

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 520 TABLE

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

SUNDAY, FEBRUARY 14, 1926.

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

A. V. BROWN,
General Manager.

J. E. CRAVER,
General Superintendent.

I. B. RICHARDS,
Assistant General Superintendent of Transportation.

JAMES SHANNON,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

TONNAGE RATINGS—FREIGHT ENGINES.

| SUB-DIVISION | DISTRICT | Ruling Grade % | CLASS OF ENGINE | | | | | | | | | |
|------------------|-----------------------------------|----------------|-----------------|------|------------|-------------|-------------------|--------|------|--------------------------|------|------|
| | | | W-3 | W-1 | Y-2 Y-3 | S-4 | S-1 S-2 S-3 | S | E-1 | E-2 E-3 D-2 D-3 | B | C |
| First Westward | Paradise to 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 |
| | 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 Daily tonnage computing machines will be used to give a draw bar pull equivalent to the rating shown. Leaving terminals conductors will be furnished statement of machine tons in their train and will fill out the difference between this and the intermediate rating, using machine tonnage as shown below.

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

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

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

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

| When scale weight is | Use | When scale weight is | Use | When scale weight is | Use |
|----------------------|-----|----------------------|-----|----------------------|-----|
| 16 | 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 | 25.6 |
| 2 | 20 | 25.7 |
| 2 | 30 | 24 |
| 2 | 40 | 22.5 |
| 2 | 45 | 21.2 |
| 2 | 50 | 20 |
| 3 | .. | 20 |
| 3 | 9 | 19 |
| 3 | 20 | 18 |
| 3 | 31 | 17 |
| 3 | 45 | 16 |
| 4 | .. | 15 |
| 5 | .. | 12 |
| 6 | .. | 10 |
| 7 | 30 | 8 |
| 10 | .. | 6 |

WESTWARD

FIRST SUBDIVISION.
(MAIN LINE)

EASTWARD

| THIRD CLASS | | | | SECOND CLASS | | | | FIRST CLASS | | | | Water, Fuel, Scales, Turntables, Ways and Yard Limits. | Station Numbers. | Distance from Paradise | Time Table No. 52C February 14, 1926 Succeeding No. 52B | | | | Distance from Yardley. | Car Capacity of Sidings. | FIRST CLASS | | | | SECOND CLASS | | THIRD CLASS | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------|--|----------------|--|----------------------|--|-----------|--|-----------------------|--|-----------|--|--|------------------|------------------------|---|----------------------|-----------------------------|--|------------------------|--------------------------|-------------|--|-----------|-----------------|--------------|--|-------------|-------------------------------|---------|--|----------------|----------------------|-------------------|--|--|----------------------|--|--|--|----------------------|--|--|--|----------------------|--|--|--|----------------------|--|--|--|
| 865 | | 861 | | 603 | | 305 | | 41 | | 3 | | | | | 1 | | STATIONS | | | | 2 | | 4 | | 42 | | 306 | | 602 | | 862 | | 866 | | | | | | | | | | | | | | | | | | |
| Way Freight | | Way Freight | | Freight | | Motor Car | | Passenger | | Passenger | | | | | Passenger | | Telegraph Offices and Calls | | | | Passenger | | Passenger | | Passenger | | Motor Car | | Freight | | Way Freight | | Way Freight | | | | | | | | | | | | | | | | | | |
| Tu., Thu. Sat. | | We., Fri. Sun. | | Daily | | Daily | | Daily | | Daily | | | | | Daily | | | | | | Daily | | Daily | | Daily | | Daily | | Daily | | Tu., Thu. Sat. | | Mo. Wed. and Fri. | | | | | | | | | | | | | | | | | | |
| L 7:00 ¹¹ | | | | L 7:30 ¹¹ | | | | L 1:10 ¹¹ | | | | L 1:03 ¹¹ | | | | WCOT 6.1 | | | | 1300 0.0 PD | | | | PARADISE 6.1 DN | | | | 182.6 Yard | | | | A 4:06 ¹¹ | | | | A 2:25 ¹¹ | | | | A 2:00 ¹¹ | | | | | | | | | | | |
| f 7:25 | | | | 7:50 | | | | f 1:23 | | | | f 1:15 | | | | f 12:43 | | | | X | | | | 1306 6.1 HO | | | | PLAINS 7.0 DN | | | | 176.5 E-70 W-78 | | | | f 3:52 | | | | f 2:12 | | | | f 1:48 | | | | | | | |
| f 7:45 | | | | 8:10 | | | | f 1:35 | | | | f 1:26 | | | | f 12:55 | | | | W | | | | 1404 13.1 P | | | | WEEKSVILLE 7.5 Lap Siding | | | | 169.5 E-69 W-78 | | | | f 3:41 | | | | 2:00 | | | | f 1:35 | | | | | | | |
| f 8:15 | | | | 8:30 | | | | f 1:50 | | | | f 1:36 | | | | f 1:05 | | | | | | | | 1411 20.6 P | | | | EDDY 2.5 Lap Siding | | | | 162.0 E-78 W-78 | | | | f 3:30 | | | | 1:50 | | | | f 1:23 | | | | | | | |
| f 8:25 | | | | 8:35 | | | | f 1:57 | | | | f 1:39 | | | | f 1:10 | | | | | | | | 1413 23.1 P | | | | FROST 5.2 Lap Siding | | | | 159.5 71 | | | | f 3:27 | | | | 1:45 | | | | f 1:10 | | | | | | | |
| f 8:45 | | | | 8:50 | | | | f 2:07 | | | | f 1:50 | | | | f 1:18 | | | | | | | | 1417 28.3 P | | | | WOODLIN 3.3 | | | | 154.3 81 | | | | f 3:18 | | | | 1:35 | | | | f 12:54 | | | | | | | |
| f 8:55 | | | | 9:00 | | | | f 2:17 | | | | f 1:58 | | | | f 1:25 | | | | W | | | | 1420 31.6 FN | | | | THOMPSON FALLS 5.2 Lap Siding | | | | 151.0 E-78 W-70 | | | | f 3:12 | | | | f 1:25 | | | | f 12:48 | | | | | | | |
| f 9:15 | | | | 9:15 | | | | f 2:27 | | | | f 2:06 | | | | f 1:35 | | | | | | | | 1426 36.8 BK | | | | PINEHURST 0.9 Marmot 1.4 | | | | 145.8 | | | | 3:00 | | | | 1:10 | | | | f 12:35 | | | | | | | |
| f 9:20 | | | | VIA LOW LINE | | | | f 2:30 | | | | f 2:08 | | | | f 1:37 | | | | | | | | 1427 37.7 P | | | | BELKNAP 6.6 | | | | 144.9 71 | | | | 2:58 | | | | 1:08 | | | | f 12:32 | | | | | | | |
| f 9:45 | | | | VIA HIGH LINE | | | | f 2:45 | | | | f 2:22 | | | | f 1:50 | | | | Y | | | | 1434 44.3 P | | | | WHITE PINE 8.4 to Trout Creek | | | | 138.3 70 | | | | 2:50 | | | | 12:57 | | | | f 12:23 | | | | | | | |
| | | | | 9:20 | | | | | | | | | | | | | | | | W | | | | 1428 35.2 P | | | | MARMOT 3.7 | | | | 145.7 82 | | | | | | | | | | | | 7:30 | | | | | | | |
| | | | | 9:30 | | | | | | | | | | | | | | | | | | | | 1431 41.9 P | | | | TALC 4.3 | | | | 142.0 89 | | | | | | | | | | | | 7:20 | | | | | | | |
| | | | | 9:40 | | | | | | | | | | | | | | | | | | | | 1436 46.2 P | | | | CHILDS 2.9 | | | | 137.7 77 | | | | | | | | | | | | 7:10 | | | | | | | |
| | | | | 9:47 | | | | | | | | | | | | | | | | | | | | 1439 49.1 P | | | | RICHARDS 4.9 | | | | 134.8 78 | | | | | | | | | | | | 7:03 | | | | | | | |
| f 10:15 | | | | 10:00 | | | | f 3:05 | | | | f 2:35 | | | | f 2:05 | | | | WCOT 6.1 | | | | 1444 52.7 J | | | | TROUT CREEK 1.9 | | | | 75 | | | | 2:35 | | | | 12:38 | | | | f 12:04 | | | | | | | |
| f 10:35 | | | | 10:10 | | | | f 3:18 | | | | f 2:49 | | | | f 2:14 | | | | | | | | 1449 58.9 P | | | | TUSCOR 4.9 | | | | 123.7 78 | | | | 2:21 | | | | 12:28 | | | | f 11:54 | | | | | | | |
| f 10:55 | | | | 10:25 | | | | f 3:30 | | | | f 3:00 | | | | f 2:22 | | | | | | | | 1455 64.8 P | | | | FURLONG 4.0 | | | | 117.8 79 | | | | 2:11 | | | | 12:18 | | | | f 11:44 | | | | | | | |
| f 11:10 | | | | 10:35 | | | | f 3:40 | | | | f 3:06 | | | | f 2:28 | | | | W | | | | 1458 68.8 NX | | | | NOXON 4.8 Lap Siding | | | | 113.8 E-79 W-79 | | | | 2:05 | | | | 12:11 | | | | f 11:38 | | | | | | | |
| f 11:30 | | | | 10:45 | | | | f 3:49 | | | | f 3:12 | | | | f 2:35 | | | | | | | | 1463 73.6 P | | | | SMEAD 5.4 | | | | 109.0 79 | | | | 1:59 | | | | 12:04 | | | | f 11:30 | | | | | | | |
| f 11:55 | | | | 11:00 | | | | f 4:00 | | | | f 3:26 | | | | f 2:44 | | | | | | | | 1468 79.0 HR | | | | HERON 6.2 Lap Siding | | | | 103.6 E-78 W-79 | | | | 1:50 | | | | 11:55 | | | | f 11:23 | | | | | | | |
| f 12:20 | | | | 11:15 | | | | f 4:10 | | | | f 3:36 | | | | f 2:53 | | | | | | | | 1474 85.2 BN | | | | CABINET 4.8 | | | | 97.4 78 | | | | 1:39 | | | | 11:46 | | | | f 11:12 | | | | | | | |
| f 12:40 | | | | 11:27 | | | | f 4:18 | | | | f 3:44 | | | | f 2:59 | | | | | | | | 1478 90.0 P | | | | OZOMA 2.6 Lap Siding | | | | 92.6 E-77 W-55 | | | | 1:32 | | | | 11:39 | | | | f 11:02 | | | | | | | |
| f 12:50 | | | | 11:35 | | | | f 4:22 | | | | f 3:49 | | | | f 3:03 | | | | W | | | | 1482 92.6 CX | | | | CLARK'S FORK 3.2 | | | | 90.0 E-78 W-86 | | | | 1:28 | | | | 11:35 | | | | f 10:58 | | | | | | | |
| f 1:10 | | | | 11:47 | | | | f 4:32 | | | | f 3:58 | | | | f 3:09 | | | | | | | | 1489 97.8 P | | | | DENTON 4.0 | | | | 84.8 78 | | | | 1:21 | | | | 11:26 | | | | f 10:47 | | | | | | | |
| L 5:00 ¹¹ | | | | A 1:30 ¹¹ | | | | f 4:43 | | | | f 4:08 | | | | f 3:15 | | | | X | | | | 1492 102.2 H | | | | HOPE 7.2 Lap Siding | | | | 80.4 E-79 W-92 | | | | 1:15 | | | | 11:20 | | | | f 10:40 | | | | | | | |
| f 5:25 | | | | 12:25 | | | | f 4:57 | | | | f 4:22 | | | | f 3:24 | | | | | | | | 1499 109.4 P | | | | ODEN 5.2 | | | | 73.2 79 | | | | 1:05 | | | | 11:09 | | | | f 10:30 | | | | | | | |
| f 5:40 | | | | 12:45 | | | | L 8:20 ¹¹ | | | | f 6:07 | | | | f 4:32 | | | | f 3:31 | | | | WCOT 2.0 | | | | 1503 114.6 KN | | | | KOOTENAI 1.0 | | | | 68.0 Yard | | | | 12:57 | | | | 11:02 | | | | f 10:17 | | | |
| f 5:52 | | | | 12:55 | | | | f 8:25 | | | | f 5:10 | | | | f 4:35 | | | | WCOT 2.0 | | | | 1504 115.6 KY | | | | KOOTENAI YARD 2.0 | | | | 67.0 Yard | | | | 12:55 | | | | 11:00 | | | | 10:15 | | | | f 5:52 | | | |
| f 6:00 | | | | 1:15 | | | | f 8:35 | | | | f 5:15 | | | | f 4:40 | | | | W | | | | 1507 117.6 SA | | | | SAND POINT 3.4 Track Conn | | | | 65.0 E-60 W-67 | | | | 12:50 | | | | 10:53 | | | | f 10:07 | | | | f 5:48 | | | |
| f 6:15 | | | | 1:30 | | | | f 8:45 | | | | f 5:25 | | | | f 4:51 | | | | | | | | 1510 121.0 P | | | | LIGNITE 4.0 | | | | 61.0 80 | | | | 12:38 | | | | 10:41 | | | | 9:55 | | | | f 5:40 | | | |
| f 6:35 | | | | 1:45 | | | | f 9:02 | | | | f 5:32 | | | | f 4:57 | | | | | | | | 1513 125.0 P | | | | ALGOMA 6.5 | | | | 57.0 78 | | | | 12:34 | | | | 10:36 | | | | 9:50 | | | | f 5:32 | | | |
| f 7:05 | | | | 2:10 | | | | f 9:19 | | | | f 5:45 | | | | f 5:08 | | | | W | | | | 1520 131.5 CO | | | | COCOLALLA 5.4 Lap Siding | | | | 51.1 E-78 W-78 | | | | 12:24 | | | | 10:26 | | | | f 9:40 | | | | f 5:12 | | | |
| f 7:30 | | | | 2:30 | | | | f 9:32 | | | | f 5:55 | | | | f 5:16 | | | | | | | | 1524 136.9 P | | | | CAREYWOOD 2.3 | | | | 45.7 79 | | | | 12:17 | | | | 10:17 | | | | f 9:32 | | | | f 4:54 | | | |
| f 7:40 | | | | 2:40 | | | | f 9:40 | | | | f 6:00 | | | | f 5:20 | | | | | | | | 1530 139.2 OE | | | | GRANITE 5.9 Lap Siding | | | | 43.4 E-78 W-78 | | | | 12:14 | | | | 10:14 | | | | f 9:28 | | | | f 4:47 | | | |
| f 8:25 | | | | 3:15 | | | | f 10:01 | | | | f 6:17 | | | | f 5:35 | | | | | | | | 1535 146.1 AX | | | | ATHOL 7.5 Lap Siding | | | | 36.5 E-78 W-78 | | | | 12:02 | | | | 10:01 | | | | f 9:15 | | | | f 4:32 | | | |
| f 9:00 | | | | 3:45 | | | | f 10:16 | | | | f 6:29 | | | | f 5:46 | | | | | | | | 1543 153.6 RS | | | | RAMSEY 3.5 | | | | 29.0 87 | | | | 11:50 | | | | 9:49 | | | | 9:00 | | | | f 4:14 | | | |
| f 9:30 | | | | 4:15 | | | | f 10:29 | | | | f 6:39 | | | | f 5:56 | | | | W | | | | 1549 159. RD | | | | RATHDRUM 6.9 Track Conn | | | | 23.5 78 | | | | 11:40 | | | | 9:40 | | | | f 8:49 | | | | f 4:02 | | | |
| f 10:05 | | | | 4:50 | | | | f 10:40 | | | | f 6:50 | | | | f 6:07 | | | | WXY | | | | 1557 166.0 AU | | | | HAUSER 5.9 Lap Siding | | | | 16.6 E-78 W-78 | | | | 11:30 | | | | 9:29 | | | | f 8:36 | | | | f 3:48 | | | |
| f 10:35 | | | | 5:20 | | | | f 10:51 | | | | f 7:01 | | | | f 6:18 | | | | | | | | 1561 171.9 P | | | | OTIS ORCHARDS 2.9 Lap Siding | | | | 10.7 E-78 W-78 | | | | 11:20 | | | | 9:19 | | | | 8:25 | | | | f 3:35 | | | |
| f 10:50 | | | | 5:40 | | | | f 11:05 | | | | f 7:12 | | | | f 6:30 | | | | | | | | 1564 174.8 V | | | | VELOX 3.0 | | | | 7.8 78 | | | | 11:15 | | | | 9:14 | | | | 8:19 | | | | f 3:27 | | | |
| f 11:05 | | | | 6:00 | | | | f 11:01 | | | | f 7:12 | | | | f 6:30 | | | | | | | | 1567 177.8 TR | | | | IRVIN 3.8 Crossover | | | | 4.8 59 | | | | 11:10 | | | | 9:09 | | | | 8:14 | | | | f 3:21 | | | |
| f 11:25 | | | | 6:20 | | | | f 11:10 | | | | f 7:18 | | | | f 6:38 | | | | X | | | | 1571 181.6 P | | | | PARKWATER 1.0 Crossover | | | | 1.0 Yard | | | | 11:04 | | | | 9:03 | | | | 8:08 | | | | f 3:15 | | | |
| A 11:30 ¹¹ | | | | A 6:30 ¹¹ | | | | A 11:14 ¹¹ | | | | A 7:22 ¹¹ | | | | A 6:42 ¹¹ | | | | WCOT 2.0 | | | | 1572 182.6 YD | | | | YARDLEY 1.0 Crossover | | | | 0.0 Yard | | | | 11:02 ¹¹ | | | | L 9:01 ¹¹ | | | | L 8:06 ¹¹ | | | | L 3:11 ¹¹ | | | |
| Tu., Thu. Sat. | | | | We., Fri. Sun. | | | | Daily | | | | Daily | | | | Daily | | | | Daily | | | | Daily | | | | Daily | | | | Daily | | | | Daily | | | | Daily | | | | Daily | | | | | | | |
| 6:30 | | | | 6:30 | | | | 11:0 | | | | 2:54 | | | | 6:12 | | | | 5:39 | | | | 4:52 | | | | | | | | 5:03 | | | | 5:24 | | | | 5:54 | | | | 2:44 | | | | | | | |
| 12:3 | | | | 12:7 | | | | 10:7 | | | | 24.4 | | | | 29.4 | | | | 32.3 | | | | 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.

EASTWARD.

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

**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.**

EASTWARD

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

FOURTH SUBDIVISION
(PALOUSE AND LEWISTON BRANCH)

EASTWARD

| THIRD CLASS | | | SECOND CLASS | | FIRST CLASS | | | | Time Table No. 52C | | | | | | | | | | FIRST CLASS | | | | SECOND CLASS | | THIRD CLASS | | |
|---------------------|------------------------|------------------------|-----------------------|------------------------|-------------|-----------------------|-----------------------|------------------------|--|-------|--------------------------------|-------------|-------|-----------|------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|------------------------|-----------------------|----------|---------------------|------------------|------------------|
| 885 | 871 | 869 | 665 | 661 | 327 | 323 | 313 | 311 | February 14, 1926 Succeeding No. 52B. | | | | | | | | | | 312 | 314 | 324 | 328 | 662 | 666 | 870 | 872 | 886 |
| Way Freight | Way Freight | Way Freight | Mixed | Freight | Passenger | Passenger | Passenger | Passenger | STATIONS | | | | | | | | | | Passenger | Passenger | Passenger | Passenger | Freight | Mixed | Way Freight | Way Freight | Way Freight |
| Tues., Thurs., Sat. | Tues., Thurs., Sat. | Mon., Wed., Fri. | Ex. Sun. | Ex. Sat. See Page 3. | Daily | Daily | Daily See Page 3. | Daily See Page 3. | Telegraph Offices and Calls | | | | | | | | | | Daily See Page 4. | Daily See Page 4. | Daily | Daily | Ex. Sun. See Page 4. | Ex. Sun. | Tues., Thurs., Sat. | Mon., Wed., Fri. | Mon., Wed., Fri. |
| | | L 9.15 ³¹¹ | | L 8.50 ³¹¹ | | | L 4.18 ³¹¹ | L 8.57 ³¹¹ | WY X | 1585 | 0.0 | MR MARSHALL | DN | 136.8 | Yard | A 1.58 ³¹¹ | A 6.12 ³¹¹ | | | A 3.45 ³¹¹ | | A 12.45 ³¹¹ | | | | | |
| | | f 9.30 | | 9.07 | | | f 4.30 | f 9.09 | 1D 5 | 5.2 | DYNAMITE | 6.1 | 131.6 | 26 | f 1.44 | f 6.00 | | | 3.28 | | f 12.25 | | | | | | |
| | | s 9.55 | | 9.25 | | | s 4.43 | s 9.22 | 1D 11 | 11.3 | SQ SPANGLE | D | 125.5 | 33 | s 1.31 | s 5.48 | | | 3.05 | | f 12.01 ³¹¹ | | | | | | |
| | | *10.20 | | 9.55 | | | s 4.59 | s 9.41 | 1D 20 | 19.8 | MA PLAZA | D | 117.0 | 26 | s 1.11 | s 6.31 | | | 2.35 | | s 11.25 ³¹¹ | | | | | | |
| | | *10.30 | | 10.05 | | | 5.07 | f 9.49 | 1D 23 | 23.4 | NORTH PINE | D | 113.4 | 22 | f 1.02 | 5.23 | | | 2.20 | | f 11.05 | | | | | | |
| | | *10.50 | | 10.20 | | | s 5.15 ³¹⁴ | s 9.56 | 1D 27 | 26.7 | RO ROSALIA | D | 110.1 | 59 | *12.54 | s 5.15 ³¹³ | | | 2.10 | | *10.55 | | | | | | |
| | | *10.55 | | 10.27 | | | 5.19 | f 10.01 | 1D 30 | 28.8 | L. E. DONAHUE | 2.1 | 108.0 | 14 | f 12.49 | 5.08 | | | 2.00 | | f 10.45 | | | | | | |
| | | *11.05 | | 10.37 | | | 5.26 | f 10.08 | 1D 32 | 31.9 | McCOY | 5.7 | 104.9 | 24 | f 12.41 | 5.02 | | | 1.50 | | f 10.35 | | | | | | |
| | | *11.25 | | 10.55 | | | s 5.38 | s 10.21 ³¹² | 1D 38 | 37.6 | OD OAKESDALE | D | 99.2 | 60 | *12.27 | s 4.51 | | | 1.30 | | s 10.21 ³¹¹ | | | | | | |
| | | | | | | | | | | 38.2 | O.-W.R.&N. and I.E. Crossings | 4.7 | 98.6 | | | | | | | | | | | | | | |
| | | *11.40 | | 11.15 | | | s 5.50 | *10.33 | 1D 43 | 42.9 | BM BELMONT | D | 93.9 | 45 | *12.15 | s 4.39 | | | 1.10 | | s 9.50 | | | | | | |
| | | f 11.55 ³¹¹ | | 11.28 | | | 6.04 | f 10.42 | 1D 47 | 47.2 | EDEN | 2.2 | 89.6 | 41 | f 12.06 | 4.29 | | | 12.55 | | f 9.20 | | | | | | |
| | | *12.01 ³¹² | | 11.37 ³¹² | | | s 6.10 | *10.47 | 1D 50 | 49.4 | GF GARFIELD | D | 87.4 | 29 | *12.01 ³¹² | s 4.24 | | | 12.47 | | s 9.05 | | | | | | |
| | | | | | | | | | | 49.7 | O.-W.R.&N. and I.E. Crossings | 3.3 | 87.1 | | | | | | | | | | | | | | |
| | | | | | | | 6.17 | f 10.55 | 1D 53 | 53.0 | CEDAR CREEK | 6.0 | 83.8 | 7 Spur | f 11.51 ³¹² | 4.14 | | | | | | | | | | | |
| | | *12.45 | | 12.10 ³¹² | | | s 6.34 | *11.08 | 1D 59 | 59.0 | PC PALOUSE | D | 77.8 | 32 | *11.36 | s 4.02 | | | 12.10 ³¹² | | s 8.25 | | | | | | |
| | | f 1.15 | | 12.35 | | | f 6.48 | f 11.22 | 1D 66 | 65.6 | W. L. & M. FALLON | 6.6 | 71.2 | 27 | f 11.22 | f 3.48 | | | 11.40 ³¹² | | f 7.40 | | | | | | |
| | | f 1.35 | | 12.50 | | | f 6.59 | f 11.33 | 1D 71 | 70.4 | WHELAN | 5.2 | 66.4 | 27 | f 11.07 | f 3.38 | | | 11.20 | | f 7.20 | | | | | | |
| | | L 7.30 ³¹² | A 2.00 ³¹² | L 12.10 ³¹¹ | 1.10 | | f 7.10 | f 11.45 ³¹¹ | 1D 76 | 75.6 | PN PULLMAN | 0.6 | 61.2 | 30 | s 10.55 | f 3.27 | | | 11.00 | A 9.55 ³¹¹ | L 7.00 ³¹¹ | A 1.25 ³¹¹ | | | | | |
| | | | | | | | f 7.25 | f 12.01 ³¹² | | 76.2 | O.-W. R. & N. CROSSING | 0.8 | 60.6 | | | | | | | | | | | | | | |
| | | f 7.35 | | A 12.20 ³¹¹ | 1.15 | | 7.30 | 12.04 | 1D 77 | 77.0 | PULLMAN JUNCTION | 3.7 | 59.8 | 43 | 10.36 | 3.10 | | | 10.55 | L 9.35 ³¹¹ | | f 1.10 | | | | | |
| | | f 7.55 | | See Page 7. | 1.30 | | f 7.39 | f 12.13 | 1D 80 | 80.7 | SUNSHINE | 5.2 | 56.1 | 27 | f 10.28 | f 3.03 | | | 10.40 | See Page 7. | | f 12.45 | | | | | |
| | | s 9.00 | | | 1.50 | | s 7.52 | *12.25 ³¹² | 1D 85 | 85.9 | MO MOSCOW | 6.4 | 50.9 | 35 | *10.15 | s 2.51 | | | 10.15 | | | *12.25 ³¹¹ | | | | | |
| | | f 9.55 ³¹² | | | 2.10 | | f 8.06 | f 12.40 | 1D 89 | 89.3 | O.-W.R.&N. and I.E. Track Cons | | 44.5 | 28 | f 9.56 | f 2.35 | | | 9.50 | | | f 10.40 ³¹¹ | | | | | |
| | | *10.25 | | | 2.30 | | f 8.17 | f 12.50 | 1D 92 | 92.3 | JOEL | 4.1 | 40.4 | 29 | f 9.44 | 2.25 | | | 9.30 | | | f 10.15 | | | | | |
| | | *10.40 | | | 2.40 | | s 8.25 | *12.57 | 1D 96 | 96.4 | HOWELL | 3.0 | 31.3 | 13 | s 9.36 | s 2.17 | | | 9.15 | | | s 9.36 ³¹² | | | | | |
| | | *11.15 | | | 3.05 | | f 8.42 ³¹² | 1.12 | 1D 99 | 99.4 | VM TROY | 6.1 | 27.4 | 44 | s 9.18 | f 1.59 | | | 8.42 ³¹² | | | f 8.55 | | | | | |
| | | *11.45 ³¹¹ | | | 3.30 | | s 8.58 | s 1.25 | 1D 105 | 105.5 | BOVARD | 5.4 | 21.0 | 13 | s 9.02 | s 1.45 | | | 8.05 | | | s 8.30 | | | | | |
| | See Page 7. | *12.05 ³¹¹ | | | 3.45 | | s 9.08 | s 1.35 ³¹⁴ | 1D 112 | 112.2 | KENDRICK | 4.0 | 25.9 | 44 | s 9.02 | s 1.45 | | | 7.35 | | | s 7.40 | | | | | |
| | L 12.01 ³¹¹ | f 1.11 | | | 4.15 | | L 6.55 ³¹² | L 8.35 ³¹² | 1D 118 | 118.9 | JA JULIAETTA | D | 21.0 | 30 | s 8.52 | s 1.35 ³¹¹ | See Page 7. | See Page 7. | 7.15 | | | f 6.55 | A 9.05 ³¹¹ | | | | |
| | A 12.10 ³¹¹ | A 1.25 ³¹¹ | | A 4.25 ³¹¹ | | A 6.05 ³¹¹ | A 8.45 ³¹¹ | A 9.38 ³¹¹ | 1D 123 | 123.2 | ARROW | P | 13.5 | 32 | s 8.32 | f 1.11 ³¹¹ | A 1.50 ³¹¹ | A 8.04 ³¹¹ | | | | | | | | | |
| | | | | | | | | | 1D 126 | 126.5 | JOSEPH | 10.3 | 10.3 | No Siding | L 8.22 ³¹¹ | L 1.04 ³¹¹ | L 1.40 ³¹¹ | L 7.55 ³¹¹ | L 7.00 ³¹¹ | | | L 6.40 ³¹¹ | L 8.45 ³¹¹ | | | | |

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

| A 12.39 ³¹¹ | A 2.10 ³¹¹ | | A 5.00 ³¹¹ | | A 6.30 ³¹¹ | A 9.15 ³¹¹ | A 10.00 ³¹¹ | A 2.35 ³¹¹ | WCT | 136.8 | LEWISTON | 0.0 | Yard | L 8.00 ³¹¹ | L 12.40 ^{311</} |
|------------------------|-----------------------|--|-----------------------|--|-----------------------|-----------------------|------------------------|-----------------------|-----|-------|----------|-----|------|-----------------------|-----------------------------|
|------------------------|-----------------------|--|-----------------------|--|-----------------------|-----------------------|------------------------|-----------------------|-----|-------|----------|-----|------|-----------------------|-----------------------------|

WESTWARD

EIGHTH SUB-DIVISION
(WASHINGTON CENTRAL BRANCH)

EASTWARD

WESTWARD

NINTH SUBDIVISION
(SEATTLE BRANCH)

EASTWARD

| THIRD CLASS | | | | FIRST CLASS | | | | THIRD CLASS | | | | THIRD CLASS | | | | Time Table No. 52C February 14, 1926. Succeeding No. 52B | | | | THIRD CLASS | | | |
|-------------------------|-----------------|-----------------------------|--|-----------------------------|-----------|-------|-------------------------------------|-------------------------|---------|-----------------------|-----------------|-------------------------|-----------------------------|-------------------------------|--------|--|---------------|------|----|-----------------------------|-----------|-------------|--|
| 881 | 879 | 877 | | 315 | | | | 316 | | 878 | 880 | 882 | | 883 | | | | | | | | 884 | |
| Mixed | Mixed | Way Freight | | See Page 3 Passenger | | | | See Page 4 Passenger | | Way Freight | Mixed | Mixed | | Way Freight | | | | | | | | Way Freight | |
| Tu., Thu., Sat. | We., Fri., Sun. | Tu., Thu., Sat. | | Ex. Sun. | | | | Ex. Sun. | | We., Fri., Sun. | We., Fri., Sun. | Tu., Thu., Sat. | | Fri. Only | | | | | | | Fri. Only | | |
| | | L 8:20 ^{AM} 315 | | L 8:05 ^{AM} 315 | WCY X | 1592 | 0.0 | CY CHENEY 6.0 DN 127.0 | Yard | A 4:55 ^{PM} | | | A 1:45 ^{PM} | L 12:05 ^{PM} WY X | I F 41 | 0.0 | DAVENPORT 4.2 | 17.8 | 30 | A 3:30 ^{PM} | | | |
| | | f 8:35 | | f 8:17 | I F 6 | 6.0 | | POUR LAKES 4.4 | 121.0 | 19 | f 4:42 | | f 1:25 | 12:40 | I E 5 | 4.2 | WHEATDALE 2.7 | 13.6 | 8 | 3:05 | | | |
| | | # 8:45 | | # 8:27 | I F 10 | 10.4 | MK MEDICAL LAKE 5.1 | D 116.6 | 28 | # 4:32 | | # 1:10 | 1:00 | 1:00 | I E 7 | 6.9 | OMANS 4.2 | 10.9 | 24 | 2:50 | | | |
| | | f 9:00 | | f 8:37 | W 16 | 15.5 | DEEP CREEK 5.4 | D 111.6 | 34 | f 4:19 | | f 12:55 | 1:25 | 1:25 | I E 12 | 11.1 | GRAVELLES 6.7 | 6.7 | 8 | 2:30 | | | |
| | | f 9:15 | | f 8:48 | I F 21 | 20.9 | HITE 5.6 | D 106.1 | 14 | f 4:09 | | f 12:40 | A 1:50 ^{PM} 884 | I E 18 | 17.8 | | ELEANOR | 0.0 | 12 | L 2:00 ^{PM} 883 | | | |
| | | # 9:28 | | # 9:02 | W 26 | 26.5 | RH REARDAN 7.4 | D 100.5 | 41 | # 3:57 | | # 12:25 | Fri. Only | 1:45 | | | | | | | Fri. Only | | |
| | | f 9:40 | | # 9:17 | I F 34 | 33.9 | MONDOVI 7.5 | D 93.1 | 29 | # 3:41 | | f 12:01 ^{PM} | 10.2 | | | | | | | | 1:30 | | |
| | | *10:05 | | # 9:35 | WY X 41 | 41.4 | DA DAVENPORT 6.4 | D 85.6 | 26 | # 3:26 | | *11:35 ^{AM} | | | | | | | | | | | |
| | | f 10:30 | | # 9:48 | I F 47 | 47.8 | ROCKLYN 8.6 | D 79.2 | 27 | # 3:11 | | f 11:15 | | | | | | | | | | | |
| | | f 10:55 | | *10:05 | W 56 | 56.4 | TELFORD 7.8 | D 70.6 | Spur 12 | # 2:54 | | f 10:50 | | | | | | | | | | | |
| | | *11:15 | | *10:21 875 | I F 64 | 64.2 | CR CRESTON 10.0 | D 62.8 | 28 | # 2:38 | | *10:21 315 | | | | | | | | | | | |
| | | *11:50 ^{AM} | | *10:43 | W 74 | 74.2 | WR WILBUR 6.6 | D 52.8 | 38 | # 2:16 | | # 9:35 | | | | | | | | | | | |
| | | *12:20 ^{PM} | | *10:56 | I F 81 | 80.8 | GOVAN 6.7 | D 46.2 | 28 | # 2:01 | | # 9:05 | | | | | | | | | | | |
| | | *12:50 | | *11:11 | W 87 | 87.5 | A ALMIRA 3.6 | D 39.5 | 33 | # 1:47 | | # 8:45 | | | | | | | | | | | |
| | | f 1:38 310 | | f 11:19 | I F 90 | 91.1 | HANSON 5.5 | D 35.9 | 12 | f 1:38 877 | | f 8:30 | | | | | | | | | | | |
| | | # 2:01 | | *11:31 | I F 97 | 96.6 | RN HARTLINE 9.3 | D 30.4 | 27 | # 1:26 | | # 8:15 | | | | | | | | | | | |
| L 2:00 ^{PM} | | f 2:30 | | 11:53 ^{AM} | Y X 106 | 105.9 | ODAIR 2.7 | D 21.1 | 61 | 1:05 | | f 7:50 | A 7:20 ^{AM} | | | | | | | | | | |
| A 2:10 ^{PM} | | A 2:45 ^{PM} | | A 12:05 ^{PM} | WCT X 108 | 108.6 | C COULEB 2.7 | D 23.8 | 26 | L 12:55 ^{PM} | | L 7:40 ^{AM} | L 7:10 ^{AM} | | | | | | | | | | |
| | | L 7:20 ^{AM} | | | Y X 106 | 105.9 | ODAIR 11.0 | D 21.1 | 61 | | | | A 2:00 ^{PM} | | | | | | | | | | |
| | | f 8:00 | | | I F 117 | 116.9 | BACON 7.8 | D 10.1 | 16 | | | | f 1:20 | | | | | | | | | | |
| | | | | | | 124.7 | ADCO 2.3 | D 2.3 | 26 | | | | | | | | | | | | | | |
| | | A 8:40 ^{AM} | | | T 127 | 127.0 | ND G. N. ADRIAN DN Track Connection | 0.0 | Yard | | | | L 12:40 ^{PM} | | | | | | | | | | |
| 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 00 | | | | | | 4 00 | | 6 05 | .10 | 1 20 | | | | | | | | | |
| 15.6 | 15.7 | 16.9 | | 27.0 | | | | | | 27.0 | | 17.8 | 15.6 | 15.7 | | | | | | | | | |
| Time over Subdivision. | | | | Time over Subdivision. | | | | Time over Subdivision. | | | | Time over Subdivision. | | | | | | | | | | | |
| Average Speed per Hour. | | | | Average Speed per Hour. | | | | Average Speed per Hour. | | | | Average Speed per Hour. | | | | | | | | | | | |

| THIRD CLASS | | | | FIFTH SUBDIVISION (FARMINGTON BRANCH) | | | | THIRD CLASS | | | | | |
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EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 1 and 10.

| THIRD CLASS | | | | FIRST CLASS | | | | THIRD CLASS | | | |
|-----------------------------|------|--------|------|-----------------------------|------|--------|------|-----------------------------|------|--------|------|
| 883 | | | | 884 | | | | 883 | | | |
| Way Freight | | | | Way Freight | | | | Way Freight | | | |
| Fri. Only | | | | Fri. Only | | | | Fri. Only | | | |
| L 12:05 ^{PM} | WY X | I F 41 | 0.0 | L 12:05 ^{PM} | WY X | I F 41 | 0.0 | L 12:05 ^{PM} | WY X | I F 41 | 0.0 |
| 12:40 | | I E 5 | 4.2 | 12:40 | | I E 5 | 4.2 | 12:40 | | I E 5 | 4.2 |
| 1:00 | | I E 7 | 6.9 | 1:00 | | I E 7 | 6.9 | 1:00 | | I E 7 | 6.9 |
| 1:25 | | I E 12 | 11.1 | 1:25 | | I E 12 | 11.1 | 1:25 | | I E 12 | 11.1 |
| A 1:50 ^{PM} 884 | | I E 18 | 17.8 | A 1:50 ^{PM} 884 | | I E 18 | 17.8 | A 1:50 ^{PM} 884 | | I E 18 | 17.8 |
| Fri. Only | | | | Fri. Only | | | | Fri. Only | | | |
| 1.45 | | | | 1.45 | | | | 1.45 | | | |
| 10.2 | | | | 10.2 | | | | 10.2 | | | |
| Time over Subdivision. | | | | Time over Subdivision. | | | | Time over Subdivision. | | | |
| Average Speed per Hour. | | | | Average Speed per Hour. | | | | Average Speed per Hour. | | | |

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

SPECIAL INSTRUCTIONS PAGES 1 and 10.

| THIRD CLASS | | | | FIRST CLASS | | | | THIRD CLASS | | | |
|-----------------------------|------|--------|------|-----------------------------|------|--------|------|-----------------------------|------|--------|------|
| 883 | | | | 884 | | | | 883 | | | |
| Way Freight | | | | Way Freight | | | | Way Freight | | | |
| Fri. Only | | | | Fri. Only | | | | Fri. Only | | | |
| L 12:05 ^{PM} | WY X | I D 43 | 0.0 | L 12:05 ^{PM} | WY X | I D 43 | 0.0 | L 12:05 ^{PM} | WY X | I D 43 | 0.0 |
| 12:40 | | I H 8 | 2.8 | 12:40 | | I H 8 | 2.8 | 12:40 | | I H 8 | 2.8 |
| 1:00 | | I H 12 | 5.7 | 1:00 | | I H 12 | 5.7 | 1:00 | | I H 12 | 5.7 |
| 1:25 | | I H 17 | 11.1 | 1:25 | | I H 17 | 11.1 | 1:25 | | I H 17 | 11.1 |
| A 1:50 ^{PM} 884 | | I H 18 | 17.8 | A 1:50 ^{PM} 884 | | I H 18 | 17.8 | A 1:50 ^{PM} 884 | | I H 18 | 17.8 |
| Fri. Only | | | | Fri. Only | | | | Fri. Only | | | |
| 1.45 | | | | 1.45 | | | | 1.45 | | | |
| 10.2 | | | | 10.2 | | | | 10.2 | | | |
| Time over Subdivision. | | | | Time over Subdivision. | | | | Time over Subdivision. | | | |
| Average Speed per Hour. | | | | Average Speed per Hour. | | | | 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.

WESTWARD

SIXTH SUBDIVISION.
(GENESEE BRANCH)

EASTWARD

| SECOND CLASS | | | | SECOND CLASS | | | |
|---|--|--|----------------------|---|--|--|----------------------|
| | | | 665 | | | | 666 |
| | | | Mixed | | | | Mixed |
| | | | Ex. Sun. See Page 5. | | | | Ex. Sun. See Page 5. |
| | | | 12:20 PM | | | | 9:35 AM |
| | | | 12:40 | | | | 9:20 |
| | | | 12:47 | | | | 9:13 |
| | | | 12:55 | | | | 9:05 |
| | | | 1:10 | | | | 8:40 |
| | | | 1:25 | | | | 8:30 |
| | | | 1:35 | | | | 8:20 |
| | | | 1:55 PM | | | | 8:00 AM |
| | | | Ex. Sun. | | | | Ex. Sun. |
| | | | 17.0 | | | | 17.0 |
| Time Table No. 52C February 14, 1926 Succeeding No. 52B | | | | Time Table No. 52C February 14, 1926 Succeeding No. 52B | | | |
| STATIONS | | | | STATIONS | | | |
| Telegraph Offices and Calls. | | | | Telegraph Offices and Calls. | | | |
| PULLMAN JUNCTION 5.0 | | | | PULLMAN JUNCTION 5.0 | | | |
| STALEY 2.2 | | | | STALEY 2.2 | | | |
| CHAMBER 2.6 | | | | CHAMBER 2.6 | | | |
| JOHNSON 5.2 | | | | JOHNSON 5.2 | | | |
| COLTON 2.8 | | | | COLTON 2.8 | | | |
| UNIONTOWN 2.6 | | | | UNIONTOWN 2.6 | | | |
| LEON 6.7 | | | | LEON 6.7 | | | |
| GENESEE 0.0 | | | | GENESEE 0.0 | | | |
| Time over Subdivision. | | | | Time over Subdivision. | | | |
| Average Speed per Hour. | | | | 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.

WESTWARD

SEVENTH SUBDIVISION.
(CLEARWATER SHORT LINE)

EASTWARD

| THIRD CLASS | | | FIRST CLASS | | | THIRD CLASS | | |
|---|--|--|---|-------------------|-------------------|---|-------------------------|-------------------|
| | | | 875 | 329 | 325 | | 326 | 330 |
| | | | Way Freight | Passenger | Passenger | | Way Freight | Passenger |
| | | | Mo. We. Fri. See Page 5. | Daily See page 5. | Daily See Page 5. | | Tu. Th. Sa. See Page 5. | Daily See page 5. |
| | | | 9:05 AM | 8:05 AM | 2:05 PM | | 11:59 AM | 8:13 AM |
| | | | 9:20 | 8:35 | 2:20 | | 11:30 | 8:13 |
| | | | 9:45 | 8:35 | 2:45 | | 10:55 | 8:13 |
| | | | 9:55 | 8:40 | 2:53 | | 10:40 | 8:13 |
| | | | 10:25 | 9:00 | 3:09 | | 10:10 | 8:13 |
| | | | 10:45 | 9:13 | 3:21 | | 9:50 | 8:13 |
| | | | 11:00 | 9:25 | 3:33 | | 9:25 | 8:13 |
| | | | 11:35 | 9:45 | 4:03 | | 9:00 | 8:13 |
| | | | 11:55 AM | 10:02 | 4:28 | | 8:35 | 8:13 |
| | | | 12:05 PM | 10:06 | 4:33 | | 8:30 | 8:13 |
| | | | 12:30 | 10:25 | 4:53 | | 8:15 | 8:13 |
| | | | 1:10 | 10:45 | 5:15 | | 7:45 | 8:13 |
| | | | 1:30 PM | 10:55 AM | 5:25 PM | | 7:30 AM | 8:13 |
| | | | Mo. We. Fri. | Daily | Daily | | Tue. Thur. Sat. | Daily |
| | | | 4.25 | 2.50 | 3.15 | | 4.25 | 2.55 |
| | | | 14.1 | 22.1 | 19.3 | | 14.0 | 21.5 |
| Time Table No. 52C February 14, 1926 Succeeding No. 52B | | | Time Table No. 52C February 14, 1926 Succeeding No. 52B | | | Time Table No. 52C February 14, 1926 Succeeding No. 52B | | |
| STATIONS | | | STATIONS | | | STATIONS | | |
| Telegraph Offices and Calls. | | | Telegraph Offices and Calls. | | | Telegraph Offices and Calls. | | |
| ARROW 3.6 | | | ARROW 3.6 | | | ARROW 3.6 | | |
| MYRTLE 8.1 | | | MYRTLE 8.1 | | | MYRTLE 8.1 | | |
| AGATHA 1.7 | | | AGATHA 1.7 | | | AGATHA 1.7 | | |
| LENOR 6.9 | | | LENOR 6.9 | | | LENOR 6.9 | | |
| PECK 6.0 | | | PECK 6.0 | | | PECK 6.0 | | |
| AHSAHKA 3.7 | | | AHSAHKA 3.7 | | | AHSAHKA 3.7 | | |
| ORO FINO 8.3 | | | ORO FINO 8.3 | | | ORO FINO 8.3 | | |
| GREER 7.0 | | | GREER 7.0 | | | GREER 7.0 | | |
| PARDEE 1.4 | | | PARDEE 1.4 | | | PARDEE 1.4 | | |
| TRAMWAY 5.8 | | | TRAMWAY 5.8 | | | TRAMWAY 5.8 | | |
| KAMIAH 8.0 | | | KAMIAH 8.0 | | | KAMIAH 8.0 | | |
| KOOSKIA 3.2 | | | KOOSKIA 3.2 | | | KOOSKIA 3.2 | | |
| STITES 0.0 | | | STITES 0.0 | | | STITES 0.0 | | |
| Time over Subdivision. | | | Time over Subdivision. | | | Time over Subdivision. | | |
| Average Speed per Hour. | | | Average Speed per Hour. | | | 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.

AUTHORIZED SURGEONS, IDAHO DIVISION

LOCATION OF STRETCHERS (S).

| Telephone Calls | | Office | | Residence | |
|--|------|--|------|---|------|
| DR. G. M. JENNINGS, Chief Surgeon | 119 | DR. A. T. HAAS, Asst. Surgeon | 119 | DR. A. R. FOSS, Asst. Surgeon | 119 |
| DR. W. T. WILLIAMS, Asst. Surgeon | 119 | DR. W. T. WILLIAMS, Asst. Surgeon | 119 | DR. W. T. WILLIAMS, Asst. Surgeon | 119 |
| DR. E. S. COATES, Plains (S) | 17 | DR. A. W. REW, Thompson Falls, (Station S) | 37 | DR. O. F. PAGE, Sand Point (S) | 49 |
| DR. FRANK WENZ, Rathdrum (S) | 30 | DR. JOHN H. O'SHEA, Spokane (S) | 2834 | DR. CHAS. M. DOLAND, Spokane (S) | 2834 |
| DR. X. L. ANTHONY, (Oculist), Spokane | 2505 | DR. O. T. BATCHELLOR, (Ear, Nose and Throat) | 2505 | Spokane (Stretchers at Baggage Room, Division St. Yard Office, Round House and Tool Cars 1 and 2, at Parkwater, Yard Office at Yardley) | 2505 |
| DR. F. A. POMEROY, Cheney | 832 | DR. W. T. SEELEY, Kendrick | 5203 | DR. D. A. ANGUS, Rosalia | 452 |
| DR. PAUL WIESEL, Garfield | 113 | DR. E. T. HEIN, Palouse (S) | 16 | DR. L. G. KIMZEY, Pullman (S) | 8 |
| DR. W. A. BURG, Uniontown | 10 | DR. W. H. CARPENTERS, Moscow (S) | 161R | DR. O. C. CARSON, Lewiston (S) | 368 |
| DR. S. A. ROE, (Eye, Ear, Nose and Throat) Lewiston (Examiner) | 93W | DR. EARL W. HORSWELL, Oro Fino | 103 | DR. J. M. VERBERKMOES, Kooskia, Stites (S) | 142 |
| DR. F. A. DECKER, Reardon | 1811 | DR. C. S. BUMGARDNER, Davenport | 202 | DR. C. M. YOUNT, Wilber (S) | 22 |
| DR. N. R. GREGG, Coulee City | 175 | DR. J. C. DWYER, Coeur d'Alene (S) | 462 | DR. C. P. RICHARDS, Almira | 462 |

NOTE

Surgeons will attend, when called upon officially, to all cases of ACCIDENT occurring to employees or passengers. In case of SICKNESS it is the intention to limit medical service to the locality or town where surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

SPECIAL INSTRUCTIONS.

FIRST 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 Kootenai**—Side track extending between Kootenai and Kootenai Yard will be used as a single siding for Kootenai. Trains 305 and 306 will use siding between Kootenai and Kootenai Yard instead of main line.
4. **At Kootenai Yard**—Freight trains will leave sufficient brakes set to prevent slack running out and fouling lead.
5. **At Hauser**—Westward siding will be used as a single siding. Eastward siding will be used as a storage track.
6. **Double Tracks**—Rules 86 and D-97 are modified to the extent that eastward from Yardley any train 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 to twenty-five (25) miles per hour. Speed is restricted over bridge 48, Beaver Creek to fifteen (15) miles per hour. Speed is restricted over bridge 78, Elk Creek to twenty-five (25) miles per hour. Speed 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. **Special 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, Kollner, Dorite, Cedar Spur and Alger. No. 41 will stop on flag at Alger, Cedar Spur, Dorite, Kollner, Culver and Sagel. Nos. 41 and 42 will make stops between Paradise 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. Hope for Nos. 861, 862, 865 and 866. Kootenai Yard for Nos. 305 and 306. Yardley.
12. **Register Exceptions**—At Paradise engineers of westward freight trains will not consult register but will be furnished a check of register on Form 602. At Yardley engineers 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. Hope. Kootenai Yard. Yardley.
15. **Standard Time Clocks**—Paradise. Hope. 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. Sagel. West End. Dufort. East End. Petit. West 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 | 80 |
| Dorite. | 87.0 | 5 |
| Lane Potter. | 91.2 | 23 |
| Donovan Tie Mill. | 100.2 | 20 |
| Kollner. | 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. | 155.0 | 10 |
| Dean. | 161.1 | 7 |
| Bradken. | 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 Engineer 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 track. Signal 58, dwarf semaphore between eastward and westward main line east of crossing, governs movements westward on eastward main line, and crossover movements eastward to westward main line east of crossing. Signal 35, dwarf semaphore between eastward and westward main line west of crossing, governs movements eastward on westward main line, and crossover movements to eastward main line and to old main line east of crossing. Signal 34, dwarf semaphore between westward main line and yard lead west of crossing, governs eastward movements out of yard. Signal 57, dwarf semaphore between eastward main line and Fair Ground track east of crossing, governs movements out of Fair Ground track. Signal 33 east of crossing and 59 west of crossing govern movements on old main line. For main line approaching signal 36 sound four short blasts of engine whistle o o o o. For Fair Ground track approaching signal 36 sound 3 long blasts — — —. For old main line approaching signals 36, 35 or 34 sound one long two short one long blasts — o —. For main line approaching signals 35, 61 or 60 sound four short blasts o o o o. For new yard approaching signals 35, 57, 58, 61 and 60 sound three long blasts — — —. For crossing on to eastward main line approaching signals 35 or 34 sound two long and two short blasts — — o o. For Fair Ground track approaching signals 35 or 34 sound three long blasts — — —. For westward main line approaching signals 57 or 58 sound four short blasts o o o o. For crossing to westward main line approaching signals 57 or 58 sound two long and two short blasts — — o o. For old main line approaching signals 33 and 59 sound one long and one short blasts — o —.
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 line 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 or Bottom Arm on Signal Masts are restricted speed signals. When clear they indicate proceed at slow speed prepared to stop, block may or may not be occupied. 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. No. 1 will stop at Marshall to pick up passengers from Palouse and Lewiston Branch for Coast on instructions from Superintendent.
11. **Register Stations**—Yardley. Spokane. Cheney.

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 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.

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 mile in four (4) minutes.
Light engines must not run backing up.
The normal position of the train order signal will be "Stop" at Troy for westward trains when operator is on duty. The position of this signal will not be changed while operator is on duty except when changed to clear position when the block is clear of westward trains and no train orders. No train will leave Troy westward when operator is not on duty without authority by train order to do so. The operator at Kendrick will not report westward trains clear at that station until they are in the clear on the siding or the rear end of the train has passed the telegraph office 300 feet. The operators at Troy and Kendrick will each keep a record of when westward trains pass Troy and Kendrick. In case communication fails operator at Troy may issue a clearance card endorsed "Means of communication have failed, proceed at restricted speed."

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, Flaig Spur and Freedom Spur.
Nos. 313 and 314 will stop on flag at Cospur, North Pine 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 Lewiston and East Lewiston 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.
Boward..... West End Passing Track.
Kendrick..... West End Passing Track.
Kendrick..... West End Elevator Track.
Julietta..... West End Passing Track.
Julietta..... West End House Track.
Arrow..... West End Passing Track.

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 Yardley | 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 |

14. **Commercial Spurs**—

| | Miles from Marshall | Car Capacity |
|----------------------|------------------------|-----------------|
| Cospur..... | 12.8 | 7 |
| Freedom..... | 15.5 | 5 |
| Flaig Spur..... | 34.9 | 7 |
| 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.....

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, 326, 329 and 330 will stop on flag at Magill Spur, Fir Bluff, Big George, Chapin Spur, Penoyer Spur and Cherrylane.
Nos. 325, 326, 329 and 330, 875 and 876 will stop at Myrtle Bridge.
No. 326 will run as 325 Arrow to Lewiston.
No. 325 will run as 324 Lewiston to Arrow.
No. 330 will run as 327 Arrow to Lewiston.
No. 329 will run as 328 Lewiston to Arrow.
No. 876 will run as 885 Arrow to Lewiston.
No. 875 will run as 886 Lewiston to Arrow.

4. **Register Station**—

Sites
Arrow

5. **Bulletin Station**—

Sites

6. **Standard Time Clock**—

Sites

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)

- At Odair normal position of switch is for Adrian line.
- 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.
- 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.
- Register Stations**—
Cheney
Odair
Coulee
Adrian
- Bulletin Stations**—
Cheney
Adrian
- Standard Time Clocks**—
Cheney
- Watch Inspector**—
T. J. Morris, Spokane.
- Derail Switches**—
(See second subdivision.)
Cheney..... East End House Track.
Four Lakes..... West End Mill Track.
Reardon..... East End High Line.
Almira..... West End Passing Track.
Hansen..... West End Coal Dock Spur.
Coulee..... West End Passing Track.
Adco..... West End Passing Track.

9. Commercial Spurs—

| | Miles from Cheney | Car Capacity |
|----------------|-------------------|--------------|
| Calo..... | 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.

- 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.
- Brakemen will ride on top of freight trains descending mountain grades, except in case of inclement weather.

- Except as otherwise provided or when running light without Conductor Engine-men will only be required to consult register at initial or starting point.
- Conductors of work trains will issue instructions to their flagmen in writing except when flagman goes back immediately to stop an approaching train.
- 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.
- Sidings blocked by occupied outfit cars must not be used to meet or pass trains.
- When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper engine.
- 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.
- 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.
- 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 engines fifty-five (55) miles per hour. "W", "W-1" and "W-3" 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.

