

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 48 TABLE

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

SUNDAY, JULY 2, 1922

For the Government of Employees 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 Instructions and always have for reference a copy of TRANSPORTATION RULES.

A. V. BROWN,
Acting General Manager.

T. H. LANTRY,
Acting General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

J. L. DeFORCE,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	Ruling Grade %	CLASS OF ENGINE									
			W-3	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	1600	1200	1100	900	860	825				
	Marshall to Cheney.....	1.0	1750	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	528	490	295	250	200	175
	Blackwell to Alan.....	0.8				1100	1050	1000	900	875	725	690
	Alan to Hauser.....	0.7				1200	1150	1100	1000	900	800	700
Third Eastward	Hauser to Blackwell.....	1.5				677	666	621	375	330	315	260
	Blackwell to Coeur d'Alene.....	1.5				677	666	621	375	330	315	250
Fourth Westward	Marshall to Pullman.....	1.4				695	665	645	385	340	320	255
	Pullman to Howell.....	1.7				620	585	565	360	320	300	240
	Howell to Kendrick.....	Down				FORTY CARS						
	Kendrick to Lewiston.....	Down				SIXTY CARS						
Fourth Eastward	Lewiston to Arrow.....	0.5				1800	1700	1400	1200	1100	1000	900
	Arrow to Kendrick.....	0.8				1100	1050	1000	900	875	725	690
	Kendrick to Troy.....	2.4				885	860	855	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	260
	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	Belmont to Farmington.....	1.5				677	666	621	375	330	315	250
Fifth Eastward	Farmington to Belmont.....	1.3				774	761	710	430	350	325	265
Sixth Westward	Pullman Jet. to Johnsons.....	0.8				1100	1050	1000	900	875	725	690
	Johnsons to Colton.....	1.3				774	761	710	430	350	325	265
	Colton to Genesee.....	0.6				1800	1700	1400	1200	1100	1000	900
Sixth Eastward	Genesee to Colton.....	0.5				1800	1700	1400	1200	1100	1000	900
	Colton to Johnsons.....	1.1				900	860	825	495	420	400	315
	Johnsons to Pullman Jet.....					SIXTY CARS						
Seventh Westward	Arrow to Stites.....	0.3							1400	1200	1100	1000
Seventh Eastward	Stites to Arrow.....	Down				SIXTY CARS						
Eighth Westward	Cheney to Medical Lake.....	1.1				900	860	825	495	420	400	315
	Medical Lake to Creston.....	1.2				805	770	740	475	390	345	275
	Creston to Almira.....	0.7				1200	1150	1100	1000	900	800	700
	Almira to Hanson.....	1.3				774	761	710	430	350	325	265
	Hanson to Coulee Jet.....	Down				SIXTY CARS						
	Coulee Jet. to Adrian.....	0.5				1800	1700	1400	1200	1100	1000	900
Eighth 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
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 daily tonnage computing machines will be used to give a draw bar pull equivalent to the rating shown. Leaving terminal conductors will be furnished statement of machine tons in their train and will fill out the difference between this and the intermediate rating, using machine tonnage as shown below.

Rating is based on trains consisting of loads only and is calculated for an average speed of ten miles per hour.

Train dispatcher will determine rate to be handled when reduction is necessary account of weather condition.

When engines are unable to haul the rating, Engineman will designate to conductor 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	39	62	63
16	20	39	40	63	64
17	21	40	41	64	65
18	22	41	42	65	66
19	23	42	43	66	67
20	24	43	44	67	68
21	25	44	45	68	69
22	26	45	46	69	70
23	27	46	47	70	71
24	28	47	48	71	72
25	29	48	49	72	73
26	30	49	50	73	74
27	31	50	51	74	75
28	32	51	52	75	76
29	33	52	53	76	77
30	34	53	54	77	78
31	35	54	55	78	79
32	36	55	56	79	80
33	37	56	57	80	81
34	38	57	58	81	82
35	39	58	59	82	83
36	40	59	60	83	84
37	41	60	61	84	85
		61		85	86

SPEED TABLE

Time Per Mile		Miles Per Hour
Minutes	Seconds	
1	..	60
1	1	59
1	2	58
1	3	57.1
1	4	56.2
1	5	55.3
1	6	54.5
1	7	53.7
1	8	52.9
1	9	51.1
1	10	50.4
1	12	50
1	15	48
1	20	45
1	25	42.3
1	30	40
1	40	36
1	45	34.3
1	50	32.7
2	..	30
2	10	27.6
2	15	26.0
2	20	25.7
2	30	24
2	40	22.5
2	45	24.3
2	50	21.2
3	..	20
3	9	19
3	20	18
3	31	17
3	45	16
4	..	15
5	..	12
6	..	10
7	30	8
10	..	6

WESTWARD

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS				Water, Fuel, Lubrication, Way and Yard Limits.	Station Number	Distance from Paradise	Time Table No. 48 July 2, 1922 Succeeding No. 47A				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		862	864		
Way Freight	Way Freight		Freight		Passenger	Passenger	Passenger	Passenger				Telegraph Office and Calls						Passenger	Passenger	Passenger	Passenger	Freight		Way Freight	Way Freight		
Wed., Fri., Sun.	Tu., Thu., Sat.		Daily		Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily		Wed., Fri., Sun.	Tu., Thu., Sat.		
	L 7.00 ⁰⁰		L 11.00 ⁰⁰		L 8.30 ⁰⁰	L 11.50 ⁰⁰	L 1.03 ⁰⁰	L 1.10 ⁰⁰	WCOT X	1390	0.0	PD	PARADISE 6.1	DN	118.6	Yard	A 3.40 ⁰⁰	A 1.55 ⁰⁰	A 1.10 ⁰⁰	A 9.30 ⁰⁰	A 11.55 ⁰⁰		A 12.35 ⁰⁰				
	" 7.30		11.22 ⁰⁰		" 8.42	" 12.01 ⁰⁰	" 1.15	1.21		1390	6.1	HO	PLAINS 7.1	DN	109.5	E-79 W-79	3.29	" 1.44	" 12.58	" 9.18	11.22 ⁰⁰		" 12.01 ⁰⁰				
	" 7.50		11.36		" 8.55	12.16	1.27	1.32		1404	13.3	KS	WEEKSVILLE 7.4	Lap Siding	102.4	E-60 W-78	3.18	" 1.32	12.45	" 9.06	11.00		" 11.15 ⁰⁰				
	" 8.10		11.56 ⁰⁰		" 9.09	12.32 ⁴²	1.40	1.43	W	1411	20.6	DY	EDDY 2.5	DP	95.0	E-78 W-78	3.07	1.19	12.32 ⁴¹	" 8.51	10.40		" 10.35				
	" 8.20		12.02 ⁰⁰		" 9.14	12.36	1.44	1.47		1413	23.1		FROST 5.2	P	98.5	71	3.03	1.15	12.28	" 8.46	10.32		" 10.20				
	" 8.40		12.20		" 9.24	12.50	1.55	1.55		1417	26.3	WN	WOODLIN 3.3	P	87.3	81	2.55	1.05	12.18	" 8.36	10.18		" 9.50				
	" 9.33 ³⁰		12.30		" 9.33 ³⁰	" 12.59 ⁴¹	" 2.01	2.01	W	1420	31.6	FN	THOMPSON FALLS 5.3	DN	84.0	E-78 W-70	2.49	" 12.59 ⁴¹	" 12.12	" 8.29	10.10		" 9.33 ³⁰				
	" 9.50				" 9.43	1.08	2.12	2.09		1420	36.8	BK	PINEHURST 1.1	DN	78.8		2.41	12.50	12.01 ⁰⁰	" 8.19							
	" 9.55				" 9.45	1.10	2.14	2.11		1427	37.9		BELKNAP 5.4	P	77.7	71	2.39	12.48	11.59 ⁰⁰	" 8.17							
	" 10.20				" 9.59	1.23	2.28	2.22	Y	1434	44.3	WP	WHITE PINE 8.4	P	71.8	70	2.28	12.37	11.47	" 8.03							
	" 11.30 ⁴⁵				" 10.14	1.38	2.45	2.35	WC X	1444	52.7	J	TROUT CREEK 6.2	DN	62.9	78	2.08	12.20	11.30 ³⁰	" 7.45							
			12.45							1420	36.8	BK	PINEHURST 1.4	DN	80.1						9.55			8.50			
			12.50						W	1428	38.3		MAKMOY 3.7	P	78.7	83					9.50			" 8.35			
			1.00							1431	41.9		TALC 4.5	P	78.0	89					9.37			" 8.25			
			1.15							1436	46.4		CHILDS 3.9	P	70.5	77					9.25			" 8.05			
			1.25							1439	49.3		RICHARDS 4.7	P	67.6	78					9.15			" 7.50			
			1.40						WC X	1444	54.0	J	TROUT CREEK 6.2	DN	62.9	78					9.00			" 7.30			
	" 12.11 ⁰⁰		1.59 ⁰⁰		" 10.25	1.49	2.56	2.45		1449	58.9	TC	TUSCOR 5.9	P	56.7	78	1.59 ⁰⁰	12.11 ³⁰	11.19	" 7.31	8.37		" 6.55				
	" 1.00		2.20		" 10.35	2.00	3.07	2.54		1455	64.8		FURLONG 4.0	P	50.8	79	1.50	12.01 ⁰⁰	11.09	" 7.17	8.15		" 6.20				
	L 7.00 ⁰⁰	A 1.15 ⁰⁰	2.30		" 10.43	" 2.09	3.15	3.00	W	1458	68.2	NX	NOXON 4.8	DN	46.8	E-79 W-79	1.43	11.54 ⁰⁰	" 11.01	" 7.09	8.02		L 6.00 ⁰⁰	A 12.30 ⁰⁰			
	" 7.15		2.45		" 10.52 ⁴²	2.19	3.23	3.07		1462	73.6		SMED 5.4	P	43.0	79	1.35	11.48 ³⁰	" 10.52 ³⁰	" 6.59	7.44			" 11.48 ⁰⁰			
	" 7.35		3.10		" 11.02 ³⁰	" 2.30	3.34	3.16		1468	79.0	HR	HERON 6.2	DN	38.0	E-78 W-79	1.27	11.38	" 10.44 ³⁰	" 6.45	7.24			" 11.07 ⁰⁰			
	" 8.00		3.30		" 11.13	2.42	3.45	3.26	W	1474	85.3	BN	CABINET 4.8	DN	30.4	78	1.17	11.28	" 10.32	" 6.32	7.00			" 9.45			
	" 8.15		3.45		" 11.21	2.52	3.54	3.34		1478	90.0		OZOMA 2.6	Lap Siding	25.6	E-77 W-36	1.10	" 11.21 ³⁰	" 10.24	" 6.21	6.40			" 9.00			
	" 9.00		3.59		" 11.28	" 2.57	" 3.59 ⁰⁰	3.38	W	1483	92.6	CX..	CLARK'S PORK... 5.0	PD	23.0	E-78 W-36	1.06	11.17	" 10.20	" 6.16	6.30			8.45			
	" 10.11 ⁴²		4.15		" 11.39	3.08	4.08	3.46		1489	97.6	D	DENTON 4.6	P	18.0	78	12.59	11.10	" 10.11 ³⁰	" 6.05	6.11			" 8.00			
	" 11.02 ⁴¹		4.30		" 11.50 ⁰⁰	" 3.20	" 4.17	3.53	W X	1492	102.3	H	HOPE 7.1	DN	18.4	E-79 W-92	12.51	" 11.02 ³⁰	" 10.03	" 5.55 ⁰⁰	5.55 ³⁰			" 7.30			
	" 11.40 ⁰⁰		4.50		" 12.08 ⁰⁰	3.32	4.30	4.04		1499	109.3		ODEN 5.3	P	6.3	79	12.40	10.51	9.51	" 5.40	5.29			" 6.30			
	" 12.05 ⁰⁰		5.10		" 12.20	" 3.43	" 4.40	4.13	X	1503	114.6	KN	KOOTENAI 1.0	PD	1.0	Yard	12.32	10.42	" 9.42	" 5.28	5.10			" 6.05			
	A 12.15 ⁰⁰		A 5.15 ⁰⁰		A 12.40 ⁰⁰	A 3.45 ⁰⁰	A 4.43 ⁰⁰	A 4.15 ⁰⁰	WCOT X	1504	115.6	KY	KOOTENAI YARD	DN	0.0	Yard	12.30 ⁰⁰	L 10.40 ⁰⁰	L 9.40 ⁰⁰	L 5.10 ⁰⁰	5.05 ³⁰			L 6.00 ⁰⁰			
Wed., Fri., Sun.	Tu., Thu., Sat.		Daily		Daily	Daily	Daily	Daily				Time over Subdivision.						Daily	Daily	Daily	Daily	Daily		Wed., Fri., Sun.	Tu., Thu., Sat.		
5.15	6.15		6.15		3.55	3.55	3.40	3.05				Average Speed per Hour.						3.10	3.15	3.30	4.05	6.50		6.25	6.30		
8.8	11.4		22.3		29.5	29.5	31.5	27.4										36.5	35.5	33.0	28.2	17.1		10.9	7.2		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 ALTERNATE LINE BETWEEN KILDEE AND TROUT CREEK
 AUTOMATIC BLOCK BETWEEN PARADISE AND KOOTENAI YARD
 SPECIAL INSTRUCTIONS, PAGES 1-8 and 10

WESTWARD

SECOND SUB-DIVISION (MAIN LINE)

THIRD CLASS						SECOND CLASS						FIRST CLASS													
												Time Table No. 48 July 2, 1922. Succeeding No. 47A													
												STATIONS													
												Telegraph Offices and Calls													
												Distance from Spokane													
												Car Capacity of Stages													
												Passenger													
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**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN RAMSEY AND RATHDRUM AND BETWEEN VELOX AND MARSHALL.
AUTOMATIC BLOCK BETWEEN KOOTENAI YARD AND O. W. R. & N. CROSSING SPOKANE AND BETWEEN SEVENTH AVENUE SPOKANE AND CHENEY.
SPECIAL INSTRUCTIONS PAGES 1, 8, 9 and 10.**

SECOND SUB-DIVISION (MAIN LINE)

EASTWARD

FIRST CLASS									Time Table No. 48, July 2, 1922 Succeeding No. 47A	SECOND CLASS			THIRD CLASS															
334	320	316	314	312	306	42	4	2	Stations	Distance from Kootenai Yard	Stations	Distance from Spokane	Car Capacity of Bldgs	602	604	662	866	870	896									
Passenger	S.P. & S. 4 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls		Telegraph Offices and Calls			Freight	Freight	Freight	Way Freight	Way Freight	Way Freight									
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Ex. Sun.	Ex. Sun.	Mo. Wed. and Fri.	Tu. Thu. Sat.	Tu. Thu. Sat.									
					A 5:10 ^{PM} 602	A 9:40 ^{AM}	A 10:40 ^{AM}	A 12:30 ^{PM}	W C OXT	1504	0.0	KY KOOTENAI YARD DN 3.0	70.5	Yard	A 4:30 ^{PM} 1			A 2:30 ^{PM}										
					* 5:02	* 9:35	* 10:35	* 12:25	W X	1507	2.0	SA SAND POINT DN 3.4 G. N. and S. I.	05.5	E-60 W-67	* 4:20 1			* 2:20										
					* 4:50	9:25	10:24	12:15		1510	5.4	LIGNITE 3.7	05.1	80	* 4:03 41			* 2:05										
					* 4:38	9:17	10:18	12:11		1513	9.1	ALGOMA 6.8	01.4	75	* 3:50			* 1:50										
					* 4:23 41	* 9:05	10:08	12:01 ^{PM}	W	1520	15.9	CO COCOLALLA 5.0 Lap Siding	04.6	E-75 W-78	* 3:25			* 1:23 305										
					* 4:11	* 8:55	10:00	11:51 ^{PM}		1524	20.9	CAREYWOOD 2.7	04.6	79	* 3:10			* 12:45										
					* 4:05	* 8:48 805	9:56	11:47	W	1530	23.6	GB GRANITE 6.9 Lap Siding	04.9	E-75 W-78	* 3:02			* 12:30 ^{PM}										
					* 3:51	* 8:36	* 9:44 805	11:37	Y	1535	30.5	AX ATHOL 7.4 Lap Siding	04.0	E-75 W-78	* 2:40			* 11:45 ^{PM}										
					* 3:36	* 8:22 603	9:32	11:27		1543	37.9	RS RAMSEY 5.6	03.6	87	* 2:15 305			* 11:00										
					* 3:24	* 8:12 603	* 9:23	11:17	W	1549	43.5	RD RATHDRUM 6.9 C. M. & S. P. Track Cn.	03.0	78	* 1:50			* 10:30										
					* 3:11	* 8:00	* 9:13	11:08	CY	1557	50.4	AU HAUSER 5.9 Lap Siding	02.1	E-75 W-78	* 1:25			* 9:45										
					* 3:00 305	* 7:48	* 8:04 603-805	11:00		1561	56.8	OTIS ORCHARDS 2.9 Lap Siding	14.2	E-75 W-78	* 1:00			* 9:15 805										
					* 2:51	* 7:42	9:00	10:55		1564	59.8	V VELOX 2.0	11.3	75	* 12:48 805			* 8:30										
					* 2:43	* 7:36	8:55	10:50		1567	62.3	TR IRVIN 3.8 Crossover	8.3	59	* 12:35			* 8:05										
					* 2:35	* 7:29 800	8:49	10:45	X	1571	66.0	PARKWATER 1.0 Crossover	4.5	Yard	* 12:20			* 7:35 42										
					* 2:30	* 7:25	8:45	10:40	W C OXT	1572	67.0	VD YARDLEY 1.7 Crossover	3.5	Yard	* 12:15 ^{PM} 9:10 ^{AM}	A 6:30 ^{AM}	A 5:45 ^{PM}	L 7:30 ^{AM}	A 2:15 ^{PM}	A 3:50 ^{PM}								
										68.7		O. W. R. N. Crossing 1.8 Interlocked O. W. R. N. and C. M. & S. P. Track Cn.	1.8															
					A 4:40 ^{PM}	A 9:15 ^{PM} 319	A 12:30 ^{PM}	A 6:15 ^{PM} 1-41	2:15 ^{PM} 306	L 2:20 ^{PM} 312	* 7:15 8:30 3-333	* 8:35 8:10 602-893-809	10:30 10:10	W O T X	1576	70.5 Spokane	SP SPOKANB 3.3 G. N. and S. I. E. Track Cn.	0.0 140.3	Yard	* 8:45 4	6:00	5:30		1:55	3:35			
										1579	3.2	HANDMAN 5.8 Crossover	143.1	No Sdg.														
										1585	9.0	MR MARSHALL 7.8 Interlocked S. P. & S. Track Cn.	137.8	E-33 W-33 3-4	L 8:00 ^{AM}	5:35	L 5:05 ^{PM}					L 1:30 ^{PM}	3:05					

TRAINS BETWEEN MARSHALL AND CHENEY, ARE OPERATED UNDER JOINT TRACK BLOCK CARD.

L 4:05 ^{PM}																										L 11:55 ^{AM} See Page 6								L 6:56 ^{AM}		L 7:38 ^{AM}		L 9:35 ^{AM}		WCY X		1592		10.3		CY		CHENEY		DN		130.0		70				L 5:16 ^{AM}								L 2:45 ^{PM} 315																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 DOUBLE TRACK BETWEEN RAMSEY AND RATHDRUM AND BETWEEN VELOX AND MARSHALL.
 AUTOMATIC BLOCK BETWEEN KOOTENAI YARD AND O. W. R. & N. CROSSING SPOKANE AND BETWEEN SEVENTH AVENUE SPOKANE AND CHENEY.

SPECIAL INSTRUCTIONS PAGES, 1, 8, 9, and 10.

**FOURTH SUB-DIVISION
(PALOUSE AND LEWISTON BRANCH)**

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS				Time Table No. 48 July 2, 1922 Succeeding No. 47A										FIRST CLASS					SECOND CLASS		THIRD CLASS		
885	871	869	665	661	323	321	313	311	STATIONS Telegraph Office and Calls										312	314	322	324	332	662	666	870	872	886
Way Freight Tues., Thurs., Sat.	Way Freight Tues., Thurs., Sat.	Way Freight Mon., Wed., Fri. See Page 3	Freight Ex. Sun. See Page 3	Freight Ex. Sun. See Page 3	Passenger Daily See Page 3	Passenger Daily See Page 3	Passenger Daily See Page 3	Passenger Daily See Page 3	Station Numbers	Distance from Marshall	Distance from Lawson	Car Capacity of Loadings	Passenger Daily See Page 4	Passenger Daily See Page 4	Ex. Sun.	Passenger Daily See Page 4	Ex. Sun.	Passenger Daily See Page 4	Ex. Sun.	Freight Ex. Sun. See Page 4	Freight Ex. Sun. See Page 4	Way Freight Mon., Wed., Fri. See page 4	Way Freight Mon., Wed., Fri. See page 4					
L 9.05M 311	L 9.05M 311	L 9.05M 311	L 10.26M 311	L 10.26M 311	L 4.17M 311	L 4.17M 311	L 4.17M 311	L 4.17M 311	1585	0.0	MR MARSHALL Interlocked	DN	130.7	Yard	26	L 1.45	L 5.46			L 1.45M 311	L 5.46M 311	L 1.30M 311	L 1.30M 311					
L 9.20	L 9.20	L 9.20	L 10.46	L 10.46	L 4.29	L 4.29	L 4.29	L 4.29	1586	5.8	MR MARSHALL Interlocked	DN	131.4	Yard	26	L 1.45	L 5.46			L 1.45M 311	L 5.46M 311	L 1.10	L 1.10					
L 9.60	L 9.60	L 9.60	L 11.10	L 11.10	L 4.42	L 4.42	L 4.42	L 4.42	1587	11.2	SG SPANGLER S. 3	D	125.5	23	L 1.32	L 5.35			L 1.32M 311	L 5.35M 311	L 12.45	L 12.45						
L 10.20	L 10.20	L 10.20	L 11.30	L 11.30	L 5.00	L 5.00	L 5.00	L 5.00	1588	19.7	MA PLAZA S. 7	D	117.0	20	L 1.13	L 5.16			L 1.13M 311	L 5.16M 311	L 12.10M	L 12.10M						
L 10.30	L 10.30	L 10.30	L 11.40	L 11.40	L 5.08 314	L 5.08 314	L 5.08 314	L 5.08 314	1589	23.4	MA PLAZA S. 7	D	118.3	23	L 1.04	L 5.08 318			L 1.04M 311	L 5.08M 318	L 11.50M	L 11.50M						
L 10.50	L 10.50	L 10.50	L 11.50	L 11.50	L 5.16	L 5.16	L 5.16	L 5.16	1590	26.7	RO ROSALIA S. & I. E.	D	118.0	20	L 12.55	L 4.59			L 12.55M 311	L 4.59M 311	L 11.35	L 11.35						
L 10.55	L 10.55	L 10.55	L 11.55M	L 11.55M	L 5.21	L 5.21	L 5.21	L 5.21	1591	28.7	RO ROSALIA S. & I. E.	D	118.0	14	L 12.50	L 4.54			L 12.50M 311	L 4.54M 311	L 11.25	L 11.25						
L 11.05	L 11.05	L 11.05	L 12.05M	L 12.05M	L 5.29	L 5.29	L 5.29	L 5.29	1592	31.0	RO ROSALIA S. & I. E.	D	118.0	24	L 12.42	L 4.46			L 12.42M 311	L 4.46M 311	L 11.15	L 11.15						
L 11.25	L 11.25	L 11.25	L 12.25	L 12.25	L 5.43	L 5.43	L 5.43	L 5.43	1593	37.5	OD OAKESDALE S. 3	D	109.1	20	L 12.28	L 4.33			L 12.28M 311	L 4.33M 311	L 10.50	L 10.50						
L 11.40	L 11.40	L 11.40	L 12.40	L 12.40	L 5.56	L 5.56	L 5.56	L 5.56	1594	43.9	O-W. R. & N. AND S. & I. CROSSINGS S. 7	D	98.5	23	L 12.16	L 4.21			L 12.16M 311	L 4.21M 311	L 10.25	L 10.25						
L 11.55M	L 11.55M	L 11.55M	L 1.00	L 1.00	L 6.06	L 6.06	L 6.06	L 6.06	1595	47.3	BM BELMONT S. 3	D	98.5	41	L 12.08	L 4.11			L 12.08M 311	L 4.11M 311	L 10.05	L 10.05						
L 12.03M 312	L 12.03M 312	L 12.03M 312	L 1.10	L 1.10	L 6.11	L 6.11	L 6.11	L 6.11	1596	49.4	GP GARFIELD S. 3	D	87.3	20	L 12.03M 312	L 4.06			L 12.03M 312	L 4.06M 312	L 9.50	L 9.50						
L 12.45	L 12.45	L 12.45	L	L	L 6.20	L 6.20	L 6.20	L 6.20	1597	53.0	O-W. R. & N. AND S. & I. CROSSINGS O.W.R. & N.	Track Con.	87.0	27	L 11.53M	L 3.59			L 11.53M 311	L 3.59M 311	L 9.10	L 9.10						
L 1.15	L 1.15	L 1.15	L 2.10	L 2.10	L 6.34	L 6.34	L 6.34	L 6.34	1598	59.0	PC PALOUSE W. I. & M.	D	77.7	23	L 11.37	L 3.44			L 11.37M 311	L 3.44M 311	L 8.25	L 8.25						
L 1.35	L 1.35	L 1.35	L 2.30	L 2.30	L 6.50	L 6.50	L 6.50	L 6.50	1599	65.6	FALLON S. 3	D	71.1	27	L 11.22 311	L 3.29			L 11.22 311	L 3.29M 311	L 8.05	L 8.05						
L 7.30M 310	L 7.30M 310	L 7.30M 310	L 6.00M	L 6.00M	L 7.01	L 7.01	L 7.01	L 7.01	1600	70.4	WHBLAN S. 3	D	66.3	27	L 11.10	L 3.16			L 11.10M 311	L 3.16M 311	L 7.45M 310	L 7.45M 310						
L 2.00M 312	L 2.00M 312	L 2.00M 312	L 3.00	L 3.00	L 7.16	L 7.16	L 7.16	L 7.16	1601	75.0	PN PULLMAN S. 3	DN	61.1	30	L 11.00 310-45	L 3.05 312	L 10.15M	L 2.45M 314	L 12.20M	L 3.45M	L 7.45M 310	L 7.45M 310						
L 7.35	L 7.35	L 7.35	L 6.10M	L 6.10M	L 7.30	L 7.30	L 7.30	L 7.30	1602	76.3	O-W. R. & N. CROSSING S. 3		60.5								L 1.45M 310	L 1.45M 310						
L 7.55	L 7.55	L 7.55	L 6.10M See Page 7	L 6.10M See Page 7	L 7.42	L 7.42	L 7.42	L 7.42	1603	77.0	PULLMAN JUNCTION S. 3	P	50.7	43	L 10.40	L 2.52 310	L 10.05M	L 2.38M 314	L 11.40M	L 3.25M See Page 7	L 1.35	L 1.35						
L 9.00	L 9.00	L 9.00	L 6.30	L 6.30	L 7.55	L 7.55	L 7.55	L 7.55	1604	80.6	SUNSHINE S. 3	P	56.1	27	L 10.30	L 2.43	L 10.05M See Page 7	L 2.38M 314 See Page 7	L 11.30 See Page 7	L 3.25M See Page 7	L 1.15	L 1.15						
L 10.00 312	L 10.00 312	L 10.00 312	L 6.60	L 6.60	L 8.09	L 8.09	L 8.09	L 8.09	1605	85.8	MO MOSCOW S. 3	PD	50.9	25	L 10.17	L 2.30			L 11.15		L 12.25M 311	L 12.25M 311						
L 10.25	L 10.25	L 10.25	L 6.60	L 6.60	L 8.20	L 8.20	L 8.20	L 8.20	1606	92.3	O-W. R. & N. AND S. & I. E. S. & I. E.	Track Con.	44.4	28	L 10.00 311	L 2.16			L 10.50		L 11.35M	L 11.35M						
L 10.40	L 10.40	L 10.40	L 6.60	L 6.60	L 8.27	L 8.27	L 8.27	L 8.27	1607	96.5	JOEL S. 3	P	40.3	20	L 9.46	L 2.06			L 10.40		L 11.15	L 11.15						
L 11.15	L 11.15	L 11.15	L 6.60	L 6.60	L 8.43	L 8.43	L 8.43	L 8.43	1608	99.4	HOWELL S. 3	P	40.3	20	L 9.46	L 2.06			L 10.40		L 11.15	L 11.15						
L 11.45M	L 11.45M	L 11.45M	L 6.60	L 6.60	L 8.58	L 8.58	L 8.58	L 8.58	1609	106.5	TROY S. 3	PD	37.3	44	L 9.38	L 1.59			L 10.15		L 11.00	L 11.00						
See page 7	See page 7	See page 7	L 6.00M	L 6.00M	L 9.07	L 9.07	L 9.07	L 9.07	1610	111.0	BOYARD S. 3	P	31.2	18	L 9.19	L 1.40			L 9.35		L 10.10	L 10.10						
L 12.01M 314	L 12.01M 314	L 12.01M 314	L 6.00M	L 6.00M	L 9.27	L 9.27	L 9.27	L 9.27	1611	115.0	KR KENDRICK S. 3	PD	25.7	44	L 9.02	L 1.25 311			L 8.30		L 9.30	L 9.30						
L 12.30M 314	L 12.30M 314	L 12.30M 314	L 6.10M	L 6.10M	L 9.35M 314	L 9.35M 314	L 9.35M 314	L 9.35M 314	1612	115.0	JA JULIAETTA S. 4	D	31.7	20	L 8.52 312	L 1.10			L 8.30		L 9.30	L 9.30						
L 1.25M 314	L 1.25M 314	L 1.25M 314	L 6.10M	L 6.10M	L 9.42	L 9.42	L 9.42	L 9.42	1613	122.4	ARROW S. 1	P	13.3	23	L 8.32 312	L 1.24	L 1.40M 311	L 1.50M 311	L 8.10		L 8.00	L 8.00						
L 1.40M 311	L 1.40M 311	L 1.40M 311	L 6.10M	L 6.10M	L 9.42	L 9.42	L 9.42	L 9.42	1614	126.5	JOSEPH S. 1	P	10.3	23	L 8.22M 312	L 1.24M 312	L 1.40M 311	L 1.50M 311	L 8.00M		L 7.45M 311	L 7.45M 311						

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

BETWEEN LEWISTON AND JOSEPH, TRADING WILL BE GOVERNED BY JOSEPH TRADING HOURS																													
A 1.10%		A 2.10%				A 6.45%		A 9.15%		A 10.00%		A 2.30%		LEWISTON		L 8.00%		L 12.15%		L 1.15%		L 7.30%				L 7.15%		L 8.05%	
Tues. Thurs.	Sat.	Tues. Thurs.	Sat.	Mon. Wed., Fri.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily					Truck Co.	0.0	Yard	Daily	Daily	Ex. Sun.	Daily	Sun. Only	Ex. Sun.	Ex. Sun.		Tue., Thurs. Wed., Fri.	Mon. Wed., Fri.	Mon. Wed., Fri.	Mon. Wed., Fri.
1.09	6.40			4.55	.10	8.20	.40	.06	5.28	5.27								5.43	5.43	.10	.36	.07	9.30	.20		5.45	9.30	1.05	1.05
11.5	9.1			16.3	8.4	16.4	19.9	18.0	25.1	25.2								24.0	24.7	8.4	22.8	12.0	14.4	4.2	13.1	9.4	12.3	12.3	12.3
Time over Subdivision																5.43	5.43	.10	.36	.07	9.30	.20		5.45	9.30	1.05	1.05		
Average Speed per Hour																24.0	24.7	8.4	22.8	12.0	14.4	4.2	13.1	9.4	12.3	12.3	12.3		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
MANUAL BLOCK BETWEEN TROY AND KENDRICK
SPECIAL INSTRUCTIONS PAGES 1, 9 AND 10.

WESTWARD

EIGHTH SUB-DIVISION
(WASHINGTON CENTRAL BRANCH)

EASTWARD.

THIRD CLASS			FIRST CLASS			Station Numbers	Distance from Cheney	Time Table No. 48 July 2, 1922 Succeeding No. 47A			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	Passenger			Telegraph Offices and Calls					See Page 4 Passenger	Passenger	Passenger	Freight	Freight	Freight			
Mon., We. and Fri.	Tu., Thu., Sat.	Mon., We., Fri.	Daily	Daily	Daily								Daily	Daily	Daily	Tu., Thu., Sat.	Tu., Thu., Sat.	Mon., We., Fri.			
		L 8.20 ^W			L 2.50 ^W	WCY X	1592	0.0	CV	CHENEY 6.3	DN	126.8	Yard	A 11.55 ^W			A 3.30 ^W				
		I 8.38			I 3.03 ⁸⁷⁸		I F 0	6.8		FOUR LAKES 4.1		180.6	19	I 11.40			I 3.03 ⁸¹⁵				
		I 8.55			I 3.15		I F 10	10.4	MK	MEDICAL LAKE 5.1	D	116.4	28	I 11.30			I 2.45				
		I 9.25			I 3.35	W	I F 16	15.6		DEEP CREEK 5.5		111.3	34	I 11.19			I 2.20				
		I 9.50			I 3.40		I F 21	21.0		HITE 5.5		105.8	14	I 11.05			1.55				
		I 10.52 ³¹⁰			I 3.55	W	I F 26	26.5	RH	REARDAN 7.4	D	100.3	41	I 10.52 ⁸⁷⁷			I 1.30				
		I 11.20 ^W			I 4.10		I F 24	33.9		MONDOVI 7.5		92.9	29	I 10.37			I 12.50				
		I 12.10 ⁸⁷⁸			I 4.27	WY X	I F 41	41.4	DA	DAVENPORT 6.4	D	85.4	26	I 10.20			I 12.10 ⁸⁷⁷				
		I 12.40			I 4.44		I F 47	47.8		ROCKLYN 5.5		79.0	27	I 10.00			I 11.40 ^W				
		I 1.20			I 5.04	W	I F 55	54.4		TELFORD 7.5		70.4	Spur 12	I 9.39			I 11.10				
		I 1.55			I 5.25		I F 64	64.3	CR	CRESTON 10.0	D	62.6	28	I 9.23			I 10.40				
		I 2.30			I 5.47	W	I F 74	74.3	WR	WILBUR 6.6	D	52.6	38	I 9.00			I 10.00				
		I 3.00			I 6.02		I F 81	80.8		GOVAN 9.7		46.0	28	I 8.42			I 9.25				
		I 3.35			I 6.22	W	I F 87	87.5	A	ALMIRA 3.5	D	39.3	33	I 8.25			I 8.55				
		I 3.50			I 6.32		I F 96	91.1		HANSON 5.5		36.7	12	I 8.13			I 8.30				
		I 4.10			I 6.44		I F 97	96.6	RN	HARTLINE 9.1	D	30.2	27	I 8.03			I 8.15				
L 2.00 ^W		4.45	L 7.15 ^W 880	L 7.05 ^W	A 7.05 ^W	Y X	I F 105	105.7		ODAIR 2.5		21.1	01	L 7.40 ^W 878	A 7.40 ^W	A 7.35 ^W	7.50 310	A 7.10 ^W 310-320			
A 2.10 ^W		A 5.00 ^W	A 7.25 ^W 878	A 7.15 ^W		WCT	I F 108	108.3	C	COULER 2.5	D	22.7	26	L 7.35 ^W 878	L 7.25 ^W	L 7.40 ^W 328-329	L 7.00 ^W				
	L 7.20 ^W 310				L 7.35 ^W	Y X	I F 105	105.7		ODAIR 11.0		21.1	61	A 7.15 ^W 879-880					A 2.00 ^W		
	I 8.00				I 8.00		I F 117	116.7		BACON 5.5		10.1	16	I 6.52					I 1.20		
								125.3		ADCO 1.5		1.6	26								
A 8.40 ^W					A 8.20 ^W	WT	I F 127	126.8	ND G. N.	ADRIAN DN Track Connection	0.0	Yard	L 6.30 ^W						L 12.40 ^W		
Mon., We., Fri.	Tu., Thu., Sat.	Mon., We., Fri.	Daily	Daily	Daily								Daily	Daily	Daily	Tu., Thu., Sat.	Tu., Thu., Sat.	Mon., We., Fri.			
.10	1.30	8.40	.10	.10	5.00								5.00	.05	.10	8.00	.10	1.30			
15.6	15.7	12.4	15.6	15.8	25.3								25.3	21.2	15.6	13.5	15.6	15.7			
										Time over Subdivision											
										Average Speed per Hour											

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT NO. 329 IS SUPERIOR TO NO. 328 AND NO. 327 IS SUPERIOR TO NO. 330 ODAIR TO COULEE.

SPECIAL INSTRUCTIONS PAGES 1 AND 10

WESTWARD.

NINTH SUB-DIVISION
(SEATTLE BRANCH)

EASTWARD.

THIRD CLASS			Water, Fuel, Scales, Turntable Wye, and Yard Limits.	Station Numbers	Distance from Davenport	Time Table No. 48 July 2, 1922 Succeeding No. 47A			Distance from Eleanor	Car Capacity of Billings	THIRD CLASS		
883		STATIONS				884							
Freight		Telegraph Offices and Calls				Freight							
Sat. Only						Sat. Only							
L 12.05 ^W		WY 41	0.0	DAVENPORT 4.6	18.1	30	A 3.30 ^W						
12.40		IE 41	4.6	WHEATDALE 2.7	18.6	8	3.05						
1.00		IE 7	7.3	OMANS 4.3	10.8	24	2.50						
1.25		IE 12	11.5	GRAVELLES 6.6	6.6	8	2.30						
A 1.50 ^W 884		IE 18	18.1	ELEANOR	0.0	12	L 2.00 ^W 883						
Sat. Only								Sat. Only					
1.45					Time over Subdi-ision					1.80			
10.2					Average Speed per Hour						12.0		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT NO. 883 IS SUPERIOR TO NO. 884 DAVENPORT TO ELEANOR.

SPECIAL INSTRUCTIONS PAGES 1 AND 10

WESTWARD

FIFTH SUB-DIVISION
(FARMINGTON BRANCH)

EASTWARD

THIRD CLASS			Water, Fuel, Scales, Turntables & Yes, and Yard Limits.	Station Numbers	Distance from Belmont	Time Table No. 48 July 2, 1922 Succeeding No. 47A			Distance from Farmington	Car Capacity & Coupled Siding	THIRD CLASS					
	873					STATIONS					874					
	Freight					Telegraph Offices and Calls					Freight					
	Tue., Thu. and Sat.										Tue., Thu. and Sat.					
	L10.15 ^W	W 43	I D 43	0.0	BM	BELMONT	D	6.6	45	A11.35 ^W						
	I10.30		I H 3	2.8		HAYFIELD		3.7		I11.20						
				5.3		O. W. R. & N. CROSSING		1.2								
	A10.50 ^W 874		I H 7	6.6	FA	FARMINGTON	D	0.0	25	L11.00 ^W 873						
	Tue., Thu. and Sat.								Tue., Thu. and Sat.							
	.35								.35							
	10.2					Time over Subdivision			10.2							
						Average Speed per Hour										

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT NO. 873 IS SUPERIOR TO NO. 874 BELMONT TO FARMINGTON.

SPECIAL INSTRUCTIONS PAGES 1, 9 AND 10

WESTWARD.

SIXTH SUB-DIVISION
(GENESEE BRANCH)

EASTWARD.

SECOND CLASS		FIRST CLASS		Water, Fuel Scale, Switch, Turntable Wye and yard limits.	Station Numbers	Distance from Pullman Junction	Time Table No. 48 July 2, 1922 Succeeding No. 47A		Distance from Genesee	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS	
665		321					STATIONS				322 332		666	
Freight		Passenger					Telegraph Offices and Calls				Passenger		Freight	
Ex. Sun. See Page 5		Daily See Page 5					PULLMAN JUNCTION 4.9				Ex. Sun. See Page 5		Ex. Sun. See Page 5	
L 6.10AM		L 12.16PM		WY	11	0.0			27.0	43	A 10.05AM A 2.38PM		A 3.25PM	
f 6.30		f 12.27		X	12	4.9	STALEY 2.3		22.1	37	f 9.54 f 2.27		f 3.10	
f 6.40		f 12.33		I	82	7.2	CHAMBER 2.6		19.8	33	f 9.48 f 2.21		f 3.00	
* 6.55		* 12.40		I	84	9.8	JO JOHNSON 6.2		17.2	32	* 9.41 * 2.16		* 2.50	
* 7.20		* 12.53		W	87	16.0	CT COLTON 2.8		12.0	31	* 9.28 * 2.02		* 2.30	
* 7.35		* 1.00		I	92	17.8	U UNIONTOWN 2.4		9.2	34	* 9.21 * 1.56		* 2.20	
f 7.50		f 1.06		I	95	20.3	LEON 6.8		6.8	36	f 9.15 f 1.50		f 2.10	
A 8.20AM		A 1.20PM 352-665		WY	104	27.0	ON GENESEE		0.0	34	L 9.00AM L 1.35PM 321		L 1.50PM 321	
Ex. Sun.		Daily					Time over Subdivision				Ex. Sun. Sun. only		Ex. Sun.	
8.10		1.04					Average Speed per Hour				1.05 1.03		1.35	
12.4		25.3									24.0 25.7		17.0	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT NO. 665 IS SUPERIOR TO NOS. 322 AND 666 AND NO. 321 IS SUPERIOR TO NO. 332 PULLMAN JUNCTION TO GENESEE.

SPECIAL INSTRUCTIONS, PAGES 1, 9 and 10.

WESTWARD

SEVENTH SUB-DIVISION
(CLEARWATER SHORT LINE)

EASTWARD

THIRD CLASS		FIRST CLASS			Water, Fuel, Switch, Turntable Wye and yard limits.	Station Numbers	Distance from Arrow	Time Table No. 48 July 2, 1922 Succeeding No. 47A		Distance from Stites	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS	
875		325						STATIONS				326		876	
Way Freight		Passenger						Telegraph Offices and Calls				Passenger		Way Freight	
Mo., We., Fri. See page 5		Daily See Page 5						ARROW 8.6		62.7	32	A 8.25AM		Tue., Thur. Sat. See page 5	
L 9.05AM		L 1.55PM			YW	11	0.0	MYRTLE 8.1		59.1	14	f 8.15		f 11.30	
f 9.20		* 2.05				1 K 8	3.6	AGATHA 1.7		51.0	17	f 7.56		f 10.55	
f 9.45		* 2.30				1 K 12	11.7	LN LENORE 6.9		49.8	15	* 7.51		* 10.40	
* 9.55		* 2.38			W	1 K 13	13.4	PK PECK 5.0		42.4	49	* 7.34		* 10.10	
* 10.25		* 2.54				1 K 20	20.3	AHSANKA 2.7		37.4	38	f 7.22		f 9.50	
f 10.45		* 3.06				1 K 25	25.3	OF ORO PINO 5.3		33.7	35	* 7.10		* 9.30	
* 11.00		* 3.18			W	1 K 29	29.0	GR ORSER 7.0		25.4	36	* 6.40		* 9.00	
* 11.35		* 3.48				1 K 37	37.8	PARDEE 1.4		18.4	Spur 8	* 6.15		* 8.35	
* 11.55AM		* 4.13				1 K 44	44.3	TRAMWAY 5.9		17.0	32	f 6.10		f 8.30	
f 12.05PM		f 4.18				1 K 46	48.7	KA KAMIAH 7.9		11.1	36	* 5.50		* 8.15	
* 12.30		* 4.38				1 K 53	51.6	KO KOOSKIA 3.2		8.2	32	* 5.28		* 7.45	
* 1.10		* 5.00			W 2 1/2 M. E.	1 K 59	59.5	ST STITES		D 0.0	45	L 5.20AM		L 7.30AM	
A 1.30PM		A 5.10PM			TCW	1 K 63	62.7								
Mo., We., Fri.		Daily						Time over Subdivision				Daily		Tue., Thur. Sat.	
4.35		8.15						Average Speed per Hour				8.05		4.29	
14.1		19.3										20.3		14.0	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS, PAGES 1 AND 10.

WESTWARD.

THIRD SUB-DIVISION
(FORT SHERMAN BRANCH)

EASTWARD.

THIRD CLASS				Water, Fuel, Switch, Turntable Wye and yard limits.	Station Numbers	Distance from Coeur d'Alene	Time Table No. 48 July 2, 1922 Succeeding No. 47A			Distance from Hauser	Car Capacity of Sidings	THIRD CLASS			
		887						STATIONS					888		
		Way Freight											Way Freight		
		Ex. Sun.						Telegraph Offices and Calls					Ex. Sun.		
		L 6.15 AM	WY X	14	0.0	CA	COEUR D'ALENE S. & I. R.	2.7	TRACK CON.	13.6	16	A 9.15 AM			
		* 6.25			2.7		BLACKWELL 6.5			10.8	14	* 8.45			
		* 6.50		14	9.3		POST FALLS C.M. & St. P.	2.1	Track Con.	4.8	17	* 8.10			
		f 7.00		14 2	11.3		GRAND JUNCTION I. & W. N. and S. I.	CROSSING 2.2		2.2		f 7.55			
		A 7.15 AM	YWC	1657	13.5	AU	HAUSER	DN	0.0	170		L 7.45 AM			
		Ex. Sun.										Ex. Sun.			
		1.00					Time over Subdivision					1.30			
		13.5					Average Speed per Hour					9.00			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT NO. 887 IS SUPERIOR TO NO. 888 COEUR D'ALENE TO HAUSER.

SPECIAL INSTRUCTIONS, PAGES 1, 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. ELMER FESSLER, Thompson Falls, Station (S)
DR. O. F. PAGE, Sand Point (S)
Kootenai (S)
DR. FRANK WENZ, Rathdrum (S)
DR. FRANK ROSE, Spokane (S)
DR. JOHN H. O'SHEA, Spokane (S)
DR. WM. M. O'SHEA, Spokane.
DR. X. L. ANTHONY, (Oculist), Spokane
DR. O. T. BATCHELOR, (Ear, Nose and Throat).
Spokane (Stretchers at Baggage Room, Division St.
Yard Office, Round House and Tool Cars 1 and 3, at
Parkway, Yard Office at Yardley).
DR. F. A. POMEROY, Cheney.
DR. M. W. CONWAY, Cheney.

DR. W. A. ROTHWELL, Kendrick.
DR. D. A. ANGUS, Rosalia.
DR. PAUL WIESE, Garfield.
DR. E. T. HEIN, Palouse (S)
DR. L. G. KIMZEY, Pullman (S)
DR. W. A. BURJ, Uniontown.
DR. W. H. CARITHERS, Moscow (S)
DR. JOHN B. MORRIS, Lewiston (S)
DR. S. A. ROE, (Eye, Ear, Nose and Throat) Lewiston.
DR. C. F. TUOMY, Genesee
DR. EARL W. HORSWELL, Oro Fino
DR. J. M. VERBERKMOES, Kootenai
Stites (S)
DR. C. H. GREEN, Reardan
DR. C. S. BUNGARNER, Davenport.
DR. A. S. WILLIAMS, Wildbur (S)
DR. N. R. 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 employees 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.

SPECIAL INSTRUCTIONS.

FIRST SUB-DIVISION

- Pinehurst and Trout Creek—**
Extra trains will run via low line unless otherwise instructed.
All trains before passing to single track east of Pinehurst and West of Trout Creek must have advice by train order about overdue superior trains, unless such trains have already been identified.
Trains using line other than the one authorized by time table must have clearance before passing the junction switch to single track.
Automatic signals are on middle mast of bracket pole at telegraph office. Top arm controls movement to high line, bottom arm controls movement to low line.
Normal position of junction switch is for high line.
At Noxon—Third class trains may tie up on westward siding.
- At Kootenai Yard—**Freight trains will leave sufficient brakes set to prevent slack running out and fouling lead.
- Bridge Restrictions—**
Speed will be restricted over bridge 26, Thompson River, as follows:
Engines classes W, W-1, W-2, W-3 and W-4 eight (8) miles per hour, and lighter classes fifteen (15) miles per hour.
All trains before passing to single track east of Kildee and West of Trout S-3 and S-4 eight (8) miles per hour.
Double header engines classes Q-5, W, W-1, W-2, W-3, W-4, Z, Z-1 Z-2 and Z-3 not permitted.
Engines classes Q-5, W-3, Z, Z-1, Z-2 and Z-3 may be hauled dead without coal or water with four cars between at five (5) miles per hour.
Speed is restricted over bridge 48, Beaver Creek to fifteen (15) miles per hour.
Speed is restricted over bridge 78 Elk Creek to twenty five (25) miles per hour.
- Speed Restrictions—**
At Paradise twenty (20) miles per hour between depot and west switch.
At Plains twenty five (25) miles per hour through corporate limits.
At Thompson Falls eight (8) miles per hour through corporate limits.
At Pinehurst twenty five (25) miles per hour over junction switch to high line.
At Trout Creek twenty five (25) miles per hour over junction switch to high line.
At Cabinet tunnel twenty (20) miles per hour.
At Kootenai Yard passenger trains twenty (20) miles per hour passing yard office.
- Special Stops, Connections, etc.—**
No. 2 will stop at stations Kootenai to Paradise for passengers for St. Paul and east and at Thompson Falls for passengers for Missoula and east where scheduled to stop.
When No. 4 is running ahead of No. 42 it will stop on flag at stations Kootenai to Paradise for passengers destined to points Billings and east where scheduled to stop.
No. 42 will stop on flag at stations Kootenai to Paradise except Alger for passengers for Paradise and east where scheduled to stop.
No. 41 will stop at stations Paradise to Kootenai except Alger to discharge passengers from east of Paradise.
Nos. 305 and 306 will stop on flag at Larchwood and all spurs.
Nos. 305 and 306 will stop 15 minutes for lunch at Company Hotel Lunch room half mile east of Kootenai yard office.
- Register Stations—**
Paradise.
Noxon for Nos. 861, 862, 863 and 864.
Kootenai Yard.
- Register Exceptions.**
At Paradise engineers are not required to check register but will be furnished a check of register on form 602.
At Kootenai Yard trains Nos. 1, 2, 3, 4, 41 and 42 will register by ticket form 608.
- Bulletin Stations—**
Paradise.
Kootenai Yard.
- Standard Time Clocks—**
Paradise.
Kootenai Yard.
- Watch Inspectors—**
D. E. Brown, Sand Point.
Al Steiner, Plains.
- Derail Switches—**
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
- Commercial Spurs—**
Miles from Car Capacity
Rock Paradise 24.0 14
Alger 48.1 15
Larchwood (U. S. Mail only) 52.9 No Spur
Cedar Spur 82.6 50
Dorite 88.1 5
Lane Potter 92.3 23
Donovan Tie Mill 101.2 20
Kolliner 106.5 17
Calver 112.2 10
Boyer 113.7 23

SECOND SUB-DIVISION

(MAIN LINE)

- Card Train Order (Form A B)** will govern the movement of trains between Marshall and Cheney, and trains must not move within this territory unless Conductor and Engineman each hold a card properly filled out.
Trains delayed fifteen minutes after receipt of card must return card or get further instructions by telephone.
At Cheney westward trains will take siding unless otherwise instructed.
Freight trains going to eighth subdivision will report into clear on phone at wye.
- Telephones** connected to simplex circuit at Sand Point, Marshall and Cheney are located on home signal mast.
- Double Tracks—**
Rules 86 and D-97 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 instruction.
Normal position of switches at Velox and Ramsey is for westward track.
At Rathdrum for eastward track. These switches to be handled by Operator.
- At Kootenai Yard** Freight trains will leave sufficient brakes set to prevent slack running out and fouling lead.
- Pusher District—**
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 Rock.
Pusher engine must not push on cabooses that are not equipped with steel sills.
Pusher engine must not be coupled to rear of descending train at Cheney, Marshall or Spokane.
Unless otherwise instructed pusher engine will be placed on head end of train; except, when pusher is backing up it must be placed ten cars back of road engine.
- Spokane—Interlocking O. W. R. & N.—**
Signal 60, high semaphore on long crossover to old line east of crossing. Upper arm governs movements westward on westward main line, lower arm into yard.
Signal 61, high semaphore, westward main line east of crossing. Upper arm governs movements westward on westward main line, lower arm into yard.
Signal 36, high semaphore eastward main line west of crossing. Upper arm governs movement eastward on eastward main line, lower arm into Fair Ground tracks.
Signal 58, dwarf semaphore between eastward and westward main line east of crossing, governs movements westward on eastward main line, and crossover movements eastward to westward main line east of crossing.
Signal 35, dwarf semaphore between eastward and westward main line west of crossing, governs movements eastward on westward main line, and crossover movements to eastward main line and to old main line east of crossing.
Signal 34, dwarf semaphore between westward main line and yard lead west of crossing, governs eastward movements out of yard.
Signal 57, dwarf semaphore between eastward main line and Fair Ground track east of crossing, governs movements out of Fair Ground track.
Signal 33 east of crossing and 59 west of crossing govern movements on old main line.
For main line approaching signal 36 sound four short blasts of engine whistle o o o o.
For Fair Ground track approaching signal 36 sound 3 long blasts — — —.
For old main line approaching signals 36, 35 or 34 sound one long two short one long blasts — o o — —.
For main line approaching signals 35, 61 or 60 sound four short blasts o o o o.
For new yard approaching signals 35, 57, 58, 61 and 60 sound three long blasts — — —.
For crossing on to eastward main line approaching signals 35 or 34 sound two long and two short blasts — o o — —.
For Fair Ground track approaching signals 35 or 34 sound three long blasts — — —.
For westward main line approaching signals 57 or 58 sound four short blasts o o o o.
For crossing to westward main line approaching signals 57 or 58 sound two long and two short blasts — o o — —.
For old main line approaching signals 33 and 59 sound one long and one short blasts — o — —.
- Marshall Interlocking—**
Bracket semaphore 600 feet west of P. & L. junction switch governs movements eastward; left hand semaphore for N. P. line, right from P. & L. line Semaphore 350 feet west of S. P. & S. junction switch governs movements eastward from S. P. & S. to N. P.

Semaphore 400 feet east of Tower governs movements westward: top arm N. P. main line, middle arm S. P. & S. and P. & L., bottom arm westward passing track.

Dwarf semaphore between main lines east of crossovers governs westward movements on eastward main line.

Dwarf semaphore between passing track and main line west of crossovers governs eastward movements from passing track.

Short blade semaphores or bottom arms on signal masts are operator's signals to move trains stopped by automatic signals. They indicate permission to move through interlocking plant expecting to find track beyond obstructed. Top arms on masts are automatic block signals and in addition home signals for interlocking plant.

When engines stop for water they must back clear of interlocking limits and proper signal obtained before passing through.

In switching movements engines or cars must pass clear of interlocking limits before reverse movement is made.

Eastward trains to enter double track will sound four short blasts of engine whistle for signal o o o o.

Westward trains:

For N. P. main line (single track) sound four long and one short blasts — — — o.

For P. & L. Branch main line sound one long two short and one long blasts — o o — —.

For S. P. & S. main line sound one long one short and one long blasts — o — —.
For westward passing track sound one long one short one long and one short blasts — o — o.

Bridge Restrictions—
Over draw span bridge 32 Lake Pend d'Oreille twenty (20) miles per hour. Over bridge 25 Granite Viaduct:

Engines classes W, W-1, W-2, W-3 and W-4 eight (8) miles per hour, and lighter classes fifteen (15) miles per hour.
Double header engines classes T, Q-1, Q-2, Q-3, Q-4, S-1, S-2, S-3 and S-4 must not exceed eight (8) miles per hour.

Double header engines classes Q-5, W, W-1, W-2, W-3, W-4, Z, Z-1, Z-2 and Z-3 not permitted.

Engines classes Q-5, W-3, Z, Z-1, Z-2 and Z-3 may be hauled dead without coal or water with four cars between engines, at five (5) miles per hour.

Speed Restrictions—
At Granite Tunnel twenty (20) miles per hour.
At Athol fifteen miles (15) per hour through corporate limits.

At Rathdrum fifteen (15) miles per hour through corporate limits.
At Parkwater twenty (20) miles per hour over road crossing west of depot.

Between Parkwater and west end new yard all trains and engines twenty (20) miles per hour.
Between west end new yard and 7th Avenue, Spokane, passenger trains twenty (20) miles per hour, freight trains, light engines and switch engines fifteen (15) miles per hour.

Between 7th Avenue, Spokane, and Hangman passenger trains forty (40) miles per hour, freight trains twenty-five (25) miles per hour.

At O. W. R. & N. interlocking plant Spokane fifteen (15) miles per hour.
At Cheney eight (8) miles per hour through corporate limits.

Maximum Grade—Between Spokane and Cheney eastward freight trains of 1500 tons or over must turn up ten to twenty retainers on head end, Marshall to Hangman.

Special Stops, Connections, Etc.

No. 2 will stop on flag at Rathdrum for passengers for Billings and East. When No. 4 is running ahead of No. 42 it will stop on flag at stations Spokane to Kootenai for passengers destined to points Billings and east where scheduled to stop.

No. 42 will stop on flag at stations Spokane to Kootenai for passengers for Paradise and east and points on division where scheduled to stop.

No. 1 will stop on flag at Rathdrum and Marshall for Coast passengers and Rathdrum to let off passengers from points Butte and east.

No. 41 will stop at stations Kootenai to Spokane to discharge passengers from east of Paradise.

Nos. 41 and 42 will stop on flag at Sagel.

No. 41 will stop on flag at Athol for passengers from Sand Point and for Spokane and west.

Nos. 305 and 306 will stop on flag at all sidings and spurs except Petit Spur, Kings Spur, Deans Spur and Bradken Spur.

Register Stations—
Kootenai Yard
Yardley
Spokane
Cheney

Register Exceptions—
Kootenai Yard trains 1, 2, 3, 4, 41, and 42 will register by ticket form 608.

Yardley, Enginemen of eastward freight trains will be furnished a register check form 602. First class trains and extras cleared at Spokane will not register.

Spokane, Second and Third class trains and extras cleared at Yardley will not register.

SPECIAL INSTRUCTIONS—Continued.

15. Clearance Exceptions—

Yardley. Trains cleared at Spokane will not require clearance.
Spokane. Trains cleared at Yardley will not require clearance.
Marshall. Second subdivision trains will not require clearance if train order signal is in clear position.
Cheney. Second subdivision trains will not require clearance if train order signal is in clear position.

16. Bulletin Stations—

Kootenai Yard
Yardley
Spokane
Marshall
Cheney

17. Standard Time Clocks—

Kootenai Yard
Yardley
Spokane
Cheney

18. Watch Inspectors—

D. E. Brown, Sand Point.
Geo. Colrs, Spokane.

19. Derail Switches—

Sand Point.....	West End S. & I. Transfer.
Sagle.....	West End.
Dufort.....	East End.
Petit.....	East End.
Clements.....	West End.
Careywood.....	West End.
Kings.....	West End.
Calispell.....	West End.
Dean.....	West End.
Hauser.....	East End Coal Dock.
Velo.....	East End Passing Track.
Trentwood.....	East End Loading Track.
Trentwood.....	West End Crossover.
Irvin.....	East End Crossover.
Irvin.....	East End Rubbish Track.
Spokane.....	West End Team Track O. W. R. & N. Crossing.
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.

20. Commercial Spurs—

	Miles from Kootenai	Car Capacity
Sagel.....	8.7	8
Dufort.....	12.3	20
Petit.....	14.9	14
Clements.....	20.0	7
Kings.....	22.3	5
North Pole.....	35.2	4
Calispell.....	41.4	10
Dean.....	46.5	7
Moab.....	54.9	14
Trentwood.....	61.9	21
Hangman Gravel Pit.....	73.3	20

21. Spokane Crossovers—

Sheridan Street
Division Street
Washington Street
Madison Street
Maple Street
Sixth Avenue

THIRD SUBDIVISION

(Fort Sherman Branch)

1. Switching crew—will operate trains Nos. 887-888
2. Bridge Restrictions—
Speed will be restricted over Bridge No. 1, Blackwell Mill Spur, as follows:
Engines classes S, S-1, S-2, S-3, S-4 and Q eight (8) miles per hour.
Double header engine, class F-1 eight (8) miles per hour.
Engines, class T, Q-1 and heavier not permitted.
3. Speed Restrictions—
Passenger trains thirty (30) miles per hour on tangents, twenty-five (25) miles per hour on curves of over 3 degrees.
Freight trains twenty (20) miles per hour on tangents, fifteen (15) miles per hour on curves of over 3 degrees.
Post Falls Mill Track engines with or without cars must come to a stop and protect movement over crossing by flag.
4. Maximum Grade. Coeur d'Alene wye to Coeur d'Alene. When backing down hand brakes must be set to control train without assistance from engine.
5. Special Stops, Connections, Etc.—
Nos. 887 and 888 may carry passengers.
6. Register Stations—
Hauser
Coeur d'Alene
7. Bulletin Station—
Coeur d'Alene
8. Standard Time Clock—
Coeur d'Alene
9. Derail Switches—
Gibbs and Blackwell Spur East End
Blackwell East end passing track

10. Commercial Spurs—

	Miles from Hauser	Car Capacity
Atlas	9.8	30
Gibbs and Blackwell Spur	10.6	15

FOURTH SUBDIVISION

(Palouse and Lewiston Branch)

1. Bridge Restrictions—
Speed will be restricted over bridge 105, Bear Creek as follows:
Engines classes W, W-1, W-2 and W-4 eight (8) miles per hour.
Engines, classes Q-5, W-3, Z, Z-1, Z-2 and Z-3 not permitted.
2. Speed Restrictions—
Passenger trains thirty-five (35) miles per hour on tangents, twenty five (25) miles per hour on curves of over 3 degrees. Freight trains twenty five (25) miles per hour on tangents, twenty (20) miles per hour on curves of over 3 degrees.
At Garfield ten (10) miles per hour over 2nd, 3rd and California streets.
At Palouse eight (8) miles per hour over road crossing west of west switch.
At Spangle ten (10) miles per hour over Third Street.
3. Mountain Grade, between Kendrick and Howell.
Passenger trains must not exceed any one mile in two (2) minutes, freight trains any one miles in four (4) minutes.
Light engines must not run backing up.
4. Pusher District—
Between east switch Moscow and west switch Kendrick.
5. Special Stops, Connection, Etc.
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.
6. Register Stations—
Marshall
Pullman
Pullman Junction
Arrow
Joseph
7. Register Exceptions—
Pullman Junction, trains Nos. 311, 312, 313 and 314 will not register.
8. Clearance Exceptions—
At North Lapwai eastward trains will get Joseph register and clearance from Dispatcher at Spokane.
9. Bulletin Stations—
Marshall
Pullman
Lewiston

10. Standard Time Clocks—
Pullman
Lewiston11. Watch Inspectors—
W. F. Taylor, Pullman.
F. Kelly, Moscow.
M. F. Akers, Lewiston.

12. Derail Switches—

Plaza.....	West End Elevator Track.
North Pine.....	West End Passing Track.
Donohue.....	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.
Whelan.....	East End Passing Track.
Whelan.....	West End Passing Track.
Pullman.....	East End College Spur.
Sunshine.....	East End Passing Track.
Hagen.....	West End.
Joel.....	West End House Track.
Troy Brick Yard Spur.....	West End.
Troy.....	West End House Track.
Troy.....	West End Passing Track.
Rock Spur.....	West End.
Bovard.....	West End Passing Track.
Kendrick.....	West End Passing Track.
Kendrick.....	West End Elevator Track.
Julietta.....	West End Passing Track.
Julietta.....	West End House Track.
Arrow.....	West End Passing Track.

13. Commercial Spurs—

	Miles from Marshall	Car Capacity
Cospur	13.3	7
Freedom.....	15.5	5
Duckworth.....	40.3	7
Pullman.....	73.5	10
Hagen.....	85.0	14
Troy Brick Yard.....	99.1	9
Clyde.....	106.8	10
Arrow Storage.....	123.3	31

FIFTH SUBDIVISION

(Farmington Branch)

1. At O. W. R. & N. CROSSING: Gates must be set and blocked against N. P. trains when not in use.
Crew of train 870 will make trip on 873-874.
2. Speed Restrictions—
All trains fifteen (15) miles per hour.
3. Special Stops, Connections, Etc.
Nos. 873 and 874 may carry passengers.
4. Register Station—
Belmont
5. Commercial Spurs—

	Miles from Belmont	Car Capacity
Hayfield.....	2.8	4

SIXTH SUBDIVISION

(Genesee Branch)

1. Speed Restrictions—
Passenger trains thirty (30) miles per hour on tangents, twenty (20) miles per hour on curves of over 3 degrees. Freight trains twenty (20) miles per hour on tangents, fifteen (15) miles per hour on curves of over 3 degrees.
2. Special Stops, Connections, Etc.
Nos. 665 and 666 may carry passengers.
3. Register Stations—
Pullman
Genesee
4. Bulletin Stations—
Pullman
Genesee

SIXTH SUBDIVISION—(Continued)

5. Standard Time Clock—
Pullman
6. Watch Inspector—
F. L. Ball, Pullman.
7. Deraill Switches—
Colton.....West End Becker Spur.
8. Commercial Spurs—
- | | | |
|------------|--------------|----------|
| | Miles from | Car |
| | Pullman Jct. | Capacity |
| Busby..... | 1.8 | 13 |

SEVENTH SUBDIVISION

(Clearwater Short Line)

1. Bridge Restrictions—
Speed will be restricted over bridges O and O.1 over Potlatch Creek, as follows:
Engines class D-6, fifteen (15) miles per hour.
Engines class F-1, five (5) miles per hour.
Engines class S and heavier not permitted.
2. Speed Restrictions—
Passenger trains thirty (30) miles per hour on tangents, twenty (20) miles per hour on curves of over 3 degrees. Freight trains twenty (20) miles per hour on tangents, fifteen (15) miles per hour on curves of over 3 degrees.
3. Special Stops, Connections, Etc.
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 Cherrylane.
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.
4. Register Station—
Stites
5. Bulletin Station—
Stites
6. Standard Time Clock—
Stites
7. Deraill Switches—
Lenore.....East End Warehouse Track.
8. Commercial Spurs—
- | | | |
|-----------------|------------|----------|
| | Miles from | Car |
| | Arrow | Capacity |
| Cherrylane..... | 5.9 | 3 |
| Magill..... | 22.5 | 10 |
| Dunlap..... | 28.2 | 3 |
| Penoyer..... | 33.3 | 2 |
| Chapin..... | 38.5 | 3 |
| Newspr..... | 50.2 | 40 |

EIGHTH SUBDIVISION

(Washington Central Branch)

1. At Odair normal position of switch is for Adrian line.
2. Speed Restrictions.—Passenger trains thirty five (35) miles per hour on tangents, twenty five (25) miles per hour on curves of over 3 degrees. Freight trains twenty-five miles per hour on tangents, fifteen (15) miles per hour on curves of over 3 degrees. Twenty-five (25) miles per hour between Cheney and Davenport.
3. Special Stops, Connection, Etc.
Nos. 877, 878, 880, 881 and 882 may carry passengers.
Nos. 315 and 316 will stop on flag at Forrey.
No. 316 may be held at Adrian fifteen (15) minutes for connection with G. N. Train No. 28.
No. 316 will run as No. 329 Odair to Coulee and No. 323 Coulee to Odair.
No. 328 will run as No. 316 Odair to Cheney.
No. 880 will run as 879 Odair to Adrian.
No. 882 will run as No. 881 Odair to Coulee.
No. 315 will run as No. 327 Odair to Coulee and as No. 330 Coulee to Odair.
No. 330 will run as No. 315 Odair to Adrian.
4. Register Stations—
Cheney
Odair
Coulee
Adrian
5. Register Exceptions—
Coulee, extra trains run through to Adrian will not register.
6. Bulletin Stations—
Cheney
Adrian
7. Standard Time Clocks—
Cheney
Adrian
8. Watch Inspector—
Geo. Cohrs, Spokane.
9. Deraill Switches—
Cheney.....(See second sub-division)
Four Lakes.....East End House Track.
Reardon.....West End Mill Track.
Almira.....East End High Line.
Hansen.....West End Passing Track.
Coulee.....West End Coal Dock Spur.
Adco.....West End Passing Track.
10. Commercial Spurs—
- | | | |
|-------------|------------|----------|
| | Miles from | Car |
| | Cheney | Capacity |
| Calol..... | 40.5 | 8 |
| Carr..... | 101.3 | 14 |
| Forrey..... | 122.1 | 8 |

NINTH SUBDIVISION

(Seattle Branch)

1. Crew of train 878 will make trip on 883-884.
2. Speed Restrictions—
All trains ten (10) miles per hour on tangents and six (6) miles per hour on curves. Run under control looking out for cars on main line.

3. Register Station—
Davenport
4. Deraill Switches—
Eleanor.....Two hundred feet east of east switch.
5. Commercial Spurs—
- | | | |
|--------------|------------|----------|
| | Miles from | Car |
| | Davenport | Capacity |
| Fry..... | 8.8 | 4 |
| Eleanor..... | | |
| Chick..... | 16.0 | 6 |

ALL SUBDIVISIONS

1. To insure personal safety operators in double track territory having train orders or messages for passing trains must stand on the right side of the train and never between the tracks.
2. Brakemen will ride on top of freight trains descending mountain grades, except in case of inclement weather.
3. Except as otherwise provided or when running light without Conductor Enginemen will only be required to consult register at initial or starting point.
4. Conductors of work trains will issue instructions to their flagmen in writing except when flagman goes back immediately to stop an approaching train.
5. In the State of Washington, Conductors of passenger trains consisting of four or more cars, and freight trains consisting of twenty-five or more cars, must know that brakeman has had one year's experience in train service before assigning him to flagging duties.
6. Sidings blocked by occupied outfit cars must not be used to meet or pass trains.
7. When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper engine.
8. Before moving a work or wrecking train the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such train.
9. Lap Sidings—Unless otherwise instructed trains taking siding must head in at lap. At lap and double sidings where one siding is blocked the clear siding will be used as a single siding.
10. Speed Restrictions—
Passenger trains must not exceed a speed of one minute or sixty seconds per mile. Freight trains thirty (30) miles per hour. "W" and "W-1" engines thirty (30) miles per hour except on special instructions. Light engines backing up twenty (20) miles per hour.
Trains must not exceed thirty (30) miles per hour over interlocked crossings and fifteen (15) miles per hour through crossovers turnouts and gauntlets. Trains must reduce speed to fifteen (15) miles per hour passing telegraph offices where orders are received.
11. The following signs when placed in columns provided indicate:
- W—Water
C—Fuel
O—Track Scales
T—Turn Table
Y—Wye
D—Day office only
DN—Day and Night office
P—Telephone
X—Yard limits

CLEARANCE TABLE

HEIGHT ABOVE TOP OF RAIL

SUBDIVISION		1 ft.	2 ft.	3 ft.	4 ft.	5 ft.	6 ft.	7 ft.	7 ft. 6 in.	8 ft.	8 ft. 6 in.	9 ft.	9 ft. 6 in.	10 ft.	10 ft. 2 in.	10 ft. 6 in.	11 ft.	11 ft. 6 in.	Max.	Max.
		Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Height
		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	Farmington Branch																			11-6
6th Subdivision	Genesee Branch																			11-6
7th 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
8th Subdivision	Washington Central Branch	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	11-6
9th Subdivision	Seattle Branch (Davenport-Ditmar)																			11-6

W. S. FITZ,
Trainmaster

C. P. HUNT,
Trainmaster

B. W. WALKER,
Trainmaster

J. J. BLAIR,
Chief Dispatcher

