

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**IDAHO DIVISION**

# **TIME 42A TABLE**

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

**SUNDAY, NOVEMBER 18, 1917**

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**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.

TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	Ruling Grade %	CLASS OF ENGINE							
			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	1800	1700	1400				
First Eastward	Kootenai to Trout Creek.....	0.4+	2900	2000	1850	1750				
	Trout Creek to Paradise.....	0.3	3300	2150	1950	1850				
Second Westward	Kootenai to Spokane.....	0.5	2400	1800	1700	1400				
	Spokane to Marshall.....	1.1	1200	900	860	825				
	Marshall to Cheney.....	1.0	1350	975	935	895				
Second Eastward	Cheney to Spokane.....	0.7	1800	1200	1150	1100				
	Spokane to Athol.....	0.4	3000	2100	1900	1800				
	Athol to Kootenai.....	0.3	3300	2150	1950	1850				
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	725	690
	Allen to Hauser.....	0.7		1200	1150	1100	1000	900	800	700
Third Eastward	Hauser to Blackwell.....	1.5		677	666	621	375	330	315	250
	Blackwell to Coeur d'Alene...	1.5		677	666	621	375	330	315	250
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		1800	1700	1400	1200	1100	1000	900
	Arrow to Kendrick.....	0.8		1100	1050	1000	900	875	725	690
	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		677	666	621	375	330	315	250
	Pullman to Belmont.....	1.1		900	860	825	495	420	400	315
	Belmont to Oakesdale.....	0.5		1800	1700	1400	1200	1100	1000	900
	Oakesdale to Spangle.....	1.0		975	935	895	540	480	450	360
	Spangle to Marshall.....	0.6		1600	1500	1300	1100	1000	900	800
	Fifth Westward	Cheney to Medical Lake.....	1.1		900	860	825	495	420	400
Medical Lake to Creston.....		1.2		805	770	740	475	390	345	275
Creston to Almira.....		0.7		1200	1150	1100	1000	900	800	700
Almira to Hanson.....		1.3		774	761	710	430	350	325	265
Hanson to Coulee Jct.....		Down		SIXTY CARS						
Fifth Eastward	Coulee Jct. to Adrian.....	0.5		1800	1700	1400	1200	1100	1000	900
	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
Sixth Westward	Creston to Cheney.....	1.0		975	935	895	540	480	450	360
	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		1100	1050	1000	900	875	725	690
	Johnsons to Colton.....	1.3		774	761	710	430	350	325	265
	Colton to Genesee.....	0.5		1800	1700	1400	1200	1100	1000	900
Seventh Eastward	Genesee to Colton.....	0.5		1800	1700	1400	1200	1100	1000	900
	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					1400	1200	1100	1000
Eighth Eastward	Stites to Arrow.....	Down		SIXTY CARS						
Ninth Westward	Davenport to Ditmar.....	1.0		975	935	895	540	480	450	360
Ninth Eastward	Ditmar 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 terminals 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	19	38	38	62	55
16	20	39	39	63	56
17	21	40	40	64	56
18	21	41	41	65	57
19	22	42	41	66	57
20	23	43	42	67	58
21	24	44	43	68	59
22	25	45	44	69	59
23	26	46	45	70	60
24	26	47	45	71	60
25	27	48	46	72	61
26	28	49	47	73	61
27	29	50	48	74	62
28	30	51	49	75	62
29	31	52	49	76	63
30	31	53	50	77	64
31	32	54	51	78	64
32	33	55	51	79	65
33	34	56	52	80	65
34	35	57	53	81	66
35	36	58	53	82	66
36	37	59	54	83	67
37	37	60	54	84	67
		61	55	85	68

FIRST SUBDIVISION SPECIAL RULES

- All trains using new line between Kildee and Trout Creek will come to full stop before passing junction switch unless furnished a train order stating that all superior trains due have arrived or left.
- Extra trains will run via new line between Kildee and Trout Creek, unless otherwise instructed.
- Trains using line opposite to that provided for on time table between Kildee and Trout Creek will secure clearance before passing junction switch.
- Westward freight trains will stop head end of train or double over west end Kootenai Yard to leave 100 feet of clearance, and set up sufficient hand brakes to keep head end of train from running down to foul lead.
- Local trains will tie up on westward siding at Noxon.
- At stations Kootenai to Paradise, agents will secure authority from Superintendent to stop train No. 2 for passenger destined St. Paul and east.
- Nos. 41 and 42 will stop on flag at all spurs for passengers.
- No. 3 will stop at Belknap and Heron to let off passengers from Thompson Falls.
- Trains Nos. 305 and 306 will run between Kootenai Yard and Kootenai through passing track. No. 306 will arrive Kootenai 9:20 A. M. No. 305 will depart Kootenai 10:40 A. M.
- SEE SPECIAL RULES, PAGES 7, 8, 9 and 10

**WESTWARD**

**EASTWARD**

THIRD CLASS			SECOND CLASS		FIRST CLASS			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Paradise	Time Table No. 42A			Distance from Kootenai Yard	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS		THIRD CLASS	
863			603		41 3 1						Nov. 18, 1917 Succeeding No. 42					2 4 42			606		862 864	
Way Freight	Way Freight		Freight		Passenger	Passenger	Passenger				STATIONS					Passenger	Passenger	Passenger	Freight		Way Freight	Way Freight
Wed., Fri., Sun.	Tu., Thu., Sat.		Daily		Daily	Daily	Daily				Telegraph Offices and Calls					Daily	Daily	Daily	Daily		Wed., Fri., Sun.	Tu., Thu., Sat.
L 6.00AM			L11.00PM		L10.00AM	L 2.40PM	L12.35AM	WCOT	1390	0.0	PD..	..PARADISE.....DN 6.1	115.6	Yard	A <sup>s</sup> 1.35PM	A <sup>s</sup> 3.30AM	A <sup>s</sup> 1.55PM	A 6.20PM	A 1.00PM			
s 6.25			11.18		s10.12	s 2.52	f12.44		1396	6.1	HO..	..PLAINS.....DN 7.1	109.5	E-79 W-79	1.22	f 3.15	s 1.40	6.00	s12.10PM			
f 6.45			11.36		f10.23	3.03	12.53		1404	13.2	KS..	WEEKSVILLE.....P 7.4	102.4	E-69 W-78	1.10	3.04	f 1.22	5.35	s11.25AM			
s 7.05			11.56PM		f10.33 882	3.13	1.03	W	1411	20.6	DY..	...EDDY.....DN 2.5	95.0	E-78 W-78	12.59	2.53	f 1.09	5.10	s10.33 41			
f 7.15			12.02AM		f10.39	3.16	1.06		1413	23.1	.....	...FROST.....P 5.2	92.5	71	12.54	2.49	f 1.01	5.00	f10.20			
f 7.35			12.15		f10.47	3.24	1.14		1417	28.3	WN.	...WOODLIN.....P 3.3	87.8	81	12.46	2.40	f12.50	4.40	f 9.55			
s 9.15			12.25		s10.58	s 3.35	f 1.22	W	1420	31.6	FN..	THOMPSON FALLS.. 5.2 PD	84.0	E-78 W-70	12.40 42	s 2.35	s12.40 2	4.30	s 9.35			
f 9.30			12.40		f11.06	3.43 806	1.30		1426	36.8	BK..	...KILDEE.....DN 1.1	78.8	No Sidings	12.32	2.25	f12.23	4.05 3	f 9.10			
f 9.35			Via New Line		f11.08	3.45	1.32		1427	37.9	.....	...BELKNAP..... 6.4	77.7	71	12.30	2.23	f12.19	Via New Line	Via New Line			
s10.20				f11.24	f 4.00	1.44	Y	1434	44.3	WP..	WHITE PINE .. 5.7	71.3	70	12.18	2.14	f12.06PM						
f10.50				f11.33	4.09	1.52		1439	50.0	.....	VERMILION .. 2.7	65.6	63	12.07	2.02	f11.49AM						
Via Old Line			12.45		Via Old Line	Via Old Line	Via Old Line	W	1428	38.2	.....	...MARMOT... 3.7	78.7	82	Via Old Line	Via Old Line	Via Old Line	4.00	f 8.55			
			12.55					1431	41.9	.....	...TALC..... 4.5	75.0	89	3.50				f 8.40				
			1.08					1436	46.4	.....	...CHILDS..... 2.9	70.5	77	3.35				f 8.20				
			1.15					1439	49.3	.....	...RICHARDS... 4.7	67.6	78	3.28				f 8.05				
s11.10AM 12.05PM 41-2-42			1.28		s11.43 42-881	f 4.15	1.57 4	WC	1444	52.7	J....	TROUT CREEK...DN 6.2	62.9	78	12.03PM 861	1.57 1	s11.43 861-41	3.15	s 7.45			
s12.45			1.48 4		f11.54AM 2	4.25	2.06		1449	58.9	TC..	...TUSCOR.....P 5.9	56.7	78	11.54AM 41	1.48 803	f11.29	2.45	s 7.00			
f 1.30			2.05		f12.05PM	4.34	2.14		1455	64.8	.....	...FURLONG.....P 4.0	50.8	79	11.42	1.38	f11.18	2.20	f 6.25			
L 7.00AM	A 2.00PM 806		2.21 1		s12.13	4.42	2.21 863	W	1458	68.8	NX..	...NOXON.....DN 4.8	46.8	E-79 W-79	11.36	1.32	s11.07	2.00 861-864	L 6.00AM			
f 7.15			2.35		f12.22	4.50	2.29		1463	73.6	.....	...SMEAD.....P 5.4	42.0	79	11.28	1.24	f10.54	1.40	f12.55			
s 7.35			2.55		s12.34 884	5.01	2.40		1468	79.0	HR..	...HERON.....DN 6.2	36.6	E-78 W-79	11.20	1.15	s10.43	1.25	s12.34PM 41			
s 8.00			3.10		f12.44 806	5.11	2.50	W	1474	85.2	BN..	...CABINET.....DN 4.8	30.4	78	11.10	1.06	f10.31	12.44 41	s11.45AM			
f 8.15			3.22		f12.54	5.18	3.00		1478	90.0	.....	...OZOMA.....P 2.6	25.6	E-77 W-56	11.02	12.58	f10.20	12.05PM	f11.15			
s 8.45			3.28		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	12.54	s10.15 864	11.59AM	s11.00 10.10 2-42			
f 9.00			3.41		f 1.09	5.32	3.14		1489	97.6	D...	...DENTON.....P 4.6	18.0	78	10.50	12.46	f10.03	11.45	f 9.40			
s 9.15 11.25 2-42-806			3.56		s 1.21	s 5.42	3.22	W	1492	102.2	H...	...HOPE.....DN 7.1	13.4	E-79 W-85	10.42 863	f12.38	s 9.51 863	11.25 863	s 9.20			
f11.40			4.15		f 1.34	5.54	3.32		1499	109.3	.....	...ODEN.....P 5.3	6.3	79	10.32	12.29	f 9.36	11.10	f 7.30			
f11.55AM			4.30		s 1.45	s 6.05	3.42		1503	114.6	KN..	...KOOTENAI.....PD 1.0	1.0	Yard	10.25	12.22	s 9.25	10.55	f 7.05			
A12.05PM			A 4.35AM		A 1.47PM	A 6.07PM	A 3.44AM	WCOT	1504	115.6	KY..	KOOTENAI YARD..DN 0.0	0.0	Yard	L10.23AM	L12.20AM	L 9.22AM	L10.50AM	L 7.00AM			
Wed., Fri., Sun.	Tu., Thu., Sat.		Daily		Daily	Daily	Daily								Daily	Daily	Daily	Daily	Wed., Fri., Sun.	Tu., Thu., Sat.		
2.55	6.40		5.35		3.47	3.27	3.09								3.12	3.10	4.33	7.30	7.00	5.55		
16.0	10.3		20.9		30.5	33.5	36.7								36.1	36.5	25.4	15.6	9.8	7.9		
								Time over Subdivision.														
								Average Speed per Hour.														

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

SEE SPECIAL RULES, PAGES I, 7, 8, 9 and 10

# Northern Pacific Railway Company

Office of Superintendent Idaho Division

Spokane, Washington, April 19, 1918. 191 8.

Circular No. 18

All Concerned:

Effective at once, during the continuance of Time Table No. 42-A, train No-Three (No-3) will be a flag stop at Tuscoc for passengers getting on at Missoula and at Thompson Falls.

J. L. De Force,  
Superintendent.

Superintendent.

## WESTWARD

THIRD CLASS		SECOND CLASS	
863	861		603
Way Freight	Way Freight		Freight
Wed., Fri., Sun.	Tu., Thu., Sat.		Daily
	L 6.00AM		L 11.00PM
	s 6.25		11.18
	f 6.45		11.36
	s 7.05		11.56PM
	f 7.15		12.02AM
	f 7.35		12.15
	s 9.15		12.25
	f 9.30		12.40
	f 9.35		
	s 10.20		
	f 10.50		
		Via New Line	
			12.45
			12.55
			1.08
			1.15
			1.28
	s 11.10AM 12.05PM 41-2-42		1.48
	s 12.45		2.05
	f 1.30		2.21
L 7.00AM	A 2.00PM 606		2.35
f 7.15			2.55
s 7.35			3.10
s 8.00			3.22
f 8.15			3.28
s 8.45			3.41
f 9.00			3.56
s 9.15 11.25 2-42-806			4.15
f 11.40			4.30
f 11.55AM			
A 12.05PM		A 4.35AM	
Wed., Fri., Sun.	Tu., Thu., Sat.		Daily
2.55	6.40		5.35
16.0	10.3		20.9

## EASTWARD

SECOND CLASS		THIRD CLASS	
606		862	864
Freight		Way Freight	Way Freight
Daily		Wed., Fri., Sun.	Tu., Thu., Sat.
A 6.20PM		A 1.00PM	
6.00		s 12.10PM	
6.35		s 11.25AM	
5.10		s 10.33 41	
5.00		f 10.20	
4.40		f 9.55	
4.30		s 9.35	
4.05 3		f 9.10	
	Via New Line		Via New Line
4.00		f 8.55	
3.50		f 8.40	
3.35		f 8.20	
3.28		f 8.05	
3.15		s 7.45	
2.45		s 7.00	
2.20		f 6.25	
2.00 861-804		L 6.00AM 806	A 1.45PM 806
1.40			f 12.55
1.25			s 12.34PM 41
12.44 41			s 11.45AM
12.05PM			f 11.15
11.59AM			s 11.00 10.10 2-42
11.45			f 9.40
11.25 863			s 9.20
11.10			f 7.30
10.55			f 7.05
L 10.50AM			L 7.00AM
Daily		Wed., Fri., Sun.	Tu., Thu., Sat.
7.30		7.00	5.55
15.6		9.8	7.9

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

SEE SPECIAL RULES, PAGES 1, 7, 8, 9 and 10

Daily	Daily	Daily	Daily	Daily	Daily	Daily
3.47	3.27	3.09			3.12	3.10
30.5	33.5	36.7			36.1	36.5
					4.33	25.4
					Time over Subdivision.	
					Average Speed per Hour.	

# Northern Pacific Railway Company

Office of Superintendent **Idaho-** Division

**Spokane, Washington, February 20, 1918, 1918-**

No. **3-**

All Concerned:

Effective **At Once-** during the continuance of Time Table No. **42-A,**

**Hexgn will be a flag stop for train No-Three.**

**J. L. De Foe,**  
Superintendent.

## WESTWARD

THIRD CLASS		SECOND CLASS	
863	861		603
Way Freight Wed., Fri., Sun.	Way Freight Tu., Thu., Sat.		Freight Daily
	L 6.00AM		L 11.00PM
	s 6.25		11.18
	f 6.45		11.36
	s 7.05		11.56PM
	f 7.15		12.02AM
	f 7.35		12.15
	s 9.15		12.25
	f 9.30		12.40
	f 9.35		
	s 10.20		
	f 10.50		
	Via Old Line		Via New Line
			12.45
			12.55
			1.08
			1.15
			1.28
	s 11.10AM 12.05PM 41-2-42		1.48
	s 12.45		2.05
	f 1.30		2.21
L 7.00AM	A 2.00PM 606		2.35
f 7.15			2.55
s 7.35			3.10
s 8.00			3.22
f 8.15			3.28
s 8.45			3.41
f 9.00			3.56
s 9.15 11.25 2-42-606			4.15
f 11.40			4.30
f 11.55AM			4.35AM
A 12.05PM			
Wed., Fri., Sun.	Tu., Thu., Sat.	Daily	Daily
2.55	6.40	5.35	3.47
16.0	10.3	20.9	3.27
			3.09
			30.5
			33.5
			36.7
			Time over Subdivision.
			8.12
			Average Speed per Hour.
			36.1
			36.5
			25.4

## EASTWARD

SECOND CLASS		THIRD CLASS	
606		862	864
Freight		Way Freight Wed., Fri., Sun.	Way Freight Tu., Thu., Sat.
Daily			
A 6.20PM		A 1.00PM	
6.00		s 12.10PM	
6.35		s 11.25AM	
5.10		s 10.33 41	
5.00		f 10.20	
4.40		f 9.55	
4.30		s 9.35	
4.05		f 9.10	
Via New Line		Via New Line	
4.00		f 8.55	
3.50		f 8.40	
3.35		f 8.20	
3.28		f 8.05	
3.15		s 7.45	
2.45		s 7.00	
2.20		f 6.25	
2.00 861-864		L 6.00AM	A 1.45PM 606
1.40			f 12.55
1.25			s 12.34PM 41
12.44 41			s 11.45AM
12.05PM			f 11.15
11.59AM			s 11.00 10.10 2-42
11.45			f 9.40
11.25 863			s 9.20
11.10			f 7.30
10.55			f 7.05
L 10.50AM			L 7.00AM
Daily		Wed., Fri., Sun.	Tu., Thu., Sat.
7.30		7.00	5.55
15.6		9.8	7.9

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

**SEE SPECIAL RULES, PAGES 1, 7, 8, 9 and 10**

WESTWARD

SECOND SUB-DIVISION (MAIN LINE)

THIRD CLASS				SECOND CLASS			STATIONS	FIRST CLASS										
895	869	867	865	663	661	603	Time Table No. 42A November 18, 1917 Succeeding No. 42	1	3	41	305	307	311	313	315	317	319	
Way Freight	Way Freight	Way Freight	Way Freight	S.P. & S.75 Freight	Freight	Freight	STATIONS	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	Telegraph Offices and Calls	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	
			L 6.30 AM			L 5.30 AM	WCOT	1504	0.0	KY..KOOTENAI YARD..DN	86.8	Yard	L 3.44 AM	L 6.07 PM	L 1.47 PM	L 10.47 AM		
			s 6.45			5.40	W	1507	2.0	SA.. SAND POINT.....PD	84.8	E-59 W-67	s 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	11.04		
			s 7.25			6.10		1513	9.1	...ALGOMA.....P	77.7	78	4.06	6.26	2.06	11.14		
			s 7.55			6.35	W	1520	15.9	CO.. COCOLALLA.....DN	70.9	E-78 W-78	4.20	6.37	2.16	11.30		
			f 8.23			6.50		1524	20.9	CW.. CAREYWOOD.....P	65.9	79	4.28	6.45	2.24	11.41		
			s 8.44			7.00	W	1530	23.6	GE.. GRANITE.....PD	63.2	E-78 W-78	4.32	6.50	2.28	11.46		
			f 8.44			7.30	Y	1535	30.5	AX.. ATHOL.....DN	56.3	E-78 W-78	4.45	7.03	2.42	11.59 AM		
			s 9.47			7.50		1543	37.9	RS.. RAMSEY.....DN	48.9	87	4.57	7.14	2.52	12.12 PM		
			f 10.30			8.10	W	1549	43.5	RD.. RATHDRUM.....DN	43.3	78	5.06	7.26	3.03	12.25		
			f 10.55			8.42	CYW	1557	50.4	AU.. HAUSER.....PD	36.4	E-78 W-78	5.16	7.36	3.13	12.37	L 6.58 AM	
			s 11.25 AM			8.55		1561	56.3	OTIS ORCHARDS..P	30.5	E-78 W-78	5.26	7.43	3.23	12.48	s 7.10	
			L 10.50 AM			9.20		1564	59.2	...VELOX.....DN	27.6	78	5.31	7.48	3.28	12.54	f 7.16	
			f 11.05			9.35		1567	62.2	TR.. IRVIN.....PD	24.6	59	5.36	7.54	3.33	s 1.00	s 7.23	
			f 11.15			9.50		1573	66.0	PARKWATER. 1.0	20.8	Yard	5.42	8.02	3.38	f 1.10	f 7.30	
			s 11.45			10.00		1574	67.0	..YARDLEY... 1.7	19.8	Yard	5.44	8.06	3.40	s 1.13	s 7.34	
			f 11.55 AM			10.45		68.7		O. W. R. & N. Crossing	18.1							
			L 8.00 AM			9.30		1576	70.5	SF..... SPOKANE... 3.2	16.3	Yard	s 6.00	s 8.20	s 3.55	A 1.30 PM	A 7.45 AM	
			L 6.00 AM			9.30		1579	73.7	..HANGMAN... 5.8	13.1	No Sdg.	s 6.25	s 8.45	s 4.20			
			A 12.05 PM			8.00		1585	79.5	..MARSHALL... 7.3	7.8	E-33 W-32				A s 8.45 AM	A s 4.25 PM	
			A 1.00 PM			8.00				Interlocking						s 2.24	s 7.23	
			L 8.00 AM			8.00											A s 9.35 PM	

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
1.25	0.40	1.15	5.43	0.45	1.15	6.15	2.56	29.6
18.9	18.7	18.2	11.7	16.6	10.0	13.8	2.53	30.1

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

SEE SPECIAL RULES PAGES 4, 7, 8, 9 AND 10

SECOND SUB-DIVISION (MAIN LINE)

EASTWARD

FIRST CLASS										STATIONS			SECOND CLASS				THIRD CLASS							
320	318	316	314	312	308	306	42	4	2	Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Kootenai Yard	Time Table No. 42 A November 18, 1917 Succeeding No. 42	Distance from Cheney	Car Capacity of Sidings	604	606	662	664	866	868	870	896	
S.P. & S. Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	W. C. O. T.			Telegraph Offices and Calls			Freight	Freight	Freight	S.P. & S. Freight	Way Freight	Way Freight	Way Freight	Way Freight	
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily							Daily	Daily	Ex. Mon.	Daily	Mo., We. and Fri.	Ex. Sun.	We., Fri. and Sun.	Tu., Thu., Sat.	
						A 9:18 AM 42	A 9:22 AM 306	A 12:20 PM	A 10:23 AM	W	1504	0.0	KY..KOOTENAI YARD..DN 2.0	86.8	Yard	A 4:50 AM 603				A 5:00 PM				
						9:10	9:17	12:12	10:20	W	1507	2.0	SA... SAND POINT.....PD 3.4	84.8	E-59 W-07	4:30				4:45				
						9:02	9:06	12:07	10:11		1510	5.4	...LIGNITE.....P 3.7	81.4	80	4:00				4:15				
						8:55	9:01	12:02 AM	10:06		1513	9.1	...ALGOMA.....P 6.8	77.7	78	3:40				3:55				
						8:40	8:51	11:53 PM	9:57	W	1520	15.9	CO.. COCOLALLA.....DN 5.0	70.9	E-78 W-78	3:20				3:15				
						8:28 865	8:44 865	11:46	9:51		1524	20.9	CW.. CAREYWOOD.....P 2.7	65.9	79	3:05				2:40				
						8:22	8:41	11:41	9:47 865	W	1530	23.6	GE.. GRANITE.....PD 6.9	63.2	E-78 W-78	2:55				2:28 41				
						8:11	8:31	11:32	9:37	Y	1535	30.5	AX.. ATHOL.....DN 7.4	56.3	E-78 W-78	2:35				1:00				
						7:56	8:21	11:20	9:25		1543	37.9	RS.. RAMSEY.....DN 5.6	48.9	87	1:55				12:12 PM 305				
					See Page 7	7:46 603	8:10 603	11:10	9:15	W	1549	43.5	RD.. RATHDRUM.....DN 6.9	43.3	78	1:10				11:30 AM				
						A 6:25 PM	7:33	7:57	11:00	CYW	1557	50.4	AU.. HAUSER.....PD 5.9	36.4	E-78 W-78	12:30				10:15	A 4:30 AM 1			
						6:13	7:22	7:47	10:50		1561	56.3	OTIS ORCHARDS..P 2.9	30.5	E-78 W-78	12:01 AM				9:55	4:22			
						6:07	7:16 307	7:42	10:45		1564	59.2	..VELOX... DN 3.0	27.6	78	11:45 PM				9:40	4:13			
						6:01	7:10	7:37	10:40		1567	62.2	..IRVIN... PD 3.8	24.6	59	11:30				9:25	4:08			
						5:55	7:02	7:30	10:33		1573	66.0	..PARKWATER.. P 1.0	20.8	Yard	10:55				9:05	4:03			
						5:53	6:55	7:25	10:25	W C O T	1574	67.0	..YARDLEY.. DN 1.7	19.8	Yard	A 8:10 AM	L 10:45 PM	A 5:50 AM	A 6:20 AM	L 9:00 AM	L 4:00 AM	A 2:40 PM	A 5:10 PM	
											68.7		..O. W. R. & N. Crossing. Trk. Con. 1.8 Int'g	18.1										
						L 5:45 PM	L 6:45 AM	7:15	10:15	W O T	1576	70.5	SF..... SPOKANE... 3.2	16.3	Yard	7:55		5:35	6:05			2:25	4:55	
A 9:45 PM	A 4:30 PM	A 11:35 AM	A 6:55 PM	A 2:45 PM				6:55	10:00		1579	73.7	..HANGMAN.. P 5.8	13.1	No Sdg.									
L 9:20 PM	4:05	11:14	L 6:30 PM	L 2:20 PM				6:35	9:37	W Y	1585	79.5	MR.. MARSHALL... 7.3 Interlocking	7.3	E-33 W-82	7:25		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

Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	W C Y	1592	86.8	CY.. CHENEY.....DN 0.0	70	L 7:05 AM 1	Daily	Daily	Ex. Mon.	Daily	Mo., We. and Fri.	Ex. Sun.	We., Fri. and Sun.	Tu., Thu., Sat.
0.25	0.40	0.38	0.25	0.25	0.40	2.33	2.42	2.40	2.33							1 05	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	27.6	32.0	32.5	34.0							18.2	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.

SECOND SUBDIVISION, SPECIAL RULES

- Eastward trains at Velox and Ramsey, and westward trains at Rathdrum, going to single track, will call for switch by four short blasts of engine whistle.
- Trains Nos. 305 and 306 will run between Kootenai Yard and Kootenai through passing track. No. 306 will arrive Kootenai 9:20 A. M. No. 305 will depart Kootenai 10:40 A. M.
- No. 41 will stop on flag at Sagle for passengers Spokane and west.
- No. 41 will do all local work between Hauser and Spokane on Sundays.
- Nos. 305, 306, 307 and 308 will stop on flag at all siding and spurs, except Petit spur.
- Nos. 307 and 308 will stop on flag at McDowell's crossing, one and one-half miles east Otis Orchards.
- No. 2 will stop on flag at Rathdrum for passengers destined Billings and east.
- No. 317 will wait at Spokane until 7:15 P. M. for connection with train No. 314.
- Eastward freight trains will stop rear of train or double over to allow 100 feet clearance west end Kootenai yard, and set up sufficient hand brakes to keep rear of train from running back to foul lead.
- Trains occupying connecting track between N. P. and S. P. & S. at Marshall, will clear or cut crossing in front of station leading to S. P. & S. track.
- Between Marshall and Cheney trains will be handled by block cards.
- Westward trains must receive block card from "A" at Marshall, eastward trains block card from "B" at Cheney. These cards must be turned in by Conductor to Operator Marshall or Cheney immediately on arrival.
- Exceptions on block cards must be complied with. If no exceptions operator will insert the word "blank."
- Westward trains will take siding at Cheney unless instructed to contrary.
- If freight trains are delayed 15 minutes after receipt of card, Conductor will return card, or call Operator or Dispatcher on phone for additional instructions.
- Freight trains with running orders on 5th subdivision will report into clear on phone at Cheney wye.
- SEE SPECIAL RULES, PAGES 4, 7, 8 9 and 10.

WESTWARD

FOURTH SUB-DIVISION (PALOUSE AND LEWISTON BRANCH)

EASTWARD

Time Table No. 42A November 18, 1917 Succeeding No. 42. Table with columns for Third Class, Second Class, First Class, Stations, and Third Class. Includes train numbers 885, 871, 869, 665, 661, 323, 321, 313, 311, 312, 314, 322, 324, 332, 662, 666, 870, 872, 886. 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, JOEL, HOWELL, TROY, BOYARD, KENDRICK, JULIAETTA, ARROW, JOSEPH.

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

Summary table with columns for time, class, and speed. 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.

- FOURTH SUBDIVISION SPECIAL RULES
1. No. 871 has right over No. 872 Moscow to Joseph.
2. No. 317 will wait at Spokane until 7:15 P. M. for connection with No. 314.
3. No. 312 will wait ten minutes at Lewiston for mail connection from Riparia.
4. Nos. 311 and 312 will stop on flag at Duckworth, Spokane County Farm, and Freedom Spur.
5. No. 313 will stop on flag at Freedom Spur on Sunday.
6. No. 313 will stop on flag at Spokane County Farm.
7. No. 314 will stop on flag at Cospur.
8. No. 314 will stop on flag at Freedom on Saturday.
9. SEE SPECIAL RULES, PAGES 4, 7, 8, 9 and 10.



WESTWARD

FIFTH SUB-DIVISION  
(WASHINGTON CENTRAL BRANCH)

EASTWARD.

Time Table No. 42A Nov. 18, 1917 Succeeding No. 42. Columns: 881, 879, 877, 329, 327, 315 (Westward); 316, 328, 330, 878, 880, 882 (Eastward). Includes station names like Cheney, Four Lakes, Medical Lake, etc.

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

- 1. No. 329 has right over 328 Coulee Junction to Coulee City.
2. No. 327 has right over No. 330 Coulee Junction to Coulee City.
3. No. 316 will run as No. 329 Coulee Junction to Coulee City and as No. 328 Coulee City to Coulee Junction.
...
12. SEE SPECIAL RULES, PAGES 7, 8, 9 and 10.

WESTWARD.

NINTH SUB-DIVISION  
(SEATTLE BRANCH)

EASTWARD.

Time Table No. 42A Nov. 18, 1917 Succeeding No. 42. Columns: 883 (Westward); 884 (Eastward). Includes station names like Davenport, Wheatdale, Omas, etc.

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

- 13. No. 883 has right over No. 884 Davenport to Ditar.
14. SEE SPECIAL RULES, PAGES 7, 8, 9 and 10.

WESTWARD

SIXTH SUB-DIVISION  
(FARMINGTON BRANCH)

EASTWARD

Time Table No. 42A Nov. 18, 1917 Succeeding No. 42. Columns: 873 (Westward); 874 (Eastward). Includes station names like Belmont, O.W.R. & N. Crossing, Farmington, etc.

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

- 15. No. 873 has right over No. 874 Belmont to Farmington.
16. Nos. 873 and 874 may carry passengers.
17. Gates at O-W. R. & N. Crossing must be set and locked against N. P. track when not in use.
18. SEE SPECIAL RULES, PAGES 7, 8, 9 and 10.

WESTWARD.		SEVENTH SUB-DIVISION (GENESEE BRANCH)										EASTWARD.		WESTWARD.		THIRD SUB-DIVISION (FORT SHERMAN BRANCH)										EASTWARD.		
SECOND CLASS		FIRST CLASS			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pullman Junction	Time Table No. 42 A				FIRST CLASS		SECOND CLASS	THIRD CLASS	FIRST CLASS			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Coeur d'Alene	Time Table No. 42 A				FIRST CLASS		THIRD CLASS
665		321						November 18, 1917 Succeeding No. 42				322	332	666	867	307						November 18, 1917 Succeeding No. 42				308	868	
Freight		Passenger						STATIONS				Passenger	Passenger	Freight	Way Freight	Passenger						STATIONS				Passenger	Way Freight	
Ex. Sun. See Page 5	Daily See Page 5	Telegraph Offices and Calls						Ex. Sun. See Page 5	Sun. Only See Page 5	Ex. Sun. See Page 5	Ex. Sun.	Ex. Sun.	Telegraph Offices and Calls				Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Sun.					
L 6.10AM	L 12.17PM	Y	ID 77	0.0	PULLMAN JUNCTION	27.0	43	A 10.25AM	A 2.55PM	A 4.35PM	L 9.30AM	L 6.30AM	WY	IA 14	0.0	CA.....COEUR D'ALENE.....D	13.5	16	A 7.00PM	A 5.45AM								
f 6.30	f 12.30		ID 82	4.9	STALEY	22.1	37	f 10.10	f 2.50	f 4.15	f 9.40	f 6.35			2.7	.....BLACKWELL.....	10.8	14	f 6.50	f 5.35								
f 6.45	f 12.37		ID 84	7.2	CHAMBER	19.8	33	f 10.02	f 2.42	f 4.00	* 10.05	* 6.48		IA 4	9.2	.....POST FALLS.....	4.3	17	* 6.37	* 5.15								
* 7.00	* 12.45		ID 87	9.8	JO.....JOHNSON.....D	17.2	32	* 9.55	* 2.35	* 3.45	f 10.15	f 6.52		IA 2	11.3	.....GRAND JUNCTION.....	2.2		f 6.31	f 5.07								
* 7.25	* 1.00	W	ID 92	15.0	CT.....COLTON.....D	12.0	31	* 9.40	* 2.20	* 3.10	A 10.30AM See Page 3	A 6.58AM See Page 3	YWC	1557	13.5	AU.....HAUSER.....DN	0.0	170	L 6.25PM See Page 4	L 5.00AM See Page 4								
* 7.45	* 1.10		ID 95	17.8	U.....UNIONTOWN.....D	9.2	34	* 9.33	* 2.13	* 2.50	Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.								
f 8.10	f 1.17		ID 97	20.2	.....LEON.....	6.8	26	f 9.25	f 2.05	f 2.30	1.0	0.28				Time over Subdivision			0.35	0.45								
A 8.40AM See Page 3	A 1.35PM See Page 3	WY	ID 104	27.0	QN.....GENESEE.....D	0.0	34	L 9.10AM See Page 3	L 1.50PM See Page 3	L 2.00PM See Page 3	13.5	28.9				Average Speed per Hour			23.3	18.0								
Ex. Sun. 2.30	Daily 1.18							Ex. Sun. 1.15	Sun. Only 1.05	Ex. Sun. 2.35																		
10.8	20.7							21.6	24.9	10.4	<p><b>EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.</b></p> <p>12. Nos. 307 and 308 will stop on flag at all sidings and spurs.                      13. Blackwell Lumber Co. spur, engines weighing more than 100,000 lbs. must not be used on bridge over river.                      14. SEE SPECIAL RULES, PAGES 7, 8, 9, and 10.</p>																	

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

- No. 665 has right over Nos. 322 and 666 Pullman Junction to Genesee.
- No. 321 has right over No. 332 Pullman Junction to Genesee.
- Nos. 665 and 666 may carry passengers.
- SEE SPECIAL RULES, PAGES 7, 8, 9, and 10.

**WESTWARD EASTWARD**

**EIGHTH SUB-DIVISION (CLEARWATER SHORT LINE)**

THIRD CLASS		FIRST CLASS			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Arrow	Time Table No. 42 A				FIRST CLASS		THIRD CLASS
875		325						November 18, 1917 Succeeding No. 42				326	876	
Way Freight		Passenger						STATIONS				Passenger	Way Freight	
Sun., Wed. Fri. See page 5	Daily See Page 5	Telegraph Offices and Calls						Ex. Sun. See Page 5	Ex. Sun.	Ex. Sun.	Tue., Thur. Sat. See page 5			
L 9.05AM	L 2.20PM	YW	II 47	0.0	ARROW	62.7	32	A 8.30AM	A 11.50AM					
f 9.20	f 2.30		IK 3	3.6	MYRTLE	59.1	14	f 8.18	f 11.30					
f 9.45	f 2.55		IK 12	11.7	AGATHA	51.0	17	f 7.57	f 11.00					
* 9.55	* 3.00	W	IK 13	13.4	LN.....LENORE.....D	49.3	15	* 7.51	* 10.45					
* 10.25	* 3.18		IK 20	20.3	PK.....PECK.....D	42.4	49	* 7.34	* 10.15					
f 10.45	f 3.30		IK 25	25.3	.....AHSANKA.....	37.4	38	f 7.22	f 9.55					
* 11.00	* 3.42	W	IK 29	29.0	OF.....ORO FINO.....D	33.7	25	* 7.10	* 9.35					
* 11.35	* 4.12		IK 37	37.3	GR.....GREER.....D	25.4	26	* 6.40	* 9.05					
* 11.55AM	* 4.40		IK 44	44.3	.....PARDEE.....	18.4	No Siding	* 6.15	* 8.40					
f 12.05PM	f 4.45		IK 46	45.7	.....TRAMWAY.....	17.0	23	f 6.10	f 8.35					
* 12.30	* 5.05		IK 52	51.6	KA.....KAMIAH.....D	11.1	26	* 5.50	* 8.15					
* 1.10	* 5.30	W 2 1/2 M.E.	IK 59	59.5	KO.....KOOSKIA.....D	3.2	32	* 5.28	* 7.45					
A 1.30PM	A 5.40PM	TCW	IK 63	62.7	ST.....STITES.....D	0.0	46	L 5.20AM	L 7.30AM					
Sun., Wed. Fri. 4.25	Daily 3.20							Daily 3.10	Tue., Thur. Sat. 4.20					
14.1	18.8							10.7	13.2					

- EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.**
- No. 326 will run as 323 Arrow to Lewiston.
  - No. 325 will run as 324 Lewiston to Arrow.
  - No. 876 will run as 885 Arrow to Lewiston.
  - No. 875 will run as 886 Lewiston to Arrow.
  - Nos. 875 and 876 may carry passengers.
  - Nos. 325 and 326 will stop on flag at Magill Spur, Corbetts Ferry, Fir Bluff, Big George, Penoyer Spur and Cheerylane.
  - SEE SPECIAL RULES, PAGES 7, 8, 9 and 10.

**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, Thompson Falls, Station (S)
- DR. EARNEST McLEOD, Clarke Fork.
- DR. C. S. MOODY, Hope.
- 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
- DR. O. T. BACHELLOR, (Ear, Nose and Throat), Spokane (Stretchers at Baggage Room, Division St. Yard Office, Round House and Tool Cars 1 and 2, at Parkwater, Yard Office at Yardley).
- DR. F. A. POMEROY, Cheney.
- DR. W. W. BRAND, Rosalia.
- DR. PAUL WIESEL, Garfield.
- 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. RICHARDS, 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 case 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.



**MOUNTAIN GRADE**

- 1. Between Kendrick and Howell. (Special attention is called to rules 731 to 737 inclusive governing operation on mountain grades).

**MAXIMUM GRADES**

- 2. Between Spokane and Cheney. (Eastward freight trains of 1500 tons or over must have ten to twenty retainers turned up on head end Marshall to Hangman).
- 3. Coeur d'Alene wye to Coeur d'Alene. (When backing down, hand brakes must be set to control train without assistance from engine).

**PUSHER DISTRICTS**

- 4. Spokane-Cheney. Between east yard limit board Spokane and west yard limit board Cheney; and on S. P. & S. Ry. from Junction switch, Marshall, to west switch at Mock.
- 5. Eastward trains needing help will stop head end of train west of cross-over at Hangman and pick up helper on head end of train unless instructed to contrary by Dispatcher.
- 6. Westward trains needing help will couple helper to rear of train at Hangman.
- 7. Helper engine must not be coupled to rear of descending trains at Cheney, Marshall or Spokane, but follow train down the hill and couple on at Hangman.
- 8. Moscow-Kendrick. Between east switch Moscow and west switch Kendrick. Pusher engine will head up and head down the hill between Howell and Kendrick.

**YARD LIMITS**

Paradise	Marshall	Palouse
Trout Creek	Cheney	Pullman
Hope	Davenport	Pullman Junction
Kootenai-Sand Point	Coulee Junction	Moscow
Parkwater-Spokane	Belmont	Arrow

**SWITCHING LIMITS**

- 9. Territory indicated by signs within which switching will be performed by yard crews.

**LAP SIDINGS**

Plains	Noxon	Granite
Weeksville	Heron	Athol
Eddy	Ozoma	Hauser
Thompson Falls	Cocolalla	Otis Orchards

Trains taking siding head in at lap.

**STANDARD CLOCKS**

Paradise	Cheney	Lewiston
Kootenai Yard	Adrian	Coeur d'Alene
Yardley	Pullman	Stites
Spokane	Moscow	

**WATCH INSPECTORS**

D. E. Brown, Sand Point	M. F. Akers, Lewiston	G. H. Doerr, Spokane.
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**BULLETIN STATIONS**

Paradise	Marshall	Lewiston
Kootenai Yard	Cheney	Genesee
Yardley	Adrian	Stites
Spokane	Moscow	Coeur d'Alene

**REGISTERING STATIONS**

Paradise	Marshall	Davenport
Noxon	Belmont	Coulee Junction
Kootenai Yard	Pullman	Coulee City
Hauser	Pullman Junction	Adrian
Yardley	Moscow	Farmington
Spokane	Arrow	Genesee
Cheney	Joseph	Stites
	Coeur d'Alene	

**TRAIN REGISTRY EXCEPTIONS**

- 10. Paradise. Enginemen westward freight trains will be furnished a check of register.
- 11. Noxon. First and second class trains and extras will not register.
- 12. Kootenai. Trains 1, 2, 3, 4, 41 and 42 will register by ticket form 608.
- 13. Yardley. First class trains, and extras cleared at Spokane will not register. Enginemen of eastward freight trains will be furnished a register check.

- 14. Spokane. Second and third class trains, and extras cleared at Yardley will not register.
- 15. Hauser. Second subdivision trains will not register.
- 16. Marshall. Second subdivision trains will not register.
- 17. Belmont. Fourth subdivision trains will not register.
- 18. Pullman Junction. Trains Nos. 311, 312, 313 and 314 will not register.
- 19. Davenport. Fifth subdivision trains will not register.
- 20. Coulee City. Extra trains run through to Adrian will not register.
- 21. Enginemen will not be required to consult register except at initial or starting point. See transportation rule 83-a.

**CLEARANCE EXCEPTIONS**

- 22. Noxon. First and second class trains and extras will not require clearance unless train order signal is at caution or stop.
- 23. Hauser. Second subdivision trains will not require clearance unless train order signal is at caution or stop.
- 24. Yardley. Trains cleared at Spokane will not require clearance.
- 25. Spokane. Trains cleared at Yardley will not require clearance.
- 26. Marshall. Second subdivision trains will not require a clearance unless train order signal is at caution or stop.
- 27. Cheney. Second subdivision trains will not require clearance unless train order signal is at caution or stop.
- 28. Belmont. Fourth subdivision trains will not require a clearance unless train order signal is at stop.
- 29. Moscow. First and second class trains and extras will not require clearance unless train order signal is at stop.
- 30. Joseph. Westward trains will obtain clearance from Dispatcher Camas Prairie R. R. at Lewiston.
- 31. Eastward trains will get clearance at North Lapwai from Dispatcher at Spokane, clearing them from Joseph.
- 32. Davenport. Fifth subdivision trains will not require a clearance unless train order signal is at stop.

**MAXIMUM SPEED RESTRICTIONS**

- 33. First and second subdivisions, passenger trains one minute or sixty seconds per mile. Freight trains, 30 miles per hour except on special authority.
- 34. Third subdivision, passenger trains, 30 miles per hour on tangents, 25 miles per hour on curves of over 3 degrees. Freight trains, 20 miles per hour on tangents, 15 miles per hour on curves of over 3 degrees.
- 35. Fourth Subdivision, passenger trains, 40 miles per hour on tangents, 25 miles per hour on curves of over 3 degrees. Freight trains, 25 miles per hour on tangents, 20 miles per hour on curves of over 3 degrees.
- 36. Fifth subdivision, passenger trains, 35 miles per hour on tangents, 25 miles per hour on curves of over 3 degrees. Freight trains, 25 miles per hour on tangents, 15 miles per hour on curves of over 3 degrees.
- 37. Sixth subdivision, all trains 15 miles per hour.
- 38. Seventh subdivision, passenger trains 30 miles per hour on tangents, 20 miles per hour on curves of over 3 degrees. Freight trains, 20 miles per hour on tangents, 15 miles per hour on curves of over 3 degrees.
- 39. Eighth subdivision, passenger trains, 35 miles per hour on tangents, 20 miles per hour on curves of over 3 degrees. Freight trains 20 miles per hour on tangents, 15 miles per hour on curves of over 3 degrees.
- 40. Ninth subdivision, all trains 10 miles per hour. Run under control looking out for cars on main line.
- 41. Trains handling steam wrecking crane 25 miles per hour.
- 42. Light engines backing up 25 miles per hour.
- 43. Through cross-overs and entering sidings, 15 miles per hour.
- 44. Special attention is called to speed limit boards.
- 45. All trains will reduce speed and run carefully around bluffs where slides are liable to occur.
- 46. Plains, through corporate limits, 25 miles per hour.
- 47. Thompson River bridge, No. 26, between Frost and Woodlin, class "W" or heavier engines 8 miles per hour, other engines 20 miles per hour. Passenger trains double headed 8 miles per hour.
- 48. Thompson Falls, through corporate limits, 8 miles per hour.
- 49. Kildee, westward trains 25 miles per hour over junction switch to old line.

- 50. Beaver Creek bridge, No. 48, 5 miles west White Pine, 25 miles per hour.
- 51. Trout Creek, eastward trains 25 miles per hour over junction switch to old line.
- 52. Elk Creek bridge, No. 78, 1 mile east of Heron, 25 miles per hour.
- 53. Cabinet tunnel, 20 miles per hour.
- 54. Pend d'Oreille River bridge, No. 13, 1 mile west of Sand Point, 20 miles per hour, draw span 10 miles per hour.
- 55. Granite Viaduct, No. 25, class "W" or heavier engines, 8 miles per hour, other engines 15 miles per hour. Passenger trains double headed, with "Q" engines or lighter power 6 miles per hour, passenger trains double headed with "W" or heavier power, leading engine must be cut off and run ahead of train over viaduct.
- 56. Granite Tunnel, 30 miles per hour.
- 57. Athol, through corporate limits, 15 miles per hour.
- 58. Rathdrum, through corporate limits 15 miles per hour.
- 59. Parkwater-Spokane, first class trains observe rule 93 the same as second and inferior class trains.
- 60. Spokane O.-W. R. & N. interlocking plant, 30 miles per hour.
- 61. Marshall interlocking plant cross-overs 30 miles per hour.
- 62. Cheney. Through corporate limits 8 miles per hour.
- 63. Grand Junction, stop 200 feet from I. & W. N. Ry. and S. I. Ry, crossing.
- 64. Post Falls mill track and Huetter spur, engines with or without cars must come to a full stop and flagman must know crossing is clear before giving signal to engineman.
- 65. Stop 200 feet from O.-W.R. & N. crossing 1/2 mile west Oakesdale.
- 66. Stop 200 feet from O.-W.R. & N. crossing 1/4 mile west Garfield.
- 67. Palouse, road crossing west of west switch, 8 miles per hour.
- 68. Stop 200 feet from O.-W. R. & N. crossing 1/2 mile west Pullman.
- 69. Howell to Kendrick, passenger trains 1 mile in 2 minutes, freight trains 1 mile in 4 minutes.
- 70. Stop 200 feet from W. W. P. Co. crossing 2.6 miles, and 10.3 miles west of Cheney.

**GENERAL RULES**

- 71. Transportation rule No. 92. Time shown at division or district terminals will be considered as the arriving time and trains must not arrive in advance of that time.
- 72. Where class "W" or heavier power is double headed, second engine will be cut back in train 10 cars.
- 73. Kootenai Yard for first subdivision and Yardley for second subdivision will be home terminal for chain gang crews.
- 74. Coulee City, Lewiston and Stites are terminals for chain gang crews....
- 75. In the State of Washington Conductors of passenger trains consisting of four or more cars, and freight trains consisting of 25 or more cars, must know that brakeman has had one year's experience in train service before assigning him to flagging duties.
- 76. Work train Conductors will issue instructions to the flagmen in writing.
- 77. Foreign trains being detoured will be handled by the engineman of foreign road, under the supervision of pilot with reference to speed, signals, train orders and rules.
- 78. Brakemen of freight trains will be out on top of trains through terminal yards, and down Kendrick mountain.
- 79. Private cars and outfit cars will not be placed on passing siding without instructions. Sidings so used must be covered by train order and switches spiked.
- 80. At lap and double siding stations, where one siding is blocked, the clear siding will be used as a single siding.

**JUNCTION SWITCHES**

Kildee, set for old line.	Rathdrum, set for eastward line.
Trout Creek, set for old line.	Velox, set for westward line.
Ramsey, set for westward line.	Coulee Junction, set for Adrian line.

**CROSS-OVERS**

Steno	Spokane, Division Street
Irvin	Spokane, Washington Street
Parkwater	Spokane, Madison Street.
Yardley	Spokane, Maple Street.
Spokane, O.-W. R. & N. crossing	Hangman
Spokane, Erie Street	

**INTERLOCKING PLANTS**

Draw bridge over Pend d'Oreille River 1 and 1/2 miles west of Sand Point.  
 Spokane, O.-W. R. & N. crossing.  
 Marshall, end of double track and junction.

**RULES GOVERNING MOVEMENT OF TRAINS AT O. W. R. & N. CROSSING, SPOKANE**

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.
2. 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.
3. Signal 29 is high arm semaphore on eastward main line west of crossing. Upper arm governs eastward movements on eastward main line. Lower arm movements to Fair Grounds tracks.
4. 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.
5. 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.
6. Signal 32 is dwarf signal located between westward main line and yard lead west of crossing. It governs eastward movement out of yard.
7. 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.
8. Signal 48 is dwarf signal located just north of Fair Grounds track east of crossing. It governs movements from Fair Grounds track.
9. Approaching signal 29 and wishing main line, give 4 short blasts of whistle: O O O O
10. Approaching signal 29 for Fair Grounds, 3 long: \_\_\_\_\_
11. Approaching signal 29, 31 or 32, for old main line, 1 long, 2 short, one long: \_\_\_\_\_ O O \_\_\_\_\_
12. Approaching signal 31, 50 and 52 for main line, 4 short: O O O O
13. Approaching signal 31, 48, 49, 50 and 52 for new yard, 3 long.
14. Approaching signal 31 or 32 for crossover onto eastward main line, 2 long, 2 short: \_\_\_\_\_ O O
15. Approaching signal 31 or 32 for Fair Grounds, 3 long: \_\_\_\_\_
16. Approaching signal 48 or 49 for westward main line, 4 short: O O O O
17. Approaching signal 48 or 49 for crossover onto westward main line, 2 long, 2 short: \_\_\_\_\_ O O
18. Enginemen must answer signals by 2 short blasts of whistle.

**SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK**

19. 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.
  20. In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
  21. 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.
  22. 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.
  23. 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.
  24. 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. If for any reason second and inferior class trains are delayed in picking up, setting out, or other work so that passenger trains will be delayed, conductors must report to Operator, or Dispatcher at Spokane, for additional instructions.
  25. Except as modified above Transportation Rules govern.
- SPECIAL RULES FOR MOVEMENT OF TRAINS UNDER AUTOMATIC BLOCK**
26. Trains pulling out of side tracks or spurs will open main line switch before car or engine is moved over fouling point.
  27. At Sand Point, Marshall and Cheney telephone connected to simplex circuit is located at home signal.
  28. 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.
  29. In automatic block signal territory trains holding main track at meeting points should stand back of lap switch until the train which is to take siding has passed automatic block signal at outer switch.
  30. 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.
  31. 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**

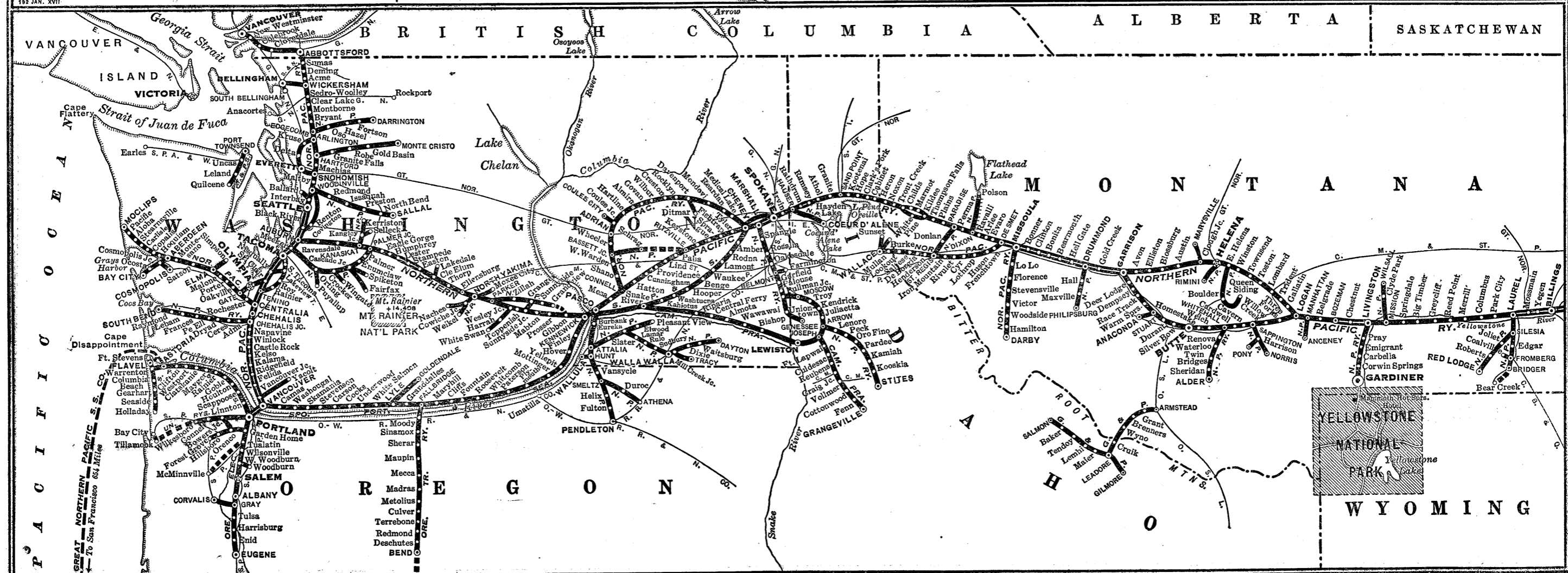
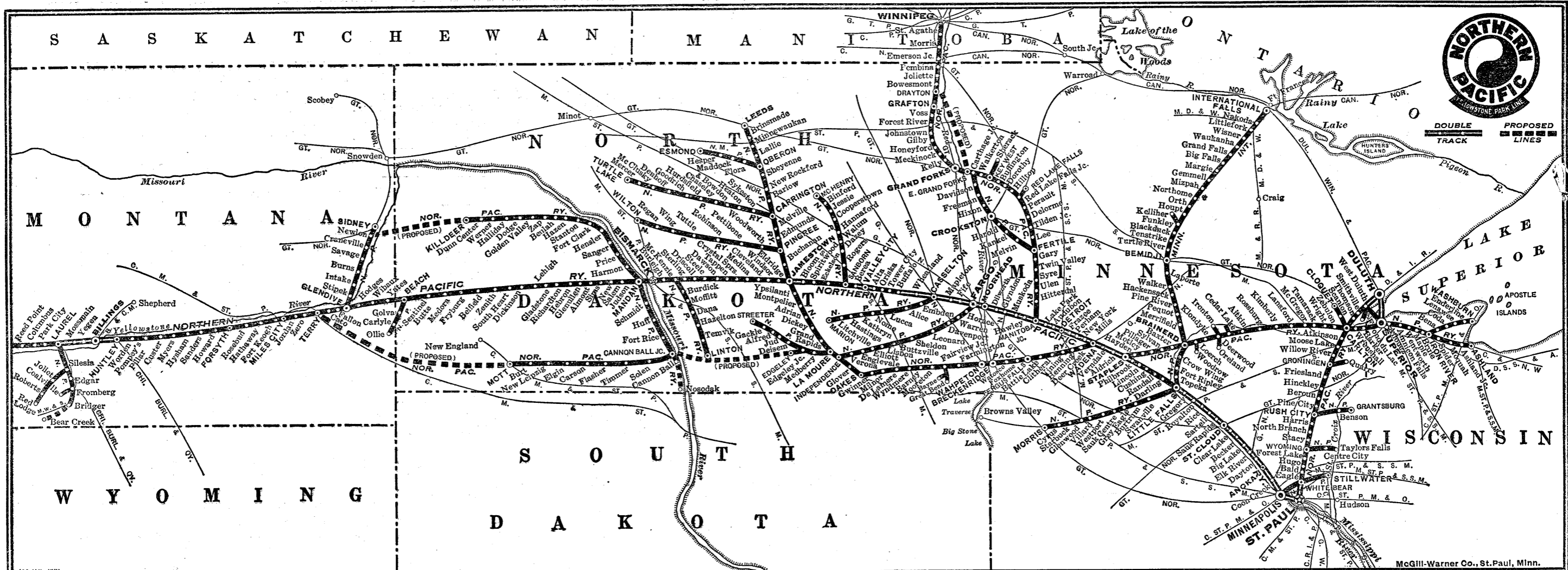
32. Eastward trains desiring to enter double track will call for signal by four short blasts of whistle O O O O
33. Westward trains will call for signals as follows:  
To go on single track Northern Pacific main line, four long and one short \_\_\_\_\_ O  
To go on Palouse Branch main line, one long, 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
34. 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.
35. Mast 355 feet west of switch to S. P. & S. crossover governs eastward movement from S. P. & S. to N. P. main line.
36. 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.
37. 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.
38. 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.
39. Located between main lines and opposite westward signal mast is dwarf signal to control westward movements on eastward main line.
40. Between passing track and main line opposite S. P. & S. signal mast is dwarf signal to control eastward movements out of passing track.
41. Eastward trains will approach home signals under control.
42. 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.
43. 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



DOUBLE TRACK  
PROPOSED LINES

McGill-Warner Co., St. Paul, Minn.