

# United States Railroad Administration

W. G. McADOO, Director General of Railroads

## NORTHERN PACIFIC RAILWAY

### IDAHO DIVISION

# TIME 44 TABLE

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

**SUNDAY, AUGUST 11, 1918.**

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-3	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	3000	2400	1800	1700	1400						
First Eastward	Kootenai to Trout Creek	0.4+	3800	2900	2000	1850	1750						
	Trout Creek to Paradise	0.3	4000	3300	2150	1950	1850						
Second Westward	Kootenai to Spokane	0.5	3000	2400	1800	1700	1400						
	Spokane to Marshall	1.1	1500	1200	900	860	825						
	Marshall to Cheney	1.0	1650	1350	975	935	895						
Second Eastward	Cheney to Spokane	0.7	2200	1800	1200	1150	1100						
	Spokane to Athol	0.4	3800	3000	2100	1900	1800						
	Athol to Kootenai	0.3	4000	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			FOR TY CARS								
	Kendrick to Lewiston	Down			SIX TY 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	315	
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 Jet		Down			SIX TY CARS								
Fifth Eastward	Coulee Jet. 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 Jet. 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 Jet.				SIX TY CARS								
Eighth Westward	Arrow to Stites	0.3						1400	1200	1100	1000		
Eighth Eastward	Stites to Arrow	Down			SIX TY 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 passengers destined St. Paul and east.
- No. 41 will stop on flag at all spurs Heron to Kootenai. No. 3 will stop on flag at all spurs Paradise to Heron. No. 42 will stop on flag at all spurs for passengers.
- 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.

WEST

THIRD CLA

863

Way Freight

Wed., Fri., Sun.

7.00AM

7.15

7.35

8.00

8.15

8.45

9.00

9.15

11.25

2-42-606

11.50AM

12.10PM

12.15PM

Wed., Fri., Sun.

3.05

15.1

WEST

THIRD CL

863

Way Freight

Wed., Fri., Sun.

Form 571

UNITED STATES RAILROAD ADMINISTRATION  
W. E. MCADOO, Director GENERAL OF RAILROADS  
NORTHERN PACIFIC RAILWAY

2-2-18 10M RP

# NORTHERN PACIFIC RAILWAY COMPANY

Bulletin No. 37

Spokane, Washington, Idaho Division December 19, 1918

TO TRAIN AND ENGINE EMPLOYEES

All first-class trains will reduce speed to twenty (20) miles an hour passing Kootenai-Yard office.

J. L. De Forco,  
Superintendent

B-N.

L 7.00AM

f 7.15

s 7.35

s 8.00

f 8.15

s 8.45

f 9.00

s 9.15  
11.25  
2-42-606

f 11.50AM

f 12.10PM

A 12.15PM

Wed., Fri., Sun.

3.05

15.1

EASTWARD

FIRST CLASS

SECOND CLASS

THIRD CLASS

Number	FIRST CLASS		SECOND CLASS		THIRD CLASS	
	4	42	606		862	864
Passenger	Passenger	Passenger	Freight		Way Freight	Way Freight
Daily	Daily	Daily	Daily		Wed., Fri., Sun.	Tu., Thu., Sat.
10:00PM	A 3:30AM	A 1:55PM	A 5:40PM		A 1:30PM	
46	f 3.14	s 1.40	5.15		s 12.46PM	
35	2.59	f 1.25	4.45		s 11.55AM	
20	2.46	f 1.12	4.20		s 11.33	
15	2.42	f 1.07	4.10		f 10.45	
10:05PM	2.35	f 12.56	3.52		f 10.00	
59AM	s 2.30	s 12.50	3.40		s 9.45	
51	2.21	12.35	3.20		f 9.10	
49	2.19	f 12.33				
39	2.09	f 12.23				
28	1.58	f 12.07PM				
	Via Old Line	Via Old Line				
			3.15		f 8.55	
			3.05		f 8.40	
			2.52		f 8.20	
			2.43		f 8.05	
23	1.53	s 11.59AM	2.30		s 7.45	
14	1.43	f 11.43	2.00		s 7.00	
10:05	1.34	f 11.27	1.35		f 6.25	
59	1.28	s 11.16	1.20		L 6.00AM	A 2.40PM
52	1.21	f 11.02	1.10		f 2.20	
44	1.14	s 10.49	12.50		s 2.05	
34	1.05	f 10.34	12.20		s 1.33	
27	12.57	f 10.23	12.01PM		f 12.15	
23	12.53	s 10.15	11.50AM		s 12.01PM	
14	12.45	f 10.03	11.30		f 9.40	
10:07	f 12.38	s 9.53	11.20		s 9.20	
57	12.29	f 9.37	10.55		f 7.30	
50	12.22	s 9.25	10.35		f 7.05	
48AM	L 12.20AM	L 9.22AM	L 10.30AM		L 7.00AM	
Daily	Daily	Daily	Daily		Wed., Fri., Sun.	Tu., Thu., Sat.
12	3.10	4.33	7.10		7.30	5.40
11	36.5	25.4	16.3		9.3	8.0

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

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

WESTWARD

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

THIRD CLASS			SECOND CLASS			FIRST CLASS			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Paradise	Time Table No. 44 August 11, 1918 Succeeding No. 43	Distance from Kootenai Yard	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS		THIRD CLASS								
863	861	603	41	3	1	2	4	42							606	862	864											
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight																	
Wed., Fri., Sun.	Tu., Thu., Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Wed., Fri., Sun.	Tu., Thu., Sat.																	
L 7.00AM	L 7.00AM	L 11.00PM	L 11.00AM	L 3.05PM	L 2.35AM	WCOT	1390	0.0	PD..	..PARADISE.....DN	115.6	Yard	As 1.00PM	As 3.30AM	As 1.55PM	A 5.40PM	A 1.30PM											
s 7.25	s 7.25	11.18	s 11.11	s 3.17	f 2.47		1396	6.1	HO..	..PLAINS.....DN	109.5	E-79 W-79	12.46 862	f 3.14	s 1.40	5.15	s 12.46PM 2											
f 7.45	f 7.45	11.36	11.22	f 3.28	2.59 4		1404	13.2	KS..	WEEKSVILLE.....P	102.4	E-69 W-78	12.35	2.59 1	f 1.25	4.45	s 11.55AM											
s 8.05	s 8.05	11.56PM	11.33 862	f 3.39	3.10	W	1411	20.6	DY..	...EDDY.....DN	95.0	E-78 W-78	12.20	2.46	f 1.12	4.20	s 11.33 41											
f 8.15	f 8.15	12.02AM	11.37	f 3.42	3.13		1413	23.1	....	...FROST.....P	92.5	71	12.15	2.42	f 1.07	4.10	f 10.45											
f 8.35	f 8.35	12.15	11.45	f 3.52 606	3.20		1417	28.3	WN..	...WOODLIN.....P	87.3	81	12.05PM	2.35	f 12.56	3.52 3	f 10.00											
s 9.25	s 9.25	12.25	s 11.59AM 2	s 4.03	f 3.26	W	1420	31.6	FN..	THOMPSON FALLS..	84.0	E-78 W-70	11.59AM 41	s 2.30	s 12.50	3.40	s 9.45											
f 9.50	f 9.50	12.40	12.09PM	4.14	3.34		1426	36.8	BK..	..KILDEE.....DN	78.8	No Siding	11.51	2.21	12.35	3.20	f 9.10											
f 9.55		Via New Line	12.11	f 4.16	3.36		1427	37.9	....	..BELKNAP.....P	77.7	71	11.49	2.19	f 12.33	Via New Line	Via New Line											
s 10.35			12.23 42	f 4.30	3.48	Y	1434	44.3	WP..	WHITE PINE.....P	71.3	70	11.39	2.09	f 12.23 41													
f 11.05		Via Old Line	12.31	f 4.39	3.56		1439	50.0	....	VERMILION.....P	65.6	63	11.28	1.58	f 12.07PM	Via Old Line	Via Old Line											
			12.45			W	1428	38.2	....	..MARMOT.....P	78.7	82	Via Old Line	Via Old Line	Via Old Line			Via Old Line	Via Old Line									
			1.00				1431	41.9	....	..TALC.....P	75.0	89								Via Old Line	Via Old Line	Via Old Line	Via Old Line	Via Old Line				
			1.20				1436	46.4	....	..CHILDS.....P	70.5	77													Via Old Line	Via Old Line	Via Old Line	Via Old Line
		1.30				1439	49.3	....	..RICHARDS.....P	67.6	78	Via Old Line				Via Old Line	Via Old Line											
		s 11.18AM 12.40PM 41-2-42	1.53 4			WC	1444	52.7	J....	TROUT CREEK.....DN	62.9		78	11.23 861	1.53 603			s 11.59AM 861	2.30									
s 1.05		2.10	12.45	f 4.58	4.10		1449	58.9	TC..	..TUSCOR.....P	56.7		78	11.14	1.43			f 11.43	2.00	s 7.00								
f 1.35 606		2.25	12.55	f 5.09	4.19		1455	64.8	....	..FURLONG.....P	50.8		79	11.05	1.34			f 11.27	1.35 861	f 6.25								
L 7.00AM	A 2.00PM	2.35	s 1.02	f 5.19	4.26	W	1458	68.8	NX..	..NOXON.....DN	46.8	E-79 W-79	10.59	1.28	s 11.16	1.20	L 6.00AM	A 2.40PM										
f 7.15		2.50	1.10 606	f 5.29	4.34		1463	73.6	....	..SMEAD.....P	42.0	79	10.52	1.21	f 11.02	1.10 41	f 2.20											
s 7.35		3.05	s 1.22	f 5.41	4.44		1468	79.0	HR..	..HERON.....DN	36.6	E-78 W-79	10.44	1.14	s 10.49	12.50	s 2.05											
s 8.00		3.20	f 1.33 864	5.52	4.54	W	1474	85.2	BN..	..CABINET.....DN	30.4	78	10.34 42	1.05	f 10.34 2	12.20	s 1.33 41											
f 8.15		3.31	f 1.43	6.03	5.01		1478	90.0	....	..OZOMA.....P	25.6	E-77 W-56	10.27	12.57	f 10.23	12.01PM	f 12.15											
s 8.45		3.37	s 1.49	s 6.08	5.05	W	1482	92.6	CX..	CLARK'S FORK..PD	23.0	E-78 W-86	10.23 864	12.53	s 10.15 864	11.50AM 864	s 12.01PM 10.10AM 2-42-606											
f 9.00		3.50	f 1.59	6.18	5.14		1489	97.6	D...	..DENTON.....P	18.0	78	10.14	12.45	f 10.03	11.30	f 9.40											
s 9.15 11.25 2-42-606		4.05	s 2.09	s 6.29	5.21	W	1492	102.2	H...	..HOPE.....DN	13.4	E-79 W-85	10.07 863	f 12.38	s 9.53 863	11.20 863	s 9.20											
f 11.50AM		4.25	f 2.23	6.41	5.33		1499	109.3	....	..ODEN.....P	6.3	79	9.57	12.29	f 9.37	10.55	f 7.30											
f 12.10PM		4.40	s 2.34	s 6.52	5.42		1503	114.6	KN..	..KOOTENAI.....PD	1.0	Yard	9.50	12.22	s 9.25	10.35	f 7.05											
A 12.15PM		A 4.45AM	A 2.36PM	A 6.55PM	A 5.45AM	WCOT	1504	115.6	KY..	KOOTENAI YARD..DN	0.0	Yard	L 9.48AM	L 12.20AM	L 9.22AM	L 10.30AM	L 7.00AM											
Wed., Fri., Sun.	Tu., Thu., Sat.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Wed., Fri., Sun.	Tu., Thu., Sat.										
3.05	6.00	5.45	3.36	3.50	3.10								3.12	3.10	4.33	7.10	7.30	5.49										
15.1	11.6	20.1	32.1	30.1	36.5								36.1	36.5	25.4	16.3	9.3	8.0										

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

THIRD CLASS

	895	869	867	865
	Way Freight	Way Freight	Way Freight	Way Freight
	Mo., We. and Fri.	Tu., Thu., Sat.	Ex. Sun.	Tu., Thu., Sat.
				L 6.30AM
				s 6.45
				f 7.05
				s 7.25
				s 7.55
				f 8.23 8.44 306-42
				s 9.12
				s 10.00
				f 10.40
			See Page 7	s 11.25AM
			L 1.30PM	s 12.01PM
			f 1.45	s 12.20
			f 1.55	12.30
			s 2.25	s 12.45
			f 2.35	s 12.55
	L 7.30AM	L 8.15AM	A 2.45PM	A 1.00PM
	s 7.50	s 8.35		
	s 8.25	A 9.05AM		
	See 311-319	See Page 5		

TRAINS BETWEEN MAR

	A 8.55AM			
	Mo., We. and Fri.	Tu., Thu., Sat.	Ex. Sun.	Tu., Thu., Sat.
	1.25	0.50	1.15	6.09
	13.9	15.0	13.2	10.8

Form 571

UNITED STATES RAILROAD ADMINISTRATION  
 W. G. McADOO, Director GENERAL OF RAILROADS  
 NORTHERN PACIFIC RAILWAY  
**NORTHERN PACIFIC RAILWAY COMPANY**

4-7-17 25M RP

Bulletin No. 35

Spokane, Washington, Idaho Division October 24, 1916, 1918.

TO ALL CONCERNED:--

The day telegraph office and agency at Irvin has been closed. Conductors on trains 865 and 866 will make set out, pick up and blind siding reports for Irvin and Steno to the Agent at Otis ~~Steno~~ Crohards.

J. L. De Force,  
Superintendent.

B-N.

319	333		
S.P. & S.3 Passenger	Passenger		
Daily	Daily		

L 7.30AM	L 7.15AM		
s 7.54AM	s 7.38		
See 895			

	A 7.58AM		
Daily	Daily		
0.24	0.43		
21.6	22.7		

334	320		
Passenger	S.P. & S. 4 Passenger		
Daily	Daily		

A 4.30PM	A 8.35PM		
f 4.05	L 8.05PM		

L 3.50PM			
896			
Daily	Daily		
0.40	0.30		
24.4	15.4		

WESTWARD

THIRD CLASS

	895	869	867	865
	Way Freight	Way Freight	Way Freight	Way Freight
	Mo., We. and Fri.	Tu., Thu., Sat.	Ex. Sun.	Tu., Thu., Sat.
				L 6.30AM
				s 6.45
				f 7.05
				s 7.25
				s 7.55
				f 8.23 8.44 306-42
				s 9.12 2
				s10.00
				f10.40
				s11.25AM
			See Page 7	L 1.30PM
				f 1.45
				f 1.55
				s 2.25
				f 2.35
	L 7.30AM	L 8.15AM	A 2.45PM	A 1.00PM
	s 7.50 2	s 8.35		
	s 8.25	A 9.05AM		

See 311-319 See Page 5

TRAINS BETWEEN MARS

	A 8.55AM			
	Mo., We. and Fri.	Tu., Thu., Sat.	Ex. Sun.	Tu., Thu., Sat.
	1.25	0.50	1.15	6.09
	13.9	15.0	13.2	10.8

Form 571



UNITED STATES RAILROAD ADMINISTRATION  
 W. C. MCADOO, DIRECTOR GENERAL OF RAILROADS  
 NORTHERN PACIFIC RAILWAY COMPANY

2-2-18 10M RP

Bulletin No. 34-

Spokane, Washington, Idaho Division October 14, 1918, 1918.

ALL YARDMASTERS AND ALL CONDUCTORS:

Effective Monday, October 14, 1918, all car load business for Irvin, and all switching for Cement Plant at Irvin will be handled by the Spokane and International Ry., from Spokane; West-bound loads will be brought to Spokane and delivered to the S. & I. Ry., at Spokane.

J. L. De Force,  
Superintendent.

B-N.

319 333

S.P. & S.3 Passenger Passenger

Daily Daily

L 7.30AM L 7.15AM

s 7.54AM s 7.38

See 895

A s 7.58AM

Daily Daily

0.24 0.43

21.6 22.7

334 320

S.P. & S. 4 Passenger Passenger

Daily Daily

A 4.30PM A 8.35PM

f 4.05 L 8.05PM

L 3.50PM

896

Daily Daily

0.40 0.30

24.4 15.4

**WESTWARD**

**THIRD CLASS**

	895	869	867	865
	Way Freight	Way Freight	Way Freight	Way Freight
	Mo., We. and Fri.	Tu., Thu., Sat.	Ex. Sun.	Tu., Thu., Sat.
				L 6.30AM
				\$ 6.45
				f 7.05
				\$ 7.25
				\$ 7.55
				f 8.23 8.44 306-42
				\$ 9.12
				\$10.00
				f10.40
				\$11.25AM
			See Page 7	L 1.30PM
				\$12.01PM
				f 1.45
				\$12.20
				f 1.55
				12.30
				\$ 2.25
				\$12.45
				f 2.35
				\$12.55
	L 7.30AM	L 8.15AM	A 2.45PM	A 1.00PM
	\$ 7.50	\$ 8.35		
	\$ 8.25	A 9.05AM		
	See 311-319	See Page 5		

**TRAINS BETWEEN MARS**

	A 8.55AM			
	Mo., We. and Fri.	Tu., Thu., Sat.	Ex. Sun.	Tu., Thu., Sat.
	1.25	0.50	1.15	6.09
	13.9	15.0	13.2	10.8

**NORTHERN PACIFIC RAILWAY COMPANY  
IDAHO DIVISION**

Spokane, Washington, August 15, 1910.

**NOTICE TO CONDUCTORS AND ENGINEERS AND ALL CONCERNED:--**

Effective Monday, August 19th, trains No-867 and 868, running between Spokane and Coeur D'Alene, will be discontinued. All business for points between Hauser and Coeur D'Alene will be handled by the Spokane & Inland Empire Railway Company. This will cancel the assignment of one train and engine crew on trains 867 and 868.

Numbers 865 and 866 will do the local work between Spokane and Hauser. Cars for the Cement plant at Irvin will be delivered on spur leading to the Cement Plant, but it will not be necessary for our engine to take cars back to the plant; this work will be taken care of by the Spokane & International Company.

J. L. De Force,  
Superintendent

EASTWARD TRAINS ARE SUPERIOR TO THOSE OF THE DIVISION

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

**319 333**

S.P. & S. 3 Passenger Passenger

Daily Daily

Daily Daily

L 7.30AM L 7.15AM

A 7.54AM S 7.38

See 895

A 7.58AM

Daily Daily

0.24 0.43

21.6 22.7

**334 320**

Passenger S.P. & S. 4 Passenger

Daily Daily

A 4.30PM A 8.35PM

f 4.05 L 8.05PM

L 3.50PM 896

Daily Daily

0.40 0.30

24.4 15.4





SECOND SUB-DIVISION (MAIN LINE)

EASTWARD

FIRST CLASS										STATIONS				SECOND CLASS				THIRD CLASS														
334	320		316	314	312		306	42	4	2	STATIONS				604	606	662	664		866	868	870	896									
Passenger	S.P. & S. 4 Passenger		Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	STATIONS				Freight	Freight	Freight	S.P. & S. 76 Freight		Way Freight	Way Freight	Way Freight	Way Freight									
Daily	Daily		Daily	Daily	Daily		Daily	Daily	Daily	Daily	STATIONS				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 AM	A 9:48 AM	W C O T	1504	0.0	KY..KOOTENAI YARD..DN	86.8	Yard					A 4:45 PM											
							s 9:10	s 9:17	s 12:12	s 9:45	W	1507	2.0	SA... SAND POINT.....PD	84.8	E-59 W-67					s 4:25											
							f 9:02	9:06	12:07	9:36		1510	5.4	...LIGNITE.....P	81.4					f 3:55												
							f 8:55	9:01	12:02 AM	9:31		1513	9.1	...ALGOMA.....P	77.7					s 3:40												
							s 8:40	8:51	11:53 PM	9:22	W	1520	15.9	CO.. COCOLALLA.....DN	70.9	E-78 W-78				s 3:10 41												
							f 8:28 865	8:44 865	11:46	9:16		1524	20.9	CW.. CAREYWOOD.....P	65.9					f 1:50												
							s 8:22	8:41	11:41	9:12 865	W	1530	23.6	GE.. GRANITE.....PD	63.2	E-78 W-78				s 1:40												
							s 8:11	8:31	11:32	9:01	Y	1535	30.5	AX.. ..ATHOL.....DN	56.3	E-78 W-78				s 1:00												
							f 7:56 603	8:21 603	11:20	8:50		1543	37.9	RS.. ..RAMSEY... DN	48.9					f 12:12 PM 305												
							s 7:46 603	8:10 603	11:10	8:40 603	W	1549	43.5	RD.. RATHDRUM.. DN	43.3					s 11:30 AM												
							s 7:36	f 7:57 868	11:00	8:30	CYW	1557	50.4	AU.. HAUSER.....PD	36.4	E-78 W-78				s 10:15	A 7:50 AM 42											
							s 7:24 1	7:47	10:50	8:20		1561	56.3	OTIS ORCHARDS..P	30.5	E-78 W-78				s 9:55	f 7:40											
							f 7:16	7:42 1	10:45	8:15 1		1564	59.2	V... ..VELOX... DN	27.6					s 9:40 603	f 7:32 1											
							s 7:10	7:37	10:40	8:10		1567	62.2	TR.. ..IRVIN... PD	24.6					s 9:25	s 7:25											
							f 7:02	7:30	10:33	8:05		1573	66.0	...PARKWATER..P	20.8	Yard				f 9:05	f 7:18											
							s 6:55	7:25	10:25	8:00	W C O T	1574	67.0	YD.. ..YARDLEY.. DN	19.8	Yard	A 7:05 AM	L 10:45 PM	A 5:50 AM	A 6:20 AM	L 9:00 AM	L 7:15 AM 1	A 2:40 PM	A 5:10 PM 663-41								
							L 6:45 AM 604	7:15	10:15	7:50 895	W O T	1576	70.5	SF... ..SPOKANE... DN	16.3	Yard	6:50 306		5:35	6:05			2:25	4:55								
A 4:30 PM	A 8:35 PM		A 11:35 AM	A 6:55 PM	A 2:45 PM		s 6:55	10:00	7:30		1579	73.7	...HANGMAN... P	13.1	No Sdg.																	
f 4:05	L 8:05 PM		s 11:14	L 6:30 PM 663	L 2:20 PM 315		6:35	9:37	7:07 1	W Y	1585	79.5	MR.. MARSHALL.. DN	7.3	E-33 W-82	6:25		L 5:10 AM	L 5:35 AM			L 1:55 PM	4:25 313									
TRAINS BETWEEN MARSHALL AND CHENEY ARE OPERATED UNDER BLOCK CARD SYSTEM. SEE SPECIAL RULES PAGE 4																																
L 3:50 PM 896			L 10:55 AM See Page 6				L 6:20 AM	L 9:25 PM	L 6:55 AM	WCY	1592	86.8	CY.. ..CHENEY.....DN	0.0	70	L 5:40 AM							L 4:00 PM 334									
Daily	Daily		Daily	Daily	Daily		Daily	Daily	Daily	Daily						Daily	Daily	Ex. Mon.	Daily		Mo., We. and Fri.	Ex. Sun.	We., Fri. and Sun.	Tu., Thu., Sat.								
0.40	0.30		0.40	0.25	0.25		2.33	2.42	2.40	2.33						1.25	6.25	0.40	0.45		7.45	0.35	0.45	1.10								
24.4	15.4		24.4	21.6	21.6		27.6	32.1	32.5	34.0						13.9	10.4	18.7	16.6		8.7	28.4	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 and 306 will stop on flag at all sidings and spurs, except Petit spur.
- No. 2 will stop on flag at Rathdrum for passengers destined Billings and east.
- 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 form A and form B.
- Westward trains must receive block card form "A" at Marshall, eastward trains block card form "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

Main time table grid with columns for Third Class, Second Class, First Class, and stations. Includes sub-headers for 'THIRD CLASS', 'SECOND CLASS', 'FIRST CLASS' and 'STATIONS'. Contains train numbers 885, 871, 869, 665, 661, 323, 321, 313, 311, 312, 314, 322, 324, 662, 666, 870, 872, 886. Includes 'Time Table No. 44 August 11, 1918 Succeeding No. 43' and 'STATIONS' list.

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

Summary table with columns for 'Tues., Thurs., Sat.', 'Ex. Sun.', 'Tu., Thu., Sat.', 'Ex. Sun.', 'Daily', 'Sun. Only', 'Daily', 'Daily', 'WCT', '136.7', 'L 8.00AM', 'L 12.30PM', 'L 1.30PM', 'L 7.30PM', 'Ex. Mon.', 'Ex. Sun.', 'We., Fri. and Sun.', 'Ex. Sun.', 'Sun., Wed. Fri.', 'L 8.05AM'. Includes '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. 312 will wait ten minutes at Lewiston for mail connection from Riparia.
3. Nos. 311 and 312 will stop on flag at Duckworth, Spokane County Farm, and Freedom Spur.
4. No. 313 will stop on flag at Freedom Spur on Sunday.
5. No. 313 will stop on flag at Spokane County Farm.
6. No. 314 will stop on flag at Cospur.
7. No. 314 will stop on flag at Freedom on Saturday.
8. SEE SPECIAL RULES, PAGES 4, 7, 8, 9 and 10.

WESTWARD

THIRD CLASS

Partial time table grid for Westward Third Class, showing columns for 881, 879, 872, 886, 870, 872, 886, 870, 872, 886. Includes 'Way Freight' and 'Way Freight' sub-headers.

Tu., Thu., Sat. 0.10 Mo., We. and Fri. 1.20 15.6 15.7

EASTWARD

THIRD CLASS

70 872 886

Way Freight Ex. Sun. Way Freight Sun., Wed., Fri.

Table with 3 columns: Way Freight, Ex. Sun., Way Freight. Rows include times like .50PM, .35, .15, .45, .30, .15PM, .59AM, .40, .25, .10, .55, .38, .30, .25, .05, .45, .10, .50, .30AM, .4.30PM, .4.05, .3.45, .3.30, .2.30, .1.50, .12.50, .12.30PM, .11.40AM, .11.20AM, .8.05AM, .4.10, .9.7, .10.9.

See page 7

11.40AM 885 9.05AM

11.20AM 8.48 325

8.05AM

Fri. Sun. Ex. Sun. Sun., Wed. Fri.

.20 4.10 0.17

.2 9.7 10.9

WESTWARD

FIFTH SUB-DIVISION (WASHINGTON CENTRAL BRANCH)

EASTWARD.

Main table for Fifth Sub-Division with columns for Third Class (881, 879, 877, 329, 327, 315) and First Class (316, 328, 330, 878, 880, 882). Includes station names like Cheney, Davenport, Coulee Jct, 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.

Table for Ninth Sub-Division with columns for Third Class (883) and Freight (884). Includes station names like Davenport, Wheatdale, Omans, Gravelles, Ditmar.

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

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

WESTWARD

SIXTH SUB-DIVISION (FARMINGTON BRANCH)

EASTWARD

Table for Sixth Sub-Division with columns for Third Class (873) and Freight (874). Includes station names like Belmont, Farmington.

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.			
SECOND CLASS		FIRST CLASS		Time Table No. 44 August 11, 1918 Succeeding No. 43										SECOND CLASS	
665		321		STATIONS										322	
Mixed		Passenger		STATIONS										666	
Ex. Sun. See Page 5		Sun. only See Page 5		Telegraph Offices and Calls										Ex. Sun. See Page 5	
L 12.30 PM		L 12.17 PM		PULLMAN JUNCTION	0.0	27.0	43	A 10.25 AM		A 9.35 AM		L 12.05 PM			
f 12.55		f 12.30		STALEY	4.9	22.1	37	f 10.10		f 9.05		f 12.20			
f 1.10		f 12.37		CHAMBER	7.2	19.8	33	f 10.02		f 8.55		s 12.45			
s 1.30		s 12.45		JOHNSON	9.8	17.2	32	s 9.55		s 8.45		f 1.00			
s 2.00		s 1.00		COLTON	15.0	12.0	31	s 9.40		s 8.20		A 1.30 PM See Page 3			
s 2.15		s 1.10		UNIONTOWN	17.8	9.2	34	s 9.33		s 8.00		Ex. Sun.			
f 2.25		f 1.17		LEON	20.2	6.8	26	f 9.25		f 7.50		1.25			
A 3.15 PM		A 1.35 PM		GENESEE	27.0	0.0	34	L 9.10 AM		L 7.30 AM		9.5			
Ex. Sun.		Sun. only						Sun. only		Ex. Sun.					
2.45		1.18						1.15		2.05					
9.7		20.7						21.6		12.9					

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

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

WESTWARD.		THIRD SUB-DIVISION (FORT SHERMAN BRANCH)										EASTWARD.			
THIRD CLASS		FIRST CLASS		Time Table No. 44 August 11, 1918 Succeeding No. 43										THIRD CLASS	
867		868		STATIONS										868	
Way Freight		Way Freight		STATIONS										Way Freight	
Ex. Sun.		Ex. Sun.		Telegraph Offices and Calls										Ex. Sun.	
L 12.05 PM		A 9.35 AM		COEUR D'ALENE	0.0	13.5	16	A 8.40 AM		A 8.40 AM					
f 12.20		f 9.05		BLACKWELL	2.7	10.8	14	f 8.30		f 8.30					
s 12.45		s 8.55		POST FALLS	9.2	4.3	17	s 8.10		s 8.10					
f 1.00		f 8.45		GRAND JUNCTION	11.3	2.2		f 8.00		f 8.00					
A 1.30 PM See Page 3		s 8.20		I. & W. N. and S. I. CROSSING	13.5			L 7.50 AM See Page 4		L 7.50 AM See Page 4					
Ex. Sun.		s 8.00		HAUSER	170			Ex. Sun.		Ex. Sun.					
1.25		f 7.50						0.50		0.50					
9.5		L 7.30 AM						16.2		16.2					

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

9. Blackwell Lumber Co. spur engines weighing more than 85,000 lbs. on drivers must not be used on bridge and will not exceed eight (8) miles an hour over bridge.  
10. SEE SPECIAL RULES, PAGES 7, 8, 9 and 10.

WESTWARD		EIGHTH SUB-DIVISION (CLEARWATER SHORT LINE)										EASTWARD			
THIRD CLASS		FIRST CLASS		Time Table No. 44 August 11, 1918 Succeeding No. 43										THIRD CLASS	
875		325		STATIONS										876	
Way Freight		Passenger		STATIONS										Way Freight	
Sun., Wed. Fri. See page 5		Daily See Page 5		Telegraph Offices and Calls										Tue., Thur. Sat. See page 5	
L 9.05 AM		L 2.10 PM		ARROW	0.0	62.7	32	A 8.30 AM		A 11.40 AM					
f 9.20		f 2.20		MYRTLE	3.6	59.1	14	f 8.18		f 11.20					
f 9.45		f 2.45		AGATHA	11.7	51.0	17	f 7.57		f 10.50					
s 9.55		s 2.50		LENORE	13.4	49.3	15	s 7.51		s 10.40					
s 10.25		s 3.08		PECK	20.3	42.4	49	s 7.34		s 10.10					
f 10.45		f 3.20		AHSAHKA	25.3	37.4	38	f 7.22		f 9.50					
s 11.00		s 3.32		ORO FINO	29.0	33.7	25	s 7.10		s 9.30					
s 11.35		s 4.02		GREER	37.3	25.4	26	s 6.40		s 9.00					
s 11.55 AM		s 4.30		PARDEE	44.3	18.4	No Siding	s 6.15		s 8.35					
f 12.05 PM		f 4.35		TRAMWAY	45.7	17.0	23	f 6.10		f 8.30					
s 12.30		s 4.55		KAMIAH	51.6	11.1	26	s 5.50		s 8.15					
s 1.10		s 5.20		KOOSKIA	59.5	3.2	32	s 5.28		s 7.45					
A 1.30 PM		A 5.30 PM		STITES	62.7	0.0	46	L 5.20 AM		L 7.30 AM					
Sun., Wed. Fri.		Daily						Daily		Tue., Thur. Sat.					
4.25		3.20						3.10		4.10					
14.1		18.8						19.7		15.0					

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

2. No. 326 will run as 323 Arrow to Lewiston.  
3. No. 325 will run as 324 Lewiston to Arrow.  
4. No. 876 will run as 885 Arrow to Lewiston.  
5. No. 875 will run as 886 Lewiston to Arrow.  
6. Nos. 875 and 876 may carry passengers.  
7. Nos. 325 and 326 will stop on flag at Magill Spur, Corbetts Ferry, Fir Bluff, Big George, Penoyer Spur and Cheerylane.  
8. 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. F. A. POMEROY, Cheney.
DR. E. S. COATES, Plains.	DR. D. A. ANGUS, Rosalia.
DR. E. D. PEEK, Thompson Falls, Station (S)	DR. PAUL WIESEL, Garfield.
DR. EARNEST McLEOD, Clarke Fork.	DR. E. T. HEIN, Palouse (S)
DR. C. S. MOODY, Hope.	DR. L. G. KIMZEY, Pullman (S)
DR. O. F. PAGE, Sand Point (S) Kootenai (S)	DR. W. H. CARITHERS, Moscow (S)
DR. FRANK WENZ, Rathdrum (S)	DR. JOHN B. MORRIS, Lewiston (S)
DR. H. P. MARSHALL, Spokane (S)	DR. C. F. TUOMY, Genesee
DR. JOHN H. O'SHEA, Spokane (S)	DR. EARL W. HORSWELL, Oro Fino
DR. X. L. ANTHONY, (Oculist), Spokane	DR. J. M. VERBERKMOES, Kooskia Stites (S)
DR. O. T. BATCHELLOR, (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. W. MILBURN, 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.

FIRST DISTANCE
Hydro
Alger
Cedar Spur
Dorite
Lane Potter
Donovan Tie Mill
Kolliner
Culver
Boyer

  

SECOI DISTANCE
Sagel
Dufort
Petit
Kings
North Pole
Calispel
Dean
Bradken
Moab
Steno
Hangman Gravel P

  

THIR DISTANCE
Huetter
Atlas
Gibbs and Blackwe

  

FOUR DISTANCE
Cospur
Freedom
Broadview
Duckworth
Pullman
Hagen
Troy Brick Yard
Clyde
Arrow Storage

  

1st Subdivision
2nd Subdivision
3rd Subdivision
4th Subdivision
5th Subdivision
6th Subdivision
7th Subdivision
8th Subdivision
9th Subdivision



VARD.

1ST CLASS	THIRD CLASS
	<b>868</b>
	Way Freight
	Ex. Sun.
	A 8:40AM
	f 8:30
	s 8:10
	r 8:00
	L 7:50AM
	See Page 4
	Ex. Sun.
	0.50
	16.2

S IN THE

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oscow (S)  
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L, Oro Fino  
3, Kooskia  
Stites (S)  
lan  
lbur (S)  
lee City  
ur d'Alene (S)

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is not responsible  
ion, and then only

**COMMERCIAL SPURS.**

FIRST SUB-DIVISION		
D:STANCE FROM PARADISE.		Car Cap'y
Hydro .....	32.3 Miles	12
Alger .....	48.1 "	15
Cedar Spur .....	82.6 "	50
Dorite .....	88.1 "	5
Lane Potter .....	92.3 "	42
Donovan Tie Mill.....	101.2 "	20
Kolliner .....	106.5 "	7
Culver .....	112.2 "	10
Boyer .....	113.7 "	15

SECOND SUB-DIVISION		
DISTANCE FROM KOOTENAI.		Car Cap'y
Sagel .....	8.7 Miles	10
Dufort .....	12.3 "	12
Petit .....	13.9 "	4
Kings .....	22.6 "	6
North Pole .....	35.2 "	4
Calispell .....	41.4 "	8
Dean .....	46.5 "	4
Bradken .....	53.1 "	6
Moab .....	54.9 "	11
Steno .....	61.9 "	18
Hangman Gravel Pit .....	73.3 "	5

THIRD SUB-DIVISION		
DISTANCE FROM HAUSER.		Car Cap'y
Huetter .....	9.4 Miles	10
Atlas .....	9.8 "	30
Gibbs and Blackwell Spur .....	11.7 "	15

FOURTH SUB-DIVISION		
DISTANCE FROM MARSHALL.		Car Cap'y
Cospur .....	13.3 "	7
Freedom .....	15.7 "	5
Broadview .....	27.9 "	8
Duckworth .....	40.5 "	7
Pullman .....	73.8 "	6
Hagen .....	85.0 "	16
Troy Brick Yard.....	99.1 "	10
Clyde .....	106.8 "	14
Arrow Storage .....	124.0 "	15

FIFTH SUB-DIVISION		
DISTANCE FROM CHENEY.		Car Cap'y
Calol .....	40.5 "	8
Carr .....	101.3 "	5
Forrey .....	122.1 "	8

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

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

EIGHTH SUB-DIVISION		
DISTANCE FROM ARROW.		Car Cap'y
Cheerylane .....	5.9 Miles	3
Fir Bluff .....	7.3 "	5
Magill .....	22.5 "	10
Dunlap .....	28.2 "	3
Penoyer .....	33.3 "	2
Newspur .....	50.2 "	40

NINTH SUB-DIVISION		
DISTANCE FROM DAVENPORT.		Car Cap'y
Fry .....	8.8 Miles	4
Chick .....	16.0 "	6

**DERAIL SWITCHES**

**FIRST SUB-DIVISION.**

Alger Spur .....	West end
Trout Creek .....	East end coal dock
Cedar Spur .....	East end
Cabinet .....	West end commercial track
Kootenai.....	West end coal dock
Kootenai.....	East end rip track lead
Kootenai.....	West end rip track lead

**SECOND SUB-DIVISION.**

Sand Point.....	West end S. & I. Transfer
Sagle .....	West end
Dufort .....	East end
Petit .....	East end
Careywood.....	West end
Kings .....	West end
Calispell .....	West end
Dean .....	West end
Hauser .....	East end coal dock
Velox.....	East end passing track
Steno .....	East end loading track
Steno .....	West end cross-over
Irvin .....	East end cross-over
Irvin .....	East end rubbish track
Spokane.....	West end team track O-W. Cxg.
Spokane.....	West end W. W. P. Co. spur
Spokane .....	West end Blanchard Spur
Spokane .....	West end Ford Spur
Cheney.....	East end stock track
Cheney.....	East end coal dock
Cheney.....	East end Mill track

**THIRD SUB-DIVISION.**

Gibbs and Blackwell Spur.....	East end
Blackwell.....	East end passing track

**FOURTH SUB-DIVISION.**

Plaza .....	West end elevator track
North Pine .....	West end passing track
Donahue.....	East end passing track
McCoy.....	East end passing track
Belmont.....	East end track No. 2
Garfield.....	West end passing track
Garfield .....	West end house track
Fallon .....	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 Brick Yard Spur.....	West end
Troy .....	West end house track
Troy .....	West end passing track
Rock Spur.....	West end
Bovard.....	West end passing track
Kendrick.....	West end passing track
Kendrick.....	West end elevator track
Julietta.....	West end passing track
West end house track Juliaetta.....	spur
Arrow.....	West end passing track

**FIFTH SUB-DIVISION.**

Cheney.....	(See second subdivision)
Four Lakes .....	East end house track
Reardon.....	West end mill track
Almira.....	East end high line
Hansen.....	West end passing track
Coulee City.....	West end coal dock spur
Adco.....	West end passing track

**SEVENTH SUB-DIVISION.**

Colton.....	West end Becker Spur
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**EIGHTH SUB-DIVISION.**

Lenore.....	East end warehouse track
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**NINTH SUB-DIVISION.**

Ditmar.....	200 feet east of east switch
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**CLEARANCE TABLE**

SUBDIVISION	HEIGHT 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		7 ft. 6 in. Wide		8 ft. Wide		8 ft. 6 in. Wide		9 ft. Wide		9 ft. 6 in. Wide		10 ft. Wide		10 ft. 2 in. Wide		10 ft. 6 in. Wide		11 ft. Wide		11 ft. 6 in. Wide		Max. Height		Max. Width	
	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
1st Subdivision .....	Main Line (Paradise-Kootenai).....																																					
2nd Subdivision .....	Main Line (Kootenai-Cheney).....																																					
3rd Subdivision .....	Fort Sherman Branch.....																																					
4th Subdivision .....	Palouse and Lewiston Branch.....																																					
5th Subdivision .....	Washington Central Branch.....																																					
6th Subdivision .....	Farmington Branch .....																																					
7th Subdivision .....	Genesee Branch .....																																					
8th Subdivision .....	Clearwater Short Line.....																																					
9th Subdivision .....	Seattle Branch (Davenport-Ditmar).....																																					

**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, "W" or heavier power 30 miles per hour, except on special instructions.
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 on tangents, and 6 miles per hour on curves. 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, 15 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.
- 58-A. Between Parkwater and O.-W. R. & N. crossing all trains and engines 15 miles per hour. Between O.-W. R. & N. crossing and 7th Avenue, Spokane, passenger trains 12 miles per hour. Freight trains, light engines and switch engines 8 miles per hour. Between 7th Avenue, Spokane, and Hangman, passenger trains 40 miles per hour. Freight trains 25 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, 15 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.
- 70-A. First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

**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 will be considered a terminal for chain gang train and engine crews running on the fifth sub-division. Stites will be considered a terminal for chain gang train and engine crews running on eighth sub-division. Lewiston will be considered a terminal for all chain gang train and engine crews running into that point.
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 GOVERN**

1. Signal 52 is hi new lines eas on westward
2. Signal 50 is hi ing. Upper line. Lower
3. Signal 29 is hi ing. Upper Lower arm
4. Signal 49 is d lines east of movements eastward to
5. Signal 31 is d lines west c movements ward main l ing, and eas through shc
6. Signal 32 is d lead west
7. Signal 47 is westward n main line. on westwar signal 47 sl
8. Signal 48 is of crossing
9. Approaching whistle: O
10. Approaching
11. Approaching long: —
12. Approaching
13. Approaching
14. Approaching 2 long, 2
15. Approaching
16. Approaching
17. Approaching 2 long, 2 s
18. Enginemen

W. H. D

**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.

W. H. DUWE,  
Trainmaster

C. P. HUNT,  
Trainmaster

J. J. BLAIR,  
Trainmaster

F. W. SMITH,  
Chief Dispatcher

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