

SPOKANE & INLAND EMPIRE RAILROAD CO.

TIME TABLE No. 40

**TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.
PACIFIC TIME**

SUNDAY, SEPTEMBER 9, 1917

**SUPERSEDING TIME TABLE NO. 39 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

E. E. LILLIE, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, General Superintendent

FIRST DISTRICT- SPOKANE TO HAYDEN LAKE

Eastbound

3

FIRST CLASS

SECOND CLASS

Capacity of Siding, Wye, Loop, Seals, Water, Coal	Telep. Rings	Telep. Calls	Time Table No. 40														Dist. from Spokane	Station No.	2	4	6	8	10	12	14	16	18	20	22	24	26	52																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
			EFFECTIVE SEPTEMBER 9, 1917.																Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Local Freight																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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8 Loop	0-0	Hn	HAYDEN LAKE 1.04	40.38	C 40			A. M. A 9.25					P. M. A 4.00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		</

All passenger trains except Nos. 6, 9, 14, 21 will stop on flag at

Crestline Street _____ Mile Post 2.37
Nelson Street _____ Mile Post 2.93
Esperance _____ Mile Post 4.34
Tolido _____ Mile Post 14.62
Fourth Street _____ Coeur d'Alene

All trains will stop on flag at:

Sherman Street _____ Coeur d'Alene
Pennsylvania Ave. _____ Coeur d'Alene
Johnsons _____ Mile Post 35.26
Liberty Home, Liberty Lake Branch _____ Mile Post 17.0

SECOND CLASS				FIRST CLASS														SECOND CLASS								
		93			71	69	67	65	63	Station No.	Dist. from Spokane	Time Table No. 40	Tele. Calls	Tele. Rings	Capacity of Sidings, Wye, Water, Coal Scales.	62	64	66	68	70			92			
		Local Freight Daily Ex. Sun.			Pass'gr Daily Ex. Sun.	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily Ex. Sun.			EFFECTIVE SEPTEMBER 9, 1917				Pass'gr Daily Ex. Sun.	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily Ex. Sun.			Local Freight Daily Ex. Sun.			
		A. M. L 10.40			P. M. L 5.22	P. M. L 1.40	P. M. L 1.40	A. M. L 9.55		B10	40.05	SPRING VALLEY	S	000	150 W Y		A 9.45	A 1.30	A 5.15				A 2.15			
		10.45			5.26	1.44	1.44	9.59		B38	38.14	DURKEE			12		9.41	1.26	5.10				2.09			
		10.50			f 5.28	f 1.48	f 1.48	f 10.03		B37	36.54	JEFFERSON	SE		5		f 9.37	f 1.23	f 5.07				2.04			
		10.57			s 5.33	s 1.53	s 1.53	s 10.09		B34	34.06	WAVERLY		W	50 Y		s 9.32	s 1.17	s 5.02				1.57			
		11.03			f 5.37	f 1.58	f 1.58	f 10.14		B32	31.96	SALINE	SE		5		f 9.28	f 1.13	f 4.57				1.50			
		11.07			f 5.40	f 2.02	f 2.02	f 10.18		B30	30.45	WEST FAIRFIELD			38		f 9.24	f 1.09	f 4.54				1.45			
		11.12			f 5.43	f 2.05	f 2.05	f 10.21		B29	29.02	LENOX	SE		Not Wired		f 9.22	f 1.06	f 4.51				1.41			
		11.16			5.46	2.08	2.08	10.23		B28	27.64	LOKE	SW		10		9.18	1.03	4.48				1.37			
		11.19			f 5.48	f 2.10	f 2.10	f 10.26		B27	26.68	TREAT	SW		4		f 9.16	f 1.01	f 4.46				1.33			
		11.23			s 5.50	s 2.13	s 2.13	s 10.30		B25	25.13	MT. HOPE		H	62		s 9.13	s 12.57	s 4.43				1.29			
		11.33			f 5.58	f 2.20	f 2.20	f 10.38		B22	21.76	OCHLARE	SW		6		f 9.06	f 12.50	f 4.36				1.18			
		11.39		L 6.45	f 6.04	f 2.25	f 2.25	f 10.43	L 7.00 M62	B19	19.43	FREEMAN			95	A 7.00 M63	f 9.01	f 12.45	f 4.31	P. M. A 6.25			1.11			
		11.43		f 6.48	f 6.07	f 2.27	f 2.27	f 10.46	f 7.03	B18A	18.29	RUBECK			No Siding	f 6.57	f 8.58	f 12.42	f 4.28	f 6.22			1.07			
		11.47		s 6.51	s 6.11	s 2.30	s 2.30	s 10.49	s 7.06	B17	16.88	VALLEYFORD		V	14	s 6.54	s 8.55	s 12.39	s 4.26	s 6.18			1.03			
		11.52		f 6.55	f 6.15 M70	f 2.33	f 2.33	f 10.53	f 7.09	B15	15.23	EXCELSIOR			24	f 6.51	f 8.52	f 12.36	f 4.22	f 6.15 M60			12.58			
		11.58		f 6.59	f 6.19	f 2.38	f 2.38	f 10.57	f 7.13	B13	13.83	SHARON	SE		5	f 6.48	f 8.47	f 12.32	f 4.17	f 6.11			12.52			
		P. M. 12.01		s 7.01	s 6.21	s 2.41	s 2.41	s 10.59	s 7.16	B12	12.41	KIESLING	SE	GN	12	s 6.46	s 8.45	s 12.29	s 4.15	s 6.09			12.49			
		12.07		f 7.05	f 6.25	f 2.45	f 2.45	f 11.03	f 7.19	B11	10.61	WILLOW SPRINGS	SW		3	f 6.42	f 8.41	f 12.25	f 4.11	f 6.05			12.44			
		12.22 M60		f 7.08	f 6.28	f 2.47	f 2.47	f 11.07	f 7.22	B9	9.95	PARKVIEW			24	f 6.40	f 8.38	f 12.22 M63	f 4.08	f 6.02			12.40			
		12.28		f 7.11	f 6.31	f 2.51	f 2.51	f 11.10	f 7.25	B8	7.80	MORAN			18	f 6.37	f 8.34	f 12.19	f 4.05	f 5.59			12.35			
		12.33		f 7.13	f 6.34	f 2.53	f 2.53	f 11.13	f 7.28	B7	6.61	PINE GROVE	SW		10	f 6.34	f 8.31	f 12.16	f 4.01	f 5.56			12.32			
		12.40		7.17	6.38	2.57	2.57	11.17	7.32	B5	4.89	GRAVEL PIT			25	6.31	8.27	12.12	3.57	5.53			12.27			
		12.50		s 7.23	s 6.43	s 3.03	s 3.03	s 11.23	s 7.37	B2B	2.21	THIRD AVE.			No Siding	s 6.27	s 8.22	s 12.07	s 3.52	s 5.47			12.18			
		12.52		7.24	6.44	3.04	3.04	11.24	7.38	B2A	1.88	SPRAGUE AVE.			24	6.26	8.21	12.06	3.51	5.46			12.17			
		12.53		7.25	6.45	3.05	3.05	11.25	7.39		1.62	INLAND JUNCTION			50 W C Y	6.25	8.20	12.05	3.50	5.45			12.16			
		A 12.55		f 7.26	f 6.46	f 3.06	f 3.06	f 11.26	f 7.40		1.48	SHOPS				f 6.24	f 8.19	P. M. f 12.04	f 3.49	f 5.44			L 12.15			
		P. M.		A 7.25 P. M.	A 6.55 P. M.	A 3.15 P. M.	A 3.15 P. M.	A 11.35 A. M.	A 7.50 A. M.	B0	0.00	SPOKANE	D		25 Loop	L 6.15 A. M.	L 8.10 A. M.	L 11.55 A. M.	L 3.40 P. M.	L 5.35 P. M.			A. M.			
		93			71	69	67	65	63							62	64	66	68	70			92			
		Daily Ex. Sun.			Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.							Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.			Daily Ex. Sun.			
		2.15 17.8			0.50 23.3	1.33 25.8	1.35 25.2	1.40 24.0	0.50 23.3			Time Over District Average Speed per Hour				0.45 25.0	1.35 25.2	1.35 25.2	1.35 25.2	0.50 23.3			2.00 20.0			

SPECIAL RULES

Unless governed by Special Order 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 passenger trains will stop on flag at:

Tudor ----- Mile Post 4.50
 Pantops ----- Mile Post 5.26
 Glenrose ----- Mile Post 5.77
 Piedmont ----- Mile Post 8.39
 Hubby ----- Mile Post 10.31
 Silver Hill ----- Mile Post 11.38
 Belair ----- Mile Post 14.28

Kennerwood ----- Mile Post 14.72
 Larkin ----- Mile Post 17.60
 Ingersoll ----- Mile Post 20.41
 Rock Creek ----- Mile Post 23.2
 Rattlers Run ----- Mile Post 28.13
 Round Brook ----- Mile Post 33.26
 Clifton ----- Mile Post 35.06

Nos. 62, 63, 70 and 71 will stop on flag at Sand St.----- Mile Post 16.0

Westbound THIRD DISTRICT—BETWEEN SPRING VALLEY AND MOSCOW Eastbound

5

SECOND CLASS		FIRST CLASS						FIRST CLASS				SECOND CLASS				
93	69	67	65			Time Table No. 40						64	66	68		92
Freight	Pass'gr	Pass'gr	Pass'gr	STATION NO.	DIST. FROM SPOKANE	EFFECTIVE SEPTEMBER 9, 1917		TELE. CALLS	TELE. RINGS	CAPACITY OF SPOKES, WYE, LOOP, SCALES, WATER, COAL	Pass'gr	Pass'gr	Pass'gr		Freight	
Daily	Daily	Daily	Daily			STATIONS					Daily	Daily	Daily		Daily	
Ex. Sun.															Ex. Sun.	
A. M.	P. M.	A. M.	A. M.	B90	90.88	MOSCOW		Mo 0—0	100 Y	A. M.	P. M.	P. M.			A. M.	
L 6.30	L 3.35	L 11.50	L 8.00	B87	86.96	ESTES SW			8	A 11.35	A 3.20	A 7.10			A 5.40	
6.42	f 3.42	f 11.57	f 8.07	B84	83.98	POE			No Siding	f 11.28	f 3.13	f 7.03			5.27	
6.53	f 3.48	P. M.	f 8.13	B82	82.98	VIOLA			23	f 11.22	f 3.07	f 6.57			5.16	
7.00	f 3.52	f 12.03	f 8.17	B79	78.68	RINGO SW			15	f 11.18	f 3.03	f 6.53			5.10	
7.14	f 4.00	f 12.06	f 8.25	B76	75.90	PALOUSE		Pa 00—0	204 W S Y	f 11.10	f 2.56	f 6.45			4.56	
7.24	s 4.05	s 12.20	s 8.31	B71	71.04	GRINNELL			37	s 11.04	s 2.50	s 6.38			4.45	
7.42	f 4.15	f 12.30	f 8.42	B69	68.95	LADOW			45	f 10.54	f 2.39	f 6.27			4.27	
7.50	f 4.20	f 12.34	f 8.47		65.85	N. P. CROSSING				f 10.50	f 2.35	f 6.22			4.18	
					65.34	O.-W. R. & N. CROSSING										
				B65	64.98	GARFIELD		G F 000—	40	s 10.41	s 2.27	s 6.14			4.03	
8.05	s 4.28	s 12.43	s 8.55	B61	60.95	CRABTREE			33	f 10.32	f 2.18	f 6.05			3.48	
8.25	f 4.36	f 12.51	f 9.03	B57	57.35	SOKULK			45	f 10.25	f 2.10	f 5.57			3.35	
8.43	f 4.43	f 12.59	f 9.12	B55	54.96	DAVIDSON			No Siding	f 10.21	f 2.06	f 5.52			3.27	
8.55	f 4.48	f 1.03	f 9.17		53.98	N. P. CROSSING										
					53.80	O.-W. R. & N. CROSSING										
				B53	53.17	OAKESDALE		O D 0—	75	s 10.17	s 2.02	s 5.47			3.19	
9.05	s 4.53	s 1.07	s 9.20	B50	49.94	GEARY			27	f 10.10	f 1.55	f 5.40			3.07	
9.27 ⁶⁵¹	f 4.59	f 1.14	f 9.27 ^{P93}	B48	47.75	SEABURY SW			5	f 10.06	f 1.50	f 5.36			2.59	
9.45	f 5.03	f 1.18	f 9.32	B45	45.29	FAIRBANKS			45	f 10.00 ^{M03}	f 1.45	f 5.31			2.50	
10.00 ^{M61}	f 5.08	f 1.23	f 9.38	B40	40.05	SPRING VALLEY		S 000	150 W Y	L 9.50 ^{M65}	L 1.35 ^{M67}	L 5.20 ^{M69}			L 2.30	
A 10.30	A 5.20 ^{M68}	A 1.35 ^{M66}	A 9.50 ^{M64}							A. M.	P. M.	P. M.			A. M.	
A. M.	P. M.	P. M.	A. M.													
93	69	67	65								64	66	68		92	
Daily	Daily	Daily	Daily								Daily	Daily	Daily		Daily	
Ex. Sun.															Ex. Sun.	
4.00	1.45	1.45	1.50			Time Over District					1.45	1.45	1.50		3.10	
12.5	28.5	28.5	27.4			Average Speed per Hour					28.5	28.5	27.4		15.7	

SPECIAL RULES

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

Nos. 65, 67 and 69 will take siding east leg wye Spring Valley to meet Nos. 64, 66 and 68.

Westbound FOURTH DISTRICT—BETWEEN SPRING VALLEY AND COLFAX Eastbound

SECOND CLASS		FIRST CLASS						FIRST CLASS				SECOND CLASS			
95	85	83	81	STATION NO.	DISTANCE FROM SPOKANE	Time Table No. 40		TELE. CALLS	TELE. RINGS	CAPACITY OF SPOKES, WYE, LOOP, SCALES, WYE, COAL	80	82	84	94	
Freight	Pass'gr	Pass'gr	Pass'gr			EFFECTIVE SEPTEMBER 9, 1917					Pass'gr	Pass'gr	Pass'gr	Freight	
Daily	Daily	Daily	Daily			STATIONS				Daily		Daily	Daily	Daily	
Ex. Sun.														Ex. Sun.	
A. M. L 7.15	P. M. L 3.55	P. M. L 12.10	A. M. L 8.20	W77	70.79	COLFAX		Cx	—0—	15	A. M. A 11.10	P. M. A 3.00	P. M. A 6.45		A. M. A 6.00
					70.50	O.-W. R. & N. CROSSING									
				W75A	75.27	COLFAX WYE				20 Y					
7.23	f 4.00	f 12.14	f 8.25	W75	74.75	LINCOLN SE				12	f 11.05	f 2.55	f 6.40		5.52
7.40	f 4.07	f 12.22	f 8.33	W71	71.13	MANNING SW				6	f 10.58	f 2.48	f 6.33		5.37
7.47	f 4.11	f 12.26	f 8.37	W70	69.66	RYE SW				3	f 10.54	f 2.45	f 6.30		5.30
8.00	f 4.17	f 12.32	f 8.43	W67	66.54	BLACKWELL				25	f 10.47	f 2.38	f 6.23		5.17
8.09	s 4.22	s 12.37	s 8.47	W65	64.67	STEPTOE		Q	0—	60	s 10.43	s 2.34	s 6.19		5.09
8.20	f 4.27	f 12.42	f 8.52	W62	62.08	BANKSON				No Siding	f 10.37	f 2.28	f 6.13		4.58
8.30	f 4.32	f 12.47	f 8.57	W60	59.89	CASHUP SW				15	f 10.32	f 2.23	f 6.08		4.49
9.07 ^{81P}	s 4.42	s 12.57	s 9.07 ^{P05}	W55	55.33	THORNTON		Rn	—0—0	45	s 10.22	s 2.13	s 5.58		4.30
					54.76	O.-W. R. & N. CROSSING									
9.23	f 4.48	f 1.03	f 9.13	W52	52.37	STONEHAM SE				3	f 10.16	f 2.07	f 5.52		4.17
9.29	f 4.51	f 1.07	f 9.16	W51A	51.01	HARRIS				24	f 10.12	f 2.04	f 5.49		4.12
9.31	f 4.52	f 1.08	f 9.17	W51	50.55	BALDER SW				9	f 10.11	f 2.03	f 5.48		4.10
9.42	f 4.57	f 1.13	f 9.22	W48	48.20	EARLY SW				5	f 10.06	f 1.58	f 5.42		4.00
9.48	f 5.00	f 1.16	f 9.25	W47	46.83	BROADVIEW FARMS				3	f 10.03	f 1.55	f 5.39		3.54
10.02 ^{MS0}	s 5.02	s 1.18	s 9.27	W46	45.81	ROSALIA		Ro	—00	75 Y	s 10.02 ^{M95}	s 1.53	s 5.37		3.50
10.17	f 5.08	f 1.25	f 9.33	W43	42.58	ROLLINS SE				6	f 9.55	f 1.45	f 5.30		3.36
^A 10.30 A. M.	^A 5.15 P. M.	^A 1.30 P. M.	^A 9.40 A. M.	B40	40.65	SPRING VALLEY		S	000	150 W Y	L 9.50 A. M.	L 1.40 P. M.	L 5.25 P. M.	^L 3.25 A. M.	
95	85	83	81								80	82	84		94
Daily	Daily	Daily	Daily								Daily	Daily	Daily		Daily
Ex. Sun.															Ex. Sun.
8.15 11.3	1.20 27.8	1.20 27.8	1.20 27.8			Time Over District Average Speed per Hour					1.20 27.8	1.20 27.8	1.20 27.8		2.35 14.2

SPECIAL RULES

Standard clocks are located at the Dispatcher's office, Spokane, Coeur d'Alene, Spring Valley, Colfax, and Moscow.

Registering stations: Terminal Building, Spokane; local freight office, Spokane; Freeman, Spring Valley, Moscow, Colfax, Liberty Lake Junction, Liberty Lake, Spokane Bridge, Coeur d'Alene, Hayden Lake.

- No. 1. Special rules supersede rules and regulations of transportation department.
- No. 2. Register Exceptions: At Spokane—All trains except freight trains will register at Terminal Building; all freight trains will register at local freight office.
At Freeman: Trains No. 62, 63, 70 and 71 only will register.
At Liberty Lake Junction: Only trains going to or from Liberty Lake will register.
At Spokane Bridge: All westbound trains will throw off a register ticket; 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 Conductor and Motorman on all eastbound trains check of register of westbound trains on form 247.
- No. 3. All passenger train vestibule doors between coaches must be kept closed when made up in trains, and under no circumstances will passengers be permitted to pass from one coach to another by stepping across.
- No. 4. 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 that 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.
- No. 5. Trains will stop to receive or discharge passengers at Post, Howard, Washington and Division Street, Spokane.
- No. 6. 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.
- No. 7. Freight trains, both directions, must stop at Rock Creek Bridge, and westbound freight trains must stop at Park View Bridge and must not exceed 8 miles per hour over them.
Passenger trains will reduce speed to 8 miles per hour over Rock Creek and Park View Bridges.
- No. 8. The Moscow lines will be considered as main line at Spring Valley, and switches lined up accordingly.
- No. 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.
- No. 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.
- No. 11. All trains will reduce speed to 10 miles per hour passing from double to single track.
- No. 12. When crossovers are used for any purpose, train must be protected as per Rule 165.
- No. 13. Trains will keep to right on double track.
- No. 14. On single track, unless governed by special order, all meets shown between trains of the same class are positive meets.
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.
At meeting points between trains of same class, eastbound trains will take siding.
- No. 15. Unless some form of block signals are used, passenger trains must keep at least 15 minutes and freight trains at least 10 minutes apart, except in closing up at stations, and operators must space trains as above, using the train order signal for that purpose. They must show on clearance card the time train will be allowed to depart. Conductors and motormen must respect the time marked on clearance card, approaching all stations where the view is obscured at a rate of speed that will enable them to stop should an emergency arise.
- No. 16. Trains will be governed by the interlocking signal tower signals, O.-W. R. R. & N. crossing, mile post 2.37, first district; I. & W. N. Ry. crossing, McGuire's, and O.-W. R. & N. crossing at Colfax.
All trains must approach interlocking signals under control, expecting to find signal at "Stop" and derail open.
- No. 17. Unless protected by interlocking signal, all trains before passing railroad crossings at grade, will come to a full stop, sound two short blasts of whistle, and not proceed until crossing is known to be clear.
In addition to grade crossings shown on face of time table, this rule will apply at grade crossings, first district, as follows:
N. P. Ry., 1000 feet west of Post Falls.
N. P. Ry., 1700 feet east of Huettner.
C. M. & St. P. Ry. and N. P. Ry., just east of Coeur d'Alene depot.
C. M. & St. P. Ry., just east of Liberty Lake Junction on Liberty Lake branch.

- No. 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 Inland tracks; before proceeding over crossing, gate must be swung across O.-W. R. & N. tracks so that target in day time and red light at night will show over top of Inland trains. Westbound trains must not stop to pick up brakeman until the rear end is entirely clear of the crossing.
- No. 19. 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.

SPEED RESTRICTIONS

- No. 20. Maximum speed of passenger trains at any point must not exceed 40 miles per hour.
Freight trains must not exceed 30 miles per hour.
Westbound freight trains between Moran and Third Avenue must not exceed a speed of 20 miles per hour.
All trains will reduce speed to 10 miles per hour when in city limits of Coeur d'Alene.

YARDS.

- No. 21. Spokane Yard Limits extend from Terminal Building Station to Mile Post 2.8, Second District, and to Mile Post 3.7, First District. In Spokane Yard, all trains, including light engines and motors, must approach all street crossings under control, stop before crossing street railways at grade, and if a street car is approaching crossing, will not proceed until it is known to be stopped.
All trains, including light engines and motors, must stop and flag across N. P. and C. N. transfer track at Sheridan Street, unless crossing is protected by flagman.
When passenger trains meet on Main Avenue, Spokane, the inbound train must stop and wait until the outbound train has passed.
Traction cars use jointly main line between shops and Terminal Building. All trains will keep lookout for Traction cars in these limits.
- No. 22. Spring Valley Yard limits extend from Mile Post 39.6, Second District, to Mile Post 40.5, Third District, and to Mile Post 40.8W, Fourth District.
- No. 23. Palouse Yard Limits extend from a point 1000 feet west of west wye switch to a point 1000 feet east of stock yard track.
- No. 24. Moscow Yard Limits extend from Mile Post 90 to end of track on Sixth Street.
- No. 25. Colfax Yard Limits extend from Mile Post 74.9W to Island Street.
- No. 26. Coeur d'Alene Yard Limits extend from Mile Post 31.7 to Mile Post 33.9. C.M.&St.P.Ry. use jointly main track between Second Street east of the depot and Rutledge Mill Spur connection at Eleventh Street. All trains will be governed by Paragraph F, Rule 164.

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS

- No. 27. Trolley and span wires, First District, Spokane to Hayden Lake, have a clearance of 19 feet from the top of rail. Employees are warned trolley and span wires will not clear man on top of box car or load equally as high.
Train employees are cautioned not to lean out of cab or cars while passing the following obstructions:
Trolley poles on Second, Third and Fourth District are located five and one-half feet from outside rail.
Tunnel at Mile Post 72.4 east of Harpole, Fourth District, has a clearance of only five feet one inch from outside rail.

AIRBRAKES

- No. 28. In addition to the usual inspection of airbrakes, after making up, setting out cars from, or adding cars to the train, motorman will sound one long blast of the whistle. Rear brakeman or conductor will then proceed to apply the brakes by opening cock at rear end of last car in train gently, only allowing enough air to escape to apply the brakes slowly and firmly. With the brakes applied a further inspection must be made to note possible defects. Motorman should watch gauge, and if proper reduction is made in train line, he will acknowledge same by two short blasts of the whistle. If car repairers are on duty, they will make this test at all terminal stations.

H. JACKSON, Dispatcher
H. M. ISARD, Dispatcher
J. H. CLANEY, Dispatcher

B. L. SPERRY, Chief Dispatcher

J. F. GANAWAY,
Asst. Superintendent.