### BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

| Name                                 | Location   | Capacity<br>Cars  |
|--------------------------------------|--|-------------------|
| Vera Industrial Spur                 | all Vennery No.  |                   |
| Vera (3 tracks)                      | 1.25 miles west of Flora   | 18 cars           |
| True's Oil Spur                      | 1.47 miles west of Flora   | 3 cars            |
| Opportunity (2 tracks).              | 3.31 miles west of Flora   | 26 cars           |
| Apple Center                         | 4.30 miles west of Flora   | 3 cars            |
| West Apple Center                    | 4.55 miles west of Flora   | 3 cars            |
| Dishman (3 tracks)                   | 5.31 miles west of Flora   | 11 cars           |
| Spear                                | 6.05 miles west of Flora   | 13 cars           |
| Honeysuckle Farms<br>Industrial Spur | Y \$3.5 1 10.6   |                   |
| Dalton                               | 4.88 miles east of Coeur d'Alene   | 12 cars           |
| Honeysuckle Farms                    | 6.44 miles east of Coeur d'Alene   | 9 cars            |
| First Subdivision:                   |  |                   |
| McClellan                            | 27.89 miles east of Spokane  | 7 cars            |
| Ross                                 | 26.04 miles east of Spokane  | 7 cars            |
| Liberty Lake                         | 15.17 miles east of Spokane  | 12 cars           |
| Carders                              | 11.14 miles east of Spokane  | 4 cars            |
| Esperance                            | 3.90 miles east of Spokane   | 10 cars           |
| Second Subdivision:                  | 0.07   |                   |
| Manning                              | 31.07 miles east of Spring Valley.                                       | 6 cars            |
| BlackwellStoneham                    | 26.48 miles east of Spring Valley.<br>12.23 miles east of Spring Valley. | 21 cars<br>4 cars |
| Balder                               | 10.49 miles east of Spring Valley.                                       | 12 cars           |
| Early                                | 8.14 miles east of Spring Valley.  | 7 cars            |
| Rollins                              | 2.52 miles east of Spring Valley.  | 11 cars           |
| Third Subdivision:                   | 0.1  |                   |
| Estes                                | 86.52 miles east of Spokane  | 12 cars           |
| Ringo                                | 78.24 miles east of Spokane  | 7 cars            |
| Longwill                             | 55.61 miles east of Spokane  | 5 cars            |
| Seabury                              | 47.31 miles east of Spokane  | 11 cars           |
| Durkee                               | 37.69 miles east of Spokane  | 13 cars           |
| Jefferson                            | 36.10 miles east of Spokane  | 4 cars            |
| Dale                                 | 35.08 miles east of Spokane  | 5 cars            |
| Clifton                              | 34.63 miles east of Spokane<br>31.52 miles east of Spokane               | 3 cars<br>5 cars  |
| Lenox                                | 28.58 miles east of Spokane  | 3 cars            |
| Rattlers Run                         | 27.65 miles east of Spokane  | 3 cars            |
| Loke                                 | 27.20 miles east of Spokane  | 8 cars            |
| Ochlare                              | 21.49 miles east of Spokane  | 5 cars            |
| Jones                                | 15.76 miles east of Spokane  | 5 cars            |
| Excelsior                            | 14.79 miles east of Spokane  | 18 cars           |
| Sharon                               | 12.89 miles east of Spokane  | 4 cars            |
| Willow Springs                       | 10.17 miles east of Spokane  | 5 cars            |
| Pine Grove                           | 6.07 miles east of Spokane 4.41 miles east of Spokane                    | 15 cars           |
|                                      | d dl milas aget of Spokana   | 23 cars           |

#### COMPANY SURGEONS.

| Dr. Roscoe C. Webb, Chief Surgeon.               |                                |       |
|--|--------------------------------|-------|
| Office phone Main 7508, House Colfax             |                                |       |
| 1849 Medical Arts Bldg., 9th St. and             | Nicollet ave.,<br>Minneapolis, | Minn. |
| Dr. H. M. N. Wynne,<br>Assistant Chief Surgeon   | Minneapolis,                   | Minn. |
| Dr. J. G. Cunningham,<br>Assistant Chief Surgeon | Spokane,                       |       |
| Dr. H. E. Wheeler,<br>Assistant Division Surgeon | Spokane,                       |       |
| Dr. Carroll Smith, Ophthalmic Surgeon            | Spokane,                       |       |

E. A. Leahy, Chief Dispatcher, J. M. Budd, Trainmaster.



## SPOKANE, COEUR d'ALENE AND PALOUSE RAILWAY

# TABLE 9

PACIFIC TIME

Saturday, April 1, 1939.

J. L. CLOSE, Superintendent.
R. A. McCANDLESS, General Manager.
J. B. SMITH, General Superintendent Transportation.

| 16      |         |          |                 |                 |                |              |  |   |                                  |             |                          |                    |                               |   |  |
|---------|---------|----------|-----------------|-----------------|----------------|--------------|--|---|----------------------------------|-------------|--------------------------|--------------------|-------------------------------|---|--|
|         | Car _   |          | 1               | FIR             | ST CLASS       |              | Time Table No. 9   |   | Ps                               |             | FIRST CLASS              |                    |                               |   |  |
|         | Capa    | city     | 8               |                 | 11             | 9            | 9 Effective April 1, 1939  | Distances<br>from Spokane                             | ne and                           | Signs       | 8                        | 10                 |                               |   |  |
| Station | ngs     | cks      | C. V            | To Edition Line | Passens        | er Passenge: |  | ance  | Telegraph (                      |             | Passenger                | Passenger          | o laborate                    | Loi L                                   |  |
| Nu      | Sidings | Other    | 7/5             |                 | Daily          | Daily        | STATIONS   | Dist  | Tele                             |             | Daily                    | Daily              |                               |   |  |
| 32      | Yard    | 127      |                 |                 | L 4.30         | Pm L 9.05A   | A147 A   | 31.98   | C A Agent Sub Sta. 0000000       | XRKDY       | A 8.50Am                 | A 2.20pm           | toq8 li<br>try (2 to<br>value |   |  |
| 31      | 12      | 33       | To the          | 70              | f 4.3          | f 9.09       | 1.50<br>GIBBS  | 30.48   | 870                              | 0           | f 8.46                   | f 2.16             | Bland (C)                     |   |  |
| 30      |         | 44       | 1               | A THE           | f 4.3          | 6 1 9.11     | ATLAS  | 29.39   | 11.1.4781                        | I to James  | f 8.44                   | f 2.13             |                               |   |  |
|         |         | V        | Jim.            | (               | JP OL          | 1            | N. P. CROSSING   | 28.69   |                                  |             |                          |                    | mil also                      |   |  |
| 29      |         | 15       | C 1             | 1000            | f 4.3          |              | HUETTER  | 28.15   |                                  |             | f 8.42                   | f 2.11             | Jig2 Jah                      |   |  |
| 26      | 23      |          | 1.8             | W.              | 1 4.4          |              | 1.87   | 25.39   |                                  | 7 77 3796   | f 8.36                   | f 2.06             | and the                       | 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - |  |
| 24      |         | 13       |                 | -               | s 4.4          | s 9.22       | 0.23   | 23.52   | -00                              |             | s 8.32                   | s 2.03             |                               |   |  |
|         |         | _        |                 |                 |                |              | C. M. ST. P. & P. CROSSING   | 23.29   |                                  |             |                          |                    | Apprel Villes                 |   |  |
|         |         |          | F9.8            | 44.00           | ana_           |              | C. M. ST. P. & P. CROSSING   | 22.25   | yazılın                          | نسلساني     | sedim (f)                |                    |                               |   |  |
| 22      |         | 18       | 10              | MAR             | 1 4.4          | 1 9.24       | McGUIRES   | 22.03   | Sub. Sta                         | E to fee    | f 8.29                   | f 2.01             |                               |   |  |
| 19      | 23      | 16       | 6-00            |                 | f 4.5          |              | SPOKANE BRIDGE   | 18.54   | THE RES                          | S. Joy Tele | f 8.23                   | f 1.55             | 17777                         |   |  |
|         | 18 B    | 1.0      | FFE 15 /5       | 77 7 4          | Y.S., 670 U.S. | 700          | 5.64   | 10.00   | G R                              |             |                          |                    | ally lib duck                 | bear                                    |  |
| 13-B    | 22/     | 18       | -0. LO          | 4.14            | s 5.0          | 2222         | GREENACRES   | 12.90   | -000                             | S la tes    | s 8.11                   | s 1.44             |                               |   |  |
| 13      | E.F.    | 8        | 10 17 1         | nd x4.67        | f 5.0          | 200          | FLORA  | 12.17   |                                  | ~           | f 8.08                   | f 1.43             |                               |   |  |
| 7       | 45      | 9        |                 |                 | f 5.1          |              | MILLWOOD   | 5.83  |                                  | X           | f 7.57                   | f 1.31             |                               | _                                       |  |
| 5       | 40      | 4        | 3 1             | 144             | f 5.1          |              | PARKWATER  | 4.41  | D 1 2000                         | -           | f 7.55                   | f 1.29             |                               |   |  |
| 2       | -       | 113      |                 | 7.41            | 1 5.24         | 1 9.50       | U. P. R. R. CROSSING   | 1.89  |                                  |             | 1 1.52                   | f 1.25             | 1111                          | -                                       |  |
| 2       | 15      | 5        |                 |                 | 5.3            | 10.04        | INLAND JCT   | 1.18  | nati yistini                     | XY          | 7.45                     | 1.17               | 100                           | C 1031                                  |  |
| _       | 10      | 23       |                 |                 | 5.5            | f10.05       | 0.14<br>SHOPS  | 1.04  | F-00                             | RY          | 1 7.43                   | f 1.16             |                               |   |  |
|         | TR      |          | VILL RE         | GOVERNED        | RY SPOKANE     |              | The state of the s | 1000  | 1 100 100                        |             |                          |                    | DEPOT                         |   |  |
| 0       | 4       |          |                 |                 |                |              | 1.04   | BLE BETWEEN CONNECTION WITH G. N. RY. TRACKS AND PASS |                                  |             |                          | 1                  |                               |   |  |
| 0       | -       | Yard     |                 |                 | A 5.40         | DPm A 10.15A | Time Over District   | 0.00  | DS                               | DN          | 1.10                     | 1.10 L             |                               | - 30                                    |  |
|         | 107     | SECOND E |                 | S ATTE          | 27.42          | 27.42        | Average Speed per Hour   |   | sautine                          | g to her    | 27.42                    | 27.42              |                               | 100                                     |  |
| W       | EST     | WAI      | RD              |                 | I AN           |              | SECOND SUBDIVI   | SIOI  | 1                                | To the      | t entire 20<br>t when 60 | E                  | ASTW                          | ARI                                     |  |
|         |         | Car      | 20000000        | SECOND CLASS T  |                |              | ime Table No. 9  | from  | Telephone and<br>Telegraph Calls | Signs       | SECOND CLASS             |                    |                               |   |  |
| ers     |         | pacity   | - 8             |                 | 9              | 5            |  |   |                                  |             | 94                       |                    | Rating                        |   |  |
| Station | Sidings | ding     | Other<br>Tracks |                 | -              | Frei         |  | STATIONS  | Distances for Spring Valle       | eleg        |                          | Freight            |                               |   |  |
| ΣZ      | 100     | OF       |                 |                 | Dai<br>Ex.     | Sat.         | OTATIONS .   | U.S.  | CO                               |             | Daily<br>Ex. Sat.        |                    |                               |   |  |
| W77     | Yard    | 49       | all of          | AMERICAL AT     |                | 30Pm         | COLFAX   | 36.73   | -0-                              | XRKD        | A 12.50Am                | COMP               |                               |   |  |
|         |         |          |                 | MIT DIS         | PAGE           |              | U. P. R. R. CROSSING   | 36.44   |                                  |             | 100mm 19 3 a             | later and a        | 1                             |   |  |
| W70     |         | .13      |                 |                 | f 7.           | 00           | 6.84<br>RYE<br>5.01  | 29.60   | -                                | nelleb, s   | f12.25                   | T IDAY 9           | made no                       |   |  |
| W65     | 34      | 25       |                 |                 | s 7.           | 25           | STEPTOE  | 24.59   | o — —                            | 100         | s12.01Am                 |                    |                               |   |  |
| W60     | 'al     | 29       |                 | Lincon          | f 7.           | 45           | CASHUP   | 19.83   |                                  |             | f11.35                   | emil lake          |                               |   |  |
| W55     | 19      | 8        | . 1             | at tile         | s 8.           | 00           | THORNTON   | 15.27   | - o - o                          |             | s11.20                   | ATTACHED TO SECOND |                               |   |  |
|         |         |          |                 |                 |                |              | .U. P. R. R. CROSSING  | 14.70   |                                  |             |                          |                    | inda .                        |   |  |
| W51-A   | 20      |          |                 | 4               | f 8.           | 15           | HARRIS   | 11.04   | 115                              |             | f10.59                   |                    |                               |   |  |
| W46     | 10      | 18       | + ;             | 1               | s 8.           | 55           | ROSALIA  | 5.75  | RO<br>-oo                        | D           | s10.25                   |                    |                               |   |  |
| B40     | Yard    | 61       | ally land       | 1925 .282       | A 9.           | 15Pm         | SPRING VALLEY  | 0.00  | 000                              | XRY         | L 10.00Pm                |                    |                               |   |  |
|         |         |          | 100             |                 | 2.<br>13.      |              | Time Over Subdivision  | _   |                                  |             | 2.50                     |                    |                               | 1                                       |  |

lī

| W       | EST             | WARI    | D                   | 147           |               |                   | THIRD SUBDIVISION                               |                           |  |            |                   | EASTW.       | ARD        |  |
|---------|-----------------|---------|---------------------|---------------|---------------|-------------------|---|---------------------------|--|------------|-------------------|--------------|------------|--|
|         | Car<br>Capacity |         |                     | SECOND CLASS  |               |                   | Time Table No. 9                                | -                         | som                                    | KETHER TO  | SECOND CLASS      |              |            |  |
|         | -               |         | NAME AND ADDRESS OF | 1             |               | 93                | Effective April 1, 1939                         | Distances<br>from Spokane | 200                                    | Signs      | 92                | BHT 10       | 20103      |  |
| ion     | 880             | ks      | III bal             | ella9 te      | opar For      | Freight           | P.AND SIDIL Complete on                         | Spe                       | grap                                   | Cigina     | Freight           | Cart 197 19  | Carries of |  |
| Station | Sidings         | Other   | d berg              | e risken      | A soor and    | Daily<br>Ex. Sun. | STATIONS  | Dist                      | Telephone<br>and<br>Telegraph<br>Calls |            | Daily<br>Ex. Sat. | TXE SE       |            |  |
| B90     | Yard            | 90      |                     | 1             | 1             | L 5.15Pm          | Moscow  | 89.94                     | MO                                     | BRK<br>DYX | A 1.40Am          | TUK JAN      |            |  |
| B82     | 15              | 12      | J you               | nanti si      | THE T         | 5.40              |   | 81.94                     | RAIN                                   | 30 30      | 1.05              | DE CLEAN     | 0/2 54     |  |
| B76     | 13              | 85      | 2.73                | 1 3 3         | don't         | s 6.30            |   | 75.46                     | PA<br>oo—o                             | DYX        | s12.25            | NUT PAR      | IIPUO      |  |
| B71     | 26              | 8       | 20/1500             | lamenan       | of herene     | 6.50              | GRINNELL  | 70.60                     | 311.3                                  | A POUR     | 12.10             | OTT STATE    | 200        |  |
| B69     | 33              | 3       |                     |               | . 130         | 7.00              | 2.09<br>LADOW                                   | 68.51                     | o os                                   | 40TEA      | 12.01Am           | 384 88       | 104 73     |  |
| 200     | W W             | and a   | the lyst            | TAD.          | E hos Ji      | F AT AT 18        | N. P. & U. P. R. R. CROSSINGS                   | 64.91                     | 7 23.160                               | 10 01      | 150 BL 70         | 3-0104       | 075/11     |  |
| B65     | 20              | 22      | an tea              | THE HOLES     | libra cate    | s 7.20            |   | 64.54                     | GF<br>ooo—                             | D          | s11.45            | HENGER       | EAS        |  |
| B61     | 25              | 9       |                     |               |               | 7.35              | CRABTREE  | 60.53                     | SZLL                                   | EUNIN 3    | 11.35             | TOLLEY       | T ROT      |  |
| B57     | 18              | 7       | *                   | 1570          | PAGE REFER    | 7.55              | soKULK  | 56.91                     |  |            | 11.15             | COST         | Andon      |  |
|         |                 | ROSE TO | so, ditt. 2         | ned at 2      | n ran ga      | Called State      | N. P. CROSSING                                  | 53.39                     | 191                                    | ALL PARTY  |                   | ter to these | 2011       |  |
|         |                 |         |                     |               |               |                   | U. P. R. R. CROSSING                            | 53.38                     |  | 1000-10    | Level 2           |              | A. Walfar  |  |
| B53     | 33              | 55      |                     | J. AUL        | INCH PORS     | s 8.20            | OAKESDALE                                       | 52.73                     | oD<br>o—                               | D          | s11.00            |              | gildi      |  |
| B50     | 24              | 3       |                     |               |               | 8.45              | GEARY   | 49.52                     |  | gmark      | 10.45             | Unite Line   | A'b nose   |  |
| B45     | 24              | TR D.   | TÚR.                | E many        | ed B. Jerne J | 9.05              | FAIRBANKS                                       | 44.85                     |  | R HO E     | 10.20             |              |            |  |
| B40     | 15<br>14        | pw t to | TI COL              |               |               | s 9.45            |   | 39.62                     | 000                                    | XRY        | s 9.45            |              | led and    |  |
| B34     | 16              | 18      | TUT-                | 400           | withon Apre   | s10.05            | WAVERLY   | 33.62                     | WA                                     | D          | s 9.10            |              | a pala     |  |
| B30     | 34              | 100 100 | SELECT SECTION      | de'b mis      | oO mi tant    | 10.20             | WEST FAIRFIELD                                  | 30.01                     | birm Tyl                               | le ilo il  | 8.50              |              |            |  |
| B25     | 26              | 16      | (4.1                | alley Equ     | depot V       | s10.45            | MT. HOPE  | 24.69                     | 00                                     | -5.110     | s 8.30            |              | Ton-       |  |
| B19     | 16              | 83      | 12000               | •             |               | 11.05             | FREEMAN   | 18.99                     | e gar                                  | 0.451.280  | 8.10              | TIWE 38      | HIT.       |  |
| B17     | 17              | • 5     |                     | No. of Street | 1             | 11.20             | VALLEY FORD                                     | 16.44                     | 00-                                    | GAMA.      | s 7.55            | MA DATE      | U LEU      |  |
| B12     |                 | 12      |                     |               |               | 11.35             | KIESLING  | 11.98                     | -000                                   | 14 7483    | 7.36              | DOB ROT      | TWE        |  |
| B 9     | 17              | 0       | del                 |               |               | 11.45             | PARKVIEW  | 8.91                      | HENT Y                                 | 277        | 7.24              | DRING        | JD GN      |  |
| B 8     | 16              | 8       | Jug la              | ni mor        | 10th 5g 161   | 11.50             | MORAN   | 7.41                      |  | GINARO     | 7.15              | wholestones  | 0.00       |  |
| 110     | han             | are d   | 3724                | ptiles pag    | II INDE       | 12.18Am           | INLAND JCT                                      | 1.18                      | lar wil                                | XY         | 6.48              | many year on | 1 W 9980   |  |
|         |                 |         |                     |               |               | A 12.20Am         | SHOPS   | 1.04                      | 3(11)                                  | R          | L 6.45Pm          | en aco       |            |  |
|         | TRA             | INS WI  | LL BE               | GOVERNE       | D BY SPO      | KANE DIV.         | TIME TABLE BETWEEN CONNECTIO                    | N WIT                     | H G. N.                                | RY. TR     | ACKS AND PASS     | ENGER DE     | POT.       |  |
| В. О.   | Yard            | Yard    | 1                   |               |               | 763025            | SPOKANE.  | 0.00                      | DS<br>——                               | RKO<br>DN  | in pina spald     | hedalad m    | ited eple  |  |
|         |                 | estips  |                     |               |               | 7.05<br>12.50     | Time Over Subdivision<br>Average Speed per Hour | traick                    | nabent.                                |            | 6.55<br>12.85     | A build't a  | n Sulaya   |  |

Diese transported they be seade through a terting twing

#### SPECIAL RULES.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

TRAIN AND ENGINEMEN MUST KEEP OFF TOP AND SIDE OF TRAIN EXCEPT IN CASE OF ACTUAL NECESSITY AND THEN USE EXTREME CAUTION AS HIGH-VOLTAGE AND SPAN WIRES AND OTHER PERMANENT OVERHEAD STRUCTURES WILL NOT CLEAR MAN ON TOP OF TRAIN AND MANY POLES, BRIDGES AND OTHER PERMANENT STRUCTURES WILL NOT CLEAR MAN ON SIDE OF TRAIN.

EMPLOYES 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 THE TROLLEY WIRE.

PASSENGER TRAINS PICKING UP OR SETTING OUT CARS MUST LOWER TROLLEY POLE OR PANTAGRAPH, OR BOTH, FROM TROLLEY WIRE BEFORE "BUS LINE" IS COUPLED OR UNCOUPLED.

Electric switches have been installed for purpose of cutting power off trolley wires over following industries and spurs:

Spokane Freight yard repair track.

Gibbs Winton Lumber Co.-Planing mill spur and Saw mill spur.

Coeur d'Alene Log Dump.

True's Oil Spur.

Continental Oil Co.

Rutledge Mill Spur.

Oakesdale Shell Oil Spur.

Palouse Continental Oil Co.

Moscow East yards, just East of depot.

Powell Oil Spur and Wood yards.

Continental Oil Co.

Rosalia Shell Oil Co.

THESE SWITCHES MUST BE CLOSED BY TRAINMEN BE-FORE USING TRACK AND OPENED AFTER WORK IS FIN-ISHED.

SWITCH HOOKS HAVE BEEN PROVIDED FOR OPENING AND CLOSING THESE ELECTRIC SWITCHES WHICH MUST BE USED AT ALL TIMES TO AVOID ACCIDENTS.

When switching N. P. Ry. and U. P. R. R. 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.

The AC-DC Circuit Breaker is located at a point about 150 feet east of the west switch at Sprague Avenue, Spokane, designated by poles being painted black and white and at this location the change over will be made from the AC to DC and vice versa. Freight trains arriving at Third Avenue will head in on passing track, moving train up to the clearance line at Sprague Avenue cutting crossing, leaving an opening of 60 feet, stopping motors and cars on head end of train so that DC motor can couple on to same and take motors to shop yard or move train to Sheridan Street Yard. Passenger trains will make the change over at the Circuit Breaker. A danger sign has been installed which DC motors must not go beyond either on main line or siding.

Vestibule doors between coaches made up in trains must be kept locked and under no circumstances will passengers be permitted to pass from one coach to another.

Tunnel East of Harpole, 3d Subdivision, will not clear man on top or side of cars.

Crossing watchman at Sheridan St., Spokane, will not permit Eastward trains to move over transfer crossing until train using crossover has cleared switches.

Freight trains at night will not be permitted to obstruct unlighted arterial highway crossings while switching or doing other necessary work without either cutting the crossing or leaving a flagman at the crossing to protect against vehicular traffic. Extreme caution should be used at well traveled public crossings during foggy or rainy weather.

Train movements over bridge 1.5, Spokane, governed by automatic signals.

Crossings over NP Mill spur Post Falls and Huetter protected with gates, normal position of which is clear for S. C. & P. trains. When clear trains may pass but must reduce speed to not more than 10 M. P. H. at point within 500 feet of the crossing until passed over.

Crossing over U. P. R. R. tracks West of Thornton protected with gates, normal position of which is clear for U. P. R. R. trains. S. C. & P. trains crossing U. P. R. R. tracks at this point must before crossing throw gates directly across U. P. R. R. track so that gate signals will be visible to U. P. R. R. trains over top of S. C. & P. trains. Gates must not be restored to normal position until S. C. & P. trains entirely clear of crossing.

Movement over U. P. R. R. and S. C. & P. Ry. crossing at Colfax will be governed by instructions posted at Electric gate machine and must not foul U. P. R. R. tracks until gates are set against U. P. R. R. trains.

#### FLAG STOPS.

Passenger trains will stop on flag to pick up or discharge passengers, mail or express, at any point.

#### SPEED RESTRICTIONS, ALL TRAINS.

| U. P. R. R. crossing Crestline St., Spokane 15 Public crossing, Millwood 4 City Limits, Coeur d'Alene 10 | miles per hour  |
|--|---|
| Diamond Drill crossing, 12th and Sherman StsFU   | LL STOP, and<br>and two blasts of<br>istle before pro-<br>ding. |

Intersection 11th St. and Mullan Avenue......FULL STOP

and approach all other crossings in Coeur d'Alene under control.

Freight trains stop before crossing Rock Creek bridge.

Westbound freight trains, Tudor and Sprague

Ave., Spokane. 10 miles per hour

All trains, while switching or moving in and out of depot at Colfax, must use extraordinary care in passing over North and Last Street crossings account of view badly obstructed.

#### MAXIMUM SPEED.

| Passenger                  | miles | per | hour |
|----------------------------|-------|-----|------|
| Freight, 600 class motor28 | miles | per | hour |
| Freight, 700 class motor   |       |     |      |
| Line car30                 |       |     |      |

#### SPRING SWITCHES.

Train movements may be made through a spring switch in a trailing point direction without operating the switch stand.

Main line switch stands operating spring switches shall, in addition to standard target, display a triangular yellow target with letter "S" in black, and lunar white lights in place of green lights, in both directions along the main track with switch stand in its normal position.

Trains shall not exceed a speed of ten (10) miles per hour while moving over a spring switch in a facing point direction.

Trains shall not exceed a speed of fifteen (15) miles per hour while moving over a spring switch in a trailing point direction when such movement requires "running through" the switch.

When part of a train has "run through" a spring switch, no movement shall be made in opposite direction until switch has been thrown to reversed position by means of the switch stand. To back up the train before switch has been thrown will cause a derailment.