United States Railroad Administration

W. G. McADOO, Director General of Railroads

NORTHERN PACIFIC RAILROAD

IDAHO DIVISION

TIME 44A TABLE

In Effect at 2:01 A. M. Pacific or 120th Meridian Time.

WEDNESDAY, JANUARY 1, 1919.

For the Government of Employes only. The Railroad 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,
Assistant 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 W-1	Y-2 Y-3	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	2000	1800	1700	1400				
First Eastward	Kootenai to Trout Creek	0.4+	3800	2900	2200	2000	1850	1750				
	Trout Creek to Paradise	0.3	4000	3300	2350	2150	1950	1850				
Second Westward	Kootenai to Athol	0 5	3000	2400	2000	1800	1700	1400				
	Athol to Spokane	Down			TRAIN	LIMIT	NINET	Y-NINE	CARS			
	Spokane to Marshall	1.1	1500	1200	1100	900	860	825				
	Marshall to Cheney	1.0	1650	1350	1200	975	935	895				
Second Eastward	Cheney to Spokane	0.7	2200	1800	1400	1200	1150	1100				
	Spokane to Athol	0.4	3800	3000	2300	2100	1900	1800				
	Athol to Kootenai	0.3	4000	3300	2400	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 CAR	S				
	Kendrick to Lewiston	Down				SIX	TY CAR	S				
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 Jct	Down				SIX	TY CAR	S				
	Coulee Jct. to Adrian	0.5				1800	1700	1400	1200	1100	1000	900
Fifth Eastward	Adrian or Coulee City to Hartline	1.0				975	935	895	540	480	450	360
	Hartline to Creston	1.2				805	770	740	475	390	345	275
	Creston to Cheney	1.0				975	935	895	540	480	450	360
Sixth Westward	Belmont to Farmington	1.5				677	666	621	375	330	315	250
Sixth Eastward	Farmington to Belmont	1.3				774	761	710	430	350	325	265
Seventh Westward	Pullman Jct. to Johnsons	0.8				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						SIX	TY CAR	S			
Eighth Westward	Arrow to Stites	0.3							1400	1200	1100	1000
Eighth Eastward	Stites to Arrow	Down					SIX	TY CAR	S			
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

1. 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.
2. Extra trains will run via new line between Kildee and Trout Creek, unless otherwise instructed.
3. Trains using line opposite to that provided for on time table between Kildee and Trout Creek will secure clearance before passing junction switch.
4. 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.
5. Local trains will tie up on westward siding at Noxon.
6. At stations Kootenai to Paradise, agents will secure authority from Superintendent to stop train No. 2 for passengers destined St. Paul and east.
7. 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.
8. 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.
9. **SEE SPECIAL RULES, PAGES 7, 8, 9 and 10.**

FIRST SUB-DIVISION (MAIN LINE)

Time Table No. 44A

January 1, 1919
Succeeding No. 44

WESTWARD																								EASTWARD								
THIRD CLASS			SECOND CLASS			FIRST CLASS														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	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Paradise	STATIONS Telegraph Offices and Calls			Distance from Kootenai Yard	Car Capacity of Sidings	Daily	Daily	Daily		Daily		Wed., Fri., Sun.	Tu., Thu., Sat.					
		L 7.00AM			L11.00PM				L12.10PM	L 3.05PM	L 2.35AM	WCOT	1390	0.0	PD..		..PARADISE.....DN 6.1	115.6	Yard	As 1.00PM	As 3.30AM	As1.40PM 862		A 6.00PM		A 1.30PM 42						
		s 7.25			11.18				s12.21 862	s 3.17	f 2.47		1396	6.1	HO..		...PLAINS.....DN 7.1	109.5	E-79 W-79	12.46 862	f 3.14	s 1.26		5.35		s12.51 12.16PM 2-41						
		f 7.45			11.36				12.35 2	f 3.28	2.59 4		1404	13.2	KS..		WEEKSVILLE.....P 7.4	102.4	E-69 W-78	12.35 41	2.59 1	f 1.12		5.10		s11.40AM						
		s 8.05			11.56PM				12.48	f 3.39	3.10	W	1411	20.6	DY..		.....EDDY.....DN 2.5	95.0	E-78 W-78	12.20	2.45	f12.56		4.45		s11.00						
		f 8.15			12.02AM				12.52 42	f 3.42	3.13		1413	23.1	.....		....FROST.....P 5.2	92.5	71	12.15	2.40	f12.52 41		4.35		f10.45						
		f 8.35			12.15				1.00	f 3.52	3.20		1417	28.3	WN.		...WOODLIN.....P 3.3	87.3	81	12.05PM	2.30	f12.40		4.20		f10.00						
		s 9.25			12.25				s 1.07	s 4.03 606	f 3.26	W	1420	31.6	FN..		THOMPSON FALLS.. 5.2 PD	84.0	E-78 W-70	11.59AM	s 2.25	s12.33		4.03 3		s 9.45						
		f 9.50			12.40				1.16	4.14	3.34		1426	36.8	BK..		..KILDEE.....DN 1.1	78.8	No Siding	11.51	2.15	12.22		3.45		f 9.10						
		f 9.55			Via New Line				1.18	f 4.16	3.36		1427	37.9	.....		..BELKNAP.... 6.4 ..P (OLD LINE)	77.7	71	11.49	2.13	f12.20		Via New Line		Via New Line						
		s10.35							1.29	f 4.30	3.48	Y	1434	44.3	WP..		WHITE PINE . 5.7 ..P (OLD LINE)	71.3	70	11.39	2.04	f12.07PM										
		f11.05							1.37	f 4.39	3.56		1439	50.0	.....		VERMILION... 2.7 ..P (OLD LINE)	65.6	63	11.28	1.54	f11.55AM										
			Via Old Line		12.45							W	1428	38.2	.....		1.4 ..MARMOT ... 3.7 ..P (NEW LINE)	78.7	82					3.40		f 8.55						
					1.00				Via Old Line	Via Old Line	Via Old Line		1431	41.9	.....		....TALC ..... 4.5 ... (NEW LINE)	75.0	89	Via Old Line	Via Old Line	Via Old Line		3.26		f 8.40						
					1.20								1436	46.4	.....	AUTOMATIC BLOCK	...CHILDS..... 2.9 ..P (NEW LINE)	70.5	77					3.16		f 8.20						
					1.30								1439	49.3	.....		.RICHARDS... 4.7 ..P (NEW LINE)	67.6	78					3.10		f 8.05						
		s11.18AM 12.40PM 2-42			1.50 4				s 1.42	f 4.47	4.00	WC	1444	52.7	J....		TROUT CREEK...DN 6.2	62.9	78	11.23 861	1.50 603	s11.50 861		2.55		s 7.45						
		s 1.05			2.10				1.52	f 4.58	4.10		1449	58.9	TC ..		..TUSCOR.....P 5.9	56.7	78	11.14	1.40	f11.32		2.30		s 7.00						
		f 1.30			2.25				2.03 606	f 5.09	4.19		1455	64.8	.....		..FURLONG.....P 4.0	50.8	79	11.05	1.31	f11.18		2.03 41		f 6.25						
	L 7.00AM	A 1.45PM 41-606			2.35				s 2.12 861	f 5.19	4.26	W	1458	68.8	NX..		...NOXON.....DN 4.8	46.8	E-79 W-79	10.59	1.25	s11.07		1.45 861		L 6.00AM	A 2.40PM					
	f 7.15				2.50				2.22 864	f 5.29	4.34		1463	73.6	.....		...SMEAD.....P 5.4	42.0	79	10.52	1.17	f10.56		1.20			f 2.22 41					
	s 7.35				3.05				s 2.32	f 5.41	4.44		1468	79.0	HR..		...HERON.....DN 6.2	36.6	E-78 W-79	10.44 42	1.09	s10.44 2		1.00			s 2.05					
	s 8.00				3.20				f 2.45	5.52	4.54	W	1474	85.2	BN..		..CABINET .....DN 4.8	30.4	78	10.34	12.59	f10.26		12.35			s 1.33					
	f 8.15				3.31				f 2.55	6.03	5.01		1478	90.0	.....		...OZOMA.....P 2.6	25.6	E-77 W-56	10.27	12.50	f10.13		12.10PM			f12.15					
	s 8.45				3.37				s 3.00	s 6.08	5.05	W	1482	92.6	CX..		CLARK'S FORK.. PD 5.0	23.0	E-78 W-86	10.23 864	12.46	s10.07 864		11.55AM 864			s12.01PM 10.00AM 2-42-606					
	f 9.00				3.50				f 3.11	6.18	5.14		1489	97.6	D ...		.DENTON .....P 4.6	18.0	78	10.14	12.38	f 9.56		11.40			f 9.35					
	s 9.15 11.25 2-42-606				4.05				s 3.20	s 6.29	5.21	W	1492	102.2	H...		...HOPE .....DN 7.1	13.4	E-79 W-85	10.07 863	f12.30	s 9.46 863		11.20 863			s 9.20					
	f11.50AM				4.25				f 3.34	6.41	5.33		1499	109.3	.....		....ODEN.....P 5.3	6.3	79	9.57	12.20	f 9.28		10.55			f 7.30					
	f12.10PM				4.40				s 3.44	f 6.52	5.42		1503	114.6	KN..		.KOOTENAI.....PD 1.0	1.0	Yard	9.50	12.12	s 9.18		10.35			f 7.05					
	A12.15PM				A 4.45AM				A 3.47PM	A 6.55PM	A 5.45AM	WCOT	1504	115.6	KY..		KOOTENAI YARD..DN 0.0	0.0	Yard	L 9.48AM	L12.10AM	L 9.15AM		L10.30AM			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				3.37	3.50	3.10				Time over Subdivision.					3.12	3.20	4.25		7.30		7.30	5.49					
	15.1	11.6			20.1				31.9	30.1	36.5				Average Speed per Hour.					36.1	34.6	26.1		15.4		9.3	8.0					

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

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

WESTWARD — SECOND SUB-DIVISION (MAIN LINE)

Time Table No. 44A

January 1, 1919.

Succeeding No. 44

THIRD CLASS							SECOND CLASS			Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Kootenai Yard	STATIONS (Telegraph Offices and Calls)			Distance from Cheney	Car Capacity of Sidings	FIRST CLASS										
				895	869	865		663	661	603									1	3	41	305	311	313	315	319	333		
				Way Freight	Way Freight	Way Freight		S.P.&S. 75 Freight	Freight	Freight									Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	S.P.&S. 3 Passenger	Passenger		
				Mo., We. and Fri.	Tu., Thu., Sat.	Tu., Thu., Sat.		Daily	Ex. Sun.	Daily									Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
						L 6.30AM				L 5.30AM 606	WCOT	1504	0.0	KY..	KOOTENAI YARD..DN 2.0	86.8	Yard	L 5.45AM	L 6.55PM	L 3.47PM	L10.47AM							
						s 6.45				5.40	W	1507	2.0	SA..	SAND POINT.....PD 3.4	84.8	E-59 W-67	s 5.50	s 7.03	s 3.53	s10.52							
						f 7.05				5.58 1		1510	5.4	.....	..LIGNITE.....P 3.7	81.4	80	5.58 603	7.13	4.00 866	f11.04							
						s 7.25				6.20		1513	9.1	.....	..ALGOMA.....P 6.8	77.7	78	6.05	7.19	4.07	f11.14							
						s 7.55				6.40	W	1520	15.9	CO..	COCOLALLA.....DN 5.0	70.9	E-78 W-78	6.15	7.31	4.20	s11.30							
						f 8.15 8.43 306-42				6.55		1524	20.9	CW..	CAREYWOOD.....P 2.7	65.9	79	6.24	7.39	4.28	f11.41							
						s 9.12 2				7.05	W	1530	23.6	GE..	GRANITE.....PD 6.9	63.2	E-78 W-78	6.29	7.44	4.34	s11.46							
						s10.00				7.25	Y	1535	30.5	AX.	...ATHOL.....DN 7.4	56.3	E-78 W-78	6.40	7.57	4.47	s11.59AM							
						f10.40				7.45 42-306		1543	37.9	RS..	...RAMSEY... 5.6 DN (Double Track)	48.9	87	6.51	8.08	4.57	f12.12PM 866							
						s11.25AM				8.40 306-42-2	W	1549	43.5	RD	RATHDRUM. 6.9 DN (Double Track)	43.3	78	f 6.59	s 8.20	s 5.08	s12.25							
						s12.01PM				9.05	CYW	1557	50.4	AU..	..HAUSER.....PD 5.9	36.4	E-78 W-78	7.09	8.30	5.19	s12.37							
						s12.20				9.25		1561	56.3	.....	OTIS ORCHARDS..P 2.9	30.5	E-78 W-78	7.18 306	8.40	5.27	s12.48							
						12.30				9.35 866		1564	59.2	V....	....VELOX.... 3.0 DN	27.6	78	7.23 2-42	8.45	5.31	f12.54							
						s12.45				9.45		1567	62.2	TR..	....IRVIN..... 3.8 PD	24.6	59	7.29	8.50	5.36	s 1.00							
						s12.55				9.55		1573	66.0	.....	.PARKWATER. 1.0 P	20.8	Yard	7.34	8.56	5.41	f 1.10							
				L 7.30AM	L 8.15AM 1	A 1.00PM		L 5.15PM 896	L 9.15PM 3	10.00AM 6.45PM	WCOT	1574	67.0	YD..	..YARDLEY.. 1.7 DN	19.8	Yard	7.40	8.58 661	5.44	s 1.13							
													68.7	.....	O. W. R. & N. Crossing Tk Con 1.8 Int'g	18.1												
				s 7.50 2	s 8.35			s 5.30	9.50	s 7.10	WOT	1576	70.5	SF.....	...SPOKANE... 3.2 DN	16.3	Yard	s 7.55 8.25	s 9.15 9.45	s 6.00 6.25	A 1.30PM	L 8.15AM 895	L 4.00PM	L 2.00PM	L 7.20AM	L 6.45AM		
												1579	73.7	.....	..HANGMAN.. 5.8 ..P	13.1	No Sdg.											
				s 8.25 See 311-319	As9.05AM See Page 5			A 6.30PM 314-41	A10.25PM See Page 5	8.00	WY	1585	79.5	MR..	..MARSHALL.. 7.3 DN (Interlocking)	7.3	E-33 W-82	8.48	10.05	6.48 See 663		As 8.38AM See 895 See Page 5	As 4.20PM 896 See Page 5	s 2.24 312	As 7.44AM See 895	s 7.08 2		

Automatic Block — Double Track

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

				A s8.55AM						A 8.30PM	WCY	1592	86.8	CY..	...CHENEY.....DN	0.0	70	A 9.05AM	A10.25PM s	As 7.10PM				As 2.45PM See Page 6		As 7.28AM		
				Mo., We. and Fri.	Tu., Thu., Sat.	Tu., Thu., Sat.		Daily	Ex. Sun.	Daily								Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
				1.25	0.50	6.09		0.45	1.10	6.15					Time over Subdivision			2.50	3.00	2.58	2.43	0.23	0.20	0.45	0.24	0.43		
				13.9	15.0	10.8		16.6	10.7	13.8					Average Speed per Hour			30.6	28.9	29.2	25.9	23.4	24.0	21.8	21.6	22.7		

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

Time Table No. 44A
January 1, 1919
Succeeding No. 44

FIRST CLASS										Water, Fuel, Scales, Time Tables and Wyes	Station Numbers	Distance from Kootenai Yard	STATIONS (Telegraph Offices and Calls)		Distance from Cheney	Car Capacity of Sidings	SECOND CLASS				THIRD CLASS					
	334	320	316	314	312	306	42	4	2								604	606	662	664	866	870	896			
	Passenger	S.P.& S. 4 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger								Freight	Freight	Freight	S.P.& S.76 Freight	Way Freight	Way Freight	Way Freight			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily								Daily	Daily	Ex. Mon.	Daily	Mo., We. and Fri.	We., Fri. and Sun	Tu., Thu., Sat.			
						As 9.00AM 42	A 9.15AM 306	A12.10AM	A 9.48AM	W C O T	1504	0.0	KY..KOOTENAI YARD..DN		86.8	Yard		A 5.10AM 1-603			A 4.45PM					
						s 8.55	s 9.09	s12.02AM	s 9.45	W	1507	2.0	SA... SAND POINT.....PD 3.4		84.8	E-59 W-67		4.55			s 4.25					
						f 8.49	9.04	11.57PM	9.36		1510	5.4	....LIGNITE.....P 3.7		81.4	80		4.35			f 4.00 41					
						f 8.42	8.59	11.52	9.31		1513	9.1	....ALGOMA.....P 6.8		77.7	78		4.20			s 3.40					
						s 8.30	8.50	11.43	9.22	W	1520	15.9	CO.. COCOLALLA.....DN 5.0		70.9	E-78 W-78		4.00			s 3.10					
						f 8.20 865	8.43 865	11.36	9.16		1524	20.9	CW.. CAREYWOOD.....P 2.7		65.9	79		3.40			f 1.50					
						s 8.15	8.39	11.31	9.12 865	W	1530	23.6	GE.. .GRANITE.....PD 6.9		63.2	E-78 W-78		3.30			s 1.40					
						s 8.03	8.29	11.22	9.01	Y	1535	30.5	AX.. ...ATHOL.....DN 7.4		56.3	E-78 W-78		3.00			s 1.00					
						f 7.49 603	8.15 603	11.10	8.50		1543	37.9	RS.. ...RAMSEY... 5.6	Double Track DN	48.9	87		2.10			f12.12PM 305					
						s 7.39 603	s 8.03 603	s11.00	8.40 603	W	1549	43.5	RD.. .RATHDRUM. 6.9	Double Track DN	43.3	78		1.20			s11.30AM					
						s 7.28	7.50	10.50	8.30	CYW	1557	50.4	AU.. ..HAUSER.....PD 5.9		36.4	E-78 W-78		12.30			s10.15					
						s 7.18 1	7.40	10.40	8.20		1561	56.3	..... OTIS ORCHARDS ..P 2.9		30.5	E-78 W-78		12.01AM			s 9.55					
						f 7.06	7.35 1	10.35	8.15 1		1564	59.2	V... ...VELOX... 3.0	DN	27.6	78		11.45PM			s 9.40 603					
						s 7.00	7.29	10.30	8.10		1567	62.2	TR.. ...IRVIN... 3.8	PD	24.6	59		11.30			s 9.25					
						f 6.52	7.22	10.23	8.05		1573	66.0	..... .PARKWATER. 1.0	.P	20.8	Yard		10.55			f 9.05					
						s 6.45	7.15	10.15	8.00	W C O T	1574	67.0	YD.. ..YARDLEY.. 1.7	DN	19.8	Yard	A 7.05AM	L10.45PM	A 5.50AM	A 6.20AM	L 9.00AM	A 2.40PM	A 5.10PM 663-41			
												68.7	..... O. W. R. & N. Crossing Trk. Con. 1 & Intlkg		18.1											
						L 6.35AM 604	7.05	10.05	7.50 895	W O T	1576	70.5	SF.....SPOKANE... 3.2	DN	16.3	Yard	6.50 306		5.35	6.05		2.25	4.55			
		A 4.30PM	A 8.45	A11.55U	A 6.55PM	A 2.45PM		s 6.45	s 9.50	s 7.20																
											1579	73.7	....HANGMAN.. 5.8	..P	13.1	No Sdg.										
		f 4.05	L 8.20PM	s11.35	L 6.30PM 663 See Page 5	L 2.20PM 315 See Page 5		6.25	9.27	6.57	W Y	1585	79.5	MR.. .MARSHALL.. 7.3 Interlocking	DN	7.3	E-33 W-82	6.25		L 5.10AM See Page 5	L 5.35AM		1.55PM See Page 5	4.25 313			

AUTOMATIC BLOCK — DOUBLE TRACK — Automatic Block

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

	L 3.50PM 896		L11.15AM See Page 6				L 6.10AM	L 9.15PM	L 6.45AM	WCY	1592	86.8	CY.. ..CHENEY.....DN	0.0	70	L 5.40AM								L 4.00PM 334		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Ex. Mon.	Daily		Mo., We. and Fri.	We., Fri. and Sun.	Tu., Thu., Sat.			
	0.40	0.25	0.40	0.25	0.25	2.25	2.45	2.40	2.33				Time Over Subdivision			1.25	6.25	0.40	0.45		7.45	0.45	1.10			
	24.4	21.6	24.4	21.6	21.6	29.1	31.5	32.5	34.0				Average Speed Per Hour			13.9	10.4	18.7	16.6		8.7	16.6	17.1			

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

SECOND SUBDIVISION, SPECIAL RULES

1. 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.
2. 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.
3. No. 41 will stop on flag at Sagle for passengers Spokane and west.
4. No. 41 will do all local work between Hauser and Spokane on Sundays.
5. Nos. 305 and 306 will stop on flag at all sidings and spurs, except Petit spur.
7. No. 2 will stop on flag at Rathdrum for passengers destined Billings and east.
8. 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.
9. 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.
10. Between Marshall and Cheney trains will be handled by block cards form A and form B.
11. 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.
12. Exceptions on block cards must be complied with. If no exceptions operator will insert the word "blank."
13. Westward trains will take siding at Cheney unless instructed to contrary.
14. 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.
15. Freight trains with running orders on 5th subdivision will report into clear on phone at Cheney wye.
16. **SEE SPECIAL RULES, PAGES 4, 7, 8, 9 and 10.**

FOURTH SUB-DIVISION
(PALOUSE AND LEWISTON BRANCH)

Time Table No. 44A
January 1, 1919
Succeeding No. 44

WESTWARD | EASTWARD

THIRD CLASS 885 Way Freight Tues., Thurs., Sat.	871 Way Freight Ex. Sun.	869 Way Freight Tu., Thu., Sat. See Page 3	SECOND CLASS 665 Mixed Ex. Sun.	661 Freight Ex. Sun. See Page 3	FIRST CLASS 323 Passenger Daily	321 Passenger Sun. Only	313 Passenger Daily See Page 3	311 Passenger Daily See Page 3	Water, Fuel, Scales, Turn-tables and Wyes	Station Numbers	Distance from Marshall	STATIONS Telegraph Offices and Calls	Distance from Lewiston	Car Capacity of Sidings	FIRST CLASS 312 Passenger Daily See Page 4	314 Passenger Daily See Page 4	322 Passenger Sun. Only	324 Passenger Daily	SECOND CLASS 662 Freight Ex. Mon. See Page 4	666 Mixed Ex. Sun.	THIRD CLASS 870 Way Freight We., Fri. and Sun See page 4	872 Way Freight Ex. Sun.	886 Way Freight Mon., Wed., Fri.
		L 9.05AM		L10.25PM			L 4.20PM	L 8.38AM	WY	1585	0.0	MR.....MARSHALL.....DN Interlocking 5.3	136.7	Yard	A s2.20PM	A s6.30PM			A s5.00AM		A s1.50PM		
		f 9.20		10.45			f 4.30	f 8.50		I D 5	5.3	.....DYNAMITE..... 5.9	131.4	26	f 2.07	f 6.10			4.40		f 1.35		
		s 9.50		11.10			s 4.44	s 9.05	W	I D11	11.2	SG.....SPANGLE.....D 8.5	125.5	33	s 1.55	s 5.57			4.20		s 1.15		
		s10.20		11.30			s 5.02	s 9.23		I D 20	19.7	MA.....PLAZA.....D 3.7	117.0	26	s 1.35	s 5.38			3.50		s12.45		
		f10.30		11.40			5.10	f 9.31		I D 23	23.4	.....NORTH PINE..... 3.3	113.3	22	f 1.27	5.28			3.30		f12.30		
		s10.50		11.50			s 5.20 314	s 9.39	W	I D 27	26.7	RO.....ROSALIA.....D 2.0	110.0	59	s 1.20	s 5.20 313			3.20		s12.15PM		
		f10.55		11.55PM			5.26	f 9.44		I D 30	28.7	.....DONAHUE..... 3.2	108.0	14	f 1.14	5.14			3.10		f11.59AM		
		f11.05		12.05AM			5.34	f 9.52		I D 32	31.9	.....McCOY..... 5.7	104.8	24	f 1.08	5.08			3.00		f11.40		
		s11.25		12.25			s 5.45	s10.06		I D 38	37.6	OD.....OAKESDALE.....D 0.6	99.1	60	s12.57	s 4.58			2.40		s11.25		
											38.2	O.-W. R. & N. AND S. & I. CROSSINGS 4.7	98.5										
		s11.55AM		12.40			s 5.58	s10.20	WY	I D 43	42.9	BM.....BELMONT.....D 4.3	93.8	45	s12.42	s 4.48			2.25		s11.10		
		f12.10PM		1.00			6.08	f10.30		I D 47	47.2	.....EDEN..... 2.2	89.5	41	f12.30	4.36			2.05		f10.55		
		s12.24 312		1.10			s 6.13	s10.38 870		I D 50	49.4	GF.....GARFIELD.....D 0.3	87.3	29	s12.24 869	s 4.31			2.00		s10.38 311		
											49.7	O.-W. R. & N. AND S. & I. CROSSINGS Tk Connection 3.3	87.0										
							6.20	f10.47		I D 53	53.0	.....CEDAR CREEK..... 6.0	83.7	7	f12.14	4.23							
		s 1.00		1.35 662			s 6.37	s11.03	W	I D 59	59.0	PC.....PALOUSE.....D 6.6	77.7	32	s12.01PM	s 4.12			1.35 661		s 9.30		
		f 1.30		2.00			f 6.50	f11.20		I D 66	65.6	.....FALLON..... 4.8	71.1	27	f11.46AM	f 3.58			12.55		f 8.25		
		f 1.50		2.20			f 7.01	f11.35 312		I D 71	70.4	.....WHELAN..... 5.2	66.3	27	f11.35 311	f 3.49			1240		f 8.05		
		s 2.05		L12.15PM 311-312		L12.10PM 311	s 7.15 ¶ 7.30	s11.47 ¶ 11.57AM 321	WC	I D 76	75.6	PN.....PULLMAN.....DN 0.6	61.1	30	s11.20 ¶ 11.10	s 3.40 ¶ 3.30	A10.35AM		12.20AM	A10.00AM	s 7.45		
											76.2	..O.-W. R. & N. CROSSING 0.8	60.5										
		f 2.15		A12.25PM s	3.15		7.37	12 01PM	Y	I D 77	77.0	.....PULLMAN JUNCTION...P 3.6	59.7	43	11.06	3.25	L10.25AM		11.40PM	L 9.35AM	f 6.10		
		f 2.35		See Page 7	3.30		f 7.45	f12.08		Ii 4	80.6	.....SUNSHINE..... 5.2	56.1	27	f10 58	f 3.16	See Page 7		11.30	See Page 7	f 5.50		
	L 7.00AM	A 2 55PM 314			3.55		s 7.58	s12.22	WTC	Ii 9	85.8	MO.....MOSCOW.....PD 6.5	50.9	35	s10.45	s 3 06 869			11.15		L 5.30AM	A 4.30PM	
	f 7.20				4.15		f 8.15	f12.38		Ii 15	92.3	.....JOEL..... 4.2	44.4	28	f10.23	f 2.46			10.50			f 4.05	
	f 7.40				4.35		f 8.27	f12.49	T	Ii 20	96.5	.....HOWELL.....P 2.9	40.2	29	f10.12	2.35			10.40			f 3.45	
	s 8.00				4.50		s 8.37	s12.59	W	Ii 22	99.4	VM..Manual Block....TROY.....PD 6.1	37.3	44	s10.00	s 2.25			10.15			s 3.30	
	f 8.30				5.05		f 8.50	1.19		Ii 28	105.5	.....Manual Block..BOVARD.....P 5.5	31.2	13	9.30	f 2.00			9.35			f 2.30	
	s 8.05 312				5.30		s 9.05 662	s 1.36 314-872	WT	Ii 34	111.0	KR..Manual Block.KENDRICK..... PD 4.0	25.7	44	s 9 05 871	s 1.36 311-872			9.05 313			s 1 50 12 50 311-314	
See page 7	s 9.35				5.40	See Page 7	s 9.15	s 1.45		Ii 38	115.0	JA..... JULIAETTA.....D 8.4	21.7	30	s 8.55	s 1.26		See Page 7	8.30			s12.30PM	See page 7
L11.40AM 872	f 10.05				6.00	L 8.40AM 312	f 9.32	s 2.07 324	WY	Ii 47	123.4	.....ARROW.....P 3.1	13.3	32	s 8.35 323	f 1.04		ns 2.05PM 311	8.10			f11.40AM 885	A s9.05AM
f11.55AM	A10.40AM				6.10	f 8.48 886	f 9.40	f 2.15	Y	Ii 49	126.5	.....JOSEPH.....P 10 2	10 2	No siding	f 8.23	f12 55		f 1.55	8.00			L11.20AM	f 8.48 323

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

A12.30PM					A 6.45AM		A 9.15AM		A10.10PM	A 2.35PM	WCT		136.7	.....LEWISTON.....	0.0	Yard	L 8.00AM	L12.30PM		L 1.30PM		L 7.30PM				L 8.05AM
Tues., Thurs., Sat.	Ex. Sun.	Tu., Thu., Sat.		Ex. Sun.	Ex. Sun.		Daily	Sun. Only	Daily	Daily							Daily	Daily	Sun. Only	Daily		Ex. Mon.	Ex. Sun.		We., Fri. and Sun.	Ex. Sun.	Mon., Wed Fri.
0.15	3.40	5.50		0.10	7.45		0.08	0.07	5.05	5.27				Time over Subdivision			5.47	5.25	0.10	0.10		9.00	0.25		8.20	4.10	0.17
12 4	11.1	14.7		8.4	16.3		23.2	12.0	24.8	23.2				Average Speed per Hour			21.9	22.6	8.4	18.6		14.1	3.3		10.2	9.7	10.9

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.**

FIFTH SUB-DIVISION (WASHINGTON CENTRAL BRANCH)

WESTWARD — EASTWARD.

Time Table No. 44A — January 1, 1919 — Succeeding No. 44

THIRD CLASS 881	THIRD CLASS 879	THIRD CLASS 877	FIRST CLASS 329	FIRST CLASS 327	FIRST CLASS 315	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Cheney	STATIONS / Telegraph Offices and Calls	Distance from Adrian	Car Capacity of Sidings	FIRST CLASS 316	FIRST CLASS 328	FIRST CLASS 330	THIRD CLASS 878	THIRD CLASS 880	THIRD CLASS 882
	Freight	Freight	Passenger	Passenger	See Page 3 Passenger							See Page 4 Passenger	Passenger	Passenger	Freight	Freight	Freight
	Mo., We. and Fri	Ex. Sun.	Daily	Daily	Daily							Daily	Daily	Daily	Ex. Mon.	Mo., We. and Fri.	Tu., Thu., Sat.
		L 8.20AM			L 2.50PM	WCY	1592	0.0	CY.....CHENEY.....DN 2.6	126.8	Yard	A11.15AM s			A 3.30PM		
								2.6	.....W. W. P. CROSSING..... 3.7	124.2							
		f 8.38			f 3.03 878		I F 6	6.3	.....FOUR LAKES..... 4.0	120.5	19	f11.00			f 3.03 315		
								10.3	.....W. W. P. CROSSING..... 0.1 Track Con.	116.5							
		s 8.55			s 3.15		I F 10	10.4	MK....MEDICAL LAKE.....D 5.1	116.4	28	s10.50			s 2.45		
		f 9.25			f 3.25	W	I F 16	15.5	.....DEEP CREEK..... 5.5	111.3	34	f10.39			f 2.20		
		f10.25 316			f 3.40		I F 21	21.0	.....HITE..... 5.5	105.8	14	f10.25 877			1.55		
		s10.50			s 3.55	W	I F 26	26.5	RH.....REARDAN.....D 7.4	100.3	41	s10.12			s 1.30		
		f11.15AM			f 4.10		I F 34	33.9	.....MONDOVI..... 7.5	92.9	29	s 9.57			f12.50		
		s12.10PM 878			s 4.27	WY	I F 41	41.4	DA.....DAVENPORT.....D 6.4	85.4	26	s 9.40			s12.10PM 877		
		f12.40			f 4.44		I F 47	47.8	.....ROCKLYN..... 8.6	79.0	27	f 9.20			f11.40AM		
		f 1.20			f 5.04	W	I F 56	56.4	..... TELFORD..... 7.8	70.4	Spur 8	f 8.59			f11.10		
		s 1.55			s 5.25		I F 64	64.2	CR.....CRESTON.....D 10.0	62.6	28	s 8.43			s10.40		
		s 2.30			s 5.47	W	I F 74	74.2	WR.....WILBUR.....D 6.6	52.6	38	s 8.20			s10.00		
		s 3.00			s 6.02		I F 81	80.8	.....GOVAN..... 6.7	46.0	28	s 8.02			s 9.25		
		s 3.35			s 6 22	W	I F 87	87.5	A.....ALMIRA.....D 3.6	39.3	33	s 7.45			s 8.55		
		f 3.50			f 6.32		I F 90	91.1	.....HANSON..... 5.5	35.7	12	f 7.33			f 8.30		
		s 4.10			s 6.44		I F 97	96.6	RN.....HARTLINE.....D 9.1	30.2	27	s 7.23			s 8.15		
L 2.00PM		4.45	L 6.35AM	L 7.05PM	A 7.05PM	Y	I F 106	105.7	.....COULEE JCT..... 2.6	21.1	61	L 7.00AM	A 7.00AM	A 7.40PM	7.40	A 7.20AM	
A 2.10PM		A 5.00PM	A 6.45AM	A 7.15PM		WCT	I F 108	108.3	C.....COULEE CITY.....D 2.6	23.7	26		L 6.55AM	L 7.30PM	L 7.30AM	L 7.10AM	
	L 7.20AM				L 7.40PM	Y	I F 106	105.7	.....COULEE JCT..... 11.0	21.1	61	A 6.35AM					A 2.00PM
	f 8.00				f 8.05		I F 117	116.7	.....BACON..... 8.6	10.1	61	f 6.12					f 1.20
								125.3	.....ADCO..... 1.5	1.5	26						
	A 8.40AM				A 8.30PM	WT	I F 127	126.8	ND.....ADRIAN.....DN	0.0	Yard	L 5.50AM					L12.40PM
Tu., Thu., Sat.	Mo., We. and Fri.	Ex. Sun.	Daily	Daily	Daily							Daily	Daily	Daily	Ex. Mon.	Mo., We. and Fri.	Tu., Thu., Sat.
0.10	1.20	8.40	0.10	0.10	5.05				Time over Subdivision			5.00	0.05	0.10	8.00	0.10	1.20
15.6	15.7	12.4	15 6	15 6	24.9				Average Speed per Hour			25 3	31 2	15 6	13.5	15.6	15 7

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.
4. No. 328 will run as No. 316 Coulee Junction to Cheney.
5. No. 880 will run as 879 Coulee Junction to Adrian.
6. No. 882 will run as No. 881 Coulee Junction to Coulee City.
7. No. 315 will run as No. 327 Coulee Junction to Coulee City and as No. 330 Coulee City to Coulee Junction.
8. No. 330 will run as No. 315 Coulee Junction to Adrian.
9. Nos. 877, 878, 880, 881 and 882 may carry passengers.
10. Nos. 315 and 316 will stop on flag at Forrey.

12. **SEE SPECIAL RULES, PAGES 7, 8, 9 and 10.**

NINTH SUB-DIVISION (SEATTLE BRANCH)

WESTWARD. — EASTWARD.

Time Table No. 44A — January 1, 1919 — Succeeding No. 44

THIRD CLASS 883	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Davenport	STATIONS / Telegraph Offices and Calls	Distance from Dennys	Car Capacity of Sidings	THIRD CLASS 884
Freight							Freight
Wed. Only							Wed. Only
L12.05PM	WY	I F 41	0.0	.....DAVENPORT..... 4.6	18.1	30	A 3.30PM
12.40		I E 5	4.6	.....WHEATDALE..... 2.7	13.5	8	3.05
1.00		I E 7	7.3	.....OMANS..... 4.2	10.8	24	2.50
1.25		I E 12	11.5	.....GRAVELLES..... 6.6	6.6	8	2.30
A 1 50PM 884		I E 18	18.1	.....DITMAR	0.0	12	L 2 00PM 883
Wed. Only							Wed. Only
1.45				Time over Subdivision			1.30
10.2				Average Speed per Hour			12.0

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

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

SIXTH SUB-DIVISION (FARMINGTON BRANCH)

WESTWARD — EASTWARD

Time Table No. 44A — January 1, 1919 — Succeeding No. 44

THIRD CLASS 873	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Belmont	STATIONS / Telegraph Offices and Calls	Distance from Farmington	Car Capacity of Sidings	THIRD CLASS 874
Freight							Freight
Wed. & Sat.							Wed. & Sat.
L10.15AM	WY	I D 43	0.0	BM.....BELMONT.....D 2.8	6.5	45	A11.05AM
A10.30AM 874		I H 3	2.8	.....HAYFIELD..... 2.5	3.7		L10 50AM 873
			5.3	...O. W. R. & N. CROSSING.... 1.2	1.2		
		I H 7	6.5	FA....FARMINGTON.....D	0.0	25	
Wed. & Sat.							Wed. & Sat.
.15				Time over Subdivision			.15
10 0				Average Speed per Hour			10 0

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

15. No. 873 has right over No. 874 Belmont to Hayfield.
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. Track west of Hayfield impassable and cannot be used.
19. **SEE SPECIAL RULES, PAGES 7, 8, 9 and 10.**

SEVENTH SUB-DIVISION (GENESEE BRANCH)

WESTWARD. EASTWARD.

Time Table No. 44A — January 1, 1919 — Succeeding No 44

SECOND CLASS 665 Mixed Ex. Sun See Page 5	FIRST CLASS 321 Passenger Sun. only See Page 5	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pullman Junction	STATIONS Telegraph Offices and Calls	Distance from Genesee	Car Capacity of Sidings	FIRST CLASS 322 Passenger Sun. only See Page 5	SECOND CLASS 666 Mixed Ex. Sun. See Page 5
L12.30PM	L12 17PM	Y	I D 77	0.0	.....PULLMAN JUNCTION..... 4 9	27.0	43	A10 25AM s	As 9.35AM
f12.55	f12.30		I D 82	4.9	.....STALEY..... 2.3	22.1	37	f10.10	f 9.05
f 1.10	f12 37		I D 84	7.2	.....CHAMBER..... 2.6	19.8	33	f10.02	f 8 55
s 1.30	s12 45		I D 87	9.8	JO.....JOHNSON .....D 5 2	17.2	32	s 9.55	s 8.45
s 2 00	s 1 00	W	I D 92	15 0	CT.....COLTON.....D 2.8	12 0	31	s 9.40	s 8 20
s 2.15	s 1 10		I D 95	17.8	U.....UNIONTOWN.....D 2 4	9.2	34	s 9.33	s 8 00
f 2.25	f 1.17		I D 97	20 2	.....LEON..... 6 8	6.8	26	f 9.25	f 7.50
A 3.15PM	A 1.35PM	WY	I D 104	27 0	GN.....GENESEE.....D	0.0	34	L 9.10AM	L 7.30AM
Ex. Sun.	Sun. only							Sun. only	Ex. Sun.
2 45	1.18				Time over Subdivision			1.15	2 05
9 7	20 7				Average Speed per Hour			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.**

EIGHTH SUB-DIVISION (CLEARWATER SHORT LINE)

WESTWARD EASTWARD

Time Table No. 44A — January 1, 1919 — Succeeding No. 44

THIRD CLASS 875 Way Freight Mo., We., Fri. See page 5	FIRST CLASS 325 Passenger Daily See Page 5	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Arrow	STATIONS Telegraph Offices and Calls	Distance from Stites	Car Capacity of Sidings.	FIRST CLASS 326 Passenger Daily See Page 5	THIRD CLASS 876 Way Freight Tue., Thur. Sat. See page 5
L 9.05AM	L 2 10PM	YW	Ii 47	0.0	.....ARROW..... 3.6	62 7	32	As 8.30AM	A11.40AM
f 9.20	f 2 20		I K 3	3.6	.....MYRTLE..... 8.1	59 1	14	f 8 18	f11 20
f 9.45	f 2 45		I K 12	11.7	.....AGATHA..... 1.7	51.0	17	f 7 57	f10.50
s 9.55	s 2.50	W	I K 13	13.4	LN.....LENORE.....D 6 9	49.3	15	s 7.51	s10.40
s10.25	s 3 08		I K 20	20.3	PK.....PECK.....D 5.0	42.4	49	s 7.34	s10 10
f10.45	f 3 20		I K 25	25.3	.....AHSAHKA..... 3.7	37.4	38	f 7 22	f 9.50
s11 00	s 3.32	W	I K 29	29 0	OF.....ORO FINO.....D 8.3	33.7	25	s 7.10	s 9 30
s11.35	s 4 02		I K 37	37.3	GR.....GREER.....D 7 0	25.4	26	s 6.40	s 9 00
s11 55AM	s 4.30		I K 44	44.3	.....PARDEE..... 1 4	18.4	No Siding	s 6.15	s 8.35
f12 05PM	f 4.35		I K 46	45.7	.....TRAMWAY..... 5.9	17.0	23	f 6.10	f 8.30
s12.30	s 4.55		I K 52	51.6	KA.....KAMIAH.....D 7.9	11.1	26	s 5.50	s 8.15
s 1.10	s 5 20	W 2½M E	I K 59	59.5	KO.....KOOSKIA.....D 3 2	3.2	32	s 5.28	s 7.45
A 1.30PM	A 5.30PM	TCW	I K 63	62.7	ST.....STITES.....D	0 0	46	L 5.20AM	L 7 30AM
Mo., We., Fri.	Daily							Daily	Tue., Thur. Sat.
4.25	3 20				Time over Subdivision			3.10	4.10
14 1	18 8				Average Speed per Hour			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.**

THIRD SUB-DIVISION (FORT SHERMAN BRANCH)

WESTWARD. EASTWARD.

Time Table No. 44A — January 1, 1919 — Succeeding No. 44

FIRST CLASS	Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Coeur d'Alene	STATIONS Telegraph Offices and Calls	Distance from Hauser	Car Capacity of Sidings	FIRST CLASS
	WY	I A 14	0.0	CA.....COEUR D'ALENE..... 2.7	13.5	16	
			2.7	.....BLACKWELL..... 6.5	10.8	14	
		I A 4	9.2	..... POST FALLS..... 2 1	4.3	17	
		I A 2	11.3	.....GRAND JUNCTION..... I. & W. N. and S. I. CROSSING 2.2	2.2		
	YWC	1557	13.5	AU.....HAUSER.....DN	0 0	170	
				Time over Subdivision			
				Average Speed per Hour			

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.**

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 (S).
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. H. P. MARSHALL, Spokane (S)
DR. JOHN H. O'SHEA, Spokane (S)
DR. X. L. ANTHONY, (Oculist), Spokane
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. A. POMEROY, Cheney.
DR. D. A. ANGUS, 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. 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.

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
Calispel	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
Juliaetta ..... 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

EIGHTH SUB-DIVISION.

Lenore ..... East end warehouse track

NINTH SUB-DIVISION.

Ditmar ..... 200 feet east of east switch

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)	20-3	20-3	20-3	20-3	20-2	20-1	19-10	19-8	19-6	19-4	19-2	19-1	19-0	18-11	18-7	18-3	17-6	20-3	11-6
2nd Subdivision	Main Line (Kootenai-Cheney)	17-6	17-5	17-2	16-11	16-8	16-5	16-1	15-10	15-7	15-4	15-1	14-9	14-6	14-5	14-2	13-9	13-4	17-6	11-6
3rd Subdivision	Fort Sherman Branch																			11-6
4th Subdivision	Palouse and Lewiston Branch	20-9	20-9	20-9	20-9	20-9	20-9	20-9	20-9	20-9	20-9	20-9	20-9	20-9	20-9	20-9	20-9	20-9	20-9	11-6
5th Subdivision	Washington Central Branch	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	21-6	20-6	21-6	21-6	21-6	21-6	21-6	21-6	11-6
6th Subdivision	Farmington Branch																			11-6
7th Subdivision	Genesee Branch																			11-6
8th Subdivision	Clearwater Short Line	17-3	17-3	16-9	16-8	16-7	16-6	16-4	16-3	16-2	16-1	15-11	15-10	15-8	15-7	15-5	15-3	14-11	17-3	11-6
9th Subdivision	Seattle Branch (Davenport-Ditmar)																			11-6

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.

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 clearence 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 ½ mile west Oakesdale.
66. Stop 200 feet from O.-W.R. & N. crossing ¼ 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 ½ 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 ½ 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 pproceed 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 ANTOMATIC 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

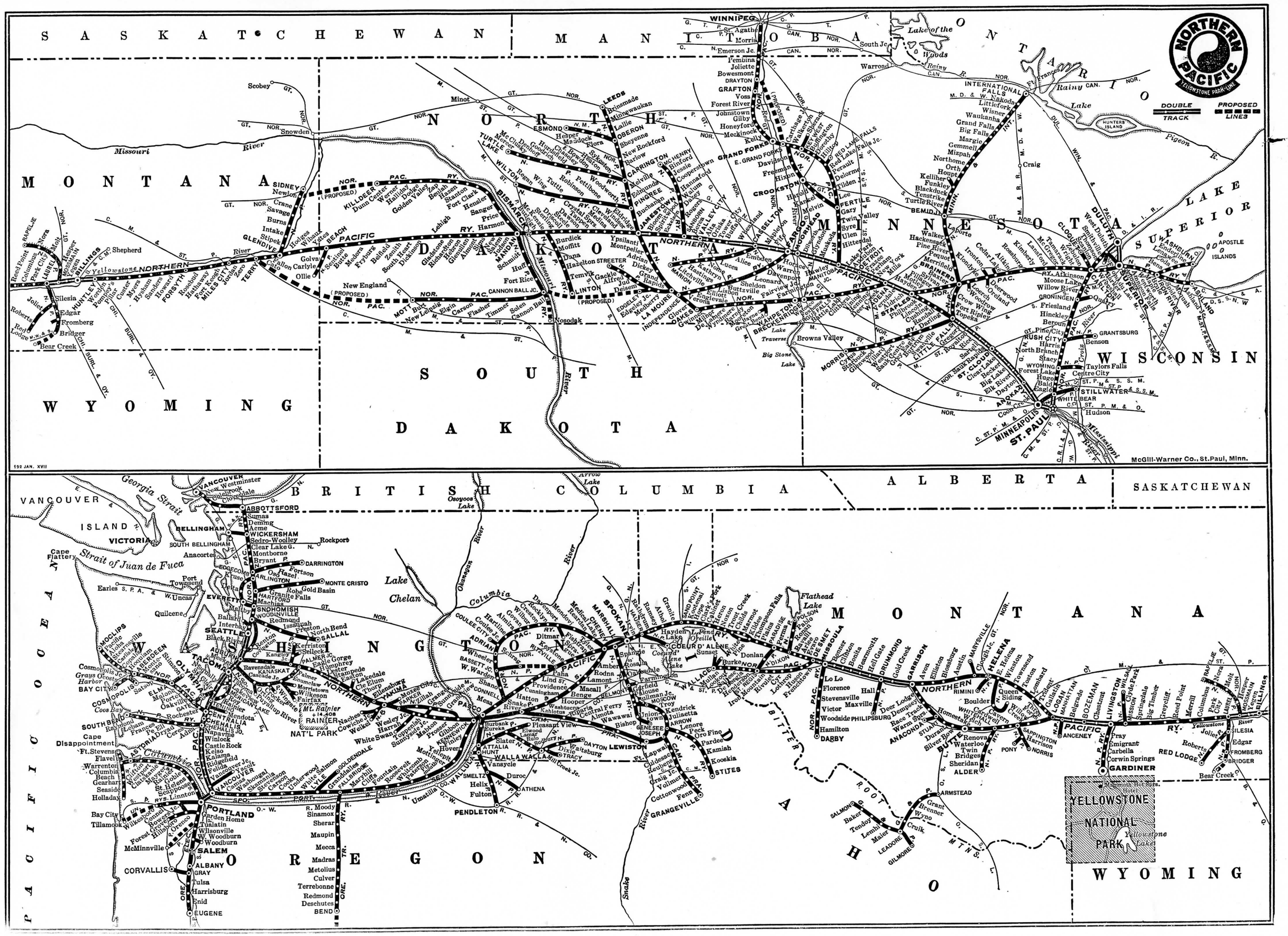
32. Eastward trains desiring to enter double track will call for signal by four short blasts of whistle O O O O
33. Westward trains will call for signals as follows:
    To go on single track Northern Pacific main line, four long and one short —— —— —— —— O
    To go on Palouse Branch main line, one 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


NORTHERN PACIFIC
YELLOWSTONE PARK LINE
DOUBLE TRACK
PROPOSED LINES
SASKATCHEWAN
MANITOBA
ONTARIO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
WISCONSIN
WYOMING
BRITISH COLUMBIA
ALBERTA
WASHINGTON
OREGON
IDAHO
PACIFIC OCEAN
LAKE SUPERIOR
Missouri River
Lake of the Woods
Rainy Lake
Pigeon R.
Lake Chelan
Columbia River
Strait of Juan de Fuca
Georgia Strait
Flathead Lake
YELLOWSTONE NATIONAL PARK
Yellowstone Lake
McGill-Warner Co., St. Paul, Minn.
192 JAN. XVII