

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 47 TABLE

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

SUNDAY, JANUARY 16, 1921

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,
Assistant General Manager.

A. V. BROWN,
General Superintendent.

P. H. McCAULEY,
General Supt. of Transportation.

I. B. RICHARDS,
Supt. 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						
Second Eastward	Marshall to Cheney.....	1.0	1650	1350	1200	975	935	895						
	Cheney to Spokane.....	0.7	2200	1800	1400	1200	1150	1100						
	Spokane to Athol.....	0.4	3800	3000	2300	2100	1900	1800						
Third Westward	Athol to Kootenai.....	0.3	4000	3300	2400	2150	1950	1850						
	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		
Third Eastward	Allen to Hauser.....	0.7				1200	1150	1100	1000	900	800	700		
	Hauser to Blackwell.....	1.5				677	666	621	375	330	315	250		
Fourth Westward	Blackwell to Coeur d'Alene...	1.5				677	666	621	375	330	315	250		
	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						
Fourth Eastward	Kendrick to Lewiston.....	Down				SIX	TY	CARS						
	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	CARS						
Fifth Eastward	Coulee Jct. to Adrian.....	0.5				1800	1700	1400	1200	1100	1000	900		
	Adrian or Coulee City to Hartline.....	1.0				975	935	895	540	480	450	360		
	Hartline to Creston.....	1.2				805	770	740	475	390	345	275		
Sixth Westward	Creston to Cheney.....	1.0				975	935	895	540	480	450	360		
	Belmont to Farmington.....	1.5				677	666	621	375	330	315	250		
Sixth Eastward	Farmington to Belmont.....	1.3				774	761	710	430	350	325	265		
Seventh Westward	Pullman Jct. to Johnsons.....	0.8				1100	1050	1000	900	875	725	690		
	Johnsons to Colton.....	1.3				774	761	710	430	350	325	265		
	Colton to Genesee.....	0.5				1800	1700	1400	1200	1100	1000	900		
Seventh Eastward	Genesee to Colton.....	0.5				1800	1700	1400	1200	1100	1000	900		
	Colton to Johnsons.....	1.1				900	860	825	495	420	400	315		
	Johnsons to Pullman Jct....					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	Dayenport 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 Daily 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.
- "Stations Kootenai to Paradise." Agents will obtain authority from Superintendent to stop trains Nos. 4 and 42 for passengers destined east of Paradise.
- Nos. 305 and 306 will stop on flag at Larchwood and all spurs except Boyer.
- No. 41 will stop at stations between Paradise and Spokane to let off passengers from points east of Paradise.
- SEE SPECIAL RULES, PAGES 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. 47 January 16, 1921 Succeeding No. 46A		Distance from Kootenai Yard	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		THIRD CLASS	
863	861	603		305	41	3	1				STATIONS				2	4	42	306	602	606	862	864
Way Freight Wed., Fri., Sun.	Way Freight Tu., Thu., Sat.	Freight Daily		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily				Telegraph Offices and Calls	Passenger Daily			Passenger Daily	Passenger Daily	Passenger Daily	Freight Daily	Freight Daily	Way Freight Wed., Fri., Sun.	Way Freight Tu., Thu., Sat.	
L 7:10 AM 305	L 7:10 AM 305	L 11:00 PM		L 7:00 AM 861	L 11:50 AM 862	L 2:10 AM	L 1:10 PM 42-862	WCOT	1390	0.0	PD..	115.6	Yard	A 3:40 AM	A 6:00 PM	A 12:55 PM 1-4-42						
s 7:30		11:18		s 7:15	s 12:00 PM 862	s 2:21	1:25 4		1396	6.1	HO..	109.5	E-79 W-79	3:30	s 1:25 1	s 12:47	s 8:41	10:05	5:35	s 12:05 PM 11:55 AM 41		
f 7:50		11:36		f 7:29	12:11	2:32	1:36		1404	13.2	KS..	102.4	E-69 W-78	3:20	1:12	12:36	f 8:27	9:40	5:10	s 11:20		
s 8:10		11:56 PM		s 7:43	12:25 42	2:43	1:47	W	1411	20.6	DY..	95.0	E-78 W-78	3:09	12:59	12:25 41	s 8:13	9:15	4:40	s 10:55		
f 8:20		12:02 AM		f 7:48	12:35	2:48	1:51		1413	23.1	....	92.5	71	3:05	12:54	12:18	f 8:08	9:05	4:30	f 10:45	
f 8:40		12:20		f 7:59	12:45 4	2:58 2	2:00		1417	28.3	WN..	87.3	81	2:58 3	12:45 41	12:07	f 7:57	8:45	4:10	f 10:00		
s 9:25		12:30		s 8:07	s 12:55	s 3:05	f 2:05	W	1420	31.6	FN..	84.0	E-78 W-70	2:49	s 12:40	s 12:01 PM	s 7:50	8:35	4:00	s 9:45		
f 9:45		12:45		f 8:16 862	1:05	3:16	2:13		1426	36.8	BK..	78.8	No Siding	2:39	12:32	11:47 AM	f 7:38	8:15	3:40	9:10 305		
f 9:50		Via New Line		f 8:18	1:07	3:18	2:15		1427	37.9	....	77.7	71	2:37	12:30	11:45	f 7:36				
s 10:15		Via New Line		f 8:32	1:20	3:31	2:26	Y	1434	44.3	WP..	71.3	70	2:28	12:22	11:36	f 7:24					
f 10:35		Via New Line		f 8:44	1:30	3:42	2:34		1439	50.0	....	65.6	63	2:16	12:10	11:24	f 7:11				
		12:50						W	1428	38.2	....	78.7	82					8:00	3:25	f 8:55	
	Via Old Line				Via Old Line	Via Old Line	Via Old Line		1431	41.9	....	75.0	89					7:50	3:15	f 8:40	
		1:15							1436	46.4	....	70.5	77					7:35	3:00	f 8:20	
		1:25							1439	49.3	....	67.6	78					7:25	2:50	f 8:05	
		1:40		s 8:50	s 1:35	3:50	2:40 606	WC	1444	52.7	J....	62.9	78	2:10	12:05 PM 861	s 11:18 861	s 7:05	7:15	2:40 1	s 7:45		
		12:05 PM 4-42							1449	58.9	TC..	56.7	78	2:02 603	11:54 AM	11:08	f 6:52 602	6:57 6:47 306	2:20	s 7:00		
		2:02 2		f 9:02	1:46	4:02	2:49		1455	64.8	....	50.8	79	1:53	11:44	10:57	f 6:40	6:20	1:57 41	f 6:25	
		2:20		f 9:12	1:57 606	4:15	2:58		1458	68.8	NX..	46.8	E-79 W-79	1:46	11:36	s 10:49	s 6:30	6:05	1:40 861	L 6:00 AM A 2:55 PM 1		
	Via Old Line			s 9:20	s 2:06 861	4:23	3:04 864	W	1463	73.6	....	42.0	79	1:39	11:28	10:38	f 6:16	5:45	1:15	f 2:16 41	
		2:30		f 9:30	2:16 864	4:32	3:12		1468	79.0	HR..	36.6	E-78 W-79	1:31	11:20	10:30	s 6:05	5:25	12:55	s 1:45		
		2:45		s 9:42	s 2:29	4:42	3:20		1474	85.2	BN..	30.4	78	1:20	11:09	10:19	s 5:52	5:00	12:30	s 12:45		
		3:10		s 9:54	2:42	4:53	3:29	W	1478	90.0	....	25.6	E-77 W-56	1:12	10:59	10:10 305	f 5:41	4:40	12:05 PM	f 12:15	
		3:30		f 10:10 42	2:52	5:02	3:37		1482	92.6	CX..	23.0	E-78 W-86	1:08	10:55 864	s 10:04 864	s 5:36	4:30	11:59 AM 864	12:04 PM 9:55 AM 4-42-305-606		
		3:45		s 10:16 864	s 2:57	5:06	3:40	W	1489	97.6	D...	18.0	78	1:01	10:47	9:54	f 5:25	4:10	11:45	f 9:35		
		3:52		f 10:26	3:09	5:15	3:48		1492	102.2	H...	13.4	E-79 W-92	12:54	10:39 305-863	s 9:45 863	s 5:15	3:56 1	11:30 863	s 9:20		
		4:10		s 10:39 4-863	s 3:21	5:25	3:56 602	W	1499	109.3	....	6.3	79	12:44	10:29	9:30	f 5:00	3:35 41	11:01 305	f 7:30	
		4:30		f 11:01 606	3:35 602	5:38	4:06		1503	114.6	KN..	1.0	Yard	12:37	10:22	s 9:22	s 4:48	3:15	10:40	f 7:05		
		4:50		s 11:12	s 3:46	5:47	4:13		1504	115.6	KY..	0.0	Yard	L 12:35 AM	L 10:20 AM 606	L 9:20 AM	L 4:45 PM	L 3:10 PM	L 10:35 AM 4	L 7:00 AM		
		5:10		A 11:15 AM 3	A 3:50 PM 803	A 5:50 AM 803	A 4:15 PM	WCOT						Daily	Daily	Daily	Daily	Daily	Daily	Way Freight Wed., Fri., Sun.	Way Freight Tu., Thu., Sat.	
		5:15 AM 3												3:05	3:20	3:40	4:10	7:15	7:25	6:45	5:46	
		6:15												37.4	34.1	31.5	27.7	16.5	15.9	10.1	8.1	
		22.3																				
		14.4																				
		13:3																				
		6:15																				
		3.15																				
		5.10																				
		14.4																				

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

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

WESTWARD

SECOND SUB-DIVISION (MAIN LINE)

THIRD CLASS			SECOND CLASS			FIRST CLASS															
895	869	865	663	661	603	STATIONS															
Way Freight	Way Freight	Way Freight	S.P. & S. 75 Freight	Freight	Freight	Telegraph Offices and Calls															
Mo., We., and Fri.	Mo., We., Fri.	Tu., Thu., Sat.	Daily	Ex. Sun.	Daily	1	3	41	305	307	311	313	315	319	333						
Mo., We., and Fri.	Mo., We., Fri.	Tu., Thu., Sat.	Daily	Ex. Sun.	Daily	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	S.P. & S. 3 Passenger	Passenger						
		L 6.30 AM 3-603			L 5.55 AM 3-606-865	WCOT	1504	0.0	86.8	Yard	L 4.15 PM 866	L 5.50 AM 606-603-865	L 3.50 PM 866	L 1.15 AM							
		\$ 6.40			6.05	W	1507	2.0	84.8	E-60 W-87	\$ 4.19	\$ 5.55	\$ 3.58 866	\$ 11.20							
		f 6.50			6.20		1510	5.4	81.4	80	4.30 306	6.08	4.12	f 11.34							
		\$ 7.05			6.30		1513	9.1	77.7	78	4.34	6.13	4.20 306	f 11.42							
		\$ 7.45			6.55	W	1520	15.9	70.9	E-78 W-78	4.44	6.23	4.30	\$ 11.58 AM							
		f 8.15			7.10		1524	20.9	65.9	79	4.53	6.31	4.38	f 12.08 PM							
		\$ 8.31 42			7.17	W	1530	23.6	63.2	E-78 W-78	4.57	6.36	4.42	\$ 12.15							
		\$ 9.27 4			7.40	Y	1535	30.5	56.8	E-78 W-78	5.10	6.50	4.54	\$ 12.30 866							
		f 10.20			8.05 42		1543	37.9	48.9	87	5.20	7.01	5.06	f 12.43 602							
		\$ 11.00			8.25 42	W	1549	43.5	43.3	78	5.29	\$ 7.11	\$ 5.16	\$ 12.55 602							
		\$ 11.45 AM 602			8.55 4	CYW	1557	50.4	36.4	E-78 W-78	5.39	7.21 307	5.26	\$ 1.10	L 7.00 AM 3						
		\$ 12.10 PM			9.15 866		1561	56.3	30.5	E-78 W-78	5.48	7.30 42	5.35	\$ 1.22	f 7.11						
		12.25			9.25 888		1564	59.2	27.6	78	5.52	7.35	5.40	f 1.29	f 7.17 42						
		\$ 12.40			9.40		1567	62.2	24.6	59	5.56	7.40	5.45	\$ 1.35	f 7.23						
		\$ 12.55			9.55		1571	66.0	20.8	Yard	6.00	7.44	5.50	f 1.42	f 7.29						
		L 7.30 AM	L 8.15 AM 3-4	A 1.00 PM	L 8.30 PM	L 9.15 PM	10.00 AM 6.45 PM	WCOT	1572	67.0	YD..	6.03	7.47	5.53	\$ 1.45	f 7.35					
		\$ 7.50 4-3-311-602	\$ 8.35 3-4-311		\$ 9.20 2-319-320	9.50 2-319-320	\$ 7.10 1-41	WOT	1576	70.5	SP.....	\$ 6.15 6.35	\$ 8.00 8.20	\$ 6.05 6.50	A 1.55 PM 306	A 7.45 AM 4-602	L 8.15 AM 3-869-895	L 4.00 PM	L 2.00 PM	L 9.15 PM 320-661-662	L 6.45 AM
		\$ 8.25 311	A 9.05 AM See Page 5		A 9.54 PM 2-320	A 10.25 PM 2-320	8.00 320	WY	1585	79.5	MR..	6.57	8.42	\$ 7.12		A 8.38 AM See 895 See Page 5	A 4.20 PM 334-396 See Page 5	\$ 2.24 312-870	A 9.39 PM 320-2	\$ 7.03 42-602-664	

CARD TRAIN ORDER (FORM AB-1740) WILL GOVERN MOVEMENT OF TRAINS BETWEEN MARSHALL AND CHENEY, AND TRAINS MUST NOT MOVE IN THIS TERRITORY UNLESS CONDUCTORS AND ENGINE MEN EACH HOLD A CARD PROPERLY FILLED OUT.

Mo., We., and Fri.	Mo., We., Fri.	Tu., Thu., Sat.	Daily	Ex. Sun.	Daily	Time over Subdivision	Average Speed per Hour
1.25	.50	6.30	1.14	1.10	6.00	2.40	32.5
13.9	15.0	10.3	8.9	10.7	13.2	2.50	30.6
						2.55	29.7
						2.40	26.4
						.45	26.8
						.23	23.4
						.20	24.0
						.45	21.8
						.24	22.5
						.33	29.6

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

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

SECOND SUB-DIVISION (MAIN LINE)

EASTWARD

FIRST CLASS										STATIONS			SECOND CLASS					THIRD CLASS					
334	320	316	314	312	306	42	4	2		Station Numbers	Distance from Kootenai Yard	Time Table No. 47 January 16, 1921 Succeeding No. 46A	Distance from Cheney	Car Capacity of Sidings	602	604	606	662	664	866	870	896	888
Passenger	S. P. & S. Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Water, Fuel, Sealer, Turn Tables and Wyes			Telegraph Offices and Calls			Freight	Freight	Freight	Freight	S.P. & S. Freight	Way Freight	Way Freight	Way Freight	Way Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Ex. Mon.	Daily	Mo., We. and Fri.	Tu., Thu., Sat.	Tu., Thu., Sat.	Ex. Sun.
					A 4:45 PM 866	A 9:20 AM	A 10:20 AM	A 12:35 AM	W C T	1504	0.0	KY..KOOTENAI YARD..DN 2.0	86.8	Yard	A 2:45 PM		A 5:10 AM 3-603			A 4:10 PM 1-41-306			
					s 4:38	s 9:15	s 10:15	s 12:28	W	1507	2.0	SA... SAND POINT.....DN 3.4	84.8	E-60 W-87	2.30		4:55			s 3:58 41			
					f 4:30	f 9:00	f 10:00	f 12:19		1510	5.4	...LIGNITE.....P 3.7	81.4	80	2:20		4:35			f 3:30			
					f 4:20 41	f 8:55	f 9:56	f 12:14		1513	9.1	...ALGOMA.....P 6.8	77.7	78	2:10		4:20			s 3:00			
					s 4:02	f 8:44	9:48	12:05 AM	W	1520	15.9	CO.. COCOLALLA.....DN 5.0	70.9	E-78 W-78	1:55		4:00			s 2:15			
					f 3:45	f 8:35	9:42	11:58 PM		1524	20.9	CW.. CAREYWOOD.....P 2.7	65.9	79	1:40 866		3:40			f 1:40 602			
					s 3:40	f 8:31 865	9:38	11:54	W	1530	23.6	GE.. GRANITE.....PD 6.9	63.2	E-78 W-78	1:30		3:30			s 1:15			
					s 3:25	f 8:17	9:27 865	11:44	Y	1535	30.5	AX.. ATHOL.....DN 7.4	56.3	E-78 W-78	1:10		3:00			s 12:30 PM 305			
					f 3:10	8:05 603	9:15	11:32		1543	37.9	RS.. RAMSEY.....DN 5.6 Double Track	48.9	87	12:45 305		2:10			f 11:45 AM			
					s 2:58	s 7:54 603	s 9:05	11:22	W	1549	43.5	RD.. RATHDRUM.....DN 6.9	43.3	78	12:10 PM 305		1:20			s 11:00			
					s 2:45	f 7:42	8:55 603	11:11	CYW	1557	50.4	AU.. HAUSER.....PD 5.9	36.4	E-78 W-78	11:45 AM 865		12:30			s 10:00			A 11:00 AM s
					s 2:33	7:30 3	8:45	11:01		1561	56.3	OTIS ORCHARDS..P 2.9	30.5	E-78 W-78	11:25		12:01 AM			s 9:15 603			s 10:30
					f 2:27	7:26 307	8:41	10:56		1564	59.2	...VELOX... DN 3.0	27.6	78	11:15		11:45 PM			s 9:00			s 10:00 603
					s 2:21	7:21	8:36	10:51		1567	62.2	TR.. IRVIN... PD 3.8	24.6	59	11:05		11:30			s 8:50			s 9:40
					f 2:15	7:15	8:30 866	10:45 606		1571	66.0	...PARKWATER... P 1.0	20.8	Yard	10:50		10:55 2			f 8:35 4			f 9:10
					s 2:10	7:10	8:25	10:40	W C T	1572	67.0	..YARDLEY.. DN 1.7	19.8	Yard	10:45 8:15	A 6:15 AM	L 10:45 PM	A 5:50 AM	A 7:05 AM	L 8:30 AM	A 2:40 PM	A 5:10 PM	s 9:00
										68.7	.... O.W.R. & N. Crossing. Trk. Con. 1.8 Intlk.	18.1											
	A 4:30 PM 313	A 9:00 PM 319-661-663	A 12:30 PM	A 6:15 PM 1-41	A 2:45 PM	L 2:00 PM 305	7:00 664	8:15 7:50 307-602-895 869-888	W O T	1576	70.5	SF... SPOKANE... DN 3.2	16.3	Yard	7:45 3-4-307-895	5:45 662		5:35 604	6:45 42		2:25	4:55	L 8:20 AM 3-4
	f 4:05 313	L 8:41 PM 319-60-661-663	s 12:13 PM	L 5:50 PM 315	L 2:20 PM 315	6:10 333-664	7:30 602	9:47 319-661-663	W Y	1585	79.5	MR.. HANGMAN... P 5.8	13.1	No Sdg.									
												..MARSHALL... DN 7.3	7.3	E-33 W-82	L 7:00 AM 4-333	5:20 662		L 5:10 AM 604	L 6:15 AM 333-42		L 1:55 PM 315	4:25 313	

CARD TRAIN ORDER (FORM AB-1740) WILL GOVERN MOVEMENT OF TRAINS BETWEEN MARSHALL AND CHENEY, AND TRAINS MUST NOT MOVE IN THIS TERRITORY UNLESS CONDUCTORS AND ENGINEMEN EACH HOLD A CARD PROPERLY FILLED OUT.

Time Over Subdivision	Average Speed Per Hour	602	604	606	662	664	866	870	896	888
5.15	15.1	Daily	Ex. Mon.	Daily	Daily	Daily	Mo., We. and Fri.	Tu., Thu., Sat.	Tu., Thu., Sat.	Ex. Sun.
		5.15	1.15	6.25	.40	.50	7.30	.45	1.10	2.40
		15.1	15.8	10.4	18.7	15.0	8.9	16.6	16.9	7.5

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. No. 4 will stop on flag at Hauser for passengers destined Paradise and east.
- 2½. No. 42 will stop on flag at Hauser for passengers destined Paradise and East, and points on division where train is carded to stop.
3. No. 1 will stop on flag at Rathdrum and Marshall for coast passengers.
4. Nos. 305 and 306 will stop on flag at all sidings and spurs, except Petit spur, Kings spur, Deans spur and Bradken spur.
5. No. 2 will stop on flag at Rathdrum for passengers destined Billings and east.
- 5½. No. 41 will stop at stations between Paradise and Spokane to let off passengers from points East of Paradise.
6. No. 888 may carry passengers.

7. 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.
8. 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.
9. Westward trains will take siding at Cheney unless instructed to contrary.
10. 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.
11. Freight trains with running orders on 5th subdivision will report into clear on phone at Cheney wye.
12. SEE SPECIAL RULES, PAGES 4, 7, 8, 9 and 10.

WESTWARD

FOURTH SUB-DIVISION
(PALOUSE AND LEWISTON BRANCH)

EASTWARD

THIRD CLASS				SECOND CLASS		FIRST CLASS				STATIONS	FIRST CLASS					SECOND CLASS		THIRD CLASS		
885	871	869		665	661	323	321	313	311	Time Table No. 47 January 16, 1921 Succeeding No. 46A	312	314	322	324	332	662	666	870	872	886
Way Freight Tues., Thurs., Sat.	Way Freight Ex. Sun.	Way Freight Mon., Wed., Fri. See Page 3		Mixed Ex. Sun.	Freight Ex. Sun. See Page 3	Passenger Daily	Passenger Daily	Passenger Daily See Page 3	Passenger Daily See Page 3	STATIONS Telegraph Offices and Calls	Passenger Daily See Page 4	Passenger Daily See Page 4	Passenger Ex. Sun.	Passenger Daily	Passenger Sun. Only	Freight Ex. Mon. See Page 4	Mixed Ex. Sun.	Way Freight Tues., Thurs., Sat. See page 4	Way Freight Ex. Sun.	Way Freight Mon., Wed., Fri.
		L 9.05AM			L 10.25PM			L 4.20PM	L 8.38AM	MR.....MARSHALL.....DN Interlocking 5.3	As 2.20PM	As 5.50PM				A 5.00AM		As 1.50PM		
	f 9.20	s 9.50			f 10.45			f 4.32	f 8.50	.....DYNAMITE.....	f 2.09	f 5.37				4.40		f 1.35		
	s 10.20	f 10.30			s 11.10			s 4.47	s 9.05	SG.....SPANGLE.....D	s 1.58	s 5.25				4.20		s 1.15		
	f 10.50	s 11.05			f 11.30			s 5.05 314	s 9.25	MA.....PLAZA.....D	s 1.40	s 5.05 313				3.50		s 12.45		
	s 11.25	f 11.55			f 11.40			s 5.20	s 9.40	.....NORTH PINE.....	f 1.32	4.55				3.30		f 12.30		
	f 12.10PM	s 12.31 312			f 12.05AM			s 5.34	f 9.44	RO.....ROSALIA.....D	s 1.26	s 4.47				3.20		f 12.15PM		
	s 1.00	f 1.30			s 12.25			s 5.45	s 10.03	.....DONAHUE.....	f 1.21	4.42				3.10		f 11.59AM		
	f 1.50	s 2.05			f 1.10			s 6.20	f 10.38	.....McCoy.....	f 1.14	4.35				3.00		f 11.40		
	s 2.15	f 2.37 314			L 6.00AM			s 6.37	s 10.53	OD.....OAKESDALE.....D	s 1.03	s 4.25				2.40		s 11.25		
	f 2.45	L 7.00AM			3.10			s 6.58	s 10.15	O-W. R. & N. AND S. & I. CROSSINGS	s 12.49	s 4.10				2.25		s 11.10		
	s 2.55	f 7.20			3.15			s 7.15	s 11.30	BM.....BELMONT.....D	f 12.37	3.58				2.05		f 10.55		
	f 7.40	s 8.00			3.30			s 7.30	s 11.55	.....EDEN.....	f 12.21	3.45				2.00		s 10.30 311		
	s 8.30	f 8.30			3.35			s 7.33	s 11.58	GF.....GARFIELD.....D	s 12.07PM	3.34				1.35 661		s 9.30		
	f 8.45	s 9.05 312			3.40			s 7.41	f 12.06PM	O-W. R. & N. AND S. & I. CROSSINGS Tk Connection 3.3	f 11.51AM	f 3.20				12.55		f 8.25		
	f 9.15	L 11.40AM 872			3.45			s 7.47	f 12.06PM	.....CEDAR CREEK.....	f 11.40	f 3.10				12.40		f 8.05		
	f 9.30	f 11.55AM			3.50			s 7.55	s 12.21	PC.....PALOUSE.....D	s 12.07PM	3.34				12.20AM		s 7.45		
	f 9.45	A 10.40AM			3.55			s 8.10	f 12.37	O-W. R. & N. CROSSING.	f 11.30 311-321	f 2.50 332				A 5.00PM		f 7.10 665		
	f 9.55	A 10.40AM			4.00			s 8.22	f 12.48	PULLMAN JUNCTION...P	11.06	2.46				11.40PM		L 4.35PM		
	f 10.05	A 10.40AM			4.05			s 8.32	s 12.58	.....SUNSHINE.....	11.06	2.46				11.30		f 6.50		
	f 10.20	A 10.40AM			4.10			s 8.47	f 1.20 314	MO.....MOSCOW.....PD	11.06	2.46				11.16		L 6.30AM		A 4.30PM
	f 10.35	A 10.40AM			4.15			s 8.50	f 1.20 314	.....JOEL.....	11.06	2.46				10.60		f 4.05		
	f 10.50	A 10.40AM			4.20			s 8.55	f 1.20 314	.....HOWELL.....P	11.06	2.46				10.40		f 3.45		
	f 11.05	A 10.40AM			4.25			s 9.05	f 1.20 314	VM.....TROY.....PD	11.06	2.46				10.15		s 3.30		
	f 11.20	A 10.40AM			4.30			s 9.15	f 1.20 314	.....BOVARD.....P	11.06	2.46				9.35		f 2.30		
	f 11.35	A 10.40AM			4.35			s 9.25	f 1.20 314	KR.....KENDRICK.....PD	11.06	2.46				9.05 313		s 1.50 12.50 311-314		
	f 11.50	A 10.40AM			4.40			s 9.35	f 1.20 314	JA.....JULIAETTA.....D	11.06	2.46				8.30		s 12.30PM		See page 7
	f 12.05	A 10.40AM			4.45			s 9.45	f 1.20 314	.....ARROW.....P	11.06	2.46				8.10		f 11.40AM 885		A 9.05AM
	f 12.20	A 10.40AM			4.50			s 9.55	f 1.20 314	.....JOSEPH.....P	11.06	2.46				L 8.00PM		L 11.20AM		L 8.48AM 323
	f 12.35	A 10.40AM			4.55			s 10.05	f 1.20 314		11.06	2.46						L 11.20AM		

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

Time	Class	Station	Time	Class	Station	Time	Class	Station	Time	Class	Station	Time	Class	Station	Time	Class	Station	Time	Class	Station								
A 12.50PM			A 6.45AM			A 9.15AM			A 10.10PM			A 3.10PM			WCT	138.7	.....LEWISTON.....	0.0	Yard	L 8.00AM	L 12.01PM	L 1.30PM	L 7.30PM			L 8.05AM		
Tues., Thurs., Sat.	Ex. Sun.	Mon., Wed., Fri.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Sun. Only	Ex. Mon.	Ex. Sun.	Tues., Thurs., Sat.	Ex. Sun.	Mon., Wed., Fri.
.15	3.40	5.50	.10	7.45	.08	.06	5.05	5.22	5.05	5.22	5.05	5.22	5.05	5.22	5.05	5.22	5.05	5.22	5.05	5.22	.10	.10	.07	9.00	.25	7.20	4.10	.17
12.4	11.1	14.7	8.4	16.3	23.2	16.0	24.8	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	23.5	8.4	18.6	12.0	14.1	8.3	11.7	9.7	10.9

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

- FOURTH SUBDIVISION SPECIAL RULES
- No. 871 has right over No. 872 Moscow to Joseph.
 - No. 312 will wait ten minutes at Lewiston for mail connection from Riparia.

- Nos. 311 and 312 will stop on flag at Duckworth, Cospur and Freedom Spur.
- Nos. 313 and 314 will stop on flag at Cospur and Freedom Spur.

5. SEE SPECIAL RULES, PAGES 4, 7, 8, 9 and 10.

WESTWARD						FIFTH SUB-DIVISION (WASHINGTON CENTRAL BRANCH)										EASTWARD.					
THIRD CLASS			FIRST CLASS			Water, Fuel, Seales, Turntables and Wyes	Station Numbers	Distance from Cheney	Time Table No. 47 January 16, 1921 Succeeding No. 46A		Distance from Adrian	Car Capacity of Sidings	FIRST CLASS			THIRD CLASS					
881	879	877	329	327	315				STATIONS	316			328	330	878	880	882				
Freight	Freight	Freight	Passenger	Passenger	See Page 3 Passenger	Telegraph Offices and Calls	See Page 4 Passenger	Passenger	Passenger	Freight	Freight	Freight									
Tu., Thu., Sat.	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	128.8	Yard	A 11:55AM				A 3:30PM					
								2.6	.....W. W. P. CROSSING.....	124.2										
		f 8:38			f 3:03		IF 6	6.3	.....FOUR LAKES.....	120.5	19	f 11:40				f 3:03				
								10.3	.....W. W. P. CROSSING.....	116.5										
		s 8:55			s 3:15		IF 10	10.4	MK.....MEDICAL LAKE.....D	116.4	28	s 11:30				s 2:45					
		f 9:25			f 3:25	W	IF 16	15.5	.....DEEP CREEK.....	111.3	34	f 11:19				f 2:20				
		f 9:50			f 3:40		IF 21	21.0	.....HITE.....	105.8	14	f 11:05				1:55				
		s 10:52			s 3:55	W	IF 26	26.5	RH.....REARDAN.....D	100.3	41	s 10:52				s 1:30					
		f 11:20AM			s 4:10		IF 34	33.9	.....MONDOVI.....	92.9	29	s 10:37				f 12:50				
		s 12:10PM			s 4:27	WY	IF 41	41.4	DA.....DAVENPORT.....D	85.4	26	s 10:20				s 12:10PM					
		f 12:40			s 4:44		IF 47	47.8	.....ROCKLYN.....	79.0	27	s 10:00				f 11:40AM				
		f 1:20			s 5:04	W	IF 56	56.4	.....TELFORD.....	70.4	Spur 12	s 9:39				f 11:10				
		s 1:55			s 5:25		IF 64	64.2	CR.....CRESTON.....D	62.6	28	s 9:23				s 10:40					
		s 2:30			s 5:47	W	IF 74	74.2	WR.....WILBUR.....D	52.6	38	s 9:00				s 10:00					
		s 3:00			s 6:02		IF 81	80.8	.....GOVAN.....	46.0	28	s 8:42				s 9:25				
		s 3:35			s 6:22	W	IF 87	87.5	A.....ALMIRA.....D	39.3	33	s 8:25				s 8:55					
		f 3:50			f 6:32		IF 90	91.1	.....HANSON.....	35.7	12	f 8:13				f 8:30				
		s 4:10			s 6:44		IF 97	96.6	RN.....HARTLINE.....D	30.2	27	s 8:03				s 8:15					
L 2:00PM		4:45	L 7:15AM	L 7:05PM	A 7:05PM	Y	IF 106	105.7	.....COULEE JCT.....	21.1	61	L 7:40AM	A 7:40AM	A 7:35PM	7:50	A 7:10AM				
A 2:10PM		A 5:00PM	A 7:25AM	A 7:15PM		WCT	IF 108	108.3	C.....COULEE CITY.....D	23.7	26	L 7:35AM	L 7:25PM	L 7:40AM	L 7:00AM						
		L 7:20AM			L 7:35PM	Y	IF 106	105.7	.....COULEE JCT.....	21.1	61	A 7:15AM				A 2:00PM				
		f 8:00			f 8:00		IF 117	116.7	.....BACON.....	10.1	16	f 6:52				f 1:20				
								125.3	.....ADCO.....	1.5	26									
		A 8:40AM			A 8:20PM	WT	IF 127	126.8	ND.....ADRIAN.....DN	0.0	Yard	L 6:30AM				L 12:40PM					
Tu., Thu., Sat.	Mo., We. and Fri.	Ex. Sun.	Daily	Daily	Daily							Daily	Daily	Daily	Ex. Mon.	Mo., We. and Fri.	Tu., Thu., Sat.				
.10	1.20	8.40	.10	.10	5.00							5.00	.05	.10	8.00	.10	1.20				
15.6	15.7	12.4	15.6	15.6	25.3							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.

- No. 329 has right over 328 Coulee Junction to Coulee City.
- No. 327 has right over No. 330 Coulee Junction to Coulee City.
- No. 316 will run as No. 329 Coulee Junction to Coulee City and as No. 328 Coulee City to Coulee Junction.
- No. 328 will run as No. 316 Coulee Junction to Cheney.
- No. 880 will run as 879 Coulee Junction to Adrian.
- No. 882 will run as No. 881 Coulee Junction to Coulee City.
- No. 315 will run as No. 327 Coulee Junction to Coulee City and as No. 330 Coulee City to Coulee Junction.
- No. 330 will run as No. 315 Coulee Junction to Adrian.
- Nos. 877, 878, 880, 881 and 882 may carry passengers.
- Nos. 315 and 316 will stop on flag at Forrey.
- SEE SPECIAL RULES, PAGES 7, 8, 9 and 10.

WESTWARD.			NINTH SUB-DIVISION (SEATTLE BRANCH)										EASTWARD.		
THIRD CLASS			Water, Fuel, Seales, Turntables and Wyes	Station Numbers	Distance from Davenport	Time Table No. 47 January 16, 1921 Succeeding No. 46A		Distance from Ditmar	Car Capacity of Sidings	THIRD CLASS					
883	STATIONS					884									
Freight	Telegraph Offices and Calls		Freight												
Wed. Only			Wed. Only												
		L 12:05PM	WY	IF 41	0.0	.....DAVENPORT.....	18.1	30	A 3:30PM					
		12:40		IF 5	4.6	.....WHEATDALE.....	13.5	8	3:05					
		1:00		IF 7	7.3	.....OMANS.....	10.8	24	2:50					
		1:25		IF 12	11.5	.....GRAVELLES.....	6.6	8	2:30					
		A 1:50PM		IF 18	18.1	.....DITMAR.....	0.0	12	L 2:00PM					
		Wed. Only							Wed. Only						
		1:45							1:30						
		10.2							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.															
13½. Crew of train 878 will make trip on 883, 884.															
14. SEE SPECIAL RULES, PAGES 7, 8, 9 and 10.															

WESTWARD			SIXTH SUB-DIVISION (FARMINGTON BRANCH)										EASTWARD		
THIRD CLASS			Water, Fuel, Seales, Turntables and Wyes	Station Numbers	Distance from Belmont	Time Table No. 47 January 16, 1921 Succeeding No. 46A		Distance from Farmington	Car Capacity of Sidings	THIRD CLASS					
873	STATIONS					874									
Freight	Telegraph Offices and Calls		Freight												
Tue., Thu. and Sat.			Tue., Thu. and Sat.												
		L 10:15AM	W	ID 43	0.0	BM.....BELMONT.....D	6.5	45	A 11:35AM						
		f 10:30		I H 3	2.8	.....HAYFIELD.....	3.7		f 11:20					
					5.3	.....O. W. R. & N. CROSSING.....	1.2							
		A 10:50AM		I H 7	6.5	FA...FARMINGTON...D	0.0	25	L 11:00AM						
		Tue., Thu. and Sat.							Tue., Thu. and Sat.						
		.35							.35						
		10.2							10.2						
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		Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Pullman Junction	Time Table No. 47 January 16, 1921 Succeeding No. 46A		Distance from Genesee.	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS	
665		321					STATIONS				Passenger	Passenger	666	
Freight		Passenger		Telegraph Offices and Calls		Ex. Sun. See Page 5	Sun. only See Page 5	Ex. Sun. See Page 5						
L 6.10AM		L 12.07PM		Y	ID 77	0.0	PULLMAN JUNCTION	27.0	43	L 10.25AM	L 2.38PM	L 4.35PM		
f 6.30		f 12.20			ID 82	4.9	STALEY	22.1	37	f 10.10	f 2.27	f 4.15		
f 6.45		f 12.27			ID 84	7.2	CHAMBER	19.8	33	f 10.02	f 2.21	f 4.00		
s 7.00		s 12.35			ID 87	9.8	JOHNSON	17.2	32	s 9.55	s 2.15	s 3.45		
s 7.25		s 12.50		W	ID 92	15.0	COLTON	12.0	31	s 9.40	s 2.02	s 3.10		
s 7.45		s 1.00			ID 95	17.8	UNIONTOWN	9.2	34	s 9.33	s 1.56	s 2.50		
f 8.10		f 1.07			ID 97	20.2	LEON	6.8	26	f 9.25	f 1.50	f 2.30		
A 8.40AM		A 1.25PM		WY	ID 104	27.0	GENESEE	0.0	34	L 9.10AM	L 1.35PM	L 2.00PM		
Ex. Sun.		Daily								Ex. Sun.	Sun. only	Ex. Sun.		
2.30		1.18								1.15	1.03	2.35		
10.8		20.7								21.6	25.7	10.4		
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.														

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

WESTWARD.		THIRD SUB-DIVISION (FORT SHERMAN BRANCH)										EASTWARD.	
FIRST CLASS		THIRD CLASS		Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Coeur d'Alene	Time Table No. 47 January 16, 1921 Succeeding No. 46A		Distance from Hauser	Car Capacity of Sidings	THIRD CLASS		
307		888					STATIONS				Passenger	Passenger	888
Passenger		Way Freight		Telegraph Offices and Calls		Ex. Sun.	Ex. Sun.	Ex. Sun.					
L 6.30AM		L 1.00PM		WY	IA 14	0.0	COEUR D'ALENE	13.5	16	L 6.30AM	L 1.00PM		
f 6.39		s 12.30PM				2.7	BLACKWELL	10.8	14	f 6.39	s 12.30PM		
f 6.51		s 11.55AM			IA 4	9.2	POST FALLS	4.3	17	f 6.51	s 11.55AM		
f 6.55		f 11.40			IA 2	11.3	GRAND JUNCTION	2.2		f 6.55	f 11.40		
A 7.00AM		L 11.30AM		YWC	1557	13.5	HAUSER	0.0	170	A 7.00AM	L 11.30AM		
Ex. Sun.		Ex. Sun.								Ex. Sun.	Ex. Sun.		
.30		1.30								.30	1.30		
27.0		9.00								27.0	9.00		
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.													

- No. 888 may carry passengers.
- SEE SPECIAL RULES, PAGES 7, 8, 9 and 10.

WESTWARD		EIGHTH SUB-DIVISION (CLEARWATER SHORT LINE)										EASTWARD		
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turntables and Wyes	Station Numbers	Distance from Arrow	Time Table No. 47 January 16, 1921 Succeeding No. 46A		Distance from Stites	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS	
875		325					STATIONS				Passenger	Passenger	326		876
Way Freight		Passenger		Telegraph Offices and Calls		Mo., We., Fri. See page 5	Daily See Page 5	Tue., Thur. Sat. See page 5						
L 9.05AM		L 2.10PM		YW	II 47	0.0	ARROW	62.7	32	L 8.30AM	L 1.40AM			
f 9.20		s 2.20			IK 3	3.6	MYRTLE	59.1	14	f 8.18	f 11.20			
f 9.45		s 2.45			IK 12	11.7	AGATHA	51.0	17	f 7.57	f 10.50			
s 9.55		s 2.50		W	IK 13	13.4	LENORE	49.3	15	s 7.51	s 10.40			
s 10.25		s 3.08			IK 20	20.3	PECK	42.4	49	s 7.34	s 10.10			
f 10.45		s 3.20			IK 25	25.3	AHSAHKA	37.4	38	f 7.22	f 9.50			
s 11.00		s 3.32		W	IK 29	29.0	ORO FINO	33.7	25	s 7.10	s 9.30			
s 11.35		s 4.02			IK 37	37.3	GREER	25.4	26	s 6.40	s 9.00			
s 11.55AM		s 4.30			IK 44	44.3	PARDEE	18.4	Spur 8	s 6.15	s 8.35			
f 12.05PM		f 4.35			IK 46	45.7	TRAMWAY	17.0	23	f 6.10	f 8.30			
s 12.30		s 4.55			IK 52	51.6	KAMIAH	11.1	26	s 5.50	s 8.15			
s 1.10		s 5.20		W	IK 59	59.5	KOOSKIA	3.2	32	s 5.28	s 7.45			
A 1.30PM		A 5.30PM		TCW	IK 63	62.7	STITES	0.0	46	L 5.20AM	L 7.30AM			
Mo., We., 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.														

- No. 326 will run as 323 Arrow to Lewiston.
- No. 325 will run as 324 Lewiston to Arrow.
- No. 876 will run as 885 Arrow to Lewiston.
- No. 875 will run as 886 Lewiston to Arrow.
- Nos. 875 and 876 may carry passengers.
- Nos. 325 and 326 will stop on flag at Magill Spur, Fir Bluff, Big George, Penoyer Spur and Cheerylane.
- SEE SPECIAL RULES, PAGES 7, 8, 9 and 10.

AUTHORIZED SURGEONS, IDAHO DIVISION

LOCATION OF STRETCHERS (S).

- | | |
|--|--|
| DR. G. M. JENNINGS, Chief Surgeon,
Central Div., Missoula.
Paradise (S) (Station and Tool Car.) | DR. W. A. ROTHWELL, Kendrick. |
| DR. E. S. COATES, Plains (S). | DR. D. A. ANGUS, Rosalia. |
| DR. O. F. STARR, Thompson Falls, Station (S) | DR. PAUL WIBSEL, Garfield. |
| DR. O. F. PAGE, Sand Point (S)
Kootenai (S) | DR. E. T. HEIN, Palouse (S) |
| DR. FRANK WENZ, Rathdrum (S) | DR. L. G. KIMZEY, Pullman (S) |
| DR. FRANK ROSE, Spokane (S) | DR. W. A. BURG, Uniontown. |
| DR. JOHN H. O'SHEA, Spokane (S) | DR. W. H. CARTHERS, Moscow (S) |
| DR. WM. M. O'SHEA, Spokane. | DR. JOHN B. MORRIS, Lewiston (S) |
| DR. X. L. ANTHONY, (Oculist), Spokane | DR. C. F. TUOMY, Genesee |
| DR. O. T. BATCHELOR, (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. EARL W. HORSWELL, Oro Fino |
| DR. F. A. POMEROY, Cheney. | DR. J. M. VERBERKMOES, Kooskia
Stites (S) |
| DR. K. L. VEHE, Cheney. | DR. F. W. MILBURN, Reardan |
| | DR. C. S. BUMGARNER, Davenport. |
| | DR. A. S. WILLIAMS, Wilbur (S) |
| | DR. E. C. GREGG, Coulee City |
| | DR. J. C. DWYER, Coeur d'Alene (S) |

NOTE

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employes or passengers. In case of SICKNESS it is the intention to limit medical service to the locality or town where surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

MOUNTAIN GRADES

1. Between Kendrick and Howell. (See rules 731 to 737 inclusive).
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. Trains needing help will stop head end of train before reaching cross-over at Hangman and pick up helper on head end of train unless instructed to contrary by Dispatcher. "If helper engine is backing up it will be cut in train 10 cars back of road engine."
6. When picking up helper on rear of train engine must be cut in ahead of caboose unless caboose is equipped with steel sills.
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	F. L. Ball, Pullman	F. Kelly, Moscow
Al Steiner, Plains	M. F. Akers, Lewiston	George Cohrs, 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 Yard. 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. No. 888 will register at Yardley.
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. Speed over bridge 1 Blackwell Mill spur as follows: Single header engine classes S, S-1, S-2, S-3, S-4, and Q or lighter engines eight miles per hour, heavier engines not permitted.
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, 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.
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 and ledgerwood unloaders 25 miles per hour.
42. Light engines backing up 20 miles per hour.
43. Through cross-overs and entering sidings, 15 miles per hour.
44. Special attention is called to speed limit boards.
45. Passenger trains reduce speed to 25 miles per hour and freight trains to 15 miles per hour approaching and passing train order signals where orders are to be delivered to their train.
46. All trains will reduce speed and run carefully around bluffs where slides are liable to occur.
47. All trains reduce speed to 20 miles per hour between depot and west switch at Paradise.
48. Plains, through corporate limits, 25 miles per hour.
49. Thompson Falls, through corporate limits, 8 miles per hour.
50. Kildee, westward trains 25 miles per hour over junction switch to old line.
51. Trout Creek, eastward trains 25 miles per hour over junction switch to old line.
52. Cabinet tunnel, 20 miles per hour.
53. Passenger trains reduce speed to 20 miles per hour passing Kootenai yard office.

54. Granite Tunnel, 20 miles per hour.
55. Athol, through corporate limits, 15 miles per hour.
56. Rathdrum, through corporate limits, 15 miles per hour.
57. All trains reduce speed to 20 miles per hour over road crossing west of Parkwater depot.
58. Between Parkwater and O.-W. R. & N. crossing all trains and engines 20 miles per hour. Between O.-W. R. & N. crossing and 7th Avenue, Spokane, passenger trains 20 miles per hour. Freight trains, light engines and switch engines 15 miles per hour. Between 7th Avenue, Spokane, and Hangman, passenger trains 40 miles per hour. Freight trains 25 miles per hour.
59. Spokane O.-W. R. & N. interlocking plant, 15 miles per hour.
60. Marshall interlocking plant cross-overs 30 miles per hour.
61. Trains coming from S. P. & S. to N. P. tracks at Marshall will not exceed speed of 15 miles per hour until train is clear of cross-over.
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, 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. All trains reduce speed to 10 miles per hour over 2nd, 3rd and California streets, Garfield.
67. Stop 200 feet from O.-W. R. & N. crossing ¼ mile west Garfield.
68. Palouse, road crossing west of west switch, 8 miles per hour.
69. Stop 200 feet from O.-W. R. & N. crossing ½ mile west of Pullman.
70. Howell to Kendrick, passenger trains 1 mile in 2 minutes, freight trains 1 mile in 4 minutes.
71. Stop 200 feet from W. W. P. Co. crossing 2.6 miles, and 10.3 miles west of Cheney.

GENERAL RULES

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 flagman in writing.
77. Foreign trains being detoured will be handled by the enginemen 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.
81. When it becomes necessary to utilize a side track through accident or otherwise for main line in addition to setting and locking switches for side track and covering same by train order, a flagman with proper flagging material shall be stationed to fully protect approaching trains in the manner called for in transportation rules until movement over main line is resumed. In cases where conductors find it necessary to leave switches set for siding, they must fully protect approaching trains until relieved by track-men or other employes fully competent and equipped to do so.

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

- Signal 60 is high arm semaphore on long crossover between old and new lines east of crossing. Upper arm governs westward movements on westward main line. Lower arm governs movements into yard.
- Signal 61 is high arm semaphore on westward main line east of crossing. Upper arm governs westward movements on westward main line. Lower arm governs movements into yard.
- Signal 36 is high arm semaphore on eastward main line west of crossing. Upper arm governs eastward movements on eastward main line. Lower arm governs movements to Fair Grounds tracks.
- Signal 58 is dwarf signal located between eastward and westward main lines east of crossing and opposite signal 61. It governs westward movements on eastward main line, and westward movements from eastward to westward main lines through crossover east of crossing.
- Signal 35 is dwarf signal located between eastward and westward main lines west of crossing, and opposite signal 36. It governs eastward movements on westward main line; eastward movements from westward main line to old main line through long crossover east of crossing, and eastward movements from westward to eastward main lines through short crossover east of crossing.
- Signal 34 is dwarf signal located between westward main line and yard lead west of crossing. It governs eastward movement out of yard.
- Signal 57 is dwarf signal located just north of Fair Grounds track east of crossing. It governs movements from Fair Grounds track.
- Approaching signal 36 and wishing main line, give 4 short blasts of whistle: O O O O
- Approaching signal 36 for Fair Grounds, 3 long: _____
- Approaching signal 36, 35 or 34, for old main line, 1 long, 2 short, one long: _____ O O _____
- Approaching signal 35, 61, and 60 for main line, 4 short: O O O O
- Approaching signal 35, 57, 58, 61 and 60 for new yard, 3 long: _____
- Approaching signal 35 or 34 for crossover onto eastward main line, 2 long, 2 short: _____ O O _____
- Approaching signal 35 or 34 for Fair Grounds, 3 long: _____
- Approaching signal 57 or 58 for westward main line, 4 short: O O O O
- Approaching signal 57 or 58 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

- 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.
- 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.
- Except as modified above Transportation Rules govern.

W. S. FITZ,
Trainmaster

F. W. SMITH, Assistant Chief Dispatcher
S. A. WHITELEY, Assistant Chief Dispatcher
J. LEITTLE, Train Dispatcher
JAMES A. BLAIR, Train Dispatcher

SPECIAL RULES FOR MOVEMENT OF TRAINS UNDER AUTOMATIC BLOCK

- Trains pulling out of side tracks or spurs will open main line switch before car or engine is moved over fouling point.
- At Sand Point, Marshall and Cheney telephone connected to simplex circuit is located at home signal.
- At Kildee and Trout Creek automatic signals are on middle mast of bracket pole at telegraph office; top arm for old line, bottom arm for new line.
- Automatic signals used in connection with train order boards will show a caution indication only when the train order board is in a stop position.

RULES GOVERNING MOVEMENT OF TRAINS AT MARSHALL INTERLOCKING PLANT

- Eastward trains desiring to enter double track will call for signal by four short blasts of whistle O O O O
- 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 _____
- 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.
- Mast 355 feet west of switch to S. P. & S. crossover governs eastward movement from S. P. & S. to N. P. main line.
- 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.
- 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.
- 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.
- Located between main lines and opposite westward signal mast is dwarf signal to control westward movements on eastward main line.
- Between passing track and main line opposite S. P. & S. signal mast is dwarf signal to control eastward movements out of passing track.
- Eastward trains will approach home signals under control.
- 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.
- In switching moves engines and cars must pass clear of interlocking limits before reverse movement is made.

C. P. HUNT,
Trainmaster

A. P. WALKER, Train Dispatcher
W. C. DUNNING, Train Dispatcher
R. E. GORE, Train Dispatcher
G. S. NEAL, Train Dispatcher

B. W. WALKER,
Trainmaster

W. A. STILES, Train Dispatcher
R. E. LEE, Train Dispatcher

BRIDGE RESTRICTIONS.

FIRST SUBDIVISION—Paradise to Kootenai.

Speed will be restricted over Bridge 26, Thompson River, as follows:
Single header engine classes W, W1, W2 and W4 will not exceed eight (8) miles per hour.
Double header engine classes Q, Q1, Q2, Q3, Q4, T, S1, S2, S3 and S4 will not exceed twenty (20) miles per hour.
Double header engine classes Q5, W, W1, W2, W3, W4, Z, Z1, Z2 and Z3 will not be permitted.
Single header engine classes Q5, W3, Z, Z1, Z2 and Z3 may be hauled as dead engines, without coal or water, with four cars between, at five (5) miles per hour.
Speed will be restricted over Bridge 48, Beaver Creek, to fifteen (15) miles per hour for all engine classes.
Speed will be restricted over Bridge 78, Elk Creek, to twenty-five (25) miles per hour for all engine classes.

SECOND DISTRICT—Kootenai to Cheney.

Speed will be restricted over the draw span of Bridge 3.2, Lake Pend d'Oreille to twenty (20) miles per hour.
Speed will be restricted over Bridge 25, Granite Gulch Viaduct, as follows:
Single header engine classes W, W1, W2 and W4 will not exceed eight (8) miles per hour.
Double header engine classes T, Q3 and Q4 will not exceed eight (8) miles per hour.
Double header engine classes Q5, W, W1, W2, W3, W4, Z, Z1, Z2 and Z3 will not be permitted.
Single header engine classes Q5, W3, Z, Z1, Z2 and Z3 may be hauled as dead engines without coal or water, with four cars between engines, at five (5) miles per hour.
All other classes to be limited to twenty (20) miles per hour.

THIRD SUBDIVISION—Hauser to Coeur d'Alene.

Speed will be restricted over Bridge 1, Blackwell Mill Spur, as follows:
Single header engine classes S, S1, S2, S3, S4 and Q will not exceed eight (8) miles per hour.
Double header engine class F1 will not exceed eight (8) miles per hour.
Engine classes T, Q1 and heavier will not be permitted.

FOURTH SUBDIVISION—Marshall to Lewiston.

Speed will be restricted over Bridge 105, Bear Creek, as follows:
Single or double header engine classes W, W1, W2 and W4 will not exceed eight (8) miles per hour.
Engine classes Q5, W3, Z, Z1, Z2 and Z3 will not be permitted.

FIFTH SUBDIVISION—Cheney to Adrian.

SIXTH SUBDIVISION—Belmont to Farmington.

SEVENTH SUBDIVISION—Pullman Jct. to Genesee.

No restrictions.

EIGHTH SUBDIVISION—Arrow to Stites.

Speed will be restricted over Bridges 0 and 0.1, over Potlatch Creek, as follows:
Single header engine class D6 will not exceed fifteen (15) miles per hour.
Single header engine class F1 will not exceed five (5) miles per hour.
Engine classes S and heavier will not be permitted.
No restrictions on other bridges for F1.

NINTH SUBDIVISION—Davenport to Ditmar.

No restrictions.

CAMAS PRAIRIE RAILROAD.

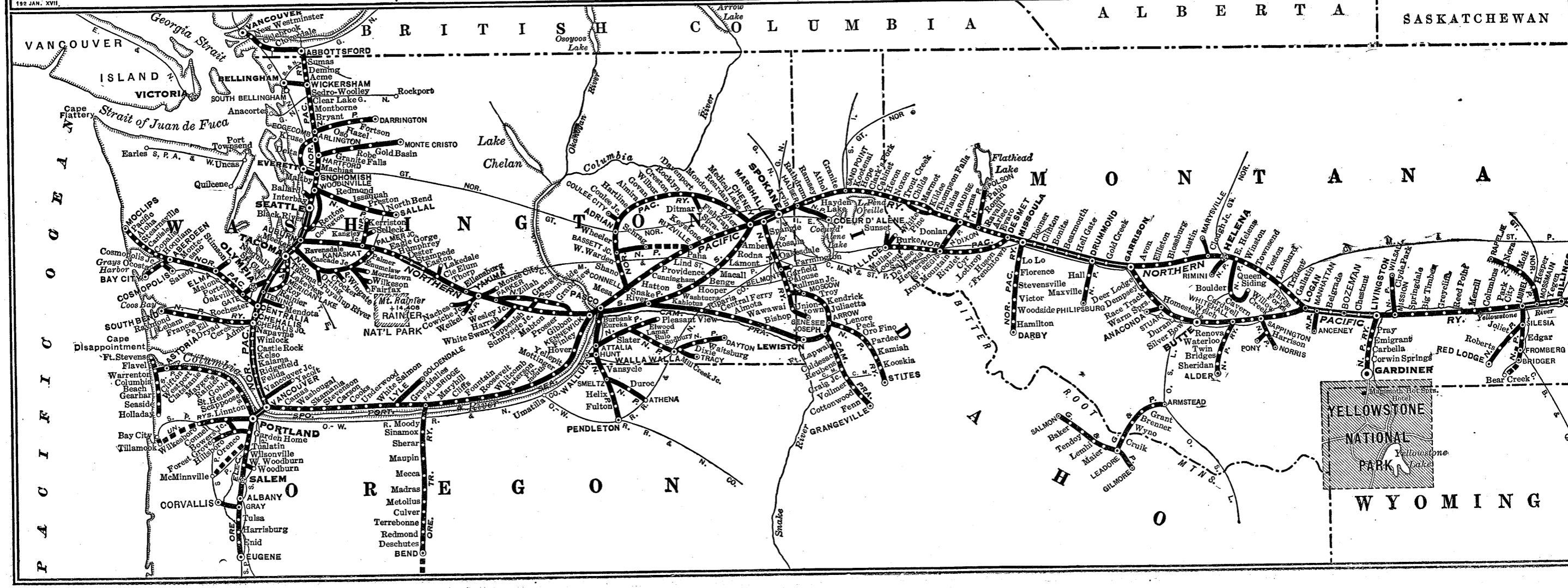
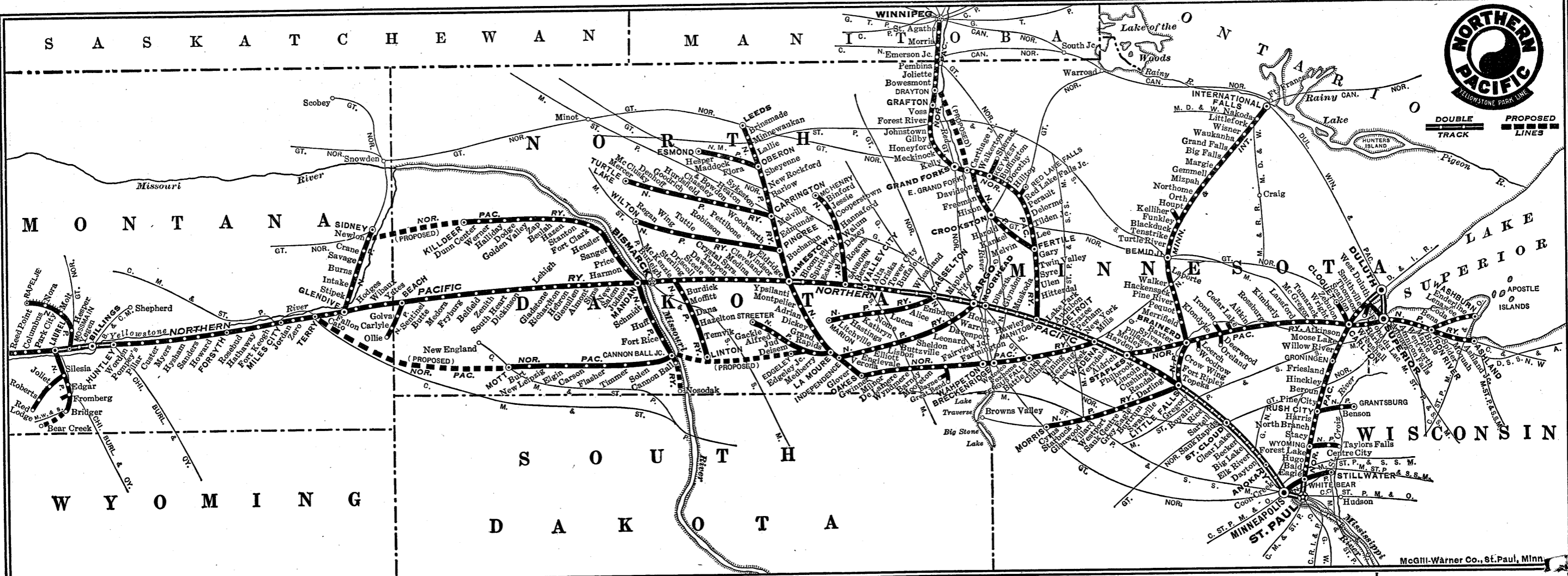
No restrictions.

J. J. BLAIR,
Chief Dispatcher

E. L. MARLEY, Train Dispatcher



DOUBLE TRACK PROPOSED LINES



192 JAN. XVII.

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