

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME

61

TABLE

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

SUNDAY, APRIL 26, 1931.

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.

J. E. CRAVER,
General Manager.

T. F. LOWRY,
Assistant General Manager.

M. G. CRAWFORD,
Assistant General Superintendent of Transportation.

D. S. COLBY,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

TONNAGE RATINGS—FREIGHT ENGINES.

SUB-DIVISION	DISTRICT	Ruling Grade %	CLASS OF ENGINE								
			W-5	W-3	W W-1	S-4	Q-1	Q-4 S-1 S-2 S-3	S T	E-1	E-2 E-3 D-2 D-3
First Westward	Paradise to Athol.....	0.5	4000	3300	2400	1800	1500	1700	1400		
	Athol to Yardley.....	Down			CAR	LIMIT					
First Eastward	Yardley to Athol.....	0.4	4500	3800	3000	2100	1700	1900	1800		
	Athol to Kootenai Yard.....	0.3	4500	4000	3300	2150	1725	1950	1850		
	Kootenai Yard to Trout Creek.....	0.4+	4500	3800	2900	2000	1625	1850	1750		
	Trout Creek to Paradise.....	0.3	4500	4000	3300	2150	1725	1950	1850		
Second Westward	Yardley to Marshall.....	1.1		1600	1200	900	760	860	825		
	Marshall to Cheney.....	1.0		1750	1350	975	825	935	895		
Second Eastward	Cheney to Yardley.....	0.7		2200	1800	1200	1015	1150	1100		
Third Westward	Coeur d'Alene to Blackwell..	1.9				534	465	526	490	295	250
	Blackwell to Post Falls.....	0.8				1100	925	1050	1000	900	875
	Post Falls to Hauser.....	0.7				1200	1015	1150	1100	1000	900
Third Eastward	Hauser to Coeur d'Alene....	1.5				677	585	666	621	375	330
Fourth Westward	Marshall to Pullman.....	1.4			1035	695	585	665	645	385	340
	Pullman to Howell.....	1.7			825	620	525	585	565	360	320
	Howell to Kendrick.....	Down				FOR	TY CARS				
	Kendrick to Lewiston.....	Down				EIGH	TY CARS				
Fourth Eastward	Lewiston to Arrow.....	0.5			2400	1800	1500	1700	1400	1200	1100
	Arrow to Kendrick.....	0.8			1600	1100	925	1050	1000	900	875
	Kendrick to Troy.....	2.4			550	385	320	360	355	195	170
	Troy to Howell.....	2.2			637	415	360	395	390	225	200
	Howell to Pullman.....	1.5			981	677	585	666	621	375	330
	Pullman to Belmont.....	1.1			1200	900	760	860	825	495	420
	Belmont to Oakesdale.....	0.5			2400	1800	1500	1700	1400	1200	1100
	Oakesdale to Spangle.....	1.0			1350	975	825	935	895	540	480
	Spangle to Marshall.....	0.6			2050	1600	1325	1500	1300	1100	1000
Fifth Westward	Belmont to Farmington.....	1.5				677	585	666	621	375	330
Fifth Eastward	Farmington to Belmont.....	1.3				774	670	761	710	430	350
Sixth Westward	Pullman Jct., to Johnson ...	0.8				1100	925	1050	1000	900	875
	Johnson to Colton	1.3				774	670	761	710	430	350
	Colton to Genesee.....	0.5				1800	1500	1700	1400	1200	1100
Sixth Eastward	Genesee to Colton.....	0.5				1800	1500	1700	1400	1200	1100
	Colton to Johnson	1.1				900	760	860	825	495	420
	Johnson to Pullman Jct					SIX	TY CARS				
Seventh Westward	Cheney to Medical Lake....	1.1			1200	900	760	860	825	495	420
	Medical Lake to Creston....	1.2			1150	805	680	770	740	475	390
	Creston to Almira.....	0.7			1800	1200	1015	1150	1100	1000	900
	Almira to Hanson.....	1.3			1100	774	670	761	710	430	350
	Hanson to Odair or Coulee..	Down				SIX	TY CARS				
Seventh Eastward	Coulee to Hartline.....	1.0			1350	975	825	935	895	540	480
	Hartline to Creston.....	1.2			1150	805	680	770	740	475	390
	Creston to Medical Lake....	1.0			1350	975	825	935	895	540	480
	Medical Lake to Cheney.....	0.9			1450	1145	970	1100	1000	650	500
Eighth Westward	Davenport to Eleanor.....	1.0				975	825	935	895	540	480
Eighth Eastward	Eleanor to Davenport.....	1.0				975	825	935	895	540	480

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. HIEMSTRA, Asst. Surgeon.....	119	1739R
Central Div., Missoula.		
Paradise (S).		
DR. E. S. COATS, Plains (S).....	17	17
DR. A. W. REW, Thompson Falls, (Station S).....	37	37
DR. O. F. PAGE, Sand Point (S).....	49	48
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	Lakeview 0012
DR. P. A. REMINGTON, (Specialist), Spokane.....	Main 5104	Riv. 1368
DR. DAVID HARTIN, (Oculist), Spokane.....	Main 5104	Riv. 1751
DR. MARC ANTHONY, (Oculist), Spokane.....	Main 2505	Main 5474
Spokane (Stretchers at Baggage Room, Eric 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. D. A. ANGUS, Rosalia.....	5203	5208
DR. C. H. HURST, Oakesdale.....	6507	1102
DR. E. T. HEIN, Palouse (S).....	113	113
DR. W. C. BRANDON, Garfield.....	....	....
DR. L. G. KIMZEY, Pullman (S).....	16	36
DR. W. A. BURG, Uniontown.....	8	16
DR. W. H. EHLEN, Genesee.....	....	....
DR. C. A. ARMSTRONG, Moscow (S).....	....	....
DR. C. GRITMAN, Moscow.....	....	....
DR. O. C. CARSON, Lewiston (S).....	161R	161Y
DR. W. P. HABEL, Lewiston.....	....	....
DR. S. A. ROE, (Eye, Ear, Nose and Throat) Lewiston (Examiner).....	368	615J
DR. R. J. ALCORN, Reardan.....	142	142
DR. C. S. BUMGARDNER, Davenport.....	1811	1811K
DR. G. M. YOUNT, Wilbur (S).....	202	203
DR. N. R. GREGG, Coulee.....	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 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.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds	Hour	Minutes	Seconds	Hour
1	..	60	2	..	30
1	1	59	2	10	27.6
1	2	58	2	15	26.6
1	3	57.1	2	20	25.7
1	4	56.2	2	30	24
1	5	55.3	2	40	22.5
1	6	54.5	2	45	21.8
1	7	53.7	2	50	21.2
1	8	52.9	3	..	20
1	9	51.1	3	9	19
1	10	50.4	3	20	18
1	12	50	3	31	17
1	15	48	3	45	16
1	20	45	4	..	15
1	25	42.3	5	..	12
1	30	40	6	..	10
1	40	36	7	30	8
1	45	34.3	10	..	6
1	50	32.7			

WESTWARD

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Paradise.	Time Table No. 61 April 26, 1931 Succeeding No. 60			Distance from Yardley.	Car Capacity of Sidings.	FIRST CLASS			SECOND CLASS		THIRD CLASS		
863	861	603	1	3	5	STATIONS				2	4	6			862	864	866					
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	Telegraph Offices and Calls				Passenger	Passenger	Passenger			Way Freight	Way Freight	Way Freight					
Ex. Sun.	Wed. and Sat.	Daily	Daily	Daily	Daily					Daily	Daily	Daily			Tue. and Fri.	Ex. Sun.	Mon. and Thurs.					
L 6.00AM		L 7.00AM	L 5.10PM	L 3.40PM	L 1.20AM	WCO TX	1390	0.0	PD..... PARADISE..... DN	183.9		As 11.50AM	As 1.45PM	As 3.00AM		A 12.45PM						
s 6.20		7.17	5.19	s 3.51	s 1.37	X	1396	6.1	HO..... PLAINS..... DN	177.8	E76	11.39	s 1.32	s 2.45		s 12.20PM						
f 6.40		7.40	5.29	f 4.03	1.47		1404	13.1	..... WEEKSVILLE..... P	170.8	W104	11.30	f 1.20	2.31		s 11.55AM					
s 7.05		8.03	5.38	f 4.16	1.57	W	1411	20.6	..... EDDY..... P	163.3	E68	11.20	f 1.07	2.19		s 11.25					
f 7.15		8.10	5.41	4.20	2.00		1413	23.1	..... FROST..... P	160.8	W76	11.17	1.02	2.15		f 11.17					
									..... WOODLIN..... P	155.6	W106										
f 7.30		8.25	5.48	f 4.29	2.08		1417	28.3	..... THOMPSON FALLS..... DN	152.3	W76	11.10	f 12.53	2.08		f 11.00					
s 7.40		8.35	5.53	s 4.35	2.17	WX	1420	31.6	..... BELKNAP..... P	145.7	W103	11.06	s 12.46	2.02		s 10.50					
f 8.00		8.55	6.01	f 4.47	2.28		1428	38.2	..... TALC..... P	142.0	105	10.55	f 12.36	1.50		f 10.30					
f 8.10		9.05	6.06	f 4.54	2.35		1431	41.9	..... CHILDS..... P	137.7	88	10.50	f 12.29	1.44		f 10.20					
f 8.25		9.18	6.11	5.01	2.43		1436	46.2	..... RICHARDS..... P	134.8	76	10.41	f 12.17	1.31		f 9.55					
f 8.35		9.26	6.14	f 5.06	2.48		1439	49.1	..... TROUT CREEK..... DN	129.9	E104	10.33	f 12.05PM	1.23		s 9.40					
s 8.47		9.40	6.21	f 5.14	2.57	WCX	1444	54.0	..... TUSCOR..... P	123.7	W136	10.25	f 11.52AM	1.11		s 8.35					
s 9.02		9.58	6.33	f 5.27	3.09		1449	60.2	..... FURLONG..... P	117.8	131	10.17	f 11.42	1.01		f 8.15					
f 9.19		10.17	6.41	f 5.37	3.18		1455	66.1	..... NOXON..... PD	113.8	77	10.12	f 11.35	12.54		s 8.00					
s 9.29		10.30	6.46	f 5.44	3.25	W	1458	70.1	..... SMEAD..... P	109.0	E77	10.07	f 11.26	12.47		s 8.00					
f 9.43		10.50	6.51	f 5.52	3.32		1463	74.9	..... HERON..... DN	103.6	W131	10.00	f 11.15	12.38		f 7.45					
s 10.00		11.15	7.00	f 6.02	3.41	W 1 mi. E	1468	80.3	..... CABINET..... P	97.4	104	9.51	f 11.03	12.28		f 7.25					
s 10.25		11.32	7.08	f 6.12	3.52		1474	86.5	..... OZOMA..... P	92.6	76	9.46	10.54	12.21		s 7.05					
f 10.40		11.45	7.13	6.20	4.00		1478	91.3	..... CLARK'S FORK..... PD	90.0	E76	9.43	s 10.50	f 12.18		f 6.45					
s 10.50		11.54AM	7.16	s 6.25	4.05	WX	1482	93.9	..... DENTON..... P	84.8	W84	9.37	f 10.39	12.11		s 6.35					
f 11.08		12.06PM	7.22	f 6.34	4.14		1489	99.1	..... HOPE..... DN	80.4	77	9.32	f 10.32	f 12.05AM		f 6.20					
s 11.22		12.19	7.28	f 6.42	4.23	X	1492	103.5	..... ODEN..... P	73.2	E78	9.24	f 10.18	11.54PM		L 6.10AM		A 2.00PM			
f 11.44AM		12.29	7.37	f 6.54	4.35		1499	110.7	..... KOOTENAI..... PD	68.0	W90	9.17	f 10.08	11.46				f 1.25			
f 12.02PM		12.54	7.44	f 7.03	4.44	X	1503	116.9	..... KOOTENAI YARD..... DN	67.0	77	9.15	f 10.04	11.44				f 1.05			
s 12.07		12.59	7.46	f 7.05	4.47	WCO TX	1504	116.9	..... SAND POINT..... DN	65.0	110	9.11	s 10.00	s 11.40				s 12.50			
s 12.14		1.04	7.49	s 7.11	4.53	WX	1507	118.9	G. N. and S. I. 3.4 Track Conns.	61.6	E58	9.06	f 9.48	11.33				f 12.35				
f 12.25		1.14	7.54	f 7.18	5.00		1510	122.3	..... LIGNITE..... P	57.6	W64	9.02	f 9.42	11.27				f 12.15PM			
s 12.38		1.26	8.00	f 7.25	5.07		1513	126.3	..... ALGOMA..... P	51.1	77	8.55	f 9.32	11.17				s 11.47AM			
s 12.58		1.43	8.09	f 7.36	5.17	W	1520	132.8	..... COCOCOLALLA..... DN	45.7	E77	8.49	f 9.22	11.09				f 11.22			
f 1.13		1.59	8.16	f 7.45	5.26		1524	138.2	..... CAREYWOOD..... P	43.4	W112	8.45	f 9.18	11.06				f 11.00			
s 1.18		2.05	8.19	f 7.49	5.30		1530	140.5	..... GRANITE..... PD	36.5	E76	8.35	f 9.05	10.55				s 11.15			
s 1.42		2.25	8.30	f 8.02	5.42		1535	147.4	..... ATHOL..... P	29.0	W103	8.26	f 8.51	10.43				f 10.45			
f 2.02		2.47	8.40	f 8.15	5.54		1543	154.9	..... RAMSEY..... DN	23.5	E74	8.19	f 8.41	f 10.34				f 10.10			
See page 5		3.02	8.47	f 8.25	6.03	WX	1549	160.4	..... RATHDRUM..... DN	16.6	W130	8.11	f 8.26	10.23				s 9.45			
L 12.25PM		3.20	8.58	f 8.38	6.15	WCX	1557	167.3	C. M. St. P. & P. 6.9 Track Conn.	10.7	76	8.04	f 8.15	10.14				s 9.15				
									..... HAUSER..... PD	10.7	E77							f 7.05			
f 12.40		3.37	9.06	f 8.48	6.25		1561	173.2	..... OTIS ORCHARDS..... P	7.8	W76	8.01	f 8.10	10.10				f 8.50			
f 1.00		3.45	9.10	f 8.53	6.30		1564	176.1	..... VELOX..... DN	4.8	73	7.57	f 8.05	10.05				f 6.55			
f 1.25		3.55	9.14	f 8.59	6.35		1567	179.1	..... IRVIN..... PD	1.0	58	7.52	f 8.05	9.59				s 8.36			
f 1.45		4.05	9.18	9.06	6.41	X	1571	182.9	..... PARKWATER..... P	0.0			7.59	9.59				s 8.25			
A 1.50PM		4.10PM	9.21PM	A 9.09PM	A 6.44AM	WCO TX	1572	183.9	..... YARDLEY..... DN			L 7.49AM	L 7.56AM	L 9.56PM				f 6.35			
												4-866	2-866					L 8.00AM				
Ex. Sun.	Wed. and Sat.	Daily	Daily	Daily	Daily				Time Over Subdivision			Daily	Daily	Daily				Tue. and Thurs.				
1.25	9.30	9.10	4.11	5.29	5.24				Average Speed Per Hour			4.01	5.49	5.04				6.00				
11.7	19.3	20.0	43.9	33.5	34.0							45.8	31.6	36.3				13.4				

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 2, 8 AND 9.

SECOND SUB-DIVISION
(MAIN LINE)

EASTWARD.

FIRST CLASS							Water, Fuel, Stables, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Yardley.	Time Table No. 61 April 26, 1931 Succeeding No. 60			Distance from Cheney.	Car Capacity of Sidings.	SECOND CLASS		THIRD CLASS	
6	320	314	316	312	4	2				STATIONS					662		870	896
Passenger	S. P. & S. 4 Passenger	Passenger	Motor Car	Passenger	Passenger	Passenger				STATIONS					Freight		Way Freight	Way Freight
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily				Telegraph Offices and Calls					Ex. Mon.		Mo., Wed. and Fri.	Tue., Thu. and Sat.
A 9.56PM					A 7.56AM ₂	A 7.49AM ₄	WCO TX	1572	0.0	YD.....YARDLEY.....DN	19.8	Yard	A 4.30AM		A 1.10PM	A 1.05PM		
										O. W. R. & N. Crossing Interlocked C. M. St. P. & P. S. I. G. N. } Track Conns.								
9.45 s 9.30 8-1	A 7.35PM 603	A 6.20PM 816-661	A 6.05PM 314-661	A 1.10PM 870	7.45 s 7.20 2-5-895 -319	7.40 s 7.30 5-895 4-319	WOT X	1576	3.5	SF.....SPOKANE.....DN	16.3	Yard	4.10		12.53 312	12.50		
								1579	6.7	HANGMAN.....P	13.1							
9.13	L 7.15PM 661	L 6.06PM 316	s 5.48 314	L 12.53PM 870	7.03 2-889	7.10 4-5-889	WYX	1585	12.5	MR.....MARSHALL.....DN	7.3	E35 W71	L 3.45AM		L 12.28PM 312	12.35		
		See page 6		See page 6						S. P. & S. Interlocked } Track Conn.			See page 6	See page 6				
L 8.55PM 603			L 5.28PM See page 7		L 6.45AM ₂	L 6.55AM ₄	WCY X	1592	19.8	CY.....CHENEY.....DN	0.0	68				L 12.15PM		
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily							Ex. Mon.		Mo., Wed. and Fri.	Tue., Thu. and Sat.		
.46	.20	.14	.37	.17	.44	.44				Time Over Subdivision			.45		.42	.50		
25.8	27.0	38.5	26.4	31.7	27.0	27.0				Average Speed Per Hour			16.6		17.8	28.7		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN YARDLEY AND MARSHALL.
AUTOMATIC BLOCK BETWEEN YARDLEY AND SHERIDAN STREET, SPOKANE AND BETWEEN SEVENTH AVENUE, SPOKANE AND CHENEY.
SPECIAL INSTRUCTIONS, PAGES 2, 8 AND 9.

WESTWARD		THIRD SUB-DIVISION (FORT SHERMAN BRANCH)				EASTWARD		WESTWARD		SIXTH SUB-DIVISION (GENESEE BRANCH)				EASTWARD									
THIRD CLASS		Water, Fuel, Stables, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Coeur d'Alene.	Time Table No. 61 April 26, 1931 Succeeding No. 60		Distance from Hauser.	Car Capacity of Sidings.	THIRD CLASS		Water, Fuel, Stables, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Pullman Junction.	Time Table No. 61 April 26, 1931 Succeeding No. 60		Distance from Genesee.	Car Capacity of Sidings.	SECOND CLASS					
863	Way Freight				STATIONS				864	Way Freight				STATIONS				665	Mixed	STATIONS		666	Mixed
Ex. Sun.					Telegraph Offices and Calls				Ex. Sun.					Telegraph Offices and Calls				Ex. Sun.	See page 6	Telegraph Offices and Calls		Ex. Sun.	See page 6
L 11.15AM	WYX	IA14	0.0	CA.....COEUR D'ALENE.....D	13.4	16	A 9.25AM	L 12.01PM	YX	ID77	0.0	PULLMAN JUNCTION	27.0	43	A 9.00AM								
s 11.25			2.6	G. N. 2.6 Track Conn. .....BLACKWELL.....	10.8	14	s 8.55	f 12.15		ID82	5.0	5.0.....STALEY.....	22.0	30	f 8.45								
s 11.50AM		IA4	9.1	6.5.....POST FALLS.....	4.3	17	s 8.20	f 12.23		ID84	7.2	2.2.....CHAMBER.....	19.8	36	f 8.38								
f 12.01PM		IA2	11.2	C. M. St. P. & P. 2.1 Track Conn. .....GRAND JUNCTION.....	2.2		f 8.05	s 12.32		ID87	9.8	2.6.....JOHNSON.....	17.2	28	s 8.30								
A 12.15PM See page 3	YWC	1557	13.4	I. & W. N. and S. I. Crossings 2.2 AU.....HAUSER.....PD	0.0	70	L 7.55AM See page 3	s 12.50	W	ID92	15.0	5.2 CT.....COLTON.....D	12.0	27	s 8.10								
Ex. Sun.							Ex. Sun.	s 1.05		ID95	17.8	2.8 U.....UNIONTOWN.....D	9.2	35	s 8.00								
1.00				Time Over Subdivision			1.30	f 1.15		ID97	20.3	2.5.....LEON.....	6.7	24	f 7.50								
13.5				Average Speed Per Hour			9.0	A 1.35PM	WY	ID104	27.0	6.7 GN.....GENESEE.....D	0.0	30	L 7.30AM								
								Ex. Sun.							Ex. Sun.								
								1.34				Time Over Subdivision			1.80								
								17.2				Average Speed Per Hour			18.0								

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS, PAGES 2 AND 9.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS, PAGES 2 AND 9.

WESTWARD

FOURTH SUB-DIVISION (PALOUSE AND LEWISTON BRANCH)

EASTWARD

Main time table grid with columns for Third Class (873, 871, 869), Second Class (661, 665), First Class (313, 311), and stations (MARSHALL, DYNAMITE, SPANGLE, PLAZA, NORTH PINE, ROSALIA, DONAHUE, McCOY, OAKESDALE, BELMONT, EDEN, GARFIELD, CEDAR CREEK, PALOUSE, FALLON, WHELAN, PULLMAN, PULLMAN JUNCTION, SUNSHINE, MOSCOW, JOEL, HOWELL, TROY, BOVARD, KENDRICK, JULIAETTA, ARROW).

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

Summary table with columns for Mo., Wed. and Fri., Tu., Thu. and Sat., Sun., Tu. and Thu., Ex. Sat., Ex. Sun., Dally, Dally, WCT X, Distance from Marshall, Station, Distance from Lewiston, Car Capacity of Sidings, First Class (312, 314), Second Class (666, 662), Third Class (870, 872), and Time Over Subdivision/Average Speed Per Hour.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT NO. 873 IS SUPERIOR TO NO. 870 PULLMAN TO MOSCOW SPECIAL INSTRUCTIONS, PAGES 2 AND 9.

SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION.

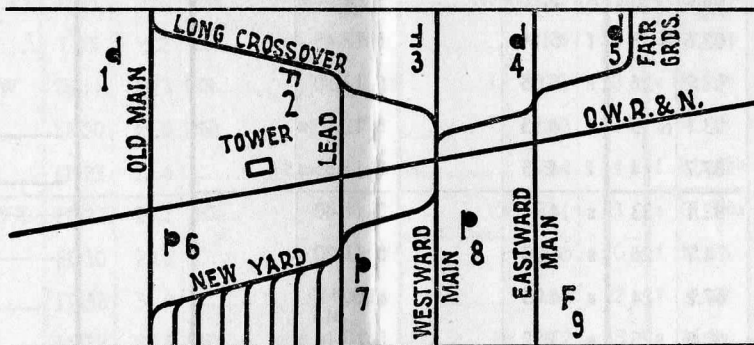
- At Paradise**—House track will be used as siding for first class trains and passenger extras.
- At Kootenai**—Siding between Kootenai and Kootenai Yard will be used as a single siding for Kootenai.
- At Kootenai Yard**—Freight trains will leave sufficient brakes set to prevent slack running out and fouling lead.
- At Sand Point**—Time of first class trains applies at Telegraph Office.
- At Ramsey-Rathdrum-Velox**—Time of all trains applies at double track switch.
- At Parkwater**—Spring switch trailing from east end of Long Crossover to eastward main track.
- Yard Limits**—
At Kootenai-Sand Point—Tracks between Yard limit signs east of Kootenai and west of Sand Point will be operated as one yard.
At Parkwater-Spokane—Tracks between yard limit signs east of Parkwater and west of Spokane will be operated as one yard.
- Double Tracks**—Eastward from Yardley to Velox any train may run ahead of superior class trains without orders.
At Velox and Ramsey normal position of switches is for westward track; at Rathdrum for eastward track. These switches will be handled by operator.
- Telephone**—Connected to Simplex circuit at Sand Point is in booth at signal mast east of bridge and in watchman's shack west of bridge.
- Bridge and Engine Restrictions**—
Engines class Z-5 not permitted.
Over bridge 26, Thompson River, twenty-five (25) miles per hour.
Over drawbridge 3-2, Pend Oreille Lake twenty (20) miles per hour.
- 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 Kootenai Yard passenger trains twenty (20) miles per hour passing yard office.
At Parkwater-Yardley—between east crossover switch Parkwater and Yardley, passenger trains twenty-five (25) miles per hour; freight trains, light engines and switch engines fifteen (15) miles per hour.
- Specials Stops, Connections, etc.**—
Nos. 1 and 2 will stop at Sand Point to discharge or pick up passengers from or to Billings and east where scheduled to stop.
Nos. 3 and 4 will stop at all spurs, except Lynch, Pinehurst, Lane Potter, Dufort, Petit, Kings, Dean and Trentwood.
- Register Stations**—
Paradise.
Hope for Nos. 862 and 866.
Hauser for Nos. 863 and 864.
Yardley, for second class and inferior trains, except passenger extras.
- Register Exceptions**—
At Paradise engineman of No. 861 will not consult register but will be furnished a check of register on Form 602.
At Yardley enginemen of eastward freight trains will not consult register but will be furnished a check of register on Form 602. Trains cleared at Spokane will not register.
- Clearance Exceptions**—At Yardley trains cleared at Spokane will not require clearance.
- Bulletin Stations**—
Paradise.
Hope.
Parkwater Roundhouse.
Yardley.
- Standard Time Clocks**—
Paradise.
Hope.
Yardley.
- Watch Inspectors**—
D. E. Brown, Sand Point.
T. J. Morris, Spokane.
- Derail Switches**—
Paradise..... East End Coal Dock.
Lynch..... East 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.
Petit..... East End.
Kings..... West End.
Dean..... West End.
Hauser..... East End Coal Dock.
Trentwood..... West End Crossover.
- Commercial Spurs**—
Miles from Paradise Car Capacity
Lynch..... 9.0 18
Pinehurst..... 36.6 69
White Pine..... 44.5 7
Cedar Spur..... 82.9 17
Dorite..... 88.3 5
Lane Potter..... 92.5 16
Kolliner..... 106.7 17
Culver..... 112.6 10
Sagel..... 124.7 11
Dufort..... 128.3 20
Petit..... 129.9 14
Kings..... 138.7 5

North Pole.....	151.1	5
Dean.....	162.4	8
Newman Lake.....	170.8	25
Trentwood.....	177.8	21

SECOND SUBDIVISION.

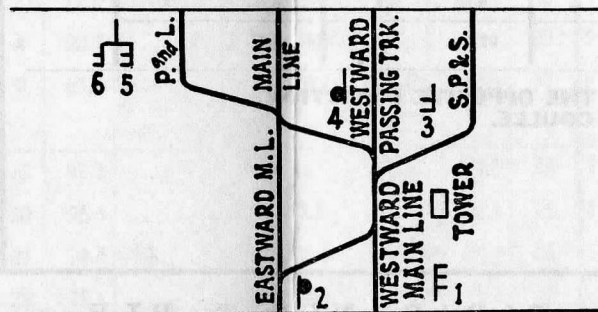
(MAIN LINE)

- 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.
- SPOKANE—Interlocking O. W. R. & N.**



- Engine Whistle Signals for:
- Signal No. 1: Old main track one long one short — o.
 - Signal No. 2: Main track four short 0000.
 - Signal No. 3: Main track four short 0000.
 - Signal No. 4: Westward main track four short 0000.
 - Signal No. 5: Westward main track four short 0000.
 - Signal No. 6: Old main track one long one short — o.
 - Signal No. 7: Eastward main track two long two short — — oo.
 - Signal No. 8: Old main track one long two short one long — oo —.
 - Signal No. 9: Main track four short 0000.
 - Signals Nos. 2, 3, 9 high semaphore. Upper arm main track movements.
 - Signals Nos. 1, 4, 5, 6, 7, 8 Dwarf semaphores.

3. Marshall Interlocking



- Signal No. 1: Top arm main track.
 - Signal No. 3: Top arm eastward main track from S. P. & S.
 - Signal No. 5: Top arm eastward main track from single track.
 - Signal No. 6: Top arm eastward main track from P. & L.
 - Bottom arm all masts is restricted speed signal. When at caution proceed at restricted speed prepared to stop, block may or may not be occupied. Engines stopped for water must back clear of interlocking limits and proper signal obtained before proceeding. In switching engines and cars must clear interlocking limits before reverse movement is made.
 - Engine Whistle Signal for:
 - Signal No. 1: Main track west (single track) four long one short — — — o.
 - Signal No. 3: P. & L. Branch one long two short one long — oo —.
 - Signal No. 5: S. P. & S. main track one long one short one long — o —.
 - Signal No. 6: Westward siding one long one short one long one short — o — o.
 - Signals Nos. 3, 4, 5, 6: Eastward main track four short 0000.
- At Cheney** westward trains will take siding unless otherwise instructed. Freight trains going to seventh subdivision will report into clear on phone at wye.

- Telephones** connected to simplex circuit at Marshall in both west end westward siding and Cheney in booth at wye switch.
- Yard Limits**—
At Parkwater-Spokane—Tracks between yard limit signs east of Parkwater and west of Spokane will be operated as one yard.
- 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 Marshall trains will not require clearance card for double track movement if interlocking signals indicate proceed. Operator must obtain authority from dispatcher before displaying proceed indication. If for any reason second-class and inferior trains are delayed so that passenger trains will be delayed, conductor must report for instructions.
- 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 back of road engine.
- Speed Restrictions**—
Between Yardley and west yard limit Spokane, passenger trains, twenty-five (25) miles per hour; freight trains, light engines and switch engines, fifteen (15) miles per hour.
All trains must approach east and west crossovers to passenger yard Spokane at restricted speed.
At O. W. R. & N. interlocking plant Spokane fifteen (15) miles per hour.
At Cheney fifteen (15) miles per hour through corporate limits.
- Special Stops, Connections, etc.**—
No. 4 will stop at Marshall to let off passengers for Palouse and Lewiston branch.
No. 3 will stop at Marshall on flag to pick up passengers for coast.
No. 2 will stop at Cheney to pick up passengers for Billings and East.
- Register Stations**—
Yardley for second class and inferior trains, except passenger extras.
Spokane for first class trains and passenger extras.
Cheney.
- Register Exceptions**—
At Yardley. Trains cleared at Spokane will not register
At Spokane. Trains cleared at Yardley will not register.
At Cheney. All trains may register by card form 608 and will be furnished register check on form 602 by operator.
- Clearance Exceptions**—
At Yardley. Trains cleared at Spokane will not require clearance
At Spokane. Trains cleared at Yardley will not require clearance.
- Bulletin Stations**—
Yardley
Parkwater Roundhouse
Spokane (Master Board)
Cheney
- Standard Time Clocks**—
Yardley
Spokane
- Watch Inspectors**—
D. E. Brown, Sand Point.
T. J. Morris, Spokane.
- Derail Switches**—
Cheney..... East End Stock Track.
Cheney..... East End Coal Dock.
Cheney..... East End Mill Track.
Cheney..... West End Union Oil Spur.
Cheney..... West End Martin Grain Track.
- Commercial Spurs**—
Miles from Yardly Car Capacity
- Spokane Crossovers**—
O. W. R. & N Crossing.
Erie Street
Sheridan Street
Division Street
Washington Street
Madison Street
Maple Street
Sixth Avenue

THIRD SUBDIVISION.

(Fort Sherman Branch)

- Bridge and Engine Restrictions**—
Over Bridge No. 1, Blackwell Mill Spur, as follows:
Engines classes 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.
- Speed Restrictions**—
Passenger trains thirty (30) miles per hour.
Freight trains twenty (20) miles per hour.
Post Falls Mill Track. Engines must stop and movement over crossing protected by flag.
- Maximum Grade**—Coeur d'Alene wye to Coeur d'Alene. When backing down hand brakes must be set to control train without assistance from engine.
- Special Stops, Connections, etc.**—
- Register Stations**—
Hauser
Coeur d'Alene

SPECIAL INSTRUCTIONS.

- 6. **Bulletin Station—**
Hauser
- 7. **Standard Time Clock—**
- 8. **Derail Switches—**
Post Falls Mill Spur East End.
Blackwell Spur East End.
Blackwell East end passing track
Coeur d' Alene West End Union Oil Spur.
Coeur d' Alene West End C. G. & M. Co.
- 9. **Commercial Spurs—**
Miles from Car
Hauser Capacity
Panhandle 3.5 14
Atlas 9.7 30
Gibbs and Blackwell Spur 10.5 15

FOURTH SUBDIVISION.
(Palouse and Lewiston Branch)

- 1. **At Pullman—**The time of first class trains applies at Telegraph office.
- 2. **Yard Limits—**
At Pullman—Pullman Junction—Tracks between yard limit signs east of Pullman and west of Pullman Jct. will be operated as one yard.
- 3. **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, descending mountain grade.
The normal position of the train order signal at Troy is "Stop" for westward trains when operator is on duty. The position of this signal will not be changed to proceed except for westward trains to pass and there are no orders. The operators at Troy and Kendrick will each keep a record of when westward trains pass Troy and Kendrick. The operator at Kendrick will not report westward trains clear at that station until they are into clear on the siding or the rear of the train has passed telegraph office 300 feet. If communication fails operator at Troy may issue clearance card endorsed "means of communication have failed, proceed when preceding train has been gone 30 minutes." When no operator on duty westward trains will register and will follow preceding train not less than thirty (30) minutes.
- 4. **Pusher District—**
Between east switch Moscow and west switch Kendrick.
- 5. **Bridge and Engine Restrictions—**
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
- 6. **Speed Restrictions—**
Passenger trains thirty-five (35) miles per hour. Freight trains thirty (30) miles per hour between Marshall and Howell. Twenty-five (25) miles per hour between Howell and Lewiston.
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.
At Moscow, ten (10) miles per hour over South Main Street 1000 feet west of depot.
- 7. **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.
- 8. **Register Stations—**
Marshall
Pullman
Moscow for trains 873 and 870.
Troy for westward trains when no operator on duty, see Rule 5.
Arrow
- 9. **Register Exceptions—**
At Marshall Tower, all trains may register by card form 608 and will be furnished check of register on form 602 by operator.
- 10. **Clearance Exceptions—**
At Lewiston and East Lewiston eastward trains may be cleared on Arrow register by Dispatcher at Spokane.
- 11. **Bulletin Stations—**
Pullman
East Lewiston
Lewiston
- 12. **Standard Time Clocks—**
Pullman
Lewiston
- 13. **Watch Inspectors—**
W. F. Taylor, Pullman.
M. F. Akers, Lewiston.
- 14. **Derail Switches—**
Plaza West End Elevator Track.
North Pine West End Passing Track.
Donohue East End Passing Track.
McCoy East End Passing Track.
Garfield West End Passing Track.
Garfield West End House Track.
Fallon East End Elevator Track.
Whelan West End Passing Track.
Pullman West End College Spur.
Pullman East End Coal Dock Track.
Sunshine East End Passing Track.
Hagen West End

- Moscow East End University Spur.
- Troy Brick Yard Spur West End
- Troy West End House Track.
- Troy West End Passing Track.
- Rock Spur West End.
- Bovard West End Passing Track.
- Kendrick West End Passing Track.
- Kendrick West End Elevator Track.
- Julietta West End Passing Track.
- Julietta West End House Track.
- 15. **Commercial Spurs—**
Miles from Car
Marshall Capacity
Cospur 12.8 7
Freedom 15.5 5
Flaig Spur 34.9 7
Duckworth 40.3 7
Tate 66.6 6
Pullman Spur 73.5 10
Troy Brick Yard 99.1 9

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.

SIXTH SUBDIVISION.
(Genesee Branch)

- 1. **Speed Restrictions—**
Passenger trains thirty (30) miles per hour. Freight trains twenty (20) miles per hour.
- 2. **Special Stops, Connections, Etc.**
Nos. 665 and 666 may carry passengers
- 3. **Register Stations—**
Genesee
- 4. **Derail Switches—**
Colton West End Becker Spur.
- 5. **Commercial Spurs—**
Miles from Car
Pullman Jct. Capacity
Busby 1.8 13

SEVENTH SUBDIVISION.
(Washington Central Branch)

- 1. **At Odair** normal position of switch is for line to Adrian.
Time of all trains applies at junction switch.
- 2. **Speed Restrictions—**Passenger trains thirty-five (35) miles per hour. Freight trains twenty-five (25) miles per hour between Cheney and Wilbur. Twenty (20) miles per hour between Wilbur and Coulee.
- 3. **Special Stops, Connection, Etc.**
Nos. 877, 878, may carry male passengers.
No. 315 will head in on wye at Cheney from second subdivision and back down to depot.
- 4. **Register Stations—**
Cheney
Odair
Coulee
- 5. **Register Exceptions—**At Cheney. Trains Nos. 315 and 316 will register by ticket form 608.
- 6. **Clearance Exceptions—**At Odair. Trains will not require clearance card.
- 7. **Bulletin Stations—**
Cheney
Coulee
- 8. **Standard Time Clocks—**
Cheney
- 9. **Watch Inspector—**
T. J. Morris, Spokane.
- 10. **Derail Switches—**
Cheney (See second subdivision.)
Four Lakes East End.
Reardan West End Mill Track.
Almira East End High Line.
Hansen West End Passing Track.
Coulee West End Coal Dock Spur
- 11. **Commercial Spurs—**
Miles from Car
Cheney Capacity
Calol 40.6 8

EIGHTH 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.

	Miles from Davenport	Car Capacity
Fry	8.8	4
Ditmar	12.9	5
Chick	16.0	6

ALL SUBDIVISIONS.

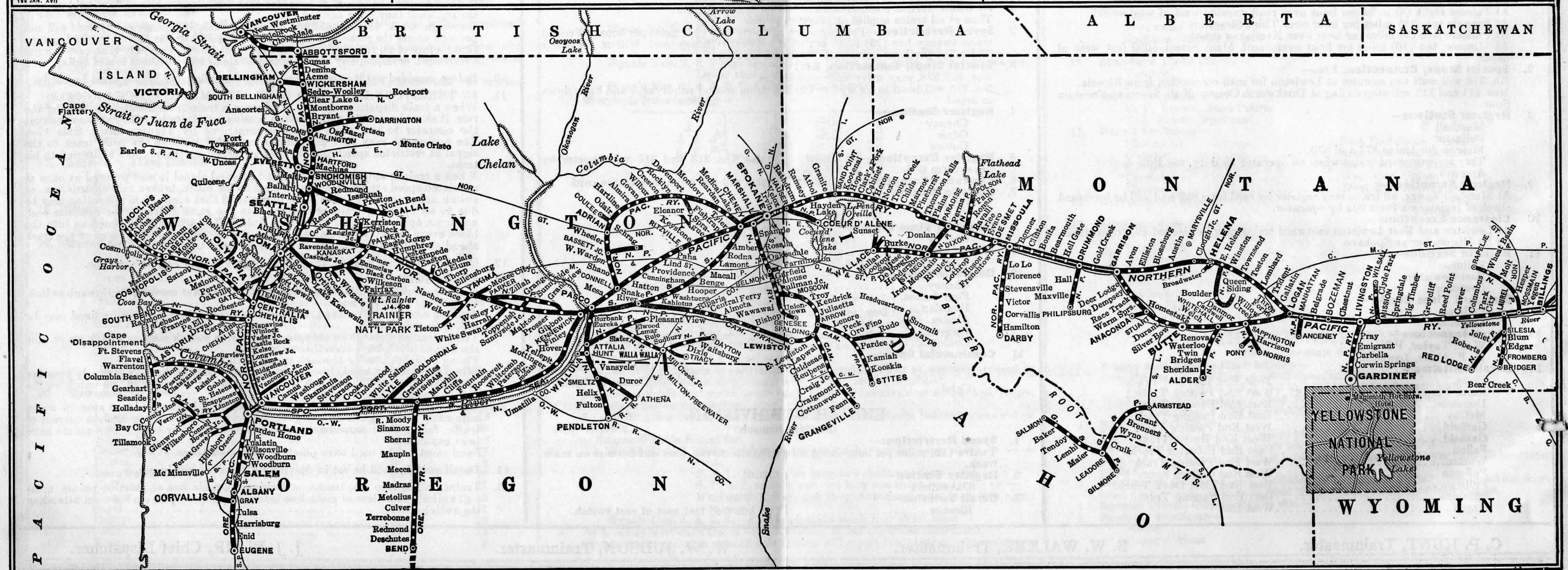
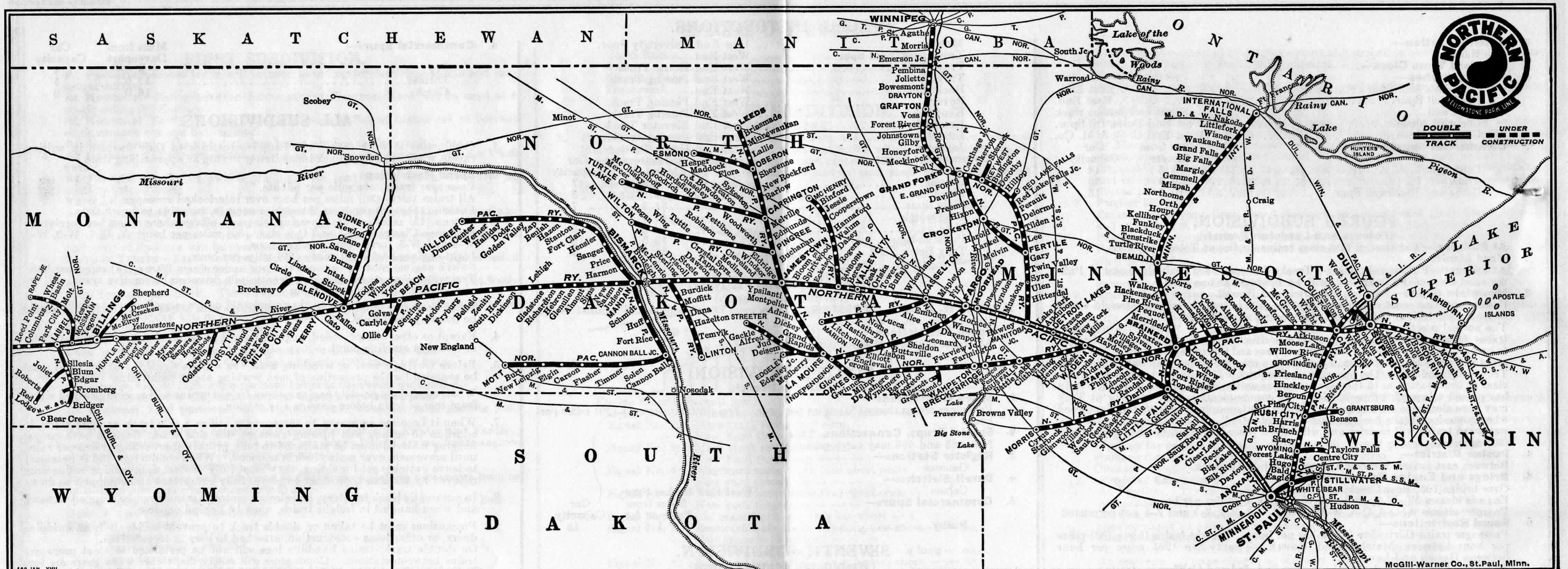
- 1. Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
- 2. **Speed Restrictions—**
Passenger trains, one mile per minute.
All trains thirty (30) miles per hour over interlocked crossings.
Fifteen (15) miles per hour through crossovers, turnouts and gauntlets.
Fifteen (15) miles per hour passing telegraph offices where orders are received.
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour; W, W-1, W-2, W-3, W-4 and W-5, forty (40) miles per hour.
Light engines backing, twenty (20) miles per hour.
Switch engines moving between stations under steam fifteen (15) miles per hour.
Trains handling steam wrecking derrick, pile driver or locomotive crane, will not exceed thirty (30) miles per hour.
- 3. When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.
- 4. Except as otherwise provided, enginemen will be required only to consult register at initial or starting point.
- 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 trains.
- 6. When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
- 7. When it becomes necessary to temporarily utilize a side track as main track, in addition to setting and locking switches, for side track, flagmen with proper flagging material must be stationed to fully protect approaching trains per rules, until movement over main track is resumed. When conductors find it necessary to leave switches set for siding, they must fully protect approaching trains until relieved by trackmen, or other employes fully competent and equipped to do so.
- 8. In automatic block territory, gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
- 9. Precautions must be taken on double track to prevent accidents from swinging doors, or other loose construction, attached to cars or locomotives.
On double track, trains handling logs will not be permitted to meet passenger trains between stations. Conductors will notify dispatcher when there are logs in their trains and secure train order that passenger trains will be held at next station until they have arrived.
On single track, trains handling logs when meeting passenger trains, will not proceed unless the passenger train is standing still or has moved by the log cars. Conductors of all trains picking up logs must know personally that cars are not overloaded, or improperly loaded, and are safe to move without loss of lading.
- 10. Before occupied outfit cars are switched or handled, air brakes must be cut in.
- 11. **IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:**
When a train dispatcher desires to advance a train from a station where, by the rule, it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-c. The engineman may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders addressed to his train.
When a train is stopped by a stop and proceed signal it may proceed at once at restricted speed expecting to find a train in the block, broken rail, obstruction or switch not properly set, and must understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end, under an approach signal indication Rule 501-B, and before proceeding into the block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.
- 12. On all branch line sidings, trains may expect to find cars at any time.
- 13. **Spring Switches—**
Maximum speed for all facing point and trailing point movements through switch, fifteen (15) miles per hour.
Trailing movements on the track for which the switch is normally lined may be made at normal speed.
Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.
Flying switches over or through spring switches are prohibited.
When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it.
When signal governing block in which spring switch is located is at stop, or where automatic block signals do not govern account trains running against current of traffic, facing point movements must not be made over switch until points have been examined.
Sand must not be used over points of spring switches.
- 14. Derail switches will be set in derail position when not in use.
- 15. Trains pulling into side tracks, or leaving the main line at junction points, must pull entirely into clear of main line before stopping to pick up the man attending the switch.

C. P. HUNT, Trainmaster.

B. W. WALKER, Trainmaster.

W. W. JUDSON, Trainmaster.

J. J. BLAIR, Chief Dispatcher.



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