

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**IDAHO DIVISION**

# **TIME 52E TABLE**

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

**SUNDAY, FEBRUARY 13, 1927.**

**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.

**M. G. CRAWFORD,**  
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 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												
	Kendrick to Lewiston.....	Down												
Fourth Eastward	Lewiston to Arrow.....	0.5				1800	1700	1400	1200	1100	1000	900		
	Arrow to Kendrick.....	0.8				1100	1050	1000	900	875	725	690		
	Kendrick to Troy.....	2.4				385	360	355	195	170	155	130		
	Troy to Howell.....	2.2				415	395	390	225	200	190	150		
	Howell to Pullman.....	1.5				677	666	621	375	330	315	250		
	Pullman to Belmont.....	1.1				900	860	825	495	420	400	315		
	Belmont to Oakesdale.....	0.5				1800	1700	1400	1200	1100	1000	900		
	Oakesdale to Spangle.....	1.0				975	935	895	540	480	450	360		
	Spangle to Marshall.....	0.6				1600	1500	1300	1100	1000	900	800		
	Fifth Westward	Belmont to Farmington.....	1.5				677	666	621	375	330	315	250	
Fifth Eastward	Farmington to Belmont.....	1.3				774	761	710	430	350	325	265		
Sixth Westward	Pullman Jct., to Johnson ...	0.8				1100	1050	1000	900	875	725	690		
	Johnson to Colton.....	1.3				774	761	710	430	350	325	265		
Sixth Eastward	Colton to Genesee.....	0.5				1800	1700	1400	1200	1100	1000	900		
	Genesee to Colton.....	0.5				1800	1700	1400	1200	1100	1000	900		
	Colton to Johnson.....	1.1				900	860	825	495	420	400	315		
Seventh Westward	Johnson to Pullman Jet ...					SIX TY CARS								
Seventh Eastward	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								
Eighth Eastward	Odair to Adrian.....	0.5				1800	1700	1400	1200	1100	1000	900		
	Adrian or Coulee to Hartline.....	1.0				975	935	895	540	480	450	360		
	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		
Ninth Westward	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 Daly tonnage computing machines will be used to give a draw bar pull equivalent to the rating shown. Leaving terminals conductors will be furnished statement of machine tons in their train and will fill out the difference between this and the intermediate rating, using machine tonnage as shown below.

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

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

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

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

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

SPEED TABLE

Time	Per Mile		Miles Per Hour
	Minutes	Seconds	
1	..		60
1	1		59
1	2		58
1	3		57.1
1	4		56.2
1	5		55.3
1	6		54.5
1	7		53.7
1	8		52.9
1	9		51.1
1	10		50.4
1	12		50
1	15		48
1	20		45
1	25		42.3
1	30		40
1	40		36
1	45		34.3
1	50		32.7
2	..		30
2	10		27.6
2	15		26.6
2	20		25.7
2	30		24
2	40		22.5
2	45		21.2
2	50		20
3	..		19
3	9		18
3	20		17
3	31		16
3	45		15
4	..		12
5	..		10
6	..		8
7	30		6
10	..		6



WESTWARD

FIRST SUBDIVISION.  
(MAIN LINE)

EASTWARD

Table with multiple columns for train classes (Third Class, Second Class, First Class) and directions (Westward, Eastward). Includes station names, times, and service details. Title: Time Table No. 52E, February 13, 1927, Succeeding No. 52D.

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

WESTWARD

SECOND SUBDIVISION.  
(MAIN LINE.)

THIRD CLASS				SECOND CLASS				Time Table No. 52E February 13, 1927. Succeeding No. 52D.	FIRST CLASS									
895	869	661	603	STATIONS		Distance from Cheney.	Car Capacity of Sidings.	1	3	41	305	311	313	315	319	333		
Way Freight	Way Freight	Freight	Freight	STATIONS		Distance from Cheney.	Car Capacity of Sidings.	Passenger	Passenger	Passenger	Motor Car	Passenger	Passenger	Motor Car	S. P. & S. 3 Passenger	Passenger		
Mon. Wed. Fri.	Mon. Wed. Fri.	Ex. Sat.	Daily	Telegraph Offices and Calls		Distance from Cheney.	Car Capacity of Sidings.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily		
L 7.30 <sup>AM</sup>	L 8.30 <sup>AM</sup>	L 6.00 <sup>PM</sup>	L 5.30 <sup>PM</sup>	YD	YARDLEY	DN	19.8	L 5.20 <sup>PM</sup>	L 6.40 <sup>AM</sup>	L 7.20 <sup>PM</sup>	L 10.25 <sup>AM</sup>							
				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	8.45 4-311	s 6.30 314	s 6.05	SF	SPOKANE	DN	16.3	s 5.35 6.00	s 6.55 7.20 315	s 7.35 8.00	A 10.35 <sup>AM</sup>	L 8.40 <sup>AM</sup> 869	L 4.00 <sup>PM</sup>	L 7.10 <sup>AM</sup> 3	L 8.40 <sup>PM</sup>	L 3.00 <sup>PM</sup>		
				HANGMAN 5.8 Crossover		13.1												
s 8.25 4	A 9.15 <sup>AM</sup> 311	A 7.00 <sup>PM</sup> See Page 5.	6.50	MR	MARSHALL	DN	7.3	6.22 314	7.36 42	8.17		A 8.57 <sup>AM</sup> 869 See Page 5.	A 4.18 <sup>PM</sup> See Page 5.	s 7.28 42	A 9.01 <sup>PM</sup> s	s 3.17		

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

895	869	661	603	STATIONS		Distance from Cheney.	Car Capacity of Sidings.	1	3	41	305	311	313	315	319	333
Way Freight	Way Freight	Freight	Freight	STATIONS		Distance from Cheney.	Car Capacity of Sidings.	Passenger	Passenger	Passenger	Motor Car	Passenger	Passenger	Motor Car	S. P. & S. 3 Passenger	Passenger
Mon. Wed. Fri.	Mon. Wed. Fri.	Ex. Sat.	Daily	Telegraph Offices and Calls		Distance from Cheney.	Car Capacity of Sidings.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily
A 8.55 <sup>AM</sup> s		A 7.30 <sup>PM</sup> WCY X		CY	CHENEY	DN	0.0	A 6.40 <sup>PM</sup> s	A 7.55 <sup>AM</sup> s 4-315	A 8.35 <sup>PM</sup> s				A 7.45 <sup>AM</sup> s 3-4 See Page 6.		A 3.35 <sup>PM</sup> s
				Time over Subdivision.				Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily
1.25	.45	1.00	2.00	Average Speed per Hour.				.55	.50	.50	.10	.17	.18	.35	.21	.35
13.9	16.6	12.5	9.9					21.6	23.7	23.7	21.0	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										Water, Fuel, Seales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Yardley.	Time Table No. 52E February 13, 1927 Succeeding No. 52D.			Distance from Cheney.	Car Capacity of Sidings.	SECOND CLASS			THIRD CLASS	
334	320	316	314	312	306	42	4	2	602				604	662	870			896				
Passenger	S.P. & S. 4 Passenger	Motor Car	Passenger	Passenger	Motor Car	Passenger	Passenger	Passenger	Freight				Freight	Freight	Way Freight			Way Freight				
Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Ex. Sun.	Ex. Mon.	Tu. Thu. Sat.			Tu. Thu. Sat.				
					A 4.00PM	A 8.06AM	A 9.01AM	A 11.02PM	WC OXT	1572	0.0	YD YARDLEY 1.7	DN Crossover	19.8	Yard	A 7.45AM	A 6.00AM	A 4.30AM	A 1.30PM	A 1.05PM		
											1.7	O. W. R. & N. CROSSING 1.8 Interlocked O.W.R.&N. and C.M.& St.P. Track Cons.	18.1									
	A 3.15PM	A 8.55PM	A 5.40PM	A 6.30PM 661	A 2.15PM	L 3.50PM	7.55 7.40	8.50 8.30 869	10.50 10.30	W O T X	1576	3.5	SF SPOKANE 3.2 G. N. and S. & E. Crossover Track Cons.	16.3	Yard	7.25	6.40	4.10	1.10	12.50		
											1579	6.7	HANGMAN 5.8 Crossover	13.1	No Sdg.							
	r 2.57	L 8.35PM	s 5.20	L 6.12PM 1 See Page 5.	L 1.58PM See Page 5.		7.20 8-315	8.13 895	10.13	WY X	1585	12.5	MR MARSHALL 7.3 Interlocked S. P. & S. Track Con.	7.3	E-33 W-32	L 6.45AM	5.15	L 3.45AM See Page 5.	L 12.45PM 896	L 12.35 870		

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

L 2.45PM		L 5.00PM See Page 6.				L 7.05AM	L 7.55AM 8-315	L 10.00PM	WCY X <th>1592</th> <th>19.8</th> <th>CY CHENEY</th> <th>DN</th> <th>0.0</th> <th>70</th> <th></th> <th>L 4.55AM</th> <th></th> <th></th> <th>L 12.15PM</th>	1592	19.8	CY CHENEY	DN	0.0	70		L 4.55AM			L 12.15PM					
Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily									Daily	Ex. Sun.	Ex. Mon.	Tu. Thu. Sat.	Tu. Thu. Sat.				
.30	.20	.40	.18	.17	.10	.46	.46	.42									1.00	1.05	.45	.45	.50				
32.6	27.0	24.4	30.0	31.7	21.0	25.8	25.8	28.2									12.5	18.2	16.6	16.6	23.7				
																Time over Subdivision.									
																Average Speed per Hour.									

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

WESTWARD

THIRD SUBDIVISION.  
(FORT SHERMAN BRANCH)

EASTWARD

THIRD CLASS			Water, Fuel, Seales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Coeur d'Alene.	Time Table No. 52E February 13, 1927 Succeeding No. 52D.			Distance from Hauser.	Car Capacity of Sidings.	THIRD CLASS		
887	Mixed	888				Mixed							
Ex. Sun.		Ex. Sun.											
L 6.15AM	WY X	IA 14				0.0	CA COEUR D'ALENE D S. & I. R. 2.6	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	4.3	17	s 8.10						
	r 7.00	IA 2	11.2	GRAND JUNCTION I. & W. N. and S. I. 2.2	2.2		r 7.55						
	A 7.15AM	YWC	1557	13.4	AU HAUSER DN	0.0	170	L 7.45AM					
	Ex. Sun.							Ex. Sun.					
	1.00							1.30					
	13.5							9.0					
						Time over Subdivision.							
						Average Speed per Hour.							

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 887 IS SUPERIOR TO No. 888 COEUR D'ALENE TO HAUSER.

SPECIAL INSTRUCTIONS, PAGES 1, 9 and 10.

WESTWARD

FOURTH SUBDIVISION (PALOUSE AND LEWISTON BRANCH)

EASTWARD

Main time table grid with columns for Third Class, Second Class, First Class, and Stations. Includes train numbers (885, 871, 869, 665, 661, 327, 323, 313, 311, 312, 314, 324, 328, 662, 666, 870, 872, 886) and station names (MARSHALL, DYNAMITE, SPANGLE, PLAZA, NORTH PINE, ROSALIA, DONAHUE, McCOY, OAKESDALE, BELMONT, EDEN, GARFIELD, CEDAR CREEK, PALOUSE, FALLON, WHELAN, PULLMAN, SUNSHINE, MOSCOW, JOEL, HOWELL, TROY, BOVARD, KENDRICK, JULIAETTA, ARROW, JOSEPH).

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

Summary table with columns for time intervals and average speeds. Includes values like 12.39, 12.20, 4.05, 6.30, 9.15, 10.00, 2.35, 136.8, 8.00, 12.40, 1.15, 7.30, 6.30, 6.00, 8.05, .38, 6.05, 4.45, .10, 9.05, .35, .40, 5.27, 5.23, 5.43, 5.20, .35, .34, 9.15, .20, 6.00, 7.25, 1.00, 21.3, 10.0, 15.9, 8.4, 15.0, 23.1, 19.9, 25.1, 25.4, 24.0, 25.6, 23.1, 23.8, 14.7, 4.2, 12.6, 8.2, 13.3.

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

SPECIAL INSTRUCTIONS PAGES 1, 9 and 10.



WESTWARD

EIGHTH SUB-DIVISION  
(WASHINGTON CENTRAL BRANCH)

EASTWARD

WESTWARD

NINTH SUBDIVISION  
(SEATTLE BRANCH)

EASTWARD

THIRD CLASS			FIRST CLASS			Water, Fuel, Scales, Turntables, Wyes and Yard Limits	Station Numbers	Distance from Cheney	Time Table No. 52E February 13, 1927. Succeeding No. 52D			Distance from Adrian	Car Capacity of Sidings	FIRST CLASS			THIRD CLASS		
881	879	877			315				STATIONS	316					878	880	882		
Mixed	Mixed	Way Freight			See Page 3. Motor Car	Telegraph Offices and Calls.	See Page 4. Motor Car			Way Freight	Mixed	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	CY CHENEY 6.0 DN 127.0	A 4.55PM			A 1.45PM									
		f 8.35			f 8.17	FOUR LAKES 4.4	f 4.42			f 1.25									
		s 8.45			s 8.27	MK MEDICAL LAKE 5.1 D 116.6	s 4.32			s 1.10									
		f 9.00			f 8.37	DEEP CREEK 5.4	f 4.19			f 12.55									
		f 9.15			f 8.48	HITE 5.6	f 4.09			f 12.40									
		s 9.28			s 9.02	RH REARDAN 7.4 D 100.5	s 3.57			s 12.25									
		f 9.40			s 9.17	MONDOVI 7.5	s 3.41			f 12.01PM									
		s 10.05			s 9.35	DA DAVENPORT 6.4 D 85.6	s 3.26			s 11.35AM									
		f 10.30			s 9.48	ROCKLYN 8.6	s 3.11			f 11.15									
		f 10.55			s 10.05	TELFORD 7.8	s 2.54			f 10.50									
		s 11.15			s 10.21 878	CR CRESTON 10.0 D 62.8	s 2.38			s 10.21 315									
		s 11.50AM			s 10.43	WR WILBUR 6.6 D 52.8	s 2.16			s 9.35									
		s 12.20PM			s 10.56	GOVAN 6.7	s 2.01			s 9.05									
		s 12.50			s 11.11	A ALMIRA 3.6 D 39.5	s 1.47			s 8.45									
		f 1.38 316			f 11.19	HANSON 5.5	f 1.38 877			f 8.30									
		s 2.01			s 11.31	RN HARTLINE 9.3 D 30.4	s 1.26			s 8.15									
L 2.00PM		f 2.30			11.53AM	ODAIR 2.7	1.05			f 7.50	A 7.20AM								
A 2.10PM		A 2.45PM			A 12.05PM	C COULEE 2.7 D 23.8	L 12.55PM			L 7.40AM	L 7.10AM								
		L 7.20AM				ODAIR 11.0						A 2.00PM							
		f 8.00				BACON 7.8						f 1.20							
						ADCO 2.3													
		A 8.40AM				ADRIAN Track Connection DN 0.0						L 12.40PM							
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			4.00		4.00			6.05	.10	1.20							
15.6	15.7	16.9			27.0		27.0			17.8	15.6	15.7							
<p>EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 1 and 10.</p>																			

THIRD CLASS			Water, Fuel, Scales, Turntables, Wyes and Yard Limits	Station Numbers	Distance from Davenport	Time Table No. 52E February 13, 1927. Succeeding No. 52D			Distance from Eleanor	Car Capacity of Sidings	THIRD CLASS		
	883					STATIONS	884					Way Freight	
	Way Freight		Telegraph Offices and Calls.	Way Freight	Mixed	Mixed							
	Fri. Only			Fri. Only									
	L 12.05PM		DAVENPORT 4.2	WY X	I F 41	0.0		17.8	30		A 3.30PM		
	12.40		WHEATDALE 2.7		I E 5	4.2		13.6	8		3.05		
	1.00		OMANS 4.2		I E 7	6.9		10.9	24		2.50		
	1.25		GRAVELLES 6.7		I E 12	11.1		6.7	8		2.30		
	A 1.50PM 884		ELEANOR		I E 18	17.8		0.0	12		L 2.00PM 883		
	Fri. Only										Fri. Only		
	1.45										1.30		
	10.2		Time over Subdivision.								12.0		
			Average Speed per Hour.										

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

SPECIAL INSTRUCTIONS PAGES 1 and 10.

WESTWARD FIFTH SUBDIVISION (FARMINGTON BRANCH) EASTWARD

THIRD CLASS			Water, Fuel, Scales, Turntables, Wyes and Yard Limits	Station Numbers	Distance from Belmont	Time Table No. 52E February 13, 1927. Succeeding No. 52D			Distance from Farmington	Car Capacity of Sidings	THIRD CLASS		
						STATIONS						Way Freight	
			Telegraph Offices and Calls.										
			BM BELMONT 2.8		I D 43	0.0		5.7	45				
			HAYFIELD 1.7		I H 3	2.8		2.9					
			O. W. R. & N. CROSSING 1.2			4.6		1.2					
			FA FARMINGTON		I H 7	5.7		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.



WESTWARD

SIXTH SUBDIVISION.  
(GENESEE BRANCH)

EASTWARD

SECOND CLASS				665 Mixed Ex. Sun. See Page 5.	Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Pullman Junction.	Time Table No. 52E February 13, 1927. Succeeding No. 52D			Distance from Genesee.	Car Capacity of Sidings.	SECOND CLASS				
STATIONS								666 Mixed Ex. Sun. See Page 5.	STATIONS	Distance from Genesee.			Car Capacity of Sidings.	STATIONS			
Telegraph Offices and Calls.														Telegraph Offices and Calls.			
PULLMAN JUNCTION 5.0														PULLMAN JUNCTION 5.0			
				L 12.20 PM	Y	ID 77	0.0					A 9.30 AM					
				f 12.35		ID 82	5.0					f 9.15					
				f 12.43		ID 84	7.2					f 9.08					
				s 12.50		ID 87	9.8	JO	JOHNSON 5.2	D	17.2	s 9.00					
				s 1.10	W	ID 92	15.0	CT	COLTON 2.8	D	12.0	s 8.40					
				s 1.25		ID 95	17.8	U	UNIONTOWN 2.5	D	9.2	s 8.30					
				f 1.35		ID 97	20.3		LEON 6.7		6.7	f 8.20					
				A 1.55 PM	WY	ID 104	27.0	GN	GENESEE	D	0.0	L 8.00 AM					
				Ex. Sun. 1.35								Ex. Sun. 1.30					
				17.0					Time over Subdivision.			1.30					
									Average Speed per Hour.			18.0					

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

WESTWARD

SEVENTH SUBDIVISION.  
(CLEARWATER SHORT LINE)

EASTWARD

THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turntables, Wyes and Yard Limits.	Station Numbers.	Distance from Arrow.	Time Table No. 52E February 13, 1927. Succeeding No. 52D			Distance from Stites.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS	
875		329 325					STATIONS					326 330		876	
Way Freight		Motor Car Passenger					Telegraph Offices and Calls.					Passenger Motor Car		Way Freight	
Mon., Wed., Fri. See Page 5.		Daily See page 5. Daily See Page 5.					Daily See Page 5. Daily See page 5.					Daily See page 5. Daily See page 5.		Tues., Thurs., Sat. See Page 5.	
L 9.05 AM		L 8.05 AM	L 2.05 PM	YW	II 47	0.0	ARROW 3.6			62.7	32	A 8.25 AM	A 5.50 PM	A 11.59 AM	
f 9.20		f 8.13 326	f 2.20		IK 3	3.6	MYRTLE 8.1			59.1	14	f 8.13 329	f 5.40	f 11.30	
f 9.45		s 8.35	s 2.45		IK 12	11.7	AGATHA 1.7			51.0	17	f 7.51	s 5.18	f 10.55	
s 9.55		s 8.40	s 2.53	W	IK 13	13.4	LN LENORE 6.9	D	49.3	15	s 7.46	s 5.13	s 10.40		
s 10.25		s 9.00	s 3.09		IK 20	20.3	PK PECK 5.0	D	42.4	49	s 7.28	s 4.55	s 10.10		
f 10.45		s 9.13	s 3.21		IK 25	25.3	AHSAHKA 8.7			37.4	38	f 7.15	s 4.39	f 9.50	
s 11.00		s 9.25 876	s 3.33	W X	IK 29	29.0	OF ORO FINO 8.3	D	33.7	25	s 7.02	s 4.27	s 9.25 329		
s 11.35		s 9.45	s 4.03 330		IK 37	37.3	GR GREER 7.0	D	25.4	26	s 6.30	s 4.03 325	s 9.00		
s 11.55 AM		s 10.02	s 4.28		IK 44	44.3	PARDEE 1.4			18.4	Spur 8	s 6.09	s 3.44	s 8.35	
f 12.05 PM		s 10.06	f 4.33		IK 46	45.7	TRAMWAY 5.8			17.0	23	f 6.04	s 3.41	f 8.30	
s 12.30		s 10.25	s 4.53		IK 52	51.5	KA KAMIAH 8.0	D	11.2	26	s 5.47	s 3.26	s 8.15		
s 1.10		s 10.45	s 5.15	W 2 1/2 ME	IK 59	59.5	KO KOOSKIA 3.2	D	3.2	32	s 5.28	s 3.05	s 7.45		
A 1.30 PM		A 10.55 AM	A 5.25 PM	TC W	IK 63	62.7	ST STITES	D	0.0	46	L 5.20 AM	L 2.55 PM	L 7.30 AM		
Mon., Wed., Fri. 4.25		Daily 2.50	Daily 3.15									Daily 3.05	Daily 2.55	Tue., Thurs., Sat. 4.20	
14.1		22.1	19.3									20.3	21.5	14.0	

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

AUTHORIZED SURGEONS, IDAHO DIVISION

LOCATION OF STRETCHERS (S).

Name	Telephone Calls	
	Office	Residence
DR. G. M. JENNINGS, Chief Surgeon	119	1021
DR. A. T. HAAS, Asst. Surgeon	119	594
DR. A. R. FOSS, Asst. Surgeon	119	954
DR. W. T. WILLIAMS, Asst. Surgeon	119	1739R
Central Div., Missoula.		
Paradise (S) (Station and Tool Car).		
DR. E. S. COATES, Plains (S)	17	17
DR. A. W. REW, Thompson Falls, (Station S)	37	37
DR. O. F. PAGE, Sand Point (S)	49	48
Kootenai (S).		
DR. FRANK WENZ, Rathdrum (S)	30	30X
DR. JOHN H. O'SHEA, Spokane (S)	Main 2834	Riv. 3690
DR. CHAS. M. DOLAND, Spokane	Main 2834	High 12
DR. X. L. ANTHONY, (Oculist), Spokane	Main 2505	Riv. 4150
DR. O. T. BATCHELLOR, (Ear, Nose and Throat)	Main 2505	Riv. 3360
Spokane (Stretchers at Baggage Room, Division St. Yard Office, Round House and Tool Cars 1 and 2, at Parkwater, Yard Office at Yardley).		
DR. F. A. POMEROY, Cheney		Black 421
DR. M. W. CONWAY, Cheney	Main 1281	Black 1091
DR. O. J. MOORHEAD, Kendrick	833	833
DR. D. A. ANGUS, Rosalia	5203	5208
DR. C. H. HURST, Oakesdale	6507	1102
DR. PAUL WIESEL, Garfield	452	453
DR. E. T. HEIN, Palouse (S)	113	113
DR. L. G. KIMZEY, Pullman (S)	16	36
DR. W. A. BURG, Uniontown	8	16
DR. W. H. CARITHERS, Moscow (S)	10	10
DR. O. C. CARSON, Lewiston (S)	161R	161Y
DR. S. A. ROE, (Eye, Ear, Nose and Throat) Lewiston (Examiner)	36S	615J
DR. EARL W. HORSWELL, Oro Fino	93W	93R
DR. J. M. VERBERKMOES, Kooskia, Stites (S)	103	103
DR. F. A. DECKER, Reardon	142	142
DR. C. S. BUMGARNER, Davenport	1811	1811K
DR. C. M. YOUNT, Wilber (S)	202	203
DR. N. R. GREGG, Coulee City	22	23
DR. J. C. DWYER, Coeur d'Alene (S)	175	176
DR. C. P. RICHARDS, Almira	462	462

NOTE

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

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

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



## 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.  
Automatic signals are on middle mast of bracket pole at telegraph office. Top arm controls movement low line, bottom arm controls movement high line. Normal position of junction switch is for low 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**—Eastward from Yardley any train may run ahead of Superior class trains without orders upon obtaining a clearance card 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 stop signal mast east of bridge and in watchman's shack west of bridge.
8. **Bridge Restrictions**—  
Speed will be restricted over bridge 26, Thompson River, twenty-five (25) miles per hour.  
Over bridge 25, Granite Viaduct, twenty-five (25) miles per hour.  
Over bridge 48, Beaver Creek, fifteen (15) miles per hour.  
Over bridge 78, Elk Creek, twenty-five (25) miles per hour.  
Over bridge 92, Clark's Fork, thirty (30) miles per hour.  
Over drawbridge 3-2, Pend Oreille Lake, 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. 41 and 42 will stop at White Pine and Alger for exchange of U. S. mail.  
Nos. 305 and 306 will stop on flag at all sidings and spurs except Petit Spur, Kings Spur and Deans Spur.
11. **Register Stations**—  
Paradise.  
Hope for Nos. 861, 862, 865 and 866.  
Kootenai Yard for Nos. 305 and 306.  
Yardley, for second class and inferior trains.
12. **Register Exceptions**—  
At Paradise engineman of No. 861 will be furnished a check of register on Form 602.  
At Yardley engineman of eastward freight trains will not consult register but will be furnished a check of register on Form 602. Trains cleared at Spokane and westward passenger extras will not register.

13. **Clearance Exceptions**—At Yardley trains cleared at Spokane and westward passenger extras 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**—  
Alger Spur..... West End.  
Trout Creek..... East End Coal Dock.  
Cedar Spur..... East End.  
Cabinet..... West End Commercial Track  
Kootenai..... West End Coal Dock  
Sand Point..... West End S. & I. Transfer.  
Sagel..... West End.  
Dufort..... East End.  
Petit..... East 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.
18. **Commercial Spurs**—  

	Miles from Paradise	Car Capacity
Alger.....	48.4	15
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
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
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 stop signal mast.
4. **Double Tracks**—  
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 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 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. **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.
10. **Register Stations**—  
Yardley for second class and inferior trains.  
Spokane for first class trains and passenger extras.  
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 A, 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 curves of over 3 degrees. Freight trains 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. 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 for a train to pass, 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 to 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. If 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. No. 324 will run as No. 325, Arrow to Stites. No. 328 will run as No. 329, Arrow to Stites. No. 886 will run as No. 875, Arrow to Stites.
7. **Register Stations**—  
Marshall  
Pullman  
Pullman Junction, for Nos. 665, 666 and extras.  
Arrow  
Joseph
8. **Clearance Exceptions**—  
At Lewiston and East Lewiston eastward trains may be cleared on Joseph register by Dispatcher at Spokane. At Arrow. Trains will not require clearance cards.
9. **Bulletin Stations**—  
Marshall  
Pullman  
Lewiston
10. **Standard Time Clocks**—  
Pullman  
Lewiston
11. **Watch Inspectors**—  
W. F. Taylor, Pullman  
F. Kelly, Moscow.  
M. F. Akers, Lewiston.
12. **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.

11. **Register Exceptions**—  
At Yardley. Trains cleared at Spokane will not register.  
At Spokane. Trains cleared at Yardley will not register.
12. **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.
13. **Bulletin Stations**—  
Yardley  
Parkwater Roundhouse  
Spokane  
Marshall  
Cheney
14. **Standard Time Clocks**—  
Yardley  
Spokane  
Cheney
15. **Watch Inspectors**—  
D. E. Brown, Sand Point.  
T. J. Morris, Spokane.
16. **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.
17. **Commercial Spurs**—  

	Miles from	Car
Hangman Gravel Pit.....	Yardly	Capacity
	6.7	20
18. **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 engines, 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	Car
Panhandle.....	Hauser	Capacity
Atlas.....	3.5	14
Gibbs and Blackwell Spur.....	9.7	30
	10.5	15

13. <b>Commercial Spurs</b> —	Miles from	Car
	Marshall	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 locked 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	Car
Busby.....	Pullman Jct.	Capacity
	1.8	13

**SEVENTH SUBDIVISION.**

**(Clearwater Short Line)**

1. **Bridge Restrictions**—  
Speed will be restricted as follows:  
Bridge "O", south leg of wye, Arrow:  
Engines class W-3 and heavier, 15 miles per hour.  
Bridge O-1, north leg of wye, Arrow:  
Engines heavier than D-6 not permitted.  
Bridges 25, Ahsahka, 33 Ford Creek, and 50 Clearwater River:  
Engines class S-4 and F-1, (8) miles per hour.  
Engines class T 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 323 Arrow to Lewiston. No. 330 will run as 327 Arrow to Lewiston. No. 876 will run as 885 Arrow to Lewiston.
4. **Register Station**—  
Stites  
Arrow
5. **Bulletin Station**—  
Stites
6. **Standard Time Clock**—  
Stites
7. **Derail Switches**—  
Lenore..... East End Warehouse Track.
8. **Commercial Spurs**—  

	Miles from	Car
Cherrylane.....	Arrow	Capacity
Dolomite.....	5.9	3
Magill.....	10.7	3
Dunlap.....	22.5	7
Jordan.....	28.2	3
Penoyer.....	30.8	6
Chapin Spur.....	33.3	2
Newspur.....	38.2	20
	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. **Clearance Exceptions**—At Odair. Trains will not require clearance card.
6. **Bulletin Stations**—  
Cheney  
Adrian
7. **Standard Time Clocks**—  
Cheney
8. **Watch Inspector**—  
T. J. Morris, Spokane.

**9. 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.

**10. Commercial Spurs—**

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

**NINTH SUBDIVISION.**

(Seattle Branch)

1. **Speed Restrictions**—  
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. Except as otherwise provided Enginemen will only be required to consult register at initial or starting point.
2. Conductors of work trains will issue instructions to their flagmen in writing except when flagman goes back immediately to stop an approaching train.
3. 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.
4. When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper engine.
5. 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.
6. **Speed Restrictions**—  
Thirty (30) miles per hour over interlocked crossings;  
Fifteen (15) miles per hour through crossovers, turnouts and gauntlets;  
Fifteen (15) miles per hour passing telegraph offices where orders are received.  
Passenger trains must not exceed a speed of one minute or sixty seconds per mile;  
Q-6 engines fifty-five (55) miles per hour;  
W, W-1, W-2 and W-4 engines forty (40) miles per hour;  
W-3 and W-5 engines thirty-five (35) miles per hour.  
Light engines backing up, twenty (20) miles per hour.

**CLEARANCE TABLE.**

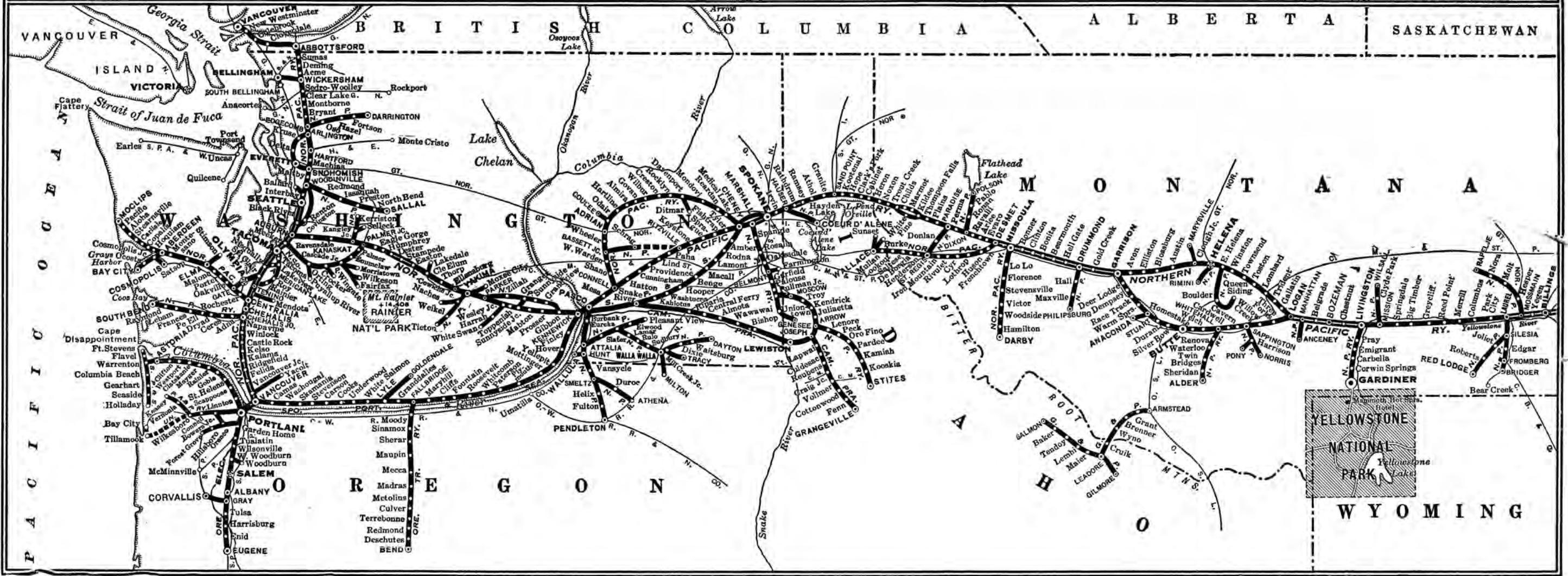
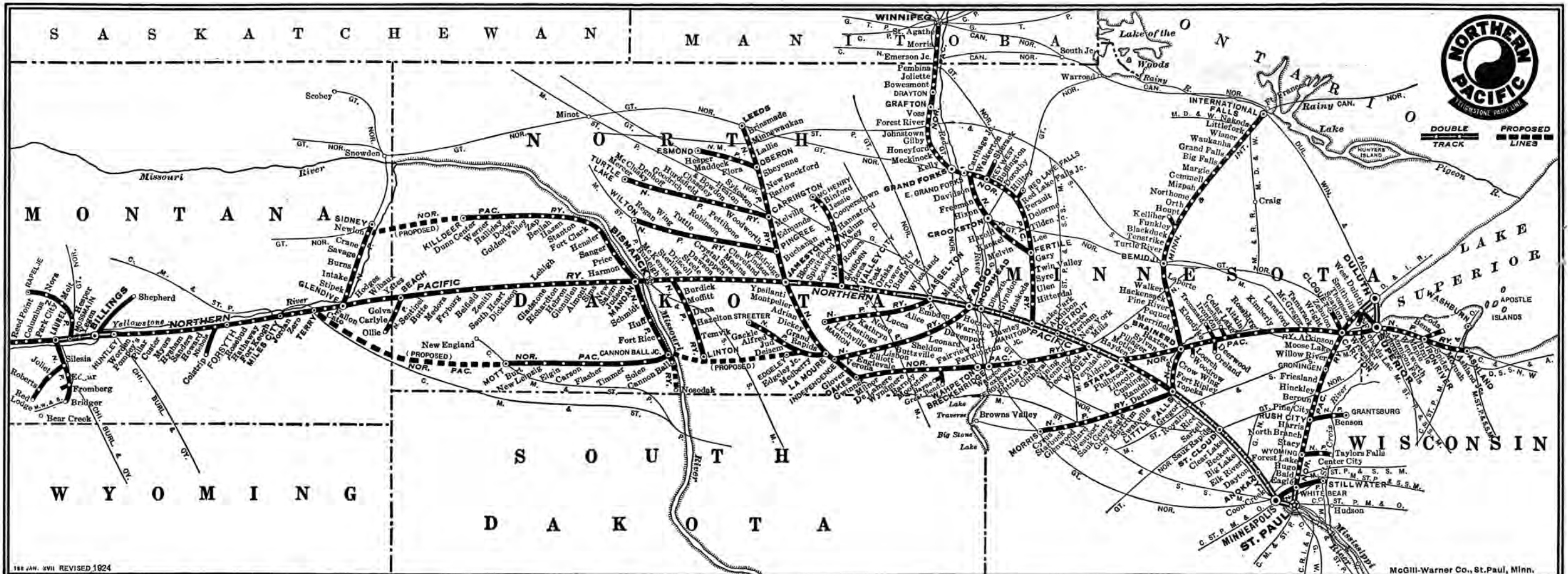
SUBDIVISION.	HEIGHT ABOVE TOP OF RAIL.																		
	1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 2 in. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide	Max. Height	Max. Width
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
1st Subdivision.....	Main Line (Paradise-Kootenai Yard).....																		
1st Subdivision.....	Main Line (Kootenai Yard-Yardley).....																		
3rd Subdivision.....	Fort Sherman Branch.....																		
4th Subdivision.....	Palouse and Lewiston Branch.....																		
5th Subdivision.....	Farmington Branch.....																		
6th Subdivision.....	Genesee Branch.....																		
7th Subdivision.....	Clearwater Short Line.....																		
8th Subdivision.....	Washington Central Branch.....																		
9th Subdivision.....	Seattle Branch (Davenport-Eleanor).....																		

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

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

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





1922 JAN. XVII REVISED 1924

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



Spokane, Dec. 6th, 1927.

NOTICE

ALL CONCERNED:

Confirming my wire Nov. 27th:

On and after Tuesday November 29th, 1927 present arrangement of running crew on trains 887 and 888 Ft. Sherman Branch will be discontinued. Thereafter crew will be run as a local leaving Yardley 6:30 A.M. running thence to Coeur d'Alene and on completion of switching will return to Yardley daily except Sunday, home terminal Yardley. This crew will do necessary work at stations Yardley to Hauser as instructed by my office.

James Shannon,  
Superintendent.

# Northern Pacific Railway Company

Office of Superintendent.....IDAHO.....Division

Spokane, Sept. 8th, 1927

.....18

5  
No. ....

All Concerned:

12:01 P. Sept. 9th  
Effective.....during the  
52-E, Mixed trains Nos.  
continuance of Time Table No. ....

887 and 888 on Third Sub-Division will be discontinued and  
instead local freight trains will be operated as follows:

Westward train leave Coeur d'Alene at 5:00 A. M.

Arrive Hauser at 6:00 A.M.

Returning - Leave Hauser at 6:30 A. M.

Arrive Coeur d'Alene at 8:00 A. M.

James Shannon,

.....  
Superintendent.



# Northern Pacific Railway Co.

Office of Superintendent <sup>IDAHO</sup>.....Division

Spokane, July 6th, 1927  
..... 19

No. ....  
3.

All Concerned:

Effective.....during the  
at once and  
continuance of Time Table No. ....

52-E, Dolomite, located  
10.7 miles west of Arrow on Clearwater Short Line will  
be a flag stop for trains 325, 326, 329 and 330.

James Shannon,

.....  
Superintendent.