

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 62 TABLE

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

SUNDAY, JUNE 14, 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.

WESTWARD

SECOND SUB-DIVISION.
(MAIN LINE)

WESTWARD

THIRD CLASS				SECOND CLASS		FIRST CLASS											
895	869	603	661			Time Table No. 62 June 14, 1931 Succeeding No. 61											
Way Freight	Way Freight	Freight	Freight			STATIONS											
Mo., Wed. and Fri.	Sun., Tue. and Thu.	Daily	Ex. Sat.			Telegraph Offices and Calls											
Mo., Wed. and Fri.	Sun., Tue. and Thu.	Daily	Ex. Sat.			Telegraph Offices and Calls											
L 7.10 ^{AM} ₅	L 6.25 ^{AM} ₅	L 6.55 ^{PM}	L 6.00 ^{PM}	WCO TX	1572	0.0	YD.....YARDLEY.....DN	19.8	Yard	L 6.44 ^{AM} ₈₉₅₋₈₆₉						L 9.09 ^{PM} ₁	L 9.21 ^{PM} ₃
s 7.25 ₂₋₅₋₄	6.40 ₅	s 7.15 ₃₂₀	s 6.20 ₃₁₆	WOT X	1576	3.5	O. W. R. & N. Crossing Interlocked C. M. St. P. & P. S. I. G. N. } Track Conns.	16.3	Yard	s 6.55 ₄₋₂₋₈₆₉₋₈₉₅	L 8.00 ^{AM} ₃₁₅₋₄₋₂	L 8.05 ^{AM} ₃₁₉	L 8.40 ^{AM}	L 8.20 ^{PM}	s 9.20 ₁₋₆	s 9.30 ₃₋₆	
s 8.05 ₅₋₃₁₉₋₃₁₅	A 7.10 ^{AM} ₂₋₅₋₄ See page 4	8.32 8.37 6-313-314	A 6.57 ^{PM} ₃₂₀ See page 4	WYX	1585	6.7	HANGMAN.....P 5.8 Cross Over	13.1									
A s 8.30 ^{AM} ₃₁₅		A 8.50 ^{PM}		WCY X	1592	19.8	MR.....MARSHALL.....DN S. P. & S. Interlocked	7.3	E35 W71	A s 8.20 ^{AM} ₂₋₈₆₉₋₈₉₅	s 8.22 ₃₁₉₋₈₉₅	A s 8.57 ^{AM}	A s 8.37 ^{PM} ₆₋₃₁₄₋₆₀₃ See page 4		9.58	9.51	
							CY.....CHENEY.....DN	0.0	68	A s 7.50 ^{AM}	A s 8.40 ^{AM} ₈₉₅ See page 5			A 10.10 ^{PM} ₁	A 10.05 ^{PM} ₃		
1.20	.45	2.15	.57				Time Over Subdivision			.41	.20	.35	.17	.17	.41	.39	
14.8	16.7	8.8	13.1				Average Speed Per Hour			28.9	27.0	27.9	31.7	31.7	28.9	30.4	

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 6, 7, 8 AND 9.

EASTWARD

SECOND SUB-DIVISION
(MAIN LINE)

EASTWARD

FIRST CLASS							Time Table No. 62 June 14, 1931 Succeeding No. 61							SECOND CLASS		THIRD CLASS	
6	314	320	316	312	4	2	STATIONS							662		870	896
Passenger	Passenger	S. P. & S. 4 Passenger	Motor Car	Passenger	Passenger	Passenger	Telegraph Offices and Calls							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 9.21 ^{PM}					A 7.56 ^{AM} ₂	A 7.49 ^{AM} ₄	WCO TX	1572	0.0	YD.....YARDLEY.....DN	19.8	Yard	A 4.30 ^{AM}		A 1.10 ^{PM}	A 1.05 ^{PM}	
s 9.10 ₃₋₁₋₃₁₄	A 9.00 ^{PM} ₆	A 7.35 ^{PM} ₆₀₃	A 6.00 ^{PM} ₆₆₁	A 1.10 ^{PM} ₈₉₆₋₈₇₀	7.45 7.20 2-5-895-319	7.40 7.30 5-895-4-319	WOT X	1576	3.5	O. W. R. & N. Crossing Interlocked C. M. St. P. & P. S. I. G. N. } Track Conns.	16.3	Yard		4.10	12.53 312	12.50 312	
								1579	6.7	HANGMAN.....P 5.8 Cross Over	13.1						
8.37 313-314-603	L 8.40 ^{PM} ₆₋₃₁₃₋₆₀₃ See page 4	L 7.15 ^{PM} ₆₆₁	s 5.43	L 12.53 ^{PM} ₈₉₆₋₈₇₀ See page 4	7.03 2-869	7.10 4-5-869	WYX	1585	12.5	MR.....MARSHALL.....DN S. P. & S. Interlocked	7.3	E35 W71	L 3.45 ^{AM} See page 4		L 12.28 ^{PM} ₃₁₂ See page 4	12.35 312	
L 8.20 ^{PM}			L 5.23 ^{PM} See page 5		L 6.45 ^{AM} ₂	L 6.55 ^{AM} ₄	WCY X	1592	19.8	CY.....CHENEY.....DN	0.0	68				L 12.15 ^{PM}	
										Time Over Subdivision			.45		.42	.50	
.46	.20	.20	.37	.17	.44	.44				Average Speed Per Hour			16.6		17.8	23.7	
25.8	27.0	27.0	26.4	31.7	27.0	27.0											

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 6, 7, 8 AND 9.

WESTWARD

FOURTH SUB-DIVISION (PALOUSE AND LEWISTON BRANCH)

EASTWARD

THIRD CLASS							SECOND CLASS		FIRST CLASS		Time Table No. 62 June 14, 1931 Succeeding No. 61				FIRST CLASS		SECOND CLASS		THIRD CLASS	
873	871	869	661	665	313	311					312	314	666	662	870	872				
Way Freight	Way Freight	Way Freight	Freight	Mixed	Passenger	Passenger	Water, Fuel, Stables, Turntables, etc. and Yard Limits.		Station Numbers.	Distance from Marshall.	STATIONS		Distance from Lewiston.	Car Capacity of Sidings.	Passenger	Passenger	Mixed	Freight	Way Freight	Way Freight
Mo., Wed. and Fri.	Tu., Thu. and Sat.	Sun., Tu. and Thu. See page 3	Ex. Sat. See page 3	Ex. Sun.	Daily See page 3	Daily See page 3					Telegraph Offices and Calls				Daily See page 3	Daily See page 3	Ex. Sun.	Ex. Sun. See page 3	Mon. Wed. and Fri. See page 3	Wed., Fri. and Sun.
		L 7.10AM	L 7.10PM		L 8.37PM	L 8.57AM	WYX	1585	0.0	MR. MARSHALL DN	136.8	Yard	A 12.53PM	A 8.37PM	A 3.45AM	A 12.28PM				
		f 7.35	7.20		8.47	f 9.06		ID5	5.2	Interlocked 5.2	131.6	24	f 12.43	8.27	3.28	f 12.10PM				
		s 8.03	7.40		s 8.59	s 9.18	W	ID11	11.3	DYNAMITE 6.1	125.5	30	s 12.30	s 8.16	3.05	s 11.49AM				
		f 8.43	8.01		f 9.16	f 9.33		ID20	19.8	8.5	117.0	22	f 12.12	f 8.01	2.35	f 11.14				
		f 9.00	8.20		9.23	f 9.39		ID23	23.4	3.6	113.4	19	f 12.05PM	7.54	2.20	f 11.00				
		s 9.15	8.35		s 9.30	s 9.45	WX	ID27	26.7	3.3	110.1	53	s 11.58AM	s 7.48	2.10	s 10.47				
		f 9.25	8.42		9.34	f 9.49		ID30	28.8	RO. ROSALIA D	108.0	10	f 11.54	7.44	2.00	f 10.40				
		f 9.40	8.52		9.40	f 9.55		ID32	31.9	G. N. 2.1 Track Conn.	104.9	22	f 11.47	7.38	1.50	f 10.27				
		s 10.05	9.10		s 9.52	s 10.05		ID38	37.6	3.1	99.2	35	s 11.36	s 7.27	1.30	s 10.05				
		f 10.30	9.30		f 10.03	s 10.17	WX	ID43	42.9	5.7	93.9	40	s 11.25	f 7.17	1.10	f 9.51				
										OD. OAKESDALE D										
										O.-W. R. & N. and G. N. Crossings										
										5.3										
										4.3										
										EDEN 2.2										
										GF. GARFIELD D										
										O.-W. R. & N. and G. N. Crossings										
										3.6 Track Conn.										
										6.0										
										PC. PALOUSE D										
										W. I. & M. 6.6 Track Conn.										
										FALLON										
										4.8										
										WHELAN										
										5.2										
										PN. PULLMAN DN										
										O.-W. R. & N. Crossing										
										1.4										
										PULLMAN JUNCTION P										
										3.7										
										SUNSHINE										
										5.2										
										MO. MOSCOW PD										
										O.-W. R. & N. and G. N. } Track Conns.										
										6.4										
										JOEL										
										4.1										
										HOWELL P										
										3.0										
										VM. TROY PD										
										6.1										
										BOVARD P										
										5.4										
										KR. KENDRICK PD										
										8.42 871										
										4.0										
										JA. JULIAETTA D										
										8.4										
										RW. ARROW PD										
										13.5										

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

Mo., Wed. and Fri.	Tu., Thu. and Sat.	Sun., Tu. and Thu.	Ex. Sat.	Ex. Sun.	Daily	Daily	WCT X	Distance from Marshall.	STATIONS	Distance from Lewiston.	Car Capacity of Sidings.	Daily	Daily	Ex. Sun.	Ex. Sun.	Mon. Wed. and Fri.	Wed., Fri. and Sun.
			A 4.05AM		A 1.40AM	A 2.20PM		136.8	LEWISTON	0.0	Yard	L 7.40AM	L 3.40PM		L 6.30PM		
									O.-W. R. & N. Track Conn.								
.30	3.50	5.35	8.55	.11	5.03	5.08			Time Over Subdivision			5.08	4.57	.20	9.15	5.28	4.10
20.6	12.4	13.5	15.3	7.6	27.0	26.6			Average Speed Per Hour			26.6	30.9	4.2	14.7	15.7	11.4

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 7, 8 AND 9.

WESTWARD

SEVENTH SUB-DIVISION (WASHINGTON CENTRAL BRANCH)

EASTWARD

Table for Seventh Sub-Division (Washington Central Branch) showing train schedules for Third Class (877) and First Class (315) westward, and First Class (316) and Third Class (878) eastward. Includes stations like Cheney, Four Lakes, Medical Lake, Deep Creek, Hite, Reardan, Mondovi, Davenport, Rocklyn, and Telford.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 315 IS SUPERIOR TO No. 316 CHENEY TO COULEE. SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

WESTWARD

SIXTH SUB-DIVISION (GENESEE BRANCH)

EASTWARD

Table for Sixth Sub-Division (Genesee Branch) showing train schedules for Second Class (665) westward and Second Class (666) eastward. Includes stations like Pullman Junction, Staley, Chamber, Johnson, Colton, Uniontown, and Leon.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

WESTWARD

THIRD SUB-DIVISION (FORT SHERMAN BRANCH)

EASTWARD

Table for Third Sub-Division (Fort Sherman Branch) showing train schedules for Third Class (863) westward and Third Class (864) eastward. Includes stations like Coeur d'Alene, Blackwell, Post Falls, Grand Junction, and Hauser.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS, PAGES 6, 7, 8 AND 9.

EIGHTH SUB-DIVISION (SEATTLE BRANCH)

WESTWARD EASTWARD

Table for Eighth Sub-Division (Seattle Branch) showing train schedules for Westward and Eastward. Includes stations like Davenport, Omans, Gravelles, and Eleanor.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

FIFTH SUB-DIVISION

WESTWARD (FARMINGTON BRANCH) EASTWARD

Table for Fifth Sub-Division (Farmington Branch) showing train schedules for Westward and Eastward. Includes stations like Belmont, Hayfield, O.-W. R. & N. Crossing, and Farmington.

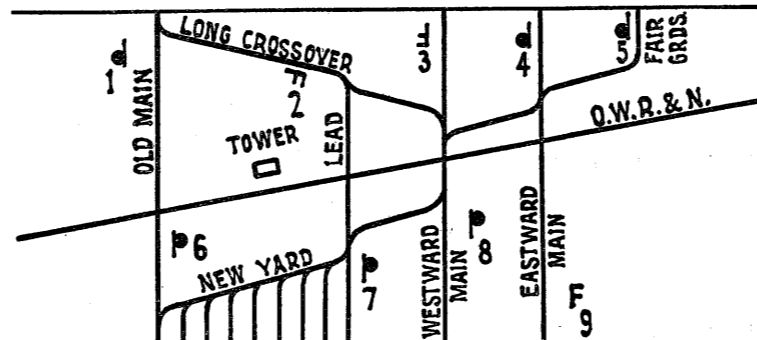
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

SPECIAL INSTRUCTIONS.

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

SECOND SUBDIVISION.
(MAIN LINE)

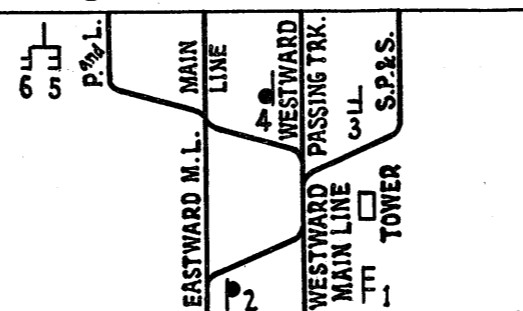
1. **Card Train Order Form AB**—Will govern the movement of trains between Marshall and Cheney, and trains must not move within this territory unless Conductor and Engineman each hold a card properly filled out. Trains delayed fifteen minutes after receipt of card must return card or get further instructions by telephone.
2. **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 oooo.
New Yard three long — — — —
 - Signal No. 3: Main track four short oooo.
New Yard three long — — — —
 - Signal No. 4: Westward main track four short oooo.
New yard three long — — — —
 - Signal No. 5: Westward main track four short oooo.
New yard three long — — — —
 - Signal No. 6: Old main track one long one short — o.
 - Signal No. 7: Eastward main track two long two short — — oo.
Fair grounds three long — — — —
 - Signal No. 8: Old main track one long two short one long — oo — .
Eastward main track two long two short — — oo.
Old main track one long two short one long — oo — .
New yard three long — — — —
 - Signal No. 9: Main track four short oooo.
Fair grounds three long — — — —
- Old main track one long two short one long — oo — .
Signals Nos. 2, 3, 9 high semaphore. Upper arm main track movements.
Lower arm diverging movement.
Signals Nos. 1, 4, 5, 6, 7, 8 Dwarf semaphores.

3. **Marshall Interlocking—**



- Signal No. 1: Top arm main track.
Middle arm S. P. & S. and P. & L.
Bottom arm Westward siding and 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.
- P. & L. Branch one long two short one long — oo — .
- S. P. & S. main track one long one short one long — o — .
- Westward siding one long one short one long one short — o — o.

- Signals Nos. 3, 4, 5, 6: Eastward main track four short oooo.
- 4. **At Cheney westward trains will take siding unless otherwise instructed.** Freight trains going to seventh subdivision will report into clear on phone at wye.

FIRST SUBDIVISION.

1. **At Paradise**—House track will be used as siding for first class trains and passenger extras.
 2. **At Kootenai**—Siding between Kootenai and Kootenai Yard will be used as a single siding for Kootenai.
 3. **At Kootenai Yard**—Freight trains will leave sufficient brakes set to prevent slack running out and fouling lead.
 4. **At Sand Point**—Time of first class trains applies at Telegraph Office.
 5. **At Ramsey-Rathdrum-Velox**—Time of all trains applies at double track switch.
 6. **At Parkwater**—Spring switch trailing from east end of Long Crossover to eastward main track.
 7. **Yard Limits**—
Tracks between Yard limit signs east of Kootenai and west of Sand Point will be operated as one yard.
Tracks between yard limit signs east of Parkwater and west of Spokane will be operated as one yard.
 8. **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.
 9. **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.
 10. **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.
 11. **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.
 12. **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.
 13. **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.
 14. **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.
 15. **Clearance Exceptions**—At Yardley trains cleared at Spokane will not require clearance.
 16. **Bulletin Stations**—
Paradise.
Hope.
Parkwater Roundhouse.
Yardley.
 17. **Standard Time Clocks**—
Paradise.
Hope.
Yardley.
 18. **Watch Inspectors**—
D. E. Brown, Sand Point.
T. J. Morris, Spokane.
 19. **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.
 20. **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 |

5. **Telephones** connected to simplex circuit at Marshall in booth west end westward siding and Cheney in booth at wye switch.
6. **Yard Limits**—
Tracks between yard limit signs east of Parkwater and west of Spokane will be operated as one yard.
7. **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.
8. **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.
9. **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.
10. **Special Stops, Connections, etc.—**
Nos. 4 and 6 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.
11. **Register Stations**—
Yardley for second class and inferior trains, except passenger extras.
Spokane for first class trains and passenger extras.
Cheney.
12. **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.
13. **Clearance Exceptions**—
At Yardley. Trains cleared at Spokane will not require clearance.
At Spokane. Trains cleared at Yardley will not require clearance.
14. **Bulletin Stations**—
Yardley
Parkwater Roundhouse
Spokane (Master Board)
Cheney
15. **Standard Time Clocks**—
Yardley
Spokane
16. **Watch Inspectors**—
D. E. Brown, Sand Point. T. J. Morris, Spokane.
17. **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.
18. **Commercial Spurs**—
Miles from Yardly Car Capacity
19. **Spokane Crossovers**—
O. W. R. & N. Crossing.
Eric Street.
Sheridan Street
Division Street
Washington Street
Madison Street
Maple Street
Sixth Avenue

THIRD SUBDIVISION.
(Fort Sherman Branch)

1. **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.
2. **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.
3. **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.
4. **Special Stops, Connections, etc.—**
5. **Register Stations**—
Hauser
Coeur d'Alene

7
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 Capacity
Panhandle	.....	Hauser 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**—
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.
At Pullman train 870 may be cleared on Moscow register by Dispatcher.
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 Spur.
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.
Juliaetta	.....	West End Passing Track.
Juliaetta	.....	West End House Track.
15. Commercial Spurs	Miles from	Car Capacity
Cospur	.....	Marshall 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 Capacity
Busby..... Pullman Jct. 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 Capacity
Calol..... Cheney 40.6 8

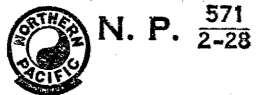
EIGHTH SUBDIVISION.
(Seattle Branch)

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.

4. Commercial Spurs	Miles from	Car Capacity
Fry	.....	Davenport 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.



N. P. 571
2-28

NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN NO. 6

IDAHO

DIVISION Jan. 1, 1932

19

ALL CONCERNED:

Effective Saturday, Jan. 2, Trains 869 and 870 between Yardley and Pullman will be discontinued. Agents will anticipate switching needs and wire office in case of emergency for special instructions. As far as possible Train 861 will spot empties. Train 862 will also spot empties when picking up loads for the East.

R. T. TAYLOR,
Superintendent

Bulletin Boards:

- Partwater
- Yardley
- Spokane
- Pullman
- Arrow
- Lowiston
- H. Lowiston

Agents:

Marshall-Spangle-Rosalie-Cokesdale-Garfield-Fabouse
Pullman

cc--GFS NER RSH MTL JJC TAI JJB CBT JAM TS JWH RTT
PHH HEC TJJ

- 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

- 1. Twelve (12) miles per hour using ... track.
- 2. Register Station—Davenport
- 3. Derail Switches—Eleanor..... Two hundred feet east of east switch.

NS.

University Spur.
House Track.
Passing Track.
Passing Track.
Elevator Track.
Passing Track.
House Track.
Miles from Marshall Car Capacity
12.8 7
15.5 5
34.9 7
40.3 7
66.6 6
73.5 10
99.1 9

t and locked against N. P.

trains twenty (20) miles per

Becker Spur.
Miles from Pullman Jct. Car Capacity
1.8 13

N.

5) miles per hour. Freight
ey and Wilbur. Twenty

subdivision and back down

and 316 will register by

require clearance card.

subdivision.)

Mill Track.
High Line.
Passing Track.
Coal Dock Spur

Miles from Cheney Car Capacity
40.6 8

ON.

4. Commercial Spurs—

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 employees 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.



NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN No. 5

IDAHO

DIVISION

Jan. 1, 1932

19

(RE-ISSUE)

ALL CONCERNED:

Beginning Monday Nov. 16 Train 666 will leave Genesee at 6:30 A.M. instead of 7:30, using the same running time as at present. This is one hour earlier. Call for crew at Genesee should be made accordingly, and all agents concerned please see this notice posted on bulletin boards and given to Post Office Department and public. This to enable earlier switching at Moscow. Agents Genesee Branch acknowledge.

R. T. TAYLOR, Superintendent

Bulletin Boards:

- Parkwater
Yardley
Spokane
Pullman
Arrow
E. Lewiston
Lewiston

cc--GFE RMR DEN JAB TS JJB RTT JVM JJC TAM
Agents: Pullman-Moscow-Colton-Uniontown-Genesee
MGC PHM TJJ

- Grainid. 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

- 1. 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.

NS.

University Spur.

House Track.
Passing Track.

Passing Track.
Elevator Track.
Passing Track.
House Track.

Table with 2 columns: Miles from Marshall, Car Capacity. Rows: 12.8 (7), 15.5 (5), 34.9 (7), 40.3 (7), 66.6 (6), 73.5 (10), 99.1 (9)

and locked against N. P.

trains twenty (20) miles per

Table with 2 columns: Miles from Pullman Jct., Car Capacity. Rows: 1.8 (13)

N.

ian.

5) miles per hour. Freight
ey and Wilbur. Twenty

subdivision and back down

and 316 will register by

require clearance card.

subdivision.)

Mill Track.
High Line.
Passing Track.
Coal Dock Spur.

Table with 2 columns: Miles from Cheney, Car Capacity. Rows: 40.6 (8)

N.

4. Commercial Spurs--

Table with 3 columns: Name, Miles from Davenport, Car Capacity. Rows: 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 cabooses.
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.

Bulletin No. 2

Idaho Division

January 1, 1932.

ALL CONCERNED:

Following changes in train service P&L Branch

Train No. 871 and 872 running Pullman to Arrow and Arrow to Pullman discontinued.

Train 873 Pullman to Moscow discontinued. Train 870 discontinued Moscow to Yardley, and instead crew on train 870 will be assigned to run Pullman to Yardley Monday, Wednesday and Friday. Train 869 will run as at present, Yardley to Pullman Sunday, Tuesday and Thursday.

Assignment of crew on 665 and 66 changed as follows: Genesee to Pullman Train 666. Pullman to Moscow and return, to

do station switching at Moscow and such other work as may be necessary enroute. Station switching at Pullman. Pullman to Genesee as train 665 six days per week. Home terminal Genesee.

Train 661 and 662 will do station switching at points west of Moscow and in addition will receive and place important loads or cars on transfer at Moscow.

The assignment for train 866 will be from Yardley to Heron on Mondays and Thursdays, and Heron to Paradise on Tuesdays and Fridays. No change in the assignment Train 861, which is now from Paradise to Yardley on Wednesdays and Saturdays.

Effective Dec. 18, 1931 and thereafter call for 862 at Heron will be for engine crew to go on duty 6.30, train crew at 6.45 AM Effective same time the hours of the operators will be changed: First operator 6.45 AM to 2.45 PM, Second operator 2.45 PM to 10.45 PM.

R. T. Taylor, Superintendent.

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

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.

NS.

University Spur.

House Track.
Passing Track.

Passing Track.
Passing Track.
Elevator Track.
Passing Track.

House Track.	Miles from	Car
Marshall	Capacity	
12.8	7	
15.5	5	
34.9	7	
40.3	7	
66.6	6	
73.5	10	
99.1	9	

and locked against N. P.

trains twenty (20) miles per

Becker Spur.	Miles from	Car
Pullman Jct.	Capacity	
1.8	13	

N.

5) miles per hour. Freight
ley and Wilbur. Twenty

subdivision and back down

and 316 will register by
require clearance card.

subdivision.)

Mill Track.
High Line.
Passing Track.
Coal Dock Spur.

Miles from	Car
Cheney	Capacity
40.6	8

DN.

4. Commercial Spurs—

	Miles from	Car
	Davenport	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.
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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.

Bulletin No. 2

Idaho Division

January 1, 1932.

ALL CONCERNED:

Following changes in train service P&L Branch

Train No. 871 and 872 running Pullman to Arrow and Arrow to Pullman discontinued.

Train 873 Pullman to Moscow discontinued. Train 870 discontinued Moscow to Yardley, and instead crew on train 870 will be assigned to run Pullman to Yardley Monday, Wednesday and Friday. Train 869 will run as at present, Yardley to Pullman Sunday, Tuesday and Thursday.

Assignment of crew on 665 and 66 changed as follows: Genesee to Pullman Train 666. Pullman to Moscow and return, to do station switching at Moscow and such other work as may be necessary enroute. Station switching at Pullman. Pullman to Genesee as train 665 six days per week. Home terminal Genesee.

Train 661 and 662 will do station switching at points west of Moscow and in addition will receive and place important loads or cars on transfer at Moscow.

The assignmen for train 866 will be from Yardley to Heron on Mondays and Thursdays, and Heron to Paradise on Tuesdays and Fridays. No change in the assignment Train 861, which is now from Paradise to Yardley on Wednesdays and Saturdays.

Effective Dec. 18, 1931 and thereafter call for 862 at Heron will be for engine crew to go on duty 6.30, train crew at 6.45 AM Effective same time the hours of the operators will be changed: First operator 6.45 AM to 2.45 PM, Second operator 2.45 PM to 10.45 PM.

R. T. Taylor, Superintendent.

iversity Spur.

use Track.
sing Track.

sing Track.
sing Track.
vator Track.
sing Track.

Miles from Marshall	Car Capacity
12.8	7
15.5	5
34.9	7
40.3	7
66.6	6
73.5	10
99.1	9

locked against N. P.

twenty (20) miles per

er Spur. es from nan Jct.	Car Capacity
1.8	13

les per hour. Freight
nd Wilbur. Twenty

ivision and back down

316 will register by
e clearance card.

ivision.)

rack.
line.
g Track.
Dock Spur.

from ney	Car Capacity
.6	8

out for cars on main

t 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.

- Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
- 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.
- When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.
- Except as otherwise provided, enginemen will be required only to consult register at initial or starting point.
- 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.
- When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
- 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.
- In automatic block territory, gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
- 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.
- Before occupied outfit cars are switched or handled, air brakes must be cut in.
- 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.
- On all branch line sidings, trains may expect to find cars at any time.
- 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.
- Derail switches will be set in derail position when not in use.
- 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.

Spokane, November 30, 1931.

Effective Nov. 30 the assignment for train 866 will be From Yardley to Heron on Mondays and Thursdays and Heron to Paradise on Tuesdays and Fridays. No change in the assignment train 861, which is now from Paradise to Yardley on Wednesdays and Saturdays.

D. S. Colby

N.S.

University Spur.

House Track. Passing Track.

Passing Track. Passing Track. Elevator Track. Passing Track.

Miles from	Car Capacity
12.8	7
15.5	5
34.9	7
40.3	7
66.6	6
73.5	10
99.1	9

and locked against N. P.

trains twenty (20) miles per

Miles from	Car Capacity
1.8	13

N.

5) miles per hour. Freight
ey and Wilbur. Twenty

subdivision and back down

and 316 will register by
require clearance card.

subdivision.)

Mill Track.
High Line.
Passing Track.
Coal Dock Spur.

Miles from	Car Capacity
40.6	8

N.

s, look out for cars on main

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.

- Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
- 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.
- When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.
- Except as otherwise provided, enginemen will be required only to consult register at initial or starting point.
- 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.
- When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
- 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.
- In automatic block territory, gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind cabooses.
- Precautions must be taken on double track to prevent accidents from swinging doors, or other loose construction, attached to cars or locomotives.
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- Before occupied outfit cars are switched or handled, air brakes must be cut in.
- 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.
- On all branch line sidings, trains may expect to find cars at any time.
- 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.
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Sand must not be used over points of spring switches.
- Derail switches will be set in derail position when not in use.
- 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.



N. P. 571
2-28

NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN No. 07

Idaho DIVISION Nov. 10, 1931

ALL CONCERNED:

My Bulletin No. 61 Oct. 15th, placing speed limit of 25 miles per hour between first private crossing west of Mile Post 121 and Mile Post 122, between Juliaetta and Arrow, is hereby canceled. Normal speed may be resumed.

D. S. COLEY,
Superintendent

Bulletin Board:
Parkwater
Yardley
Spokane
Pullman
E. Lewiston
Lewiston

cc--GVE RRR AJB JJB DSC

- Grandd. 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

- 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.

NS.

Table with 2 columns: Miles from Marshall, Car Capacity. Rows include University Spur, House Track, Passing Track, etc.

and locked against N. P.

trains twenty (20) miles per

Table with 2 columns: Miles from Pullman Jct., Car Capacity. Rows include Becker Spur, Pullman Jct.

N.

5) miles per hour. Freight
ey and Wilbur. Twenty

subdivision and back down

and 316 will register by
require clearance card.

subdivision.)

Mill Track.
High Line.
Passing Track.
Coal Dock Spur

Table with 2 columns: Miles from Cheney, Car Capacity. Row includes Cheney.

N.

4. Commercial Spurs—

Table with 3 columns: Name, Miles from Davenport, Car Capacity. Rows include Fry, Ditmar, Chick.

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.
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.
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.
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.
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.
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.



N. P. 571 2-28

NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN NO. 66

Idaho DIVISION Spokane, Wn., Nov. 10, 1931

ALL CONCERNED:

Confirming telegram of the 9th.

Effective Nov. 11th following changes in train service P&L Branch effective.

Trains 871 and 872 running Pullman to Arrow and Arrow to Pullman will be discontinued.

Train 873 Pullman to Moscow discontinued. Train 870 discontinued Moscow to Yardley, and instead, crew on train 870 will be assigned to run Pullman to Yardley, Monday, Wednesday, and Friday. Train 869 will run as at present, Yardley to Pullman, Sunday, Tuesday and Thursday.

Assignment of crew on 665 and 666 changed as follows: Genesee to Pullman Train 666. Pullman to Moscow and return, to do station switching at Moscow and such other work as may be necessary en route. Station switching at Pullman. Pullman to Genesee as train 665 six days per week. Home terminal Genesee.

Train 661 and 662 will do station switching at points west of Moscow and in addition will receive and place important loads or cars on transfer at Moscow.

D.S. Colby, Superintendent

Bulletin Boards:

- Parkwater
Yardley
Spokane
Pullman
Arrow
E. Lewiston
Lewiston

COCKE RER DEN AJB TS JJB DSC JVM JJC TAM -Agts Pullman Moscow
Troy Kendrick Juliaetta MGO PHM TJJ

Table with 2 columns: Location and Track Name. Includes entries like Grained West End House Track, Fallon East End Elevator Track, etc.

- 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.

NS.

Table with 2 columns: Miles from Marshall and Car Capacity. Lists various tracks like University Spur, House Track, Passing Track, Elevator Track, etc.

and locked against N. P.

trains twenty (20) miles per

Table with 2 columns: Miles from Pullman Jct. and Car Capacity. Lists Becker Spur.

N.

5) miles per hour. Freight
ey and Wilbur. Twenty

subdivision and back down

and 316 will register by
require clearance card.

Table with 2 columns: Miles from Cheney and Car Capacity. Lists Mill Track, High Line, Passing Track, Coal Dock Spur.

DN.

4. Commercial Spurs—

Table with 3 columns: Name, Miles from Davenport, Car Capacity. Lists Fry, Ditmar, Chick.

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.
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14. Derail switches will be set in derail position when not in use.
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OFFICE OF SUPERINTENDENT IDAHO DIVISION

Spokane, Wn., July 15th 19

NO. 75

ALL CONCERNED:

EFFECTIVE July 15th, DURING THE

CONTINUANCE OF TIME TABLE NO. 62 Sandpoint will be a flag stop

for train No. 1 to take on passengers for Seattle, Tacoma and Portland. This in addition to the present conditional stop.

- Paradise
Hope
Parkwater
Yardley
Spokane
Cheney

D. S. Colby, SUPERINTENDENT

I HEREBY ACKNOWLEDGE RECEIPT OF... CIRCULAR NO. WHICH WAS POSTED AT... LOCATION... PLACE... TIME... DATE... SIGNED...

- USE ONE SHEET FOR EACH CIRCULAR. Donohue... West End Passing Track. McCov... East End Passing Track. Garfield... West End Passing 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

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.

Table with 2 columns: Miles from Marshall, Car Capacity. Rows include University Spur, House Track, Passing Track, Elevator Track, etc.

and locked against N. P.

trains twenty (20) miles per

Table with 2 columns: Miles from Pullman Jct., Car Capacity. Rows include Becker Spur, Pullman Jct.

N. an.

5) miles per hour. Freight ey and Wilbur. Twenty

subdivision and back down

and 316 will register by require clearance card.

Table with 2 columns: Miles from Cheney, Car Capacity. Rows include Mill Track, High Line, Passing Track, Coal Dock Spur.

4. Commercial Spurs—

Table with 3 columns: Station Name, Miles from Davenport, Car Capacity. Rows include Fry, Ditmar, Chick.

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. 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. 8. In automatic block territory, gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind cabooses. 9. Precautions must be taken on double track to prevent accidents from swinging doors, or other loose construction, attached to cars or locomotives. 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. 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. 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.

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, Erie 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. BUMGARNER, 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 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.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
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			

1st Subdi
1st Subdi
3rd Subdi
4th Subdi
5th Subdi
6th Subdi
7th Subdi
8th Subdi

SPECIAL INSTRUCTIONS.

CLEARANCE TABLE.

SUBDIVISION.		HEIGHT ABOVE TOP OF RAIL.																		
		1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 2 in. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide	Max. Height	Max. Width
		ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
1st Subdivision.....	Main Line (Paradise-Kootenai Yard).....	20-10	20-10	20-10	20-10	20-10	20-8	20-3	20-1	19-10	19-6	19-4	19-0	18-8	18-7	18-3	17-10	17-4	20-10	11-6
1st Subdivision.....	Main Line (Kootenai Yard-Yardley).....	17-10	17-8	17-7	17-4	17-1	16-10	16-6	16-4	16-1	15-10	15-7	15-4	15-0	14-10	14-8	14-3	13-9	17-10	11-6
3rd Subdivision.....	Fort Sherman Branch.....																			11-6
4th Subdivision.....	Palouse and Lewiston Branch.....	20-7	20-6	20-6	20-6	20-6	20-5	20-5	20-4	20-4	20-4	20-4	20-4	20-4	20-4	20-3	20-3	20-3	20-7	11-6
5th Subdivision.....	Farmington Branch.....																			11-6
6th Subdivision.....	Genesee Branch.....	22-0	22-0	22-0	22-0	22-0	22-0	22-0	22-0	22-0	22-0	22-0	22-0	22-0	22-0	22-0	22-0	22-0	22-0	11-6
7th Subdivision.....	Washington Central Branch.....	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	11-6
8th Subdivision.....	Seattle Branch (Davenport-Eleanor).....	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	21-3	11-6

C. P. HUNT, Trainmaster.

B. W. WALKER, Trainmaster.

W. W. JUDSON, Trainmaster.

J. J. BLAIR, Chief Dispatcher.

