

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**IDAHO DIVISION**

# **TIME 62 TABLE**

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

**SUNDAY, JUNE 14, 1931.**

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

**J. E. CRAVER,**  
General Manager.

**T. F. LOWRY,**  
Assistant General Manager.

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

**D. S. COLBY,**  
Superintendent.

**P. H. McCAULEY,**  
General Superintendent of Transportation.

WESTWARD

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS			Water, Fuel, Seals, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Paradise.	Time Table No. 62 June 14, 1931 Succeeding No. 61			Distance from Yardley.	Car Capacity of Sidings.	FIRST CLASS			SECOND CLASS		THIRD CLASS		
863	861	603	1	3	5	STATIONS				2	4	6			862	864	866					
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger	STATIONS	Passenger	Passenger	Passenger	Way Freight	Way Freight	Way Freight										
Ex. Sun.	Wed. and Sat.	Daily	Daily	Daily	Daily	Telegraph Offices and Calls	Daily	Daily	Daily	Tue. and Fri.	Ex. Sun.	Mon. and Thurs.										
L 6.00AM		L 7.00AM	L 5.10PM	L 3.40PM	L 1.35AM	WCO TX	1390	0.0	PD PARADISE DN	183.9	As 11.50AM	As 1.45PM	As 2.25AM	A 12.45PM								
s 6.20		7.17	5.19	s 3.51	s 1.47	TX	1396	6.1	HO PLAINS DN	177.8	11.40	s 1.32	s 2.13	s 12.20PM								
f 6.40		7.40	5.29	f 4.03	2.01		1404	13.1	WEEKSVILLE P	170.8	11.31	f 1.20	2.01	f 11.55AM								
f 7.05		8.03	5.38	f 4.16	2.12	W	1411	20.6	EDDY P	163.3	11.21	f 1.07	1.47	f 11.25								
f 7.15		8.10	5.41	4.20	2.15		1413	23.1	FROST P	160.8	11.18	1.02	1.43	f 11.18								
f 7.30		8.25	5.48	f 4.29	2.23		1417	28.3	WOODLIN P	155.6	11.11	f 12.53	1.35	f 11.00								
s 7.40		8.35	5.53	s 4.35	s 2.29	WX	1420	31.6	FN THOMPSON FALLS DN	152.3	11.07	s 12.46	s 1.29	s 10.50								
f 8.00		8.55	6.01	f 4.47	2.40		1428	38.2	BELKNAP P	145.7	10.56	f 12.36	1.16	f 10.30								
f 8.10		9.05	6.06	f 4.53	2.46		1431	41.9	TALC P	142.0	10.51	f 12.29	1.10	f 10.20								
f 8.25		9.18	6.11	5.00	2.52		1436	46.2	CHILDS P	137.7	10.45	12.22	1.02	f 10.05								
f 8.35		9.26	6.15	f 5.05	2.56		1439	49.1	RICHARDS P	134.8	10.41	f 12.17	12.57	f 9.55								
s 8.47		9.40	6.22	f 5.14	3.06	WCX	1444	54.0	J TROUT CREEK DN	129.9	10.34	f 12.05PM	12.49	s 9.40								
f 9.02		9.58	6.34	f 5.27	3.17		1449	60.2	TUSCOR P	123.7	10.26	f 11.52AM	12.37	f 8.35								
f 9.19		10.18	6.42	f 5.37	3.26		1455	66.1	FURLONG P	117.8	10.18	f 11.42	12.27	f 8.15								
s 9.29		10.30	6.47	f 5.43	3.32	W	1458	70.1	NX NOXON PD	113.8	10.13	f 11.35	12.20	s 8.00								
f 9.43		10.50	6.52	f 5.50	3.39		1463	74.9	SMEAD P	109.0	10.08	f 11.26	12.13	f 7.45								
s 10.01		11.15	7.01	f 5.59	f 3.48	W 1 mi. E	1468	80.3	HR HERON DN	103.6	10.01	f 11.15	12.04AM	s 7.25								
f 10.25		11.32	7.09	f 6.09	3.58		1474	86.5	CABINET P	97.4	9.53	f 11.03	11.54PM	f 7.05								
f 10.40		11.45	7.15	6.17	4.06		1478	91.3	OZOMA P	92.6	9.47	10.54	11.47	f 6.45								
s 10.50		11.54AM	7.19	s 6.22	f 4.11	WX	1482	93.9	CX CLARK'S FORK PD	90.0	9.44	s 10.50	f 11.43	s 6.35								
f 11.08		12.06PM	7.25	f 6.30	4.18		1489	99.1	DENTON P	84.8	9.38	f 10.39	11.36	f 6.20								
s 11.22		12.19	7.30	f 6.37	f 4.25	X	1492	103.5	H HOPE DN	80.4	9.33	f 10.32	f 11.30	L 6.10AM		A 2.00PM						
f 11.44AM		12.29	7.38	f 6.48	4.35		1499	110.7	ODEN P	73.2	9.25	f 10.18	11.19			f 1.25						
f 12.02PM		12.54	7.45	f 6.56	4.43	X	1503	115.9	KN KOOTENAI PD	68.0	9.18	f 10.08	11.11			f 1.05						
s 12.07		12.59	7.47	f 6.58	4.46	WCO TX	1504	116.9	KY KOOTENAI YARD DN	67.0	9.16	f 10.04	11.09			s 12.59						
s 12.14		1.04	7.50	s 7.04	s 4.52	WX	1507	118.9	SA SAND POINT DN	65.0	9.12	s 10.00	s 11.05			s 12.50						
f 12.25		1.14	7.55	f 7.11	4.59		1510	122.3	G. N. and S. I. LIGNITE P	61.6	9.07	f 9.48	10.58			f 12.35						
f 12.38		1.26	8.01	f 7.19	5.06		1513	126.3	ALGOMA P	57.6	9.02	f 9.42	10.52			f 12.15PM						
s 12.58		1.43	8.09	f 7.31	5.16	W	1520	132.8	CO COCOLALLA DN	51.1	8.55	f 9.32	10.42			s 11.47AM						
f 1.13		1.59	8.16	f 7.40	5.24		1524	138.2	CAREYWOOD P	45.7	8.49	f 9.22	10.34			f 11.22						
s 1.18		2.05	8.20	f 7.44	5.28		1530	140.5	GE GRANITE PD	43.4	8.45	f 9.18	10.31			s 11.15						
f 1.42		2.25	8.31	f 7.57	5.41		1535	147.4	ATHOL P	36.5	8.35	f 9.05	10.20			f 10.45						
f 2.02		2.47	8.40	f 8.11	5.52		1543	154.9	RS RAMSEY DN	29.0	8.26	f 8.51	10.08			f 10.10						
See page 5		3.02	8.47	f 8.22	f 6.02	WX	1549	160.4	RD RATHDRUM DN	23.5	8.19	f 8.41	f 9.59			s 9.45						
L 12.25PM		3.20	8.58	f 8.36	6.15	WCX C	1557	167.3	C. M. St. P. & P. HAUSER PD	16.6	8.11	f 8.26	9.48			s 9.15						
f 12.40	f 2.56	3.37	9.05	f 8.47	6.25		1561	173.2	OTIS ORCHARDS P	10.7	8.04	f 8.15	9.39			f 7.05						
f 1.00	f 3.05	3.45	9.09	f 8.53	6.30		1564	176.1	V VELOX DN	7.8	8.01	f 8.10	9.35			f 6.55						
f 1.25	s 3.15	3.55	9.13	f 8.59	6.35		1567	179.1	TR IRVIN PD	4.8	7.57	f 8.05	9.30			f 6.45						
f 1.45	s 3.25	4.05	9.18	9.06	6.41	X	1571	182.9	PARKWATER P	1.0	7.52	7.59	9.24			f 6.35						
A 1.50PM	A 3.30PM	A 4.10PM	A 9.21PM	A 9.09PM	A 6.44AM	WCO TX	1572	183.9	YD YARDLEY DN	0.0	L 7.49AM	L 7.56AM	L 9.21PM			L 6.30AM						
Ex. Sun.	Wed. and Sat.	Daily	Daily	Daily	Daily				Time Over Subdivision		Daily	Daily	Daily			Tue. and Fri.						
1.25	9.30	9.10	4.11	5.29	5.09				Average Speed Per Hour		4.01	5.49	5.04			6.35						
11.7	19.3	20.0	43.9	33.5	35.7						45.8	31.6	36.3			15.7						
																18.1						
																18.4						

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. AUTOMATIC BLOCK BETWEEN PARADISE AND YARDLEY.

DOUBLE TRACK BETWEEN RAMSEY AND RATHDRUM AND BETWEEN VELOX AND YARDLEY. SPECIAL INSTRUCTIONS, PAGES 6, 7, 8 AND 9.

WESTWARD

SECOND SUB-DIVISION.  
(MAIN LINE)

WESTWARD

THIRD CLASS				SECOND CLASS		FIRST CLASS													
895	869	603	661			Time Table No. 62 June 14, 1931 Succeeding No. 61													
Way Freight	Way Freight	Freight	Freight			STATIONS													
Mo., Wed. and Fri.	Sun., Tue. and Thu.	Daily	Ex. Sat.			Telegraph Offices and Calls													
Mo., Wed. and Fri.	Sun., Tue. and Thu.	Daily	Ex. Sat.			Telegraph Offices and Calls													
L 7.10AM 5	L 6.25AM 5	L 6.55PM	L 6.00PM	WCO TX	1572	0.0	YD.....YARDLEY.....DN	19.8	Yard	L 6.44AM 895-869						L 9.09PM 1	L 9.21PM 3		
s 7.25 2-5-4	6.40 5	s 7.15 320	s 6.20 316	WOT X	1576	3.5	O. W. R. & N. Crossing Interlocked C. M. St. P. & P. S. I. G. N. } Track Conns.	16.3	Yard	6.55 s 7.20 4-2-869-895	L 8.00AM 315-4-2	L 8.05AM 319	L 8.40AM	L 8.20PM	s 9.20 9.40 1-6	s 9.30 9.35 3-6			
s 8.05 5-319-315	A 7.10AM 2-5-4 See page 4	8.32 8.37 6-313-314	A 6.57PM 320 See page 4	WYX	1585	6.7	.....HANGMAN.....P	13.1											
A s 8.30AM 315		A 8.50PM		WCY X	1592	12.5	MR.....MARSHALL.....DN	7.3	E35 W71	7.38 2-869-895	A s 8.20AM 315-895	s 8.22 319-895	A s 8.57AM	A s 8.37PM 6-314-603 See page 4	9.58	9.51			
						19.8	CY.....CHENEY.....DN	0.0	68	A s 7.50AM		A s 8.40AM 895 See page 5			A 10.10PM 1	A 10.05PM 3			
1.20	.45	2.15	.57			Time Over Subdivision							.41	.20	.35	.17	.17	.41	.39
14.8	16.7	8.8	13.1			Average Speed Per Hour							28.9	27.0	27.9	31.7	31.7	28.9	30.4

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

EASTWARD

SECOND SUB-DIVISION  
(MAIN LINE)

EASTWARD

FIRST CLASS							Time Table No. 62 June 14, 1931 Succeeding No. 61							SECOND CLASS		THIRD CLASS	
6	314	320	316	312	4	2	STATIONS							662		870	896
Passenger	Passenger	S. P. & S. 3 Passenger	Motor Car	Passenger	Passenger	Passenger	Telegraph Offices and Calls							Freight		Way Freight	Way Freight
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Telegraph Offices and Calls							Ex. Mon.		Mo., Wed. and Fri.	Tue., Thu. and Sat.
A 9.21PM					A 7.56AM 2	A 7.49AM 4	WCO TX	1572	0.0	YD.....YARDLEY.....DN	19.8	Yard	A 4.30AM		A 1.10PM	A 1.05PM	
s 9.10 8.55 3-1-314	A 9.00PM 6	A 7.35PM 603	A 6.00PM 661	A 1.10PM 896-870	7.45 7.20 2-5-895 -319	7.40 7.30 5-895 4-319	WOT X	1576	3.5	O. W. R. & N. Crossing Interlocked C. M. St. P. & P. S. I. G. N. } Track Conns.	16.3	Yard			12.53 312	12.50 312	
								1579	6.7	.....HANGMAN.....P	13.1						
8.37 313-314- 603	L 8.40PM 6-313-603 See page 4	L 7.15PM 661	s 5.43	L 12.53PM 896-870 See page 4	7.03 2-869	7.10 4-5-869	WYX	1585	12.5	MR.....MARSHALL.....DN	7.3	E35 W71	L 3.45AM		L 12.28PM 312 See page 4	12.35 312	
L 8.20PM			L 5.23PM See page 5		L 6.45AM 2	L 6.55AM 4	WCY X	1592	19.8	CY.....CHENEY.....DN	0.0	68				L 12.15PM	
.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.

WESTWARD

FOURTH SUB-DIVISION (PALOUSE AND LEWISTON BRANCH)

EASTWARD

Main time table grid with columns for Third Class (873, 871, 869), Second Class (661, 665), First Class (313, 311), and Stations (MR. MARSHALL, DYNAMITE, SG. SPANGLE, PLAZA, NORTH PINE, etc.). Includes sub-headers for Way Freight, Passenger, and Freight, and various time and distance metrics.

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

Summary table for the Lewiston to Arrow section, including columns for Mo. Wed. and Fri., Tu. Thu. and Sat., Sun. Tu. and Thu., Ex. Sat., Ex. Sun., Dally, and Average Speed Per Hour.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT NO. 873 IS SUPERIOR TO NO. 870 PULLMAN TO MOSCOW SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

WESTWARD

SEVENTH SUB-DIVISION (WASHINGTON CENTRAL BRANCH)

EASTWARD

Table for Seventh Sub-Division (Washington Central Branch) showing Time Table No. 62 for June 14, 1931. It includes columns for Third Class (877) and First Class (315) westward, and First Class (316) and Third Class (878) eastward. Stations include Cheney, Four Lakes, Medical Lake, Deep Creek, Hite, Reardan, Mondovi, Davenport, Rocklyn, and Telford.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 315 IS SUPERIOR TO No. 316 CHENEY TO COULEE.

SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

WESTWARD

SIXTH SUB-DIVISION (GENESEE BRANCH)

EASTWARD

Table for Sixth Sub-Division (Genesee Branch) showing Time Table No. 62 for June 14, 1931. It includes columns for Second Class (665) westward and Second Class (666) eastward. Stations include Pullman Junction, Staley, Chamber, Johnson, Colton, Uniontown, and Leon.

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

SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

WESTWARD

THIRD SUB-DIVISION (FORT SHERMAN BRANCH)

EASTWARD

Table for Third Sub-Division (Fort Sherman Branch) showing Time Table No. 62 for June 14, 1931. It includes columns for Third Class (863) westward and Third Class (864) eastward. Stations include Coeur d'Alene, Blackwell, Post Falls, Grand Junction, and Hauser.

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

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

EIGHTH SUB-DIVISION (SEATTLE BRANCH)

WESTWARD EASTWARD

Table for Eighth Sub-Division (Seattle Branch) showing Time Table No. 62 for June 14, 1931. It includes columns for Westward and Eastward. Stations include Davenport, Omans, Gravelles, and Eleanor.

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

FIFTH SUB-DIVISION

WESTWARD (FARMINGTON BRANCH) EASTWARD

Table for Fifth Sub-Division (Farmington Branch) showing Time Table No. 62 for June 14, 1931. It includes columns for Westward and Eastward. Stations include Belmont, Hayfield, O.-W. R. & N. Crossing, and Farmington.

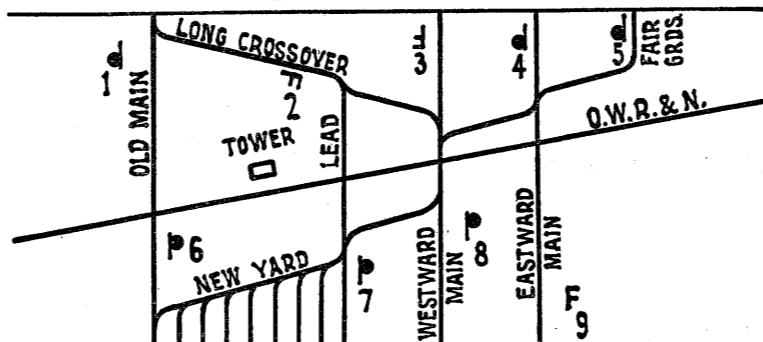
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

SPECIAL INSTRUCTIONS.

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

SECOND SUBDIVISION.  
(MAIN LINE)

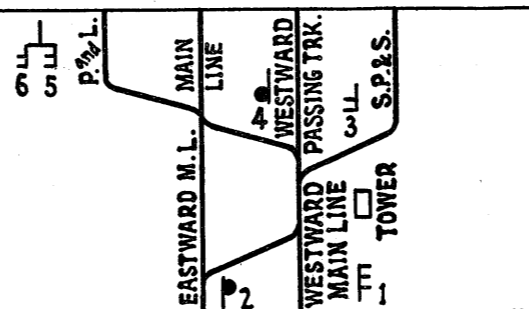
1. **Card Train Order Form AB**—Will govern the movement of trains between Marshall and Cheney, and trains must not move within this territory unless Conductor and Engineman each hold a card properly filled out. Trains delayed fifteen minutes after receipt of card must return card or get further instructions by telephone.
2. **SPOKANE—Interlocking O. W. R. & N.—**



Engine Whistle Signals for:

- Signal No. 1: Old main track one long one short — o.
  - Signal No. 2: Main track four short oooo.  
New Yard three long — — — —
  - Signal No. 3: Main track four short oooo.  
New Yard three long — — — —
  - Signal No. 4: Westward main track four short oooo.  
New yard three long — — — —
  - Signal No. 5: Westward main track four short oooo.  
New yard three long — — — —
  - Signal No. 6: Old main track one long one short — o.
  - Signal No. 7: Eastward main track two long two short — — oo.  
Fair grounds three long — — — —
  - Signal No. 8: Eastward main track two long two short — — oo.  
Old main track one long two short one long — oo — .  
New yard three long — — — —
  - Signal No. 9: Main track four short oooo.  
Fair grounds three long — — — —
- Old main track one long two short one long — oo — .
- Signals Nos. 2, 3, 9 high semaphore. Upper arm main track movements.  
Lower arm diverging movement.
- Signals Nos. 1, 4, 5, 6, 7, 8 Dwarf semaphores.

3. **Marshall Interlocking—**



- Signal No. 1: Top arm main track.  
Middle arm S. P. & S. and P. & L.  
Bottom arm Westward siding and main track.
- Signal No. 3: Top arm eastward main track from S. P. & S.
- Signal No. 5: Top arm eastward main track from single track.
- Signal No. 6: Top arm eastward main track from P. & L.

Bottom arm all masts is restricted speed signal. When at caution proceed at restricted speed prepared to stop, block may or may not be occupied. Engines stopped for water must back clear of interlocking limits and proper signal obtained before proceeding.

In switching engines and cars must clear interlocking limits before reverse movement is made.

Engine Whistle Signal for:

- Signal No. 1: Main track west (single track) four long one short — — — — o.
- P. & L. Branch one long two short one long — oo — .
- S. P. & S. main track one long one short one long — o — .
- Westward siding one long one short one long one short — o — o.

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

FIRST SUBDIVISION.

1. **At Paradise**—House track will be used as siding for first class trains and passenger extras.
  2. **At Kootenai**—Siding between Kootenai and Kootenai Yard will be used as a single siding for Kootenai.
  3. **At Kootenai Yard**—Freight trains will leave sufficient brakes set to prevent slack running out and fouling lead.
  4. **At Sand Point**—Time of first class trains applies at Telegraph Office.
  5. **At Ramsey-Rathrum-Velox**—Time of all trains applies at double track switch.
  6. **At Parkwater**—Spring switch trailing from east end of Long Crossover to eastward main track.
  7. **Yard Limits**—  
Tracks between Yard limit signs east of Kootenai and west of Sand Point will be operated as one yard.  
Tracks between yard limit signs east of Parkwater and west of Spokane will be operated as one yard.
  8. **Double Tracks**—Eastward from Yardley to Velox any train may run ahead of superior class trains without orders.  
At Velox and Ramsey normal position of switches is for westward track; at Rathrum for eastward track. These switches will be handled by operator.
  9. **Telephone**—Connected to Simplex circuit at Sand Point is in booth at signal mast east of bridge and in watchman's shack west of bridge.
  10. **Bridge and Engine Restrictions**—  
Engines class Z-5 not permitted.  
Over bridge 26, Thompson River, twenty-five (25) miles per hour.  
Over drawbridge 3-2, Pend Oreille Lake twenty (20) miles per hour.
  11. **Speed Restrictions**—  
At Paradise twenty (20) miles per hour between depot and west switch  
At Plains twenty-five (25) miles per hour through corporate limits.  
At Kootenai Yard passenger trains twenty (20) miles per hour passing yard office.  
At Parkwater-Yardley—between east crossover switch Parkwater and Yardley, passenger trains twenty-five (25) miles per hour; freight trains, light engines and switch engines fifteen (15) miles per hour.
  12. **Special Stops, Connections, etc.**—  
Nos. 1 and 2 will stop at Sand Point to discharge or pick up passengers from or to Billings and east where scheduled to stop.  
Nos. 3 and 4 will stop at all spurs, except Lynch, Pinehurst, Lane Potter, Dufort, Petit, Kings, Dean and Trentwood.
  13. **Register Stations**—  
Paradise.  
Hope for Nos. 862 and 866.  
Hauser for Nos. 863 and 864.  
Yardley for second class and inferior trains, except passenger extras.
  14. **Register Exceptions**—  
At Paradise engineman of No. 861 will not consult register but will be furnished a check of register on Form 602.  
At Yardley enginemen of eastward freight trains will not consult register but will be furnished a check of register on Form 602. Trains cleared at Spokane will not register.
  15. **Clearance Exceptions**—At Yardley trains cleared at Spokane will not require clearance.
  16. **Bulletin Stations**—  
Paradise.  
Hope.  
Parkwater Roundhouse.  
Yardley.
  17. **Standard Time Clocks**—  
Paradise.  
Hope.  
Yardley.
  18. **Watch Inspectors**—  
D. E. Brown, Sand Point.  
T. J. Morris, Spokane.
  19. **Derail Switches**—  
Paradise..... East End Coal Dock.  
Lynch..... East End.  
Trout Creek..... East End Coal Dock.  
Cedar Spur..... East End.  
Cabinet..... West End Commercial Track  
Kootenai..... West End Coal Dock  
Sand Point..... West End S. & I. Transfer.  
Petit..... East End.  
Kings..... West End.  
Dean..... West End.  
Hauser..... East End Coal Dock.  
Trentwood..... West End Crossover.
  20. **Commercial Spurs**—  
Miles from Paradise      Car Capacity
- |                  |       |    |
|------------------|-------|----|
| Lynch.....       | 9.0   | 18 |
| Pinehurst.....   | 36.6  | 69 |
| White Pine.....  | 44.5  | 7  |
| Cedar Spur.....  | 82.9  | 17 |
| Dorite.....      | 88.3  | 5  |
| Lane Potter..... | 92.5  | 16 |
| Kolliner.....    | 106.7 | 17 |
| Culver.....      | 112.6 | 10 |
| Sagel.....       | 124.7 | 11 |
| Dufort.....      | 128.3 | 20 |
| Petit.....       | 129.9 | 14 |
| Kings.....       | 133.7 | 5  |

5. **Telephones** connected to simplex circuit at Marshall in booth west end westward siding and Cheney in booth at wye switch.
6. **Yard Limits**—  
Tracks between yard limit signs east of Parkwater and west of Spokane will be operated as one yard.
7. **Double Tracks**—  
Eastward from Marshall, westward from Yardley and eastward and westward from Spokane, any train may run ahead of superior class trains without orders. At Marshall trains will not require clearance card for double track movement if interlocking signals indicate proceed. Operator must obtain authority from dispatcher before displaying proceed indication. If for any reason second-class and inferior trains are delayed so that passenger trains will be delayed, conductor must report for instructions.
8. **Pusher District**—  
Between east yard limit board Spokane and west yard limit board Cheney; and on S. P. & S. Ry. from junction switch Marshall to west switch at Mock. Pusher engine must not push on cabooses that are not equipped with steel sills. Pusher engine must not be coupled to rear of descending train at Cheney, Marshall or Spokane.  
Unless otherwise instructed pusher engine will be placed on head end of train; except when pusher is backing up it must be placed back of road engine.
9. **Speed Restrictions**—  
Between Yardley and west yard limit Spokane, passenger trains, twenty-five (25) miles per hour; freight trains, light engines and switch engines, fifteen (15) miles per hour.  
All trains must approach east and west crossovers to passenger yard Spokane at restricted speed.  
At O. W. R. & N. interlocking plant Spokane fifteen (15) miles per hour.  
At Cheney fifteen (15) miles per hour through corporate limits.
10. **Special Stops, Connections, etc.**—  
Nos. 4 and 6 will stop at Marshall to let off passengers for Palouse and Lewiston branch.  
No. 3 will stop at Marshall on flag to pick up passengers for coast.  
No. 2 will stop at Cheney to pick up passengers for Billings and East.
11. **Register Stations**—  
Yardley for second class and inferior trains, except passenger extras. Spokane for first class trains and passenger extras.  
Cheney.
12. **Register Exceptions**—  
At Yardley. Trains cleared at Spokane will not register.  
At Spokane. Trains cleared at Yardley will not register.  
At Cheney. All trains may register by card form 608 and will be furnished register check on form 602 by operator.
13. **Clearance Exceptions**—  
At Yardley. Trains cleared at Spokane will not require clearance.  
At Spokane. Trains cleared at Yardley will not require clearance.
14. **Bulletin Stations**—  
Yardley  
Parkwater Roundhouse  
Spokane (Master Board)  
Cheney
15. **Standard Time Clocks**—  
Yardley  
Spokane
16. **Watch Inspectors**—  
D. E. Brown, Sand Point.      T. J. Morris, Spokane.
17. **Derail Switches**—  
Cheney..... East End Stock Track.  
Cheney..... East End Coal Dock.  
Cheney..... East End Mill Track.  
Cheney..... West End Union Oil Spur.  
Cheney..... West End Martin Grain Track.
18. **Commercial Spurs**—  
Miles from Yardly      Car Capacity
19. **Spokane Crossovers**—  
O. W. R. & N. Crossing.  
Eric Street.  
Sheridan Street  
Division Street  
Washington Street  
Madison Street  
Maple Street  
Sixth Avenue

THIRD SUBDIVISION.  
(Fort Sherman Branch)

1. **Bridge and Engine Restrictions**—  
Over Bridge No. 1, Blackwell Mill Spur, as follows:  
Engines classes S-2, S-3, S-4 and Q eight (8) miles per hour.  
Double header engines, class F-1 eight (8) miles per hour.  
Engines, class T, Q-1 and heavier not permitted.
2. **Speed Restrictions**—  
Passenger trains thirty (30) miles per hour.  
Freight trains twenty (20) miles per hour.  
Post Falls Mill Track. Engines must stop and movement over crossing protected by flag.
3. **Maximum Grade**—Coeur d'Alene wye to Coeur d'Alene. When backing down hand brakes must be set to control train without assistance from engine.
4. **Special Stops, Connections, etc.**—
5. **Register Stations**—  
Hauser  
Coeur d'Alene

7  
**SPECIAL INSTRUCTIONS**

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

**FOURTH SUBDIVISION.**  
(Palouse and Lewiston Branch)

- At Pullman**—The time of first class trains applies at Telegraph office.
- Yard Limits**—Tracks between yard limit signs east of Pullman and west of Pullman Jct. will be operated as one yard.
- Mountain Grade**—Between Kendrick and Howell. Passenger trains must not exceed any one mile in two (2) minutes, freight trains any one mile in four (4) minutes, descending mountain grade. The normal position of the train order signal at Troy is "Stop" for westward trains when operator is on duty. The position of this signal will not be changed to proceed except for westward trains to pass and there are no orders. The operators at Troy and Kendrick will each keep a record of when westward trains pass Troy and Kendrick. The operator at Kendrick will not report westward trains clear at that station until they are into clear on the siding or the rear of the train has passed telegraph office 300 feet. If communication fails operator at Troy may issue clearance card endorsed "means of communication have failed, proceed when preceding train has been gone 30 minutes." When no operator on duty westward trains will register and will follow preceding train not less than thirty (30) minutes.
- Pusher District**—Between east switch Moscow and west switch Kendrick.
- Bridge and Engine Restrictions**—Over bridge 105, Bear Creek, as follows: Engines classes W, W-1, W-2 and W-4 eight (8) miles per hour. Engines, classes A, Q-5, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3 and Z-4 not permitted.
- Speed Restrictions**—Passenger trains thirty-five (35) miles per hour. Freight trains thirty (30) miles per hour between Marshall and Howell. Twenty-five (25) miles per hour between Howell and Lewiston. At Garfield ten (10) miles per hour over 2nd, 3rd and California streets. At Palouse eight (8) miles per hour over road crossing west of west switch. At Spangle ten (10) miles per hour over Third Street. At Pullman five (5) miles per hour over Kamiaken street. At Moscow, ten (10) miles per hour over South Main Street 1000 feet west of depot.
- Special Stops, Connection, Etc.**—No. 312 will wait ten minutes at Lewiston for mail connection from Riparia. Nos. 311 and 312 will stop on flag at Duckworth Cospur, Flaig Spur and Freedom Spur.
- Register Stations**—Marshall  
Pullman  
Moscow for trains 873 and 870.  
Troy for westward trains when no operator on duty, see Rule 5.  
Arrow
- Register Exceptions**—At Marshall Tower, all trains may register by card form 608 and will be furnished check of register on form 602 by operator.
- Clearance Exceptions**—At Lewiston and East Lewiston eastward trains may be cleared on Arrow register by Dispatcher at Spokane. At Pullman train 870 may be cleared on Moscow register by Dispatcher.
- Bulletin Stations**—Pullman  
East Lewiston  
Lewiston
- Standard Time Clocks**—Pullman  
Lewiston
- Watch Inspectors**—W. F. Taylor, Pullman.  
M. F. Akers, Lewiston.
- Derail Switches**—Plaza..... West End Elevator Track.  
North Pine..... West End Passing Track.  
Donohue..... East End Passing Track.  
McCoy..... East End Passing Track.  
Garfield..... West End Passing Track.  
Garfield..... West End House Track.  
Fallon..... East End Elevator Track.  
Whelan..... West End Passing Track.  
Pullman..... West End College Spur.  
Pullman..... East End Coal Dock Spur.  
Sunshine..... East End Passing Track.  
Hagen..... West End

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

**FIFTH SUBDIVISION.**  
(Farmington Branch)

- At O. W. R. & N. CROSSING:** Gates must be set and locked against N. P. trains when not in use.
- Speed Restrictions**—All trains fifteen (15) miles per hour.

**SIXTH SUBDIVISION.**  
(Genesee Branch)

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

**SEVENTH SUBDIVISION.**  
(Washington Central Branch)

- At Odair** normal position of switch is for line to Adrian. Time of all trains applies at junction switch.
- 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.
- Special Stops, Connection, Etc.**—Nos. 877, 878, may carry male passengers. No. 315 will head in on wye at Cheney from second subdivision and back down to depot.
- Register Stations**—Cheney  
Odair  
Coulee
- Register Exceptions**—At Cheney. Trains Nos. 315 and 316 will register by ticket form 608.
- Clearance Exceptions**—At Odair. Trains will not require clearance card.
- Bulletin Stations**—Cheney  
Coulee
- Standard Time Clocks**—Cheney
- Watch Inspector**—T. J. Morris, Spokane.
- Derail Switches**—Cheney..... (See second subdivision.)  
Four Lakes..... East End.  
Reardan..... West End Mill Track.  
Almira..... East End High Line.  
Hansen..... West End Passing Track.  
Coulee..... West End Coal Dock Spur.
- Commercial Spurs**—Miles from  
Cheney Car Capacity  
Calol..... 40.6 8

**EIGHTH SUBDIVISION.**  
(Seattle Branch)

- Speed Restrictions**—Twelve (12) miles per hour using care on sharp curves, look out for cars on main track.
- Register Station**—Davenport
- Derail Switches**—Eleanor..... Two hundred feet east of east switch.

4. <b>Commercial Spurs—</b>	Miles from	Car Capacity
Fry	Davenport 8.8	4
Ditmar	12.9	5
Chick	16.0	6

**ALL SUBDIVISIONS.**

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

TONNAGE RATINGS—FREIGHT ENGINES.

AUTHORIZED SURGEONS, IDAHO DIVISION

LOCATION OF STRETCHERS (S).

Telephone Calls  
Office Residence

DR. G. M. JENNINGS, Chief Surgeon.....	119	1021
DR. A. T. HAAS, Asst. Surgeon.....	119	594
DR. A. R. FOSS, Asst. Surgeon.....	119	954
DR. W. HIEMSTRA, Asst. Surgeon.....	119	1739R
Central Div., Missoula. Paradise (S).		
DR. E. S. COATS, Plains (S).....	17	17
DR. A. W. REW, Thompson Falls, (Station S).....	37	37
DR. O. F. PAGE, Sand Point (S).....	49	48
DR. FRANK WENZ, Rathdrum (S).....	30	30X
DR. JOHN H. O'SHEA, Spokane (S).....	Main 2834	Riv. 3690
DR. CHAS. M. DOLAND, Spokane.....	Main 2834	Lakeview 0012
DR. P. A. REMINGTON, (Specialist), Spokane.....	Main 5104	Riv. 1368
DR. DAVID HARTIN, (Oculist), Spokane.....	Main 5104	Riv. 1751
DR. MARC ANTHONY, (Oculist), Spokane.....	Main 2505	Main 5474
Spokane (Stretchers at Baggage Room, Erie St. Yard Office, Round House and Tool Cars 1 and 2, at Parkwater, Yard Office at Yardley).		
DR. F. A. POMEROY, Cheney.....		Black 421
DR. M. W. CONWAY, Cheney.....	Main 1281	Black 1091
DR. D. A. ANGUS, Rosalia.....	5203	5208
DR. C. H. HURST, Oakesdale.....	6507	1102
DR. E. T. HEIN, Palouse (S).....	113	113
DR. W. C. BRANDON, Garfield.....	.....	.....
DR. L. G. KIMZEY, Pullman (S).....	16	36
DR. W. A. BURG, Uniontown.....	8	16
DR. W. H. EHLEN, Genesee.....	.....	.....
DR. C. A. ARMSTRONG, Moscow (S).....	.....	.....
DR. C. GRITMAN, Moscow.....	.....	.....
DR. O. C. CARSON, Lewiston (S).....	161R	161Y
DR. W. P. HABEL, Lewiston.....	.....	.....
DR. S. A. ROE, (Eye, Ear, Nose and Throat) Lewiston (Examiner).	368	615J
DR. R. J. ALCORN, Reardan.....	142	142
DR. C. S. BUMGARNER, Davenport.....	1811	1811K
DR. G. M. YOUNT, Wilbur (S).....	202	203
DR. N. R. GREGG, Coulee.....	22	23
DR. J. C. DWYER, Coeur d'Alene (S).....	175	176
DR. C. P. RICHARDS, Almira.....	462	462

NOTE

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

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

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

SPEED TABLE

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

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

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



SPECIAL INSTRUCTIONS.

CLEARANCE TABLE.

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

C. P. HUNT, Trainmaster.

B. W. WALKER, Trainmaster.

W. W. JUDSON, Trainmaster.

J. J. BLAIR, Chief Dispatcher.

