

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**IDAHO DIVISION**

# **TIME 52B TABLE**

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

**SUNDAY, JUNE 28, 1925.**

**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 Athol.....	0.5	3000	2400	2000	1800	1700	1400						
	Athol to Yardley.....	Down			TRAIN	LIMIT	NINET	Y-NINE	CARS					
First Eastward	Yardley to Athol.....	0.4	3800	3000	2300	2100	1900	1800						
	Athol to Kootenai Yard....	0.3	4000	3300	2400	2150	1950	1850						
	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	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						
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				FOR TY CARS								
	Kendrick to Lewiston.....	Down				SIX TY CARS								
Fourth Eastward	Lewiston to Arrow.....	0.5				1800	1700	1400	1200	1100	1000	900		
	Arrow to Kendrick.....	0.8				1100	1050	1000	900	875	725	690		
	Kendrick to Troy.....	2.4				385	360	355	195	170	155	130		
	Troy to Howell.....	2.2				415	395	390	225	200	190	150		
	Howell to Pullman.....	1.5				677	666	621	375	330	315	250		
	Pullman to Belmont.....	1.1				900	860	825	495	420	400	315		
	Belmont to Oakesdale.....	0.5				1800	1700	1400	1200	1100	1000	900		
	Oakesdale to Spangle.....	1.0				975	935	895	540	480	450	360		
	Spangle to Marshall.....	0.6				1600	1500	1300	1100	1000	900	800		
	Fifth Westward	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		
Sixth Eastward	Colton to Genesee.....	0.5				1800	1700	1400	1200	1100	1000	900		
	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				SIX TY CARS								
	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 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		21.3
2	50		21.2
3	..		20
3	9		19
3	20		18
3	31		17
3	45		16
4	..		15
5	..		12
6	..		10
7	30		8
10	..		6

**WESTWARD**

**EASTWARD**

THIRD CLASS				SECOND CLASS		FIRST CLASS				STATIONS				FIRST CLASS				SECOND CLASS		THIRD CLASS					
865	863	861		603		305	41	3	1	Time Table No. 52B June 28, 1925 Succeeding No. 52A				2	4	42	306		602		862	864	866		
Way Freight	Way Freight	Way Freight		Freight		Motor Car	Passenger	Passenger	Passenger	Water, Fuel, Scales, Furnishes, Wyes and Yard Limits.	Station Numbers.	Distance from Paradise	Telegraph Offices and Calls	Distance from Yardley.	Car Capacity of Sidings.	Passenger	Passenger	Passenger	Motor Car	Freight		Way Freight	Way Freight	Way Freight	
Tu., Thu. Sat.	Wed., Fri., Sun.	Tu., Thu., Sat.		Daily		Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily		Wed., Fri., Sun.	Tu., Thu., Sat.	Mo. Wed. and Fri.	
		L 7.00AM		L 7.30PM			L 1.15PM	L 1.03AM	L 12.30PM	WCOT X	1390	0.0	PD PARADISE 6.1	182.6	Yard	As 4.05AM	As 2.25PM	As 2.00PM		A 9.40PM		A 11.50AM			
		s 7.30		7.50			s 1.26	s 1.15	s 12.41	X	1396	6.1	HO PLAINS 7.0 Lap Siding DN	176.5	E-79 W-79	s 3.52	s 2.14	s 1.48		9.10		s 11.15			
		f 8.04		8.10			f 1.37	f 1.26	f 12.52		1404	13.1	KS WEEKSVILLE 7.5 Lap Siding P	169.5	E-69 W-78	3.41	2.02	f 1.37		8.45		s 10.30			
		s 8.35		8.30			f 1.50	f 1.36	f 1.04	W	1411	20.6	DY EDDY 2.5 Lap Siding DP	162.0	E-78 W-78	3.30	1.50	f 1.17		8.30		s 10.10			
		f 8.45		8.35			f 1.55	f 1.39	f 1.10		1413	23.1	FRIST 5.2	159.5	71	3.27	1.44	f 1.10		8.15		f 10.00			
		f 9.05		8.50			f 2.05	f 1.50	f 1.16		1417	28.3	WN WOODLIN 3.3	154.3	81	3.18	1.32	f 1.02		7.55		f 9.35			
		s 9.30		9.00			s 2.15	s 1.58	s 1.25	W X	1420	31.6	FN THOMPSON FALLS 5.2 Lap Siding DN	151.0	E-78 W-70	s 3.12	s 1.25	s 12.57		7.45		s 9.20			
		f 10.00		9.15			f 2.25	f 2.06	f 1.35		1426	36.8	BK PINEHURST 0.9 Marmot 1.4 Belknap DN	145.8		3.00	1.10	f 12.45		7.35		f 8.50			
		f 10.05		VIA LOW LINE			f 2.27	f 2.08	f 1.37		1427	37.7	BELKNAP 6.6	144.9	71	2.58	1.08	f 12.42							
		s 10.30		9.20			f 2.45	f 2.22	f 1.50	Y	1434	44.3	WP WHITE PINE 8.4 to Trout Creek P	138.3	70	2.50	12.57	f 12.30		VIA LOW LINE		VIA LOW LINE			
				9.30				VIA HIGH LINE	VIA HIGH LINE	W	1428	38.2	MARMOT 3.7	145.7	82	VIA HIGH LINE	VIA HIGH LINE	VIA HIGH LINE		7.30		f 8.35			
				9.40				VIA HIGH LINE	VIA HIGH LINE		1431	41.9	TALC 4.3	142.0	89					7.20		f 8.25			
				9.47				VIA HIGH LINE	VIA HIGH LINE		1436	46.2	CHILDS 2.9	137.7	77					7.10		f 8.05			
								VIA HIGH LINE	VIA HIGH LINE		1439	49.1	RICHARDS 4.9	134.8	78					7.03		f 7.50			
		f 11.30AM		10.00			f 3.05	2.35	2.05	WC X	1444	52.7	J TROUT CREEK 6.2	129.9	78	2.35	12.38	f 12.15		6.50		s 7.30			
		s 12.01PM		10.10			f 3.18	2.49	2.14		1449	58.9	TC TUSCOR 5.9	123.7	78	2.21	12.28	f 12.01PM		6.25		s 6.55			
		f 12.18		10.25			f 3.30	3.01	2.22		1455	64.8	FURLONG 4.0	117.8	79	2.11	12.18	f 11.49AM		6.10		f 6.20			
		L 7.00AM		10.35			s 3.40	f 3.05	2.28	W X	1458	68.8	NX NOXON 4.8 Lap Siding DN	113.8	E-79 W-79	2.05	12.11	s 11.42		6.00		L 6.00AM	A 11.55AM		
		f 7.15		10.45			f 3.49	3.12	2.35		1463	73.6	SMEAD 5.4	109.0	79	1.69	12.04PM	f 11.33		5.50			f 11.33		
		s 7.30		11.00			s 4.00	3.26	2.44		1468	79.0	HR HERON 6.2 Lap Siding DN	103.6	E-78 W-79	1.50	11.55AM	f 11.26		5.30		s 10.32			
		s 7.45		11.15			f 4.10	3.36	2.53	W	1474	85.2	BN CABINET 4.8	97.4	78	1.39	11.46	f 11.15		5.05		s 10.00			
		f 8.00		11.27			f 4.18	3.44	2.59		1478	90.0	OZOMA 2.6 Lap Siding P	92.6	E-77 W-56	1.32	11.39	f 11.04		4.50		f 9.15			
		s 8.15		11.35			s 4.22	s 3.49	3.03	W X	1482	92.6	CX CLARK'S FORK 5.2	90.0	E-78 W-86	1.28	11.35	s 11.00		4.45		s 9.00			
		f 8.30		11.47PM			f 4.32	3.58	3.09		1489	97.8	D DENTON 4.4	84.8	78	1.21	11.26	f 10.49		4.32		f 8.00			
		s 8.50		12.01AM			s 4.43	s 4.08	3.15		1492	102.2	H HOPE 7.2	80.4	E-79 W-92	1.16	11.20	s 10.42		4.15		s 7.30			
		f 9.15		12.25			f 4.57	4.22	3.24		1499	109.4	ODEN 5.2	73.2	79	1.05	11.09	f 10.30		4.00		f 6.30			
		f 9.40		12.45			s 5.07	s 4.32	3.31	X	1503	114.6	KN KOOTENAI 1.0	68.0	Yard	12.57	11.02	s 10.17		3.45		f 6.05			
		L 6.30AM		12.55			s 8.33	5.10	4.35	WCOT X	1504	115.6	KY KOOTENAI YARD 2.0	67.0	Yard	12.55	11.00	10.15	s 5.52	3.34		L 6.00AM	A 2.45PM		
		s 6.40		1.15			s 8.40	s 5.15	s 4.40	W X	1507	117.6	SA SAND POINT 3.4 G.N. and S. 1 Tract Conn. DN	65.0	E-60 W-67	s 12.50	s 10.53	s 10.07	s 5.48	2.40			s 2.30		
		f 6.50		1.30			f 8.47	5.25	4.51		1510	121.0	LIGNITE 4.0	61.6	80	12.38	10.41	9.55	f 5.40	2.25			f 2.10		
		s 7.00		1.45			f 9.02	5.32	4.57		1513	125.0	ALGOMA 6.5	57.6	78	12.34	10.36	9.50	f 5.32	2.10			s 1.40		
		s 7.40		2.10			s 9.19	5.45	5.08	W	1520	131.5	CO COCOLALLA 5.4 Lap Siding DN	51.1	E-78 W-78	12.24	10.26	f 9.40	s 5.12	1.45			s 12.55		
		f 8.05		2.30			s 9.32	5.55	5.16		1524	136.9	CAREYWOOD 2.3	45.7	79	12.17	10.17	f 9.32	f 4.54	1.25			f 12.15PM		
		s 8.30		2.40			s 9.40	6.00	5.20		1530	139.2	GE GRANITE 6.9 Lap Siding PD	43.4	E-78 W-78	12.14	10.14	f 9.28	s 4.47	1.13			s 11.59AM		
		s 9.15		3.15			s 10.01	6.17	5.35		1535	146.1	AX ATHOL 7.5 Lap Siding DN	36.5	E-78 W-78	12.02AM	10.01	f 9.15	s 4.32	12.35			s 11.30		
		f 9.44		3.45			s 10.16	6.29	5.46		1543	153.6	RS RAMSEY 5.5	29.0	87	11.50PM	9.49	9.00	f 4.14	12.05PM			f 11.00		
		s 10.29		4.15			s 10.29	s 6.39	s 5.56	W X	1549	159.	RD RATHDRUM 6.9 Lap Siding DN	23.5	78	11.40	9.40	s 8.49	s 4.02	11.40AM			s 10.29		
		s 11.15		4.50			s 10.40	6.50	f 6.07	WXY	1557	166.0	C.M. & St. P. 8.9 Tract Conn. AU	16.6	E-78 W-78	11.30	9.29	f 8.36	s 3.48	11.15			s 10.00		
		s 11.55AM		5.20			s 10.51	7.01	f 6.18		1561	171.9	HAUSER 5.9 Lap Siding PD	10.7	E-78 W-78	11.21	9.19	8.25	s 3.35	11.15			s 9.19		
		f 12.15PM		5.40			f 10.55	7.06	6.23		1564	174.8	OTIS ORCHARDS 2.9 Lap Siding P	7.8	78	11.17	9.15	8.20	f 3.27	10.40			s 8.40		
		s 12.40		6.00			s 11.01	7.11	6.28		1567	177.8	V VELOX 3.0	4.8	59	11.12	9.10	8.15	s 3.21	10.30			s 8.30		
		s 12.55		6.20			s 11.10	7.16	6.34	X	1571	181.6	IRVIN 3.8 Crossover TR	1.0	Yard	11.07	9.05	8.10	f 3.15	10.15			f 8.15		
		A 1.00PM		6.30AM			A 11.14AM	A 7.19PM	A 6.37AM	WCOT X	1572	182.6	PARKWATER 1.0 Crossover YD	0.0	Yard	L 11.02PM	L 9.01AM	L 8.06AM	L 3.11PM	L 10.10AM				L 8.10AM	
		Tu., Thu. Sat.		Daily			Daily	Daily	Daily				Time over Subdivision.			Daily	Daily	Daily	Daily	Daily		Wed., Fri., Sun.	Tu., Thu., Sat.	Mo., Wed. and Fri.	
		6.30		11.0			2.44	6.04	5.34				Average Speed per Hour.			5.03	5.24	5.54	2.44	11.30		5.50	5.55	6.35	
		10.3		16.7			24.5	30.0	32.8							36.1	33.8	30.9	24.5	15.9		12.0	7.9	10.1	

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN RAMSEY AND RATHDRUM AND BETWEEN VELOX AND YARDLEY. SPECIAL INSTRUCTIONS, PAGES 1-8 and 10.**







WESTWARD

THIRD CLASS			SECOND
865	863	861	
Way Freight	Way Freight	Way Freight	
Tu., Thu. Sat.	Wed., Fri., Sun.	Tu., Thu. Sat.	
		L 7.00AM	
		s 7.30	
		f 8.04	
		s 8.35	
		f 8.45	
		f 9.05	
		s 9.30	
		f 10.00	
		f 10.05	
		s 10.30	
		VIA HIGH LINE	
		f 11.30AM	
		s 12.01PM <sup>42</sup>	
		f 12.18 <sup>4</sup>	
		L 7.00AM	A 12.45PM
		f 7.15	
		s 7.30	
		s 7.45	
		f 8.00	
		s 8.15	
		f 8.30	
		s 8.50	
		f 9.15	
		f 9.40	
L 6.30AM	A 10.00AM <sup>42</sup>		
s 6.40			
f 6.50			
s 7.00			
s 7.40			
f 8.05			
s 8.30			
s 9.15 <sup>42</sup>			
f 9.44 <sup>4</sup>			
s 10.29 <sup>305</sup>			
s 11.15 <sup>802</sup>			
s 11.55AM			
f 12.15PM			
s 12.40			
s 12.55			
A 1.00PM			

Form 571

2-19-25 5M RP

Northern Pacific Railway Company

Bulletin No. 51.  
 IDAHO Division Spokane, Oct. 1, 1925.

On and after Sept. 29th Otis Orchards  
 open as a freight and ticket station,  
 Hours 8:00 A.M. to 5:00 P.M., daily  
 except Sunday.

W. C. Showalter,  
Superintendent.

EASTWARD

RST CLASS			SECOND CLASS	THIRD CLASS																	
42	306		602	862	864	866															
Passenger	Motor Car		Freight	Way Freight	Way Freight	Way Freight															
Daily	Daily		Daily	Wed., Fri., Sun.	Tu., Thu., Sat.	Mo. Wed. and Fri.															
A 2.00PM			A 9.40PM	A 11.50AM																	
s 1.48			9.10	s 11.15																	
f 1.37 <sup>41</sup>			8.45	s 10.30																	
f 1.17			8.30 <sup>603</sup>	s 10.10																	
f 1.10 <sup>1</sup>			8.15	f 10.00																	
f 1.02			7.55	f 9.35																	
s 12.57			7.45	s 9.20																	
f 12.45			7.35	f 8.50																	
f 12.42			VIA LOW LINE	VIA LOW LINE																	
f 12.30			7.30	f 8.35																	
VIA HIGH LINE			7.20	f 8.25																	
			7.10	f 8.05																	
			7.03	f 7.50																	
f 12.15			6.50	s 7.30																	
f 12.01PM <sup>861</sup>			6.25	s 6.55																	
f 11.49AM			6.10	f 6.20																	
s 11.42			6.00	L 6.00AM	A 11.55AM <sup>4</sup>																
f 11.33 <sup>864</sup>			5.50		f 11.33 <sup>42</sup>																
f 11.26			5.30		s 10.32																
f 11.15			5.05		s 10.00																
f 11.04			4.50		f 9.15																
s 11.00			4.45		s 9.00																
f 10.49			4.32 <sup>41</sup>		f 8.00																
s 10.42			4.15		s 7.30																
f 10.30			4.00		f 6.30																
s 10.17	A 5.55PM		3.45		f 6.05																
10.15 <sup>863</sup>	s 5.52		3.34 <sup>1</sup>	L 6.00AM	A 2.45PM																
s 10.07	s 5.48		2.40		s 2.30																
9.55	f 5.40		2.25		f 2.10																
9.50	f 5.32 <sup>41</sup>		2.10		s 1.40																
f 9.40	s 5.12		1.45		s 12.55																
f 9.32 <sup>305</sup>	f 4.54		1.25		f 12.15PM																
f 9.28	s 4.47		1.13		s 11.59AM																
f 9.15 <sup>865</sup>	s 4.32 <sup>1</sup>		12.35		s 11.30																
9.00	f 4.14		12.05PM		f 11.00																
s 8.49	s 4.02		11.40AM		s 10.29 <sup>305</sup>																
f 8.36	s 3.48		11.15 <sup>865</sup>		s 10.00																
8.25	s 3.35		10.51 <sup>305</sup>		s 9.19 <sup>4</sup>																
8.20	f 3.27		10.40		s 8.40																
8.15	s 3.21		10.30		s 8.30																
8.10	f 3.15		10.15		f 8.15																
A 6.30AM		A 11.14AM	A 7.19PM	A 6.37AM	A 5.22PM <sup>603</sup>	WCOT X	1572	182.6	VD	YARDLEY	DN Crossover	0.0	Yard	L 11.02PM	L 9.01AM	L 8.06AM <sup>866</sup>	L 3.11PM	L 10.10AM	L 8.10AM <sup>42</sup>		
Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Wed., Fri., Sun.	Tu., Thu., Sat.	Mo., Wed. and Fri.
11.0	2.44	6.04	5.34	4.52	5.03	5.24	5.54	2.44	11.30	5.50	5.55	6.35	10.1	15.9	12.0	7.9	10.1				
10.3	15.5	11.9	24.5	30.0	32.8	37.5	36.1	33.8	30.9	24.5											

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN RAMSEY AND RATHDRUM AND BETWEEN VELOX AND YARDLEY. AUTOMATIC BLOCK BETWEEN PARADISE AND YARDLEY. SPECIAL INSTRUCTIONS, PAGES 1-8 and 10.

WESTWARD

THIRD CLASS			SECOND	
865	863	861		
Way Freight	Way Freight	Way Freight		
Tu., Thu. Sat.	Wed., Fri., Sun.	Tu., Thu., Sat.		
		L 7.00AM		
		s 7.30		
		f 8.04		
		s 8.35		
		f 8.45		
		f 9.05		
		s 9.30		
		f 10.00		
		f 10.05		
		s 10.30		
		VIA HIGH LINE		
		f 11.30AM		
		s 12.01PM <sub>42</sub>		
		f 12.18		
		L 7.00AM		
		f 7.15		
		s 7.30		
		s 7.45		
		f 8.00		
		s 8.15		
		f 8.30		
		s 8.50		
		f 9.15		
		f 9.40		
		L 6.30AM		
		f 6.40		
		f 6.50		
		s 7.00		
		s 7.40		
		f 8.05		
		s 8.30		
		s 9.15 <sub>42</sub>		
		f 9.44 <sub>4</sub>		
		s 10.29 <sub>305</sub>		
		s 11.15 <sub>602</sub>		
		s 11.55AM		
		f 12.15PM		
		s 12.40		
		s 12.55		
		A 1.00PM		
		Tu., Thu. Sat.		
		Wed., Fri., Sun.		
		Tu., Thu., Sat.		
		6.30		
		15.5		
		3.00		
		5.45		
		11.9		

Form 571

4-16-25 5M RP

Northern Pacific Railway Company

Bulletin No.

46

Division

19

IDAHO

Spokane, Aug. 30, 25.

ALL CONCERNED:

During continuance of Timetable

52-B Cocolalla will be a flag stop for train No. 41 for Spokane Passengers.

W. C. Showalter.

EASTWARD

RST CLASS		SECOND CLASS		THIRD CLASS		
42	306	602		862	864	866
Passenger	Motor Car	Freight		Way Freight	Way Freight	Way Freight
Daily	Daily	Daily		Wed., Fri., Sun.	Tu., Thu., Sat.	Mo. Wed. and Fri.
A 2.00PM		A 9.40PM		A 11.50AM		
s 1.48		9.10		s 11.15		
f 1.37 <sub>41</sub>		8.45		s 10.30		
f 1.17		8.30 <sub>603</sub>		s 10.10		
f 1.10 <sub>1</sub>		8.15		f 10.00		
f 1.02		7.55		f 9.35		
s 12.57		7.45		s 9.20		
f 12.45		7.35		f 8.50		
f 12.42						
f 12.30		VIA LOW LINE		VIA LOW LINE		
		7.30		f 8.35		
		7.20		f 8.25		
		7.10		f 8.05		
		7.03		f 7.50		
		VIA HIGH LINE				
f 12.15		6.50		s 7.30		
f 12.01PM <sub>861</sub>		6.25		s 6.55		
f 11.49AM		6.10		f 6.20		
s 11.42		6.00		L 6.00AM	A 11.55AM <sub>4</sub>	
f 11.33 <sub>864</sub>		5.50			f 11.33 <sub>42</sub>	
f 11.26		5.30			s 10.32	
f 11.15		6.05			s 10.00	
f 11.04		4.50			f 9.15	
s 11.00		4.45			s 9.00	
f 10.49		4.32 <sub>41</sub>			f 8.00	
s 10.42		4.15			s 7.30	
f 10.30		4.00			f 6.30	
s 10.17	A 5.55PM	3.45			f 6.05	
10.15 <sub>863</sub>	s 5.52	3.34			L 6.00AM	A 2.45PM
s 10.07	s 5.48	2.40				s 2.30
9.55	f 5.40	2.25				f 2.10
9.50	f 5.32 <sub>41</sub>	2.10				s 1.40
f 9.40	s 5.12	1.45				s 12.55
f 9.32 <sub>305</sub>	f 4.54	1.25				f 12.15PM
f 9.28	s 4.47	1.13				s 11.59AM
f 9.15 <sub>865</sub>	s 4.32 <sub>1</sub>	12.35				s 11.30
9.00	f 4.14	12.05PM				f 11.00
s 8.49	s 4.02	11.40AM				s 10.29 <sub>305</sub>
f 8.36	s 3.48	11.15 <sub>865</sub>				s 10.00
8.25	s 3.35	10.51 <sub>305</sub>				s 9.19 <sub>4</sub>
8.20	f 3.27	10.40				s 8.40
8.15	s 3.21	10.30				s 8.30
8.10	f 3.15	10.15				f 8.15
		L 10.10AM				L 8.10AM <sub>42</sub>
		Daily				Wed., Fri., Sun.
		Daily				Tu., Thu., Sat.
		Daily				Mo., Wed. and Fri.
		11.30				5.50
		5.24				5.55
		5.54				7.9
		2.44				10.1
		36.1				
		33.8				
		30.9				
		24.5				
		15.9				
		12.0				
		7.9				
		10.1				

A 6.30AM	A 11.14AM	A 7.19PM	A 6.37AM	A 5.22PM	WCOT	1572	182.6	YD	YARDLEY	DN	0.0	Yard	L 11.02PM	L 9.01AM	L 8.06AM	L 3.11PM
Daily	Daily	Daily	Daily	Daily	X								Daily	Daily	Daily	Daily
11.0	2.44	6.04	5.34	4.52									5.03	5.24	5.54	2.44
16.7	24.5	30.0	32.8	37.5									36.1	33.8	30.9	24.5

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. AUTOMATIC BLOCK BETWEEN PARADISE AND YARDLEY.

DOUBLE TRACK BETWEEN RAMSEY AND RATHDRUM AND BETWEEN VELOX AND YARDLEY. SPECIAL INSTRUCTIONS, PAGES 1-8 and 10.



WESTWARD

EASTWARD

THIRD CLASS			SECOND		
865	863	861			
Way Freight	Way Freight	Way Freight			
Tu., Thu. Sat.	Wed., Fri., Sun.	Tu., Thu., Sat.			
		L 7.00AM			
		s 7.30			
		f 8.04			
		s 8.35			
		f 8.45			
		f 9.05			
		s 9.30			
		f 10.00			
		f 10.05			
		s 10.30			
		VIA HIGH LINE			
		f 11.30AM			
		s 12.01PM <sub>42</sub>			
		f 12.18 <sub>4</sub>			
		L 7.00AM			
		f 7.15			
		s 7.30			
		s 7.45			
		f 8.00			
		s 8.15			
		f 8.30			
		s 8.50			
		f 9.15			
		f 9.40			
		L 6.30AM			
		f 6.40			
		f 6.50			
		s 7.00			
		s 7.40			
		f 8.05			
		s 8.30			
		s 9.15 <sub>42</sub>			
		f 9.44 <sub>4</sub>			
		s 10.29 <sub>305</sub>			
		s 11.15 <sub>602</sub>			
		s 11.55AM			
		f 12.15PM			
		s 12.40			
		s 12.55			
		A 1.00PM			
		Tu., Thu. Sat.			
		6.30			
		10.3			

Form 571

2-19-25 5M RP

Northern Pacific Railway Company

Bulletin No. \_\_\_\_\_

Division \_\_\_\_\_ 19 \_\_\_\_\_

28.

IDAHO

Spokane, June 15th,

25.

During the life of Timetable 52-A Noxon

will be a flag stop for train No. 3.

W. C. Showalter, Superintendent.

FIRST CLASS		SECOND CLASS		THIRD CLASS		
42	306	602		862	864	866
Passenger	Motor Car	Freight		Way Freight	Way Freight	Way Freight
Daily	Daily	Daily		Wed., Fri., Sun.	Tu., Thu., Sat.	Mo. Wed. and Fri.
A 2.00PM		A 9.40PM		A 11.50AM		
s 1.48		9.10		s 11.15		
f 1.37 <sub>41</sub>		8.45		s 10.30		
f 1.17		8.30 <sub>603</sub>		s 10.10		
f 1.10 <sub>1</sub>		8.15		f 10.00		
f 1.02		7.55		f 9.35		
s 12.57		7.45		s 9.20		
f 12.45		7.35		f 8.50		
f 12.42		VIA LOW LINE		VIA LOW LINE		
f 12.30		7.30		f 8.35		
VIA HIGH LINE		7.20		f 8.25		
		7.10		f 8.05		
		7.03		f 7.50		
f 12.15		6.50		s 7.30		
f 12.01PM <sub>861</sub>		6.25		s 6.55		
f 11.49AM		6.10		f 6.20		
s 11.42		6.00		L 6.00AM		
f 11.33 <sub>864</sub>		5.50		f 11.33 <sub>42</sub>		
f 11.26		5.30		s 10.32		
f 11.15		5.05		s 10.00		
f 11.04		4.50		f 9.15		
s 11.00		4.45		s 9.00		
f 10.49		4.32 <sub>41</sub>		f 8.00		
s 10.42		4.15		s 7.30		
f 10.30		4.00		f 6.30		
s 10.17	A 5.55PM	3.45		f 6.05		
10.15 <sub>865</sub>	s 5.52	3.34 <sub>1</sub>		L 6.00AM		
s 10.07	s 5.48	2.40		A 2.45PM		
9.55	f 5.40	2.25		s 2.30		
9.50	f 5.32 <sub>41</sub>	2.10		f 2.10		
f 9.40	s 5.12	1.45		s 1.40		
f 9.32 <sub>805</sub>	f 4.54	1.25		s 12.55		
f 9.28	s 4.47	1.13		f 12.15PM		
f 9.15 <sub>865</sub>	s 4.32 <sub>1</sub>	12.35		s 11.59AM		
9.00	f 4.14	12.05PM		s 11.30		
s 8.49	s 4.02	11.40AM		f 11.00		
f 8.36	s 3.48	11.15 <sub>865</sub>		s 10.29 <sub>305</sub>		
8.25	s 3.35	10.51 <sub>305</sub>		s 10.00		
8.20	f 3.27	10.40		s 9.19 <sub>4</sub>		
8.15	s 3.21	10.30		s 8.40		
8.10	f 3.15	10.15		s 8.30		
				f 8.15		
				L 8.10AM <sub>42</sub>		
				Wed., Fri., Sun.		
				Tu., Thu., Sat.		
				Mo., Wed. and Fri.		
				11.80		
				5.50		
				5.55		
				12.0		
				7.9		
				6.35		
				10.1		

6.20 <sub>3</sub>		s 11.10	7.16	6.34 <sub>603</sub>	5.18	X	1571	181.6	PARKWATER 1.0 Crossover	1.0	Yard	11.07	9.05
A 6.30AM		A 11.14AM	A 7.19PM	A 6.37AM	A 5.22PM <sub>603</sub>	WCOT X	1572	182.6	YARDLEY DN Crossover	0.0	Yard	L 11.02PM	L 9.01AM
Daily		Daily	Daily	Daily	Daily							Daily	Daily
11.0		2.44	6.04	5.34	4.52				Time over Subdivision.			5.03	5.24
16.7		24.5	30.0	32.8	37.5				Average Speed per Hour.			36.1	33.8
												5.54	2.44
												15.9	24.5

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN RAMSEY AND RATHDRUM AND BETWEEN VELOX AND YARDLEY. AUTOMATIC BLOCK BETWEEN PARADISE AND YARDLEY. SPECIAL INSTRUCTIONS, PAGES 1-8 and 10.

WESTWARD

SECOND SUBDIVISION.  
(MAIN LINE.)

THIRD CLASS				SECOND CLASS			Water, Fuel, Stables, Turkeys, Wye and Yard Limits.	Station Numbers.	Distance from Yardley.	Time Table No. 52B June 28, 1925 Succeeding No. 52A.			Distance from Cheney.	Car Capacity of Sidings.	FIRST CLASS							
895				661 603		STATIONS				1	3	41			305	311	313	315	319	333		
Way Freight				Freight	Freight	Telegraph Offices and Calls				Passenger	Passenger	Passenger			Motor Car	Passenger	Passenger	Passenger	S. P. & S. 3 Passenger	Passenger		
Mon. Wed. and Fri.				Ex. Sat.	Daily					Daily	Daily	Daily			Daily	Daily	Daily	Ex. Sun.	Daily	Daily		
				L 7.30AM	L 8.15PM	L 5.30PM	WCOT X	1572	0.0	YD YARDLEY DN 1.7 Crossover	19.8	Yard	L 5.22PM 603	L 6.37AM	L 7.19PM	L 11.14AM						
									1.7	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 8.50	s 6.05	WOT X	1576	3.5	SF SPOKANE DN 3.2 Crossover G. N. and S. & E. Track Cons.	16.3	Yard	s 5.35 6.00	s 6.55 7.20 315	s 7.35 8.00	A 11.25AM	L 8.40AM	L 4.00PM	L 7.10AM 3	L 8.40PM	L 3.00PM	
								1579	6.7	HANGMAN 5.8 Crossover	13.1											
				s 8.25 4	A 9.25PM	6.50	WY X	1585	12.5	MR MARSHALL DN 7.3 S. P. & S. Interlocked Track. Con.	7.3	E-33 W-82	6.22 314-316	7.36 42	8.17		A s 8.57AM	A s 4.18PM	s 7.28 42	A s 9.01PM	s 3.17	
					See Page 5.												See Page 5.	See Page 5.				

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

				A s 8.55AM				A 7.30PM	WCY X	1592	19.8	CY CHENEY DN 0.0 70	A 6.40PM	A s 7.55AM 4-315	A s 8.35PM				A s 7.45AM 3-4 See Page 6.			A s 3.35PM
				Mon. Wed. and Fri.				Ex. Sat.	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	
				1.25				1.10	2.00				.53	.53	.51	.11	.17	.18	.35	.21	.35	
				13.9				10.7	9.9				22.4	22.4	23.2	19.0	31.7	30.0	27.9	25.7	27.9	
				Time over Subdivision.																		
				Average Speed per Hour.																		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
DOUBLE TRACK BETWEEN YARDLEY AND MARSHALL.  
AUTOMATIC BLOCK BETWEEN YARDLEY AND O. W. R. & N. CROSSING AND BETWEEN SEVENTH AVENUE, SPOKANE AND CHENEY.  
SPECIAL INSTRUCTIONS PAGES 1, 8, 9 and 10.

SECOND SUBDIVISION.  
(MAIN LINE)

EASTWARD.

FIRST CLASS										Water, Fuel, Seales, Turbibles, Wyes and Yard Limits.	Station Numbers.	Distance from Yardley.	Time Table No. 52B June 28, 1925 Succeeding No. 52A.			Distance from Cheney.	Car Capacity of Sidings.	SECOND CLASS			THIRD CLASS					
334	320	316	314	312	306	42	4	2	602				604	662	896											
Passenger	S.P. & S. 4 Passenger	Passenger	Passenger	Passenger	Motor Car	Passenger	Passenger	Passenger	Freight				Freight	Freight	Way Freight											
Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Ex. Sun.	Ex. Mon.	Tu. Thu. Sat.											
					A 3.11 PM	A 8.06 AM 866	A 9.01 AM	A 11.02 PM	WC OXT	1572	0.0	YD YARDLEY 1.7 Crossover	19.8	Yard	A 7.45 AM	A 6.00 AM	A 5.40 AM	A 1.05 PM								
											1.7	O. W. R. & N. CROSSING 1.8 Interlocked O.W.R.&N. and C.M. & St.P. Track Cons.	18.1													
	A 3.15 PM	A 8.55 PM	A 6.45 PM	A 6.30 PM	A 2.15 PM	L 3.00 PM	s 7.55 7.40	s 8.50 8.30	W OT X	1576	3.5	SF SPOKANE 3.2 Crossover G. N. and S. & E. Track Cons.	16.3	Yard	7.25	5.40	5.30	12.50								
										1579	6.7	HANGMAN 5.8 Crossover	13.1	No Sdg.												
	f 2.57	L 8.35 PM	s 6.20 1-314	L 6.12 PM 1-316	L 1.58 PM		7.20 3-315	8.13 895	WY X	1585	12.5	MR MARSHALL 7.3 Interlocked S. P. & S. Track Con.	7.3	E-33 W-32	L 6.45 AM	5.15	L 5.05 AM	12.35								

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

	L 2.45 PM		L 6.05 PM See Page 6.				L 7.05 AM	L 7.55 AM 3-315	L 10.00 PM	WCY X	1592	19.8	CY CHENEY	DN	0.0	70		L 4.55 AM		L 12.15 PM						
	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily									Daily	Ex. Sun.	Ex. Mon.	Tu. Thu., Sat.					
	.30	.20	.40	.18	.17	.11	.46	.46	.42									1.00	1.05	.35	.50					
	32.6	27.0	24.4	30.0	31.7	19.0	25.8	25.8	28.2									12.5	18.2	21.4	23.7					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
DOUBLE TRACK BETWEEN YARDLEY AND MARSHALL.  
AUTOMATIC BLOCK BETWEEN YARDLEY AND O. W. R. & N. CROSSING AND BETWEEN SEVENTH AVENUE SPOKANE AND CHENEY.  
SPECIAL INSTRUCTIONS PAGES 1, 8, 9 and 10.

WESTWARD

THIRD SUBDIVISION.  
(FORT SHERMAN BRANCH)

EASTWARD

THIRD CLASS			Water, Fuel, Seales, Turbibles, Wyes and Yard Limits.	Station Numbers.	Distance from Coeur d'Alene.	Time Table No. 52B June 28, 1925. Succeeding No. 52A.			Distance from Hauser.	Car Capacity of Sidings.	THIRD CLASS		
	887					888							
	Mixed					Mixed							
	Ex. Sun.					Ex. Sun.							
	L 6.15 AM	WY X	IA 14	0.0	CA COEUR D'ALENE S. & I. R. 2.6 Track Con.	13.4	16	A 9.15 AM					
	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 7.15 AM	YWC	1557	13.4	AU HAUSER DN	0.0	170	L 7.45 AM					
	Ex. Sun.							Ex. Sun.					
	1.00							1.30					
	13.5							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.

WESTWARD

EASTWARD

(PALOUSE AND LEWISTON BRANCH)

THIRD CLASS						SECOND CLASS		FIRST CLASS			FIRST CLASS				SECOND CLASS		THIRD CLASS	
885	871	665	661			323	313	311			312	314	324	662	666	872	886	
Way Freight	Way Freight	Mixed	Freight			Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Freight	Mixed	Way Freight	Way Freight	
Tues., Thurs., Sat.	Tues., Thurs., Sat.	Ex. Sun.	Ex. Sat. See Page 3.			Daily	Daily See Page 3.	Daily See Page 3.			Daily See Page 4.	Daily See Page 4.	Daily	Ex. Sun. See Page 4.	Ex. Sun.	Mon., Wed., Fri.	Mon., Wed., Fri.	
			L 9.25PM				L 4.18PM	L 8.57AM	WY X	1585	0.0	MR MARSHALL 5.2	DN 136.8	As 1.58PM	As 6.12PM		As 5.00AM	
			9.45			f 4.30	f 9.09		ID 5	5.2	DYNAMITE 6.1	D 131.6	f 1.44	f 6.00				
			10.10			s 4.43	s 9.22		ID11	11.3	SG SPANGLE 8.6	D 125.5	s 1.31	s 5.48				
			10.35			s 4.59	s 9.41		ID 20	19.8	MA PLAZA 3.6	D 117.0	s 1.11	s 5.31				
			10.45				5.07	f 9.49	ID 23	23.4	NORTH PINE 3.3	D 113.4	f 1.02	5.23				
			11.00			s 5.15	s 9.56		ID 27	26.7	RO ROSALIA 2.1	D 110.1	s 12.54	s 5.15				
			11.05			314	5.19	f 10.01	ID 30	28.8	I. E. DONAHUE 3.1	D 108.0	f 12.49	5.08				
			11.15				5.26	f 10.08	ID 32	31.9	MCCOY 5.7	D 104.9	f 12.41	5.02				
			11.30				5.38	s 10.21	ID 38	37.6	OD OAKESDALE 0.6	D 99.2	s 12.27	s 4.51				
										38.2	O.-W.R.&N. and I.E. Crossings 4.7							
			11.50PM			s 5.50	s 10.33		ID 43	42.9	BM BELMONT 4.3	D 93.9	s 12.15	s 4.39				
			12.01AM				6.04	f 10.42	ID 47	47.2	EDEN 2.2	D 89.6	f 12.06	4.29				
			12.10				6.10	s 10.47	ID 50	49.4	GF GARFIELD 0.3	D 87.4	s 12.01PM	s 4.24				
										49.7	O.-W.R.&N. and I.E. Crossings 3.3	D 87.1						
							6.17	f 10.55	ID 53	53.0	CEDAR CREEK 6.0	D 83.8	f 11.51AM	4.14				
			12.45			s 6.34	s 11.08		ID 59	59.0	PC PALOUSE 6.6	D 77.8	s 11.36	s 4.02				
							6.48	f 11.22	ID 66	65.6	W. I. & M. FALLON 4.8	D 71.2	f 11.22	f 3.48				
			1.10				6.59	f 11.33	ID 71	70.4	WHELAN 5.2	D 66.4	f 11.07	f 3.38				
			1.30				7.10	s 11.45AM	ID 76	75.6	PN PULLMAN 0.6	DN 61.2	s 10.55	f 3.27				
			L 7.30AM	L 12.10PM	2.00		f 7.25	f 11.01PM	WC X				f 10.40	s 3.15				
				311						76.2	O.-W. R. & N. CROSSING 0.3	D 60.6						
			f 7.35	A 12.20PM	2.05		7.30	12.04	ID 77	77.0	PULLMAN JUNCTION 3.7	P 59.8	10.36	3.10				
			f 7.55	See Page 7.	2.15		f 7.39	f 12.13	ID 80.7	80.7	SUNSHINE 5.2	D 56.1	f 10.28	f 3.03				
			s 9.00		2.30		s 7.52	s 12.25	WTC X	85.9	MO MOSCOW 6.4	PD 50.9	s 10.15	s 2.51				
							f 8.06	f 12.40		85.9	O.-W.R.&N and I.E. Track Cons.							
			f 9.56		2.50		f 8.17	f 12.50	ID 15	92.3	JOEL 4.1	D 44.5	f 9.56	f 2.35				
			f 10.25		3.05		f 8.25	s 12.57	ID 20	96.4	HOWELL 3.0	P 40.4	f 9.44	2.25				
			s 10.40		3.15		f 8.42	1.12	ID 22	99.4	VM TROY 6.1	PD 37.4	s 9.36	s 2.17				
			f 11.15		3.45		s 8.58	s 1.25	ID 28	105.5	BOVARD 5.4	P 31.3	9.18	f 1.59				
			s 11.45AM		4.15		s 9.08	s 1.35	ID 34	110.9	KR KENDRICK 4.0	PD 25.9	s 9.02	s 1.45				
			See Page 7.	s 12.05PM	4.30				ID 38	114.9	JA JULIAETTA 8.4	D 21.9	s 8.52	s 1.35				
			L 12.01PM	f 1.11	5.00		L 8.35AM	f 9.28	ID 47	123.3	ARROW 3.2	P 13.5	s 8.32	f 1.11				
			A 12.10PM	A 1.25PM	A 5.10AM		A 8.45AM	A 9.38PM	ID 49	126.5	JOSEPH 10.3	P 10.3	L 8.22AM	L 1.04PM				
				324			f 8.86	f 2.10PM	YX				f 8.71	f 1.40PM				

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

A 12.39PM	A 2.10PM		A 5.45AM		A 9.15AM	A 10.00PM	A 2.35PM	WTC X	136.8	O.-W. R. & N.	Track Con.	0.0	Yard	L 8.00AM	L 12.40PM	L 1.15PM		L 7.30PM	L 7.15AM	L 8.05AM	
Tues., Thurs., Sat.	Tues., Thurs., Sat.	Ex. Sun.	Ex. Sat.		Daily	Daily	Daily							Daily	Daily	Daily		Ex. Sun.	Ex. Sun.	Mon., Wed., Fri.	Mon., Wed., Fri.
.38	6.40	.10	8.20		.40	5.27	5.23							5.43	5.20	.35		9.30	.20	6.30	1.00
21.3	9.1	8.4	16.4		19.9	25.1	25.4							24.0	25.6	23.1		14.4	4.2	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

EIGHTH SUB-DIVISION (WASHINGTON CENTRAL BRANCH)

EASTWARD

WESTWARD

NINTH SUBDIVISION (SEATTLE BRANCH)

EASTWARD

THIRD CLASS			FIRST CLASS			Time Table No. 52B June 28, 1925. Succeeding No. 52A		FIRST CLASS			THIRD CLASS			THIRD CLASS			Time Table No. 52B June 28, 1925. Succeeding No. 52A		THIRD CLASS			
Mixed	Mixed	Way Freight			315	See Page 3. Passenger	STATIONS	See Page 4. Passenger						883			883					884
Tu., Thu., Sat.	We., Fri., Sun.	Tu., Thu., Sat.	Ex. Sun.	Water, Fuel, Scales, Turntables, Wyes and Yard Limits	Station Numbers	Distance from Cheney	Telegraph Offices and Calls.	Distance from Adrian	Car Capacity of Sidings	Ex. Sun.	Way Freight	Mixed	Mixed	Fri. Only	Water, Fuel, Scales, Turntables, Wyes and Yard Limits	Station Numbers	Distance from Davenport	Telegraph Offices and Calls.	Distance from Eleanor	Car Capacity of Sidings	Fri. Only	
L 8.20AM 315		L 8.20AM 315	L 8.05AM 877	WCY X	1592	0.0	CY CHENEY 6.0 DN	127.0	Yard	As 5.45PM	A 2.15PM			L 12.05PM	WY X	IF 41	0.0	DAVENPORT 4.2	17.8	30	A 3.30PM	
		f 8.35	f 8.20	IF 6	6.0		FOUR LAKES 4.4	121.0	19	f 5.30	f 12.55			12.40	IE 5	4.2	WHEATDALE 2.7	13.6	8	3.05		
		s 8.45	s 8.30	IF 10	10.4	MK	MEDICAL LAKE 5.1 D	116.6	28	s 5.20	s 12.40			1.00	IE 7	6.9	OMANS 4.2	10.9	24	2.50		
		f 9.00	f 8.40	W IF 16	15.5		DEEP CREEK 5.4	111.5	34	f 5.07	f 12.25			1.25	IE 12	11.1	GRAVELLES 6.7	6.7	8	2.30		
		f 9.15	f 8.55	IF 21	20.9		HITE 5.6	106.1	14	f 4.55	f 12.10PM			A 1.50PM 884	IE 18	17.8	ELEANOR	0.0	12	L 2.00PM 883		
		s 9.28	s 9.10	W IF 26	26.5	RH	REARDAN 7.4 D	100.5	41	s 4.44	s 11.55AM			Fri. Only							Fri. Only	
		f 9.40	s 9.26	IF 34	33.9		MONDOVI 7.5	93.1	29	s 4.28	f 11.30			1.45			Time over Subdivision.				1.30	
		s 10.05	s 9.44	WY X IF 41	41.4	DA	DAVENPORT 6.4 D	85.6	26	s 4.13	s 11.05			10.2			Average Speed per Hour.				12.0	
		f 10.30	s 10.00	IF 47	47.8		ROCKLYN 8.6	79.2	27	s 3.54	f 10.45			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.								
		f 10.55	s 10.20 878	W IF 56	56.4		TELFORD 7.8	70.6	Spur 12	s 3.36	f 10.20 315			SPECIAL INSTRUCTIONS PAGES 1 and 10.								
		s 11.15	s 10.39	IF 64	64.2	CR	CRESTON 10.0 D	62.8	28	s 3.19	s 9.55			WESTWARD			FIFTH SUBDIVISION (FARMINGTON BRANCH)			EASTWARD		
		s 11.50AM	s 11.03	W IF 74	74.2	WR	WILBUR 6.6 D	52.8	38	s 2.57	s 9.25			THIRD CLASS			Time Table No. 52B June 28, 1925. Succeeding No. 52A			THIRD CLASS		
		s 12.20PM	s 11.20	IF 81	80.8		GOVAN 6.7	46.2	28	s 2.39	s 9.05			Water, Fuel, Scales, Turntables, Wyes and Yard Limits			Distance from Belmont			Distance from Farmington		
		s 12.45	s 11.35	W IF 87	87.5	A	ALMIRA 3.6 D	39.5	33	s 2.25	s 8.45			Station Numbers			BM BELMONT 2.8 D			5.7		
		f 1.05	f 11.44	IF 90	91.1		HANSON 5.5	35.9	12	f 2.13	f 8.30			Distance from Cheney			HAYFIELD 1.7			2.9		
		s 2.01 316	s 11.57AM	IF 97	96.6	RN	HARTLINE 9.3 D	30.4	27	s 2.01 877	s 8.15			Distance from Davenport			O. W. R. & N. CROSSING 1.2			1.2		
L 2.00PM		f 2.30	12.20PM	Y X IF 106	105.9		ODAIR 2.7	21.1	61	1.40	f 7.50	A 7.20AM		Distance from Eleanor			FA FARMINGTON D			0.0		
A 2.10PM		A 2.45PM	A 12.30PM	WCT X IF 108	108.6	C	COULEE 2.7 D	23.8	26	L 1.30PM	L 7.40AM	L 7.10AM		Car Capacity of Sidings			Time over Subdivision.			25		
		L 7.20AM		Y X IF 106	105.9		ODAIR 11.0	21.1	61					Average Speed per Hour.			A 2.00PM					
		f 8.00		IF 117	116.9		BACON 7.8	10.1	16					EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.								
					124.7		ADCO 2.3	2.3	26					SPECIAL INSTRUCTIONS PAGES 1, 9 and 10.								
		A 8.40AM		T IF 127	127.0	ND G. N.	ADRIAN Track Connection DN	0.0	Yard													
Tu., Thu., Sat.	We., Fri., Sun.	Tu., Thu., Sat.	Ex. Sun.							Ex. Sun.	We., Fri., Sun.	We., Fri., Sun.	Tu., Thu., Sat.									
.10	1.20	6.25	4.25							4.15	6.35	.10	1.20									
15.6	15.7	16.9	24.5							25.5	16.4	15.6	15.7									

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

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 1, 9 and 10.

# Northern Pacific Railway Company

Office of Superintendent.....Division

I D A H O .....19

No. .... Spokane, Wash. Oct. 21st, 25

All Concerned:

Effective.....during the

continuance of Time Table No. .... Oct. 22nd, 1925

52-B,

North Pine will be a flag stop

for trains 313 and 314.

W. O. Showalter,

.....  
Superintendent.

## WESTWARD

THIRD CLASS			FIRST CLASS		Water, Fuel, Scales, Turntables, Wyes and Yard Limits
881	879	877		315	
Mixed	Mixed	Way Freight		See Page 3 Passenger	
Tu., Thu., Sat.	We., Fri., Sun.	Tu., Thu., Sat.		Ex. Sun.	
		L 8.20AM 315		L 8.05AM 877	WCY X
		f 8.35		f 8.20	
		s 8.45		s 8.30	
		f 9.00		f 8.40	W
		f 9.15		f 8.55	
		s 9.28		s 9.10	W
		f 9.40		s 9.26	
		s 10.05		s 9.44	WY X
		f 10.30		s 10.00	
		f 10.55		s 10.20 878	W
		s 11.15		s 10.39	
		s 11.50AM		s 11.03	W
		s 12.20PM		s 11.20	
		s 12.45		s 11.35	W
		f 1.05		f 11.44	
		s 2.01 318		s 11.57AM	
L 2.00PM		f 2.30		12.20PM	Y X
A 2.10PM		A 2.45PM		A 12.30PM	WCT X
		L 7.20AM			Y X
		f 8.00			
		A 8.40AM			T
Tu., Thu., Sat.	We., Fri., Sun.	Tu., Thu., Sat.		Ex. Sun.	
.10	1.20	6.25		4.25	
15.6	15.7	16.9		24.5	

EASTWARD TRAINS ARE SUP

IDAHO DIVISION

## WEST SUBDIVISION (SEATTLE BRANCH)

## EASTWARD

Time Table No. 52B June 28, 1925. Succeeding No. 52A		Distance from Eleanor	Car Capacity of Sidings	THIRD CLASS	
STATIONS				Way Freight	
Telegraph Offices and Calls.				Fri. Only	
DAVENPORT	4.2	17.8	30	A 3.30PM	
WHEATDALE	2.7	13.6	8	3.05	
OMANS	4.2	10.9	24	2.50	
GRAVELLES	6.7	6.7	8	2.30	
ELEANOR	0.0	0.0	12	L 2.00PM 883	
				Fri. Only	
Time over Subdivision.				1.30	
Average Speed per Hour.				12.0	

UPERIOR TO TRAINS OF THE SAME CLASS IN  
N EXCEPT No. 883 IS SUPERIOR TO No. 884  
VENPORT TO ELEANOR.

IONS PAGES 1 and 10.

## WEST SUBDIVISION (ARMINGTON BRANCH)

## EASTWARD

Time Table No. 52B June 28, 1925. Succeeding No. 52A		Distance from Farmington	Car Capacity of Sidings	THIRD CLASS	
STATIONS					
Telegraph Offices and Calls.					
BM BELMONT	2.8	5.7	45		
HAYFIELD	1.7	2.9			
O. W. R. & N. CROSSING	1.2	1.2			
FA FARMINGTON	D	0.0	25		
Time over Subdivision.					
Average Speed per Hour.					

UPERIOR TO TRAINS OF THE SAME CLASS IN  
IE OPPOSITE DIRECTION.

ISTRUCTIONS PAGES 1, 9 and 10.

# Northern Pacific Railway Company

Office of Superintendent..... Division  
 810 IDAHO

IDAHO DIVISION

WESTWARD				
THIRD CLASS			FIRST CLASS	
881	879	877		315
Mixed	Mixed	Way Freight		See Page 3. Passenger
Tu., Thu., Sat.	We., Fri., Sun.	Tu., Thu., Sat.		Ex. Sun.
		L 8.20AM 315		L 8.05AM 877
		f 8.35		f 8.20
		s 8.45		s 8.30
		f 9.00		f 8.40 W
		f 9.15		f 8.55
		s 9.28		s 9.10 W
		f 9.40		s 9.26
		s 10.05		s 9.44 WY X
		f 10.30		s 10.00
		f 10.55		s 10.20 878 W
		s 11.15		s 10.39
		s 11.50AM		s 11.03 W
		s 12.20PM		s 11.20
		s 12.45		s 11.35 W
		f 1.05		f 11.44
		s 2.01 316		s 11.57AM
L 2.00PM		f 2.30		12.20PM Y X
A 2.10PM		A 2.45PM		A 12.30PM WCT X
		L 7.20AM		
		f 8.00		
		A 8.40AM		T
Tu., Thu., Sat.	We., Fri., Sun.	Tu., Thu., Sat.		Ex. Sun.
.10	1.20	6.25		4.25
15.6	15.7	16.9		24.5

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

#8.....

All Concerned:

Effective..... during the  
 Sept. 3rd, and  
 continuance of Time Table No. 52-B Flais Spur

will be a flag stop for trains 311 and 312.

W. U. Showalter.

Superintendent.

## IDAHO DIVISION EASTWARD (ATTLE BRANCH)

Time Table No. 52B June 28, 1925. Succeeding No. 52A		Distance from Eleanor	Car Capacity of Sidings	THIRD CLASS	
STATIONS				Way Freight	
Telegraph Offices and Calls.				Fri. Only	
DAVENPORT	4.2	17.8	30	A 3.30PM	
WHEATDALE	2.7	13.6	8	3.05	
OMANS	4.2	10.9	24	2.50	
GRAVELLES	6.7	6.7	8	2.30	
ELEANOR	0.0	0.0	12	L 2.00PM 883	
Time over Subdivision.				Fri. Only	
Average Speed per Hour.				1.30	
				12.0	

UPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
 ENPORT TO ELEANOR.

ONS PAGES 1 and 10.

## IDAHO DIVISION EASTWARD (RMINGTON BRANCH)

Time Table No. 52B June 28, 1925. Succeeding No. 52A		Distance from Farmington	Car Capacity of Sidings	THIRD CLASS	
STATIONS					
Telegraph Offices and Calls.					
BM	BELMONT 2.8	D 5.7	45		
	HAYFIELD 1.7	2.9			
	O. W. R. & N. CROSSING 1.2	1.2			
7 FA	FARMINGTON	D 0.0	25		
Time over Subdivision.					
Average Speed per Hour.					

UPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
 ISTRUCTIONS PAGES 1, 9 and 10.

**WESTWARD**

THIRD CLASS			FIRST CLASS	
881	879	877		31
Mixed	Mixed	Way Freight		See Pag Passen
Tu., Thu., Sat.	We., Fri., Sun.	Tu., Thu., Sat.		Ex. Se
		L 8.20 <sup>AM</sup> <sub>315</sub>		L 8.0 <sup>AM</sup> <sub>877</sub>
		f 8.35		f 8.2
		s 8.45		s 8.3
		f 9.00		f 8.4
		f 9.15		f 8.5
		s 9.28		s 9.1
		f 9.40		s 9.2
		s 10.05		s 9.4
		f 10.30		s 10.0
		f 10.55		s 10.2 <sup>AM</sup> <sub>878</sub>
		s 11.15		s 10.3
		s 11.50 <sup>AM</sup>		s 11.0
		s 12.20 <sup>PM</sup>		s 11.2
		s 12.45		s 11.3
		f 1.05		f 11.4
		s 2.01 <sup>PM</sup> <sub>316</sub>		s 11.5
L 2.00 <sup>PM</sup>		f 2.30		12.2
A 2.10 <sup>PM</sup>		A 2.45 <sup>PM</sup>		A 12.3
		L 7.20 <sup>AM</sup>		
		f 8.00		
		A 8.40 <sup>AM</sup>		
Tu., Thu., Sat.	We., Fri., Sun.	Tu., Thu., Sat.		Ex. S
.10	1.20	6.25		4.
15.6	15.7	16.9		24.4

**EASTWARD TRAINS A**

Spokane, June 20th, 1925

ALL CONCERNED:

Please correct Bulletin No. 29 of June 19th to read "leaving Pullman Tuesday, Thursday and Saturday" instead of "leaving Pullman Tuesday, Thursday and Friday".

W. C. Showalter.

**NINTH SUBDIVISION (SEATTLE BRANCH)**

**EASTWARD**

Station Numbers	Distance from Davenport	Time Table No. 52B June 28, 1925. Succeeding No. 52A		Distance from Eleanor	Car Capacity of Sidings	THIRD CLASS	
		STATIONS				Way Freight	
Telegraph Offices and Calls.						Fri. Only	
I F 41	0.0	DAVENPORT	4.2	17.8	30	A 3.30 <sup>PM</sup>	
I E 5	4.2	WHEATDALE	2.7	13.6	8	3.05	
I E 7	6.9	OMANS	4.2	10.9	24	2.50	
I E 12	11.1	GRAVELLES	6.7	6.7	8	2.30	
I E 18	17.8	ELEANOR		0.0	12	L 2.00 <sup>PM</sup> <sub>883</sub>	
Time over Subdivision.						1.30	
Average Speed per Hour.						12.0	

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

INSTRUCTIONS PAGES 1 and 10.

**FIFTH SUBDIVISION (FARMINGTON BRANCH)**

**EASTWARD**

Station Numbers	Distance from Belmont	Time Table No. 52B June 28, 1925. Succeeding No. 52A		Distance from Farmington	Car Capacity of Sidings	THIRD CLASS	
		STATIONS					
Telegraph Offices and Calls.							
I D 43	0.0	BM BELMONT	2.8	D 5.7	45		
I H 3	2.8	HAYFIELD	1.7	2.9			
	4.5	O. W. R. & N. CROSSING	1.2	1.2			
I H 7	5.7	FA FARMINGTON		D 0.0	25		
Time over Subdivision.							
Average Speed per Hour.							

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

SPECIAL INSTRUCTIONS PAGES 1, 9 and 10.



WESTWARD SIXTH SUBDIVISION. EASTWARD  
(GENESEE BRANCH)

SECOND CLASS				Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Pullman Junction.	Time Table No. 52B June 28, 1925 Succeeding No. 52A			Distance from Genesee.	Car Capacity of Sidings.	SECOND CLASS				
665							STATIONS					666				
Mixed							Telegraph Offices and Calls.					Mixed				
Ex. Sun. See Page 5.												Ex. Sun. See Page 5.				
L	12.20 PM	Y	X	ID	77	0.0	PULLMAN JUNCTION	27.0	43	As	9.35 AM					
f	12.35			ID	82	5.0	STALEY	22.0	37	f	9.20					
f	12.45			ID	84	7.2	CHAMBER	19.8	33	f	9.10					
s	12.55			ID	87	9.8	JOHNSON	17.2	32	s	9.00					
s	1.10	W		ID	92	15.0	COLTON	12.0	31	s	8.40					
s	1.25			ID	95	17.8	UNIONTOWN	9.2	34	s	8.30					
f	1.35			ID	97	20.3	LEON	6.7	26	f	8.20					
A	1.55 PM	WY		ID	104	27.0	GENESEE	0.0	34	L	8.00 AM					
Ex. Sun. 1.35				Time over Subdivision.				Ex. Sun. 1.35								
17.0				Average Speed per Hour.				17.0								

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
SPECIAL INSTRUCTIONS PAGES 1, 9 and 10.

WESTWARD SEVENTH SUBDIVISION. EASTWARD  
(CLEARWATER SHORT LINE)

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Arrow.	Time Table No. 52B June 28, 1925 Succeeding No. 52A			Distance from States.	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.		Tu. Th. Sa. See Page 5.		
L	9.05 AM	L	2.05 PM	YW	II 47	0.0	ARROW	62.7	32	As	8.25 AM		A	11.59 AM		
f	9.20	s	2.20		I K 3	3.6	MYRTLE	59.1	14	f	8.13		f	11.30		
f	9.45	s	2.45		I K 12	11.7	AGATHA	51.0	17	f	7.51		f	10.55		
s	9.55	s	2.53	W	I K 13	13.4	LENORE	49.3	15	s	7.46		s	10.40		
s	10.25	s	3.09		I K 20	20.3	PECK	42.4	49	s	7.28		s	10.10		
f	10.45	s	3.21		I K 25	25.3	AHSAHKA	37.4	38	f	7.15		f	9.60		
s	11.00	s	3.33	W	I K 29	29.0	ORO FINO	33.7	25	s	7.02		s	9.30		
s	11.35	s	4.03	X	I K 37	37.3	GREER	25.4	26	s	6.30		s	9.00		
s	11.55 AM	s	4.28		I K 44	44.3	PARDEE	18.4	Spur 8	s	6.09		s	8.35		
f	12.05 PM	f	4.33		I K 46	45.7	TRAMWAY	17.0	23	f	6.04		f	8.30		
s	12.30	s	4.53		I K 52	51.5	KAMIAH	11.2	26	s	5.47		s	8.15		
s	1.10	s	5.15	W	I K 59	59.5	KOOSKIA	3.2	32	s	5.28		s	7.45		
A	1.30 PM	A	5.25 PM	TCW	I K 63	62.7	STITES	0.0	46	L	5.20 AM		L	7.30 AM		
Mo., We., Fri. 4.25		Daily 3.15		Time over Subdivision.				Daily 3.05		Tue., Thur. Sat. 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, 9 and 10.

AUTHORIZED SURGEONS, IDAHO DIVISION

LOCATION OF STRETCHERS (S).

Name	Telephone Calls	
	Office	Residence
DR. G. M. JENNINGS, Chief Surgeon	119	1021
DR. A. T. HAAS, Asst. Surgeon	119	594
DR. A. R. FOSS, Asst. Surgeon	119	954
DR. W. T. WILLIAMS, Asst. Surgeon	119	1739R
Central Div., Missoula.		
Paradise (S) (Station and Tool Car).		
DR. E. S. COATES, Plains (S)	17	17
DR. A. W. REW, Thompson Falls, (Station S)	37	37
DR. O. F. PAGE, Sand Point (S)	49	48
Kootenai (S).		
DR. FRANK WENZ, Rathdrum (S)	30	30X
DR. JOHN H. O'SHEA, Spokane (S)	Main 2834	Riv. 3690
DR. CHAS. M. DOLAND, Spokane	Main 2834	High 12
DR. X. L. ANTHONY, (Oculist), Spokane	Main 2505	Riv. 4150
DR. O. T. BATCHELLOR, (Ear, Nose and Throat)	Main 2505	Riv. 3360
Spokane (Stretchers at Baggage Room, Division St. Yard Office, Round House and Tool Cars 1 and 2, at Parkwater, Yard Office at Yardley).		
DR. F. A. POMEROY, Cheney		Black 421
DR. M. W. CONWAY, Cheney	Main 1281	Black 1091
DR. W. T. SEELEY, Kendrick	832	832
DR. D. A. ANGUS, Rosalia	5203	5208
DR. PAUL WIESEL, Garfield	452	453
DR. E. T. HEIN, Palouse (S)	113	113
DR. L. G. KIMZEY, Pullman (S)	16	36
DR. W. A. BURG, Uniontown	8	16
DR. W. H. CARITHERS, Moscow (S)	10	10
DR. O. C. CARSON, Lewiston (S)	161R	161Y
DR. S. A. ROE, (Eye, Ear, Nose and Throat) Lewiston (Examiner)	368	615J
DR. EARL W. HORSWELL, Oro Fino	93W	93R
DR. J. M. VERBERKMOES, Kooskia, Stites (S)	103	103
DR. F. A. DECKER, Reardon	142	142
DR. C. S. BUMGARNER, Davenport	1811	1811K
DR. C. M. YOUNT, Wilber (S)	202	203
DR. N. R. GREGG, Coulee City	22	23
DR. J. C. DWYER, Coeur d'Alene (S)	175	176
DR. C. P. RICHARDS, Almira	462	462

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.

WESTWARD

SECOND CLASS

			665	
	Mixed			
	Ex. Sun. See Page 5.			
	L 12:20 PM			Y X
	f 12:35			
	f 12:45			
	s 12:55			
	s 1:10			W
	s 1:25			
	f 1:35			
	A 1:55 PM			WY
	Ex. Sun.			
	1:35			
	17.0			

Water, Fuel, Scales, Turntables, Wyes and Yard Limits.

EASTWARD TRAINS ARE SUPERIOR TO TR  
SPECIAL INSTRUCTIONS PAGES 1, 9

WESTWARD

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	
875	Way Freight	325	Passenger		
	Mo. We. Fri. See Page 5.		Daily See Page 5.		
L 9:05 AM		L 2:05 PM		YW	I
f 9:20		s 2:20			I
f 9:45		s 2:45			I
s 9:55		s 2:53		W	I
s 10:25		s 3:09			I
f 10:45		s 3:21			I
s 11:00		s 3:33		W	I
s 11:35		s 4:03			I
s 11:55 AM		s 4:28			I
f 12:05 PM		f 4:33			I
s 12:30		s 4:53			I
s 1:10		s 5:15		W	I
A 1:30 PM		A 5:25 PM		TCW	I
	Mo., We., Fri.		Daily		
	4.25		3.15		
	14.1		19.3		

EASTWARD TRAINS ARE SUPERIOR  
SPEC

ALL CONCERNED:

Effective Monday, January 25th, 1926, a second passenger train will be operated between Lewiston and Stites running on the following schedule:

Fourth Sub-Division

Palouse and Lewiston Branch

328 : Distance: Timetable #52-C : Distance : 327  
 Passenger: from : Effective 12:01 AM : from : Passenger  
 Daily : Lewiston: January 25, 1926. : Arrow : Daily

STATIONS					
L 7:30 AM	6.0	Lewiston	10.3	13.5	A 6:30 PM
		Joseph	3.2	3.2	F 6:05
F 7:55	10.3	Arrow		0.0	L 5:55 PM
A 8:04 AM	13.5				

Seventh Sub-Division

Clearwater Short Line

329 : Distance: 330  
 Passenger: From : STATIONS : From : Passenger  
 Daily : Arrow : Stites : Stites : Daily

L 8:05 AM	0.0	Arrow	3.6	62.7	A 5:50 PM
S 8:13		Myrtle	2.1	59.1	S 5:40
S 8:35	11.7	Agatha	1.7	51.0	S 5:18
S 8:40	13.4	Lenore	6.9	49.3	S 5:13
S 9:00	20.3	Peck	5.0	42.4	S 4:55
S 9:13	25.3	Ahsanka	3.7	37.4	S 4:39
S 9:25	29.0	Cro Fino	8.3	33.7	S 4:27
S 9:45	37.3	Greer	7.0	25.4	S 4:03
S 10:02	44.3	Pardee	1.1	18.4	S 3:44
S 10:06	45.7	Tramway	5.8	17.0	S 3:41
S 10:25	51.5	Kantah	3.0	11.2	S 3:26
S 10:45	59.5	Koskia	3.2	3.2	S 3:05
A 10:55 AM	62.7	Stites		0.0	L 2:55 PM

This Time-table is for advertising purposes only and confers no train rights.  
 James Shannon,  
 Superintendent.

SURGEONS, IDAHO DIVISION

LOCATION OF STRETCHERS (S).

	Office	Telephone Calls	Residence
on.....	119		1021
.....	119		594
.....	119		954
.....	119		1739R
..... (Sol Car).	17		17
..... (Station S).	37		37
.....	49		48
.....	30		30X
.....	Main 2834		Riv. 3690
.....	Main 2834		High 12
.....	Main 2505		Riv. 4150
.....	Main 2505		Riv. 3360
.....	Main 1281		Black 421
.....	832		Black 1091
.....	5203		832
.....	452		5208
.....	113		453
.....	16		113
.....	8		36
.....	10		16
.....	161R		10
.....	368		161Y
..... (Roat) Lewiston (Examiner).	93W		615J
.....	103		93R
..... (Stites (S)).	142		103
.....	1811		142
.....	202		1811K
.....	22		203
.....	175		23
.....	462		176
.....			462

NOTE

upon officially, to all cases of ACCIDENT occurring to employees it is the intention to limit medical service to the locality or town in which the accident occurs, unless a special arrangement is made. If a special arrangement necessity exists, for which distinct official authority must be obtained.

Call on the nearest authorized surgeons whenever practicable, when such are accessible, the Association will not be responsible for any other physician. In the event of a sudden emergency arising in his charge, and in no case should the services of any but an authorized surgeon be rendered at the expense of the Railway Company or of the Association.

Medical attention should be given ONLY AT OUR OWN HOSPITALS. We are not responsible for any medical attention not specially authorized or approved by the Chief Surgeon, and then 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 junction switch.  
Automatic signals are on middle mast of bracket pole at telegraph office. Top arm controls movement high line, bottom arm controls movement 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. **Double Tracks**—Rules 86 and D-97 are modified to the extent that eastward from Yardley any train may run ahead of Superior class trains without orders upon obtaining a clearance card form "A" from operator. Operator must obtain authority from dispatcher before issuing clearance card.  
At Velox and Ramsey normal position of switches is for westward track; at Rathdrum for eastward track. These switches will be handled by operator.
7. **Telephone**—Connected to Simplex circuit at Sand Point is located on home signal mast.
8. **Bridge Restrictions**—  
Speed will be restricted over bridge 26, Thompson River and over bridge 25, Granite Viaduct 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 twenty-five (25) miles per hour.  
Speed is restricted over bridge 78, Elk Creek to twenty-five (25) miles per hour.  
Speed over draw bridge 3.2 Lake Pend Oreille twenty (20) miles per hour.
9. **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.  
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.  
At Parkwater-Yardley—Between east crossover switch Parkwater and Yardley, passenger trains twenty (20) miles per hour; freight trains, light engines and switch engines fifteen (15) miles per hour.
10. **Specials Stops, Connections, etc.**—  
No. 1 will stop on flag at Rathdrum for Coast passengers and to let off passengers from points Butte and east.  
No. 2 will stop on flag at Rathdrum for passengers for Billings and East.  
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 Yardley to Paradise for passengers destined to points Billings and east where scheduled to stop.  
No. 4 will stop on flag at Hauser and Rathdrum for passengers Billings and east.  
No. 42 will stop on flag at Sagel, Culver, Kolliner, Dorite, Cedar Spur and Alger.  
No. 41 will stop on flag at Alger, Cedar Spur, Dorite, Kolliner, Culver and Sagel.  
Nos. 41 and 42 will make stops between Kootenai and Spokane to take on or let off passengers to and from points between Paradise and Sand Point, inclusive.  
Nos. 305 and 306 will stop on flag at all sidings and spurs except Petit Spur, Kings Spur, Deans Spur and Bradken Spur.
11. **Register Stations**—  
Paradise.  
Noxon for Nos. 861, 862, 863 and 864.  
Kootenai Yard for Nos. 305, 306, 863, 864, 865 and 866.  
Yardley.

12. **Register Exceptions**—  
At Paradise enginemen of westward freight trains will not consult register but will be furnished a check of register on Form 602.  
At Yardley enginemen of eastward freight trains will not consult register but will be furnished a check of register on Form 602. First class trains and extras cleared at Spokane and westward first class trains will not register.
13. **Clearance Exceptions**—At Yardley trains cleared at Spokane and westward, first class trains will not require clearance.
14. **Bulletin Stations**—  
Paradise.  
Kootenai Yard.  
Yardley.
15. **Standard Time Clocks**—  
Paradise.  
Kootenai Yard.  
Yardley.
16. **Watch Inspectors**—  
D. E. Brown, Sand Point.  
T. J. Morris, Spokane.
17. **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..... West End Rip Track Lead.  
Kootenai..... East End Rip Track Lead.  
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.
18. **Commercial Spurs**—  
Miles from Car  
Paradise 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  
Sagel..... 123.4 12  
Dufort..... 127.0 15  
Petit..... 128.6 4  
Kings..... 137.4 4  
North Pole..... 149.8 4  
Calispell..... 156.0 10  
Dean..... 161.1 7  
Bradkin..... 169.1 5  
Moab..... 169.5 14  
Trentwood..... 176.5 21

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 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, westward from Yardley and eastward and westward from Spokane, any train may run ahead of Superior class trains without orders. At Spokane and 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.

5. **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.
6. **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.
7. **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.
8. **Speed Restrictions**—  
Between Yardley and west yard limit Spokane, 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.
9. **Maximum Grade**—Between Spokane and Cheney.
10. **Special Stops, Connections, etc.**—  
No. 4 will stop at Marshall to let off passengers for Palouse and Lewiston branch.
11. **Register Stations**—  
Yardley. Spokane. Cheney.

SPECIAL INSTRUCTIONS.

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
- Standard Time Clocks**—Pullman  
Lewiston
- Watch Inspectors**—W. F. Taylor, Pullman.  
F. Kelly, Moscow.  
M. F. Akers, Lewiston.
- 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.
- Commercial Spurs**—

	Miles from	Car
	Marshall	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.
- Speed Restrictions**—All trains fifteen (15) miles per hour.
- 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
- Standard Time Clock**—Pullman
- Watch Inspector**—F. L. Ball, Pullman.
- Derail Switches**—Colton..... West End Becker Spur.
- Commercial Spurs**—

	Miles from	Car
	Pullman Jct.	Capacity
Busby.....	1.8	13

SEVENTH SUBDIVISION.

(Clearwater Short Line)

- 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.
- 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. 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. Nos. 325, 326, 875 and 876 will stop at Myrtle Bridge. 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.
- Register Station**—Stites  
Arrow
- Bulletin Station**—Stites
- Standard Time Clock**—Stites
- Derail Switches**—Lenore..... East End Warehouse Track.
- Commercial Spurs**—

	Miles from	Car
	Arrow	Capacity
Cherrylane.....	5.9	3
Dolomite.....	10.7	3
Magill.....	22.5	7
Dunlap.....	28.2	3
Jordan.....	30.8	6
Penoyer.....	33.3	2
Newspur.....	50.2	40

- Register Exceptions**—At Yardley. Trains cleared at Spokane will not register. At Spokane, Second and Third class trains and extras cleared at Yardley will not register.
- 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.
- Bulletin Stations**—Yardley  
Spokane  
Marshall  
Cheney
- Standard Time Clocks**—Yardley  
Spokane  
Cheney
- Watch Inspectors**—D. E. Brown, Sand Point.  
T. J. Morris, Spokane.
- Derail Switches**—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.
- Commercial Spurs**—

	Miles from	Car
	Yardly	Capacity
Hangman Gravel Pit.....	6.7	20
- Spokane Crossovers**—Sheridan Street  
Division Street  
Washington Street  
Madison Street  
Maple Street  
Sixth Avenue

THIRD SUBDIVISION.

(Fort Sherman Branch)

- 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	Car
	Hauser	Capacity
Panhandle.....	3.5	14
Atlas.....	9.7	30
Gibbs and Blackwell Spur.....	10.5	15

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.  
No. 880 will run as No. 879 Odair to Adrian.  
No. 882 will run as No. 881 Odair to Coulee.  
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 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**—  
Twelve (12) 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 Davenport | Car Capacity |
|-------------|----------------------|--------------|
| Fry.....    | 8.8                  | 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 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

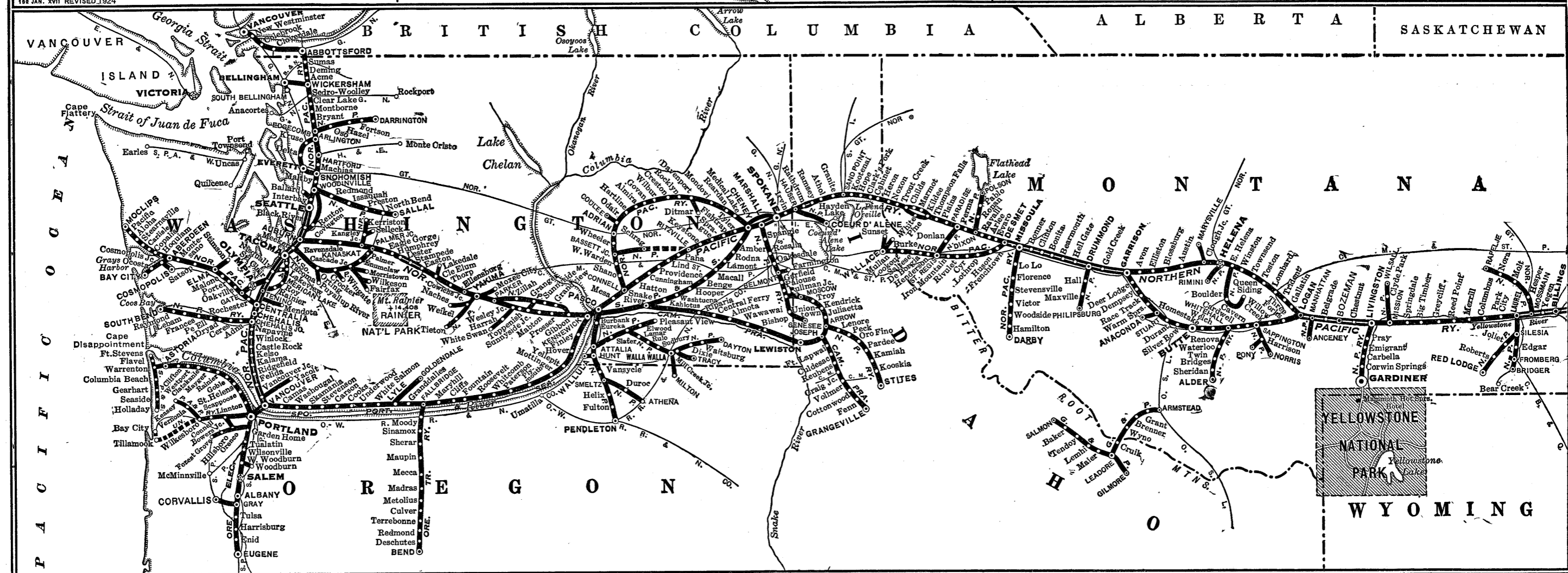
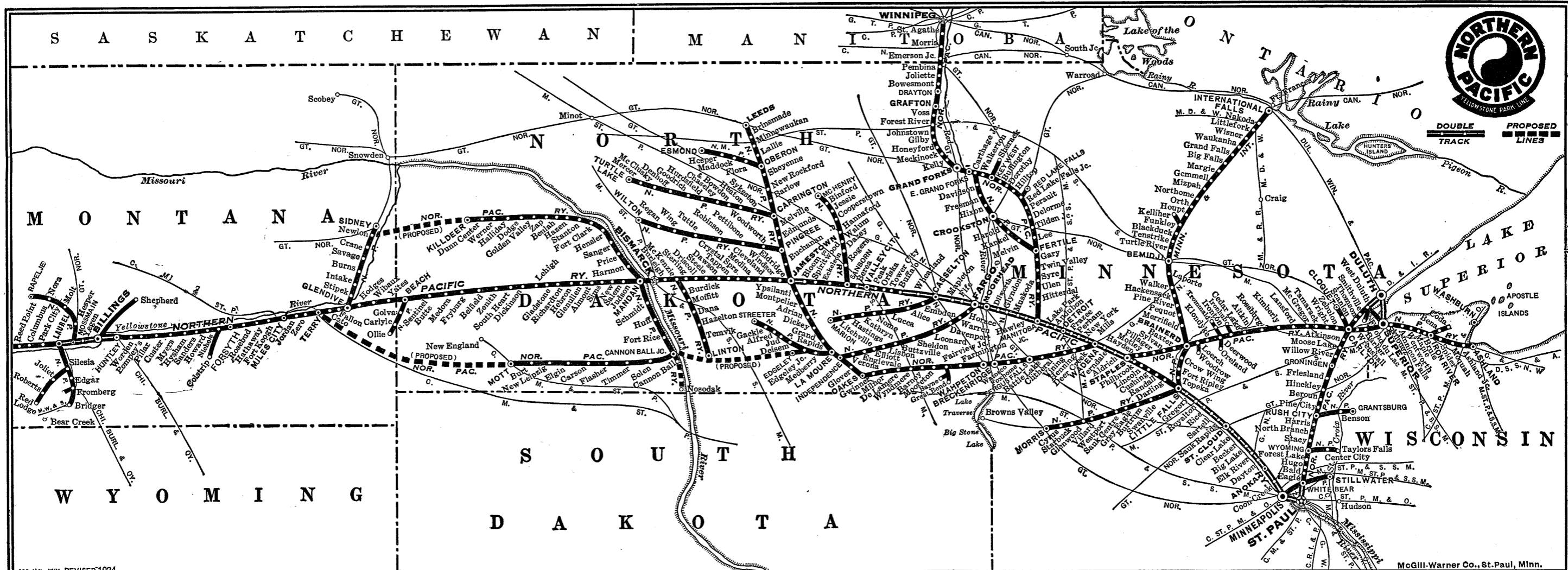
CLEARANCE TABLE.

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).....																		
1st Subdivision.....	Main Line (Kootenai Yard-Yardley).....																		
3rd Subdivision.....	Fort Sherman Branch.....																		
4th Subdivision.....	Palouse and Lewiston Branch.....																		
5th Subdivision.....	Farmington Branch.....																		
6th Subdivision.....	Genesee Branch.....																		
7th Subdivision.....	Clearwater Short Line.....																		
8th Subdivision.....	Washington Central Branch.....																		
9th Subdivision.....	Seattle Branch (Davenport-Eleanor).....																		

C. P. HUNT,  
Trainmaster.

B. W. WALKER,  
Trainmaster.

J. J. BLAIR,  
Chief Dispatcher.



DOUBLE TRACK  
PROPOSED LINES

100 JAN. XVII REVISED 1924

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