

SPOKANE & INLAND EMPIRE RAILROAD CO.

TIME TABLE NO. 29

TO TAKE EFFECT AT 12:01 O'CLOCK A. M., PACIFIC OR 120th MERIDIAN TIME,

SUNDAY, APRIL 18, 1915

For the Government of Employees Only. This Company Reserves the Right to Vary therefrom as Circumstances may require

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

STUDY CAREFULLY—IMPORTANT CHANGES HAVE BEEN MADE

C. O. JENKS,
General Manager

E. E. LILLIE,
Superintendent

FIRST DISTRICT

WEST BOUND

																	Time Table No. 29 EFFECTIVE APRIL 18, 1915	Dist. from Hayden Lake	Station No.
Pass'gr 25	Pass'gr 23	Pass'gr 21	Pass'gr 19	Pass'gr 17	Pass'gr 15	Pass'gr 13	Elec. Frt. 53	Pass'gr 11	Pass'gr 9	Pass'gr 7	Elec. Frt. 51	Pass'gr 5	Pass'gr 3	Pass'gr 1	Capacity of Sidings, Water, Scales, Coal, Loop, Wye	Telep. Rings	Telep. Calls		
1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	2d Class	1st Class	1st Class	1st Class	2d Class	1st Class	1st Class	1st Class	Capacity of Sidings, Water, Scales, Coal, Loop, Wye	Telep. Rings	Telep. Calls	STATIONS	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	8 Loop	—0	11n	HAYDEN LAKE	0.0
		P. M. L 6.25 M16				P. M. L 2.50 M10				A. M. L 9.20 M10					No Siding			LAKE JCT.	1.47
		6.28				2.53				9.22					4			HONEYSUCKLE FARMS	1.84
		f 6.29				f 2.54				f 9.23					15			DALTON	3.05
		f 6.30				f 2.56				f 9.25					8			BAKKE	3.91
		6.32				2.58				9.27					No Siding			JOHNSONS	5.12
		f 6.34				f 3.00				f 9.29					12			WOODLAWN	6.14
		f 6.36				f 3.02				f 9.32					250 W.S.C.Y.	—0	Ca. 00000 Agt	COEUR D'ALENE	7.96
		6.44	P. M. L 5.45			3.10 M12	P. M. L 1.50	P. M. L 1.20 M61	A. M. L 11.05	9.40 M4	A. M. L 7.50		A. M. L 6.35		10			GIBBS	9.46
		f 6.50	f 5.48			f 3.18	1.55	f 1.23	f 11.08	f 9.48	7.54		f 6.38		10			ATLAS	10.55
		f 6.52	f 5.50			f 3.20	1.58	f 1.25	f 11.11	f 9.50	7.57		f 6.40		50			HUETTER	11.60
		f 6.54	f 5.52			f 3.22	2.02	f 1.27	f 11.13	f 9.53	8.07		f 6.43		8			McCLELLAN	12.14
		6.55	5.53 M10			3.23	2.09 M10	1.28	11.14	9.54	8.11		6.44		10			ROSS	13.95
		f 6.59	f 5.57			f 3.27	2.22	f 1.32	f 11.19	f 9.58	8.20		f 6.48		40			ALAN	14.50
		f 7.00	f 5.58			f 3.28	2.25	f 1.33	f 11.20	f 9.59	8.30 M4		f 6.49		12	—00	P F	POST FALLS	16.43
		s 7.04	s 6.02			s 3.32	2.37	s 1.37	s 11.24 M8	s 10.03	8.40		s 6.53		10			McGUIRES	17.97
		f 7.06	f 6.05			f 3.35	2.50 M12	f 1.40	f 11.27	f 10.06	8.49		f 6.56		No Siding			SIGNAL POINT	19.01
		f 7.08	f 6.07			f 3.37	2.54	f 1.42	f 11.29	f 10.08	8.53		f 6.58		No Siding			CURROE	20.22
		f 7.11	f 6.09			f 3.40	2.59	f 1.45	f 11.32	f 10.11	9.01		f 7.00		12	000	B R	SPOKANE BRIDGE	21.41
		s 7.14	f 6.12			s 3.43	3.03	s 1.47 M10 DT	s 11.34	s 10.14	9.07		s 7.03		No Siding			SEATON	23.13
		f 7.17	f 6.15			f 3.46	3.08	f 1.51	f 11.37	f 10.17	9.16		f 7.06		Loop 8	By	00—	LIBERTY LAKE	25.72
		P. M. L 7.20 M20 DT			P. M. L 4.40 M14							A. M. L 9.15 M6			Y			LIB. LAKE JCT.	24.78
		f 7.22	f 6.18		s 4.45	f 3.50	3.13	f 1.54	f 11.41	f 10.20	9.25	s 9.20	f 7.09		No Siding			TOLIDO	25.76
		s 7.24	f 6.20		f 4.47	f 3.52	3.17	f 1.57	f 11.43	f 10.22	9.28	f 9.22	f 7.12		20	Sub Sta 0000 Agt GR-000		GREENACRES	27.05
		f 7.25	f 6.23		s 4.50	s 3.55	3.21	s 2.00	s 11.46	s 10.25	9.33	s 9.25	s 7.14		No Siding			FLORA	27.77
		f 7.28	f 6.24		f 4.52	f 3.56	3.23	f 2.01	f 11.47	f 10.26	9.34	f 9.26	f 7.15		6			CARDERS	28.80
		f 7.32	f 6.26		f 4.54	f 3.58 M14 DT	3.27	f 2.04	f 11.49	f 10.28	9.38	f 9.29	f 7.18		3			PINECROFT	30.82
		f 7.34	f 6.30		f 4.58	f 4.02	3.33	f 2.08	f 11.53 M54 DT	f 10.32	9.43	f 9.33	f 7.22		40			SULLIVAN	31.63
	P. M. L 9.40 M24 DT	f 7.36	f 6.32	P. M. L 6.02 M18 DT	f 5.00	f 4.03	3.36	f 2.10	f 11.55	f 10.34	9.46	f 9.35	f 7.24	A. M. L 6.33 M2 DT	3			N. P. SUBWAY	32.55
	f 9.41	f 7.37	f 6.34	L 6.02 M18 DT	f 5.02	f 4.05	3.39	f 2.12	f 11.57	f 10.36	9.48	f 9.37	f 7.26	L 6.33 M2 DT	3			MILLWOOD	33.10
	f 9.44	f 7.39	f 6.35	f 6.03	f 5.03	f 4.06	3.41	f 2.13	f 11.58	f 10.37	9.51	f 9.38	f 7.27	f 6.34	12			ORCHARD AVE.	34.11
	f 9.46	f 7.41	f 6.37	f 6.05	f 5.05 M16 DT	f 4.08	3.44	f 2.15	f 12.00	f 10.39	9.54	f 9.40	f 7.29	f 6.36	No Siding			DEL MONTE	34.90
	f 9.48	f 7.43	f 6.38	f 6.07	f 5.07	f 4.10	3.47 M14 DT	f 2.17 M12 DT	f 12.02	f 10.41	9.56	f 9.42	f 7.31	f 6.38	3			PARKWATER	35.53
	f 9.49	f 7.44	f 6.39	f 6.09	f 5.08	f 4.12	3.50	f 2.18	f 12.03	f 10.43	9.58	f 9.44	f 7.33	f 6.40	No Siding			ESPERANCE	36.04
	f 9.54	f 7.48	f 6.40	f 6.10	f 5.09	f 4.13	3.52	f 2.19	f 12.04	f 10.44 M8 DT	10.00	f 9.45	f 7.34	f 6.41	100			O.W. R. & N. TRANS.	38.01
	9.55	f 7.48	f 6.44	f 6.13	f 5.13	f 4.18	3.57	f 2.23	f 12.08	f 10.48	10.05	f 9.49	f 7.38	f 6.44	50 W.C.Y.			INLAND JCT.	38.76
	9.56	7.50	6.45 M20 DT	6.15	5.15	4.20	3.59	2.25	12.09	10.49	10.06	9.50	7.40	6.45	25	Dispr. D S		SHOPS	39.40
		7.51	6.46	f 6.16	f 5.16	4.21	4.00	2.26	12.10	10.50	10.07	9.51	7.41 M40 DT	6.46	150 S	—0	F H	FREIGHT HOUSE	39.49
	A 10.05 P. M.		A 8.00 P. M.	A 6.55 P. M.	A 6.25 M20 P. M.	A 5.25 M18 P. M.	A 4.30 M10 P. M.	P. M.	A 2.35 P. M.	A 12.20 P. M.	A 11.00 A. M.	A 10.00 A. M.	A 7.50 A. M.	A 6.55 A. M.	25 Loop	0—	Go	SPOKANE	40.38
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.					
0.25 19.2	0.05 24.0	1.35 25.3	1.10 27.4	0.23 21.0	0.45 24.0	1.40 24.0	2.15 14.2	1.15 26.0	1.15 28.0	1.40 24.0	2.20 13.7	0.45 24.0	1.15 26.0	0.22 21.8				Time Over District Average Speed per Hour	

All trains will stop on flag at Nelson Street, Spokane, to receive or discharge passengers.

3

**All trains will stop on flag at Liberty Home.
All trains will stop on flag at Fourth Street, Sherman Street and Pennsylvania Avenue, Coeur d'Alene, to receive or discharge passengers.**

SECOND DISTRICT

WEST BOUND

Passenger 79	Passenger 77	Passenger 69	Passenger 67	Elec. Frt. 93	Passenger 65	Passenger 63	Station No.	Dist. from Spokane.	Time Table No. 29 EFFECTIVE APRIL 18, 1915.	STATIONS	Tele. Calls.	Telep. Rings.	Capacity of Stables, Water, Scales, Coal, Wye
First Class	First Class	First Class	First Class	2d Class	First Class	First Class							
Saturday Only	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sun.							
		P. M. L 5.25	P. M. L 1.40	A. M. L 10.05	A. M. L 9.15		40	40.05		SPRING VALLEY 1.91	S	000	150 W Y
		5.29	1.45 M06	10.12	9.21 M04		38	38.14		DURKEE 1.60			12
		f 5.32	f 1.48	10.19	f 9.24		37	38.54		JEFFERSON SE 1.48			5
		f 5.35	f 1.52	10.24	f 9.27		35	35.06		CLIFTON SW 1.60			Not Wired 3
		s 5.37 M08	s 1.54	10.27	s 9.30		34	34.06		WAVERLY 0.80	W	--	50 Y
		f 5.39	f 1.56	10.30	f 9.32		33	33.26		BOUND BROOK SE 1.30			7
		f 5.42	f 1.59	10.35	f 9.35		32	31.96		SALINE SE 1.51			5
		f 5.44	f 2.02	10.40	f 9.39		30	30.45		WEST FAIRFIELD 1.43			38
		f 5.47	f 2.05	10.45	f 9.42		29	29.02		LENOX SE 0.89			Not Wired 4
		f 5.49	f 2.07	10.49	f 9.44		28	28.13		RATTLERSRUN 0.49			No Siding
		5.50	2.09	10.51	9.45		27	27.64		LOKE SW 0.90			10
		f 5.52	f 2.11	10.54	f 9.47		26	26.68		TREAT SW 1.55			4
		s 5.54	s 2.14	11.00	s 9.50		25	25.13		MT. HOPE 3.37	H	--00	52
		f 6.01	f 2.21	11.11	f 9.58		22	21.76		OCHLARE SW 1.35			6
		f 6.04	f 2.24	11.16	f 10.01		20	20.41		INGERSOL SE 0.98			5
P. M. L 11.45 M78	P. M. L 6.25 M76	f 6.06	f 2.26	11.20	f 10.03	A. M. L 6.50 M62	19	19.43		FREEMAN 1.13			95
f 11.47	f 6.27	f 6.08	f 2.28	11.24	f 10.06	f 6.52	18	18.29		RUBECK 0.69			No Siding
f 11.48	f 6.28	f 6.10	f 2.30	11.27	f 10.08	f 6.53	17	17.60		LARKIN 0.72			No Siding
f 11.49	s 6.30	s 6.11	s 2.32	11.30	s 10.09	s 6.55	16A	16.68		VALLEYFORD 0.80	V	00--	14
11.50	6.32	6.12	2.33	11.33	10.11	6.57	16	16.08		JONES SE 0.85			10
f 11.52	f 6.34	f 6.15 M76	f 2.35	11.35	f 10.13	f 6.59	15	15.23		EXCELSIOR 0.95			24
f 11.54	f 6.35	f 6.17	f 2.37	11.38	f 10.15	f 7.01	14	14.28		BELAIR 0.95			No Siding
f 11.55	f 6.37	f 6.19	f 2.39	11.41	f 10.17	f 7.03	13	13.33		SHARON SE 0.92			5
f 11.56	s 6.39	s 6.22	s 2.41	11.45	s 10.19	s 7.05	12	12.41		KIESLING SE 1.03	GN	---0	12
f 11.57	f 6.41	f 6.24	f 2.43	11.47	f 10.21	f 7.07	11	11.38		SILVER HILL 0.77			No Siding
f 11.58	f 6.42	f 6.26	f 2.45	11.51	f 10.23	f 7.09	10A	10.61		WILLOW SPRINGS SW 0.30			3
f 11.59	f 6.43	f 6.27	f 2.46	11.52	f 10.24	f 7.10	10	10.31		HILLBY 0.96			No Siding
A. M. f 12.01	f 6.44	f 6.29	f 2.48	11.57	f 10.26	f 7.12	9	9.85		PARKVIEW 0.96			24
f 12.03	f 6.45	f 6.31	f 2.50	P. M. 12.01	f 10.28	f 7.14	8	8.39		PIEDMONT 0.63			No Siding
f 12.04	f 6.46	f 6.32	f 2.51	12.03	f 10.29	f 7.15	7	7.66		MORAN 1.35			18
f 12.06	f 6.48	f 6.35	f 2.53	12.08	f 10.32	f 7.18	6	6.51		PINE GROVE SW 0.74			10
f 12.07	f 6.50	f 6.37	f 2.55	12.10	f 10.34	f 7.20	6A	5.77		GLENROSE 0.51			No Siding
f 12.08	f 6.51	f 6.38	f 2.56	12.12	f 10.35	f 7.21	5	5.25		PANTOPS 0.37			No Siding
12.09	6.52	6.39	2.57	12.13	10.36	7.22	4A	4.89		GRAVEL PIT 0.39			25
f 12.10	f 6.53	f 6.40	f 2.58	12.15	f 10.37	f 7.23	4	4.50		TUDOR 2.29			No Siding
s 12.13	s 6.58	s 6.47	s 3.03	12.24	s 10.42	s 7.28	2	2.21		THIRD AVE. 0.35			No Siding
12.14	6.59	6.48	3.04	12.26 M00	10.44	7.29	1A	1.88		SPRAGUE AVE. 0.36			24
12.15	7.00	6.49	3.05	12.28	10.45	7.30		1.62		INLAND JUNCTION 0.14			50 W C Y
12.16	7.01	6.50	3.06	A 12.30	10.46	7.31	1	1.48		SHOPS 1.48	D S	--	
A 12.25 A. M.	A 7.10 P. M.	A 7.00 P. M.	A 3.15 P. M.	P. M.	A 10.55 A. M.	A 7.40 M04 A. M.	0	0.00		SPOKANE	Go		25 Loop
79	77	69	67	93	65	63							
Arrive Sunday Only	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sun.							
0.45 25.3	0.45 25.3	1.35 25.2	1.35 25.2	2.25 16.0	1.40 24.0	0.50 22.8							
Time Over District Average Speed per Hour													

EAST BOUND

SECOND DISTRICT

5

Station No.	Dist. from Spokane.	Time Table No. 29		Telep. Calls. Telep. Rings.	Capacity of Siding, Water, Sealer, Coal, Wye	Elec. Frt.		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		EFFECTIVE APRIL 10, 1915.				92	62	64	66	68	76	78	
		STATIONS				2nd Class	First Class	First Class	First Class	First Class	First Class	First-Class	
						Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	SATURDAY ONLY
40	40.05	SPRING VALLEY	1.91	S 000	150 WY	A. M. 2.15		A. M. 9.25	A. P. M. 1.50	A. P. M. 5.50			
38	38.14	DURKEE	1.60		12	2.10		9.21 ^{M65}	1.45 ^{M67}	5.45			
37	36.54	JEFFERSON SE	1.48		5	2.04		f 9.18	f 1.42	f 5.42			
35	35.00	CLIFTON SW	1.00		3 Not Wired	2.00		f 9.16	f 1.39	f 5.39			
34	34.06	WAVERLY	0.80	W --	50 Y	1.57		s 9.14	s 1.37	s 5.37 ^{M69}			
33	33.26	BOUND BROOK SE	1.30		7	1.54		f 9.13	f 1.35	f 5.35			
32	31.96	SALINE SE	1.51		5	1.50		f 9.10	f 1.33	f 5.33			
30	30.45	WEST FAIRFIELD	1.43		38	1.45		f 9.08	f 1.30	f 5.30			
29	29.02	LENOX SE	0.89		4 Not Wired	1.41		f 9.05	f 1.27	f 5.27			
28	28.13	RATTLERSRUN	0.49		No Siding	1.38		f 9.04	f 1.25	f 5.25			
27	27.64	LOKE SW	0.96		10	1.36		9.02	1.24	5.23			
26	26.68	TREAT SW	1.55		4	1.33		f 9.00	f 1.22	f 5.21			
25	25.13	MT. HOPE	3.37	H --00	52	1.29		s 8.58	s 1.19	s 5.18			
22	21.76	OCHLARE SW	1.35		6	1.11		f 8.50	f 1.12	f 5.11			
20	20.41	INGERSOL SE	0.98		5	1.09		f 8.47	f 1.09	f 5.08			
19	19.43	FREEMAN	1.14		95	1.07	A AM 6.50 ^{M63}	f 8.45	f 1.07	f 5.06	A PM 6.25 ^{M77}	P. M. 11.45 ^{M79}	
18	18.29	RUBECK	0.69		No Siding	1.05	f 6.48	f 8.43	f 1.05	f 5.04	f 6.22	f 11.43	
17	17.60	LARKIN	0.72		No Siding	1.03	f 6.46	f 8.41	f 1.04	f 5.03	f 6.20	f 11.41	
16A	16.88	VALLEYFORD	0.80	V 00--	14	1.01	s 6.44	s 8.40	s 1.03	s 5.01	s 6.19	f 11.40	
16	16.08	JONES SE	0.85		10	12.59	6.43	8.38	1.01	4.59	6.17	11.38	
15	15.23	EXCELSIOR	0.95		24	12.57	f 6.41	f 8.36	f 12.59	f 4.58	f 6.15 ^{M69}	f 11.37	
14	14.28	BELAIR	0.95		No Siding	12.55	f 6.39	f 8.34	f 12.57	f 4.56	f 6.13	f 11.35	
13	13.33	SHARON SE	0.92		5	12.52	f 6.37	f 8.32	f 12.55	f 4.54	f 6.11	f 11.33	
12	12.41	KIESLING SE	1.03	GN --0	12	12.49	s 6.36	s 8.30	s 12.53	s 4.52	s 6.09	f 11.32	
11	11.38	SILVER HILL	0.77		No Siding	12.46	f 6.34	f 8.28	f 12.51	f 4.49	f 6.07	f 11.29	
10A	10.61	WILLOW SPRINGS SW	0.30		3	12.43	f 6.32	f 8.26	f 12.49	f 4.47	f 6.05	f 11.28	
10	10.31	HILLBY	0.96		No Siding	12.42	f 6.31	f 8.25	f 12.48	f 4.46	f 6.04	f 11.27	
9	9.35	PARKVIEW	0.96		24	12.40	f 6.29	f 8.23	f 12.46	f 4.43	f 6.02	f 11.26	
8	8.39	PIEDMONT	0.53		No Siding	12.37	f 6.27	f 8.21	f 12.43	f 4.40	f 6.00	f 11.24	
7	7.86	MORAN	1.35		18	12.35	f 6.26	f 8.20	f 12.42	f 4.39	f 5.59	f 11.23	
6	6.51	PINE GROVE SW	0.74		10	12.31	f 6.24	f 8.18	f 12.39	f 4.35	f 5.57	f 11.20	
5A	5.77	GLENROSE	0.51		No Siding	12.29	f 6.23	f 8.16	f 12.37	f 4.32	f 5.55	f 11.19	
5	5.23	PANTOPS	0.37		No Siding	12.27	f 6.22	f 8.15	f 12.36	f 4.31	f 5.54	f 11.18	
4A	4.89	GRAVEL PIT	0.39		25	12.26	6.21	8.14	12.35	4.30	5.53	11.17	
4	4.50	TUDOR	2.29		No Siding	12.24	f 6.20	f 8.13	f 12.34	f 4.29	f 5.52	f 11.16	
2	2.21	THIRD AVE	0.35		No Siding	12.18	s 6.17	s 8.08	s 12.28	s 4.23	s 5.47	s 11.12	
1A	1.88	SPRAGUE AVE.	0.25		24	12.17	6.16	8.06	12.26 ^{M69}	4.21	5.46	11.11	
	1.62	INLAND JUNCTION	0.14		50 WCY	12.16	6.15	8.05	12.25	4.20	5.45	11.10	
1	1.48	SHOPS	1.48	DS --		12.15	6.14	8.04	12.24	4.19	5.44	11.09	
0	0.00	SPOKANE		Go	25 Loop	A. M.	L 6.05 A. M.	L 7.55 ^{M65} A. M.	L 12.15 P. M.	L 4.10 P. M.	L 5.35 P. M.	L 11.00 P. M.	
						92	62	64	66	68	76	78	
						Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	SATURDAY ONLY	
		Time Over District				2.00	0.45	1.30	1.35	1.40	0.50	0.45	
		Average Speed per Hour				20.0	25.3	20.6	25.2	24.0	22.8	25.3	

East-bound trains will not leave Shops, West-bound trains will not leave Spring Valley or Freeman until all over-due trains of the same or superior class have arrived.
All trains will stop on flag at Kennerwood and Rock Creek to receive or discharge passengers.

All trains will stop on flag at Pottery and Coberly to pick up or discharge passengers. Coberly is located 600 feet east of mile post 62.

Unless governed by special order, east-bound trains will not leave Spring Valley, and west-bound trains will not leave Colfax until all over-due trains of the same or superior class have arrived.

SPECIAL RULES

- 1—Employees must not, under any circumstances, touch any part of either trolley or other electric connections, or climb on top of motor cars or electric locomotives unless pantagraph and trolley poles are securely fastened down so it is impossible for either to come up within four feet of trolley wire. Employees who are required to use telephone or jack boxes, must stand on a dry board and wear rubber gloves while cutting in and using a telephone.
- 2—All trains and yard engines must stop and flag across N. P.-G. N. transfer track, Sheridan Street, Spokane, unless crossing is protected by regular flagman.
- 3—Trains will stop to receive or discharge passengers at Post, Howard, Washington, Division and Sheridan Sts.
- 4—Trains must come to full stop before crossing street railways at grade, and if there is a street car approaching crossing will not proceed until it is known to be stopped.
- 5—When passenger cars are added to or taken off passenger trains, trolley pole or pantagraph, or both of them, must be lowered from trolley wire before bus line is coupled or uncoupled.
This rule is of the utmost importance and must be lived up to.
- 6—All westbound trains will throw off a register ticket (Form 246) at Spokane Bridge. Eastbound trains will be cleared on Spokane Bridge register by dispatcher before reaching that Station when possible. Agent at Spokane Bridge will hand up to Motorman and to Conductor of eastbound trains check of register of westbound trains on Form 247.
- 7—All trains must reduce speed to 12 miles per hour crossing long bridges. Full stop must be made at all bridges where "Stop" signs are erected.
- 8—The Moscow line will be considered as main line at Spring Valley, and switches lined up accordingly.
- 9—Derail switches are located on all passing tracks and spurs where there is danger of cars running out. The derail must be left to derail at all times except when thrown to allow passage of trains.

INITIAL POINTS FOR TRAINS OF FIRST DISTRICT ARE:

Spokane and Coeur d'Alene. Trains Nos. 3, 51, 9, 11, 53, 19, 52, 8, 54, 12, 20, 26.
 Spokane and Hayden Lake. Trains Nos. 7, 13, 21, 4, 10, 16.
 Spokane and Liberty Lake. Trains Nos. 5, 15, 6, 14.
 Spokane and N. P. Subway. Trains Nos. 1, 2, 17, 25, 18, 24.
 Liberty Lake and Liberty Lake Junction. Trains Nos. 22, 23.

INITIAL POINTS FOR TRAINS ON SECOND, THIRD AND FOURTH DISTRICTS ARE:

Spokane and Moscow. Trains Nos. 64, 65, 66, 67, 68, 69, 93, 92.
 Spring Valley and Colfax. Trains Nos. 70, 71, 72, 73, 74, 75, 94, 95.
 Spokane and Freeman. Trains Nos. 62, 63, 76, 77, 78, 79.

- 10—Conductors must see to it that window guards on left side of passenger cars are securely fastened up while moving in either direction on double track in Spokane.
- 11—All trains will reduce speed to 10 miles per hour within city limits of Coeur d'Alene.
- 12—Trains meeting at Huetter on time card, or by special order, will use the East Huetter spur.
- 13—Electric Passenger Trains will reduce speed to twelve (12) miles per hour passing from double to single track. Freight trains, steam or electric, or passenger trains drawn by steam or electric engines, will stop, open and close switch when passing from double to single track.
- 14—All trains must approach double track under full control, so Motorman can see position of switch points. Speed must not be increased until entire train has passed over switch.
- 15—When crossovers are used for any purpose, train must be protected as per Rule 165.
- 16—Trains will keep to the RIGHT on double track.
- 17—On single track, unless governed by special order, all meets shown between trains of the same class are positive meets. (See Rule 114).

Terminals on single track will be considered positive meeting points between trains of the same class when an overdue train has not arrived. End of double track, Spokane Bridge, will be considered a terminal under this rule.
 When heavy-faced type is shown with letter (DT) meeting point will be on double track not directly at station shown.
 At meeting points between trains of same class, EASTBOUND trains will take siding.

F—Flag. S—Stop.

SE—Switch at east end of spur.

SW—Switch at west end of spur.

COMPANY SURGEONS:

Dr. E. R. Northrop, Chief Surgeon, Spokane.
 Dr. John G. Byrne, Assistant Surgeon, Spokane.
 Dr. Wm. Carson, Waverly.
 Dr. Henry N. Whitelaw, Oakesdale.
 Dr. G. M. McGregor, Garfield.
 Dr. E. T. Hein, Palouse.
 Dr. W. H. Carrithers, Moscow.
 Dr. W. W. Brand, Rosalia.
 Dr. Chas. F. Bumgarner, Thornton.
 Dr. W. B. Palamountain, Colfax.
 Dr. George Farmer, Greenacres.
 Dr. John T. Wood, Coeur d'Alene.
 Dr. George T. Doolittle, Hayden Lake.

- 18—The crossing with the O.-W. R. & N. West of Thornton is protected by a crossing gate, the normal position of which is directly across our track. To let our trains over the gate must be swung across the O. W. R. & N. track so that the target in the daytime, or the red light at night will show over the top of our trains. Westbound trains must not stop to pick up brakeman until the rear end is entirely clear of the crossing.
- 19—Crossing signal gates are installed at the crossings with the I. & W. N. Ry. at McGuire's, and the N. P. Ry. just West of Post Falls and at East Huetter and with the C. M. & St. P. Ry. at a point just East of Liberty Lake Jct. on Liberty Lake Branch. The normal position of the gates will be against the opposing lines. All trains must approach these crossings prepared to stop unless the way is seen to be clear, and the gates set against the opposing lines, in which case it will not be necessary to make the usual crossing stop.
- 20—The single track at Bridge B-1, Spokane, is protected by automatic electric block signals. Positions and colors governing: Horizontal or red, stop; diagonal (downward), or green, proceed. If signal does not clear in ten seconds a flagman must be sent ahead to flag train through block.
- 21—Maximum speed of trains at any point on these lines must not exceed 50 miles per hour.
- 22—All trains will reduce speed to 15 miles per hour in passing under bridges at N. P. Subway.

LOCATIONS OF STANDARD CLOCKS:

Spokane, Coeur d'Alene, Spring Valley, Colfax and Moscow.

REGISTER STATIONS:

For Trains on First District: Spokane, Liberty Lake Junction, Spokane Bridge, Coeur d'Alene, Hayden Lake and Liberty Lake. Only trains going to Liberty Lake will register at Liberty Lake Junction.

For Trains on Second District: Spokane and Spring Valley. Spokane shops for freight trains only. Freeman for Trains 62, 63, 76, 77, 78 and 79 only.

For Trains on Third District: Spring Valley and Moscow.

For Trains on Fourth District: Spring Valley and Colfax.

WATCH INSPECTORS:

Name.	Location.
Geo. H. Doerr.....	717 Riverside, Spokane.
E. L. Overjorde.....	Coeur d'Alene.

COMMERCIAL SPURS:

Name.	Location.	Car Capacity	Station Number	Distance from Spokane
Vera Junction.....	0.55 miles West of Greenacres.....	15	C 12B	12.82
Gravel Pit.....	0.81 miles West of Post Falls.....	12	C 23	23.20
West Huetter.....	0.26 miles West of Huetter.....	25	C 29	28.70
East Huetter.....	0.29 miles East of Huetter.....	25	C 29B	29.25
Newtons.....	0.30 miles East of Sherman St., Coeur d'Alene.	4	C 33A	33.73
Altamont.....	1.57 miles East of Third Ave.....	2	3A	3.76
Legg Spur.....	0.12 miles East of Pine Grove.....	7	6B	6.63
Dale.....	0.48 miles East of Clifton.....	5	35A	35.50
Nimbus.....	1.18 miles East of Oakesdale.....	5	54	54.36
Longwill.....	0.97 miles East of Davidson.....	5	55A	55.04

J. F. GANNAWAY,
 Train Master and Chief Dispatcher

H. M. ISARD,
 C. A. HUDSON,
 J. H. CLANEY } Dispatchers

