# NORTHERN PACIFIC RAILWAY COMPANY.

**IDAHO DIVISION** 



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                              |                                    |                                  |  |             | -                           |              |                         | FIRST SUB-DIVISION (MAIN LINE)                |                             |                |                          |                     |          |         |                        |                |                     | EASTWARD  |
|---------------------------------------|------------------------------------|----------------------------------|--|-------------|-----------------------------|--------------|-------------------------|---|-----------------------------|----------------|--------------------------|---------------------|----------|---------|------------------------|----------------|---------------------|---|
|                                       | THIRD CLASS                        | SECOND CLASS                     | FIRST CL                                 | .ASS        | yes,                        | _            |                         | Time Table No. 62                             |                             | FII            | RST CLAS                 | S                   | SECOND   | CLASS   | Т                      | IIRD CL/       | <b>ASS</b>          |   |
|                                       | 863 861                            | 603                              | 1 3                                      | 5           | el, Sca<br>es, Wy<br>Limits | mber         | 10<br>E                 | June 14, 1931<br>Succeeding No. 61            | ity                         | 2              | 4                        | 6                   |          |         | 862                    | 864            | 866                 |   |
|                                       | Way Way<br>Freight Freight         | Freight                          | Passenger Passeng                        | er Passenge | [종종교                        | on N         | Distance f<br>Paradise. | STATIONS STATIONS Telegraph Offices and Calls | Car Capacity<br>of Sidings. | Passenger      | Passenger                | Passenge            | r        |         | Way<br>Freight         | Way<br>Freight | Way<br>Freight      |   |
|                                       | Ex. Sun. Wed. and                  | Dally                            | Daily Daily                              | Dally       | Wat<br>Turr<br>and          | Stat         | Dist                    | Telegraph Offices and Calls                   | S. S.                       | Dally          | Dally                    | Dally               |          |         | Tue. and<br>Frl.       | Ex. Sun.       | Mon. and<br>Thurs.  |   |
|                                       | L 6.00am                           | L 7.00AM                         | L 5.10PM L 3.40                          | PM L 1.35A  | wco                         | 1390         |                         | PDPARADISEDN 183,9                            |                             | . 4-41         | As 1.45PM                |                     | М        |         | A 12.45PM              |                |                     |   |
|                                       | s 6.20                             | 7.17                             | 5.19 s 3.51                              |             | X                           | 1396         |                         | HOPLAINSDN 177.8                              | W104                        | 11.40          | s 1.32                   | 2.13<br><b>2.01</b> |          |         | s 12.20pm<br>f 11.55am | i              |                     |   |
|                                       | f 6.40<br>f 7.05                   | 7.40<br>8.03                     | 5.29 f 4.03<br>5.38 f 4.16               | . 6         | w                           | 1404         | 13.1<br>20.6            | WEEKSVILLEP 170.8                             | W76                         | 11.31          | f 1.20<br>f 1.07         | 2.01<br>5<br>1.47   |          |         | f 11.25                |                |                     |   |
|                                       | f 7.15                             | 8.10                             | 5.41 4.20                                |             |                             | 1413         | 23.1                    | 2.5 Lap Siding 160.8                          | W106                        | 11.18          | 1.02                     | 1.43                |          |         | f11.18                 |                |                     | -   |
|                                       | <b>f</b> 7.30                      | 8.25                             | 5.48 f 4.29                              | 2.23        |                             | 1417         | 28.3                    |   | 79                          | 11.11          | f 12.53                  | 1.35                |          |         | f 11.00                | <u> </u>       |                     |   |
|                                       | s 7.40                             | 8.35                             | 5.53 s 4.35                              |             | wx                          | 1420         |                         | FNTHOMPSON FALLSDN 152,3                      | 3 E76                       | 11.07          | s 12.46                  | 1.29                |          |         | s 10.50                |                |                     |   |
|                                       | <b>f</b> 8.00                      | 8.55                             | 6.01 f 4.47                              | 2.40        |                             | 1428         | 38.2                    | BELKNAP Lap Siding 145.7                      | W103                        | 10.56          | f 12.36                  | 1.16                |          |         | f 10.30                |                |                     | ·   |
|                                       | f 8.10                             | 9.05                             | 6.06 f 4.53                              | 1           |                             | 1431         | 41.9                    | TALC P 142.0                                  | 1                           | 10.51          | f 12.29                  | 1.10                |          |         | f 10.20<br>f 10.05     |                |                     |   |
| ·                                     | f 8.25<br>f 8.35                   | 9.18                             | 6.11 5.00<br>6.15 f 5.05                 | _           |                             | 1436         | 46.2                    | CHILDSP 137.7                                 |                             | 10.45          | 12.22<br>f 12.17         | 12.57               | <b>-</b> |         | f 9.55                 |                |                     |   |
|                                       | s 8.47                             | 9.40                             | 6.22 f 5.14                              |             | wcx                         | 1444         | 54.0                    | JTROUT CREEKDN 129.9                          | 9 E104                      | 1              | f 12.05pm                | 12.49               |          |         | s 9.40                 |                |                     |   |
|                                       | f 9.02                             | 9.58<br>9.58                     | 6.34 <b>f</b> 5.27                       | 3.17        |                             | 1449         | 60.2                    | TUSCORP 123.7                                 |                             | 10.26          | f 11.52AM                | 12.37               |          |         | f 8.35                 |                |                     |   |
|                                       | f 9.19                             | 10.18                            | 6.42 <b>f</b> 5.37                       |             |                             | 1455         | 66.1                    | FURLONGP 117.8                                |                             | 603            | f 11.42                  | 12.27               |          |         | f 8.15                 |                |                     |   |
|                                       | s 9.29                             | 10.30                            | 6.47 <b>f</b> 5.43                       | 3.32        | W                           | 1458         | 70.1                    | NX  | 8 E77<br>W131               | 10.13          | f 11.35                  | 12.20               | 764.T    | A MARCO | s 8.00                 |                | ~ ; *               | ter a factor of the second of |
|                                       | f 9.43                             | 10.50                            | 6.52 <b>f</b> 5.50                       | 3.39        | w                           | 1463         | 74.9                    | 5.4   | 0 131                       | 1              | f 11.26                  | 12.13               |          |         | f 7.45                 |                |                     |   |
|                                       | s10.01                             | 11.15                            | 7.01 <b>f</b> 5.59                       |             | 1 mi. E                     |              |                         | HRDN 103.6                                    | W131                        | 861            | f11.15                   | 12.04 <i>i</i>      | 1        |         | s 7.25<br>f 7.05       |                |                     |   |
|                                       | f 10.25<br>f 10.40                 | 11.32                            | 7.09 f 6.09<br>7.15 6.17                 | }           |                             | 1474         | 86.5<br>91.3            | CABINET P 97.4                                | : -  -                      | 9.53<br>9.47   | f 11.03                  | 11.47               | M12      |         | f 6.45                 |                | 1 2 1 4             |   |
|                                       | s I 0.50                           | 11.54AM                          |  |             | wx                          | 1482         |                         | CXCLARK'S FORKPD 90.0                         |                             | 1              | s10.50                   | f 11.43             |          |         | s 6.35                 |                |                     |   |
|                                       | f 11.08                            | 12.06pm                          | 7.25 <b>f</b> 6.30                       | 4.18        | -                           | 1489         | 99.1                    | 5.2<br>DENTONP 84.8                           |                             | 9.38           | f 10.39                  | 11.36               |          |         | f 6.20                 | -              |                     |   |
|                                       | s 11.22                            | 12.19                            | 7.30 <b>f</b> 6.37                       |             | х                           | 1492         | 103.5                   | HDN 80.4                                      | 4 E78                       | 9.33           | f 10.32                  | <b>f</b> 11.30      |          |         | L 6.10A                | м              | A 2.00PM            |   |
| ,                                     | f 11.44aa                          | 12.29                            | 7.38 <b>f</b> 6.48                       | 4.35        |                             |              | 110.7                   | 5.2   | i                           | 9.25           | f 10.18                  | 11.19               |          |         |                        | •              | f 1.25              |   |
|                                       | f 12.02m                           |                                  | 7.45 f 6.56                              |             |                             |              |                         | KNPD 68.0                                     | - 1                         | 1              | f 10.08                  | 11.11               |          |         |                        |                | f 1.05<br>s12.59    |   |
|                                       | s 12.07                            | 12.59<br>866                     | 7.47 <b>f</b> 6.58                       |             | TX                          |              |                         | KYKOOTENAI YARDDN 67.0                        | _                           |                | f 10.04                  |                     |          |         |                        | _              | 603                 |   |
|                                       | s 12.14                            | 1.04                             | 7.50 s 7.04                              |             |                             | 1507         |                         | G. N. and S. I. 3.4 Track Conns.              | 0 E58<br>W64                | s 9.12<br>9.07 | s 10.00<br>f 9.48        | s 11.05<br>10.58    | 1        |         |                        |                | s 12.50<br>f 12.35  |   |
|                                       | f 12.25<br>f 12.38                 | 1.14                             | 7.55 <b>f</b> 7.11<br>8.01 <b>f</b> 7.19 |             |                             | 1510<br>1513 | 122.3<br>126.3          | LIGNITE P 61.6                                |                             | 9.07           | f 9.42                   | 10.50               | - 1      |         |                        |                | f 12.15PM           |   |
|                                       | s 12.58                            | 1.43                             | 8.09 <b>f</b> 7.31                       |             |                             |              | 132.8                   | CODN 51.3                                     |                             |                |                          | 10.42               | 1        |         |                        |                | s 11.47am           | •   |
|                                       | f 1.13                             | 1.59                             | 8.16 f 7.40                              |             |                             | 1524         |                         |   |                             | 8.49           |                          | 10.34               | <u> </u> |         |                        |                | f 11.22             |   |
| r                                     | s 1.18                             | 2.05                             | 8.20 f 7.44                              |             | 1                           | 1530         | 140.5                   | 6.9 Lap Siding                                | W108                        | :              | f 9.18                   | 10.31               |          |         |                        |                | s 11.15<br>f 10.45  |   |
|                                       | f 1.42<br>f 2.02                   | 2.25<br>2.47                     | 8.31 f 7.57<br>8.40 f 8.11               |             |                             | 1535<br>1543 | 147.4<br>154.9          | 7.5 Lap Siding                                | W130                        | 8.35<br>8.26   | f 9.05<br>f 8.51         | 10.20               | i        |         |                        |                | f 10.10             |   |
|                                       | See page 5 s 2.21                  | 3.02                             | 8.47 f 8.22                              | 1           |                             | 1549         | 160.4                   | RDRATHDRUMDN 23.                              |                             | i              | f 8.41                   | f 9.59              | :        |         |                        | See page       |                     |   |
|                                       | L 12.25PM s 2.41                   | 3.20                             | 8.58 f 8.36                              | 1           | WXY<br>C                    | 1557         | Į.                      | C. M. St. P. & P. 6.9 Track Conn.  AU         | 6 E77<br>W130               | 8.11           | f 8.26                   | 9.48                |          |         |                        | A 7.25A        | s 9.15              |   |
|                                       | f 12.40 f 2.56                     | 3.37                             | 9.05 <b>f</b> 8.47                       | 7 6.25      | ļ                           | 1561         | 173.2                   | OTIS ORCHARDSP 10.                            | 7 E75                       | 8.04           | f 8.15                   | 9 39                |          |         |                        | f 7.05         | f 8.50              |   |
| 42                                    | f 1.00 f 3.05                      | 3.45                             | 9.09 f 8.53                              | 6.30        |                             | 1564         | 176.1                   | VVELOXDN 7.5                                  | .8 W76                      | 10.8           | f 8.10                   | 9.35<br>1           |          |         |                        | f 6.55         | f 8.36              |   |
|                                       | f 1.25 s 3.15                      | 3.55                             | 9.13 f 8.59                              |             |                             | 1567         |                         | TR  | - 44.                       | 7.57           | f 8.05                   | 9.30                |          |         |                        | f 6.45         | s 8.25<br>f 8.05    |   |
| · · · · · · · · · · · · · · · · · · · | f 1.45 s 3.25<br>A 1.50PM A 3.30PM | 4.05                             | 9.18 9.06<br>1A 9.21PMA 9.09             | -           | WCO                         | i            | 182.9<br>183.9          | 1.0 Cross Over                                | 0                           | 7 40           | 7.59<br>L <b>7.56</b> AM | 9.24<br>L 9.21      | !        |         |                        | f 6.35         | 1 8.00<br>M L 8.00  |   |
| e e e e e e e e e e e e e e e e e e e | וויטכ.נ אייייטכ.ו                  | 4.100                            | 3 1                                      | 864         | WCO<br>TX                   | 1018         | 200.8                   | Cross Over                                    |                             | 4-866          | 2-866                    |                     |          |         |                        | 5              | 2-4                 |   |
|                                       | Ex. Sun. Wed. and                  | Daily                            | Daily Dally                              | Dally       |                             | -            | 7                       |   | -                           | Dally          | Dally                    | Dally               | 1 7      |         | Tue. and<br>Fri.       | Ex. Sun.       | Mon. and<br>Thurs.  |   |
|                                       | 1.25 9.30                          | 9.10                             | 4.11 5.29                                | 5.09        |                             |              |                         | Time Over Subdivision                         |                             | 4.01           | 5.49                     | 5.04                |          |         | 6-35                   | .55            | 6.00                |   |
|                                       | 11.7 19.3                          | 20.0                             | 43.9 33.5                                | 35.7        |                             |              |                         | Average Speed Per Hour                        |                             | 45.8           | 31.6                     | 36.3                |          |         | 15.7                   | 18.1           | 13.4                | - av ann van-   |
| EASTWARD TRAINS ARE                   | SUPERIOR TO TOTOMATIC BLOC         | TRAINS OF THE S<br>K BETWEEN PAR | SAME CLASS IN<br>ADISE AND YAI           | THE OPI     | POSITE                      | DIRE         | CTIO                    | N.  | DO                          | UBLE TRA       | CK BETV                  | VEEN I              | RAMSEY A | AND RAT | THDRUM<br>NS, PAG      | ES 6, 7,       | TWEEN V<br>8 AND 9. | ELOX AND YARDLEY.   |

9

|    | WESTWARD |                            |                                 |                           |                               |                          |        |                      | SECOND SUB-D<br>(MAIN LIN  |                | ION                  | · .                           |   |                                 |                         |                                      |                       |                       | WESTWARD |
|----|----------|----------------------------|---------------------------------|---------------------------|-------------------------------|--------------------------|--------|----------------------|--|----------------|----------------------|-------------------------------|---|---------------------------------|-------------------------|--------------------------------------|-----------------------|-----------------------|----------|
|    |          | THIRD                      | CLASS                           | SECON                     | D CLASS                       | ales,<br>yes             |        |                      | Time Table No. 62  |                |                      |                               |   | FIRST                           | T CLASS                 |                                      |                       |                       |          |
|    |          | 895                        | 869                             | 603                       | 661                           | ruel, Sor<br>bles, W     | Number | from                 | June 14, 1931<br>Succeeding No. 61   | from           | acity<br>8.          | 5                             | 319                                     | 315                             | 311                     | 313                                  | 3                     | 1                     |          |
| II |          | Way<br>Freight             | Way<br>Freight                  | Freight                   | Freight                       | rer, I<br>rn Ta<br>i Yar | tion ] | Distance<br>Yardley. | STATIONS   | tance<br>eney. | Capacity<br>Sidings. | Passenger                     | S. P. & S. 3<br>Passenger               | Motor<br>Car                    | Passenger               | Passenger                            | Passenger             | Passenger             |          |
| II |          | Mo., Wed<br>and Fri.       | Sun.,Tue.                       | Daily                     | Ex. Sat.                      | Twa<br>and               | Sta    | Yagi                 | Telegraph Offices and Calls  | Che            | of Si                | Daily                         | Dally                                   | Ex. Sun.                        | Dally                   | Dally                                | Dally                 | Dally                 | t        |
|    |          | L 7.10A                    | M L 6.25AM<br>5                 | L 6.55Pi                  | 4 6.00ры                      | WCO<br>TX                | 1572   |                      | YD YARDLEY DN 3.5 Cross Over O. W. R. & N. Crossing Track Conn. Interlocked C. M. St. P. & P. SI. Track Conns. | 19.8           | Yard                 | L 6.44AM<br>895-869           |   | :                               |                         |                                      | L 9.09PM              | L 9.21PM<br>3         |          |
|    |          | s 7.25<br>2-5-4            | 6.40                            | s 7.15<br>320             | s 6.20<br>316                 | WOT<br>X                 | 1576   |                      | G. N. SF   | 16.3           | Yard                 | 6.55<br>s 7.20<br>4-2-869-895 | L 8.00AM<br>315-4-2                     | 8.05AM<br>319                   | 8.40am                  | L 8.20pm                             | s 9.20<br>9.40<br>1-6 | s 9.30<br>9.35<br>3-6 |          |
|    |          | <b>s 8.05</b><br>5-319-315 | A 7.10am<br>2-5-4<br>See page 4 | 8.32<br>8.37<br>6-313-314 | A 6.57PM<br>320<br>See page 4 |                          |        | 12.5                 | 5.8 Cross Over MR MARSHALL DN S. P. & S. 7.3 Track Conn. Interlocked   |                | E35<br>W71           | 7.38<br>2-869-895             | A 8 <b>8 . 20</b> AM<br>315-89 <b>5</b> | s 8.22<br>319-895               | As 8.57am<br>See page 4 | As 8.37pm<br>6-314-603<br>See page 4 | 9.58                  | 9.51                  |          |
|    |          | A 8 8 . 3 0 A<br>315       | K                               | A 8.50pm                  |                               | WCY<br>X                 | 1592   | 19.8                 | CYDN   | <b>0.0</b>     | 68                   | As 7.50am                     |   | <b>895</b><br><b>See page</b> 5 |                         | -                                    | A I O. I OPN<br>S 1   | A I 0.05PM            | ·        |
|    |          | Mo., Wed                   | . Sun., Tue.<br>and Thu.        | Dally                     | Ex. Sat.                      |                          |        |                      |  |                |                      | Dally                         | Dally                                   | Ex. Sun.                        | Daily                   | Daily                                | Dally                 | Dally                 |          |
| ١  |          | 1.20                       | .45                             | 2.15                      | .57                           |                          |        |                      | Time Over Subdivision  |                |                      | .41                           | .20                                     | .35                             | .17                     | .17                                  | .41                   | .39                   |          |
| 1  |          | 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** 

|                           | -                                  | F                         | IRST CL                | ASS                                 |                                   |                                   | les,  |              | -                    | Time Table No. 62  |                  |                             | SECONI                 | CLASS | THIRD                           | CLASS                |
|---------------------------|------------------------------------|---------------------------|------------------------|-------------------------------------|-----------------------------------|-----------------------------------|---|--------------|----------------------|--|------------------|-----------------------------|------------------------|-------|---------------------------------|----------------------|
| 6                         | 314                                | 320                       | 316                    | 312                                 | 4                                 | 2                                 | Water, Fuel, Scales,<br>Turn Tables, Wyes<br>and Yard Limits. | Number       | from                 | June 14, 1931<br>Succeeding No. 61   | from             | oity                        | 662                    |       | 870                             | 896                  |
| Passenger                 | Passenger                          | S. P. & S. 4<br>Passenger | Motor<br>Car           | Passenger                           | Passenger                         | Passenger                         | ter, F<br>rn Tab  | Station N    | Distance<br>Yardley. | STATIONS   | Distance Cheney. | Car Capacity<br>of Sidings. | Freight                |       | Way<br>Freight                  | Way<br>Freight       |
| Daily                     | Dally                              | Dally                     | Ex. Sun.               | Dally                               | Dally                             | Dally                             | AT a  | Sta          | Ϋ́Die                | Telegraph Offices and Calls  | ÄÖ               | of E                        | Ex. Mon.               |       | Mo., Wed.<br>and Frl.           | Tue.,Thu<br>and Sat. |
| A 9.21PH                  |                                    |                           |                        | 1                                   | A 7.56AM<br>2                     | A 7.49AM                          | WCO<br>TX   | 1572         | 0.0                  | YDYARDLEYDN 3.5 Cross Over OW. R. & N. Crossing Track Conn. Interlocked C. M. St. P. & P. S. I. Track Conns. | 19.8             | Yard                        | A 4.30am               |       | д 1.10рм                        | A 1.05m              |
| 9.10<br>s 8.55<br>3-1-314 | A 9.00PM                           | A 7.35PM                  | A 6.00PM<br>661        | 000.000                             | 7.45<br>s 7.20<br>2-5-895<br>-319 | 7.40<br>s 7.30<br>5-895-<br>4-319 | WOT<br>X  | 1576<br>1579 | 3.5<br>6.7           | G. N. SPOKANE DN 3.2 Cross Over HANGMAN. P   | 16.3             | Yard                        | 4.10                   |       | 12.53<br>312                    | 12.50<br>312         |
| 8.37<br>313-314-<br>603   | L 8.40m<br>6-313-603<br>See page 4 | 661                       | s 5.43                 | L I 2.53PM<br>896-870<br>See page 4 | 7.03<br>2-869                     | 7.10<br>4-5-869                   | WYX   | -            |                      | 5.8 Cross Over MRMARSHALLDN S. P. & S. 7.3 Track Conn. Interlocked   | 7.3              | E35<br>W71                  | L 3.45am<br>See page 4 |       | L I 2.28PM<br>312<br>See page 4 | 312                  |
| L 8.20pm                  |                                    |                           | L 5.23PM<br>See page 5 |                                     | L 6.45AM                          | L 6.55AM                          | WCY<br>X  | 1592         | 19.8                 | CYDN   | 0.0              | 68                          |                        |       |                                 | L 12.15P             |
| Daily                     | Dally                              | Dally                     | Ex. Sun.               | Daily                               | Dally                             | Dally                             |   |              |                      |  |                  |                             | Ex. Mon.               |       | Mo., Wed.<br>and Fri.           | Tue.,Thu<br>and Sat. |
| .46                       | .20                                | .20                       | .37                    | .17                                 | .44                               | .44                               |   |              | -                    | Time Over Subdivision  |                  |                             | .45                    |       | .42                             | .50                  |
| 25.8                      | 27.0                               | 27.0                      | 26.4                   | 31.7                                | 27.0                              | 27.0                              |   |              |                      | Average Speed Per Hour   |                  |                             | 16.6                   |       | 17.8                            | 23.7                 |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN YARDLEY AND MARSHALL.
AUTOMATIC BLOCK BETWEEN YARDLEY AND SHERIDAN STREET, SPOKANE AND BETWEEN SEVENTH AVENUE, SPOKANE AND CHENEY.
SPECIAL INSTRUCTIONS, PAGES 6, 7, 8 AND 9.

4

IDARO DIVISION

FOURTH SUB-DIVISION **EASTWARD** WESTWARD (PALOUSE AND LEWISTON BRANCH) SECOND CLASS | THIRD CLASS FIRST CLASS SECOND CLASS | FIRST CLASS THIRD CLASS Time Table No. 62 June 14, 1931 870 872 312 314 666 662 869 665 313 311 873 871 661 Car Capacity of Sidings. Succeeding No. 61 Way Freight Way Freight Freight Mixed Freight Passenger Passeng STATIONS Mon.Wed and Fri. See page 3 and Sun. Sun., Tu. and Thu. See page 3 Sta Mo., Wed. Tu., Thu. and Fri. and Sat. Ex. Sat. See page 3 Daily See page Dally Dally Ex. Sun. See page 3 Telegraph Offices and Calls Ex. Sun. Ex. Sun. See page As 3.45AM A | 2.28PM WYX 1585 ..MARSHALL ...DN | 136.8 | Yard 7.10PM 8.37pm L 8.57AM 0.0 MR.. d 5.2 DYNAMITE 12.10PM 131.6 24 f 12.43 8.27 3.28 7.20 8.47 **f** 9.06 ID5 f 7.35 SPANGLE. 125.5 s 12.30 8.16 3.05 s 11.49am W IDII 11.3 SG. 30 s 8.03 **7.**40 8.59 9.18 11.14 117.0 f 12.12 8.01 2.35 ID20 19.8 22 8.43 8.01 9.16 9.33 113.4 2.20 11.00 NORTH PINE 19 7.54 f 9.00 8.20 9.23 9.39 ID23 23.4 f 12.05PM s 10.47  $\mathbf{w}\mathbf{x}$ ID27 26.7 RO. ROSALIA. .D 110.1 53 s 11.58AM 7.48 2.10 s 9.15 8.35 9.30 9.45 Track Conn. G. N. DONAHUE... ID30 28.8 108.0 10 f 11.54 7.44 2.00 10.40 f 9.25 8.42 9.34 9.49 McCOY 1.50 10.27 ID32 31.9 104.9 22 f 11.47 7.38 f 9.40 8.52 9.40 f 9.55 \_OAKESDALE. 1.30 s10.05 9.10 9.52 s10.05 ID38 37.6 OD... 99.2 35 s 11.36 s 7.27 s10.05 O.-W. R. & N. and G. N. Crossings f 10.30 WX ID43 BELMONT 40 s 11.25 f 7.17 1.10 f 9.51 9.30 f 10.03 s 10.17 EDEN. 89.6 f 11.16 7.09 12.55 9.37 f 10.55 9.45 10.11 f 10.25 ID47 47.2 29 ID50 49.4 GF..... \_GARFIELD\_ 87.4 26 sii.ii 7.04 12.47 s 9.30 9.55 s 1030 811.11 10.16 O.-W. R. & N. and G. N. Crossings
O.-W.R.&N. 3.6 Track
.....CEDAR CREEK... 6.57 83.8 S 7 f 11.03 10.23 f 10.37 ID53 53.0 "PALÕUSE. 10.37 s I 0.37 661 s I 0.50 312 WX ID59 59.0 PC. 77.8 29 s10.50 6.45 12.15AM s 8.55 8 11.43A W. I. & M. 6.6 Track Conn. 71.2 44 f 10.36 6.32 1.45PM 8.30 11.00 10.49 **f** 11.03 ID66 65.6 f 12.09PM 11.25 6.23 8.15 WHELAN. 66.4 24 f 10.26 f 12.26 11.25 10.58 f 11.13 ID71 7.55 A 12.30PI sii.i0 662 s11.25 11.40 ..PULLMAN.... 64 6.10 9.25AM 11.10 s 5.45AM L 5.45AM A 12.45PM L11.50AM WCX ID76 75.6 PN. ..DN 61.2 11.45 10.10 O.-W. R. & N. Crossing f12.10PM 11.43 10.35 YX ID77 \_PULLMAN JUNCTION...P 59.8 43 10.06 6.03 9.05AN 7.30 5.52 11.50PM A 12.0 PM 11.15 77.0 5.52 g 311-872 ee page 5 f11.50AN 10.20 25 9.59 5.56 7.15 12.10am See page 5 f11.50A 56.1 6.02 6.02 11.22 Ii 4 SUNSHINE \_MOŚĆOW. ..PD 50.9 5.45 10.01 7.00AM s 11.30 12.35 11.36 s 12.03PM WTX Ii 9 85.9 MO.. 31 9.48 O.-W. R. & N. and G. N. f 10.50 5.33 9.30 11.49 f 12.16 Ii 15 92.3 JOEL 44.5 26 9.34 f 7.15 12.55 HOWELL 5.25 f 10.30 9.15 f 7.27 1.20 11.58pm 12.25 T Ii 20 96.4 40.4 26 9.25 "TŘÔY.. 9.00 s 10.10 12.06AM 12.33  $\mathbf{X}$ Ii 22 99.4 VM 37.4 40 9.16 5.16 s 7.42 1.30 8.25 f 9.35 BOVARD 12 4.58 f 8.12 2.00 12.22 12.50 Ii 28 105.5 7.45 12.37 KENDRICK .PD 25.9 40 4.42 s 9.05 2.30 1.06 WTX Ii 34 110.9 KR. s 8.42 7.20 s 8.45 2.45 12.48 Ii 38 114.9 JA. JULIAETTA .D 21.9 26 8.32 s 4.32 8.59 s 1.17 YX | Ii 47 123.3 RW. ARROW. .PD 52 7.00pt 8.20AM 3.20AM As 1.10AM As 1.40PM \_s8.10AM Ls 4.12PM 9.35am BETWEEN LEWISTON AND ARROW, TRAINS WILL BE GOVERNED BY CAMAS PRAIRIE RAILROAD TIME TABLE AND SPECIAL INSTRUCTIONS. 7.40AM L LEWISTON. 4.05AM WCT 0.0 Yard L 3.40pt 6.30PM 1.40AM A 2.20P 136.8 O.-W. R. & N. Track Conn Mon.Wed. Wed., Fri Mo., Wed. Tu., Thu. Sun., Tu and Fri. and Sat. and Thu Ex. Sun. Ex. Sat. Ex. Sun. Dally Dally Daily Daily Ex. Sun. 5.08 Time Over Subdivision 5.08 .20 9.15 5.28 4.10 5.25 8.55 .11 5.03 4.57 .30 3.50 4.2 14.7 15.7 12.4 13.5 15.3 7.6 27.0 26.6 Average Speed Per Hour 26.6 30.9 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.

| TV | VARD                |                          |   |                 |                     | ENTH SUB-DIVISION<br>IINGTON CENTRAL BRANCH |                     |                             |                            | EASTW               | AF |
|----|---------------------|--------------------------|---|-----------------|---------------------|---|---------------------|-----------------------------|----------------------------|---------------------|----|
| Tŀ | IIRD CLASS          | FIRST CLASS              | I   |                 |                     | Time Table No. 60                           |                     |                             | FIRST CLASS                | THIRD CLASS         | Ī  |
|    | 877                 | 315                      | Water, Fuel, Scales,<br>Turn Tables, Wyes<br>and Yard Limits. | bers.           | a                   | Time Table No. 62 June 14, 1931             |                     |                             | 316                        | 878                 |    |
|    | Way<br>Freight      | See page<br>Motor<br>Car | Fuel,<br>Fables,<br>ard Lij                                   | Station Numbers | ce from             | Succeeding No. 61                           | ce from             | pacity<br>ags.              | See page 3<br>Motor<br>Car | Way<br>Freight      |    |
|    | Tue.,<br>Thu., Sat. | Ex. Sun.                 | Water<br>Turn and Y   | Station         | Distance<br>Cheney. | STATIONS  Telegraph Offices and Calls       | Distance<br>Coulee. | Car Capacity<br>of Sidings. | Ex. Sun.                   | Sun.,<br>Wed., Fri. |    |
|    | L 9.25AM            | L 8.40A                  | WCY   | 1592            | 0.0                 | CYDN  | 108.6               | Yard                        | A 8 5.23PM                 | A 1.00pm            |    |
|    | 315<br>f 9.40       | 877<br>f 8.52            | X   | IF6             | 6.0                 | 6.0   | 102.6               |                             | f 5.09                     | f 12.45             |    |
|    | f 9.51              | s 9.01                   |   | IF10            | 10.4                | 4.4<br>MKMEDICAL LAKED                      | 98.2                | 26                          | s 5.00                     | f 12.30             |    |
|    | f 10.03             | f 9.11                   |   | IF16            | 15.5                | 5.1<br>DEEP CREEK                           | 93.1                |                             | f 4.50                     | f 12.10pm           | l  |
|    | f 10.03             | f 9.21                   |   | IF21            | 20.9                | 5.4<br>HITE                                 |                     |                             |                            | f 11.55am           |    |
|    |                     |                          | - WV  |                 |                     | 5.6   | 87.7                | 14                          | f 4.40                     | <b>-</b>            | ł  |
|    | f 10.30             | s 9.32                   | wx  | IF26            | 26.5                | RHREARDAND                                  | 82.1                | <b>3</b> 3                  | s 4.29                     | f 11.40             | l  |
|    | f 10.48             | s 9.46                   |   | IF34            | 33.9                | MONDOVI                                     | 74.7                | 26                          | s 4.15                     | f 11.20             | ı  |
|    | s 11.06             | s 10.01                  | WYX   |                 | 41.4                | DADAVENPORTD                                | 67.2                | 24                          | s 4.00                     | s 10.41             | l  |
|    | f 11.22             | s I O. I 3<br>878        |   | IF47            | 47.8                | ROCKLYN                                     | 60.8                | . 25                        | s 3.47                     | f10.13<br>815       | ı  |
|    | f II.45am           | s 10.29                  |   | IF56            | 56.4                | 7.8   | 52.2                | S 8                         | s 3.31                     | f 9.45              |    |
|    | f 12.05PM           | s 10.44                  | ·   | IF64            | 64.2                | CRD   | 44.4                | 26                          | s 3.16                     | f 9.25              | 1  |
|    | s 12.45             | s II.04                  | wx  | IF74            | 74.2                | WRD   | 34.4                | 29                          | s 2.56                     | s 9.00              | ı  |
|    | f 1.15              | s 11.21                  | 1   | IF8I            | 80.8                | 6.6<br>GOVAN                                | 27.8                | 26                          | s 2.38                     | f 8.20              |    |
|    | f 1.55              | s 11.34                  | w   | IF87            | 87.5                | 6.7<br>AD                                   | 21.1                | 30                          | s 2.25                     | f 8.05              | 1  |
|    | f 2.15              | <b>f</b> 11.44           |   | IF90            | 91.1                | 3.6<br>HANSON5.5                            | 17.5                | 12                          | f 2.15<br>877              | f 7.50              |    |
|    | f 2.50              | s 11.58A                 |   | IF97            | 96.6                | RND   | 12.0                | 29                          | s 2.00                     | f 7.35              | ĺ  |
|    | f 3.25              | 12.20p                   | YX  | IF106           | 105.9               | 9,3<br>ODAIR                                | 2.7                 | 55                          | 1.37                       | f 7.10              |    |
|    | A 3.40pm            | A 12.30P                 | wcx   | IF108           | 108.6               | CCOULEED                                    | 0.0                 | 24                          | L 1.30pm                   | L 7.00AM            |    |
|    | Tue.,<br>Thu., Sat. | Ex. Sun.                 | <u> </u>  |                 |                     |   |                     |                             | Ex. Sun.                   | Sun.,<br>Wed., Fri. |    |
|    | 6.15                | 3.50                     |   |                 |                     | Time Over Subdivision                       |                     |                             | 3.53                       | 6.00                | 1  |
|    | 17.3                | 28.3                     |   |                 |                     | Average Speed Per Hour                      |                     |                             | 27.9                       | 18.1                | 1  |

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.

| . حادد ۱۷                                    | IWAF             | <u> </u>                    | (SEATTLE BRANCH)                                  | ASTW                      | AKL                         |
|--|------------------|-----------------------------|---|---------------------------|-----------------------------|
| Fuel, Scales,<br>Fables, Wyes<br>ard Limits. | Station Numbers. | Distance from<br>Davenport. | Time Table No. 62 June 14, 1931 Succeeding No. 61 | Distance from<br>Eleanor. | acity<br>8.                 |
| Water, I<br>Turn Ta<br>and Yar               | tion ]           | tance                       | STATIONS  | tance<br>anor.            | Car Capacity<br>of Sidings. |
| Wa<br>Tun                                    | Sta              | Da                          | Telegraph Offices and Calis                       | Dis                       | of                          |
| WYX  | IF41             | 0.0                         | DAVENPORT   | 17.8                      | 30                          |
| **********                                   | IE7              | 6.9                         | OMANS   | 10.9                      | 19                          |
|  | IE12             | 11.1                        | GRAVELLES   | 6.7                       | 5                           |
| ***********                                  | IE18             | 17.8                        | 6.7<br>ELEANOR                                    | 0.0                       | 12                          |
|  |                  |                             | Time Over Subdivision                             |                           |                             |
|  |                  |                             | Average Speed Per Hour                            |                           |                             |

SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

| _   | 1                |                           |   |                              | Ī                   |
|---|------------------|---------------------------|---|------------------------------|---------------------|
| Fuel, Scales,<br>ables, Wyes<br>d Limits. | Station Numbers. | from                      | Time Table No. 62  June 14, 1931  Succeeding No. 61 | from<br>ton.                 | Capacity<br>idings. |
| Yan                                       | tion ]           | Distance from<br>Belmont. | STATIONS  | Distance from<br>Farmington. | Cap                 |
| Wad<br>Tur                                | Sta              | Dis<br>Bel                | Telegraph Offices and Calls                         | Far                          | 20.20               |
| wx  | ID43             | 0.0                       | BELMONT   | 5.7                          | 45                  |
| ·····                                     | IH3              | 2.8                       | HAYFIELD  | 2.9                          | S 6                 |
|   |                  | 4.5                       | OW. R. & N. CROSSING                                | 1.2                          | <br>                |
|   | IH7              | 5.7                       | FARMINGTON  | 0.0                          | 25                  |
|   |                  |                           | Time Over Subdivision                               |                              |                     |
|   |                  |                           | Average Speed Per Hour                              |                              |                     |

| w      | WESTWARD               |   |                  |                     | XTH SUB-DIVISION (GENESEE BRANCH)  | EASTWARD             |                             |                        |       |  |  |
|--------|------------------------|---|------------------|---------------------|------------------------------------|----------------------|-----------------------------|------------------------|-------|--|--|
| SECONE | CLASS                  | rles,<br>yes  |                  | ģ                   | Time Table No. 62                  |                      |                             | SECOND                 | CLASS |  |  |
|        | 665                    | Water, Fuel, Soales,<br>Turn Tables, Wyes<br>and Yard Limits. | Station Numbers. | from<br>Junction.   | June 14, 1931<br>Succeeding No. 61 |                      | acity of                    | 666                    |       |  |  |
|        | Mixed                  | rter, F<br>rn Ta  | tion ]           | Distance<br>Pullman | STATIONS                           | Distance<br>Genesee. | Car Capsoity<br>of Sidings. | Mixed                  | + A   |  |  |
|        | Ex. Sun.<br>See page 4 | W T W   | S. S.            | Ä                   | Telegraph Offices and Calls        | ä                    | 0 g                         | Ex. Sun.<br>See page 4 |       |  |  |
|        | L 12.01PM              | ΥX  | ID77             | 0.0                 | PULLMAN JUNCTION                   | 27.0                 | 43                          | As 9.00am              |       |  |  |
| -      | f 12.15                |   | ID82             | 5.0                 | STALEY                             | 22.0                 | 30                          | f 8.45                 |       |  |  |
|        | f 12.23                |   | ID84             | 7.2                 | CHAMBER<br>2.6                     | 19.8                 | 36                          | f 8.38                 |       |  |  |
|        | f 12.32                |   | ID87             | 9.8                 | JOHNSON<br>5.2                     | 17.2                 | 28                          | f 8.30                 |       |  |  |
|        | s 12.50                | w   | ID92             | 15.0                | CTCOLTOND                          | 12.0                 | 27                          | s 8.10                 | ٠.    |  |  |
|        | s 1.05                 |   | ID95             | 17.8                | UD                                 | 9.2                  | 35                          | s 8.00                 |       |  |  |
|        | f 1.15                 |   | ID97             | 20.3                | LEON                               | 6.7                  | 24                          | f 7.50                 |       |  |  |
|        | A 1.35PM               | WY  | ID104            | 27.0                | GND                                | 0.0                  | 30                          | L 7.30AM               |       |  |  |
|        | Ex. Sun.               |   |                  |                     |                                    |                      |                             | Ex. Sun.               |       |  |  |
|        | 1.34                   |   |                  |                     | Time Over Subdivision              |                      |                             | 1.30                   |       |  |  |
|        | 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 7, 8 AND 9.

|   | WESTWA                  | ARD  | -               |                   | IRD SUB-DIVISION<br>ORT SHERMAN BRANCH)  | EASTWARD            |                             |                        |       |  |
|---|-------------------------|--|-----------------|-------------------|--|---------------------|-----------------------------|------------------------|-------|--|
|   | THIRD CLASS             | les,<br>yes  |                 |                   | Time Table No. 62                        |                     |                             | THIRD                  | CLASS |  |
|   | 863                     | Water, Fuel, Scales<br>Turn Tables, Wyes<br>and Yard Limits. | Station Numbers | from<br>Alene.    | June 14, 1931<br>Succeeding No. 61       | from                | oity                        | 864                    |       |  |
|   | Way<br>Freight          | ber, F<br>n Tak<br>Yard                                      | ion N           | 22                | STATIONS                                 | Distance<br>Hauser. | Car Capacity<br>of Sidings. | Way<br>Freight         | 4     |  |
|   | Ex. Sun.                | Wa:<br>Tur<br>snd  | Stat            | Distance<br>Coeur | Telegraph Offices and Calis              | Dis                 | Car                         | Ex. Sun.               |       |  |
|   | L 11.15AM               | WÝX  | IA14            | 0.0               | CACOEUR D'ALENED<br>G.N. 2.6 Track Conn. | 13.4                | 16                          | A 9.25AM               |       |  |
|   | f 11.25                 |  |                 | 2.6               | G. N. 2.6 Track Conn. BLACKWELL          | 10.8                | 14                          | f 8.55                 |       |  |
|   | f 11.50AM               |  | IA4             | 9.1               | POST FALLS                               | 4.3                 | 17                          | f 8.20                 |       |  |
|   | f 12.01PM               |  | IA2             | 11.2              | C. M. St. P. & P. and S. I. Crossings    | 2.2                 |                             | f 8.05                 |       |  |
|   | A 12.15PM<br>See page 2 |  | 1557            | 13.4              | AUHAUSERPD                               | 0.0                 | <b>7</b> 0                  | L 7.55an<br>See page 2 |       |  |
|   | Ex. Sun.                |  |                 |                   |  |                     |                             | Ex. Sun.               |       |  |
| ı | 1.00                    |  |                 |                   | Time Over Subdivision                    |                     | 7                           | 1.30                   |       |  |
| Į | 13.5                    |  |                 | <u> </u>          | Average Speed Per Hour                   |                     |                             | 9.0                    |       |  |

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

SPECIAL INSTRUCTIONS, PAGES 6, 7, 8 AND 9.

# FIRST SUBDIVISION.

1. At Paradise—House track will be used as siding for first class trains and pas-

At Kootenal-Siding between Kootenai and Kootenai Yard will be used as a single siding for Kootenai.

At Kootenal 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

At Parkwater-Spring switch trailing from east end of Long Crossover to eastward main track.

Yard Limits-

Tracks between Yard limit signs east of Kootenai and west of Sand Point will be

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 Rath-

drum 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.

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.

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

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.

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. Clearance Exceptions—At Yardley trains cleared at Spokane will not require

clearance 16. Bulletin Stations—

Paradise.

Parkwater Roundhouse.

Yardley.

17. Standard Time Clocks— Paradise.

Hone. Yardley.

18. Watch Inspectors-D. E. Brown, Sand Point.

T. J. Morris, Spokane.

19. Derall Switches-Paradise...... East End Coal Dock. 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.

West End. Kings......West End. Kings.

Dean.

WestEnd.

East End Coal Dock 20. Co

| Trentwood   | Miles from   | Car      |
|-------------|--------------|----------|
|             | Paradise     | Capacity |
| Lynch       | 9.0          | 18       |
| Pinehurst   | 36.6         | 69       |
| White Pine  | 44.5         | 7        |
| Cedar Spur  | 82.9         | 17       |
| Dorite      | <b>88.3</b>  | 5        |
| Lane Potter | 92.5         | 16       |
| Kolliner    | <b>106.7</b> | 17       |
| Culver      | 112.6        | 10       |
| Sagel       | 124.7        | 11       |
| Dufort.     | 128.3        | 20       |
| Petit       | 129.9        | 14       |
| Kings       | 138.7        | 5        |

# SPECIAL INSTRUCTIONS.

| North Pole | 151.1<br>162.4 | 5<br>8 |
|------------|----------------|--------|
| Dean       | 170.8          | 25     |
| Trentwood  | 177.8          | 21     |

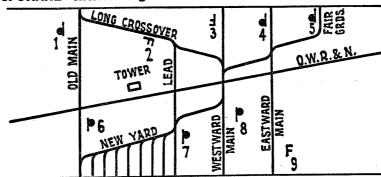
# SECOND SUBDIVISION.

(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 cooc.

New Yard three long — — — Main track four short coco. Signal No. 3:

New Yard three long — — .
Westward main track four short occo. Signal No. 4:

New yard three long ————.
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 — — .
Old main track one long two short one long — oo — .

Signal No. 8: 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 cooco.

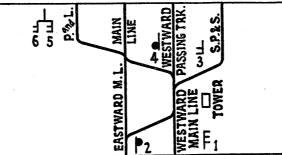
Fair grounds three long — — — .

Old main track one long two short one long — co — .

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.

Signals Nos. 2 and 4 dwarf semaphores.

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.

In switching engines and cars must clear interlocking limits before reverse move-

ment is made.

s made. Engine Whistle Signal for: Signal No. 1: Main track west (single track) four long one short — — —

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

Signals Nos. 3, 4, 5, 6: Eastward main track four short ocoo.

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 booth west end westward siding and Cheney in booth at wye switch.

Yard Limits—

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, con-

ductor 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 to the coupled to

shall 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.—

Nos. 4 and 6 will stop at Marshall to let off passengers for Palouse and Lewiston

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.

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**—

Yardlev Parkwater Roundhouse Spokane (Master Board)

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.

Capacity Yardly

19. Spokane Crossevers-

O. W. R. & N. Crossing. Erie 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.

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

| 6.       | Bulletin Station—<br>Hauser  |                                |                                |
|----------|--|--------------------------------|--------------------------------|
| 7.<br>8. | Standard Time Clock—<br>Derail Switches—   |                                |                                |
| ·        | Post Falls Mill Spur   | •••••                          | East End.                      |
|          | Blackwell Spur   | East end I                     | passing track<br>ion Oil Spur. |
| 9.       | Coeur d' Alene   | West End C.<br>Miles from      | G. & M. Co.<br>Car             |
|          | Panhandle  | Hauser 3.5                     | Capacity<br>14                 |
|          | AtlasGibbs and Blackwell Spur  | 9.7<br>10.5                    | 30<br>15                       |
|          |  | T                              |                                |
|          | FOURTH SUBDIVISION (Palouse and Lewiston Branch  |                                |                                |
| 1.<br>2. | At Pullman—The time of first class trains applies at Yard Limits—  | Telegraph off                  | ice.                           |
| . 2.     | Tracks between yard limit signs east of Pullman and be operated as one yard.                                       | west of Pullm                  | an Jct. will                   |
| 3        | Mountain Grade—Between Kendrick and Howell. Passenger trains must not exceed any one mile in two                   | (2) minutes f                  | reight trains                  |
|          | any one mile in four (4) minutes, descending mountain. The normal position of the train order signal at Troy       | n grade.                       | <b>-</b>                       |
|          | trains when operator is on duty. The position of this to proceed except for westward trains to pass and there      | s signal will no               | t be changed                   |
|          | ators at Troy and Kendrick will each keep a record of<br>Troy and Kendrick. The operator at Kendrick will r        | when <b>wes</b> tware          | d trains pass                  |
|          | clear at that station until they are into clear on the sid<br>has passed telegraph office 300 feet. If communicati | ing or the rear                | of the train                   |
|          | may issue clearance card endorsed "means of communi<br>when preceding train has been gone 30 minutes." \           | cation have fai                | iled proceed                   |
|          | westward trains will register and will follow preceding (30) minutes.  | train not less                 | than thirty                    |
| 4.       | Pusher District— Between east switch Moscow and west switch Kendric  | ek.                            |                                |
| 5.       | Bridge and Engine Restrictions—<br>Over bridge 105, Bear Creek, as follows:  |                                |                                |
|          | Engines classes W, W-1, W-2 and W-4 eight (8) miles<br>Engines, classes A, Q-5, Q-6, W-3, W-5, Z, Z-1, Z-2, Z      | per hour.                      | t permitted                    |
| 6.       | Speed Restrictions— Passenger trains thirty-five (35) miles per hour. Freig  |                                |                                |
|          | per hour between Marshall and Howell. Twenty-<br>between Howell and Lewiston.                                      | five (25) mile                 | es per hour                    |
|          | At Garfield ten (10) miles per hour over 2nd, 3rd and<br>At Palouse eight (8) miles per hour over road crossing    | California stre                | eets.<br>switch.               |
|          | At Spangle ten (10) miles per hour over Third Street.<br>At Pullman five (5) miles per hour over Kamiaken stre     |                                |                                |
|          | At Moscow, ten (10) miles per hour over South Main depot.  | Street 1000                    | feet west of                   |
| 7.       | Special Stops, Connection, Etc.— No. 312 will wait ten minutes at Lewiston for mail con                            | nnection from                  | Riparia.                       |
|          | Nos. 311 and 312 will stop on flag at Duckworth Cospu Spur.  | r, Flaig Spur a                | nd Freedom                     |
| 8.       | Register Stations—<br>Marshall   |                                |                                |
|          | Pullman<br>Moscow for trains 873 and 870.  |                                |                                |
|          | Troy for westward trains when no operator on du Arrow  | ty, see Rule 5                 | •                              |
| 9.       | Register Exceptions— At Marshall Tower, all trains may register by card form                                       | n 608 and will                 | be furnished                   |
| 10.      | check of register on form 602 by operator.  Clearance Exceptions—  |                                |                                |
|          | At Lewiston and East Lewiston eastward trains may be ter by Dispatcher at Spokane.                                 |                                |                                |
| 11.      | At Pullman train 870 may be cleared on Moscow regise Bulletin Stations—  | ster by Dispat                 | tcher.                         |
|          | Pullman<br>East Lewiston   |                                |                                |
| 12.      | Lewiston Standard Time Clocks—   |                                |                                |
| 13.      | Pullman Lewiston Watch Inspectors—   |                                |                                |
| 10.      | W. F. Taylor, Pullman.<br>M. F. Akers, Lewiston.   |                                |                                |
| 14.      | Derall Switches— PlazaWest End E   | Hoveton Tunal-                 |                                |
|          | North Pine West End P Donohue East End P   | accing Track                   | •                              |
|          | McCoy East End P<br>Garfield West End F  | assing Track                   |                                |
|          | Garfield   | House Track.<br>levator Track. |                                |
|          | Whelan   | Passing Track.                 |                                |
|          | Pullman East End C<br>Sunshine   | oal Dock Trac                  | ck.                            |
|          | HagenWest End  | -                              |                                |

| estisate e circuis | TS.   |
|--------------------|---|
| I                  | Moscow East End University Spur.  |
|                    | Troy Brick Yard Spur. West End Troy. West End House Track.  |
|                    | Trov West Find Passing Track.   |
|                    | Rock SpurWest End. BovardWest End Passing Track.  |
| ı                  | Kendrick West End Passing Track.  |
|                    | Kendrick. West End Elevator Track.  Juliaetta. West End Passing Track.  |
| 15                 | Juliaetta West End House Track.   |
| 10                 | Commercial Spurs— Miles from Car<br>Marshall Capacity   |
| 1                  | Cospur  |
| l                  | Flaig Spur  |
| l                  | Duckworth       40.3       7         Tate       66.6       6  |
|                    | Pullman Spur 73.5   |
|                    | Troy Brick Yard 99.1 9  |
|                    | FIFTH SUBDIVISION.  |
| İ                  | (Farmington Branch)   |
| 1.                 | At O. W. R. & N. CROSSING: Gates must be set and locked against N. P.   |
| 2.                 | trains when not in use.  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                   |
| 2.                 | hour.<br>Special Stops, Connections, Etc.   |
| 3.                 | Nos. 665 and 666 may carry passengers.  Register Stations—  Genesee   |
| 4.                 | Derail Switches-  |
| 5.                 | Colton  |
|                    | BusbyPullman Jct. Capacity 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.<br>No. 315 will head in on wye at Cheney from second subdivision and back down |
| 4.                 | to depot. Register Stations—  |
| -•                 | Cheney  |
|                    | Odair<br>Coulee   |
| 5.                 | Register Exceptions—At Cheney. Trains Nos. 315 and 316 will register by   |
| 6.                 | ticket form 608.  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.                | Derall Switches—  |
| l                  | Cheney (See second subdivision.) Four Lakes   |
|                    | Reardan   |
|                    | AlmiraEast End High Line.<br>HansenWest End Passing Track,  |
| 11                 | Coulee  |
| 11.                | Miles from Car  |
| •                  | CalolChency Capacity 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.                                 |

......Two hundred feet east of east switch.

Register Station-

Derail Switches-

| Commercial Spurs— | Miles from       | Car           |
|-------------------|------------------|---------------|
| <u>F</u> ry       | Davenport<br>8.8 | Capacity<br>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.
- 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.
- 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.
- 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.

- 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

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

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

- 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.  $\frac{571}{2-28}$ 

# NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN NO .\_\_

DARO

DIVISION

Jan. 1, 1932

# ALL CONCRETED

Milective faturday. Jen. 2. Trains 860 and 870 between Yardley and Pullman will be discontinued. Agents will enticipate switching needs and wire office in case of emergency for meetin instructions. As far co possible Train 661 will soot emption. Train 662 will also spot caption when picking up loads for the boot.

> R.T. TAYLOR, Amorin tendent

Dubletin Boards: Jarlen tor Terdley Section 6 Tail Iman ATTON Lowistan M. Lawiston

**Conter** 

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Maraball-Comacle-Rosalia-Cakesdale-Carfield-Palouse Full loans

ec-APR ARA BAN MIL HIL HIC THE JAN CET HAVE TO THE ROT THE THE THE

..... West End House Track Fallon..... East End Elevator Track Whelan..... West End Passing Track. Pullman ..... East End Coal Dock Track. Sunshine..... East End Passing Track. Hagen.....West End

Tweive (12) miles per hour using .... track

Register Station-Davenport

Derall Switches—

University Spur. House Track Passing Track. Passing Track. Passing Track.

Elevator Track. Passing Track. House Track. Miles from Capacity Marshall 12.8 15.5 34.9 40.3 66.6 73.5 99.1 10

t and locked against N. P.

trains twenty (20) miles per

Becker Spur. Miles from Car Capacity Pullman Jct.

N.

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

subdivision and back down

and 316 will register by equire clearance card.

subdivision.)

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

Miles from Cheney 40.6 Capacity

res, look out for cars on main

| Commercial Spurs— | Miles from       | Car        |
|-------------------|------------------|------------|
| Fry               | Davenport<br>8.8 | Capacity 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.
- 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.

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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.
- 4. 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

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 ears are not overloaded, or improperly loaded, and are safe to move without loss of lading.

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- 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

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

- Derail switches will be set in derail position when not in use.
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# NORTHERN PACIFIC RAILWAY COMPANY

| BULLETIN | No |       | 4 . |            |         |      | - 1 |
|----------|----|-------|-----|------------|---------|------|-----|
|          |    | IDAH0 |     | DIVISION   | Jan. 1, | 1932 | 19  |
| •        | ٠. | -     |     | (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 erew 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

Malletin Boards: Parkwater Yard ley Spokane Pullman AFFOR E. Lewiston Lewiston

ce-- OPE RER DEN JAB TS JJB RTT JVN JJC TAN Agents: Pullman-Messow-Colton-Uniontown-Geneses MCC PHM TJJ

| - | All the state of t | elana di manerala di manerala di mangana di manerala d |
|---|--|--|
|   | Usineid  | . 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   |
|   |  |  |

2. Register Station-

3. Derall Switches-Eleanor......Two hundred feet east of east switch.

NS.

|   | 1  |  |
|---|--|--|
|   | House Track.<br>Passing Track.   |  |
|   | Passing Track. Passing Track. Elevator Track. Passing Track. House Track. Miles from | Car<br>Capacity<br>7<br>5<br>7<br>7<br>6<br>10 |
| į |  |  |

University Spur.

t and locked against N. P.

trains twenty (20) miles per

| Becker Spur.<br>Miles from<br>Pullman Jct.<br>1.8 | Car<br>Capacity<br>13 |
|---|-----------------------|
|---|-----------------------|

N. ian.

5) miles per hour. Freight ey and Wilbur.

subdivision and back down

and 316 will register by equire clearance card.

subdivision.)

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

Miles from Cheney 40.6

N.

| Commercial Spurs— | Miles from<br>Davenport | Car<br>Capacity |
|-------------------|-------------------------|-----------------|
| Fry               |                         | 4               |
| Ditmar            |                         | 5               |
| Chil              | 16 0                    | Q               |

### ALL SUBDIVISIONS.

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- SPEED RESTRICTIONS—

Passenger trains, one mile per minute.

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- 12. 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

- 14. 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

Twelve (12) miles per hour using care on sharp curves, look out for cars on main

Bulletin No. 2

Idaho Division

January 1, 1932.

ALL CONCERNED:

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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.

Assignement 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 assignemen for train 866 will be from Yardley to Heron on Mondays and Thursdays, and Heron to Parad se on Tuesdays and Fridays. No change in the assignment Train 861, which is now

from Baradise to Yardley on Wednesdays and Saturdays.

Effective Dec. 18, 1931 and thereadter 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 shanged: First operator 6.45 AM to 2.45 PM, Second operator 2.45 PM to 10.45 PM.

R. T. Taylor, Superintendent.

House Track. Passing Track. Passing Track.
Passing Track.
Elevator Track. Passing Track. House Track. Miles from Car Capacity Marshall 12.8 15.5 34.9 40.3 66.6 73.5 99.1 t and locked against N. P. trains twenty (20) miles per Becker Spur. Miles from Car Pullman Jct. Capacity 1.8 N. ian. 5) miles per hour. Freight ey and Wilbur. Twenty subdivision and back down and 316 will register by equire clearance card. subdivision.) Mill Track. ligh Line.
Passing Track.
Coal Dock Spur Miles from Cheney Capacity 40.6

University Spur.

N.

| ந்திருக்கிறது. இது நிலு நிலு நிலு நிலு நிலு நிலுநிலு நிலு |  |
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| trangeld  |  |
| 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.                          |  |
| HagenWest End   |  |

1. Speeu Restrictions—
Twelve (12) miles per hour using care on sharp curves, look out for cars on main

Register Station—

Davenport

Derail Switches—

Eleanor......Two hundred feet east of east switch.

| Commercial Spurs— | Miles from<br>Davenport | Car<br>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.

- When necessary to take slack of freight trains with helper engine on rear, it should
- 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.
- 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 rules of the statement of t 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.

- 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

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.

SPRING SWITCHES-

Maximum speed for all facing point and trailing point movements through switch.

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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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- Derail switches will be set in derail position when not in use.
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Bulletin No. 2

Idaho Division

January 1, 1932.

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from Paradise to Yardley on Wednesdays and Saturdays.

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R. T. Taylor, Superintendent.

|     |  | ٠  |   |
|-----|--|--|---|
| 4.  |  | Miles from<br>Davenport  | Car<br>Capacity   |
|     | Fry<br>Ditmar<br>Chick   | $8.8 \\ 12.9 \\ 16.0$  | 4<br>5<br>6   |
|     | ALL SUBDIVISIONS.  |  |   |
| 1.  | Conductors of work trains will issue instructions t  | o their flagme   | n in writing,   |
| 2.  | SPEED RESTRICTIONS— Passenger trains, one mile per minute. All trains thirty (30) miles per hour over interlocked Fifteen (15) miles per hour through crossovers, turne Fifteen (15) miles per hour passing telegraph offices Engines—Classes A, Q-5 and Q-6, sixty (60) miles per 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   | crossings. Outs and gaunt where orders a er hour; W, W   | lets.<br>re received.<br>-1, W-2, W-3,<br>iles per hour.                              |
| 3.  | When necessary to take slack of freight trains with helpe done by the helper.  | lper engine on 1   | rear, it should   |
| 4.  | Except as otherwise provided, enginemen will be requat initial or starting point.  | ired only to co  | nsult register  |
| 5.  | be sounded for the protection of men working about   | such trains.   |   |
| 6   | from rear of train before passing any station.   | -  | · ·   |
| 7.  | addition to setting and locking switches, for side flagging material must be stationed to fully protect a until movement over main track is resumed. When to leave switches set for siding, they must fully prot   | track, flagmen<br>pproaching tra<br>conductors fin-<br>ect approachin  | with proper<br>lins per rules,<br>d it necessary<br>g trains until                    |
| 8.  | In automatic block territory, gas-electric motor cars n<br>and when handled in freight trains, must be behind  | nust not be sto<br>caboose.  | pped on sand,   |
| 9.  | doors, or other loose construction, attached to cars of On double track, trains handling logs will not be putrains between stations. Conductors will notify disjunction their trains and secure train order that passenger station until they have arrived. On single track, trains handling logs when meeting proceed unless the passenger train is standing still of Conductors of all trains picking up logs must know  | r locomotives. ermitted to m patcher when to trains will be g passenger tra has moved by personally tha  | eet passenger<br>there are logs<br>held at next<br>ains, will not<br>to the log cars. |
| 10. | Before occupied outfit cars are switched or handled,   | air brakes mus   | st be cut in.   |
| 11. | When a train dispatcher desires to advance a train full, it should enter the siding before passing a train the operator to use white signal as prescribed by The engineman may then continue to move his training at restricted speed and there be governed by the signal at restricted speed and there be governed by the side of the sid | rom a station order office, he<br>Transportation<br>n on the main  | where, by the may instruct n Rule 12-c. track to the                                  |
|     | When a train is stopped by a stop and proceed signs restricted speed expecting to find a train in the block, switch not properly set, and must understand that su due to an opposing train proceeding into the same under an approach signal indication Rule 501-B, and block every precaution consistent with running orders ahead should be taken to insure safe movement through the strength of the same training orders are safe movement through the safe training orders are safe movement through the same training orders are safe movement through the same training or safe training training orders are safe training | broken rail, of<br>ich signal indic<br>block at the<br>d before procees<br>and the natur<br>ugh the block.   | ostruction or eation may be opposite end, eding into the e of the track               |
|     | • • •  | cars at any tii  | ne.   |
| 10. | Maximum speed for all facing point and trailing point fifteen (15) miles per hour.  Trailing movements on the track for which the swit made at normal speed.  Trains trailing through or stopping on a spring switch slack until points have been thrown by hand.  Flying switches over or through spring switches are When operated by hand, lever must be moved slowly on the handle until the switch is thrown and the his switch stand provided for it.  When signal governing block in which spring switch i automatic block signals do not govern account train traffic, facing point movements must not be made or been examined.   | ch is normally ch must not be prohibited. y, keeping a st andle is in the s located is at s s running agai ver switch unt  | lined may be ck up or take eady pressure notch on the stop, or where nst current of   |
| 14. |  |  |   |
| 15. | Trains pulling into side tracks, or leaving the main leaving the main line before stopping to the switch.  | ine at junction<br>o pick up the r   | points, must<br>nan attending   |
|     | 1. 2. 3. 4. 5. 6. 7. 9. 10. 11. 12. 13.  | ALL SUBDIVISIONS.  1. Conductors of work trains will issue instructions texcept when flagmen go back immediately to stop an a SPEED RESTRICTIONS— Passenger trains, one mile per minute. All trains thirty (30) miles per hour over interlocked Fifteen (15) miles per hour passing telegraph offices Engines—Classes A, Q-5 and Q-6, sixty (60) miles per 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 Trains handling steam wrecking derrick, pile driver cexceed thirty (30) miles per hour.  3. When necessary to take slack of freight trains with helbe done by the helper.  4. Except as otherwise provided, enginemen will be requatinitial or starting point.  5. Before moving a work or wrecking train, the whistle be sounded for the protection of men working about 6. When conditions permit, enginemen on freight train from rear of train before passing any station.  7. When it becomes necessary to temporarily utilize a addition to setting and locking switches, for side flagging material must be stationed to fully protect suntil movement over main track is resumed. When to leave switches set for siding, they must fully prot relieved by trackmen, or other employes fully compe 8. In automatic block territory, gas-electric motor cars nand when handled in freight trains, must be behind 9. Precautions must be taken on double track to preve doors, or other loose construction, attached to cars on the order of the protection of the pro | Fry   |

spokane, Movember 30, 1931.

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D. S. Celby

# University Spur. House Track. Passing Track. Passing Track. Passing Track. Elevator Track. Passing Track. House Track. Car Miles from Capacity Marshall 12.8 15.5 34.9 40.3 66.6 73.5 10 99.1 and locked against N. P. trains twenty (20) miles per Becker Spur. Car Miles from Capacity Pullman Jct. 1.8 5) miles per hour. Freight ey and Wilbur. Twenty subdivision and back down and 316 will register by equire clearance card. subdivision.) Mill Track. Iigh Line. made at normal speed. Passing Track. Coal Dock Spur Miles from Car Cheney Capacity 40.6 been examined s, look out for cars on main eet east of east switch.

N.

| • | Commercial Spurs— | Miles from<br>Davenport | Car<br>Capacity |
|---|-------------------|-------------------------|-----------------|
|   | Fry               | 8.8                     | 4               |
|   | Ditmar            | 12.9                    | 5               |
|   | Chick             | 16.0                    | 6               |

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N. P.  $\frac{571}{2-28}$ NORTHERN PACIFIC RAILWAY COMPANY BULLETIN NO. Nov. 10, 1931 Idaho ALL CONCERNED: My Bulletin No. 61 Oct. 15th, placing speed limit of 25 miles mer hour between first private crossing west 4. of Mile Post 121 and Mile Post 122, between Juliaetta 5. and Arrow. is hereby canceled. Normal speed may be 6. resumed. D.S. COLBY. Superintendent Bulletin Board: Parkvater Yardley Spokane Pullmen M. Lewiston Lewiston 10. cc-- GYE NER AJE JJB DSC 11 12 13 1. Speeu Restrictions-...... West Eng House Track. ..... East End Elevator Track. Twelve (12) miles per hour using care on sharp cur

West End Passing Track.

Register Station-

Davenport 3. Derall Switches-

Pullman ... West End College Spur.
Pullman ... East End Coal Dock Track.

Sunshine..... East End Passing Track.

|   |  | = |
|---|--|---|
|   | NS.  |   |
|   | University Spur.   | l |
|   | House Track.<br>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 6 73.5 10 99.1 9 |   |
|   | •  |   |
|   | t and locked against N. P.   |   |
|   | !  |   |
|   | •  |   |
|   | trains twenty (20) miles per   |   |
|   |  |   |
|   | Becker Spur. Miles from Car Pullman Jct. Capacity 1.8 13   |   |
|   | N.   |   |
|   | ian.   |   |
|   | 5) miles per hour. Freight<br>ey and Wilbur. Twenty  |   |
|   | subdivision and back down  |   |
|   | and 316 will register by   |   |
|   | equire clearance card.   |   |
|   |  |   |
|   |  |   |
|   | _<br>subdivision.)   |   |
|   | Mill Track.  Ligh Line.  Passing Track.  Coal Dock Spur  |   |
|   | Miles from Car Cheney Capacity 40.6 8  |   |
|   | N.   |   |
|   |  |   |
| V | res, look out for cars on main   |   |
|   |  | • |

| Commercial Spurs— | Miles from<br>Davenport | Car<br>Capacity |
|-------------------|-------------------------|-----------------|
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N. P.  $\frac{571}{2-28}$ 

# NORTHERN PACIFIC RAILWAY COMPANY

|          | Idaho  | DIVISION_   | Spokane,                                | Wn.,                     | Nov. 10              |
|----------|--|---|---|--------------------------|----------------------|
| <u> </u> | ALL CONCERNED:   |   |   |                          |                      |
|          | Confirming telegram  | of the 9th.   |   |                          |                      |
|          | Effective Nov. 11th Branch effective.  | following chang                                       | ges in tra                              | in se                    | rvice P&             |
|          | Trains 871 and 872 r<br>Pullman will be discontin  |   | to Arrow                                | and A                    | rrow to              |
|          | Train 873 Pullman to continued Moscow to Yardl be assigned to run Pullma Friday. Train 869 will Sunday, Tuesday and Thurs                | ey, and instead<br>n to Yardley, I<br>run as at prese | , crew on Monday, We                    | train<br>inesda          | n 87 <b>6</b> wi     |
|          | Assignment of crew of<br>to Pullman Train 666. Pu<br>switching at Moscow and se<br>route, Station switching<br>train 665 six days per we | llman to Moscov<br>uch other work<br>at Pullman, I    | w and return<br>as may be<br>Pullman to | rn, to<br>neces<br>Genes | o do sta<br>ssary en |
| · .      | Train 661 and 662 will of Moscow and in addition cars on transfer at Moscow  | will receive a  |   |                          |                      |
|          |  |   |   |                          |                      |
|          |  | D.S. Colby<br>Superinter                              |   |                          |                      |
|          | Bulletin Boards:   | ***   |   |                          |                      |
|          | Parkwater<br>Yardley   |   |   |                          |                      |
|          | Spokane  |   |   |                          |                      |
|          | Pullman  |   |   |                          |                      |
|          | Arrow E. Lewiston  |   |   | **                       |                      |
|          | Lewiston   |   | -                                       |                          |                      |
|          | CCCOPFE RER DEN AJB TS JJ<br>Troy Kendrick Juliaetta Mo  | B DSC JVM JJC 1                                       | 'AM -Agts 1                             | Pullma                   | n Morco              |

Derail Switches-

Eleanor......Two hundred feet east of east switch.

Sunshine. East End Passing Track.
Hagen. West End

|  | ns.  |
|--|--|
| ************************************** | University Spur.   |
|  | House Track.<br>Passing Track.   |
|  | Passing Track.   Passing Track.   Elevator Track.   Passing Track.   Passi |
|  | t and locked against N. P.   |
|  | (0)  |
|  | trains twenty (20) miles per   |
|  | Becker Spur. Miles from Car Pullman Jet. Capacity 1.8 13   |
|  | N.   |
|  | an. 5) miles per hour. Freight ey and Wilbur. Twenty   |
|  | subdivision and back down  |
|  | and 316 will register by equire clearance card.  |
|  | subdivision.)  Mill Track. High Line. Passing Track.  Joal Dock Spur   |
|  | Miles from Car Cheney Capacity 40.6 8  |
| )                                      | N.   |

rp curves, look out for cars on main

| Commercial Spurs— | Miles from<br>Davenport | Car<br>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.
- 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

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.
- 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.

| -               |  | rs.   |
|-----------------|--|---|
| 6.              | OFFICE OF SUPERINTENDENTDIVISION   | University Spur.  |
| 7.<br>8.        | Spokane, Wn., July 15th  | House Track.<br>Passing Track.  |
|                 | Spokane, wi., oury room  | Passing Track. Passing Track.   |
|                 | NO. 75   | Elevator Track.<br>Passing Track.   |
| 9, 💛            | ALL CONCERNED:   | House Track. Miles from Car   |
|                 | EFFECTIVEDURING THE  | Marshall Capacity<br>12.8 7<br>15.5 5   |
| **              | July 15th,   | 34.9 <b>7</b><br>40.3 <b>7</b>  |
| <<br>L.         | CONTINUANCE OF TIME TABLE NO. 62 Sandpoint will be a flag stop   | 66.6 6 73.5 10 99.1 9   |
| l.<br><b>2.</b> | for train No.1 to take on passengers for Seattle, Tacoma   | •   |
| 3               |  | t and locked against N. P.  |
|                 | and Portland. This in addition to the present conditional  | de la constant de la |
| •               |  |   |
|                 | stop.  | •   |
|                 |  | trains twenty (20) miles per  |
|                 |  | in and though (20) miles per  |
|                 |  |   |
|                 |  | D. 1 C  |
|                 |  | Becker Spur. Miles from Car Pullman Jet. Capacity   |
|                 |  | 1.8 Capacity  |
| 1               |  | N.  |
| ,               |  | an.   |
|                 | Paradise   | 5) miles per hour. Freight<br>ey and Wilbur. Twenty   |
|                 | Hope   | ley and whour. Twenty   |
|                 | Parkwater  | subdivision and back down   |
| i               | Yardley  |   |
|                 | Spokane  |   |
|                 | Cheney D. S. Colby, superintendent   | and 316 will register by  |
| i               |  | equire clearance card.  |
| (               | 567.   |   |
|                 | I HEREBY ACKNOWLEDGE RECEIPT OFDIVISION  |   |
| i               | CIRCILLAR NO. WHICH WAS POSTED AT  | -   |
|                 | CIRCULAR NOWHICH WAS POSTED ATLOCATION   | subdivision.)   |
| 1.              | PLACE TIME DATE  | Mill Track.<br>Tigh Line.   |
| 1               | SIGNED   | Passing Track. Coal Dock Spur   |
| . 1             | USE ONE SHEET FOR EACH CIRCULAR.   | Miles from Car<br>Cheney Capacity<br>40.6 8   |
| 3               | West find Paging 1790F   |   |
|                 | McCov East End Passing Track.  Garfield West End Passing Track (Seattle Branch)                              |   |
|                 | Fallon East End Elevator Track.  1. Speed Restrictions— Twelve (12) miles per hour using care on sharp curve | es, look out for cars on main   |
|                 | Whelan   |   |
|                 | Pullman East End Coal Dock Track. Sunshine East End Passing Track. Hagen West End Two hundred                | iest east of east awitch  |
|                 | Lagen  | our cast of cast switch.  |

(pr

| 4. | Commercial Spurs— | Miles from<br>Davenport | Car<br>Capacity |
|----|-------------------|-------------------------|-----------------|
|    | Frv               | 8.8                     | 4               |
|    | Ditmar            | 12.9                    | 5               |
|    | Chick             | 16 0                    | Ř               |

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# TONNAGE RATINGS-FREIGHT ENGINES.

|                     | 1   |                      |          |      |          | CLASS      | OF EN         | GINE                     |        |      |                          |
|---------------------|---|----------------------|----------|------|----------|------------|---------------|--------------------------|--------|------|--------------------------|
| SUB-<br>DIVISION    | DISTRICT                                    | Ruling<br>Grade<br>% | W-5      | W-3  | W<br>W-1 | S-4        | Q-1           | Q-4<br>S-1<br>S-2<br>S-3 | S<br>T | E-1  | E-2<br>E-3<br>D-2<br>D-3 |
| irst                | Paradise to Athol                           | 0.5                  | 4000     | 3300 | 2400     | 1800       | 1500          | 1700                     | 1400   |      |                          |
| Vestward            | Athol to Yardley                            | Down                 |          |      | CAR      | LIMIT      |               |                          |        |      |                          |
| Irst                | Yardley to Athol                            | 0.4                  | 4500     | 3800 | 3000     | 2100       | 1700          | 1900                     | 1800   |      |                          |
| astward             | 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   |      |                          |
| econd               | Yardley to Marshall                         | 1.1                  |          | 1600 | 1200     | 900        | 760           | 860                      | 825    |      |                          |
| Nestward            | Marshall to Cheney                          | 1.0                  |          | 1750 | 1350     | 975        | 825           | 935                      | 895    |      |                          |
| econd<br>Eastward   | Cheney to Yardley                           | 0.7                  |          | 2200 | 1800     | 1200       | 1015          | 1150                     | 1100   |      |                          |
| Third               | Coeur d'Alene to Blackwell                  | 1.9                  |          |      |          | 534        | 465           | 526                      | 490    | 295  | 250                      |
| <b>Nestward</b>     | Blackwell to Post Falls                     | 0.8                  |          |      |          | 1100       | 925           | 1050                     | 1000   | 900  | 87                       |
|                     | Post Falls to Hauser                        | 0.7                  |          |      |          | 1200       | 1015          | 1150                     | 1100   | 1000 | 900                      |
| Third<br>Eastward   | Hauser to Coeur d'Alene                     | 1.5                  |          |      |          | 677        | 585           | 666                      | 621    | 375  | 33                       |
| Fourth              | Marshall to Pullman                         | 1.4                  |          |      | 1035     | 695        | 585           | 665                      | 645    | 385  | 34                       |
| Westward            | Pullman to Howell                           | 1.7                  |          |      | 825      | 620        | 525           | 585                      | 565    | 360  | 320                      |
|                     | Howell to Kendrick                          | Down                 |          |      |          | FOR        | TY CAR        | 8                        |        |      |                          |
|                     | Kendrick to Lewiston                        | Down                 |          |      |          | EIGH       | TY CAR        | S                        |        |      |                          |
| Fourth              | Lewiston to Arrow                           | 0.5                  |          |      | 2400     | 1800       | 1500          | 1700                     | 1400   | 1200 | 110                      |
| Eastward            | Arrow to Kendrick                           | 0.8                  |          | -    | 1600     | 1100       | 925           | 1050                     | 1000   | 900  | 87                       |
|                     | Kendrick to Troy                            | 2.4                  |          |      | 550      | 385        | 320           | 360                      | 355    | 195  | 17                       |
|                     | Troy to Howell                              | 2.2                  | <u> </u> |      | 637      | 415        | 360           | 395                      | 390    | 225  | 20                       |
|                     | Howell to Pullman                           | 1.5                  |          |      | 981      | 677        | 585           | 666                      | 621    | 375  | 33                       |
|                     | Pullman to Belmont                          | 1.1                  |          | -    | 1200     | 900        | 760           | 860                      | 825    | 495  | 42                       |
|                     | Belmont to Oakesdale                        | 0.5                  |          |      | 2400     | 1800       | 1500          | 1700                     | 1400   | 1200 | 110                      |
|                     | Oaksedale to Spangle                        | 1.0                  |          |      | 1350     | 975        | 825           | 935                      | 895    | 540  | 48                       |
|                     | Spangle to Marshall                         | 0.6                  |          |      | 2050     | 1600       | 1325          | 1500                     | 1300   | 1100 | 100                      |
| Fifth<br>Westward   | Belmont to Farmington                       | 1.5                  |          |      |          | 677        | 585           | 666                      | 621    | 375  | 33                       |
| Fifth<br>Eastward   | Farmington to Belmont                       | 1.3                  |          |      |          | 774        | 670           | 761                      | 710    | 430  | 35                       |
| Sixth               | Pullman Jct., to Johnson                    | 0.8                  |          | -    |          | 1100       | 925           | 1050                     | 1000   | 900  | 87                       |
| Westward            | Johnson to Colton                           | 1.3                  | ļ        | _    | -        | 774        | 670           | 761                      | 710    | 430  | 35                       |
|                     | Colton to Genesee                           |                      | <u> </u> | -    | -        | 1800       | 1500          | 1700                     |        | 1200 | 110                      |
| Clubb               |   | 0.5                  |          |      | -        |            |               |                          | 1400   |      |                          |
| Sixth<br>Eastward   | Genesee to Colton                           | 0.5                  | -        | _    | -        | 1800       | 1500          | 1700                     | 1400   | 1200 | 110                      |
|                     | Colton to Johnson                           | 1.1                  |          | -    |          | 900        | 760<br>TY CAR | 860                      | 825    | 495  | 42                       |
| Caramat             | Johnson to Pullman Jet                      |                      |          | -    | 1000     |            |               |                          |        | 407  |                          |
| Seventh<br>Westward | Cheney to Medical Lake                      | 1.1                  |          | -    | 1200     | 900        | 760           | 860                      | 825    | 495  | 42                       |
|                     | Medical Lake to Creston                     | 1.2                  | -        | -    | 1150     | 805        | 680           | 770                      | 740    | 1000 | 39                       |
|                     | Creston to Almira                           | 0.7                  |          | -    | 1800     | 1200       | 1015          | 1150                     | 1100   | 1000 | 90                       |
|                     | Almira to Hanson  Hanson to Odair or Coulee | 1.3<br>Down          |          | -    | 1100     | 774<br>SIX | 670<br>TY CAR | 761<br>S                 | 710    | 430  | 35                       |
| Cave mile           | Coulee to Hartline                          | 1.0                  |          | -    | 1950     | 975        | 825           | 935                      | 895    | 540  | 48                       |
| Seventh<br>Eastward | Hartline to Creston                         |                      |          | -    | 1350     | 805        | 680           | 770                      | -      | 475  | 39                       |
|                     | Creston to Medical Lake                     | 1.2                  | -        | -    | 1150     | 975        | 825           |                          | 740    | 540  | 48                       |
|                     | Medical Lake to Cheney                      | 0.9                  |          |      | 1350     | 1145       | 970           | 935                      | 1000   | 650  | 50                       |
| Eighth<br>Westward  | Davenport to Eleanor                        | 1.0                  | -        |      |          | 975        | 825           | 935                      | 895    | 540  | 48                       |
| Eighth<br>Eastward  | Eleanor to Davenport                        | 1.0                  | -        |      |          | 975        | 825           | 935                      | 895    | 540  | 48                       |

# AUTHORIZED SURGEONS, IDAHO DIVISION LOCATION OF STRETCHERS (S).

|   | Telep     | hone Calls    |
|---|-----------|---------------|
|   | Office    | Residence     |
| DR. G. M. JENNINGS, Chief Surgeon                               | 119       | 1021          |
| DR. A. T. HAAS, Asst. Surgeon.                                  | 119       | 594           |
|   | 119       | 954           |
| DR. A. R. FOSS, Asst. Surgeon                                   | 119       | 1739R         |
| DR. W. HIEMSTRA, Asst. Surgeon                                  | 119       | 110910        |
| Central Div., Missoula.   |           |               |
| Paradise (S).   |           | 150           |
| 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'SHÉA, 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,      | Main 2000 | Main Oil 1    |
| Spokane (Stretchers at Daggage House, Fire Dr. Tare Chica,      |           |               |
| Round House and Tool Cars 1 and 2, at Parkwater, Yard           |           |               |
| Office at Yardley).   |           | Disab 401     |
| DR. F. A. POMEROY, Cheney                                       | Main 1001 | 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. CARSOW, Lewiston (S)                                  | 161H      |               |
| DR. W. P. HABEL, Lewiston                                       |           |               |
| DR. S. A. ROE, (Eye, Ear, Nose and Throat) Lewiston (Examiner). | 368       | 615J          |
|   | 142       | 142           |
| DR. R. J. ALCORN, Reardan                                       | 1811      | 1811K         |
| DR. C. S. BUMGARNER, Davenport                                  | 202       | 203           |
| DR. G. M. YOUNT, Wilbur (8)                                     |           |               |
| 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  | Miles  | Time            | Miles  |
|---|--|-----------------|--|
| Per Mile  | Per  | Per Mile        | Per  |
| Minutes Seconds   | Hour   | Minutes Seconds | Hour   |
| 1 1 1 2 1 8 1 1 6 1 7 1 8 1 9 1 10 11 1 12 1 15 1 20 1 25 1 30 1 40 1 45 1 50 | 60<br>59<br>58<br>57.1<br>56.2<br>55.3<br>54.5<br>53.7<br>52.9<br>51.1<br>50.4<br>50.4<br>48<br>45<br>42.8<br>40<br>34.3<br>32.7 | 2               | 30<br>27.6<br>26.6<br>25.7<br>24<br>22.5<br>21.8<br>21.2<br>20<br>19<br>18<br>17<br>16<br>15<br>12<br>10<br>8<br>6 |

1st Subdi 1st Subdi 3rd Subdi 4th Subdi 5th Subdi

6th Subd 7th Subd 8th Subd

# SPECIAL INSTRUCTIONS.

# CLEARANCE TABLE.

|                 |                                    |               | HEIGHT ABOVE TOP OF RAIL. |               |               |               |               |               |                     |               |                     |               |                     |                |                     |                      |                |                      |                |               |
|-----------------|------------------------------------|---------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------------|---------------|---------------------|---------------|---------------------|----------------|---------------------|----------------------|----------------|----------------------|----------------|---------------|
| SUBDIVISION.    |                                    | 1 ft.<br>Wide | 2 ft.<br>Wide             | 3 ft.<br>Wide | 4 ft.<br>Wide | 5 ft.<br>Wide | 6 ft.<br>Wide | 7 ft.<br>Wide | 7 ft. 6 in.<br>Wide | 8 ft.<br>Wide | 8 ft. 6 in.<br>Wide | 9 ft.<br>Wide | 9 ft. 6 in.<br>Wide | 10 ft.<br>Wide | 10ft. 2 in.<br>Wide | 10 ft. 6 in.<br>Wide | 11 ft.<br>Wide | 11 ft. 6 in.<br>Wide | Max.<br>Height | Max.<br>Width |
|                 |                                    | ft. in.       | ft. in.                   | ft. in.       | ft. in.       | ft. in.       | ft. in.       | ft. in.       | ft. in.             | ft. in.       | ft. in.             | ft. in.       | Ift. 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.

