

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 49 TABLE

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

SUNDAY, MAY 20, 1923

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.

E. C. BLANCHARD,
General Manager.

A. V. BROWN,
General Superintendent.

I. B. RICHARDS,
Superintendent of Transportation.

W. C. SHOWALTER,
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 Yard... | 0.5 | 3000 | 2400 | 2000 | 1800 | 1700 | 1400 | | | | | | |
| First Eastward | Kootenai Yard 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 Yard to Athol..... | 0.5 | 3000 | 2400 | 2000 | 1800 | 1700 | 1400 | | | | | | |
| | Athol to Yardley..... | Down | | | TRAIN | LIMIT | NINET | Y-NINE | CARS | | | | | |
| | Yardley to Marshall..... | 1.1 | 1600 | 1200 | 1100 | 900 | 860 | 825 | | | | | | |
| Second Eastward | Marshall to Cheney..... | 1.0 | 1750 | 1350 | 1200 | 975 | 935 | 895 | | | | | | |
| | Cheney to Yardley..... | 0.7 | 2200 | 1800 | 1400 | 1200 | 1150 | 1100 | | | | | | |
| | Yardley to Athol..... | 0.4 | 3800 | 3000 | 2300 | 2100 | 1900 | 1800 | | | | | | |
| Third Westward | Athol to Kootenai Yard..... | 0.3 | 4000 | 3300 | 2400 | 2150 | 1950 | 1850 | | | | | | |
| | 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 | | |
| Third Eastward | Alan 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 | | |
| Fifth Westward | Spangle to Marshall..... | 0.6 | | | | 1600 | 1500 | 1300 | 1100 | 1000 | 900 | 800 | | |
| Fifth Eastward | Belmont to Farmington..... | 1.5 | | | | 677 | 666 | 621 | 375 | 330 | 315 | 250 | | |
| Sixth Westward | Farmington to Belmont..... | 1.3 | | | | 774 | 761 | 710 | 430 | 350 | 325 | 265 | | |
| Sixth Eastward | 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 Westward | Genesee to Colton..... | 0.5 | | | | 1800 | 1700 | 1400 | 1200 | 1100 | 1000 | 900 | | |
| | Colton to Johnsons..... | 1.1 | | | | 900 | 860 | 825 | 495 | 420 | 400 | 315 | | |
| Seventh Eastward | Johnsons to Pullman Jct..... | | | | | | | | SIX | TY | CARS | | | |
| | Arrow to Stites..... | 0.3 | | | | | | | 1400 | 1200 | 1100 | 1000 | | |
| Eighth Westward | Stites to Arrow..... | Down | | | | | | | SIX | TY | CARS | | | |
| | 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 | | |
| Eighth Eastward | Hanson to Odair..... | Down | | | | | | | SIX | TY | CARS | | | |
| | Odair to Adrian..... | 0.5 | | | | 1800 | 1700 | 1400 | 1200 | 1100 | 1000 | 900 | | |
| | Adrian or Coulee to Hartline..... | 1.0 | | | | 975 | 935 | 895 | 540 | 480 | 450 | 360 | | |
| Ninth Westward | 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 Eastward | Davenport to Eleanor..... | 1.0 | | | | 975 | 935 | 895 | 540 | 480 | 450 | 360 | | |
| Ninth Eastward | Eleanor 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 Yardley and Kootenai Yard Daly tonnage computing machines will be used to give a draw bar pull equivalent to the rating shown. Leaving terminals conductors will be furnished statement of machine tons in their train and will fill out the difference between this and the intermediate rating, using machine tonnage as shown below.

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

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

When engines are unable to haul the rating, Engineman will designate to conductors the number of tons to be reduced and will wire the Superintendent why the reduction is necessary. It must be distinctly understood that the responsibility for reducing train below rating of engine must be assumed by the Engineman and not by the conductor.

This rating is made to govern ruling grades only, and will in no manner interfere with the handling of additional tonnage where the grades will permit.

| When scale weight is | Use | When scale weight is | Use | When scale weight is | Use |
|----------------------|-----|----------------------|-----|----------------------|-----|
| 15 | 19 | 38 | 38 | 62 | 55 |
| 16 | 20 | 39 | 39 | 63 | 56 |
| 17 | 21 | 40 | 40 | 64 | 56 |
| 18 | 21 | 41 | 41 | 65 | 57 |
| 19 | 22 | 42 | 41 | 66 | 57 |
| 20 | 23 | 43 | 42 | 67 | 58 |
| 21 | 24 | 44 | 43 | 68 | 59 |
| 22 | 25 | 45 | 44 | 69 | 59 |
| 23 | 26 | 46 | 45 | 70 | 60 |
| 24 | 26 | 47 | 45 | 71 | 60 |
| 25 | 27 | 48 | 46 | 72 | 61 |
| 26 | 28 | 49 | 47 | 73 | 61 |
| 27 | 29 | 50 | 48 | 74 | 62 |
| 28 | 30 | 51 | 49 | 75 | 62 |
| 29 | 31 | 52 | 49 | 76 | 63 |
| 30 | 31 | 53 | 50 | 77 | 64 |
| 31 | 32 | 54 | 51 | 78 | 64 |
| 32 | 33 | 55 | 51 | 79 | 65 |
| 33 | 34 | 56 | 52 | 80 | 65 |
| 34 | 35 | 57 | 53 | 81 | 66 |
| 35 | 36 | 58 | 53 | 82 | 66 |
| 36 | 37 | 59 | 54 | 83 | 67 |
| 37 | 37 | 60 | 54 | 84 | 67 |
| | | 61 | 55 | 85 | 68 |

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 | 26.6 | |
| 2 | 20 | 25.7 | |
| 2 | 30 | 24 | |
| 2 | 40 | 22.5 | |
| 2 | 45 | 21.2 | |
| 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, Scales, Turntables, Wyes and Yard Limits. | Station Numbers | Distance from Paradise | Time Table No. 49 May 20, 1923 Succeeding No. 48-A | Distance from Kootenai Yard | Car Capacity of Sidings | FIRST CLASS | | | | SECOND CLASS | | THIRD CLASS | | | |
|-------------------------|--------------------------|-----------------|---------------------|---------------------------|---------------------------|-----------------------|-------------------------|--|-----------------|------------------------|--|-----------------------------|-------------------------|-------------|-----------|---------------------|----------------------|----------------------|---------------------|--------------------------|-----|--|--|
| 863 | 861 | | 603 | 305 | 41 | 3 | 1 | | | | | | | 2 | 4 | 42 | 306 | 602 | | 862 | 864 | | |
| Way Freight | Way Freight | | Freight | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | | | | | | | |
| Wed., Fri., Sun. | Tu., Thu., Sat. | | Daily | Daily | Daily | Daily | Daily | WCOT X | PD | PARADISE 6.1 | DN | 115.6 | Yard | As 3:40AM | As 2:20PM | As 1:10PM | A 9:40PM | A 9:50PM | Wed., Fri., Sun. | Tu., Thu., Sat. | | | |
| | L 7.00AM | | L 11.00PM | L 8.30AM | L 11.50AM | L 1.03AM | L 1.10 ₄₂ PM | X | 1390 | 0.0 | HO | PLAINS 7.0 | DN | 109.5 | E-79 W-79 | 3:29 | 2:08 | 12:55 | 9:28 ₃₀₆ | 12:02 ₄₁ PM | | | |
| | s 7.30 | | 11:20 | s 8.42 | s 12.02 ₈₆₂ PM | s 1.15 | 1.22 | | 1396 | 6.1 | KS | WEEKSVILLE 7.5 | P | 102.5 | E-69 W-78 | 3:18 | 1:55 | 12:42 | 9:14 | 11:15AM | | | |
| | f 7.50 | | 11:36 | f 8.52 | 12:15 | 1:27 | 1:32 | | 1404 | 13.1 | DY | EDDY 2.5 | DP | 95.0 | E-78 W-78 | 3:07 | 1:45 | 12:30 ₄₁ | 9:00 | 10:35 | | | |
| | s 8.10 | | 11:56 _{PM} | f 9.03 | 12:30 ₄₂ | 1:39 | 1:45 ₄ | W | 1411 | 20.6 | | FROST 5.2 | P | 92.5 | | 3:03 | 1:40 | 12:23 | 8:56 | 10:20 | | | |
| | f 8.20 | | 12:02AM | f 9.07 | 12:35 | 1:43 | 1:50 | | 1413 | 23.1 | WN | WOODLIN 3.3 | P | 87.3 | | 2:55 | 1:31 | 12:15 | 8:45 | 9:50 | | | |
| | f 8.40 | | 12:20 | f 9.16 | 12:45 | 1:53 | 1:59 | | 1417 | 28.3 | FN | THOMPSON FALLS 5.2 | DN | 84.0 | E-78 W-70 | 2:49 | 1:25 | 12:08 _{PM} | 8:39 | 9:22 ₃₀₅ | | | |
| | s 9.22 ₃₀₅ | | 12:30 | s 9.22 ₈₆₁₋₈₆₂ | s 12:50 | s 1:58 | f 2.04 | W X | 1420 | 31.6 | BK | PINEHURST 0.9 | DN | 78.8 | | 2:41 | 1:13 | 11:58 _{AM} | 8:27 | | | | |
| | f 9.50 | | Via Low Line | f 9.34 | 1:05 | 2:09 | 2:17 | | 1426 | 36.8 | | BELKNAP 6.6 | P | 77.9 | 71 | 2:39 | 1:10 ₄₁ | 11:56 | 8:25 | Via Low Line | | | |
| | f 9.55 | | | s 9.36 | 1:10 ₄ | 2:11 | 2:19 | | 1427 | 37.7 | WP | WHITE PINE 8.4 | P | 71.3 | 70 | 2:28 ₃ | 1:00 | 11:46 | 8:14 | Via Low Line | | | |
| | s 10.20 | | | s 9.53 | 1:26 | 2:28 ₂ | 2:34 | Y | 1434 | 44.3 | J | TROUT CREEK 6.2 | DN | 62.9 | 78 | 2:08 | 12:43 | 11:29 ₈₆₁ | 8:14 | Via Low Line | | | |
| | f 11.29 ₄₂ AM | | | s 10.10 | 1:39 | 2:45 | 2:45 | WC X | 1444 | 52.7 | | PINEHURST 1.4 | DN | 80.1 | | | | | 8:27 | Via Low Line | | | |
| | | | 12:45 | | | | | | 1426 | 36.8 | | MARMOT 3.7 | P | 78.7 | 82 | | | | 7:45 | 8:50 | | | |
| | Via High Line | | 12:50 | Via High Line | Via High Line | Via High Line | Via High Line | W | 1428 | 38.2 | | TALC 4.3 | P | 78.0 | 89 | | | | 7:40 | 8:35 | | | |
| | | | 1:00 | | | | | | 1431 | 41.9 | | CHILDS 2.9 | P | 70.7 | 77 | | | | 7:27 | 8:25 | | | |
| | | | 1:15 | | | | | | 1436 | 46.2 | | RICHARDS 4.9 | P | 67.8 | 78 | | | | 7:15 | 8:05 | | | |
| | | | 1:25 | | | | | | 1439 | 49.1 | | TROUT CREEK 6.2 | DN | 62.9 | 78 | | | | 7:05 | 7:50 | | | |
| | | | 1:40 | | | | | WC X | 1444 | 54.0 | J | TROUT CREEK 6.2 | DN | 62.9 | 78 | | | | 6:50 | 7:30 | | | |
| | s 12.33 ₄ PM | | 1:59 ₂ | s 10.22 | 1:47 | 2:56 | 2:55 | | 1449 | 58.9 | TC | TUSCOR 5.9 | P | 56.7 | 78 | 1:59 ₆₀₃ | 12:33 ₈₆₁ | 11:19 | 7:42 | 6:55 | | | |
| | f 1.00 | | 2:20 | f 10.33 | 1:56 | 3:07 | 3:04 | | 1455 | 64.8 | | FURLONG 4.0 | P | 50.8 | 79 | 1:50 | 12:24 | 11:10 | 7:29 | 6:20 | | | |
| | L 7.00AM | A 1:15PM | 2:30 | s 10.42 | s 2.04 | 3:15 | 3:11 | W X | 1458 | 68.2 | NX | NOXON 4.8 | DN | 46.8 | E-79 W-79 | 1:43 | 12:16 ₈₆₄ | 11:03 | 7:22 | 6:00AM | | | |
| | f 7.15 | | 2:45 | f 10.55 ₄₂ | 2:12 | 3:23 | 3:18 | | 1463 | 78.6 | | SMEAD 5.4 | P | 42.0 | 79 | 1:35 | 12:08 _{PM} | 10:55 ₃₀₅ | 7:12 | 11:45AM | | | |
| | s 7.35 | | 3:10 | s 11.08 ₈₆₄ | s 2:22 | 3:34 | 3:27 | | 1468 | 79.0 | HR | HERON 6.2 | DN | 36.6 | E-78 W-79 | 1:27 | 11:59 _{AM} | 10:44 ₈₆₄ | 7:01 | 11:08 10:39 42-805 | | | |
| | s 8.00 | | 3:30 | s 11.21 | 2:32 | 3:45 | 3:37 | W | 1474 | 85.2 | BN | CABINET 4.8 | DN | 30.4 | 78 | 1:17 | 11:49 | 10:34 | 6:49 | 9:45 | | | |
| | f 8.15 | | 3:45 | f 11.31 | 2:42 | 3:54 | 3:44 | | 1478 | 90.0 | | OZOMA 2.6 | P | 25.6 | E-77 W-66 | 1:10 | 11:41 | 10:24 | 6:39 | 9:00 | | | |
| | s 9.00 | | 3:59 ₃ | s 11.37 ₄ | s 2:47 | s 3:59 ₆₀₃ | 3:48 | W X | 1482 | 92.6 | CX.. | CLARK'S FORK 5.2 | PD | 28.0 | E-78 W-86 | 1:06 | 11:37 ₃₀₅ | 10:21 | 6:34 | 8:45 | | | |
| | f 10.11 ₄₂ | | 4:15 | f 11.48 | 2:54 | 4:08 | 3:56 ₆₀₂ | | 1489 | 97.8 | D | DENTON 4.4 | P | 17.8 | 78 | 12:59 | 11:29 | 10:11 ₈₆₃ | 6:24 | 8:00 | | | |
| | s 10.40 | | 4:30 | s 11.59AM | s 3.04 | s 4:17 | 4:04 | W | 1492 | 102.2 | H | HOPE 7.2 | DN | 13.4 | E-79 W-92 | 12:51 | 11:21 | 10:03 | 6:14 | 7:30 | | | |
| | f 11.11 ₄ | | 4:50 | f 12.15 _{PM} | 3:17 ₈₀₂ | 4:30 | 4:14 | | 1499 | 109.4 | | ODEN 5.2 | P | 6.3 | 79 | 12:40 | 11:11 ₈₆₃ | 9:52 | 5:56 | 6:30 | | | |
| | f 11.50AM | | 5:10 | s 12.28 | s 3:27 | s 4:40 | 4:23 | X | 1503 | 114.6 | KN | KOOTENAI 1.0 | PD | 1.0 | Yard | 12:32 | 11:02 | s 9:43 | 5:43 | 6:05 | | | |
| | A 12.01PM | | A 5.15AM | A 12.45 _{PM} | A 3:30 _{PM} | A 4:43AM | A 4:25 _{PM} | WCOT X | 1504 | 115.6 | KY | KOOTENAI YARD | DN | 0.0 | Yard | L 12.30AM | L 11.00AM | L 9.40AM | L 5.25PM | 6:00AM | | | |
| | Wed., Fri., Sun. | Tu., Thu., Sat. | Daily | Daily | Daily | Daily | Daily | | | | | | | | | Daily | Daily | Daily | Daily | Daily | | | |
| | 5.01 | 6.15 | 6.15 | 4.00 | 3.40 | 3.40 | 3.15 | | | | | | | | | 7.05 | 6.35 | 6.01 | | | | | |
| | 9.0 | 11.4 | 22.3 | 28.8 | 31.5 | 31.5 | 35.5 | | | | | | | | | 16.5 | 10.9 | 7.7 | | | | | |
| Time over Subdivision. | | | | | | | | | | | | | | | | | 3.10 | 3.20 | 3.30 | 4.00 | | | |
| Average Speed per Hour. | | | | | | | | | | | | | | | | | 36.5 | 34.6 | 33.0 | 28.8 | | | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 ALTERNATE LINE BETWEEN PINEHURST 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 | | Water, Fuel, Seales, Turntables, Wyes and Yard Limits. | Station Numbers | Distance from Kootenai Yard | Time Table No. 49 May 20, 1923 Succeeding No. 48A | | Distance from Spokane | Car Capacity of Sidings | FIRST CLASS | | | | | | | | |
|--------------------|----------------|---------------------|--------------|-----------|--|-----------------|-----------------------------|--|-----------------|-----------------------|-------------------------|-----------------|-----------------|-----------------------|-------------------------|-----------|-----------|--------------|-----------|-----------|
| 895 | 869 | 865 | 661 | 603 | | | | STATIONS | | | | 1 | 3 | 41 | 305 | 311 | 313 | 315 | 319 | 333 |
| Way Freight | Way Freight | Way Freight | Freight | Freight | | | | Telegraph Offices and Calls | | | | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger |
| Mon. Wed. and Fri. | Mon. Wed. Fri. | Tu. Thu. Sat. | Ex. Sun. | Daily | | | | | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | | L 6.30AM | | L 5.45AM | WCOT X | 1504 | 0.0 | KY KOOTENAI YARD DN 2.0 | 70.5 | Yard | L 4.25PM | L 4.43AM | L 3.30PM | L 12.45PM | | | | | | |
| | | s 6.40 | | 5.55 | W X | 1507 | 2.0 | SA SAND POINT DN 3.4 G. N. and S. I. Track Connection | 68.5 | E-60 W-67 | s 4.30 | s 4.49 | s 3.35 | s 12.50 | | | | | | |
| | | f 6.50 | | 6.12 | | 1510 | 5.4 | LIONITE 4.0 | 65.1 | 80 | 4.42 | 4.59 | 3.50 | f 1.05 | | | | | | |
| | | s 7.05 | | 6.30 | | 1518 | 9.4 | ALGOMA 6.5 | 61.1 | 78 | 4.49 306 | 5.06 | 3.54 | s 1.17 | | | | | | |
| | | s 7.45 | | 6.55 | W | 1520 | 15.9 | CO COCOLALLA DN 5.4 Lap Siding | 54.6 | E-78 W-78 | 5.00 | 5.17 | 4.05 | s 1.34 802-866 | | | | | | |
| | | f 8.15 | | 7.10 | | 1524 | 21.3 | CAREYWOOD 2.3 | 49.2 | 79 | 5.07 | 5.25 | 4.12 306 | s 1.46 | | | | | | |
| | | s 8.48 42 | | 7.17 | W | 1530 | 28.6 | GB GRANITE 6.9 Lap Siding | 46.9 | E-78 W-78 | 5.11 | 5.30 | 4.17 | s 1.54 | | | | | | |
| | | s 9.30 | | 7.40 | Y | 1535 | 30.5 | AX ATHOL 7.5 Lap Siding | 40.0 | E-78 W-78 | 5.25 | 5.42 | 4.30 | s 2.11 | | | | | | |
| | | f 9.59 4 | | 8.05 42 | | 1543 | 38.0 | RS RAMSEY 5.5 | 32.5 | 87 | 5.35 | 5.53 | 4.40 | s 2.26 | | | | | | |
| | | s 10.35 | | 8.25 42 | W X | 1549 | 43.5 | RD RATHDRUM 6.9 C. M. & St. P. Track Connection | 27.0 | 78 | 5.43 | s 6.03 | s 4.50 | s 2.38 | | | | | | |
| | | s 11.15 602 | | 8.45 | CY X | 1557 | 50.4 | AU HAUSER 5.9 Lap Siding | 20.1 | E-78 W-78 | 5.53 | f 6.14 | 5.00 | s 2.50 | | | | | | |
| | | s 11.55AM | | 9.04 866 | | 1561 | 56.3 | OTIS ORCHARDS 2.9 Lap Siding | 14.2 | E-78 W-78 | 6.00 | f 6.24 | 5.07 | s 3.00 306 | | | | | | |
| | | f 12.15PM | | 9.20 4 | | 1564 | 59.2 | V VELOX 3.0 | 11.3 | 78 | 6.05 | 6.29 | 5.12 | f 3.06 | | | | | | |
| | | s 12.40 | | 9.30 | | 1567 | 62.2 | TR IRVIN 3.8 Crossover | 8.3 | 59 | 6.09 | 6.34 | 5.16 | s 3.13 | | | | | | |
| | | s 12.55 | | 9.50 | X | 1571 | 66.0 | PARKWATER 1.0 Crossover | 4.5 | Yard | 6.15 | 6.40 | 5.23 | s 3.20 | | | | | | |
| | L 7.30AM | L 8.15AM | A 1.00PM | L 9.15PM | WCOT X | 1572 | 67.0 | YD YARDLEY 1.7 Crossover | 3.5 | Yard | 6.20 | 6.43 | 5.28 | s 3.25 | | | | | | |
| | | | | | | | | O. W. R. & N. CROSSING 1.8 Interlocked O. W. R. & N. and C. M. & St. P. Track. Con. | 1.8 | | | | | | | | | | | |
| | s 7.50 3 | s 8.35 4-311 | | s 9.50 | WOT X | 1576 | 70.5 | SF SPOKANE 3.2 Crossover G. N. and S. & E. Track Connection | 0.0 Pasco 146.3 | Yard | s 6.35 314-603 | s 7.00 7.30 895 | s 5.40 6.10 603 | A 3.35PM | L 8.30AM 869 | L 4.00PM | L 2.00PM | L 9.15PM 320 | L 1.45PM | |
| | | | | | | 1579 | 8.2 | HANGMAN 5.8 Crossover | 143.1 | No Sdg. | | | | | | | | | | |
| | s 8.25 4 | A 9.05AM See Page 5 | | A 10.25PM | WY X | 1585 | 9.0 | MR MARSHALL 7.3 Interlocked S. P. & S. Track. Con. | 137.3 | E-33 W-82 | 7.22 603 | 7.52 602 | s 6.32 314 | A 8.47AM 4 See Page 5 | A 4.17PM 334 See Page 5 | s 2.24 | A 9.39PM | s 2.07 312 | | |

TRAINS BETWEEN MARSHALL AND CHENEY ARE OPERATED UNDER TRAIN CARD ORDER FORM A. B.

| A 8.55AM | | | A 8.00PM | | WCY X | 1592 | 16.3 | CY | CHENEY DN 130.0 | 70 | A 7.40PM | A 8.10AM 4 | A 6.50PM | | | A 2.45PM 808 See Page 6. | A 2.25PM 806 | | |
|--------------------|----------------|---------------|----------|-------|-------|------|------|----|-----------------|----|----------|------------|----------|------|------|--------------------------|--------------|-------|-------|
| Mon. Wed. and Fri. | Mon. Wed. Fri. | Tu. Thu. Sat. | Ex. Sun. | Daily | | | | | | | | | | | | | | Daily | Daily |
| 1.25 | .50 | 6.30 | 1.10 | 6.15 | | | | | | | 2.50 | 2.57 | 2.50 | 2.50 | .17 | .17 | .45 | .24 | .40 |
| 13.9 | 15.0 | 10.3 | 10.7 | 13.8 | | | | | | | 30.6 | 29.4 | 30.6 | 24.8 | 31.7 | 31.7 | 21.8 | 22.5 | 24.4 |

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.

| FIRST CLASS | | | | | | | | | | SECOND CLASS | | | THIRD CLASS | | | | | | | | | | | |
|-------------|------------------------|--------------|-----------|-------------|--------------|--------------|-------------|---------------------|--|-----------------|-----------------------------|--|-----------------------|-------------------------|--------------|----------|----------|-------------------|-----------------|---------------|--|--|--|--|
| 334 | 320 | 316 | 314 | 312 | 306 | 42 | 4 | 2 | | Station Numbers | Distance from Kootenai Yard | STATIONS | Distance from Spokane | Car Capacity of Sidings | 602 | 604 | 662 | 866 | 870 | 896 | | | | |
| Passenger | S. P. & S. 4 Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Water, Fuel, Scales, Tires, Tables, Wagon and Yard Limit | | | 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. Mon. | Mo. Wed. and Fri. | Tu. Thu. Sat. | Tu. Thu. Sat. | | | | |
| | | | | | | | | | | W C OXT | 1504 | KY KOOTENAI YARD DN 2.0 | 70.5 | Yard | A 2:30PM | | | | A 2:45PM | | | | | |
| | | | | | A 5:25PM | A 9:40AM | A 11:00AM | A 12:30AM | | W X | 1507 | SA SAND POINT DN G. N. and S. I. 3.4 Track Con. | 68.5 | E-60 W-67 | 2:20 | | | | 2:35 | | | | | |
| | | | | | f 5:00 | 9:25 | 10:42 | 12:15 | | | 1510 | LIGNITE 4.0 | 65.1 | 80 | 2:05 | | | | f 2:15 | | | | | |
| | | | | | f 4:49 | 9:17 | 10:37 | 12:11 | | | 1513 | ALGOMA 6.5 | 61.1 | 78 | 1:55 | | | | s 2:05 | | | | | |
| | | | | | s 4:25 | f 9:05 | 10:30 | 12:01AM | | W | 1520 | CO COCOLALLA 5.4 Lap Siding DN | 54.6 | E-78 W-78 | 1:34 305-366 | | | | s 1:39 305-366 | | | | | |
| | | | | | f 4:12 | f 8:55 | 10:23 | 11:51PM | | | 1524 | CAREYWOOD 2.3 | 49.2 | 79 | 1:10 | | | | f 12:40 | | | | | |
| | | | | | s 4:06 | f 8:48 | 10:20 | 11:47 | | W | 1530 | GB GRANITE 6.9 Lap Siding PD | 46.9 | E-78 W-78 | 1:00 | | | | s 12:30PM | | | | | |
| | | | | | s 3:50 | f 8:36 | 10:10 | 11:37 | | Y | 1535 | AX ATHOL 7.5 Lap Siding DN | 40.0 | E-78 W-78 | 12:35 | | | | s 11:59AM | | | | | |
| | | | | | f 3:37 | 8:22 | 9:59 | 11:27 | | | 1543 | RS RAMSEY 5.5 DN | 32.5 | 87 | 12:05PM | | | | f 11:15 | | | | | |
| | | | | | s 3:25 | s 8:12 | s 9:49 | 11:17 | | W X | 1549 | RD RATHDRUM 6.9 DN C. M. & St. P. Track Con. | 27.0 | 78 | 11:40AM | | | | s 10:45 | | | | | |
| | | | | | s 3:12 | f 8:00 | 9:39 | 11:08 | | CY X | 1557 | AU HAUSER 5.9 Lap Siding PD | 20.1 | E-78 W-78 | 11:15 865 | | | | s 10:10 | | | | | |
| | | | | | s 3:00 | 7:48 | 9:29 | 11:00 | | | 1561 | OTIS ORCHARDS 2.9 Lap Siding P | 14.2 | E-78 W-78 | 10:50 | | | | s 9:34 8:59 603 | | | | | |
| | | | | | f 2:52 | 7:42 | 9:25 | 10:55 | | | 1564 | V VELOX 3.0 DN | 11.3 | 78 | 10:40 | | | | s 8:40 | | | | | |
| | | | | | s 2:45 | 7:36 | 9:20 | 10:50 | | | 1567 | TR IRVIN 3.8 Crossover PD | 8.3 | 59 | 10:30 | | | | s 8:25 | | | | | |
| | | | | | f 2:35 | 7:29 | 9:15 | 10:45 | | X | 1571 | PARKWATER 1.0 Crossover P | 4.5 | Yard | 10:15 | | | | f 8:05 | | | | | |
| | | | | | s 2:30 | 7:25 | 9:10 | 10:40 | | W C OXT | 1572 | YD YARDLEY 1.7 Crossover DN | 3.5 | Yard | 10:10 8:55 | A 5:50AM | A 5:40AM | L 8:00AM | A 2:15PM | A 3:50PM | | | | |
| | | | | | | | | | | | 68.7 | O. W. R. N. CROSSING 1.8 Interlocked O. W. R. N. and C. M. & St. P. Crossover Track Con. | 1.8 | | | | | | | | | | | |
| | A 4:30PM | A 9:10PM 819 | A 12:30PM | A 6:30PM | A 2:15PM 306 | L 2:20PM 312 | s 7:15 6:30 | s 9:00 8:40 602-869 | s 10:30 10:10 | W O T X | 1576 | SF SPOKANE 3.2 DN G. N. and S. & E. Crossover Track Con. | 0.0 | Yard | 8:35 4 | 5:40 | 5:30 | | 1:55 | 3:35 | | | | |
| | | | | | | | | | | | 1579 | HANDMAN 5.8 Crossover P | 143.1 | No Sdg. | | | | | | | | | | |
| | f 4:12 313 | L 8:49PM | s 12:13PM | L 6:14PM 41 | L 1:58PM 333 | | 6:10 | s 8:25 311-895 | 9:47 | W Y X | 1585 | MR MARSHALL 7.3 DN Interlocked S. P. & S. Track Con. | 137.3 | E-33 W-33 | L 7:55AM 3 | 5:15 | L 5:05AM | | L 1:30PM | 3:05 | | | | |

TRAINS BETWEEN MARSHALL AND CHENEY, ARE OPERATED UNDER CARD TRAIN ORDER FORM A. B.

| L 4:00PM | | L 11:55AM | | L 5:55AM | L 8:10AM | L 9:35PM | WCY X | 1592 | 16.3 | CY | CHENEY | DN | 130.0 | 70 | L 4:55AM | | | L 2:45PM | |
|----------|-------|-----------|-------|----------|----------|----------|-------|-------|-------|-------|--------|-------|-------|----------|----------|-------------------|---------------|---------------|------|
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Sun. | Ex. Mon. | Mo. Wed. and Fri. | Tu. Thu. Sat. | Tu. Thu. Sat. | |
| .30 | .21 | .35 | .16 | .17 | 3.05 | 3.00 | 2.30 | 2.35 | | | | | | 5.20 | 1.05 | .35 | 6.05 | .45 | 1.05 |
| 32.6 | 25.7 | 27.9 | 33.7 | 31.7 | 22.8 | 28.8 | 34.7 | 33.5 | | | | | | 14.9 | 18.2 | 21.4 | 11.0 | 16.6 | 18.2 |

**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.**

| | | |
|-----------|--------------------------|-----|
| 334 | 320 | 3 |
| Passenger | S.P. & S. 4 Passenger | Pas |
| Daily | Daily | D |

NORTHERN PACIFIC RAILWAY COMPANY

Spokane, June 26th 1923.

Circular No. 130.

All Concerned:

Effective June 24th and during the
continuance of Time Table No. 49 SP&S train No. 4, Northern
Pacific Train No. 320 will leave Marshall at 8:39 PM instead
of 8:49 PM and arrive Spokane at 9:00 PM instead of 9:10 PM.

W. S. SHOWALTER.

Superintendent

| | | | | | | | | | | | | | | | |
|----------|----------|-----|------|---------|------|----------|------|-----|-------------------------------|-------|--------------|------|------|------|---------|
| A 4.30PM | A 9.10PM | 319 | 6.10 | 8.25 | 9.47 | W Y X | 1579 | 3.2 | HANGMAN 5.8 Crossover | 143.1 | No Sdg. | 6.30 | 8.40 | 9.10 | 11.55AM |
| | | | | 311-895 | | | 1579 | 3.2 | MARSHALL 7.3 Track Con. | 137.3 | E-33 W-82 | 5.15 | 8.05 | 9.05 | 11.59AM |

See Page 5 See Page 5

| EASTWARD | | | | | | | |
|-------------|---------------------------------|---------------|---------------|---------------|--|--|--|
| THIRD CLASS | | | | | | | |
| SS | 662 | 866 | 870 | 896 | | | |
| Freight | Way Freight | Way Freight | Way Freight | Way Freight | | | |
| Ex. Mon. | Mo. Wed. and Fri. | Tu. Thu. Sat. | Tu. Thu. Sat. | Tu. Thu. Sat. | | | |
| | A 2.45PM | | | | | | |
| | s 2.35 | | | | | | |
| | f 2.15 | | | | | | |
| | s 2.05 | | | | | | |
| | s 1.39 | | | | | | |
| | 305.602 f 12.40 | | | | | | |
| | s 12.30PM | | | | | | |
| | s 11.59AM | | | | | | |
| | f 11.15 | | | | | | |
| | s 10.45 | | | | | | |
| | s 10.10 | | | | | | |
| | s 9.34 8.59 603 s 8.40 | | | | | | |
| | s 8.25 | | | | | | |
| | f 8.05 | | | | | | |
| A 5.40AM | L 8.00AM | A 2.15PM | A 3.50PM | | | | |
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| | 5.30 | | 1.55 | 3.35 | | | |
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TRAINS BETWEEN MARSHALL AND CHENEY, ARE OPERATED UNDER CARD TRAIN ORDER FORM A. B.

| L 4.00PM | L 11.55AM | L 5.55AM | L 8.10AM | L 9.35PM | WCY | 1592 | 16.3 | CY | CHENEY | DN | 130.0 | 70 | L 4.55AM | L 2.45PM |
|----------|-----------|----------|----------|----------|-------|-------|-------|-------|--------|-------|-------|-------|----------|----------|
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| .30 | .21 | .35 | .16 | .17 | 3.05 | 3.00 | 2.30 | 2.35 | 5.20 | 1.05 | .35 | 6.05 | .45 | 1.05 |
| 32.6 | 25.7 | 27.9 | 33.7 | 31.7 | 22.8 | 28.8 | 34.7 | 33.5 | 14.9 | 18.2 | 21.4 | 11.0 | 16.6 | 18.2 |

Time Over Subdivision
Average Speed Per Hour

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.

5
FOURTH SUBDIVISION
Palouse and Lewiston Branch

WESTWARD

EASTWARD

| THIRD CLASS | | | | SECOND CLASS | | FIRST CLASS | | | | FIRST CLASS | | | | | SECOND CLASS | | THIRD CLASS | | | | | | | | |
|------------------------------------|------------------------------------|---|--|---------------------|-----------------------------------|--------------------|--------------------|----------------------------------|----------------------------------|---|-----------------|------------------------|--|------------------------|-------------------------|----------------------------------|----------------------------------|-------------------|--------------------|------------------------|-----------------------------------|---------------------|--|---------------------------------|---------------------------------|
| 885 | 871 | 869 | | 665 | 661 | 323 | 321 | 313 | 311 | | | | 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. | Freight Ex. Sun. See Page 3 | Passenger Daily | Passenger Daily | Passenger Daily See Page 3 | Passenger Daily See Page 3 | Water, Fuel, Sealer, Turn-Tables, Ways and yard limits. | Station Numbers | Distance from Marshall | STATIONS | Distance from Lewiston | Car Capacity of Sidings | Passenger Daily See Page 4 | Passenger Daily See Page 4 | Ex. Sun. | Passenger Daily | Passenger Sun. Only | Freight Ex. Sun. See Page 4 | Freight Ex. Sun. | Way Freight Tues., Thurs., Sat. See page 4 | Way Freight Mon., Wed., Fri. | Way Freight Mon., Wed., Fri. |
| L 9.05 AM 311 | | | | L 10.25 PM | | | | L 4.17 PM | L 8.47 AM 869 | WY X | 1585 | 0.0 | MR MARSHALL Interlocked 5.2 | DN 136.8 | Yard | As 1.58 PM | As 6.14 PM | | | | As 5.00 AM | | As 1.30 PM | | |
| f 9.20 | | | | 10.45 | | | | f 4.30 | f 8.59 | | ID 5 | 5.2 | DYNAMITE 6.1 | D 131.6 | 26 | f 1.44 | f 6.02 | | | | 4.40 | | f 1.10 | | |
| s 9.50 | | | | 11.10 | | | | s 4.43 | s 9.12 | W | ID 11 | 11.3 | SG SPANGLE 8.5 | D 125.5 | 33 | s 1.31 | s 5.48 | | | | 4.20 | | s 12.45 | | |
| s 10.20 | | | | 11.30 | | | | s 4.58 | s 9.31 | | ID 20 | 19.8 | MA PLAZA 3.6 | D 117.0 | 26 | s 1.11 | s 5.30 | | | | 3.55 | | s 12.10 PM | | |
| f 10.30 | | | | 11.40 | | | | 5.07 | f 9.39 | | ID 23 | 23.4 | NORTH PINE 3.3 | D 113.4 | 22 | f 1.02 | 5.22 | | | | 3.42 | | f 11.50 AM | | |
| s 10.50 | | | | 11.50 | | | | s 5.14 314 | s 9.48 | W | ID 27 | 26.7 | RO ROSALIA I.E. 2.1 | D 110.1 | 59 | s 12.54 | s 5.14 313 | | | | 3.30 | | s 11.35 | | |
| f 10.55 | | | | 11.55 PM | | | | 5.19 | f 9.53 | | ID 30 | 28.8 | DONAHUE 3.1 | D 108.0 | 14 | f 12.49 | 5.10 | | | | 3.23 | | f 11.25 | | |
| f 11.05 | | | | 12.05 AM | | | | 5.26 | f 10.00 | | ID 32 | 31.9 | McCOY 5.7 | D 104.9 | 24 | f 12.41 | 5.02 | | | | 3.15 | | f 11.15 | | |
| s 11.25 | | | | 12.25 | | | | s 5.38 | s 10.13 | | ID 38 | 37.6 | OD OAKSDALE 0.6 | D 99.2 | 60 | s 12.27 | s 4.48 | | | | 2.55 | | s 10.50 | | |
| | | | | | | | | | | | | 38.2 | O.-W. R. & N. AND I. E. CROSSINGS 4.7 | D 98.6 | | | | | | | | | | | |
| s 11.40 | | | | 12.40 | | | | s 5.50 | s 10.26 870 | W X | ID 43 | 42.9 | BM BELMONT 4.3 | D 93.9 | 45 | s 12.15 | s 4.35 | | | | 2.35 | | s 10.26 311 | | |
| f 11.55 AM | | | | 1.00 | | | | 6.04 | f 10.35 | | ID 47 | 47.2 | EDEN 2.2 | D 89.6 | 41 | f 12.06 | 4.25 | | | | 2.25 | | f 10.05 | | |
| s 12.01 PM 312 | | | | 1.10 | | | | s 6.10 | s 10.41 | | ID 50 | 49.4 | GF GARFIELD 0.3 | D 87.4 | 29 | s 12.01 PM 869 | s 4.20 | | | | 2.15 | | s 9.50 | | |
| | | | | | | | | | | | | 49.7 | O.-W. R. & N. AND I. E. CROSSINGS O.W.R. & N. 3.3 | D 87.1 | | | | | | | | | | | |
| | | | | | | | | | | | | 53.0 | CEDAR CREEK 6.0 | D 83.8 | 7 | f 11.51 AM | 4.10 | | | | | | | | |
| | | | | | | | | | | | | 59.0 | PC PALOUSE W. I. & M. 6.6 | D 77.8 | 32 | s 11.36 | s 3.56 | | | | 1.45 661 | | s 9.10 | | |
| | | | | | | | | | | | | 65.6 | FALLON 4.8 | D 71.2 | 27 | f 11.20 312 | f 3.40 | | | | 1.00 | | f 8.25 | | |
| | | | | | | | | | | | | 70.4 | WHELAN 5.2 | D 66.4 | 27 | 11.07 | f 3.29 | | | | 12.40 | | f 8.05 | | |
| L 7.30 AM 870 | A 2.00 PM 872 | | | L 6.00 AM | 3.00 | | | L 12.10 PM 311 | f 7.12 7.27 | WC X | ID 76 | 75.6 | PN PULLMAN 0.6 | DN 61.2 | 30 | s 10.55 10.40 322 | s 3.15 332 | A 10.20 AM 312 | | A 2.45 PM 314 | 12.20 AM | A 3.45 PM | L 7.45 AM 871 | A 1.45 PM 869 | |
| | | | | | | | | | | | | 76.2 | O.-W. R. & N. CROSSING 0.8 | D 60.6 | | | | | | | | | | | |
| f 7.35 | | | | A 6.10 AM | 3.05 | | | A 12.16 PM | 7.30 | Y X | ID 77 | 77.0 | PULLMAN JUNCTION 3.7 | P 59.8 | 43 | 10.36 | 3.05 332 | L 10.10 AM | | L 2.38 PM 314 | 11.40 PM | L 3.25 PM | | f 1.35 | |
| f 7.55 | | | | See Page 7 | 3.15 | | | See Page 7 | f 7.39 | | II 4 | 80.7 | SUNSHINE 5.2 | D 56.1 | 27 | f 10.28 | f 2.58 | See Page 7 | | See Page 7 | 11.30 | See Page 7 | | f 1.15 | |
| s 9.00 | | | | | 3.30 | | | | s 7.52 | WTC X | II 9 | 85.9 | MO MOSCOW O. W. R. & N. and I. E. 6.4 | PD 50.9 | 35 | s 10.15 | s 2.45 | | | | 11.15 | | s 12.20 PM 311 | | |
| f 9.56 312 | | | | | 3.50 | | | | f 8.06 | | II 16 | 92.3 | JOEL 4.1 | D 44.5 | 28 | f 9.56 871 | f 2.31 | | | | 10.50 | | f 11.35 AM | | |
| f 10.25 | | | | | 4.05 | | | | f 8.17 | T | II 20 | 96.4 | HOWELL 3.0 | P 40.4 | 29 | f 9.44 | 2.21 | | | | 10.40 | | f 11.15 | | |
| s 10.40 | | | | | 4.15 | | | | s 8.25 | W | II 22 | 99.4 | VM TROY 6.1 | PD 37.4 | 44 | s 9.36 | s 2.14 | | | | 10.15 | | s 11.00 | | |
| f 11.15 | | | | | 4.45 | | | | f 8.42 | | II 28 | 105.5 | BOVARD 5.4 | P 31.3 | 13 | 9.18 | f 1.55 | | | | 9.35 | | f 10.10 | | |
| s 11.45 AM | | | | | 5.15 | | | | s 8.58 862 | WT | II 34 | 110.9 | KR KENDRICK 4.0 | PD 25.9 | 44 | s 9.02 | s 1.40 | | | | 8.58 313 | | s 9.30 | | |
| See page 7 | s 12.05 PM | | | | 5.30 | | | | s 9.06 | | II 38 | 114.9 | JA JULIAETTA 8.4 | D 21.9 | 30 | s 8.52 872 | s 1.30 311 | See Page 7 | | | 8.30 | | s 8.52 312 | See page 7 | |
| L 12.01 PM | f 1.11 314 | | | | 6.00 | | | See Page 7 | L 8.35 AM 312 | | II 47 | 123.3 | ARROW 3.2 | P 13.5 | 32 | s 8.32 323 | f 1.11 871 | As 1.45 PM 311 | | | 8.10 | | f 8.00 | A 9.05 AM | |
| A 12.10 PM | A 1.25 PM 324 | | | | A 6.10 AM | | | | A 8.45 AM 866 | Y | II 49 | 126.5 | JOSEPH 10.3 | P 10.3 | No Sidings | L 8.22 AM 886 | L 1.04 PM | | | L 1.37 PM 871 | L 8.00 PM | | L 7.45 AM | L 8.45 AM f 323-312 | |

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

| TUES., THURS., SAT. | | | MON., WED., FRI. | | EX. SUN. | | DAILY | | | | WTC X | | LEWISTON | | YARD | | EX. SUN. | | DAILY | | SUN. ONLY | | EX. SUN. | | EX. SUN. | | TUES., THURS., SAT. | | MON., WED., FRI. | | MON., WED., FRI. | |
|---------------------|-----------|------|------------------|--|-----------|------|-----------|------|------------|-----------|-------|-------|---------------|------------|------|------|-----------|------------|-------|-----------|-----------|-----------|----------|--|----------|------|---------------------|------|------------------|-----------|------------------|--|
| A 12.39 PM | A 2.10 PM | | | | A 6.45 AM | | A 9.15 AM | | A 10.00 PM | A 2.30 PM | | 136.8 | O. W. R. & N. | Track Con. | 0.0 | Yard | L 8.00 AM | L 12.40 PM | | L 1.15 PM | | L 7.30 PM | | | | | | | L 7.15 AM | L 8.05 AM | | |
| .38 | 6.40 | 4.55 | | | .10 | 8.20 | .40 | .06 | 5.28 | 5.27 | | | | | | | 5.43 | 5.34 | .10 | .30 | .07 | 9.30 | .20 | | | 5.45 | 6.30 | 1.00 | | | | |
| 21.3 | 9.1 | 15.3 | | | 8.4 | 16.4 | 19.9 | 16.0 | 25.1 | 25.2 | | | | | | | 24.0 | 24.6 | 8.4 | 27.0 | 12.0 | 14.4 | 4.2 | | | 13.1 | 9.4 | 13.3 | | | | |

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

| THIRD CLASS | | | SECO |
|------------------------------------|-------------------------------------|---|-------------------|
| 885 | 871 | 869 | 661 |
| Way Freight Tues., Thurs., Sat. | Way Freight Tues., Thurs., Sat. | Way Freight Mon., Wed., Fri. See Page 3 | Freight Ex. Su |
| | | L 9.05 ^{AM} ₃₁₁ | |
| | | f 9.20 | |
| | | s 9.50 | |
| | | s 10.20 | |
| | | f 10.30 | |
| | | s 10.50 | |
| | | f 10.55 | |
| | | f 11.06 | |
| | | s 11.25 | |
| | | s 11.40 | |
| | | f 11.55 ^{AM} | |
| | | s 12.01 ^{PM} ₃₁₂ | |
| | | s 12.45 | |
| | | f 1.15 | |
| | | f 1.35 | |
| | L 7.30 ^{AM} ₈₇₀ | A 2.00 ^{PM} ₈₇₂ | L 6.00 |
| | f 7.35 | | A 6.10 |
| | f 7.55 | | See Page |
| | s 9.00 | | |
| | f 9.56 ^{AM} ₃₁₂ | | |
| | f 10.25 | | |
| | s 10.40 | | |
| | f 11.15 | | |
| | s 11.45 ^{AM} | | |
| See page 7 | s 12.05 ^{PM} | | |
| L 12.01 ^{PM} | f 1.11 ₃₁₄ | | |
| A 12.10 ^{PM} | A 1.25 ^{PM} ₃₂₄ | | |

BETWEEN LEWISTON

| A 12.39 ^{PM} | A 2.10 ^{PM} | | |
|-----------------------|----------------------|------------------|---------|
| Tues., Thurs., Sat. | Tues., Thurs., Sat. | Mon., Wed., Fri. | Ex. Sun |
| .38 | 6.40 | 4.55 | .10 |
| 21.3 | 9.1 | 15.3 | 8.4 |

EASTWARD

| CLASS | SECOND CLASS | | THIRD CLASS | | | | |
|------------|---------------------------------------|------------------------|-----------------------------------|----------------------|--|--------------------------------------|---|
| 2 | 324 | 332 | 662 | 666 | 870 | 872 | 886 |
| Passenger | Passenger | Passenger | Freight | Freight | Way Freight Tues., Thurs., Sat. See page 4 | Way Freight Mon., Wed., Fri. | Way Freight Mon., Wed., Fri. |
| Daily | Sun. Only | Ex. Sun. See Page 4 | Ex. Sun. | Ex. Sun. | | | |
| | | | A s 5.00 ^{AM} | | A s 1.30 ^{PM} | | |
| | | | 4.40 | | f 1.10 | | |
| | | | 4.20 | | s 12.45 | | |
| | | | 3.55 | | s 12.10 ^{PM} | | |
| | | | 3.42 | | f 11.50 ^{AM} | | |
| | | | 3.30 | | s 11.35 | | |
| | | | 3.23 | | f 11.25 | | |
| | | | 3.15 | | f 11.15 | | |
| | | | 2.55 | | s 10.50 | | |
| | | | 2.35 | | s 10.26 ^{AM} ₃₁₇ | | |
| | | | 2.25 | | f 10.05 | | |
| | | | 2.15 | | s 9.50 | | |
| | | | 1.45 ^{AM} ₆₆₁ | | s 9.10 | | |
| | | | 1.00 | | f 8.25 | | |
| | | | 12.40 | | f 8.05 | | |
| AM | A 2.45 ^{PM} ₃₁₄ | | L 12.20 ^{AM} | A 3.45 ^{PM} | L 7.45 ^{AM} ₈₇₁ | A 1.45 ^{PM} ₈₆₉ | |
| AM | L 2.38 ^{PM} ₃₁₄ | | 11.40 ^{PM} | L 3.25 ^{PM} | | f 1.35 | |
| 7 | See Page 7 | | 11.30 | See Page 7 | | f 1.15 | |
| | | | 11.15 | | | s 12.20 ^{PM} ₃₁₁ | |
| | | | 10.50 | | | f 11.35 ^{AM} | |
| | | | 10.40 | | | f 11.15 | |
| | | | 10.15 | | | s 11.00 | |
| | | | 9.35 | | | f 10.10 | |
| | | | 8.58 ^{AM} ₃₁₃ | | | s 9.30 | |
| See Page 7 | | | 8.30 | | | s 8.52 ^{AM} ₃₁₂ | See page 7 |
| | A s 1.45 ^{PM} ₃₁₁ | | 8.10 | | | f 8.00 | A s 9.05 ^{AM} |
| | L 1.37 ^{PM} ₈₇₁ | | L 8.00 ^{PM} | | | L 7.45 ^{AM} ₈₇₁ | L 8.45 ^{AM} _{f 323-312} |

TABLE AND SPECIAL INSTRUCTIONS.

| L 1.15 ^{PM} | L 7.30 ^{PM} | | | L 7.15 ^{AM} | L 8.05 ^{AM} |
|----------------------|----------------------|----------|----------|----------------------|----------------------|
| Daily | Sun. Only | Ex. Sun. | Ex. Sun. | Tues., Thurs., Sat. | Mon., Wed., Fri. |
| .30 | .07 | 9.30 | .20 | 5.45 | 6.30 |
| 27.0 | 12.0 | 14.4 | 4.2 | 13.1 | 9.4 |

NORTHERN PACIFIC RAILWAY COMPANY

IDAHO DIVISION

Spokane, Washington
June 2nd 1923

CIRCULAR NO. 115

ALL CONCERNED:

On and after Tuesday June 5th train 661 and 662 will run daily except Sunday as per time table 49.

On and after Monday June 4th train 869 will leave Yardley on Mondays, Wednesdays and Fridays, returning, leave Pullman on Tuesdays, Thursdays and Saturdays as per time table 49. Train 871 will leave Pullman on Tuesdays, Thursdays and Saturdays and train 872 leave Lewiston on Mondays, Wednesdays and Fridays as per time table 49. Train 869-70 with Sunday layover at Spokane. Train 871-2 with Sunday layover at Lewiston.

Train 661 will handle set out cars only for points enroute.

W. C. SHOWALTER
SUPERINTENDENT

WESTWARD

EIGHTH SUB-DIVISION (WASHINGTON CENTRAL BRANCH)

EASTWARD.

WESTWARD.

NINTH SUB-DIVISION (SEATTLE BRANCH)

EASTWARD.

| THIRD CLASS | | | FIRST CLASS | | | Water, Fuel, Scales, Turntables, Wyes and Yard Limits. | Station Numbers | Distance from Cheney | Time Table No. 49 May 20, 1923 Succeeding No. 48A | | Distance from Adria | Car Capacity of Sidings | FIRST CLASS | | | THIRD CLASS | | | |
|------------------------|-----------------|-----------------|--------------|-----------|----------------------|--|-----------------|----------------------|---|-------------------------|---------------------|-------------------------|-------------|------------------|----------|------------------|-----------------|------------------|-----------------|
| 881 | 879 | 877 | 329 | 327 | 315 | | | | STATIONS | 316 | | | 328 | 330 | 878 | 880 | 882 | | |
| Way Freight | Way Freight | Way Freight | Passenger | Passenger | See Page 3 Passenger | Telegraph Offices and Calls | Passenger | Passenger | Passenger | Way Freight | Way Freight | Way 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 8:20AM | | | L 2:50PM | WCY X | 1592 | 0.0 | CY | CHENEY 6.0 | DN | 127.0 | Yard | A 11:55AM | | | | | |
| | | f 8:38 | | | f 3:03 878 | | IF 6 | 6.0 | | FOUR LAKES 4.4 | | 121.0 | 19 | f 11:40 | | | | | |
| | | s 8:55 | | | s 3:15 | | IF 10 | 10.4 | MK | MEDICAL LAKE 5.1 | D | 116.6 | 28 | s 11:30 | | | | | |
| | | f 9:25 | | | f 3:25 | W | IF 16 | 15.5 | | DEEP CREEK 5.4 | | 111.5 | 34 | f 11:19 | | | | | |
| | | f 9:50 | | | f 3:40 | | IF 21 | 20.9 | | HITE 5.6 | | 106.1 | 14 | f 11:05 | | | | | |
| | | s 10:52 316 | | | s 3:55 | W | IF 26 | 26.5 | RH | REARDAN 7.4 | D | 100.5 | 41 | s 10:52 877 | | | | | |
| | | f 11:20AM | | | s 4:10 | | IF 34 | 33.9 | | MONDOVI 7.5 | | 98.1 | 29 | s 10:37 | | | | | |
| | | s 12:10PM | | | s 4:27 | WY X | IF 41 | 41.4 | DA | DAVENPORT 6.4 | D | 85.6 | 26 | s 10:20 | | | | | |
| | | f 12:40 | | | s 4:44 | | IF 47 | 47.8 | | ROCKLYN 8.6 | | 79.2 | 27 | s 10:00 | | | | | |
| | | f 1:20 | | | s 5:04 | W | IF 56 | 56.4 | | TELFORD 7.8 | | 70.6 | Spur 12 | s 9:39 | | | | | |
| | | s 1:55 | | | s 5:25 | | IF 64 | 64.2 | CR | CRESTON 10.0 | D | 62.8 | 28 | s 9:23 | | | | | |
| | | s 2:30 | | | s 5:47 | W | IF 74 | 74.2 | WR | WILBUR 6.6 | D | 52.8 | 38 | s 9:00 | | | | | |
| | | s 3:00 | | | s 6:02 | | IF 81 | 80.8 | | GOVAN 6.7 | | 46.2 | 28 | s 8:42 | | | | | |
| | | s 3:35 | | | s 6:22 | W | IF 87 | 87.5 | A | ALMIRA 3.6 | D | 39.5 | 33 | s 8:25 | | | | | |
| | | f 3:50 | | | f 6:32 | | IF 90 | 91.1 | | HANSON 5.5 | | 35.9 | 12 | f 8:13 | | | | | |
| | | s 4:10 | | | s 6:44 | | IF 97 | 96.6 | RN | HARTLINE 9.3 | D | 30.4 | 27 | s 8:03 | | | | | |
| L 2:00PM | | f 4:45 | L 7:15AM 880 | L 7:05PM | A 7:05PM | Y X | IF 106 | 105.9 | | ODAIR 2.7 | | 21.1 | 61 | L 7:40AM 878 | A 7:40AM | A 7:35PM | f 7:50 316 | A 7:10AM 316-329 | |
| A 2:10PM | | A 5:00PM | A 7:25AM 878 | A 7:15PM | | WCT | IF 108 | 108.6 | C | COULEE 2.7 | D | 23.8 | 26 | L 7:35AM 878 | L 7:25PM | L 7:40AM 328-329 | L 7:00AM | | |
| | L 7:20AM 316 | | | L 7:35PM | | Y X | IF 106 | 105.9 | | ODAIR 11.0 | | 21.1 | 61 | A 7:15AM 879-880 | | | | A 2:00PM | |
| | f 8:00 | | | f 8:00 | | | IF 117 | 116.9 | | BACON 7.8 | | 10.1 | 16 | f 6:52 | | | | f 1:20 | |
| | | | | | | | | 124.7 | | ADCO 2.3 | | 2.3 | 26 | | | | | | |
| | A 8:40AM | | | A 8:20PM | | WT | IF 127 | 127.0 | ND G. N. | ADRIAN Track Connection | DN | 0.0 | Yard | L 6:30AM | | | | L 12:40PM | |
| 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 | 1.20 | 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 |
| Time over Subdivision | | | | | | | | | | | | | | | | | | | |
| Average Speed per Hour | | | | | | | | | | | | | | | | | | | |

| THIRD CLASS | | | FIRST CLASS | | | Water, Fuel, Scales, Turntables, Wyes, and Yard Limits. | Station Numbers | Distance from Davenport | Time Table No. 49 May 20, 1923 Succeeding No. 48A | | Distance from Eleanor | Car Capacity of Sidings | THIRD CLASS | | |
|------------------------|-------------|-------------|-------------|-----------|-----------------------------|---|-----------------|-------------------------|---|-----------------|-----------------------|-------------------------|-------------|--------------|--|
| 883 | 881 | 882 | 883 | 884 | STATIONS | | | | 883 | 884 | | | | | |
| Way Freight | Way Freight | Way Freight | Passenger | Passenger | Telegraph Offices and Calls | Passenger | Passenger | Way Freight | Way Freight | Way Freight | Way Freight | Way Freight | Way Freight | Way Freight | |
| Sat. Only | Sat. Only | Sat. Only | Daily | Daily | Daily | Daily | Daily | Tu., Thu., Sat. | Tu., Thu., Sat. | Mon., We., Fri. | Sat. Only | Sat. Only | Sat. Only | Sat. Only | |
| | | L 12:05PM | | | | WY X | IF 41 | 0.0 | | DAVENPORT 4.2 | | 17.8 | 80 | A 3:30PM | |
| | | 12:40 | | | | | IF 5 | 4.2 | | WHEATDALE 2.7 | | 13.6 | 8 | 3:05 | |
| | | 1:00 | | | | | IF 7 | 6.9 | | OMANS 4.2 | | 10.9 | 24 | 2:50 | |
| | | 1:25 | | | | | IF 12 | 11.1 | | GRAVELLES 6.7 | | 6.7 | 8 | 2:30 | |
| A 1:50PM 884 | | | | | | | IF 18 | 17.8 | | ELEANOR | | 0.0 | 12 | L 2:00PM 883 | |
| Sat. Only | | | | | | | | | | | | | | Sat. Only | |
| 1.45 | | | | | | | | | | | | | | 1.30 | |
| 10.2 | | | | | | | | | | | | | | 12.0 | |
| Time over Subdivision | | | | | | | | | | | | | | | |
| Average Speed per Hour | | | | | | | | | | | | | | | |

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 | | | FIRST CLASS | | | Water, Fuel, Scales, Turntables, Wyes, and Yard Limits. | Station Numbers | Distance from Belmont | Time Table No. 49 May 20, 1923 Succeeding No. 48A | | Distance from Farmington | Car Capacity of Sidings | THIRD CLASS | | |
|------------------------|----------------------|----------------------|-------------|-----------|-----------------------------|---|-----------------|-----------------------|---|----------------------------|--------------------------|-------------------------|----------------------|----------------------|--|
| 873 | 874 | 875 | 873 | 874 | STATIONS | | | | 873 | 874 | | | | | |
| Way Freight | Way Freight | Way Freight | Passenger | Passenger | Telegraph Offices and Calls | Passenger | Passenger | Way Freight | Way Freight | Way Freight | Way Freight | Way Freight | Way Freight | Way Freight | |
| Tue., Thu., and Sat. | Tue., Thu., and Sat. | Tue., Thu., and Sat. | Daily | Daily | Daily | Daily | Daily | Tue., Thu., and Sat. | Tue., Thu., and Sat. | Mon., We., Fri. | Tue., Thu., and Sat. | Tue., Thu., and Sat. | Tue., Thu., and Sat. | Tue., Thu., and Sat. | |
| | | L 10:15AM | | | | W X | ID 43 | 0.0 | BM | BELMONT 2.8 | D | 5.7 | 45 | A 11:35AM | |
| | | f 10:30 | | | | | IF 3 | 2.8 | | HAYFIELD 1.7 | | 2.9 | | f 11:20 | |
| | | | | | | | | 4.5 | | O. W. R. & N. CROSSING 1.2 | | 1.2 | | | |
| | | A 10:50AM 874 | | | | | IF 7 | 5.7 | FA | FARMINGTON | D | 0.0 | 25 | L 11:00AM 873 | |
| | | Tue., Thu., and Sat. | | | | | | | | | | | | Tue., Thu., and Sat. | |
| .85 | | | | | | | | | | | | | | .35 | |
| 10.2 | | | | | | | | | | | | | | 10.2 | |
| Time over Subdivision | | | | | | | | | | | | | | | |
| 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

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. | | SIXTH SUB-DIVISION (GENESEE BRANCH) | | | | | | | | | | EASTWARD. | | |
|------------------------|--|--|--|--|-----------------|--------------------------------|---|---------------------|------------------------|-------------------------|--------------|-----------|--------------|--|
| SECOND CLASS | | FIRST CLASS | | Water, Fuel, Seales, Turtables Wyes and Yard Limits. | Station Numbers | Distance from Pullman Junction | Time Table No. 49 May 20, 1923 Succeeding No. 48A | | Distance from Genesee. | Car Capacity of Sidings | FIRST CLASS | | SECOND CLASS | |
| 665 | | 321 | | | | | STATIONS | | | | 322 | 332 | 666 | |
| Freight | | Passenger | | Telegraph Offices and Calls | | Passenger | Passenger | Freight | | | | | | |
| Ex. Sun. See Page 5 | | Daily See Page 5 | | | | Ex. Sun. See Page 5 | Sun. only See Page 5 | Ex. Sun. See Page 5 | | | | | | |
| L 6.10AM | | L 12.16PM | | Y | ID 77 | 0.0 | PULLMAN JUNCTION 5.0 | 27.0 | 43 | L 10.10AM | L 2.38PM | | A 3.25PM | |
| f 6.30 | | f 12.28 | | | ID 82 | 5.0 | STALEY 2.2 | 22.0 | 37 | f 9.58 | f 2.27 | | f 3.10 | |
| f 6.40 | | f 12.34 | | | ID 84 | 7.2 | CHAMBER 2.6 | 19.8 | 33 | f 9.50 | f 2.21 | | f 3.00 | |
| s 6.55 | | s 12.41 | | | ID 87 | 9.8 | JO JOHNSON 5.2 | 17.2 | 32 | s 9.43 | s 2.15 | | s 2.50 | |
| s 7.20 | | s 12.55 | | W | ID 92 | 15.0 | CT COLTON 2.8 | 12.0 | 31 | s 9.29 | s 2.02 | | s 2.30 | |
| s 7.35 | | s 1.02 | | | ID 95 | 17.8 | U UNIONTOWN 2.5 | 9.2 | 34 | s 9.22 | s 1.56 | | s 2.20 | |
| f 7.50 | | f 1.08 | | | ID 97 | 20.3 | LEON 6.7 | 6.7 | 26 | f 9.16 | f 1.50 | | f 2.10 | |
| A 8.20AM | | A 1.25PM 332-666 | | WY | ID 104 | 27.0 | QN GENESEE | 0.0 | 34 | L 9.00AM | L 1.35PM 321 | | L 1.50PM 321 | |
| Ex. Sun. | | Daily | | | | | | | | Ex. Sun. | Sun. only | | Ex. Sun. | |
| 2.10 | | 1.09 | | | | | | | | 1.09 | 1.03 | | 1.35 | |
| 12.4 | | 28.4 | | | | | | | | 23.4 | 25.7 | | 17.0 | |
| Time over Subdivision | | | | | | | | | | | | | | |
| Average Speed per Hour | | | | | | | | | | | | | | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT NO. 665 IS SUPERIOR TO NO. 666 AND NO. 321 IS SUPERIOR TO NO. 322 PULLMAN JUNCTION TO GENESEE. NO. 665 IS SUPERIOR TO NO. 322 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, Seales, Turtables Wyes and Yard Limits. | Station Numbers | Distance from Arrow | Time Table No. 49 May 20, 1923 Succeeding No. 48A | | 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 | | | | Daily See Page 5 | Tue., Thur. Sat. See page 5 | | | | | | | |
| L 9.05AM | | L 1.55PM | | YW | II 47 | 0.0 | ARROW 3.6 | 62.7 | 32 | A 8.25AM | | A 11.59AM | | |
| f 9.20 | | s 2.05 | | | IK 3 | 3.6 | MYRTLE 8.1 | 59.1 | 14 | f 8.13 | | f 11.30 | | |
| f 9.45 | | s 2.30 | | | IK 12 | 11.7 | AGATHA 1.7 | 51.0 | 17 | f 7.51 | | f 10.55 | | |
| s 9.55 | | s 2.38 | | W | IK 13 | 13.4 | LN LENORE 6.9 | 49.3 | 15 | s 7.46 | | s 10.40 | | |
| s 10.25 | | s 2.54 | | | IK 20 | 20.3 | PK PECK 5.0 | 42.4 | 49 | s 7.28 | | s 10.10 | | |
| f 10.45 | | s 3.06 | | | IK 25 | 25.3 | AHSAHKA 3.7 | 37.4 | 38 | f 7.15 | | f 9.50 | | |
| s 11.00 | | s 3.18 | | W | IK 29 | 29.0 | OF ORO FINO 8.3 | 33.7 | 25 | s 7.02 | | s 9.30 | | |
| s 11.35 | | s 3.48 | | | IK 37 | 37.3 | GR GREER 7.0 | 25.4 | 26 | s 6.30 | | s 9.00 | | |
| s 11.55AM | | s 4.13 | | | IK 44 | 44.3 | PARDEE 1.4 | 18.4 | Spur 8 | s 6.09 | | s 8.35 | | |
| f 12.05PM | | f 4.18 | | | IK 46 | 45.7 | TRAMWAY 5.3 | 17.0 | 23 | f 6.04 | | f 8.30 | | |
| s 12.30 | | s 4.38 | | | IK 52 | 51.5 | KA KAMIAH 8.0 | 11.2 | 26 | s 5.47 | | s 8.15 | | |
| s 1.10 | | s 5.00 | | W 2 1/2 M.E. | IK 59 | 59.5 | KO KOOSKIA 3.2 | 3.2 | 32 | s 5.28 | | s 7.45 | | |
| A 1.30PM | | A 5.10PM | | TOW | IK 63 | 62.7 | ST STITES | 0.0 | 46 | L 5.20AM | | L 7.30AM | | |
| Mo., We., Fri. | | Daily | | | | | | | | Daily | | Tue., Thur. Sat. | | |
| 4.25 | | 3.15 | | | | | | | | 3.05 | | 4.29 | | |
| 14.1 | | 19.3 | | | | | | | | 20.3 | | 14.0 | | |
| Time over Subdivision | | | | | | | | | | | | | | |
| Average Speed per Hour | | | | | | | | | | | | | | |

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 | | THIRD CLASS | | Water, Fuel, Seales, Turtables Wyes and Yard Limits. | Station Numbers | Distance from Coeur d'Alene | Time Table No. 49 May 20, 1923 Succeeding No. 48A | | Distance from Hauser | Car Capacity of Sidings | THIRD CLASS | | |
| 887 | | 888 | | | | | STATIONS | | | | 888 | | |
| Mixed | | Mixed | | Telegraph Offices and Calls | | Ex. Sun. | | | | | | | |
| Ex. Sun. | | Ex. Sun. | | | | Ex. Sun. | | | | | | | |
| L 6.15AM | | L 9.15AM | | WY | IA 14 | 0.0 | CA COEUR D'ALENE S. & I. R. 2.6 TRACK CON. | 13.4 | 16 | A 9.15AM | | | |
| s 6.25 | | s 8.45 | | | | 2.6 | BLACKWELL 6.5 | 10.8 | 14 | s 8.45 | | | |
| s 6.50 | | s 8.10 | | | IA 4 | 9.1 | POST FALLS C.M. & St.P. 2.1 Track Con. | 4.3 | 17 | s 8.10 | | | |
| f 7.00 | | f 7.55 | | | IA 2 | 11.2 | GRAND JUNCTION I. & W. N. and S. I. CROSSING 2.2 | 2.2 | | f 7.55 | | | |
| A 7.15AM | | L 7.45AM | | YWC | 1557 | 13.4 | AU HAUSER DN | 0.0 | 170 | L 7.45AM | | | |
| Ex. Sun. | | Ex. Sun. | | | | | | | | Ex. Sun. | | | |
| 1.00 | | 1.30 | | | | | | | | 1.30 | | | |
| 13.5 | | 9.00 | | | | | | | | 9.00 | | | |
| Time over Subdivision | | | | | | | | | | | | | |
| Average Speed per Hour | | | | | | | | | | | | | |

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, | DR. W. A. ROTHWELL, Kendrick. |
| DR. A. T. HAAS, Ass't. Surgeon | DR. D. A. ANGUS, Rosalia. |
| DR. A. R. FOSS, Ass't. Surgeon | DR. PAUL WIESEL, Garfield. |
| Central Div. Missoula. | DR. E. T. HEIN, Palouse (S) |
| Paradise (S) (Station and Tool Car.) | DR. L. G. KIMZEY, Pullman (S) |
| DR. E. S. COATES, Plains (S). | DR. W. A. BURG, Uniontown. |
| DR. ELMER FESSLER, Thompson Falls, Station (S) | DR. W. H. CARITHERS, Moscow (S) |
| DR. O. F. PAGE, Sand Point (S) | DR. O. C. CARSON, Lewiston (S) |
| Kootenai (S) | DR. S. A. ROE, (Eye, Ear, Nose and Throat) Lewiston. |
| DR. FRANK WENZ, Rathdrum (S) | DR. C. F. TUOMY, Genesee |
| DR. FRANK ROSE, Spokane (S) | DR. EARL W. HORSWELL, Oro Fino |
| DR. JOHN H. O'SHEA, Spokane. | DR. J. M. VERBERKMOES, Kooskia Stites (S) |
| DR. X. L. ANTHONY, (Oculist), Spokane | DR. C. H. GREEN, Reardan |
| DR. O. T. BATCHELLOR, (Ear, Nose and Throat), Spokane (Stretchers at Baggage Room, Division St. Yard Office, Round House and Tool Cars 1 and 2, at Parkwater, Yard Office at Yardley). | DR. C. S. BUMGARNER, Davenport. |
| DR. F. A. POMEROY, Cheney. | DR. C. M. YOUNT, Wilbur (S) |
| DR. M. W. CONWAY, Cheney. | DR. N. R. GREGG, Coulee City |
| | DR. J. C. DWYER, Coeur d'Alene (S) |
| | DR. C. P. RICHARDS, Almira |

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.

SPECIAL INSTRUCTIONS.

FIRST SUB-DIVISION

- At Paradise—House track in rear of passenger station will be used as siding for first class trains and passenger extras.
- 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 and Kootenai Yard—Side track extending between Kootenai and Kootenai Yard will be used as a single siding for Kootenai and Kootenai Yard. Westward trains required to take siding at Kootenai or Kootenai Yard will head in at Kootenai. Eastward trains required to take siding at Kootenai Yard or Kootenai will head in at switch 640 feet east of Kootenai Yard Telegraph Office.
- 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. Double Header engines classes Q, Q-1, Q-2, Q-3, Q-4, T, S-1, S-2, 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.
- Specials 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 Boyer 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 enginemen 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— Ude West End 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

15. Commercial Spurs—

| | Miles from Paradise | Car Capacity |
|-----------------------------|---------------------|--------------|
| Ude | 3.3 | 20 |
| Sears | 9.6 | 8 |
| Rock | 24.3 | 14 |
| Alger | 48.4 | 15 |
| Larchwood (U. S. Mail only) | 54.5 | No Spur |
| Cedar Spur | 81.6 | 50 |
| Dorite | 87.0 | 5 |
| Lane Potter | 91.2 | 23 |
| Donovan Tie Mill | 100.2 | 20 |
| Kolliner | 105.4 | 17 |
| Culver | 111.3 | 10 |
| Boyer | 113.6 | No Spur |

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. At Velox and Ramsey normal position of switches is for westward track. At Rathdrum for eastward track. These switches to be handled by Operator.
- At Kootenai and Kootenai Yard: Side track extending between Kootenai and Kootenai Yard will be used as a single siding for Kootenai and Kootenai Yard. Westward trains required to take siding at Kootenai or Kootenai Yard will head in at Kootenai. Eastward trains required to take siding at Kootenai Yard or Kootenai will head in at switch 640 feet east of Kootenai Yard Telegraph Office.
- 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 Mock. 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 oooo. 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 3.2 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 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. Westward from west crossover switch at Parkwater to west yard limit board Spokane passenger trains twenty (20) miles per hour freight trains light engines and switch engines fifteen (15) miles per hour. Eastward from west yard limit board Spokane to east crossover switch at Parkwater passenger trains twenty (20) miles per hour freight trains light engines and switch engines fifteen (15) 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.
 - 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. 4 will stop on flag at Hauser for passengers Billings and east. 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.

16. 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.

17. Bulletin Stations—

Kootenai Yard
Yardley
Spokane
Marshall
Cheney

18. Standard Time Clocks—

Kootenai Yard
Yardley
Spokane
Cheney

19. Watch Inspectors—

D. E. Brown, Sand Point.
T. J. Morris, Spokane.

20. Derail Switches—

| | |
|-----------------|---|
| Sand Point..... | West End S. & I. Transfer. |
| Sagle..... | West End. |
| Dufort..... | East End. |
| Petit..... | East End. |
| Careywood..... | West End. |
| Kings..... | West End. |
| Calispell..... | West End. |
| Dean..... | West End. |
| Hauser..... | East End Coal Dock. |
| Velox..... | East End Passing Track. |
| 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. |

21. Commercial Spurs—

| | Miles from Kootenai Yard | Car Capacity |
|-------------------------|-----------------------------|-----------------|
| Sagle..... | 7.8 | 12 |
| Dufort..... | 11.4 | 15 |
| Petit..... | 13.0 | 4 |
| Kings..... | 21.8 | 4 |
| North Pole..... | 34.2 | 4 |
| Calispell..... | 40.4 | 10 |
| Dean..... | 45.5 | 7 |
| Bradkin..... | 53.5 | 5 |
| Moab..... | 53.9 | 14 |
| Trentwood..... | 60.9 | 21 |
| Hangman Gravel Pit..... | 73.7 | 20 |

22. 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 |
|--------------------------------|----------------------|-----------------|
| Panhandle | 3.5 | 14 |
| Atlas | 9.7 | 30 |
| Gibbs and Blackwell Spur | 10.5 | 15 |

FOURTH SUBDIVISION

(Palouse and Lewiston Branch)

1. **At Pullman**—The time of first class trains applies at Telegraph office.
2. **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.
3. **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.
4. **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.
5. **Pusher District**—
Between east switch Moscow and west switch Kendrick.
6. **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.
7. **Register Stations**—
Marshall
Pullman
Pullman Junction
Arrow
Joseph
8. **Register Exceptions**—
Pullman Junction, trains Nos. 311, 312, 313, 314, 661 and 662 will not register.
9. **Clearance Exceptions**—
At North Lapwai eastward trains will get Joseph register and clearance from Dispatcher at Spokane.
10. **Bulletin Stations**—
Marshall
Pullman
Lewiston

11. Standard Time Clocks—

Pullman
Lewiston

12. Watch Inspectors—

W. F. Taylor, Pullman.
F. Kelly, Moscow.
M. F. Akers, Lewiston.

13. 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. |
| Fallon..... | East End Passing Track. |
| Whelan..... | West End Passing Track. |
| Pullman..... | East End College Spur. |
| Sunshine..... | East End Passing Track. |
| Hagen..... | West End. |
| Joel..... | West End House Track. |
| Troy Brick Yard Spur..... | West End. |
| Troy..... | West End House Track. |
| Troy..... | West End Passing Track. |
| Rock Spur..... | West End. |
| Bovard..... | West End Passing Track. |
| Kendrick..... | West End Passing Track. |
| Kendrick..... | West End Elevator Track. |
| Juliaetta..... | West End Passing Track. |
| Juliaetta..... | West End House Track. |
| Arrow..... | West End Passing Track. |

14. Commercial Spurs—

| | Miles from Marshall | Car Capacity |
|----------------------|------------------------|-----------------|
| Cospur | 12.8 | 7 |
| Freedom..... | 15.5 | 5 |
| Duckworth..... | 40.3 | 7 |
| Pullman..... | 73.5 | 10 |
| Hagen..... | 85.0 | 14 |
| Troy Brick Yard..... | 99.1 | 9 |
| Clyde..... | 106.7 | 10 |
| Arrow Storage..... | 123.8 | 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 869 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

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. Derail Switches—
Colton.....West End Becker Spur.
- 8. Commercial Spurs—
Miles from Pullman Jct. Car 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. Derail Switches—
Lenore.....East End Warehouse Track.
- 8. Commercial Spurs—
Miles from Arrow Car Capacity
Cherrylane.....5.9 3
Magill.....22.5 7
Dunlap.....28.2 3
Penoyer.....33.3 2
Newspur.....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. 328 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—
T. J. Morris, Spokane.
- 9. Derail 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 Cheney Car Capacity
Calol....40.6 8
Union Oil.....88.0 7
Carr.....101.3 14
Forrey.....122.1 8

NINTH SUBDIVISION

(Seattle Branch)

- 1. 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.

- 2. Register Station—
Davenport
- 3. Derail Switches—
Eleanor Two hundred feet east of east switch.
- 4. Commercial Spurs—
Miles from Davenport Car Capacity
Fry8.8 4
Ditmar.....12.9 5
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 other wise 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

| SUBDIVISION | HEIGHT ABOVE TOP OF RAIL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------|---------------------------------------|-----|------------|-----|------------|-----|------------|-----|------------|-----|------------|-----|------------|-----|------------------|-----|------------|-----|------------------|-----|------------|------|------------------|-------|-------------|------|-------------------|-------|-------------------|------|-------------|-------|-------------------|-------|-------------|------|------------|------|------|
| | 1 ft. Wide | | 2 ft. Wide | | 3 ft. Wide | | 4 ft. Wide | | 5 ft. Wide | | 6 ft. Wide | | 7 ft. Wide | | 7 ft. 6 in. Wide | | 8 ft. Wide | | 8 ft. 6 in. Wide | | 9 ft. Wide | | 9 ft. 6 in. Wide | | 10 ft. Wide | | 10 ft. 2 in. Wide | | 10 ft. 6 in. Wide | | 11 ft. Wide | | 11 ft. 6 in. Wide | | Max. Height | | Max. Width | | |
| | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | ft. | in. | | | |
| 1st Subdivision | Main Line (Paradise-Kootenai Yard)... | | | | | | | | | | | | | | | | | | | | 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 Yard-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-Eleanor)... | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 11-6 | |

W. S. FITZ,
Trainmaster

C. P. HUNT,
Trainmaster

B. W. WALKER,
Trainmaster

J. J. BLAIR,
Chief Dispatcher

