

# Washington, Idaho & Montana Railway Co.

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## TIME **35** TABLE

To Take Effect at Twelve-One (12:01) o'clock, A. M.

**Sunday, April 9, 1939**

For the Government and Information of Employees Only

This Company Reserves the Right to Vary Therefrom as Circumstances Require

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Destroy All Time Tables of Previous Date

STUDY CAREFULLY—Important Changes Have Been Made

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**C. L. BILLINGS,**  
General Manager

**W. J. GAMBLE,**  
Asst. General Manager

316.1.56

## EAST BOUND

SECOND CLASS				FIRST CLASS				Distance from Lairds	TIME TABLE NO. 35		Station Numbers	Wye, Scales, Oil, Turn-Table, Water	
W. I. & M.				C. M. ST. P. & P.					EFFECTIVE 12:01 A. M.				
12				102					SUNDAY, APRIL 9, 1939				
Freight				Mixed					Superseding Time Table No. 34				
Leave Daily Ex. Sunday				Leave Tues., Thur., Sat.				Passenger		STATIONS			
								Passenger					
								Leave Daily Ex. Sunday					
								Leave Daily Ex. Sunday					
									0.00	Lairds 0.66	0		
								4 10 PM	11 05 AM	0.66	Palouse 4.14	1	T
								4 21 f	11 17 f	4.80	Wellesley 3.06	5	
								4 28 f	11 24 f	7.86	Kennedy Ford 3.27	8	
		4 25 AM						4 35 PM	11 31 11 41 s	11.13	Potlatch 3.74	12	Y-S-O T-W
									11 51 s	14.87	Princeton 5.20	15	
		4 50							12 04 s	20.07	Harvard 5.18	21	
		5 15							12 17 f	25.25	Yale 2.50	26	
									12 22 f	27.75	Stanford 2.88	30	
		5 30							12 30 s	30.63	Vassar 3.40	32	
		5 40							12 43 s	34.03	Deary 5.97	35	W Y
		6 00							12 57 f	40.00	Cornell 7.32	40	
		6 25 AM				1 00 PM			1 13 PM	47.32	Bovill 2.05	48	W-Y-O
						1 20 PM				49.87	Purdue	50	
		Arrive Daily Ex. Sunday				Arrive Tues., Thur., Sat.			Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday		
		12				102			4		2		
		2.00 18.10				Rule 8			0.25 25.12		2.08 21.87		Time Over Division Average Miles Per Hour

# WEST BOUND

Telephone Calls	Capacity of Sidings	<b>TIME TABLE NO. 35</b> EFFECTIVE 12:01 A. M. SUNDAY, APRIL 9, 1939 Superseding Time Table No. 34	Distance from Purdue	FIRST CLASS				SECOND CLASS				
				W. I. & M.		C. M. ST. P. & P.		W. I. & M.				
				1	3			103		13		
				Passenger	Passenger			Mixed		Freight		
				Arrive Mon., Wed., Fri.		Arrive Daily Ex. Sunday						
		STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday							
	0	Lairds 0.66	49.37									
o o o o WI&M o o - o SC&P o o o NP	100	Palouse 4.14	48.71	8 45 AM	3 52 PM							
	8	Wellesley 3.06	44.57	8 34 f	3 41 f							
	20	Kennedy Ford 3.27	41.51	8 27 f	3 34 f							
- Dispatcher o o Depot	400	Potlatch 3.74	38.24	8 20 AM	3 26 s 3 12		9 55 AM					
	13	Princeton 5.20	34.50		3 04 s							
o o o -	35	Harvard 5.18	29.30		2 51 s		9 22					
	39	Yale 2.50	24.12		2 38 f		8 55					
	2	Stanford 2.88	21.62		2 32 f							
	16	Vassar 3.40	18.74		2 25 s		8 20					
- o -	12	Deary 5.97	15.34		2 17 s		8 05					
	40	Cornell 7.32	9.37		2 01 f		7 35					
- o o o	200	Bovill 2.05	2.05		1 45 PM		1 15 PM	7 05 AM				
	0	Purdue	0.00				12 58 PM					
				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday				
				1	3		103	13				
		Time Over Division Average Miles Per Hour		0.25 25.12	2.07 22.04		Rule 8	2.50 12.77				

## Special Rules and Instructions

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| <p>No. 1—Trains will register at Palouse, Potlatch and Bovill.</p> <p>No. 2—Standard Clocks are located at Palouse, Potlatch and Bovill.</p> <p>No. 3—All trains will get orders, or, if no orders a clearance before leaving initial point or register station.</p> <p>No. 4—Westbound trains descending Yale Hill must keep twenty-five (25) minutes apart.</p> <p>No. 5—De-rail switches are located on all passing tracks and spurs where there is danger of cars running out. These switches must be left to de-rail at all times except when in use.</p> <p>No. 6—Bovill Yard limits extend to Purdue.<br/>Camp 6 yard limits extend between east end of Bridge 21 and Mile Post 44. Trains will be governed by Rule 8 within these limits.</p> <p>No. 7—Switch engines have right to work in yard limits without special orders.</p> | <p>No. 8—Within yard limits all trains must be run under full control expecting to find main line occupied.</p> <p>No. 9—Extra precaution must be taken to see that couplings are properly made before putting cars under Monorail and to Box Factory, Potlatch.</p> <p>No. 10—Engines must not run over live rail on scale track at Potlatch.</p> <p>No. 11—Passing track at Bovill east of cross-over must be kept clear.</p> <p>No. 12—All crews tying up for meals at Bovill must use passing track west of cross-over or some convenient storage track in Yards.</p> <p>No. 13—Public crossings must not be blocked for more than ten minutes. Should it be necessary to cut the crossing an opening of fifty feet must be left.</p> |
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- No. 14—Eastbound trains have absolute right of track over westbound trains of same or inferior class, except that No. 4 will wait at Palouse for No. 3.
- No. 15—**SPEED RESTRICTIONS:** The speed of passenger trains and mixed trains will be that prescribed in schedule.
- Light engines and work trains handling steam shovels, wrecking derricks and outfit cars must not exceed speed of fifteen miles per hour at any point unless otherwise instructed.
- Eastbound freight trains will not exceed speed of twenty-five miles per hour at any point.
- Westbound freight trains handling logs must not exceed speed of twenty miles per hour at any point, and twelve miles per hour over bridge eight.
- All trains will not exceed speed of ten miles per hour through cross-overs and entering sidings and six miles per hour switching on mill and log tracks.
- All trains reduce speed to 4 miles per hour over filled bridge No. 18.
- SPEED RESTRICTIONS MUST BE OBSERVED.**
- Nos. 2 and 3 will stop on signal at the following points not shown as stations:  
 Morrissey, 1.79 Miles West of Harvard.  
 Camp 6, 4.5 Miles West of Bovill.