

# NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

# TIME 51A TABLE

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

## SUNDAY, SEPTEMBER 28, 1924

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Instructions and always have for reference a copy of TRANSPORTATION RULES.

**A. V. BROWN,**  
General Manager.

**J. E. CRAVER,**  
General Superintendent.

**I. B. RICHARDS,**  
Assistant General 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 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						
	Marshall to Cheney.....	1.0	1750	1350	1200	975	935	895						
Second Eastward	Cheney to Yardley.....	0.7	2200	1800	1400	1200	1150	1100						
	Yardley to Athol.....	0.4	3800	3000	2300	2100	1900	1800						
	Athol to Kootenai Yard.....	0.3	4000	3300	2400	2150	1950	1850						
Third Westward	Coeur d'Alene to Blackwell..	1.9				534	526	490	295	250	200	175		
	Blackwell to 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	250		
	Blackwell to Coeur d'Alene..	1.5				677	666	621	375	330	315	250		
Fourth Westward	Marshall to Pullman.....	1.4				695	665	645	385	340	320	255		
	Pullman to Howell.....	1.7				620	585	565	360	320	300	240		
	Howell to Kendrick.....	Down												
	Kendrick to Lewiston.....	Down												
Fourth Eastward	Lewiston to Arrow.....	0.5				1800	1700	1400	1200	1100	1000	900		
	Arrow to Kendrick.....	0.8				1100	1050	1000	900	875	725	690		
	Kendrick to Troy.....	2.4				385	360	355	195	170	155	130		
	Troy to Howell.....	2.2				415	395	390	225	200	190	150		
	Howell to Pullman.....	1.5				677	666	621	375	330	315	250		
	Pullman to Belmont.....	1.1				900	860	825	495	420	400	315		
	Belmont to Oakesdale.....	0.5				1800	1700	1400	1200	1100	1000	900		
	Oaskedale 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 Jct. to Johnson ...	0.8				1100	1050	1000	900	875	725	690		
	Johnson to Colton.....	1.3				774	761	710	430	350	325	265		
	Colton to Genesee.....	0.5				1800	1700	1400	1200	1100	1000	900		
Sixth Eastward	Genesee to Colton.....	0.5				1800	1700	1400	1200	1100	1000	900		
	Colton to Johnson.....	1.1				900	860	825	495	420	400	315		
	Johnson to Pullman Jct....					SIX	TY CARS							
Seventh Westward	Arrow to Stites.....	0.3							1400	1200	1100	1000		
Seventh Eastward	Stites to Arrow.....	Down							SIX	TY 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 Odair.....	Down												
	Odair to Adrian.....	0.5				1800	1700	1400	1200	1100	1000	900		
Eighth Eastward	Adrian or Coulee 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 Medical Lake....	1.0				975	935	895	540	480	450	360		
	Medical Lake to Cheney.....					1145	1100	1000	650	500	475	400		
Ninth Westward	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 daily tonnage computing machines will be used to give a draw bar pull equivalent to the rating shown. Leaving terminals conductors will be furnished statement of machine tons in their train and will fill out the difference between this and the intermediate rating, using machine tonnage as shown below.

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

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

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

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

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

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		21.6
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 SUBDIVISION. (MAIN LINE)

EASTWARD

THIRD CLASS				SECOND CLASS				FIRST CLASS				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	Water, Fuel, Groceries, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Paradise	Time Table No. 51A September 28, 1924 Succeeding No. 51	Distance from Kootenai Yard.	Car Capacity of Sidings.	Passenger	Passenger	Passenger	Passenger	Freight		Way Freight	Way Freight
Wed., Fri., Sun.	Tu., Thu., Sat.		Daily		Daily	Daily	Daily	Daily				STATIONS			Daily	Daily	Daily	Daily	Daily		Wed., Fri., Sun.	Tu., Thu., Sat.
Telegraph Offices and Calls																						
	L 7.00AM		L 7.30PM		L 7.40AM	L12.50PM	L 1.03AM	L11.55AM <sup>862</sup>	WCOT X	1390	0.0	PD PARADISE 6.1	DN	115.6	Yard	As 4.05AM	As 2.10PM	As 1.40PM	A 9.50PM <sup>602</sup>	A 9.40PM <sup>306</sup>	A11.50AM <sup>1</sup>	
	s 7.30		7.50		s 7.52	s 1.02	s 1.15	12.06PM	X	1396	6.1	HO PLAINS 7.0	DN Lap Siding	109.5	E-79 W-79	3.52	s 1.57	s 1.27	s 9.35	9.10	s11.15	
	f 8.04 <sup>305</sup>		8.10		f 8.04 <sup>861</sup>	1.15 <sup>42</sup>	1.26	12.18		1404	13.1	KS WEEKSVILLE 7.5	P Lap Siding	102.5	E-69 W-73	3.41	1.45	1.15 <sup>41</sup>	f 9.20	8.45	s10.30	
	s 8.35		8.25 <sup>602</sup>		f 8.15	1.31 <sup>4</sup>	1.36	12.31	W	1411	20.6	DY EDDY 2.5	DP Lap Siding	95.0	E-78 W-73	3.30	1.31 <sup>41</sup>	1.01	s 9.05	8.25 <sup>603</sup>	s10.10	
	f 8.45		8.35		f 8.20	1.35	1.39	12.35		1413	23.1	FROST 5.2	P	92.5	71	3.27	1.28	12.57	f 9.01	8.15	f10.00	
	f 9.05		8.50 <sup>306</sup>		f 8.30	1.46	1.50	12.45 <sup>42</sup>		1417	28.3	WN WOODLIN 3.3	P	87.3	81	3.18	1.19	12.45 <sup>1</sup>	f 8.50 <sup>603</sup>	7.55	f 9.35	
	s 9.30		9.00		s 8.40	s 1.54	s 1.58	12.51	W X	1420	31.6	FN THOMPSON FALLS 5.2	DN Lap Siding	84.0	E-78 W-70	3.12	s 1.13	s12.39	s 8.40	7.45	s 9.20	
	f10.00		Via Low Line		f 8.48 <sup>862</sup>	2.04	2.06	1.00		1426	36.8	BK PINEHURST 0.9	DN	78.8		3.00	1.04	12.29	f 8.28	Via Low Line	Via Low Line	
	f10.05				s 8.50	2.06	2.08	1.02 <sup>4</sup>		1427	37.7	BELKNAP 6.6	P	77.9	71	2.58	1.02 <sup>1</sup>	12.27	f 8.25			
	s10.30				s 9.10	2.19	2.22	1.15	Y	1434	44.3	WP WHITE PINE 8.4	P	71.3	70	2.50	12.45	12.16PM	s 8.10			
	f11.59AM <sup>42</sup>				s 9.30	2.35	2.35 <sup>2</sup>	1.32	WC X	1444	52.7	J TROUT CREEK 6.2	DN	62.9	78	2.35 <sup>3</sup>	12.29	f11.59AM <sup>861</sup>	s 7.50			
	Via High Line		9.15		Via High Line	Via High Line	Via High Line	Via High Line		1426	36.8	BK PINEHURST 1.4	DN	80.1		Via High Line	Via High Line	Via High Line	Via High Line		7.35	f 8.50 <sup>305</sup>
			9.20						W	1428	38.2	MARMOT 3.7	P	78.7	82					7.30	f 8.35	
			9.30							1431	41.9	TALC 4.3	P	75.0	89					7.20	f 8.25	
			9.40							1436	46.2	CHILDS 2.9	P	70.7	77					7.10	f 8.05	
			9.47							1439	49.1	RICHARDS 4.9	P	67.8	78					7.03	f 7.50	
			10.00						WC X	1444	54.0	J TROUT CREEK 6.2	DN	62.9	78					6.50	s 7.30	
	s12.19PM <sup>1</sup>		10.10		s 9.45	f 2.45	2.49	1.42		1449	58.9	TC TUSCOR 5.9	P	56.7	78	2.21	12.19 <sup>861</sup>	f11.49	f 7.37	6.20	s 6.55	
	f12.40		10.25		f10.00	2.55	3.01	1.50		1455	64.8	FURLONG 4.0	P	50.8	79	2.11	12.09	11.38	f 7.25	6.00	f 6.20	
	L 7.00AM	A 1.00PM	10.35		s10.10	s 3.02	3.05	1.57	W X	1458	68.8	NX NOXON 4.8	DN Lap Siding	46.8	E-79 W-79	2.05	12.01PM <sup>864</sup>	s11.30	s 7.15	5.50	L 6.00AM	A11.55AM <sup>4</sup>
	f 7.15		10.45		f10.20	3.10	3.12	2.03		1463	73.6	SMEAD 5.4	P	42.0	79	1.59	11.55AM	11.22 <sup>864</sup>	f 7.05	5.35	f11.22 <sup>42</sup>	
	s 7.35		11.00		s10.32 <sup>864</sup>	s 3.21	3.26	2.11		1468	79.0	HR HERON 6.2	DN Lap Siding	36.6	E-78 W-79	1.50	11.46	11.14	s 6.55	5.20	s10.32 <sup>305</sup>	
	s 8.00		11.15		s10.45	3.30	3.36	2.21	W	1474	85.2	BN CABINET 4.8	DN	30.4	78	1.39	11.38	11.05	s 6.41	5.00	s10.00	
	f 8.15		11.27		f10.57 <sup>42</sup>	3.38	3.44	2.28		1478	90.0	OZOMA 2.6	P Lap Siding	25.6	E-77 W-56	1.32	11.31	10.57 <sup>305</sup>	f 6.30	4.43	f 9.15	
	s 9.00		11.35		s11.05	s 3.42	s 3.49	2.32	W X	1482	92.6	CX CLARK'S FORK 5.2	PD	23.0	E-78 W-86	1.28	11.27	s10.53	s 6.25	4.35	s 9.00	
	f 9.45		11.47PM		f11.19 <sup>4</sup>	3.50	3.58	2.40		1489	97.8	D DENTON 4.4	P	17.8	78	1.21	11.19 <sup>305</sup>	10.45	f 6.15	4.15	f 8.00	
	s10.36 <sup>42</sup>		12.01AM		s11.27	s 3.59 <sup>602</sup>	s 4.08	2.46	W	1492	102.2	H HOPE 7.2	DN	13.4	E-79 W-92	1.15	11.13	s10.36 <sup>863</sup>	s 6.05	3.59 <sup>41</sup>	s 7.30	
	f11.03 <sup>4</sup>		12.25		f11.40	4.10	4.22	2.56		1499	109.4	ODEN 5.2	P	6.3	79	1.05	11.03 <sup>863</sup>	10.25	f 5.50	3.30	f 6.30	
	f11.30		12.45		s11.50AM	s 4.18	s 4.32	3.03	X	1503	114.6	KN KOOTENAI 1.0	PD	1.0	Yard	12.57	10.57	s10.17	s 6.38	3.15	f 6.05	
	A11.35AM		A12.55AM <sup>2</sup>		A12.05PM <sup>5</sup>	A 4.20PM	A 4.35AM	A 3.05PM <sup>602</sup>	WCOT X	1504	115.6	KY KOOTENAI YARD	DN	0.0	Yard	L12.55AM <sup>603</sup>	L10.55AM	L10.15AM	L 5.20PM	L 3.05PM <sup>1</sup>	L 6.00AM	
	Wed., Fri., Sun.	Tu., Thu., Sat.	Daily		Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Wed., Fri., Sun.	Tu., Thu., Sat.
	4.35	6.00	5.30		4.10	3.30	3.32	3.10								3.10	3.15	3.25	4.15	6.35	5.50	5.55
	10.2	11.7	21.2		27.7	33.0	31.3	37.4								36.5	35.6	32.3	27.2	17.7	11.0	7.9

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 SUBDIVISION.  
(MAIN LINE.)

THIRD CLASS			SECOND CLASS		Time Table No. 51A September 28, 1924 Succeeding No. 51.					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	S. P. & S. 3 Passenger	Passenger	
Mon. Wed. and Fri.	Mon. Wed. Fri.	Tu. Thu. Sat.	Ex. Sat.	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	
		L 6.30AM		L 1.00AM <sub>2</sub>	WCOT	1504	0.0	KY KOOTENAI YARD DN 2.0	86.8	Yard	L 3.05PM <sub>602</sub>	L 4.35AM	L 4.20PM	L 12.05PM					
		s 6.40		1.15	W X	1507	2.0	SA SAND POINT DN 3.4 G. N. and S. I. Track Connections	84.8	E-60 W-67	s 3.10	s 4.40	s 4.26	s 12.10					
		f 6.50		1.30		1510	5.4	LIGNITE 4.0	81.4	80	3.16	4.51	4.37	f 12.25					
		s 7.00		1.45		1513	9.4	ALGOMA 6.5	77.4	78	3.22	4.57	4.45 306	s 12.35					
		s 7.40		2.10	W	1520	15.9	CO COCOLALLA DN 5.4 Lap Siding	70.9	E-78 W-78	3.33	5.08	4.56	s 12.55 366					
		f 8.05		2.30		1524	21.3	CAREYWOOD 2.3	65.5	79	3.42	5.16	5.05	s 1.07					
		s 8.30		2.40	W	1530	23.6	GE GRANITE PD 6.9 Lap Siding	63.2	E-78 W-78	3.45	5.20	5.08	s 1.13 602					
		s 9.15 42		3.15	Y	1535	30.5	AX ATHOL DN 7.5 Lap Siding	56.3	E-78 W-78	3.58 306	5.35	5.22	s 1.30					
		f 9.49 4		3.45		1543	38.0	RS RAMSEY DN 5.5	48.8	87	4.08	5.46	5.32	s 1.46					
		s 10.30		4.15	W X	1549	43.5	RD RATHDRUM DN 6.9 C. M. & St. P. Track Connection	43.3	78	4.15	s 5.55	s 5.40	s 2.00					
		s 11.15 602		4.50	CY X	1557	50.4	AU HAUSER PD 5.9 Lap Siding	36.4	E-78 W-78	4.23	f 6.05	5.49	s 2.14					
		s 11.55AM		5.20		1561	56.3	OTIS ORCHARDS P 2.9 Lap Siding	30.5	E-78 W-78	4.30	f 6.15	5.57	s 2.26					
		f 12.15PM		5.40		1564	59.2	V VELOX DN 3.0	27.6	78	4.34	6.20	6.01	f 2.32 306					
		s 12.40		6.00		1567	62.2	TR IRVIN PD 3.8 Crossover	24.6	59	4.39	6.25	6.06	s 2.39					
		s 12.55		6.20	X	1571	66.0	PARKWATER P 1.0 Crossover	20.8	Yard	4.44	6.31 603	6.11	s 2.46					
		L 7.30AM	L 8.30AM	A 1.00PM		1572	67.0	YD YARDLEY DN 1.7 Crossover	19.8	Yard	4.47	6.34	6.14	s 2.50					
							68.7	O. W. R. & N. CROSSING Interlocked 1.8 Crossover O.W.R.&N.and C.M.&St.P. Track Cons.	18.1										
		s 7.50	s 8.45 4-311			1576	70.5	SF SPOKANE DN 3.2 Crossover G. N. and S. & E. Track Connections	16.3	Yard	s 5.00 5.25	s 6.50 7.20	s 6.30 7.00	A 3.05PM	L 8.40AM 869	L 4.00PM	L 2.00PM	L 8.15PM	L 1.45PM
						1579	73.7	HANGMAN P 5.8 Crossover	13.1	No Sdg.									
		s 8.25 4	As 9.15AM 311 See Page 5.			1585	79.5	MR MARSHALL DN 7.3 S. P. & S. Interlocked Track. Con.	7.3	E-33 W-32	5.47	7.36 42	7.22		As 8.57AM 869 See Page 5.	As 4.17PM 334 See Page 5.	s 2.20	As 8.40PM 320	s 2.07 312

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

As 8.55AM				A 7.30PM 41	WCY X	1592	86.8	CY CHENEY DN	0.0	70	A 6.05PM	As 7.55AM 4	As 7.40PM 603			As 2.45PM See Page 6.	As 2.25PM		
Mon. Wed. and Fri.	Mon. Wed. Fri.	Tu. Thu. Sat.		Ex. Sat.	Daily						Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	
1.25	.45	6.30		1.10	7.30						2.35	2.50	2.50	3.00	.17	.17	.45	.25	.40
13.9	14.4	10.3		10.7	11.6						33.6	30.6	30.6	23.5	31.7	31.7	21.8	21.6	24.4
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.

SECOND SUBDIVISION.  
(MAIN LINE)

EASTWARD.

FIRST CLASS									Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Kootenai Yard.	Time Table No. 51A September 28, 1924 Succeeding No. 51.		Distance from Cheney	Car Capacity of Sidings.	SECOND CLASS			THIRD CLASS		
334	320	316	314	312	306	42	4	2				STATIONS				602	604	662	866	870	896
Passenger	S.P. & S. 4 Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Telegraph Offices and Calls	Freight			Freight	Freight	Way Freight	Way Freight	Way Freight	
Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily				WC OXT	Daily			Ex. Sun.	Ex. Mon.	Mo. Wed. and Fri.	Tu. Thu. Sat.	Tu. Thu. Sat.	
					As 5.20PM	A 10.15AM	A 10.55AM	A 12.55AM	KY KOOTENAI YARD DN 2.0	86.8	Yard	A 3.05PM			A 2.45PM						
					s 5.15	s 10.07	s 10.48	s 12.50	SA SAND POINT DN G. N. and S. I. 3.4 Track Cons.	84.8	E-60 W-67	2.40			s 2.30						
					f 4.58	9.55	10.38	12.38	LIGNITE 4.0	81.4	80	2.25			f 2.10						
					f 4.45 <sub>41</sub>	9.50	10.33	12.34	ALGOMA 6.5	77.4	78	2.10			s 1.40						
					s 4.30	f 9.40	10.25	12.24	CO COCOLALLA DN 5.4 Lap Siding	70.9	E-78 W-78	1.45			s 12.55 <sub>305</sub>						
					f 4.15	f 9.32	10.16	12.17	CAREYWOOD 2.3	65.5	79	1.25			f 12.15PM						
					s 4.10	f 9.28	10.13	12.14	GE GRANITE PD 6.9 Lap Siding	63.2	E-78 W-78	1.13 <sub>305</sub>			s 11.59AM						
					s 3.58 <sub>1</sub>	f 9.15 <sub>865</sub>	10.01	12.02AM	AX ATHOL DN 7.5 Lap Siding	56.3	E-78 W-78	12.35			s 11.30						
					f 3.40	9.00	9.49 <sub>865</sub>	11.50PM	RS RAMSEY DN 5.5	48.8	87	12.05PM			f 11.00						
					s 3.25	s 8.49	9.40	11.40	RD RATHDRUM DN C.M. & St.P. 6.9 Track Con.	43.3	78	11.40AM			s 10.30						
					s 3.12	f 8.36	9.29	11.30	AU HAUSER PD 5.9 Lap Siding	36.4	E-78 W-78	11.15 <sub>865</sub>			s 10.00						
					s 3.00	8.25	9.19 <sub>866</sub>	11.21	OTIS ORCHARDS 2.9 Lap Siding	30.5	E-78 W-78	10.50			s 9.19 <sub>4</sub>						
					f 2.52 <sub>305</sub>	8.20	9.15	11.17	V VELOX DN 3.0	27.6	78	10.40			s 8.40						
					s 2.45	8.15	9.10	11.12	TR IRVIN PD 3.8 Crossover	24.6	59	10.30			s 8.30						
					f 2.35	8.10	9.05	11.07	PARKWATER 1.0 Crossover	20.8	Yard	10.15			f 8.15						
					s 2.30	8.05 <sub>866</sub>	9.00	11.02	YD YARDLEY DN 1.7 Crossover	19.8	Yard	10.10 <sub>7.45</sub>	A 6.00AM	A 5.40AM	L 8.10AM <sub>42</sub>	A 2.15PM	A 1.05PM				
									O. W. R. & N. CROSSING 1.8 Crossover O.W.R.&N. and C.M.&St.P. Track Cons. Interlocked	18.1											
	A 4.30PM	A 8.55PM	A 12.10PM	A 6.30PM	A 2.15PM <sub>308</sub>	L 2.20PM <sub>312</sub>	s 7.55 <sub>7.40</sub>	s 8.50 <sub>8.30</sub>	SF SPOKANE DN 3.2 Crossover G. N. and S. & E. Track Cons.	16.3	Yard	7.25	5.40	5.30		1.55	12.50				
									HANGMAN 5.8 Crossover	13.1	No Sdg.										
	f 4.12 <sub>313-315</sub>	L 8.35PM <sub>319</sub>	s 11.52AM	L 6.14PM	L 1.58PM <sub>333</sub>		7.20 <sub>3</sub>	8.13 <sub>895</sub>	MR MARSHALL DN 7.3 S. P. & S. Interlocked Track Con.	7.3	E-33 W-82	L 6.45AM	5.15	L 5.05AM		L 1.30PM	12.35				

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

L 4.00PM	L 11.35AM	L 7.05AM	L 7.55AM	L 10.00PM	WCY	1592	86.8	CY	CHENEY	DN	0.0	70	L 4.55AM	L 12.15PM				
Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Ex. Sun.	Ex. Mon.	Mo. Wed. and Fri.	Tu. Thu. Sat.	Tu. Thu. Sat.
.30	.20	.35	.16	.17	3.00	2.55	2.40	2.35					5.55	1.05	.35	6.35	.45	.50
32.6	27.0	27.9	33.7	31.7	23.5	29.7	32.5	33.6	Time over Subdivision.				14.6	18.2	21.4	10.1	16.6	23.7
									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.

WESTWARD

FOURTH SUBDIVISION (PALOUSE AND LEWISTON BRANCH)

EASTWARD

Main time table grid with columns for Third Class, Second Class, First Class, and Stations. Includes sub-headers for 'WESTWARD' and 'EASTWARD' directions. Rows list stations from Marshall to Joseph with arrival and departure times.

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

Summary table for Lewiston and Joseph stations. Columns include station names, times, and average speeds. Includes rows for 'Lewiston' and 'Joseph' with associated times and speeds.

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

WESTWARD

NINTH SUBDIVISION (SEATTLE BRANCH)

EASTWARD

THIRD CLASS			FIRST CLASS			Water, Fuel, Scales, Turntables, Wyes and Yard Limits	Station Numbers	Distance from Cheney	Time Table No. 51A September 28, 1924 Succeeding No. 51			Distance from Adrian	Car Capacity of Sidings	FIRST CLASS			THIRD CLASS					
Way Freight	Way Freight	Way Freight	Passenger	Passenger	Passenger				See Page 4. Passenger	Passenger	Passenger			Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight			
Tu., Thu., Sat.	We., Fri., Sun.	Tu., Thu., Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Sun.	Ex. Sun.			We., Fri., Sun.	We., Fri., Sun.	Tu., Thu., Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	We., Fri., Sun.	We., Fri., Sun.	Tu., Thu., Sat.
881	879	877	329	327	315				316	328	330			878	880	882	883	883	883	883	883	883
STATIONS																						
Telegraph Offices and Calls.																						
L 8.20AM					L 2.50PM	WCY X	1592	0.0	CY CHENEY 6.0	DN	127.0	Yard	A 11.35AM			A 2.30PM						
f 8.38					f 3.05		IF 6	6.0	FOUR LAKES 4.4		121.0	19	f 11.20			f 2.05						
s 8.55					s 3.15		IF 10	10.4	MK MEDICAL LAKE 5.1	D	116.6	28	s 11.10			s 1.50						
f 9.25					f 3.25	W	IF 16	15.5	DEEP CREEK 5.4		111.5	34	f 10.57			f 1.25						
f 9.50					f 3.40		IF 21	20.9	HITE 5.6		106.1	14	f 10.45			f 1.05						
s 10.34 316					s 3.55	W	IF 26	26.5	RH REARDAN 7.4	D	100.5	41	s 10.34 377			s 12.45						
f 11.10AM					s 4.11		IF 34	33.9	MONDOVI 7.5		93.1	29	s 10.18			f 12.20PM						
s 12.10PM					s 4.29	WY X	IF 41	41.4	DA DAVENPORT 6.4	D	85.6	26	s 10.03			s 11.50AM						
f 12.40					s 4.45		IF 47	47.8	ROCKLYN 8.6		79.2	27	s 9.44			f 11.15						
f 1.20					s 5.05	W	IF 56	56.4	TELFORD 7.8	Spur 12	70.6	28	s 9.26			f 10.50						
s 1.55					s 5.24		IF 64	64.2	CR CRESTON 10.0	D	62.8	28	s 9.09			s 10.25						
s 2.30					s 5.48	W	IF 74	74.2	WR WILBUR 6.6	D	52.8	38	s 8.47			s 9.50						
s 3.00					s 6.05		IF 81	80.8	GOVAN 6.7		46.2	28	s 8.29			s 9.15						
s 3.35					s 6.20	W	IF 87	87.5	A ALMIRA 3.6	D	39.5	33	s 8.15			s 8.50						
f 3.50					f 6.29		IF 90	91.1	HANSON 5.5		35.9	12	f 8.03			f 8.30						
s 4.10					s 6.42		IF 97	96.6	RN HARTLINE 9.3	D	30.4	27	s 7.51			s 8.15						
L 2.00PM	f 4.45	L 7.00AM 880	L 7.05PM	A 7.05PM	A 7.05PM	Y X	IF 106	105.9	ODAIR 2.7		21.1	61	L 7.30AM 878-880	A 7.30AM 878-880	A 7.35PM	f 7.50 316-328	A 7.20AM 316-329-880					
A 2.10PM	A 5.00PM	A 7.10AM 880	A 7.15PM			WCT X	IF 108	108.6	C COULEE 2.7	D	23.8	26	L 7.20AM 878-880	L 7.25PM	L 7.40AM 328	L 7.10AM 328-329						
L 7.20AM 316			L 7.35PM		L 7.35PM	Y X	IF 106	105.9	ODAIR 11.0		21.1	61	A 7.00AM 879-880				A 2.00PM					
f 8.00			f 7.55		f 7.55		IF 117	116.9	BACON 7.8		10.1	16	f 6.40				f 1.20					
								124.7	ADCO 2.3		2.3	26										
A 8.40AM			A 8.20PM		A 8.20PM	T	IF 127	127.0	ND ADRIAN Track Connection	DN	0.0	Yard	L 6.20AM				L 12.40PM					
Tu., Thu., Sat.	We., Fri., Sun.	Tu., Thu., Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.								Ex. Sun.	Ex. Sun.	Ex. Sun.	We., Fri., Sun.	We., Fri., Sun.	Tu., Thu., Sat.				
.10	1.20	8.40	.10	.10	5.00								4.45	.05	.10	6.50	.10	1.20				
15.6	15.7	12.4	15.6	15.6	25.4								26.8	31.2	15.6	15.8	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.

THIRD CLASS			FIRST CLASS			Water, Fuel, Scales, Turntables, Wyes and Yard Limits	Station Numbers	Distance from Davenport	Time Table No. 51A September 28, 1924 Succeeding No. 51			Distance from Eleanor	Car Capacity of Sidings	THIRD CLASS								
Way Freight	Way Freight	Way Freight	Passenger	Passenger	Passenger				See Page 4. Passenger	Passenger	Passenger			Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight			
Tu., Thu., Sat.	We., Fri., Sun.	Tu., Thu., Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Sun.	Ex. Sun.			We., Fri., Sun.	We., Fri., Sun.	Tu., Thu., Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	We., Fri., Sun.	We., Fri., Sun.	Tu., Thu., Sat.
883	883	883	883	883	883				883	883	883			883	883	883	883	883	883	883	883	883
STATIONS																						
Telegraph Offices and Calls.																						
L 12.05PM					L 2.50PM	WY X	IF 41	0.0	DAVENPORT 4.2		17.8	30	A 3.30PM			A 3.30PM						
12.40					s 3.15		IE 5	4.2	WHEATDALE 2.7		13.6	8	3.05			3.05						
1.00					s 3.25		IE 7	6.9	OMANS 4.2		10.9	24	2.50			2.50						
1.25					f 3.40		IE 12	11.1	GRAVELLES 6.7		6.7	8	2.30			2.30						
A 1.50PM 884					s 3.55	W	IE 18	17.8	ELEANOR		0.0	12	L 2.00PM 883			L 2.00PM						
Fri. Only					s 4.11								Fri. Only			Fri. Only						
1.45					s 4.29								1.30			1.30						
10.2					s 4.45								12.0			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 SUBDIVISION (FARMINGTON BRANCH) EASTWARD

THIRD CLASS			FIRST CLASS			Water, Fuel, Scales, Turntables, Wyes and Yard Limits	Station Numbers	Distance from Belmont	Time Table No. 51A September 28, 1924 Succeeding No. 51			Distance from Farmington	Car Capacity of Sidings	THIRD CLASS								
Way Freight	Way Freight	Way Freight	Passenger	Passenger	Passenger				See Page 4. Passenger	Passenger	Passenger			Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight			
Mon., We., and Fri.	Mon., We., and Fri.	Mon., We., and Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Sun.	Ex. Sun.			Mon., We., and Fri.	Mon., We., and Fri.	Mon., We., and Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Mon., We., and Fri.	Mon., We., and Fri.	Mon., We., and Fri.
873	873	873	873	873	873				873	873	873			873	873	873	873	873	873	873	873	873
STATIONS																						
Telegraph Offices and Calls.																						
L 10.15AM					L 7.05PM	W X	ID 43	0.0	BM BELMONT 2.8	D	5.7	45	A 11.35AM			A 11.35AM						
f 10.30					f 7.55		I H 3	2.8	HAYFIELD 1.7		2.9		f 11.20			f 11.20						
								4.5	O. W. R. & N. CROSSING 1.2		1.2											
A 10.50AM 874					A 8.20PM		I H 7	5.7	FA FARMINGTON	D	0.0	25	L 11.00AM 873			L 11.00AM						
Mon., We., and Fri.													Mon., We., and Fri.			Mon., We., and Fri.						
.35													.35			.35						
10.2													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.



SIXTH SUBDIVISION

WESTWARD

(GENESEE BRANCH)

THIRD SUBDIVISION.  
(FORT SHERMAN BRANCH)

EASTWARD

SECOND CLASS		FIRST CLASS		Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Pullman Junction.	Time Table No. 51A September 28, 1924 Succeeding No. 51		Distance from Genesee.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS	
665		321					322	332			666			
Freight		Passenger					STATIONS				Passenger	Passenger		Freight
Ex. Sun. See Page 5.		Daily See Page 5.					Telegraph Offices and Calls.				Ex. Sun. See Page 5.	Sun. only See Page 5.		Ex. Sun. See Page 5.
L 6.10AM		L 12.16PM		Y X	ID 77	0.0	PULLMAN JUNCTION 5.0	27.0	43		A 10.10AM	As 2.38PM		As 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	D 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	D 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	D 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	GN GENESEE	D 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					Time over Subdivision.				1.09	1.03		1.35
12.4		23.4					Average Speed per Hour.				23.4	25.7		17.0

THIRD CLASS		THIRD CLASS		Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Coeur d'Alene.	Time Table No. 51A September 28, 1924. Succeeding No. 51		Distance from Hauser.	Car Capacity of Sidings.	THIRD CLASS	
	887		888				Mixed	888				
	Mixed		Mixed				STATIONS				Mixed	
	Ex. Sun.		Ex. Sun.				Telegraph Offices and Calls.				Ex. Sun.	
	L 6.15AM	WY X	IA 14		0.0	CA COEUR D'ALENE S. & I. R. 2.6	Track Con.	13.4	16		A 9.15AM	
	s 6.25				2.6	BLACKWELL 6.5		10.8	14		s 8.45	
	s 6.50		IA 4		9.1	POST FALLS C. M. & St. P. 2.1	Track Con.	4.3	17		s 8.10	
	f 7.00		IA 2		11.2	GRAND JUNCTION I. & W. N. and S. I. 2.2	Crossing	2.2			f 7.55	
	A 7.15AM	YWC	1557		13.4	AU HAUSER	DN	0.0	170		L 7.45AM	
	Ex. Sun.										Ex. Sun.	
	1.00						Time over Subdivision.				1.30	
	13.5						Average Speed per Hour.				9.0	

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.

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. 332, PULLMAN JUNCTION TO GENESEE. No. 665 IS SUPERIOR TO No. 322, PULLMAN JUNCTION TO GENESEE.

SPECIAL INSTRUCTIONS PAGES 1, 9 and 10.

WESTWARD

SEVENTH SUBDIVISION.  
(CLEARWATER SHORT LINE)

EASTWARD

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Arrow.	Time Table No. 51A September 28, 1924 Succeeding No. 51		Distance from Stites.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS	
875		325					326	876						
Way Freight		Passenger					STATIONS				Passenger	Way Freight		
Mo. We. Fri. See Page 5.		Daily See Page 5.					Telegraph Offices and Calls.				Daily See Page 5.	Tu. Th. Sa. See Page 5.		
L 9.05AM		L 2.05PM		YW	II 47	0.0	ARROW 3.6	62.7	32		As 8.25AM	A 11.59AM		
f 9.20		s 2.20			IK 3	3.6	MYRTLE BRIDGE 8.1	59.1	14		f 8.13	f 11.30		
f 9.45		s 2.45			IK 12	11.7	AGATHA 1.7	51.0	17		f 7.51	f 10.55		
s 9.55		s 2.53		W	IK 13	13.4	LN LENORE 6.9	D 49.3	15		s 7.46	s 10.40		
s 10.25		s 3.09			IK 20	20.3	PK PECK 5.0	D 42.4	49		s 7.28	s 10.10		
f 10.45		s 3.21			IK 25	25.3	AHSAHKA 3.7	37.4	38		f 7.15	f 9.50		
s 11.00		s 3.33		W X	IK 29	29.0	OF ORO FINO 8.3	D 33.7	25		s 7.02	s 9.30		
s 11.35		s 4.03			IK 37	37.3	GR GREER 7.0	D 25.4	26		s 6.30	s 9.00		
s 11.55AM		s 4.28			IK 44	44.3	PARDEE 1.4	18.4	Spur 8		s 6.09	s 8.35		
f 12.05PM		f 4.33			IK 46	45.7	TRAMWAY 5.8	17.0	23		f 6.04	f 8.30		
s 12.30		s 4.53			IK 52	51.5	KA KAMIAH 8.0	D 11.2	26		s 5.47	s 8.15		
s 1.10		s 5.15		W 2 1/2 ME	IK 59	59.5	KO KOOSKIA 3.2	D 3.2	32		s 5.28	s 7.45		
A 1.30PM		A 5.25PM		TCW	IK 63	62.7	ST STITES	D 0.0	46		L 5.20AM	L 7.30AM		
Mo., We., Fri.		Daily									Daily	Tue., Thur. Sat.		
4.25		3.15					Time over Subdivision.				3.05	4.29		
14.1		19.3					Average Speed per Hour.				20.3	14.0		

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

SPECIAL INSTRUCTIONS PAGES 1 and 10.

AUTHORIZED SURGEONS, IDAHO DIVISION

LOCATION OF STRETCHERS (S).

- DR. G. M. JENNINGS, Chief Surgeon, Paradise (S) (Station and Tool Car).
- DR. A. T. HAAS, Ass't. Surgeon, Paradise (S) (Station and Tool Car).
- DR. A. R. FOSS, Ass't. Surgeon, Central Div., Missoula.
- DR. E. S. COATES, Plains (S).
- DR. A. W. REW, Thompson Falls, (Station S).
- DR. O. F. PAGE, Sand Point (S).
- DR. W. A. ROTHWELL, Kendrick.
- DR. D. A. ANGUS, Rosalia.
- DR. PAUL WIESEL, Garfield.
- DR. E. T. HEIN, Palouse (S).
- DR. L. G. KIMZEY, Pullman (S).
- DR. W. A. BURG, Uniontown.
- DR. W. H. CARITHERS, Moscow (S).
- DR. O. C. CARSON, Lewiston (S).
- DR. S. A. ROE, (Eye, Ear, Nose and Throat) Lewiston (Examiner).
- DR. EARL W. HORSWELL, Oro Fino.
- DR. J. M. VERBERKMOES, Kooskia.
- DR. F. A. DECKER, Reardon.
- DR. C. S. BUMGARNER, Davenport.
- DR. C. M. YOUNT, Wilber (S).
- 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 SUBDIVISION.

- 1. **At Paradise**—House track in rear of passenger station will be used as siding for first class trains and passenger extras.
- 2. **Pinehurst and Trout Creek**—  
Extra trains will run via low line unless otherwise instructed by train order. 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 or train order 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.
- 3. **At Noxon**—Third class trains may tie up on westward siding.
- 4. **At Kootenai**—Side track extending between Kootenai and Kootenai Yard will be used as a single siding for Kootenai.
- 5. **At Kootenai Yard**—Freight trains will leave sufficient brakes set to prevent slack running out and fouling lead.
- 6. **Bridge Restrictions**—  
Speed will be restricted over bridge 26, Thompson River, as follows: Engines classes W, W-1, W-2 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 W, W-1, W-2 and W-4 not permitted. Engines classes Q-5, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3 and Z-4 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.
- 7. **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.
- 8. **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.
- 9. **Register Stations**—  
Paradise.  
Noxon for Nos. 861, 862, 863 and 864.  
Kootenai Yard for Nos. 863 and 864.
- 10. **Register Exceptions**—  
At Paradise enginemen are not required to check register but will be furnished a check of register on Form 602.
- 11. **Bulletin Stations**—  
Paradise.  
Kootenai Yard.
- 12. **Standard Time Clocks**—  
Paradise.  
Kootenai Yard.
- 13. **Watch Inspectors**—  
D. E. Brown, Sand Point.  
Al Steiner, Plains.
- 14. **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 SUBDIVISION.

(MAIN LINE)

- 1. **Card Train Order Form AB**—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.
- 2. **At Cheney** westward trains will take siding unless otherwise instructed. Freight trains going to eighth subdivision will report into clear on phone at wye.
- 3. **Telephones** connected to simplex circuit at Sand Point, Marshall and Cheney are located on home signal mast.
- 4. **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 class and inferior trains are delayed so that passenger trains will be delayed, Conductors must report 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.
- 5. **At Kootenai Yard**—Freight trains will leave sufficient brakes set to prevent slack running out and fouling lead.
- 6. **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.
- 7. **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 —oo—. 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 — oo. 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.
- 8. **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.
- 9. **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 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 W, W-1, W-2 and W-4 not permitted. Engines classes Q-5, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3 and Z-4 may be hauled dead without coal or water with four cars between engines, at five (5) miles per hour.
- 10. **Speed Restrictions**—  
At Granite Tunnel twenty (20) miles per hour. At Athol fifteen (15) miles per hour through corporate limits. At Rathdrum twenty (20) miles per hour over street crossings. 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.
- 11. **Maximum Grade**—Between Spokane and Cheney.
- 12. **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 at Marshall to let off passengers for Palouse and Lewiston branch. No. 4 will stop on flag at Hauser and Rathdrum 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 for Coast passengers and 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.
- 13. **Register Stations**—  
Kootenai Yard for Nos. 865 and 866. Yardley. Spokane. Cheney.
- 14. **Register Exceptions**—  
At Yardley, Enginemen of eastward freight trains will not register and will be furnished a register check Form 602. First class trains and extras cleared at Spokane will not register. At Spokane, Second and Third class trains and extras cleared at Yardley will not register.



SPECIAL INSTRUCTIONS.

THIRD SUBDIVISION.

(Fort Sherman Branch)

15. Clearance Exceptions—

At Yardley. Trains cleared at Spokane will not require clearance.  
At Spokane. Trains cleared at Yardley will not require clearance.  
At 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.  
T. J. Morris, Spokane.

19. 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.

20. 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

21. Spokane Crossovers—

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

- Switching Crew**—Will operate trains Nos. 887-888.
- 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.
- 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.
- 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.
- Special Stops, Connections, etc.**—Nos. 887 and 888 may carry passengers.
- Register Stations**—Hauser  
Coeur d'Alene
- Bulletin Station**—Coeur d'Alene
- Standard Time Clock**—Coeur d'Alene
- Derail Switches**—Post Falls Mill Spur ..... East End.  
Gibbs and Blackwell Spur..... East End.  
Blackwell..... East end passing track
- 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)

- At Pullman**—The time of first class trains applies at Telegraph office.
- 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, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3 and Z-4 not permitted.
- 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.  
At Pullman five (5) miles per hour over Kamiaken street.
- 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.
- Pusher District**—Between east switch Moscow and west switch Kendrick.
- 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.  
No. 314 will stop on flag at Fallon for milk and cream shipments.
- Register Stations**—Marshall  
Pullman  
Pullman Junction  
Arrow  
Joseph
- Register Exceptions**—Pullman Junction, trains Nos. 311, 312, 313, 314, 871, 872, 661 and 662 will not register.
- Clearance Exceptions**—At North Lapwai eastward trains will get check of Joseph register and clearance from Dispatcher at Spokane.
- 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.
Julietta.....	West End Passing Track.
Julietta.....	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)

- 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.
- Speed Restrictions**—All trains fifteen (15) miles per hour.
- Special Stops, Connections, Etc.**—Nos. 873 and 874 may carry passengers.
- Register Station**—Belmont

SIXTH SUBDIVISION.

(Genesee Branch)

- 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.
- Special Stops, Connections, Etc.**—Nos. 665 and 666 may carry passengers.
- Register Stations**—Pullman Junction  
Genesee
- Bulletin Stations**—Pullman  
Genesee



**SPECIAL INSTRUCTIONS.**

**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 Creston.
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.  
No. 315 will head in on wye at Cheney from second subdivision and back down to station.
4. **Register Stations**—  
Cheney  
Odair  
Coulee  
Adrian
5. **Bulletin Stations**—  
Cheney  
Adrian
6. **Standard Time Clocks**—  
Cheney
7. **Watch Inspector**—  
T. J. Morris, Spokane.
8. **Derail Switches**—  
Cheney.....(See second subdivision.)  
Four Lakes.....East End House Track.  
Reardon.....West End Mill Track.  
Almira.....East End High Line.  
Hansen.....West End Passing Track.  
Coulee.....West End Coal Dock Spur.  
Adco.....West End Passing Track.
9. **Commercial Spurs**—  

	Miles from	Car
Calol.....	Cheney	Capacity
Union Oil.....	40.6	8
Carr.....	88.0	7
Forrey.....	101.3	14
	122.1	8

**NINTH SUBDIVISION.  
(Seattle Branch)**

1. **Speed Restrictions**—  
Ten (10) miles per hour using care on sharp curves, look out for cars on main track.

2. **Register Station**—  
Davenport
3. **Derail Switches**—  
Eleanor.....Two hundred feet east of east switch.
4. **Commercial Spurs**—  

	Miles from	Car
Fry.....	Davenport	Capacity
Ditmar.....	8.8	4
Chick.....	12.9	5
	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 Engine-men 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. Q-6 fifty-five (55) 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

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	Car
Busby.....	Pullman Jct.	Capacity
	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, Chap-in Spur, 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  
Arrow
5. **Bulletin Station**—  
Stites
6. **Standard Time Clock**—  
Stites
7. **Derail Switches**—  
Lenore.....East End Warehouse Track.
8. **Commercial Spurs**—  

	Miles from	Car
Cherrylane.....	Arrow	Capacity
Magill.....	5.9	3
Dunlap.....	22.5	7
Penoyer.....	28.2	3
Newspur.....	33.3	2
	50.2	40

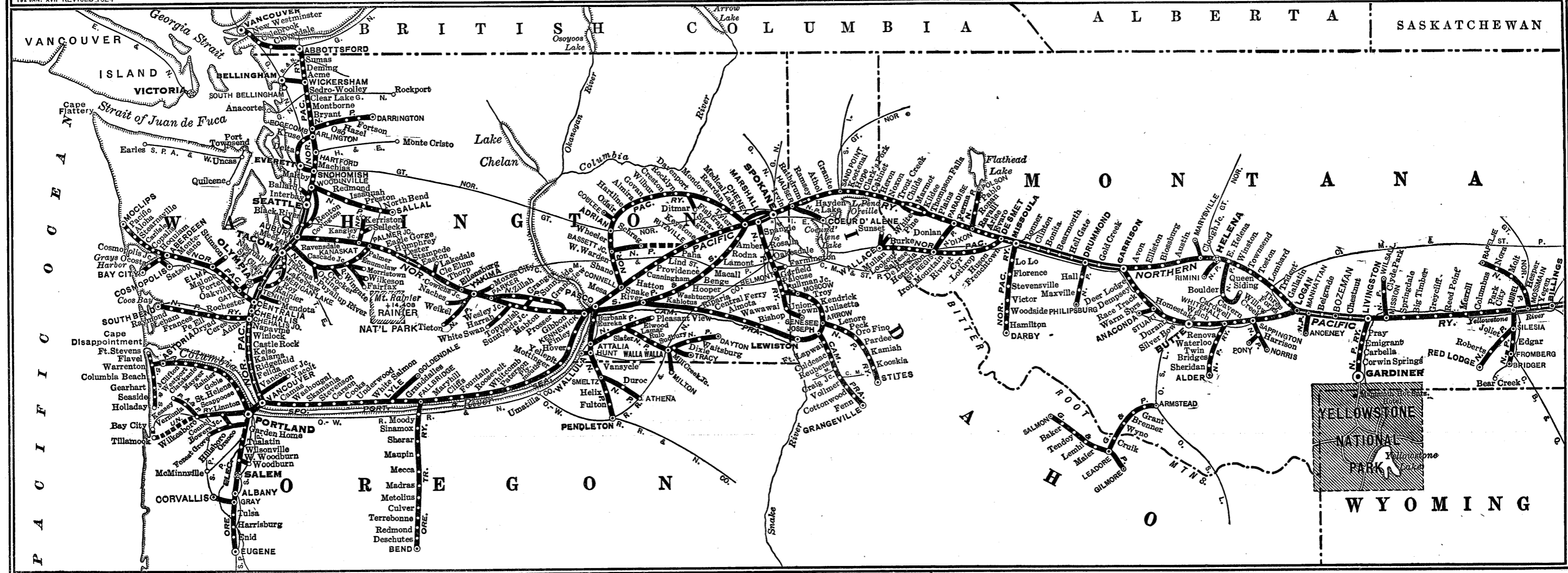
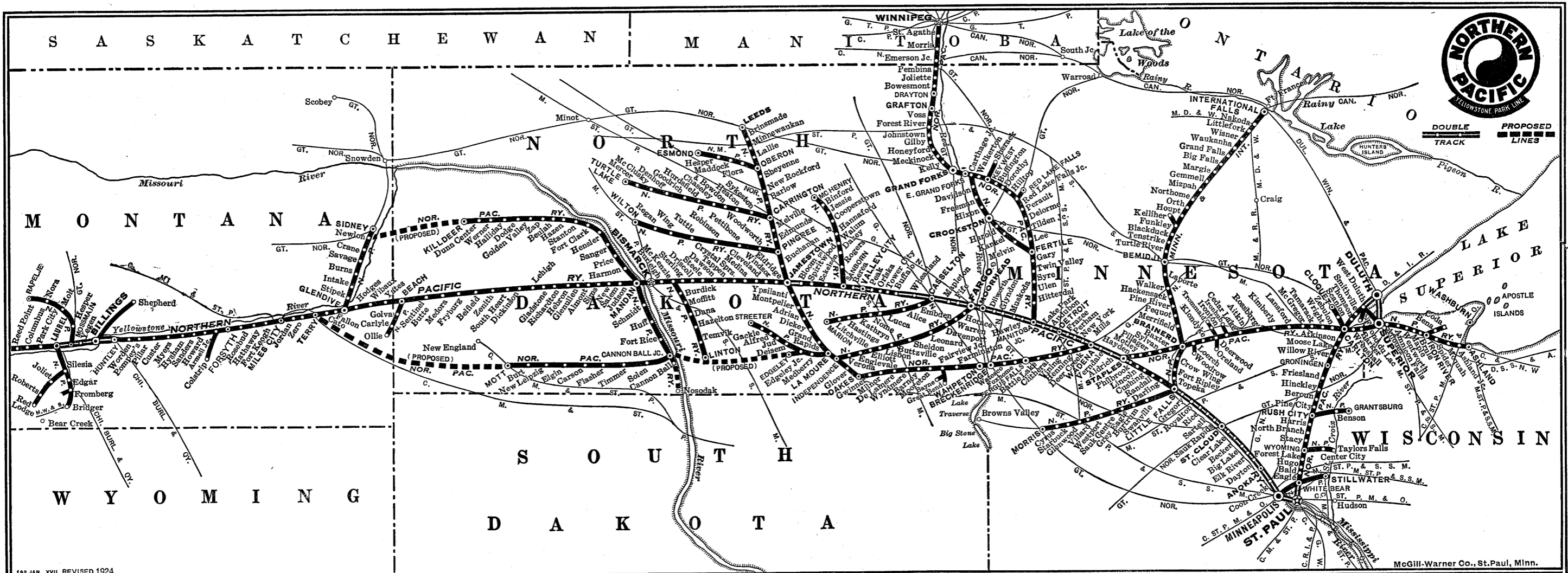
**CLEARANCE TABLE.**

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

**C. P. HUNT,**  
Trainmaster.

**B. W. WALKER,**  
Trainmaster.

**J. J. BLAIR,**  
Chief Dispatcher.



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