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 %	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
			CLASS OF ENGINE									
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 CAR	S				
	Kendrick to Lewiston.......	Down				SIX	TY CAR	S				
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 CAR	S				
Seventh Westward	Arrow to Stites............	0.3							1400	1200	1100	1000
Seventh Eastward	Stites to Arrow............	Down				SIX	TY CAR	S				
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 CAR	S				
	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 Minutes	Seconds	Miles Per Hour
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	34.3
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

865	863	861	603	305	41	3	1	Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Paradise	Time Table No. 52B, June 28, 1925, Succeeding No. 52A — STATIONS — Telegraph Offices and Calls	Distance from Yardley.	Car Capacity of Sidings.	2	4	42	306	602	862	864	866
THIRD CLASS			SECOND CLASS	FIRST CLASS										FIRST CLASS				SECOND CLASS	THIRD CLASS		
Way Freight	Way Freight	Way Freight	Freight	Motor Car	Passenger	Passenger	Passenger							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 DN 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 DN 7.0 Lap Siding	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 (42)	1.26	12.52		1404	13.1	KS WEEKSVILLE P 7.5 Lap Siding	169.5	E-69 W-78	3.41	2.02	f 1.37 (41)		8.45	s 10.30		
		s 8.35	8.30 (602)		f 1.50 (4)	1.36	1.04	W	1411	20.6	DY EDDY DP 2.5 Lap Siding	162.0	E-78 W-78	3.30	1.50 (41)	f 1.17		8.30 (603)	s 10.10		
		f 8.45	8.35		f 1.55	1.39	1.10 (42)		1413	23.1	FROST P 5.2	159.5	71	3.27	1.44	f 1.10 (1)		8.15	f 10.00		
		f 9.05	8.50		f 2.05	1.50	1.16		1417	28.3	WN WOODLIN P 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 (4)	W X	1420	31.6	FN THOMPSON FALLS DN 5.2 Lap Siding	151.0	E-78 W-70	s 3.12	s 1.25 (1)	s 12.57		7.45	s 9.20		
		f 10.00	9.15		f 2.25	2.06	1.35		1426	36.8	BK PINEHURST DN Belknap 0.9 Marmot 1.4	145.8		3.00	1.10	f 12.45		7.35	f 8.50		
		f 10.05	VIA LOW LINE		f 2.27	2.08	1.37		1427	37.7	BELKNAP P 6.6	144.9	71	2.58	1.08	f 12.42		VIA LOW LINE	VIA LOW LINE		
		s 10.30			f 2.45	2.22	1.50	Y	1434	44.3	WP WHITE PINE P 8.4 to Trout Creek	138.3	70	2.50	12.57	f 12.30					
		VIA HIGH LINE	9.20		VIA HIGH LINE	VIA HIGH LINE	VIA HIGH LINE	W	1428	38.2	MARMOT P 3.7	145.7	82	VIA HIGH LINE	VIA HIGH LINE	VIA HIGH LINE		7.30	f 8.35		
			9.30						1431	41.9	TALC P 4.3	142.0	89					7.20	f 8.25		
			9.40						1436	46.2	CHILDS P 2.9	137.7	77					7.10	f 8.05		
			9.47						1439	49.1	RICHARDS P 4.9	134.8	78					7.03	f 7.50		
		f 11.30AM	10.00		f 3.05	2.35 (2)	2.05	WC X	1444	52.7	J TROUT CREEK DN 6.2	129.9	78	2.35 (3)	12.38	f 12.15		6.50	s 7.30		
		s 12.01PM (42)	10.10		f 3.18	2.49	2.14		1449	58.9	TC TUSCOR P 5.9	123.7	78	2.21	12.28	f 12.01PM (861)		6.25	s 6.55		
		f 12.18 (4)	10.25		f 3.30	3.01	2.22		1455	64.8	FURLONG P 4.0	117.8	79	2.11	12.18 (861)	f 11.49AM		6.10	f 6.20		
	L 7.00AM	A 12.45PM	10.35		s 3.40	f 3.05	2.28	W X	1458	68.8	NX NOXON DN 4.8 Lap Siding	113.8	E-79 W-79	2.05	12.11 (864)	s 11.42		6.00	L 6.00AM	A 11.55AM (4)	
	f 7.15		10.45		f 3.49	3.12	2.35		1463	73.6	SMEAD P 5.4	109.0	79	1.59	12.04PM	f 11.33 (864)		5.50		f 11.33 (42)	
	s 7.30		11.00		s 4.00	3.26	2.44		1468	79.0	HR HERON DN 6.2 Lap Siding	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 DN 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 P 2.6 Lap Siding	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 PD 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 (602)	3.58	3.09		1489	97.8	D DENTON P 4.4	84.8	78	1.21	11.26	f 10.49		4.32 (41)		f 8.00	
	s 8.50		12.01AM		s 4.43	s 4.08	3.15		1492	102.2	H HOPE DN 7.2	80.4	E-79 W-92	1.15	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 P 5.2	73.2	79	1.05	11.09	f 10.30		4.00		f 6.30	
	f 9.40		12.45	L 8.30AM	s 5.07	s 4.32	3.31	X	1503	114.6	KN KOOTENAI PD 1.0	68.0	Yard	12.57	11.02	s 10.17	A 5.55PM	3.45		f 6.05	
L 6.30AM	A 10.00AM (42)		12.55 (2)	s 8.33	5.10	4.35	3.34 (602)	WCOT X	1504	115.6	KY KOOTENAI YARD DN 2.0	67.0	Yard	12.55 (603)	11.00	10.15 (863)	s 5.52	3.34 (1)		L 6.00AM	A 2.45PM
s 6.40			1.15	s 8.40	s 5.15	s 4.40	s 3.39	W X	1507	117.6	SA SAND POINT DN G.N. and S.I. 3.4 Track Conn.	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	3.48		1510	121.0	LIGNITE P 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 (306)	4.57	3.54		1513	125.0	ALGOMA P 6.5	57.6	78	12.34	10.36	9.50	f 5.32 (41)	2.10			s 1.40
s 7.40			2.10	s 9.19	5.45	5.08	4.05	W	1520	131.5	CO COCOLALLA DN 5.4 Lap Siding	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 (42)	5.55	5.16	4.14		1524	136.9	CAREYWOOD P 2.3	45.7	79	12.17	10.17	f 9.32 (305)	f 4.54	1.25			f 12.15PM
s 8.30			2.40	s 9.40	6.00	5.20	4.17		1530	139.2	GE GRANITE PD 6.9 Lap Siding	43.4	E-78 W-78	12.14	10.14	f 9.28	s 4.47	1.13			s 11.59AM
s 9.15 (42)			3.15	s 10.01 (4)	6.17	5.35	4.32 (306)		1535	146.1	AX ATHOL DN 7.5 Lap Siding	36.5	E-78 W-78	12.02AM	10.01 (305)	f 9.15 (865)	s 4.32 (1)	12.35			s 11.30
f 9.44 (4)			3.45	s 10.16	6.29	5.46	4.42		1543	153.6	RS RAMSEY DN 5.5	29.0	87	11.50PM	9.49 (865)	9.00	f 4.14	12.05PM			f 11.00
s 10.29 (305)			4.15	s 10.29 (865-866)	s 6.39	s 5.56	4.49	W X	1549	159.	RD RATHDRUM DN C.M. & St. P. 6.9 Track Conn.	23.5	78	11.40	9.40	s 8.49	s 4.02	11.40AM			s 10.29 (305)
s 11.15 (602)			4.50	s 10.40	6.50	f 6.07	4.57	WXY	1557	166.0	AU HAUSER PD 5.9 Lap Siding	16.6	E-78 W-78	11.30	9.29	f 8.36	s 3.48	11.15 (865)			s 10.00
s 11.55AM			5.20	s 10.51 (602)	7.01	f 6.18	5.04		1561	171.9	OTIS ORCHARDS P 2.9 Lap Siding	10.7	E-78 W-78	11.21	9.19 (866)	8.25	s 3.35	10.51 (305)			s 9.19 (4)
f 12.15PM			5.40	f 10.55	7.06	6.23	5.08		1564	174.8	V VELOX DN 3.0	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	5.13		1567	177.8	TR IRVIN PD 3.8 Crossover	4.8	59	11.12	9.10	8.15	s 3.21	10.30			s 8.30
s 12.55			6.20 (3)	s 11.10	7.16	6.34 (603)	5.18	X	1571	181.6	PARKWATER P 1.0 Crossover	1.0	Yard	11.07	9.05	8.10	f 3.15	10.15			f 8.15
A 1.00PM			A 6.30AM	A 11.14AM s	A 7.19PM	A 6.37AM	A 5.22PM (603)	WCOT X	1572	182.6	YD YARDLEY DN Crossover	0.0	Yard	L 11.02PM	L 9.01AM	L 8.06AM (866)	L 3.11PM	L 10.10AM			L 8.10AM (42)
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.
6.30	3.00	5.45	11.0	2.44	6.04	5.34	4.52				Time over Subdivision.			5.03	5.24	5.54	2.44	11.30	5.50	5.55	6.35
10.3	15.5	11.9	16.7	24.5	30.0	32.8	37.5				Average Speed per Hour.			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.
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

SECOND SUBDIVISION.
(MAIN LINE.)

THIRD CLASS	SECOND CLASS								FIRST CLASS								
895	661	603	Water, Fuel, Scales, Turntables, 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.	1	3	41	305	311	313	315	319	333
Way Freight	Freight	Freight				STATIONS			Passenger	Passenger	Passenger	Motor Car	Passenger	Passenger	Passenger	S. P. & S. 3 Passenger	Passenger
Mon. Wed. and Fri.	Ex. Sat.	Daily				Telegraph Offices and Calls			Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily
L 7.30AM	L 8.15PM	L 5.30PM 1	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 s					
					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 P 5.8 Crossover	13.1										
s 8.25 4	A 9.25PM See Page 5.	6.50	WY X	1585	12.5	MR MARSHALL DN 7.3 S. P. & S. Track. Con. Interlocked	7.3	E-33 W-82	6.22 314–316	7.36 42	8.17		As 8.57AM See Page 5.	As 4.18PM See Page 5.	s 7.28 42	As 9.01PM	s 3.17
TRAINS BETWEEN MARSHALL AND CHENEY ARE OPERATED UNDER CARD TRAIN ORDER.																	
As 8.55AM		A 7.30PM	WCY X	1592	19.8	CY CHENEY DN	0.0	70	A 6.40PM	As 7.55AM 4–315	As 8.35PM				As 7.45AM 3–4 See Page 6.		As 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				Time over Subdivision.			.53	.53	.51	.11	.17	.18	.35	.21	.35
13.9	10.7	9.9				Average Speed per Hour.			22.4	22.4	23.2	19.0	31.7	30.0	27.9	25.7	27.9

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												Time Table No. 52B June 28, 1925 Succeeding No. 52A.			SECOND CLASS			THIRD CLASS
334	320	316	314	312	306	42	4	2	Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Yardley.	STATIONS	Distance from Cheney	Car Capacity of Sidings.	602	604	662	896
Passenger	S.P. & S. 4 Passenger	Passenger	Passenger	Passenger	Motor Car	Passenger	Passenger	Passenger				Telegraph Offices and Calls			Freight	Freight	Freight	Way Freight
Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Ex. Sun.	Ex. Mon.	Tu. Thu. Sat.
					As3.11PM	A 8.06AM 866	A 9.01AM	A11.02PM	WC OXT	1572	0.0	YD YARDLEY DN 1.7 Crossover	19.8	Yard	A 7.45AM	A 6.00AM	A 5.40AM	A 1.05PM
											1.7	O. W. R. & N. CROSSING 1.8 Crossover Interlocked O.W.R.&N. and C.M.& St.P.Track Cons.	18.1					
A 3.15PM	A 8.55PM	A 6.45PM	A 6.30PM	A 2.15PM	L 3.00PM	7.55 s 7.40	8.50 s 8.30	10.50 s10.30	W OT X	1576	3.5	SF SPOKANE DN 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 P 5.8 Crossover	13.1	No Sdg.				
f 2.57	L 8.35PM	s 6.20 1-314	L 6.12PM 1-316 See Page 5.	L 1.58PM See Page 5.		7.20 3-315	8.13 895	10.13	WY X	1585	12.5	MR MARSHALL DN 7.3 Interlocked S. P. & S. Track Con.	7.3	E-33 W-32	L 6.45AM	5.15	L 5.05AM See Page 5.	12.35
TRAINS BETWEEN MARSHALL AND CHENEY ARE OPERATED UNDER CARD TRAIN ORDER.																		
L 2.45PM		L 6.05PM See Page 6.				L 7.05AM	L 7.55AM 3-315	L10.00PM	WCY X	1592	19.8	CY CHENEY DN	0.0	70		L 4.55AM		L12.15PM
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				Time over Subdivision.			1.00	1.05	.35	.50
32.6	27.0	24.4	30.0	31.7	19.0	25.8	25.8	28.2				Average Speed per Hour.			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				Time Table No. 52B June 28, 1925. Succeeding No. 52A			THIRD CLASS
887	Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Coeur d'Alene.	STATIONS	Distance from Hauser.	Car Capacity of Sidings.	888
Mixed				Telegraph Offices and Calls.			Mixed
Ex. Sun.							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. Crossing 2.2	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.

WESTWARD — (PALOUSE AND LEWISTON BRANCH) — EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS						Time Table No. 52B, June 28, 1925. Succeeding No. 52A.			FIRST CLASS			SECOND CLASS		THIRD CLASS	
885	871	665	661	323	313	311	Water, Fuel, Scales, Turn-tables, Wyes and Yard Limits.	Station Numbers.	Distance from Marshall.	STATIONS	Distance from Lewiston.	Car Capacity of Sidings.	312	314	324	662	666	872	886
Way Freight	Way Freight	Mixed	Freight	Passenger	Passenger	Passenger				Telegraph Offices and Calls			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 DN Interlocked 5.2	136.8	Yard	As 1.58PM	As 6.12PM		As 5.00AM			
			9.45		f 4.30	f 9.09		I D 5	5.2	DYNAMITE 6.1	131.6	26	f 1.44	f 6.00		4.40			
			10.10		s 4.43	s 9.22	W	I D11	11.3	SG SPANGLE D 8.5	125.5	33	s 1.31	s 5.48		4.20			
			10.35		s 4.59	s 9.41		I D 20	19.8	MA PLAZA D 3.6	117.0	26	s 1.11	s 5.31		3.55			
			10.45		5.07	f 9.49		I D 23	23.4	NORTH PINE 3.3	113.4	22	f 1.02	5.23		3.42			
			11.00		s 5.15 314	s 9.56	W	I D 27	26.7	RO I. E. ROSALIA D 2.1 Track Con.	110.1	59	s12.54	s 5.15 313		3.30			
			11.05		5.19	f10.01		I D 30	28.8	DONAHUE 3.1	108.0	14	f12.49	5.08		3.23			
			11.15		5.26	f10.08		I D 32	31.9	McCOY 5.7	104.9	24	f12.41	5.02		3.15			
			11.30		s 5.38	s10.21		I D 38	37.6	OD OAKESDALE D 0.6	99.2	60	s12.27	s 4.51		2.55			
									38.2	O.-W.R.&N. and I.E. Crossings 4.7	98.6								
			11.50PM		s 5.50	s10.33	W X	I D 43	42.9	BM BELMONT D 4.3	93.9	45	s12.15	s 4.39		2.35			
			12.01AM		6.04	f10.42		I D 47	47.2	EDEN 2.2	89.6	41	f12.06	4.29		2.25			
			12.10		s 6.10	s10.47		I D 50	49.4	GF GARFIELD D 0.3	87.4	29	s12.01PM	s 4.24		2.15			
									49.7	O.-W.R.&N. and I.E. Crossings O.-W.R.&N. 3.3 Track Con.	87.1								
					6.17	f10.55		I D 53	53.0	CEDAR CREEK 6.0	83.8	7 Spur	f11.51AM	4.14					
			12.45		s 6.34	s11.08	W X	I D 59	59.0	PC W. I. & M. PALOUSE D 6.6 Track Con.	77.8	32	s11.36	s 4.02		1.45			
			1.10 662		f 6.48	f11.22 312		I D 66	65.6	FALLON 4.8	71.2	27	f11.22 311	f 3.48		1.10 661			
			1.30		f 6.59	f11.33		I D 71	70.4	WHELAN 5.2	66.4	27	f11.07	f 3.38		12.45			
	L 7.30AM	L12.10PM 311	2.00		s 7.10 ¶ 7.25	s11.45AM ¶12.01PM 665	WC X	I D 76	75.6	PN PULLMAN DN 0.6	61.2	30	s10.55 ¶10.40	¶ 3.27 s 3.15		12.20AM	A 9.55AM	A 1.45PM	
									76.2	O.-W. R. & N. CROSSING 0.8	60.6								
	f 7.35	A12.20PM s 311	2.05		7.30	12.04 665	Y X	I D 77	77.0	PULLMAN JUNCTION P 3.7	59.8	43	10.36	3.10		11.40PM	L 9.35AM	f 1.35	
	f 7.55	See Page 7.	2.15		f 7.39	f12.13		Ii 4	80.7	SUNSHINE 5.2	56.1	27	f10.28	f 3.03		11.30	See Page 7.	f 1.15	
	s 9.00		2.30		s 7.52	s12.25 872	WTC X	Ii 9	85.9	MO MOSCOW PD 6.4 O.-W.R.&N and I.E. Track Cons.	50.9	35	s10.15	s 2.51		11.15		s12.25PM 311	
	f 9.56 312		2.50		f 8.06	f12.40		Ii 15	92.3	JOEL 4.1	44.5	28	f 9.56 871	f 2.35		10.50		f11.35AM	
	f10.25		3.05		f 8.17	f12.50	T	Ii 20	96.4	HOWELL P 3.0	40.4	29	f 9.44	2.25		10.40		f11.15	
	s10.40		3.15		s 8.25	s12.57	W	Ii 22	99.4	VM TROY PD 6.1	37.4	44	s 9.36	s 2.17		10.15		s11.00	
	f11.15		3.45		f 8.42	1.12		Ii 28	105.5	BOVARD P 5.4	31.3	13	9.18	f 1.59		9.35		f10.10	
	s11.45AM		4.15		s 8.58 662	s 1.25	WT	Ii 34	110.9	KR KENDRICK PD 4.0	25.9	44	s 9.02	s 1.45		8.58 313		s 9.30	
See Page 7.	s12.05PM		4.30	See Page 7.	s 9.08	s 1.35 314		Ii 38	114.9	JA JULIAETTA D 8.4	21.9	30	s 8.52 872	s 1.35 311	See Page 7.	8.30		s 8.52 312	See Page 7.
L12.01PM	f 1.11 314		5.00	L 8.35AM 312	f 9.28	s 2.00 324	WY X	Ii 47	123.3	ARROW P 3.2	13.5	32	s 8.32 323	f 1.11 871	As 1.50PM 311	8.10		f 8.00	As 9.05AM
A12.10PM	A 1.25PM 324		A 5.10AM	A 8.45AM f 886	A 9.38PM f	A 2.10PM s	YX	Ii 49	126.5	JOSEPH P 10.3	10.3	No Siding	L 8.22AM f	L 1.04PM f	L 1.40PM f 871	L 8.00PM		L 7.45AM s	L 8.45AM f 323

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

885	871	665	661	323	313	311							312	314	324	662	666	872	886
A12.39PM	A 2.10PM		A 5.45AM	A 9.15AM	A10.00PM	A 2.35PM	WCT X		136.8	LEWISTON O.-W. R. & N. Track Con.	0.0	Yard	L 8.00AM	L12.40PM	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				Time over Subdivision			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				Average Speed per Hour			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.

EIGHTH SUB-DIVISION (WASHINGTON CENTRAL BRANCH)

WESTWARD — EASTWARD

Time Table No. 52B, June 28, 1925. Succeeding No. 52A

THIRD CLASS 881 Mixed	THIRD CLASS 879 Mixed	THIRD CLASS 877 Way Freight	FIRST CLASS 315 See Page 3. Passenger	Water, Fuel, Scales, Turntables, Wyes and Yard Limits	Station Numbers	Distance from Cheney	STATIONS Telegraph Offices and Calls.	Distance from Adrian	Car Capacity of Sidings	FIRST CLASS 316 See Page 4. Passenger	THIRD CLASS 878 Way Freight	THIRD CLASS 880 Mixed	THIRD CLASS 882 Mixed
Tu., Thu., Sat.	We., Fri., Sun.	Tu., Thu., Sat.	Ex. Sun.							Ex. Sun.	We., Fri., Sun.	We., Fri., Sun.	Tu., Thu., Sat.
		L 8.20AM 315	L 8.05AM 877	WCY X	1592	0.0	CY CHENEY DN 6.0	127.0	Yard	As 5.45PM	A 2.15PM		
		f 8.35	f 8.20		I F 6	6.0	FOUR LAKES 4.4	121.0	19	f 5.30	f12.55		
		s 8.45	s 8.30		I F 10	10.4	MK MEDICAL LAKE D 5.1	116.6	28	s 5.20	s12.40		
		f 9.00	f 8.40	W	I F 16	15.5	DEEP CREEK 5.4	111.5	34	f 5.07	f12.25		
		f 9.15	f 8.55		I F 21	20.9	HITE 5.6	106.1	14	f 4.55	f12.10PM		
		s 9.28	s 9.10	W	I F 26	26.5	RH REARDAN D 7.4	100.5	41	s 4.44	s11.55AM		
		f 9.40	s 9.26		I F 34	33.9	MONDOVI 7.5	93.1	29	s 4.28	f11.30		
		s10.05	s 9.44	WY X	I F 41	41.4	DA DAVENPORT D 6.4	85.6	26	s 4.13	s11.05		
		f10.30	s10.00		I F 47	47.8	ROCKLYN 8.6	79.2	27	s 3.54	f10.45		
		f10.55	s10.20 878	W	I F 56	56.4	TELFORD 7.8	70.6	Spur 12	s 3.36	f10.20 315		
		s11.15	s10.39		I F 64	64.2	CR CRESTON D 10.0	62.8	28	s 3.19	s 9.55		
		s11.50AM	s11.03	W	I F 74	74.2	WR WILBUR D 6.6	52.8	38	s 2.57	s 9.25		
		s12.20PM	s11.20		I F 81	80.8	GOVAN 6.7	46.2	28	s 2.39	s 9.05		
		s12.45	s11.35	W	I F 87	87.5	A ALMIRA D 3.6	39.5	33	s 2.25	s 8.45		
		f 1.05	f11.44		I F 90	91.1	HANSON 5.5	35.9	12	f 2.13	f 8.30		
		s 2.01 316	s11.57AM		I F 97	96.6	RN HARTLINE D 9.3	30.4	27	s 2.01 877	s 8.15		
L 2.00PM		f 2.30	12.20PM	Y X	I F 106	105.9	ODAIR 2.7	21.1	61	1.40	f 7.50	A 7.20AM	
A 2.10PM		A 2.45PM	A12.30PM	WCT X	I F 108	108.6	C COULEE D 2.7	23.8	26	L 1.30PM	L 7.40AM	L 7.10AM	
	L 7.20AM			Y X	I F 106	105.9	ODAIR 11.0	21.1	61				A 2.00PM
	f 8.00				I F 117	116.9	BACON 7.8	10.1	16				f 1.20
						124.7	ADCO 2.3	2.3	26				
	A 8.40AM			T	I F 127	127.0	ND G. N. ADRIAN DN Track Connection	0.0	Yard				L12.40PM
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				Time over Subdivision.			4.15	6.35	.10	1.20
15.6	15.7	16.9	24.5				Average Speed per Hour.			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.

NINTH SUBDIVISION (SEATTLE BRANCH)

WESTWARD — EASTWARD

Time Table No. 52B, June 28, 1925. Succeeding No. 52A

THIRD CLASS 883 Way Freight	Water, Fuel, Scales, Turntables, Wyes and Yard Limits	Station Numbers	Distance from Davenport	STATIONS Telegraph Offices and Calls.	Distance from Eleanor	Car Capacity of Sidings	THIRD CLASS 884 Way Freight
Fri. Only							Fri. Only
L12.05PM	WY X	I F 41	0.0	DAVENPORT 4.2	17.8	30	A 3.30PM
12.40		I E 5	4.2	WHEATDALE 2.7	13.6	8	3.05
1.00		I E 7	6.9	OMANS 4.2	10.9	24	2.50
1.25		I E 12	11.1	GRAVELLES 6.7	6.7	8	2.30
A 1.50PM 884		I E 18	17.8	ELEANOR	0.0	12	L 2.00PM 883
Fri. Only							Fri. Only
1.45				Time over Subdivision.			1.30
10.2				Average Speed per Hour.			12.0

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

SPECIAL INSTRUCTIONS PAGES 1 and 10.

FIFTH SUBDIVISION (FARMINGTON BRANCH)

WESTWARD — EASTWARD

Time Table No. 52B, June 28, 1925. Succeeding No. 52A

THIRD CLASS	Water, Fuel, Scales, Turntables, Wyes and Yard Limits	Station Numbers	Distance from Belmont	STATIONS Telegraph Offices and Calls.	Distance from Farmington	Car Capacity of Sidings	THIRD CLASS
	W X	I D 43	0.0	BM BELMONT D 2.8	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.			

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

SPECIAL INSTRUCTIONS PAGES 1, 9 and 10.

SIXTH SUBDIVISION. (GENESEE BRANCH)

WESTWARD — EASTWARD

Time Table No. 52B — June 28, 1925 — Succeeding No. 52A

SECOND CLASS 665 Mixed Ex. Sun. See Page 5.	Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Pullman Junction.	STATIONS Telegraph Offices and Calls.			Distance from Genesee.	Car Capacity of Sidings.	SECOND CLASS 666 Mixed Ex. Sun. See Page 5.
L12.20PM	Y X	I D 77	0.0		PULLMAN JUNCTION 5.0		27.0	43	As 9.35AM
f12.35		I D 82	5.0		STALEY 2.2		22.0	37	f 9.20
f12.45		I D 84	7.2		CHAMBER 2.6		19.8	33	f 9.10
s12.55		I D 87	9.8	JO	JOHNSON 5.2	D	17.2	32	s 9.00
s 1.10	W	I D 92	15.0	CT	COLTON 2.8	D	12.0	31	s 8.40
s 1.25		I D 95	17.8	U	UNIONTOWN 2.5	D	9.2	34	s 8.30
f 1.35		I D 97	20.3		LEON 6.7		6.7	26	f 8.20
A 1.55PM	WY	I D 104	27.0	GN	GENESEE	D	0.0	34	L 8.00AM
Ex. Sun.									Ex. Sun.
1.35					Time over Subdivision.				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.

SEVENTH SUBDIVISION. (CLEARWATER SHORT LINE)

WESTWARD — EASTWARD

Time Table No. 52B — June 28, 1925 — Succeeding No. 52A

THIRD CLASS 875 Way Freight Mo.We.Fri. See Page 5.	FIRST CLASS 325 Passenger Daily See Page 5.	Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Arrow.	STATIONS Telegraph Offices and Calls.			Distance from Stites.	Car Capacity of Sidings.	FIRST CLASS 326 Passenger Daily See Page 5.	THIRD CLASS 876 Way Freight 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	A11.59AM
f 9.20	s 2.20		I K 3	3.6		MYRTLE 8.1		59.1	14	f 8.13	f11.30
f 9.45	s 2.45		I K 12	11.7		AGATHA 1.7		51.0	17	f 7.51	f10.55
s 9.55	s 2.53	W	I K 13	13.4	LN	LENORE 6.9	D	49.3	15	s 7.46	s10.40
s10.25	s 3.09		I K 20	20.3	PK	PECK 5.0	D	42.4	49	s 7.28	s10.10
f10.45	s 3.21		I K 25	25.3		AHSAHKA 3.7		37.4	38	f 7.15	f 9.50
s11.00	s 3.33	W X	I K 29	29.0	OF	ORO FINO 8.3	D	33.7	25	s 7.02	s 9.30
s11.35	s 4.03		I K 37	37.3	GR	GREER 7.0	D	25.4	26	s 6.30	s 9.00
s11.55AM	s 4.28		I K 44	44.3		PARDEE 1.4		18.4	Spur 8	s 6.09	s 8.35
f12.05PM	f 4.33		I K 46	45.7		TRAMWAY 5.8		17.0	23	f 6.04	f 8.30
s12.30	s 4.53		I K 52	51.5	KA	KAMIAH 8.0	D	11.2	26	s 5.47	s 8.15
s 1.10	s 5.15	W 2½ME	I K 59	59.5	KO	KOOSKIA 3.2	D	3.2	32	s 5.28	s 7.45
A 1.30PM	A 5.25PM	TCW	I K 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, 9 and 10.

AUTHORIZED SURGEONS, IDAHO DIVISION

LOCATION OF STRETCHERS (S).

	Telephone Calls Office	Telephone Calls 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. CARSOW, 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 occuring 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 occuring 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 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
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.

12. **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.

13. **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.

14. **Bulletin Stations—**
Yardley
Spokane
Marshall
Cheney

15. **Standard Time Clocks—**
Yardley
Spokane
Cheney

16. **Watch Inspectors—**
D. E. Brown, Sand Point.
T. J. Morris, Spokane.

17. **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.

18. **Commercial Spurs—**

	Miles from Yardly	Car Capacity
Hangman Gravel Pit	6.7	20

19. **Spokane Crossovers—**
Sheridan Street
Division Street
Washington Street
Madison Street
Maple Street
Sixth Avenue

THIRD SUBDIVISION.

(Fort Sherman Branch)

1. **Switching Crew**—Will operate trains Nos. 887-888.

2. **Bridge Restrictions—**
Speed will be restricted over Bridge No. 1, Blackwell Mill Spur, as follows:
Engines classes S, S-1, S-2, S-3, S-4 and Q eight (8) miles per hour.
Double header engine, class F-1 eight (8) miles per hour.
Engines, class T, Q-1 and heavier not permitted.

3. **Speed Restrictions—**
Passenger trains thirty (30) miles per hour on tangents, twenty-five (25) miles per hour on curves of over 3 degrees.
Freight trains twenty (20) miles per hour on tangents fifteen (15) miles per hour on curves of over 3 degrees.
Post Falls Mill Track. Engines with or without cars must come to a stop and protect movement over crossing by flag.

4. **Maximum Grade**—Coeur d'Alene wye to Coeur d'Alene. When backing down hand brakes must be set to control train without assistance from engine.

5. **Special Stops, Connections, etc.—**
Nos. 887 and 888 may carry passengers.

6. **Register Stations—**
Hauser
Coeur d'Alene

7. **Bulletin Station—**
Coeur d'Alene

8. **Standard Time Clock—**
Coeur d'Alene

9. **Derail Switches—**

Post Falls Mill Spur	East End.
Gibbs and Blackwell Spur	East End.
Blackwell	East end passing track

10. **Commercial Spurs—**

	Miles from Hauser	Car Capacity
Panhandle	3.5	14
Atlas	9.7	30
Gibbs and Blackwell Spur	10.5	15

SPECIAL INSTRUCTIONS.

FOURTH SUBDIVISION.

(Palouse and Lewiston Branch)

1. **At Pullman**—The time of first class trains applies at Telegraph office.

2. **Bridge Restrictions—**
Speed will be restriced 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.

3. **Speed Restrictions—**
Passenger trains thirty-five (35) miles per hour on tangents, twenty-five (25) miles per hour on curves of over 3 degrees. Freight trains twenty-five (25) miles per hour on tangents, twenty (20) miles per hour on curves of over 3 degrees.
At Garfield ten (10) miles per hour over 2nd, 3rd and California streets.
At Palouse eight (8) miles per hour over road crossing west of west switch.
At Spangle ten (10) miles per hour over Third Street.
At Pullman five (5) miles per hour over Kamiaken street.

4. **Mountain Grade**—Between Kendrick and Howell.
Passenger trains must not exceed any one mile in two (2) minutes, freight trains any one miles in four (4) minutes.
Light engines must not run backing up.

5. **Pusher District—**
Between east switch Moscow and west switch Kendrick.

6. **Special Stops, Connection, Etc.—**
No. 312 will wait ten minutes at Lewiston for mail connection from Riparia.
Nos. 311 and 312 will stop on flag at Duckworth Cospur and Freedom Spur.
Nos. 313 and 314 will stop on flag at Cospur and Freedom Spur.
No. 314 will stop on flag at Fallon for milk and cream shipments.

7. **Register Stations—**
Marshall
Pullman
Pullman Junction
Arrow
Joseph

8. **Register Exceptions—**
Pullman Junction, trains Nos. 311, 312, 313, 314, 871, 872, 661 and 662 will not register.

9. **Clearance Exceptions—**
At North Lapwai eastward trains will get check of Joseph register and clearance from Dispatcher at Spokane.

10. **Bulletin Stations—**
Marshall
Pullman
Lewiston

11. **Standard Time Clocks—**
Pullman
Lewiston

12. **Watch Inspectors—**
W. F. Taylor, Pullman.
F. Kelly, Moscow.
M. F. Akers, Lewiston.

13. **Derail Switches—**

Plaza	West End Elevator Track.
North Pine	West End Passing Track.
Donohue	East End Passing Track.
McCoy	East End Passing Track.
Belmont	East End Track No. 2.
Garfield	West End Passing Track.
Garfield	West End House Track.
Fallon	East End Passing Track.
Whelan	West End Passing Track.
Pullman	East End College Spur.
Sunshine	East End Passing Track.
Hagen	West End.
Joel	West End House Track.
Troy Brick Yard Spur	West End.
Troy	West End House Track.
Troy	West End Passing Track.
Rock Spur	West End.
Bovard	West End Passing Track.
Kendrick	West End Passing Track.
Kendrick	West End Elevator Track.
Juliaetta	West End Passing Track.
Juliaetta	West End House Track.
Arrow	West End Passing Track.

14. **Commercial Spurs—**

	Miles from Marshall	Car Capacity
Cospur	12.8	7
Freedom	15.5	5
Duckworth	40.3	7
Pullman	73.5	10
Hagen	85.0	14
Troy Brick Yard	99.1	9
Clyde	106.7	10
Arrow Storage	123.8	31

FIFTH SUBDIVISION.

(Farmington Branch)

1. **At O. W. R. & N. CROSSING:** Gates must be set and blocked against N. P. trains when not in use.

2. **Speed Restrictions—**
All trains fifteen (15) miles per hour.

3. **Register Station—**
Belmont

SIXTH SUBDIVISION.

(Genesee Branch)

1. **Speed Restrictions—**
Passenger trains thirty (30) miles per hour on tangents, twenty (20) miles per hour on curves of over 3 degrees. Freight trains twenty (20) miles per hour on tangents, fifteen (15) miles per hour on curves of over 3 degrees.

2. **Special Stops, Connections, Etc.**
Nos. 665 and 666 may carry passengers.

3. **Register Stations—**
Pullman Junction
Genesee

4. **Bulletin Stations—**
Pullman
Genesee

5. **Standard Time Clock—**
Pullman

6. **Watch Inspector—**
F. L. Ball, Pullman.

7. **Derail Switches—**

Colton	West End Becker Spur.

8. **Commercial Spurs—**

	Miles from Pullman Jct.	Car Capacity
Busby	1.8	13

SEVENTH SUBDIVISION.

(Clearwater Short Line)

1. **Bridge Restrictions—**
Speed will be restricted over bridges O and O.1 over Potlatch Creek, as follows:
Engines class D-6, fifteen (15) miles per hour.
Engines class F-1, five (5) miles per hour.
Engines class S and heavier not permitted.

2. **Speed Restrictions—**
Passenger trains thirty (30) miles per hour on tangents, twenty (20) miles per hour on curves of over 3 degrees. Freight trains twenty (20) miles per hour on tangents, fifteen (15) miles per hour on curves of over 3 degrees.

3. **Special Stops, Connections, Etc.**
Nos. 875 and 876 may carry passengers.
Nos. 325 and 326 will stop on flag at Magill Spur, Fir Bluff, Big George, Chapin 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.

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 Arrow	Car 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

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 Enginemen will only be required to consult register at initial or starting point.

4. Conductors of work trains will issue instructions to their flagmen in writing except when flagman goes back immediately to stop an approaching train.

5. In the State of Washington, Conductors of passenger trains consisting of four or more cars, and freight trains consisting of twenty-five or more cars, must know that Brakeman has had one year's experience in train service before assigning him to flagging duties.

6. Sidings blocked by occupied outfit cars must not be used to meet or pass trains.

7. When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper engine.

8. Before moving a work or wrecking train the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such train.

9. Lap Sidings—Unless otherwise instructed trains taking siding must head in at lap. At lap and double sidings where one siding is blocked the clear siding will be used as a single siding.

10. Speed Restrictions—
Passenger trains must not exceed a speed of one minute or sixty seconds per mile.
Freight trains thirty (30) miles per hour. 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

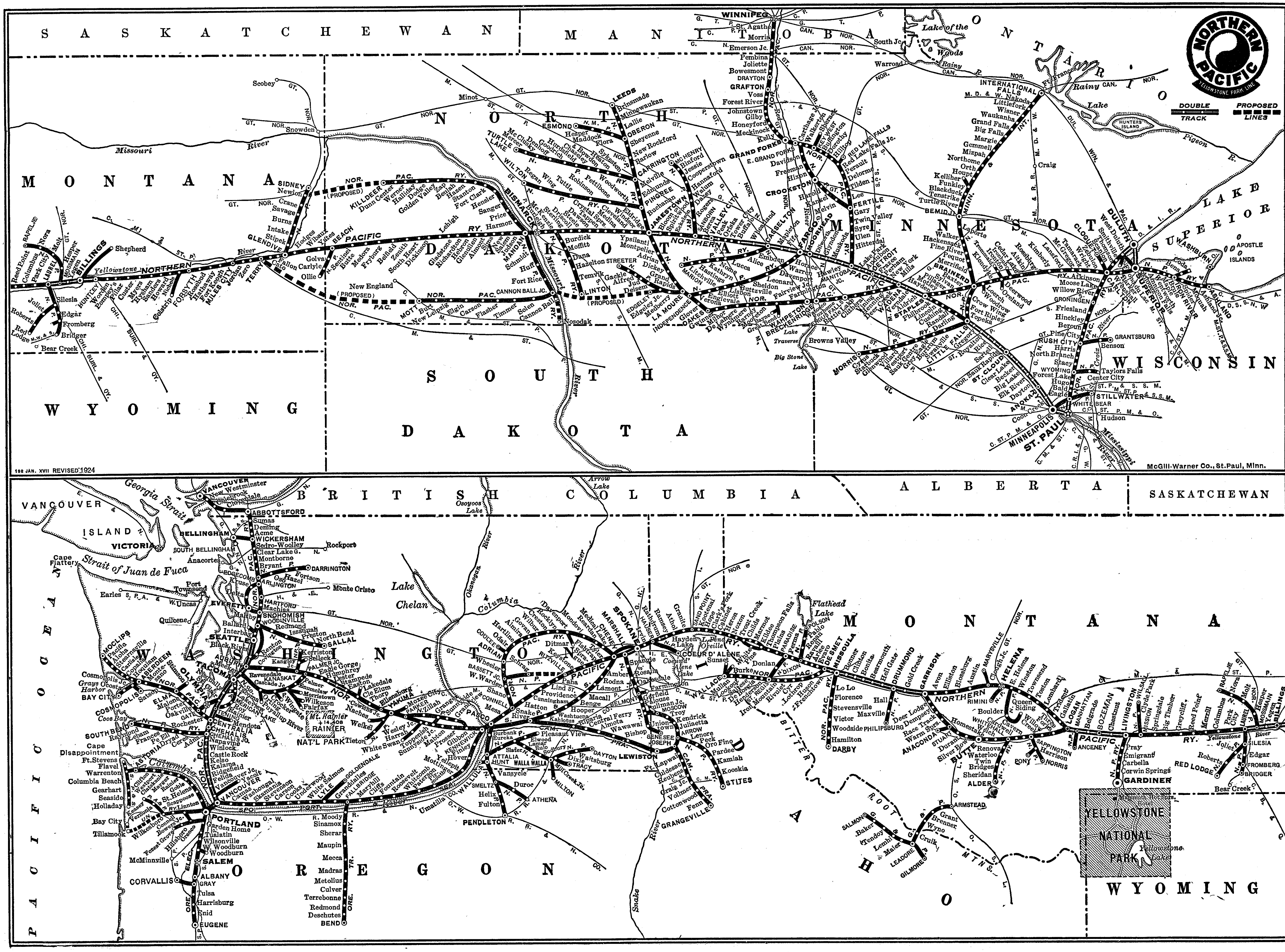
CLEARANCE TABLE.

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)	20-10	20-10	20-10	20-10	20-10	20-8	20-3	20-1	19-10	19-6	19-4	19-0	18-8	18-7	18-3	17-10	17-4	20-10	11-6
1st Subdivision	Main Line (Kootenai Yard-Yardley)	17-10	17-8	17-6	17-4	17-1	16-10	16-6	16-4	16-1	15-10	15-7	15-4	15-0	14-10	14-8	14-2	13-9	17-9	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	16-9	16-8	16-6	16-5	16-4	16-3	16-3	16-1	15-11	15-10	15-9	15-8	15-6	15-3	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.


NORTHERN PACIFIC
YELLOWSTONE PARK LINE
DOUBLE TRACK
PROPOSED LINES
SASKATCHEWAN
MANITOBA
ONTARIO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
WISCONSIN
WYOMING
LAKE SUPERIOR
WINNIPEG
GRAND FORKS
FARGO
MOORHEAD
JAMESTOWN
BISMARCK
MANDAN
DICKINSON
GLENDIVE
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DULUTH
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ST. CLOUD
MINNEAPOLIS
ST. PAUL
STILLWATER
188 JAN. XVII REVISED 1924
McGill-Warner Co., St. Paul, Minn.
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
VANCOUVER ISLAND
WASHINGTON
IDAHO
MONTANA
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PACIFIC OCEAN
VANCOUVER
VICTORIA
BELLINGHAM
EVERETT
SEATTLE
TACOMA
OLYMPIA
ABERDEEN
CENTRALIA
YAKIMA
PASCO
WALLA WALLA
SPOKANE
LEWISTON
COEUR D'ALENE
MISSOULA
HELENA
BUTTE
BOZEMAN
LIVINGSTON
GARDINER
YELLOWSTONE NATIONAL PARK
PORTLAND
SALEM
ALBANY
CORVALLIS
EUGENE
BEND
PENDLETON
GRANGEVILLE
MT. RAINIER NAT'L PARK