

SPOKANE & INLAND EMPIRE RAILROAD CO.

TIME TABLE No. 45

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

SUNDAY, SEPTEMBER 29, 1918

SUPERSEDING TIME TABLE NO. 44 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

J. F. GANNAWAY, Assistant Superintendent

H. M. HUSTON, Superintendent Car Service

FIRST CLASS

														21	19	17	15	13	11	9	7	5	3	1	Capacity of Siding, Wye, Loop, Scales, Water, Coal	Time Table No. 45		Dist. from Hayden Lake	Station No.
														Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr		EFFECTIVE SEPTEMBER 29, 1918			
														Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	STATIONS		
																							8 Loop	HAYDEN LAKE 1.04	0.0	C 40			
																							14	HONEYSUCKLE FARMS 1.41	1.04	C 39			
																							15	DALTON 0.89	3.05	C 37			
																							No Siding	BAKKE 2.23	3.91	C 36			
																							12	WOODLAWN 1.82	6.14	C 34A			
																							250 WY	COEUR D'ALENE 1.50	7.99	C 32			
																							10 O	GIBBS 1.09	9.46	C 31			
																							10	ATLAS 1.05	10.55	C 30			
																							50	HUETTER 0.54	11.60	C 29			
																							8	McCLELLAN 1.81	12.14	C 28			
																							10	ROSS 0.61	13.95	C 26A			
																							40	ALAN 1.87	14.50	C 25			
																							12	POST FALLS 1.54	16.43	C 24			
																							10	McGUIRES 1.04	17.97	C 23			
																							No Siding	SIGNAL POINT 1.21	19.01	C 21			
																							No Siding	CURROE 1.19	20.22	C 20			
																							12	SPOKANE BRIDGE 1.72	21.41	C 19			
																							No Siding	SEATON 1.65	23.18	C 17			
																							Loop 8	LIBERTY LAKE 1.94	26.72	L 2			
																							Y	LIB. LAKE JCT. 2.27	24.78	C 16			
																							20	GREENACRES 0.72	27.05	C 15B			
																							No Siding	FLORA 1.03	27.77	C 13			
																							6	CARDERS 2.02	28.80	C 12			
																							3	PINECROFT 0.61	30.82	C 10			
																							No Siding	SULLIVAN 0.92	31.63	C 9			
																							L 6.32 M 2.07	N. P. SUBWAY 0.55	32.55	C 8			
																							3	MILLWOOD 1.01	33.10	C 7			
																							12	ORCHARD AVE. 0.79	34.11	C 6			
																							No Siding	DEL MONTE 0.63	34.90	C 5A			
																							3	PARKWATER 2.48	35.53	C 5			
																							100	O.-W. R. & N. TRANS. 0.75 O.-W. R. & N. Crossing.	38.01	C 2			
																							50 WY	INLAND JCT. 0.14	38.76	B 2			
																							25	SHOPS 0.59	38.90				
																							150 S	FREIGHT HOUSE 0.89	39.49	B 1			
																							25 Loop	SPOKANE	40.38	B 0			

SPECIAL RULES

Eastward trains are superior to Westward trains of the same class.

No. 17 will stop at points west of Sullivan to discharge passengers only.

No. 5 will wait at Liberty Lake Junction 5 minutes when necessary for Connection of No. 7.

FIRST CLASS

[illegible]

SPECIAL RULES

Eastward trains are superior to Westward trains of the same class.

All passenger trains 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
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										FIRST CLASS										SECOND CLASS					
93				67				65		63		Station No.	Dist. from Spokane	Time Table No. 45			Telep. Calls	Telep. Rings	Capacity of Sidings, Wye, Water, Coal Scales.	62		64		66		92			
Local Freight Daily Ex. Sun.				Pass'gr Daily		Pass'gr Daily Ex. Sun.		Pass'gr Daily Ex. Sun.		EFFECTIVE SEPTEMBER 29, 1918				Pass'gr Daily Ex. Sun.		Pass'gr Daily				Pass'gr Daily Ex. Sun.		Local Freight Daily Ex. Sun.							
										STATIONS																			
A. M. L. 10.40				L. P. M. 5.25		L. P. M. 1.30				B10	40.05	SPRING VALLEY 1.91			S	000	150 W Y		A. A. M. 9.35	A. P. M. 6.50	A. A. M. 2.15								
10.46				5.28		1.34				B98	38.14	DURKEE 1.00					12		9.30	6.45	2.09								
10.52				f 5.31		f 1.37				B37	36.54	JEFFERSON 2.48			SE		5		f 9.27	f 6.42	2.04								
11.01				s 5.36		s 1.43				B34	34.06	WAVERLY 2.10			W	--	50 Y		s 9.21	s 6.37	1.57								
11.08				f 5.40		f 1.47				B32	31.96	SALINE 1.51			SE		5		f 9.16	f 6.32	1.50								
11.13				f 5.43		f 1.50				B30	30.45	WEST FAIRFIELD 1.43					38		f 9.13	f 6.28	1.45								
11.18				f 5.46		f 1.53				B29	29.02	LENOX 1.38			SE		Not Wired		f 9.10	f 6.25	1.41								
11.23				5.48		1.56				B28	27.64	LOKE 0.90			SW		10		9.07	6.22	1.37								
11.27				f 5.49		f 1.58				B27	26.68	TREAT 1.55			SW		4		f 9.05	f 6.20	1.33								
11.32				s 5.52		s 2.02				B25	25.13	MT. HOPE 3.37				H -- 00	52		s 9.02	s 6.17	1.29								
11.43				f 5.59		f 2.09				B22	21.76	OCHLARE 2.33			SW		6		f 8.55	f 6.10	1.18								
11.52				f 6.05 ^{M60}		f 2.13		L. A. M. 7.00 ^{M62}		B19	19.43	FREEMAN 1.14					95	A. A. M. 7.00 ^{M63}	f 8.50	f 6.05 ^{M67}	1.11								
11.56				f 6.07		f 2.16		f 7.02		B18A	18.20	RUBECK 1.41					No Siding	f 6.57	f 8.47	f 6.02	1.07								
P. M. 12.01				s 6.10		s 2.19		s 7.05		B17	16.88	VALLEYFORD 1.65			V	00--	14		s 6.54	s 8.45	s 5.59	1.03							
12.06				f 6.13		f 2.22		f 7.08		B15	15.23	EXCELSIOR 1.00					24		f 6.51	f 8.41	f 5.56	12.58							
12.12				f 6.17		f 2.26		f 7.12		B13	13.33	SHARON 0.92			SE		5		f 6.48	f 8.37	f 5.52	12.52							
12.16				s 6.19		s 2.27		s 7.14		B12	12.41	KIESLING 1.80			SE	GN -- 0	12		s 6.46	s 8.35	s 5.50	12.49							
12.22				f 6.23		f 2.31		f 7.17		B11	10.61	WILLOW SPRINGS 1.20			SW		3		f 6.42	f 8.30	f 5.45	12.44							
12.27				f 6.26		f 2.34		f 7.20		B9	9.35	PARKVIEW 1.49					24		f 6.40	f 8.27	f 5.42	12.40							
12.32				f 6.28		f 2.37		f 7.23		B8	7.86	MORAN 1.35					18		f 6.37	f 8.24	f 5.39	12.35							
12.36				f 6.32		f 2.40		f 7.26		B7	6.51	PINE GROVE 1.02			SW		10		f 6.34	f 8.21	f 5.36	12.32							
12.42				6.35		2.43		7.29		B5	4.89	GRAVEL PIT 2.08					25		6.31	8.17	5.32	12.27							
12.51				s 6.40		s 2.50		s 7.35		B2B	2.21	THIRD AVE. 0.93					No Siding	s 6.27	s 8.12	s 5.27	12.18								
12.52				6.41		2.51		7.36		B2A	1.88	SPRAGUE AVE. 0.26					24		6.26	8.11	5.26	12.17							
12.53				6.42		2.52		7.37			1.62	INLAND JUNCTION 0.14					50 W Y		6.25	8.10	5.25	12.16							
A 12.55				f 6.43		f 2.53		f 7.38			1.48	SHOPS 1.48						f 6.24	f 8.09	f 5.24	L 12.15								
P. M.				A 6.55 P. M.		A 3.05 P. M.		A 7.50 A. M.		B0	0.00	SPOKANE			D	--	25 Loop	L 6.15 A. M.	L 8.00 A. M.	L 5.15 P. M.	A. M.								
93				67		65		63										62	64	66	92								
Daily Ex. Sun.				Daily		Daily Ex. Sun.		Daily Ex. Sun.										Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.								
2.15 17.8				1.80 27.0		1.35 25.2		0.50 23.3				Time Over District Average Speed per Hour						0.45 25.9	1.35 25.2	1.35 25.2	2.00 20.0								

SPECIAL RULES

Eastward trains are superior to Westward trains of the same class.

All passenger trains will stop on flag at:

Tudor ----- Mile Post 4.50
 Pantops ----- Mile Post 5.26
 Glenrose ----- Mile Post 5.77
 Foch ----- Mile Post 8.39
 Hillby ----- Mile Post 10.31
 Silver Hill ----- Mile Post 11.38
 Belair ----- Mile Post 14.28
 Sand St. ----- Mile Post 16.0

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

Westward

THIRD SUB-DIVISION—SPRING VALLEY AND MOSCOW

Eastward

SECOND CLASS		FIRST CLASS				FIRST CLASS				SECOND CLASS			
93			67	STATION NO.	DIST. FROM SPOKANE	Time Table No. 45	TELE. CALLS	TELE. RINGS	CAPACITY OF SPOKES, WYE, LOOP, SCALES, WATER, COIL	64		92	
Freight			Pass'gr			EFFECTIVE SEPTEMBER 29, 1918				Pass'gr		Freight	
Daily			Daily			STATIONS				Daily		Daily	
Ex. Sun.												Ex. Sun.	
L A. M.			L P. M.	B00	90.38	MOSCOW	Mo 0—0	100 Y	A A. M.			A A. M.	
6.40			3.35						11.25			5.40	
6.50			f 3.42	B87	86.96	ESTES SW		8	f 11.18			5.27	
7.00			f 3.48	B84	83.98	POE		No Siding	f 11.12			5.16	
7.05			f 3.52	B82	82.38	VIOLA		23	f 11.08			5.10	
7.15			f 4.00	B79	78.68	RINGO SW		15	f 11.00			4.56	
7.25			s 4.05	B76	75.90	PALOUSE	Pa 00—0	204 Y	s 10.54			4.45	
7.44			f 4.15	B71	71.04	GRINNELL		37	f 10.44			4.27	
7.52			f 4.20	B69	68.95	LADOW		45	f 10.40			4.18	
					65.35	N. P. CROSSING							
					65.34	O.-W. R. & N. CROSSING							
8.07			s 4.28	B65	61.98	GARFIELD	G F 000—	40	s 10.32			4.03	
8.23			f 4.36	B61	60.95	CRABTREE		33	f 10.23			3.48	
8.38			f 4.43	B57	57.35	SOKULK		45	f 10.15			3.35	
8.47			f 4.48	B55	54.96	DAVIDSON		No Siding	f 10.11			3.27	
					53.98	N. P. CROSSING							
					53.80	O.-W. R. & N. CROSSING							
8.55			s 4.53	B53	53.17	OAKESDALE	O D 0—	75	s 10.07			3.19	
9.17			f 4.59	B50	49.94	GEARY		27	f 10.00			3.07	
9.33			f 5.03	B48	47.75	SEABURY SW		5	f 9.56			2.59	
9.50 ^{M03}			f 5.08	B45	45.29	FAIRBANKS		45	f 9.50 ^{M03}			2.50	
A 10.30			A 5.20	B40	40.05	SPRING VALLEY	S 000	150 W Y	L 9.40			L 2.30	
A. M.			P. M.						A. M.			A. M.	
93			67						64			92	
Daily			Daily						Daily			Daily	
Ex. Sun.												Ex. Sun.	
3.50			1.45			Time Over District			1.45			3.10	
13.1			28.5			Average Speed per Hour			28.5			15.7	

SPECIAL RULES

Eastward trains are superior to Westward trains of the same class.

Westward

FOURTH SUB-DIVISION—SPRING VALLEY AND COLFAX

Eastward

SECOND CLASS		SECOND CLASS		STATION NO.	DIST. FROM SPOKANE	Time Table No. 45 EFFECTIVE SEPTEMBER 29, 1918		TELE. CALLS	TELE. RINGS	CAPACITY OF SPOKES, WYE, LOOP, SCALES, WATER, COIL	SECOND CLASS	
97	96					STATIONS					96	
Mixed Daily Ex. Sun.	Mixed Daily Ex. Sun.											
A. M. L. 10.15	P. M. A. 9.30			W77	76.79	COLFAX		Cx 0—	15		P. M. A. 9.30	
					76.50	O.-W. R. & N. CROSSING						
				W75A	75.27	COLFAX WYE				20 Y		
f 10.25	f 9.20			W75	74.75	LINCOLN SW				12	f 9.20	
f 10.42	f 9.05			W71	71.13	MANNING SW				6	f 9.05	
f 10.50	f 8.59			W70	69.66	RYE SW				3	f 8.59	
f 11.05	f 8.48			W67	66.54	BLACKWELL				25	f 8.48	
s 11.15	s 8.40			W65	64.67	STEPTOE		Q 0—	60	s 8.40	s 8.40	
f 11.27	f 8.30			W62	62.08	BANKSON			No Siding		f 8.30	
f 11.38	f 8.20			W60	59.89	CASHUP SW			15	f 8.20	f 8.20	
P. M. s 12.01	s 8.02			W55	55.33	THORNTON		Rn 0—0	45	s 8.02	s 8.02	
					54.76	O.-W. R. & N. CROSSING						
f 12.15	f 7.50			W52	52.37	STONEHAM SE				3	f 7.50	
f 12.21	f 7.44			W51A	51.01	HARRIS				24	f 7.44	
f 12.22	f 7.42			W51	50.55	BALDER SW				9	f 7.42	
f 12.35	f 7.34			W48	48.20	EARLY SW				5	f 7.34	
f 12.40	f 7.28			W47	46.83	BROADVIEW FARMS				3	f 7.28	
s 12.45	s 7.25			W46	45.81	ROSALIA		Ro 0—0	75	s 7.25	s 7.25	
f 12.56	f 7.15			W43	42.58	ROLLINS SE				6	f 7.15	
A 1.15 P. M.	L 7.05 P. M.			B40	40.05	SPRING VALLEY		S 000	150 W Y		L 7.05 P. M.	
97	96											
Daily Ex. Sun.	Daily Ex. Sun.											
3.00 13.9	2.25 15.2					Time Over District Average Speed per Hour						

SPECIAL RULES

Eastward trains are superior to Westward trains of the same class.

All passenger trains will stop on flag at:

Konah	-----	Mile Post 43.24
Dan	-----	Mile Post 51.30
Robinson	-----	Mile Post 56.28
Elmer	-----	Mile Post 59.77
Coberly	-----	Mile Post 62.1
Horn	-----	Mile Post 73.40
Pottery	-----	Mile Post 77.0
Cove	-----	Mile Post 80.15
Ayer	-----	Mile Post 85.70
Ferris	-----	Mile Post 88.13
Country Club	-----	Mile Post 88.88

COMPANY SURGEONS:

Dr. E. R. Northrop, Chief Surgeon, Spokane.	Dr. E. T. Hein, Palouse.
Dr. E. L. Reger, Asst. Surgeon, Spokane.	Dr. W. H. Carrithers, Moscow.
Dr. X. L. Anthony, Eye Specialist, Spokane.	Dr. L. M. Quaife, Rosalia.
Dr. O. L. Batcheller, Nose and Throat Specialist, Spokane.	Dr. L. L. Terrell, Thornton.
Dr. Henry N. Whitelaw, Oakesdale.	Dr. W. B. Palamountain, Colfax.
Dr. Paul E. Wiesel, Garfield.	Dr. Charles W. Dreisbach, Greenacres.
	Dr. John Busby, Coeur d'Alene.
	Dr. George T. Doolittle, Hayden Lake.

WATCH INSPECTORS:

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

COMMERCIAL SPURS:

Name	Location	Car Capacity	Station Number	Distance from Spokane
Vera Junction	0.55 miles West of Greenacres	15	C 13 A	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		28.70
Altamont	1.57 miles East of Third Ave.	2	B 4	3.76
Legg Spur	0.12 miles East of Pine Grove	7	B 7 A	6.63
Jones	0.8 miles West of Valley Ford	10	B 16	16.08
Ingersoll	1 mile East of Freeman	5	B 20	20.41
Bound Brook	1.3 miles East of Saline	7	B 33	33.26
Clifton	1 mile East of Waverly (not wired)	3	B 35	35.06
Dale	0.48 miles East of Clifton	5	B 36	35.50
Nimbus	1.18 miles East of Oakesdale	5	B 54	54.36
Longwill	0.97 miles East of Davidson	5	B 56	56.04
Poe	0.43 miles East of Mile Post 84	5	B 84	84.43

All trains will stop on flag at:

Trestle Creek	-----	Mile Post 53.80
Barnes	-----	Mile Post 58.24
Lynn	-----	Mile Post 60.88
Harpole	-----	Mile Post 71.76

SE—Switch at east end of spur.
SW—Switch at west end of spur.

SPECIAL RULES

- No. 1. Special rules supersede rules and regulations of transportation department.
- No. 2. When an order is put out to a train at a station directing them to meet an opposing train at that station, and the order contains the clause "_____ gets this order at meeting point", the train receiving the order at the meeting point will hold the main track and the other train must take the siding.
- 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 line 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. Trains will be governed by the interlocking signal tower signals, O.-W. R. R. & N. crossing, mile post 2.37, first Sub-division; 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. 13. 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 Sub-division, as follows:
N. P. Ry., 1700 feet east of Huetter.
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. 14. 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. 15. The single track at Bridge 1.5 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.
- No. 16. When switching the N. P. and O.-W. R. & N. transfer tracks at Moscow, motorman must see that the trolley pole is used instead of pantagraph on account of these tracks having overhead span wire construction.

STANDARD CLOCKS

- No. 17. Standard clocks are located at the Dispatcher's office, Spokane Terminal, Coeur d'Alene, Spring Valley, Colfax, and Moscow.

REGISTER STATIONS

- No. 18. Terminal Building Spokane, Traction office, Spokane, Freeman, Spring Valley, Moscow, Colfax, Coeur d'Alene, Hayden Lake, Liberty Lake, and Liberty Lake Junction. All trains except freight trains will register at Terminal Building Spokane. All freight trains will register at Traction office, Spokane.
At Freeman: Trains No. 62 and 63 only will register.
At Liberty Lake Junction: Only trains going to and from Liberty Lake will register.

BULLETIN BOARDS

- No. 19. Are located at Terminal Building, Spokane; Traction office, Spokane, Spring Valley, Moscow, Colfax, and Coeur d'Alene.

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. All trains will reduce speed to 10 miles per hour, sound whistle and ring bell while passing over Madison street crossing, Valleyford, Wash., just east of depot.

YARDS.

- No. 21. Spokane Yard Limits extend from Terminal Building Station to Mile Post 2.8, Second Sub-division, and to Mile Post 3.7, First Sub-division. 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 G. 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 with interurban trains 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 Sub-division, to Mile Post 40.5, Third Sub-division, and to Mile Post 40.8W, Fourth Sub-division.
- 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 Rule 93.

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS

- No. 27. Trolley and span wires, First Sub-division, 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 Sub-division are located five and one-half feet from outside rail. Tunnel at Mile Post 72.4 east of Harpole, Fourth Sub-division, 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.

J. H. CLANEY, Dispatcher
W. A. WHEELER, Dispatcher
C. G. WILCOX, Dispatcher

H. JACKSON, Chief Dispatcher