

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

IDAHO DIVISION

TIME TABLE No. 31

TAKING EFFECT AT 12:01 O'CLOCK A. M.

PACIFIC OR 120TH MERIDIAN TIME

SUNDAY, APR. 5TH, 1931

Superseding Time Table No. 30

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

D. E. ROSSITER,
Superintendent.

N. A. MEYER,
Superintendent of Transportation.
J. L. BROWN,
General Superintendent of Transportation.

C. H. BUFORD,
General Manager.

SECOND CLASS				FIRST CLASS				Capacity of Sidings in Cars		Time Table No. 31 In Effect 12:01 a. m. Apr. 5th, 1911				FIRST CLASS				SECOND CLASS						
63		263		15		7		Passing Trains	Other Sidings	Distance from Avery	STATIONS	Distance from Malden	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	16		18		64		264	266	
Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger									Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight
Ex. Sat.	Daily	Ex. Sat.	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	L 9:15 ^{AM}		L 5:48 ^{PM}	L 3:10 ^{PM}		Yard	0.0			105.8	NF			B12WORT	A 11:00 ^{AM}	A 11:50 ^{PM}						A 11:20 ^{AM}	A 11:10 ^{PM}	
	9:35		5:58	3:22		67	5.3			103.5		No Office		P	10:49 ²⁶⁴	11:36						11:00 ¹⁶	10:50	
				3:40		5	13.0			95.8		No Office		W. 1/2 M. E.		11:18								
	10:00 ¹⁶ 10:31 ²⁶⁴		6:15	3:42		67	18	13.8		95.0		No Office		P	10:31 ²⁶³	11:16						10:00 ²⁶³	10:30	
	10:55		6:33	4:02		100	20	22.4		86.4		No Office		WP	10:13	10:55						9:25	9:47	
	11:15		6:44	4:14		67	15	27.5		81.3		No Office		P	10:03	10:44						9:05	9:30	
	11:40		6:56	4:28		67	210	33.3		75.5	BJ	5:00 ^{PM} to 8:00 ^{AM}			9:51	10:32						8:35	9:10	
	12:05 ^{PM}		7:08	4:42		67		39.9		68.9		No Office		P	9:38	10:17						8:05	8:45	
	L 6:30 ^{PM}	12:30	7:19	4:56		E 67 W 72	500	45.4		63.4	CR			B12 WORY	9:27	10:05					A 3:00 ^{PM}	7:40	8:25	
	6:55	12:55	7:31	5:11		67		51.3		67.5		No Office		PW	9:12	9:50						2:30	7:15	8:05
	7:20 ²⁶⁰	1:17	7:43	5:24		67	16	57.2		51.6		No Office		P	9:01	9:38						2:05	6:50	7:43 ¹⁵ 7:20 ²⁶⁴
	7:41 ¹⁵ 7:58	1:35	7:52	5:33		67	15	61.6		47.3		No Office		P	8:53	9:28						1:40	6:30	6:53
	A 8:20 ^{PM}	1:46	A 7:58 ^{PM}	5:40 ^{PM}			9	64.4		44.4	WJ			RYBJ	L 8:48 ^{AM}	L 9:22 ^{PM}						L 1:30 ^{AM}	6:15	6:00
		1:51				67	190	65.2		43.6		No Office		K									6:10	5:55
		2:05				67	25	65.9		39.9		No Office		PW									5:55	5:40
		2:20				67	25	72.0		36.8		No Office		P									5:40	5:25
		2:55				67	30	80.1		28.7	TK	4:00 ^{PM} to 7:00 ^{AM}		W									5:05	4:46
		3:22				67	20	87.3		21.5		No Office		P									4:35	4:15
		3:47 ²⁶⁰				67	20	93.2		15.6		No Office		PW									4:05	3:47 ²⁶³
		4:10				63	20	99.7		9.1	RX	4:00 ^{PM} to 7:00 ^{AM}		K									3:35	3:25
	A 4:45 ^{PM}						Yard	108.8		0.0	M	2:00 ^{AM} to 3:00 ^{AM} 4:00 ^{PM} to 6:00 ^{PM}		D WORT								L 3:00 ^{AM}	L 2:45 ^{PM}	
	1:50	7:30	2:10	2:30											2:12	2:28						1:30	8:20	8:23
	10.3	14.5	29.7	25.7											28.3	28.1						12.1	12.1	12.9

SPECIAL RULES

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

Train order signals will also be used as block signals. See Rule 231-B and 311.
 Manual Block System is in use between Malden and Plummer Jct.
 Automatic Block System is in use between Avery and Sorrento.
 The train order signal at Plummer Junction has three arms. The two upper arms govern movements Avery to Malden Subdivision; the lower arm governs movements Plummer Jct. to Marengo Subdivision.
 Trains which have no occasion for stopping at Plummer Junction will register by card; except that in case a train is carrying signals for a following section, the train will be stopped and the conductor will register in person.
 Yard limits for Plummer and Plummer Jct. extend from West switch Plummer to yard limit sign East of Plummer Jct.
 Trains cannot meet or pass at Marble Creek.
 No. 7 and No. 18 will stop on flag at Herrick and Black Jack Spur.
 Employees will observe passing train for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practical.
 Train and enginemen of freight and passenger trains will observe passing trains and if any defects are noticed, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal the members of such trains, calling attention to dangerous conditions and if nothing irregular is noted, will give proceed signal to rear of passing trains when it is practical to do so.
 Train and engine crews on moving trains will be on the lookout for signal when passing other trains. At stations, interlocking plants, meeting points with other trains and where trackmen are working, when practical, exchange signals.
 Operators and Agents will place themselves in a position to inspect trains when passing their stations, and give signals to train or enginemen as indicated above.

Industrial tracks not shown as stations:

Black Jack Spur 3 miles east of Marble Creek.
 Herrick, 4.2 miles west of Pocono.
 Riverdale, 3.5 miles west of Omega.
 Cherry Creek, 2.4 miles west of St. Maries.
 Lone Pine, 4.0 miles west of Tekoa.
 Swan, 2.6 miles west of Seabury.
 Squaw Canyon, 5.5 miles west of Rosalia.

**MAXIMUM PERMISSIBLE SPEED
 Passenger and Silk Trains**

Between Avery and Malden, 50 miles per hour.
 Around sharp curves between Avery and St. Joe River Bridge, 25 miles per hour.
 Around sharp curves between St. Joe River Bridge and Plummer Junction, 30 miles per hour.
 Over the street crossing at the east passing track switch and the crossing just west of depot at St. Maries, 6 miles per hour.
 Schedule time between Tunnel 40 just west of Ramsdell and Plummer Junction.
 Through tunnels, 25 miles per hour.
 Over Bridge E. E. 44, one mile west Ramsdell, 25 miles per hour.

Freight Trains

Not over 30 miles per hour.
 Through Tunnels, 15 miles per hour.
 Over Bridge EE44 one mile west of Ramsdell, 15 miles per hour.

STATION	Sunday and Holiday Hours
St. Joe	None.
St. Maries	Continuous.
Plummer Jct.	Continuous.
Tekoa	None.
Rosalia	None.

SECOND CLASS		FIRST CLASS					Capacity of Coaches in Cars	STATIONS	Miles from Plummer Jct.	Time from Plummer Jct.	Office Days	SYMBOLS See Special Rate Page 7	FIRST CLASS				SECOND CLASS	
63	463	15	217	43	7	16							42	216	18	464	64	
Time Freight	Time Freight	Passenger	Passenger	O.W.R. & N. No. 85 Passenger	Passenger	Passenger							O.W.R. & N. No. 85 Passenger	Passenger	Passenger	Time Freight	Time Freight	
Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.							
L 9:22 ¹⁸		L 7:58 ^{PM}		L 4:47 ^{PM}	L 5:40 ^{AM}	30	PLUMMER JUNCTION...	102.7	WJ		YRBJ	A 8:48 ^{AM}	A 9:18 ^{AM}				A 1:16 ^{PM}	
9:44		8:08		4:59	5:54	16	WORLEY	96.8	WY	5:00 to 8:00 AM		8:38	9:06				12:45	
9:49		8:10		5:01	5:57	96	MOZART	91.9		No Office	P	8:35	9:04				12:35	
10:07		8:20		5:10	6:07	15	SETTLER	88.0		No Office		8:26	8:55				12:15	
10:15		8:25		5:14	6:12	46	SAKRY	87.2		No Office	P	8:22	8:51				12:05 ^{PM}	
A 10:30 ^{PM}		A 8:34 ^{PM}		A 5:22 ^{PM}	A 6:22 ^{AM}	67	MANITO	82.0	ATu		RWY	L 8:15 ^{AM}	L 8:43 ^{AM}				L 11:55 ^{PM}	
							FREEMAN	79.7										
							MICA	76.8										
							REDIN	74.4										
							CHRISTIE	70.8										
							DISHMAN	67.1										
							EAST SPOKANE	64.1										
							N. P. CROSSING	63.0										
(A 11:55 ^{PM})	(L 5:30 ^{PM})					Yard	SPOKANE YARD	61.8									(A 2:15 ^{AM})	(L 9:45 ^{PM})
		(A 9:30 ^{PM}) (L 10:15 ^{PM})	(A 5:40 ^{PM})	(A 6:15 ^{PM})	(A 7:15 ^{AM}) (L 9:00 ^{AM})		SPOKANE	61.1	MT		WVJ DTR DZ	(L 7:30 ^{AM}) (A 6:50 ^{AM})	(L 8:00 ^{AM})	(L 8:05 ^{AM})	(L 7:45 ^{PM}) (A 7:30 ^{PM})			
							COWLEY	56.9										
							MARSHALL	51.6										
							CHENEY	44.6										
							CEIR	39.1										
							MASON	34.1										
							CROSBY	30.7										
							WELLS	22.6										
							PALM LAKE	19.1										
							ASHBY	10.0										
							EMDEN	6.7										
	(A 8:30 ^{PM})	(A 11:50 ^{PM})			(A 10:35 ^{AM})		MARENGO	0.0	HA		WYJK	(L 5:05 ^{AM})			(L 5:50 ^{PM})		(L 11:10 ^{PM})	
2.33	3.00	3.62		.35	4.55		Schedule Time					3.43	.35		3.32		3.00	3.30
15.8	20.6	26.1		33.9	20.9		Average Speed per Hour					27.6	23.9		29.0		20.6	11.7

SPECIAL RULES

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

Between Marengo and Manito, O.-W. R. & N. time table and rules will govern.

The train order signal at Plummer Junction has three arms. The two upper arms govern movements Avery to Malden Subdivision; the lower arm governs movements Plummer Jct. to Marengo Subdivision.

Switching limits extend from Spokane to 1,000 feet beyond Hill on O.-W. R. & N.

Trains cannot meet or pass at Worley or Settlers.

Automatic block system is in use between Manito and Plummer Jct.

No. 16 will register by card at Manito except that in case they are carrying signals for a following section the train will be stopped and the conductor will register in person.

Industrial tracks not shown as stations:
Morcer, 3.0 miles west of Plummer Junction.

STATION	Sunday and Holiday Hours
Manito	Continuous
Worley	None

MAXIMUM PERMISSIBLE SPEED—Passenger Trains
Between Plummer Junction and Manito, 60 miles per hour.

Around ten degree curve on Spokane line one-half mile west of passenger station, Plummer Junction, 20 miles per hour.

Freight Trains
Not over 30 miles per hour.

Around ten degree curve on Spokane line one-half mile west of passenger station, Plummer Junction, 15 miles per hour.

WESTWARD—BETWEEN ST. MARIES AND ELK RIVER—SUBDIVISION EASTWARD

THIRD CLASS		FIRST CLASS		Capacity of Trains in Cars	Distance from St. Maries	Time Table No. 31 In Effect 12:01 a. m. Apr. 24th, 1931			SYMBOLS See Special Rate Page 7	FIRST CLASS		THIRD CLASS	
191	103	Passenger	Freight			Distance from Elk River	Telegraph Calls	Office Closed Week Days		102	192	Passenger	Way Freight
Way Freight	Passenger	Passenger	Freight	Passenger	Freight	Distance from St. Maries	Telegraph Calls	Office Closed Week Days	Passenger	Way Freight			
Time, Ther., Sat.	Ex. Sun.	Time, Ther., Sat.	Ex. Sun.	Time, Ther., Sat.	Ex. Sun.	STATIONS	Distance from St. Maries	Telegraph Calls	Office Closed Week Days	Time, Ther., Sat.	Ex. Sun.		
L 8:00 ^{AM}	L 10:50 ^{AM}			Yard	8.0	ST. MARIES.....	72.7	CS		A 6:41 ^{PM}	A 1:30 ^{PM}		
f 8:35	f 11:09	17			9.4	LOTUS.....	62.9	No Office		f 6:16	f 1:00		
f 8:45	f 11:14	48	20		11.1	ALDER CREEK.....	61.1	No Office	P	f 6:10	f 12:50		
f 9:05	f 11:24	28			12.5	ROVER.....	58.7	No Office	W 1 M W	f 6:02	f 12:30		
f 9:30	f 11:39	30			19.5	MASHBURN.....	52.5	No Office	P	f 4:46	f 12:10 ^{PM}		
f 9:55	f 11:48	18			22.1	SANTA.....	49.1	No Office	P	f 4:40	f 11:49		
f 10:10	f 11:55	66			25.1	TYSON CREEK.....	47.1	No Office	P	f 4:34	f 10:55		
f 10:40	f 12:07 ^{PM}	27	3		27.1	FERNWOOD.....	45.1	FW 12:30 ^{PM} to 1:30 ^{PM} 5:30 ^{PM} to 6:30 ^{PM}	W	f 4:29	f 10:40		
f 11:15	f 12:18	49	5		31.7	EMERALD CREEK.....	40.5	No Office		f 4:18	f 9:15		
f 11:50	f 12:35	20			35.9	CLARKIA.....	35.3	CA 11:30 ^{AM} to 12:30 ^{PM} 4:00 ^{PM} to 5:00 ^{PM}		f 4:16	f 8:45		
f 1:10	f 12:48	6			42.4	KEELER.....	28.8	No Office	WP	f 3:50	f 8:10		
f 1:25	f 12:57	20			44.5	SHERWIN.....	27.4	No Office	P	f 3:40	f 7:55		
Af 1:45 ^{PM}	Af 1:08 ^{PM}				50.4	PURDUE.....	21.5	No Office		f 3:11 ^{PM}	f 7:15 ^{PM}		
						PURDUE.....							
						BOVILL.....							
L 2:20 ^{PM}	L 1:20 ^{PM}	130	52.4		52.4	BOVILL.....	19.5	BO	YOWER	A 3:21 ^{PM}	A 7:11 ^{PM}		
f 3:00	f 1:43	15			61.1	NEVA.....	11.1	No Office	W 1 M W	f 3:00	f 6:30		
f 3:30	f 2:02	19			70.3	JERSEY.....	1.9	No Office		f 2:15	f 5:40		
A 3:30 ^{PM}	A 2:10 ^{PM}	15	200		72.7	ELK RIVER.....	0.0	KR 11:30 ^{AM} to 12:30 ^{PM} 4:00 ^{PM} to 7:00 ^{PM}	YWR	L 2:30 ^{PM}	L 5:30 ^{PM}		
7:30	2:30					Schedule Time				3:15	2:30		
9.5	21.7					Average Speed per Hour				22.2	9.0		

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS,
Except that No. 103 is Superior to No. 102.

STATION Sunday and Holiday Hours
Fernwood.....None.
Clarkia.....None.
Elk River.....7 A. M. to 9 A. M.

No. 103 and 102 will stop on signal at the following points not shown as stations:
Gaskells Landing, 4.5 miles west of St. Maries.
Careys, 3 miles west of Rover.
Wayland, 1.5 miles west of Mashburn.
Metropolitan, 2.3 miles east of Clarkia.
Collins, 4.3 miles west of Sherwin.
Fedens, 2.0 miles west of Neva.

Between Purdue and Bovill, W. I. & N. Ry. time table and rules govern.
Trains cannot meet or pass at Purdue.
Nos. 191 and 192 will carry passengers and will stop at all stations on day.

Industrial tracks not shown as stations:
Rock Spur, 1.0 miles west of St. Maries.
Gaskells Landing, 4.5 miles west of St. Maries.
Flat Creek Dam, 2.5 miles west of Rover.
Careys, 3 miles west of Rover.
Wayland, 1.5 miles west of Mashburn.
Eller, 0.5 miles east of Wayland.
Routfrew Creek, 0.6 miles west of Santa.
Carpenter Creek, 2 miles west of Fernwood.
Phillips Spur, 2.5 miles west of Fernwood.
Jims Spur, 0.3 miles west of Emerald Creek.
Metropolitan, 2.3 miles east of Clarkia.
Katz, 2.5 miles west of Clarkia.
Owen, 1.6 miles east of Neva.
Fedens, 2.0 miles west of Neva.
Kameron, 4 miles west of Neva.

MAXIMUM PERMISSIBLE SPEED
Passenger Trains
Between St. Maries and Elk River, 30 miles per hour and 20 miles per hour around sharp curves.
Freight Trains
Between St. Maries and Elk River, 25 miles per hour with trains consisting of only empty or light loads.
20 miles per hour when handling logs, lumber, and other heavy loads.
15 miles per hour on sharp curves.
Class N engines should not go in on Sherwin Siding.

WESTWARD—Between Warden and Marcellus—Subdivision—EASTWARD—5

Second Class		FIRST CLASS		Capacity of Trains in Cars	Distance from Warden	Time Table No. 31 In Effect 12:01 a. m. Apr. 24th, 1931			SYMBOLS See Special Rate Page 7	THIRD CLASS	
303	102	192	304			Distance from Marcellus	Telegraph Calls	Office Closed Week Days		303	304
Mixed	Passenger	Way Freight	Mixed	Passenger	Freight	Distance from Warden	Telegraph Calls	Office Closed Week Days	Passenger	Way Freight	
Time, Ther., Sat.	Time, Ther., Sat.	Time, Ther., Sat.	Time, Ther., Sat.	Time, Ther., Sat.	Time, Ther., Sat.	STATIONS	Distance from Warden	Telegraph Calls	Office Closed Week Days	Time, Ther., Sat.	Ex. Sun.
L 7:00 ^{AM}	L 7:00 ^{AM}				0.0	WARDEN.....	46.5	WX		YWRJ	A 3:40 ^{PM}
f 7:35	f 7:45	30	15		2.5	TIFLIS.....	38.7	No Office	P	JRY	f 3:05
f 8:15	f 8:15	31	15.5		15.5	RUFF.....	30.7	RU 8:00 ^{AM} to 8:00 ^{AM}	W		f 2:35
f 8:35	f 8:35	20	15		21.0	MOODY.....	21.0	No Office	P		f 2:10
f 8:55	f 8:55	20	15		27.0	BATUM.....	19.0	No Office	P		f 1:50
f 9:10	f 9:10	20	15		28.0	LAUER.....	16.0	No Office	P		f 1:35
f 9:25	f 9:25	20	12		37.7	SCHOENOVER.....	9.3	No Office	P		f 1:10
f 9:40	f 9:40	20	12		42.1	PACKARD.....	4.8	No Office	P		f 12:50
A 12:15 ^{PM}	A 12:15 ^{PM}	32	25		45.9	MARCELLUS.....	0.0	MR	No Office	YWR	L 12:30 ^{PM}
2:15						Schedule Time					2:10
15.0						Average Speed per Hour					14.5

SPECIAL RULES

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

WESTWARD—Between Tiflis and Neppel—Subdivision—EASTWARD

Second Class		FIRST CLASS		Capacity of Trains in Cars	Distance from Tiflis	Time Table No. 31 In Effect 12:01 a. m. Apr. 24th, 1931			SYMBOLS See Special Rate Page 7	THIRD CLASS	
403	102	192	404			Distance from Neppel	Telegraph Calls	Office Closed Week Days		403	404
Mixed	Passenger	Way Freight	Mixed	Passenger	Freight	Distance from Tiflis	Telegraph Calls	Office Closed Week Days	Passenger	Way Freight	
Time, Ther., Sat.	Time, Ther., Sat.	Time, Ther., Sat.	Time, Ther., Sat.	Time, Ther., Sat.	Time, Ther., Sat.	STATIONS	Distance from Tiflis	Telegraph Calls	Office Closed Week Days	Time, Ther., Sat.	Ex. Sun.
L 7:26 ^{AM}	L 7:26 ^{AM}	15	0.0		0.0	TIFLIS.....	15.0	No Office	P	JTR	A 9:45 ^{AM}
f 7:50	f 7:50	20	0.0		0.0	SIELER.....	0.0	No Office			f 9:20
A 8:25 ^{AM}	A 8:25 ^{AM}	20	40		15.0	NEPPEL.....	0.0	NP 1:00 ^{PM} to 2:00 ^{PM}	YR		L 8:40 ^{AM}
1:00						Schedule Time					1:00
15.0						Average Speed per Hour					15.0

SPECIAL RULES

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

Industrial tracks not shown as stations:
Laing, 4.6 miles west of Tiflis.
Janis, 4.3 miles west of Lauer.
Schafer, 2 miles west of Packard.
McDonalds, 5.5 miles east of Neppel.
All offices between Warden and Marcellus, and Tiflis and Neppel closed on Sunday.

MAXIMUM PERMISSIBLE SPEED
Freight Trains
Between Warden and Marcellus and between Tiflis and Neppel, 25 miles per hour.

6 WESTWARD—BETWEEN METALINE FALLS AND DISHMAN—SUBDIVISION—EASTWARD

SECOND CLASS			FIRST CLASS		Capacity of Sidings in Cars	Time Table No. 31 In Effect 12:01 a. m. Apr. 5th, 1931	STATIONS	Distance from Metaline Falls	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	FIRST CLASS		SECOND CLASS		THIRD CLASS
291	295	293	203									218	294	292	296	
Way Freight	Way Freight	Way Freight	Passenger		Passing Trains	Other Trains	Distance from Dishman	Distance from Metaline Falls	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	Passenger	Way Freight	Way Freight	Way Freight	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.									Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
L 10.00 ²⁹²	L 7.35 ²⁹⁵		Ls 8.23 ²⁰³		25	75	0.0	..... DISHMAN	120.1	SP	O. W. R. & N. Office	WRYK	As 6.17 ²¹⁸		A 9.30 ²⁹¹	A 1.15 ²⁹⁶
10.40	7.50		f 8.35		50		5.7	..... CROWN	114.4		No Office		f 6.06		8.55	12.55
11.20	8.15		f 8.47		50		11.7	..... SPOKANE BRIDGE	108.4		No Office	W	f 4.56		8.20	12.30
11.45	A 8.30 ²⁹²		s 8.54		30	15	15.0	..... McGUIRES	105.1		No Office	J	s 4.48		8.00	L 12.15 ²⁹⁶
							15.2	S. C. & P. R. CROSSING	104.9		No Office					
							18.5	N. P. R. R. CROSSING S. L. R. R. CROSSING	103.6		No Office					
12.01 ²⁹²			f 8.58		25	50	16.6	..... GRAND JUNCTION	103.5		B. I. Office	K	f 4.44		7.40	
12.25			s 9.12		28	30	23.3	..... RATHDRUM	96.8		No Office	WK	s 4.32		7.05	
12.40			f 9.18		65		26.3	..... STURGEON	93.8		No Office		f 4.26		6.50	
12.50			f 9.21				27.9	..... TWIN LAKES	92.2		No Office		f 4.21		6.35	
1.00			f 9.27		30	6	30.6	..... SEASONS	89.6		No Office		f 4.18		6.19	
1.20			f 9.35		65		34.7	..... JENIDA	85.4		No Office		f 4.11		6.50	
A 1.30 ²⁹¹	L 6.00 ²⁹⁵		s 9.40		70	150	37.1	..... SPIRIT LAKE	83.0	FH	8.00pm to 8.00am	OTOWZHR	s 4.07		A 1.30 ²⁹¹	L 6.30 ²⁹⁵
	6.20		f 9.48		23	30	41.0	..... COLEMAN	79.1		No Office		f 3.57		1.05	
	6.35		s 9.55		45	10	44.7	..... BLANCHARD	76.4	CH	5.00pm to 8.00am	W	s 3.51		12.45	
	7.10		s 10.07		48	8	60.5	..... TWEEDIE	69.6		No Office		s 3.40		12.10 ²⁹¹	
	s 7.50		s 10.24		30	50	59.0	..... NEWPORT	61.1	WR	5.00pm to 8.00am	KWZ	s 3.34		s 11.20	
	f 8.25		f 10.38		48	5	65.7	..... WOLFRED	54.4		No Office		f 3.12		f 10.38	
	s 9.00		s 10.49		48	50	71.0	..... DALKENA	49.1	DN	5.00pm to 8.00am	W	s 3.00		s 10.20	
	f 9.08		f 10.52		6	72.5	..... DAVIS JUNCTION	47.6		No Office		f 2.56		f 10.10		
	s 9.30		s 11.00		48	50	76.2	..... USK	42.9	K	5.00pm to 8.00am	Y	s 2.49		s 9.57	
	s 9.45		s 11.04		40	78.1	..... CUSICK	42.0	CU	5.00 PM to 8.00 AM		s 2.45		s 9.45		
	f 10.10		s 11.17		15	84.4	..... LOCKE	35.7		No Office		s 2.34		f 9.20		
	s 10.27		f 11.25		48		85.3	..... JARED	31.8		No Office		f 2.26		s 9.00	
	f 10.50		f 11.35		12	93.3	..... RUBY	26.8		No Office		f 2.17		f 8.35		
	f 11.05		f 11.42		7	97.0	..... BLUESLIDE	23.1		No Office		f 2.10		f 8.15		
	f 11.20		f 11.49		48	5	100.9	..... LOST CREEK	19.2		No Office		f 2.03		f 7.55	
	f 11.45		s 11.59		48	5	100.6	..... TIGER	13.6		No Office		s 1.63		f 7.25	
	s 11.55 ²⁹³		s 12.08 ²⁹¹		40	160	110.6	..... IONE	9.5	ON	4.00pm to 7.00am	YW	s 1.45		s 7.00	
	A 1.00 ²¹⁸		A 12.30 ²¹⁸		25	125	120.1	..... METALINE FALLS	0.0	MP	3.30pm to 6.30am	YR	L 1.20 ²¹⁸		L 6.00 ²⁹¹	
1.30	0.55	7.00	4.07					Schedule Time				3.51		7.30	1.00	4.00
10.6	16.4	11.9	29.2					Average Speed per Hour				30.1		11.1	18.9	9.3

MAXIMUM PERMISSIBLE SPEED—Passenger Trains
 Through tunnels, 25 miles per hour.
 Between Dishman and Ione, 45 miles per hour.
 Between Ione and Metaline Falls, 25 miles per hour.
 Around Curve 1 1/2 miles west of Newport, 25 miles per hour.

Freight Trains
 Not over 25 miles per hour.
 Through Tunnels, 15 miles per hour.

SPECIAL RULES
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS, EXCEPT THAT NO. 203 IS SUPERIOR TO NO. 218.
 Trains 293 and 294 will carry passengers and will stop on flag at stations between Newport and Metaline Falls.

WESTWARD-Between McGuires and Coeur d'Alene-Subdivision-EASTWARD

SECOND CLASS		Capacity of Sidings in Cars		Time Table No. 31 In Effect 12:01 a. m. Apr. 5th, 1931		Distance from Coeur d'Alene	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	THIRD CLASS
591	592	Passing Trains	Other Trains	Way Freight	Way Freight					Way Freight
Way Freight	Way Freight	Passing Trains	Other Trains	Distance from McGuires	Distance from Coeur d'Alene	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 7	Way Freight	Way Freight
Ex. Sun.	Ex. Sun.									
L 8.40 ⁵⁹¹		30	15	0.0	..... McGUIRES	10.4	No Office	R	A 12.15 ⁵⁹²	
				1.4	N. P. RY. CROSSING	9.0				
8.50		28		1.8	..... POST FALLS	8.8	No Office		11.55	
				7.6	S. C. & P. R. CROSSING	2.8				
9.45		25		8.7	..... GIBBS	1.7	No Office	KZW	11.25	
A 10.00 ⁵⁹¹		50		10.4	..... COEUR D'ALENE	0.0	CD	7.00pm to 8.00am	YR	L 11.00 ⁵⁹²
1.20					Schedule Time					1.15
7.8					Average Speed per Hour					8.3

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

STATION	Holiday Hours	STATION	Holiday Hours	STATION	Holiday Hours
Spirit	9.10 a.m. to 11.10 a.m.	Blanchard	None	Dalkena	None
Lake	3.45 p.m. to 5.45 p.m.	Newport	9.30 am to 11.30 am	Usk	None
Cusick	None		3.00 pm to 5.00 pm	Ione	12.00 noon to 3.00 pm
				Metaline Falls	1.00 pm to 3.00 pm

No Sunday hours at any station

SPECIAL RULES
 Trains cannot meet or pass at Locke or Twin Lakes.
 Passenger trains will stop for passengers at the following points not shown as stations:
 Apple Spur, 1.3 miles east of Metaline Falls.
 Sand Creek, 2 miles east of Metaline Falls.
 Vall, 4.0 miles east of Metaline Falls.
 Kirchan, 5.4 miles east of Locke.

Industrial tracks not shown as stations:
 Natvig Spur, located 2.5 miles from main line at Coleman.
 Apple Bros., 1.3 miles east of Metaline Falls.
 Sand Creek, 2 miles east of Metaline Falls.
 Jeff, 3.9 miles east of Tiger.
 Alco, 5.0 miles east of Blueslide.
 Cecil, 2.2 miles east of Jareds.
 Huff, 1 mile west of Locke.
 Kirchan, 5.4 miles east of Locke.
 Callispell, 5.9 miles east of Locke.
 Onserud, 1.4 miles east of Cusick.
 Hart, 2.2 miles east of Dalkena.

Benson, 5.8 miles east of Newport.
 Lammers, 1.4 miles west of Tweedie.
 Gates, 1.7 miles east of Tweedie.
 Andersons, 2.8 miles east of Tweedie.
 Hodgins, 1.8 miles east of Coleman.
 Upper Fish Lake, 1.4 miles east of Seasons.
 Dimeling, 0.1 miles east of Seasons.
 Huettlers, 2.3 miles west of Post Falls.
 Blackwell Lbr. Co. Mill, 5.4 miles west of Post Falls.
 Arturdee, 2 miles west of Crown.
 Vera, 2 miles west of Opportunity.
 Opportunity, 2.0 miles west of Dishman.

McGUIRES and COEUR D'ALENE Subdivision
 All trains will approach the point between Atlas and Gibbs where the S.C.&P.R.Co. have installed a connection with our track under control, expecting to find the Electric Lines motors setting out or picking up cars.
 Track from Junction switch on Spokane River Bridge on the Blackwell Lumber Company's industry track to mill is used jointly with N. P. Ry. Co., under yard rules.
 Trains moving from Coeur d'Alene to Rutledge Timber Company's mill will be governed by the Rules of the S.C.&P.R.Co.

WATCH INSPECTORS.
 T. J. Morris.....Othello, Wash.
 T. J. Morris.....Spokane, Wash.
 T. J. Morris.....Spirit Lake, Idaho.
 T. J. Morris.....Malden, Wash.
 A. F. Benson.....Newport, Wash.
 B. A. Johnson.....St. Maries, Idaho.

Dispatchers,
 R. C. PETERSON,
 R. W. BEAL,
 F. B. BEAL,
 J. W. CORBETT.

Asst. Trainmaster and Travelling Engr.,
 W. T. EMERSON.

Chief Dispatcher,
 P. L. HAYS.

Trainmaster,
 T. E. CORBETT.

TONNAGE RATING.

STATIONS	Grade	CLASS K-1				CLASS C-1				CLASS L-1				CLASS N-1			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Othello to Avery	.4	2200	1980	1760	1540	2500	2250	2000	1760	2800	2620	2440	1960	4600	4140	3680	3220
Elk River to Bovill	2.5	400	360	320	280	500	450	400	350	650	600	550	385	900	810	720	630
Bovill to Sherwin	2.0	500	450	400	350	650	590	530	470	725	675	625	520	1150	1035	920	805
Chester to Manito	1.7	575	517	460	402	750	675	600	525	850	765	680	595	1400	1260	1120	980
Manito to Plummer Jct.	.75	1500	1350	1200	1050	1800	1620	1440	1260	2200	1980	1760	1540	3250	2900	2600	2275
Newport to Tweedle	.7	1350	1215	1080	945	1650	1485	1320	1155	1850	1745	1640	1395	3000	2700	2400	2100
Coleman to Jenida	1.	1100	990	880	770	1400	1260	1120	980	1700	1530	1360	1190	2500	2250	2000	1750
Ramsdell to Sorrento	1.	1000	900	800	700	1150	1035	920	805	1450	1305	1160	1015	2300	2070	1840	1610
Marengo to Hillcrest	0.7	1500	1350	1200	1050	1800	1620	1440	1260	2100	1890	1680	1470	3300	2970	2640	2310
Plummer Jct. to Mercer	1.	1100	990	880	770	1250	1125	1000	875	1500	1350	1200	1050	2600	2340	2080	1820
Mercer to Spokane	.7	1500	1350	1200	1050	1800	1620	1440	1260	2100	1890	1680	1470	3300	2970	2640	2310
Spokane to Cheney	.69	1350	1215	1080	945	1650	1485	1320	1155	1850	1745	1640	1395	3100	2790	2480	2170
Keeler to Elk River	2.5	400	360	320	280	500	450	400	350	650	600	550	385	900	810	720	630
Rathdrum to Jenida	1.	1000	900	800	700	1150	1035	920	805	1350	1215	1080	945	2300	2070	1840	1610
Alder Creek to Rover	2.	500	450	400	350	650	585	520	455	800	720	640	560	1150	1035	920	800

Tonnage Rating for C-3 Engines is 10% greater than that of C-1 Engines. N-2 Engines 5%, and N-3 Engines 17% greater than N-1 Engines.

WEATHER RATING

1—25 degrees above zero or over. 3—5 degrees above to 10 degrees below zero.
 2—5 to 25 degrees above zero, very frosty or wet. 4—10 degrees below zero and colder.
 Chief Dispatcher may increase or decrease the above rating as it may be found necessary.

SYMBOLS.

- Standard Clock.
- W—Water.
- C—Coal.
- O—Oil.
- R—Register.
- T—Turntable.
- Y—Wye.
- P—Dispatchers' Telephone.
- I—Interlocker.
- K—Connection with Foreign Road.
- B—Bulletin Board.
- J—Junction.
- Z—Track Scales.
- Refreshments.
- D—Drenching Tower.

MILWAUKEE HOSPITAL ASSOCIATION.
COMPANY SURGEONS.

- Seattle, Wash. Dr. A. I. Bouffleur, Chief Surgeon.
- St. Maries, Idaho Dr. D. E. Cornwall, District Surgeon.
- Spokane, Wash. Dr. S. D. Brazeau, Oculist.
Dr. Carroll Smith, Oculist.

LOCAL SURGEONS.

- Avery, Idaho Dr. Chas. Busey
- St. Maries, Idaho Dr. D. E. Cornwall.
- Bovill, Idaho Dr. C. A. Robins.
- Elk River, Idaho Dr. F. W. Porro
- Worley, Idaho Dr. J. J. Harrington
- Tekoa, Wash. Dr. C. B. Clizer
- Rosalie, Wash. Dr. L. A. Quaffo
- Lind, Wash. Dr. C. Henderson
- Spokane, Wash. Dr. E. B. Nelson
- Rathdrum, Idaho Dr. Frank Wenz
- Spirit Lake, Idaho Dr. A. C. Spooner
- Newport, Wash. Dr. W. S. Bardwell
- Cusick, Wash. Dr. G. M. Gould
- Ione, Wash. Dr. C. M. Canning
- Metaline Falls, Wash. Dr. J. T. Wood
- Coeur d'Alene, Idaho Dr. J. T. Wood

Whenever passengers or employes are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employe is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

HOSPITALS.

- St. Maries, Idaho St. Maries Hospital.
- Elk River, Idaho Elk River Hospital.
- Spokane, Wash. St. Lukes Hospital.
Sacred Heart Hospital.
Deaconess Hospital.

LOCATION OF STRETCHERS.

- No. 18—Avery.
- No. 11—St. Joe.
- No. 19—St. Maries.
- No. 25—Plummer.
- No. 20—Tekoa.
- No. 55—Rosalie.
- No. 21—Malden.
- No. 36—Bovill.
- No. 41—Elk River.
- No. 102—Spokane.
- No. 130—Spirit Lake.
- No. 22—Lind.
- No. 23—Othello.

FIRST AID CHEST NO. 30

Located at Plummer Junction and Blanchard.

SPEED TABLE.

- 60 miles per hour is equivalent to one mile in 1 minute and 0 seconds.
- 55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.
- 50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
- 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.
- 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
- 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
- 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
- 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
- 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
- 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

YARD LIMIT SIGNS ARE LOCATED AS FOLLOWS:

- Avery, 2000 ft. west of west switch.
- St. Joe, 2000 ft. east of east switch.
- St. Joe, 2000 ft. west of west switch.
- St. Maries, 2000 ft. east of Milwaukee Lumber Co. store spur switch.
- St. Maries, 2000 ft. west of wye switch on St. Maries branch.
- St. Maries, 2000 ft. west of west switch on main line.
- Ramsdell, 2000 ft. east of east switch.
- Ramsdell, 5420 ft. west of west switch.
- Plummer Jct., 4348 ft. east of east wye switch.

- Plummer Jct., 2000 ft. west of wye switch on Spokane line.
- Malden, 3100 ft. east of east switch.
- Malden, 4983 ft. west of west switch.
- Marengo, 2110 ft. east of east switch.
- Marengo, 2010 ft. west of west switch.
- Lind, 1.6 miles east of east passing track switch.
- Lind, 2640 feet west of the hole track switch.
- Othello, 2013 ft. east of east switch.
- Fernwood, 2000 ft. east of Mill switch.
- Fernwood, 2000 ft. west of house track switch.
- Clarkia, 2000 ft. east of passing track switch.
- Clarkia, 2000 ft. west of west switch.
- Bovill, 2000 ft. west of west switch.
- Elk River, 2000 ft. east of east switch.
- Metaline Falls, 2000 ft. east of east wye switch.
- Ione, 2000 ft. west of west passing track switch.
- Ione, 2000 ft. east of east wye switch.
- Cusick, 2000 ft. west of Planer switch.
- Usk, 2000 ft. east of east passing track switch.
- Dalkena, 2000 ft. west of Planer switch.
- Dalkena, 2000 ft. east of east passing track switch.
- Newport, 2000 ft. west of west passing track switch.
- Newport, 2000 ft. east of east passing track switch.
- Coleman, 2000 ft. west of storage track switch.
- Coleman, 2000 ft. east of east wye switch.
- Spirit Lake, 2000 ft. west of west passing track switch.
- Spirit Lake, 2000 ft. east of east passenger depot passing track switch.
- Rathdrum, 2000 ft. west of west passing track switch.
- Rathdrum, 2000 ft. east of east passing track switch.
- Grand Junction, 2000 ft. west of west wye switch.
- Dishman, 6000 ft. west of west passing track switch.
- Gibbs (On Blackwell Mill spur), 1880 ft. west of bog dump switch.
- Gibbs, 694 ft. west of main line switch leading to Blackwell mill.

SPECIAL RULES AND INSTRUCTIONS

Rule 19-A of the Rules and Regulations of the Operating Department requiring the display of a red light in the cupola of the caboose on freight trains and work trains is hereby withdrawn, and the display of red light in the cupola of cabooses will be discontinued.

Enginemen when observing automobiles approaching grade crossings, will sound the stock alarm whistle and continue sounding same until the crossing is reached, or it is known that the automobile driver's attention has been secured.

Enginemen must personally inspect and know before leaving a terminal and any point where front end hoppers of ash pans have been opened, that they are closed and properly secured.

Enginemen are required to report at first opportunity the presence of fires on right-of-way, unless being controlled by other employes, and if where fires may be communicated to a bridge or other structure, stop their train and assist in extinguishing the fire.

Trainmen will observe and report at first opportunity the presence of fires on right-of-way that may have been set by engines on their own or preceding trains, call the attention of their engineer to the same promptly and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped to extinguish the fire.

"That part of Rules 19 and D19 in the book of Rules and Regulations prescribing the kind of markers to be displayed by day is changed to read: 'By day green metal flags (or marker lamps not lighted).'"

All trains must obtain Clearance Card Form A or A1 before leaving initial station on each subdivision. Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of train dispatcher to register by card.

Green flag by day and green light by night displayed on the engineer's side of the track, or on the fireman's side when moving against the current of traffic on double track indicates the track one half mile distant is safe for a speed of not more than ten miles per hour, unless otherwise directed by train order.

Where light signals are in use they display a light indication only, by day as well as by night. These signals are in use in Othello yard.

When enginemen find it necessary to lower pantographs, they will, before raising and bringing same in contact with the trolley wire, give TWO SHORT, ONE LONG AND TWO SHORT distinct blasts of the whistle, the pantograph to be raised following lapse of approximately ten seconds from time whistle is sounded.

Should a train be held for 30 minutes at a telegraph station after telegraph office is closed for the day, the conductor will call operator. If held for 30 minutes at a non-telegraph station, conductor will report to the dispatcher on the telephone.

When rules require the headlight to be displayed electric headlights on engines in road service will be dimmed by engineers under the following conditions:

When entering or moving thru side tracks in yards where yard engines are employed. At meeting points when standing waiting arrival of approaching train or trains. When standing on sidings, in yards or at engine terminals.

Enginemen will be governed by Rule 17 when a train turns out to meet another and has stopped clear of the main track, or is standing to meet trains at the end of double track or at junctions.

Following instructions are issued governing employes riding on footboards of engines, etc.: "Employes are prohibited from riding:

- (a) On engine footboard between engine and car when cars are being pushed.
- (b) On leading footboard while coupling engine to cars.
- (c) On engine pilots.
- (d) On deadwood, drawbars, brake beams, journal boxes and brake wheels.
- (e) On ends of cars containing loads which may shift.
- (f) On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
- (g) On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

"In addition to full compliance with Rule 99 in Book of Rules and Regulations of the Operating Department, and special rules and instructions for the movement and protection of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, staff, or manual block systems:

- Between St. Maries and Elk River
- Between Metaline Falls and Dishman
- Between Marcellus and Warden
- Between Coeur d'Alene and McGuffee
- Between Neppel and Tiffin

Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the train dispatcher, except when communication cannot be had with the train dispatcher, the train held may be permitted to proceed on its right or schedule at the expiration of TEN MINUTES after the departure of the passenger train with clearance card, reading:

No. _____ left _____ at _____ and has not passed _____

The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

A train passed by a train carrying passengers at a station where no operator is on duty, and where there is no telephone available for conductor to get permission from the train dispatcher to proceed, will not follow the passenger train until at least TEN MINUTES after such passenger train has departed. It may then move on its right or schedule, but with caution, prepared to stop short of any obstruction until it is known that the passenger train has passed the next open telegraph station.

Where a train is passed by a train carrying passengers at a station equipped with a telephone, and no operator on duty, the conductor must get in communication with the dispatcher and get a clearance to proceed. Dispatchers will not issue clearances for one train to follow another without allowing at least TEN MINUTES interval, unless the block has been cleared by the preceding train and the dispatcher is so notified."

- C-1—151 Tons
- K-1—180 Tons
- F-5—205 Tons
- L-1—207 Tons
- Weights of Dead Locomotives
- G-5—98 Tons
- N-1—278 Tons
- G-6—137 Tons

SPEED RESTRICTIONS.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as in the judgment of the conductor and engineer in charge of the train, may be safe and prudent, due consideration being always given to condition of track, comfort of passengers and all the circumstances.

All trains will be under control approaching bluffs and rock cuts where slides and rock are liable to obstruct track, and will cross all high bridges slowly.

Freight trains, light engines and work trains will not exceed 25 miles per hour at any point unless otherwise instructed, except that trains handling live stock may make a maximum speed of 30 miles per hour where the condition of track and equipment will permit. Trains handling special equipment will not exceed the following speeds:

- Lidgerwood Unloaders, 15 miles per hour.
- Steam Shovels and Steam Ditchers, 20 miles per hour.
- Rotary Snow Plows, 25 miles per hour.

When engines are running in back-up motion, no engine should be permitted to exceed a speed of 15 miles per hour in backing around any curve three degrees or over and on tangent track the speed backing up should not be in excess of 20 miles per hour.

Trains handling wrecking derricks not to exceed 20 miles per hour on grades in excess of one per cent or around curves in excess of six degrees and not to exceed 25 miles per hour at any other point.

Passenger trains will reduce speed to 10 miles per hour entering the passenger station at Spokane. Engineers will discontinue as much as possible working steam heavily while on depot structure and also discontinue making heavy applications of the air in order to make proper stop of the trains. Discontinue making air test until after leaving depot structure.

Engines (other than Mallet type) running light, or hauling cars, with side rods in position and one main rod removed, working steam, must not be run at a speed exceeding twenty-five (25) miles per hour.

The speed of Mallet type engines, working steam, with one main rod removed must not exceed a speed of twenty (20) miles per hour.

"Class K-1 engines in passenger service and equipped with swing motion trucks should not exceed 35 miles per hour; when equipped with rigid trucks should not exceed 25 miles per hour. Class L engines on passenger trains should not exceed 35 miles per hour.

Freight engines with single trucks will not be permitted to run in excess of 35 miles per hour when handling or helping passenger trains."

