speed per Hour.			17.8	15.6	9.8	6.9
5.05	8.00														
9.2	9.0														

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
Standard Clocks

Paradise and Kootenai Yard

WESTWARD

SECOND SUB-DIVISION (MAIN LINE)

THIRD CLASS				SECOND CLASS			Water, Fuel, Seales, Turntables and Wyes	Station Numbers	Distance from Kootenai Yard	Time Table No. 41D September 26, 1915 Succeeding No. 41C		Distance from Cheney	Car Capacity of Sidings	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	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	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily
			L 6.30AM			L 5.30AM	WCOT	1504	0.0	KY.. KOOTENAI YARD	DN	86.8	Yard	L 3.47AM	L 6.07PM	L 1.47PM	L 10.47AM							
			s 6.45			5.40	W	1507	2.0	SA.. SAND POINT	PD	84.8	E-59 W-67	f 3.51	s 6.10	s 1.51	s 10.52							
			f 7.05			5.55		1510	5.4	.. LIGNITE	P	81.4	80	4.00	6.20	1.59	f 11.04							
			s 7.25			6.10		1513	9.1	.. ALGOMA	P	77.7	78	4.05	6.26	2.06	f 11.14							
			s 8.00			6.35	W	1520	15.9	CO.. COCOLALLA	PD	70.9	E-78 W-78	4.20	6.37	2.16	s 11.30							
			f 8.44			6.50		1524	20.9	CW.. CAREYWOOD	PN	65.9	79	4.28	6.45	2.24	f 11.41							
			s 9.00			7.00	W	1530	23.6	GE.. GRANITE	PD	63.2	E-78 W-78	4.32	6.50	2.28	s 11.46							
			f 9.47			7.30	Y	1535	30.5	AX.. ATHOL	PD	56.3	E-78 W-78	4.45	7.03	2.42	s 11.59AM							
			s 10.30			7.50		1543	37.9	RS.. RAMSEY	DN	48.9	87	4.57	7.14	2.52	f 12.12PM							
			f 10.55			8.05	W	1549	43.5	RD.. RATHDRUM	DN	43.3	78	f 5.06	s 7.26	s 3.03	s 12.25							
		See Page 6	s 11.25			8.42	CYW	1557	50.4	AU.. HAUSER	PD	36.4	E-78 W-78	5.16	7.36	3.13	s 12.37	L 7.00AM	L 3.30PM					
			L 10.50AM			8.55		1561	56.3	OTIS ORCHARDS	P	30.5	E-78 W-78	5.26	7.43	3.23	s 12.48	s 7.12	s 3.42					
			f 11.05			9.20		1564	59.2	VELOX	DN	27.6	78	5.31	7.48	3.28	f 12.54	f 7.18	f 3.48					
			s 11.45			9.35		1567	62.2	IRVIN	PD	24.6	59	5.36	7.54	3.33	s 1.00	s 7.25	s 3.55					
			f 11.55AM			9.50		1573	66.0	PARKWATER	P	20.8	Yard	5.42	8.02	3.38	f 1.10	f 7.32	s 4.02					
			L 8.00AM			10.00AM		1574	67.0	YARDLEY	DN	19.8	Yard	5.44	8.06	3.40	s 1.13	s 7.34	s 4.04					
			s 8.20			9.30	WCOT	1576	70.5	SPOKANE	DN	16.3	Yard	6.00	8.20	3.55	A 1.30PM	A 7.45AM	A 4.15PM	L 8.15AM	L 4.00PM	L 2.00PM	L 7.00PM	L 9.10PM
			f 8.35			7.30		1579	73.7	HANGMAN	P	13.1	No Sdg.	6.32	8.52	4.27				8.25	4.10	2.10	7.07	9.17
			s 8.55			8.00	WY	1585	79.5	MARSHALL	DN	7.3	E-33 W-32	6.43	9.05	4.42				A 8.45AM	A 4.25PM	s 2.24	7.23	A 9.35PM

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	Time over Subdivision	Average Speed per Hour	1	3	41	305	307	309	311	313	315	317	319
				0.45	1.15	6.15			2.53	2.53	2.53	2.43	0.45	0.45	0.30	0.25	0.45	0.43	0.25
13.9	18.7	13.2	7.2	16.6	10.0	13.8			30.1	30.1	30.1	25.9	26.8	26.8	18.0	21.6	21.8	22.7	21.6

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

- REGISTERING STATIONS**—Kootenai yard, Cheney, Yardley for freight; trains Standard Clocks Spokane for passenger trains.
- DERAIL SWITCHES**—See Page 8.
- YARD LIMITS**—Indicated by signs at proper locations.
- LAP SIDINGS**—Cocolalla, Granite, Athol, Hauser, Otis Orchards. Trains taking siding head in at lap.
- CROSSOVER**—Steno, Irvin, 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. Railway from Junction switch Marshall to west switch at Mock.
- MAXIMUM GRADES**—Between Spokane and Cheney.

- 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.
Pend 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.
Granite Tunnel: Thirty 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 SUB-DIVISION (MAIN LINE)

EASTWARD

FIRST CLASS											Time Table No. 41D September 26, 1915 Succeeding No. 41C			SECOND CLASS					THIRD CLASS															
320	318	316	314	312	310	308	306	42	4	2	Water, Fuel, Seales, Tables and Wyes	Station Numbers	Distance from Kootenai Yard	STATIONS Telegraph Offices and Calls	Distance from Cheney	Car Capacity of Sidings	602		604		606		662		664		866		868		870		896	
S.P.& S. 2 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	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	W O T						Daily	Daily	Daily	Ex. Mon.	Daily	Mo., We. and Fri.	Ex. Sun.	Mo., We. and Fri.	Tu., Thu., Sat.									
							A 9:38 AM	A 10:07 AM	A 12:10 AM	A 10:23 AM		1504	0.0	KY..KOOTENAI YARD..DN	86.8	Yard	A 2:50 PM		A 4:50 AM		A 5:00 PM													
							s 9:30	s 10:02	s 12:05 AM	f 10:20		1507	2.0	SA... SAND POINT.....PD	84.8	E-59 W-67	2:35		4:30			s 4:45												
							f 9:18	9:51	11:59 PM	10:11		1510	5.4	...LIGNITE.....P	81.4		2:20		4:00			f 4:15												
							f 9:12	9:46	11:54	10:06		1513	9.1	...ALGOMA.....P	77.7		2:06		3:35			s 3:55												
							s 8:57	9:36	11:46	9:57		1520	15.9	CO.. COCOLALLA.....PD	70.9	E-78 W-78	1:45		3:15			s 3:15												
							f 8:44	9:29	11:39	9:51		1524	20.9	CW.. CAREYWOOD.....PN	65.9		1:30		2:55			f 2:40												
							s 8:37	9:26	11:35	9:47		1530	23.6	GE.. GRANITE.....PD	63.2	E-78 W-78	1:20		2:45			s 2:28												
							s 8:25	9:16	11:26	9:37		1535	30.5	AX.. ATHOL.....PD	56.3	E-78 W-78	1:00		2:25			s 1:00												
							f 8:10	9:06	11:15	9:25		1543	37.9	RS.. RAMSEY.....DN	48.9		12:35		1:45			f 12:12 PM												
					See Page 6	See Page 6	s 8:00	s 8:55	s 11:06	9:15		1549	43.5	RD.. RATHDRUM.....DN	43.3		12:17 PM		1:05			s 11:30 AM		See Page 6										
							A 6:10 PM	A 12:01 PM	s 7:47	8:42		1557	50.4	AU... HAUSER.....PD	36.4	E-78 W-78	11:55 AM		12:25 AM		s 10:15	A 4:30 AM												
							s 5:58	s 11:45 AM	s 7:35	8:32		1561	56.3	...OTIS ORCHARDS...P	30.5	E-78 W-78	11:30		11:50 PM		s 9:55	4:22												
							f 5:52	f 11:38	f 7:29	8:27		1564	59.2	V... VELOX.....DN	27.6		11:20		11:40		s 9:40	4:13												
							s 5:46	s 11:32	s 7:23	8:22		1567	62.2	TR.. IRVIN.....PD	24.6		11:15		11:20		s 9:25	4:08												
							f 5:40	f 11:26	f 7:16	8:15		1573	66.0	...PARKWATER...P	20.8		11:00		10:55		f 9:05	4:03												
							s 5:38	s 11:24	s 7:10	8:10		1574	67.0	YD.. YARDLEY...DN	19.8		10:50	A 6:15 AM	10:45 PM	A 5:55 AM	A 6:20 AM	L 9:00 AM	L 4:00 AM	A 2:40 PM	A 5:10 PM									
							L 5:30 PM	L 11:15 AM	L 7:00 AM	8:00		1576	70.5	SF...O. W. R. & N. Crossing Trk. Con. 1.8 Intlkg.	18.1																			
A 9:45 PM	A 4:30 PM	A 11:35 AM	A 6:55 PM	A 2:45 PM			s 7:40	s 10:00	s 8:05		1579	73.7	...HANGMAN...P	13.1	No Sdg.	8:20	5:40	5:25	5:50			2:10	4:40											
L 9:20 PM	f 4:05	s 11:14	L 6:30 PM	L 2:20 PM			7:20	9:37	7:42		1585	79.5	MR.. MARSHALL...DN	7.3	E-33 W-82	L 8:05 AM	5:25		L 5:10 AM	L 5:35 AM			L 1:55 PM	4:25										
TRAINS BETWEEN MARSHALL AND CHENEY ARE OPERATED UNDER BLOCK CARD SYSTEM.															SEE SPECIAL RULES PAGE 4																			
	L 3:50 PM	L 10:57 AM					L 7:05 AM	L 9:25 PM	L 7:30 AM		1592	86.8	CY.. CHENEY.....DN	0.0		L 5:05 AM									L 4:00 PM									
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily							Daily	Daily	Daily	Ex. Mon.	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	2.42	2.30							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	32.0	34.7							17.6	16.9	11.0	16.6	16.6	8.3	33.2	16.6	17.1										
															Average Speed Per Hour																			

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. 41D September 26, 1915 Succeeding No. 41C. Table with columns for Third Class, Second Class, First Class, and STATIONS. Includes station names like Marshall, Dynamite, Spangle, Plaza, North Pine, Rosalia, Donahue, McCoy, Oakesdale, Belmont, Eden, Garfield, Cedar Creek, Palouse, Fallon, Whelan, Pullman, Sunshine, Moscow, Joell, 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 with columns for Westward and Eastward times. Includes rows for 'Time over Subdivision' and 'Average Speed per Hour'.

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

- 1. BULLETIN STATIONS—Spokane, Marshall, Moscow, 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) and First Class (325, 326, 876) 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.

- 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) and First Class (309, 307, 308, 310, 868) with columns for stations, times, and distances.

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

- 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 Huetters 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.

WESTWARD.

NINTH SUB-DIVISION (SEATTLE BRANCH)

EASTWARD.

Table for Fifth Sub-Division (Washington Central Branch) showing train schedules for Third Class and First Class in both Westward and Eastward directions. Includes columns for station numbers, distances, and times.

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

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

Table for Ninth Sub-Division (Seattle Branch) showing train schedules for Third Class in both Westward and Eastward directions. Includes columns for station numbers, distances, and times.

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

- 21. REGISTERING STATIONS—Davenport.
22. Engineers will not consult register except at initial or starting point. See Rule 83 A.
23. No. 883 has right over No. 884 Davenport to Ditmar.
24. S or heavier engines will not exceed 10 miles per hour.

WESTWARD SIXTH SUB-DIVISION (FARMINGTON BRANCH) EASTWARD

Table for Sixth Sub-Division (Farmington Branch) showing train schedules for Third Class in both Westward and Eastward directions. Includes columns for station numbers, distances, and times.

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

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

COMMERCIAL SPURS.

FIRST SUB-DIVISION			THIRD SUB-DIVISION			FIFTH SUB-DIVISION		
DISTANCE FROM PARADISE.		Car Cap'y	DISTANCE FROM HAUSER.		Car Cap'y	DISTANCE FROM CHENEY.		Car Cap'y
Hydro.....	32.3 Miles	12	Huetter.....	9.4 Miles	10	Four Lakes.....	6.4 Miles	8
Reader.....	41.8 "	5	Wrights.....	9.8 "	30	Carr.....	101.3 "	5
Alger.....	48.1 "	57	Gibbs.....	11.7 "	15	Forrey.....	122.1 "	8
Stultz Spur.....	50.5 "	5	FOURTH SUB-DIVISION			SIXTH SUB-DIVISION		
Moderie.....	77.9 "	5	DISTANCE FROM MARSHALL.		Car Cap'y	DISTANCE FROM BELMONT.		Car Cap'y
Cedar Spur.....	82.6 "	50	Marshall Quarry Spur.....	2.2 Miles	40	Hayfield.....	2.8 Miles	4
Dorite.....	88.1 "	5	Cospur.....	13.0 "	7	SEVENTH SUB-DIVISION		
Lane Potter.....	92.3 "	42	Freedom.....	15.7 "	5	DISTANCE FROM PULLMAN JUNCTION.		Car Cap'y
Kolliner.....	106.5 "	7	Broadview.....	27.9 "	8	Busby's.....	1.8 Miles	8
Culver.....	112.2 "	10	Kelly's.....	40.5 "	7	EIGHTH SUB-DIVISION		
Boyer.....	114.7 "	15	Pullman.....	73.8 "	6	DISTANCE FROM ARROW.		Car Cap'y
SECOND SUB-DIVISION			Hagen.....	85.2 "	16	Fir Bluff.....	7.3 Miles	5
DISTANCE FROM KOOTENAI.		Car Cap'y	Troy Brick Yard.....	99.3 "	10	Magills.....	22.5 "	10
Sagel.....	8.7 Miles	10	Troy Log.....	100.3 "	6	Dunlap.....	28.2 "	10
Dufort.....	12.3 "	12	Clyde.....	107.0 "	14	Penoyers.....	33.3 "	4
Petit.....	13.9 "	18	Arrow Storage.....	124.0 "	15	Newspur.....	50.2 "	40
King's.....	22.6 "	6	NINTH SUB-DIVISION			DISTANCE FROM DAVENPORT.		Car Cap'y
North Pole.....	35.2 "	4	Frys.....		8.8 Miles	4		
Calispel.....	41.4 "	8						
Dean.....	46.5 "	4						
Moab.....	54.9 "	11						
Steno.....	61.9 "	18						
Sand Spur.....	73.3 "	5						

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.
Calispel.....	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							B	C	
			W-1	S-4	S-1 S-2 S-3	S	E-1	E-2 E-3 D-2 D-3				
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	0.7	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	0.8		1100	1050	1000	900	875	225	190		
	Allen to Hauser	0.7		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 Jet	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. Leaving terminal conductors will be furnished statement of machine tons in their train and will fill out the difference between this and the intermediate rating, using machine tonnage as shown below.

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.

When scale weight is	Use	When scale weight is	Use	When scale weight is	Use
15	21	38	38	62	56
16	22	39	39	63	57
17	23	40	40	64	57
18	23	41	41	65	58
19	24	42	42	66	59
20	25	43	42	67	59
21	26	44	43	68	60
22	26	45	44	69	60
23	27	46	45	70	61
24	27	47	46	71	61
25	28	48	46	72	62
26	29	49	47	73	62
27	30	50	48	74	63
28	30	51	49	75	63
29	31	52	50	76	64
30	32	53	50	77	64
31	33	54	51	78	64
32	34	55	52	79	65
33	34	56	52	80	65
34	35	57	53	81	66
35	36	58	54	82	66
36	37	59	54	83	66
37	38	60	55	84	67
		61	56	85	67

MAXIMUM CLEARANCE TABLE

Paradise to Cheney	HEIGHT OF LOAD ABOVE TOP OF RAIL																		
	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	11 ft. wide	11½ ft. wide	Max. Height	Max. Width	
	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. L. M. THOMPSON, Reardan
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.

1. 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.
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.
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.

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.

