BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Capacity Cars	
Vera Industrial Spur		-	
Vera (3 tracks)	1.25 miles west of Flora. 1.47 miles west of Flora. 3.31 miles west of Flora. 4.30 miles west of Flora. 4.55 miles west of Flora. 5.31 miles west of Flora. 6.05 miles west of Flora.	18 cars 3 cars 22 cars 3 cars 3 cars 11 cars 13 cars	
First Subdivision: McClellan Ross Liberty Lake Carders Esperance	27.89 miles east of Spokane 26.04 miles east of Spokane 15.17 miles east of Spokane 11.14 miles east of Spokane 3.90 miles east of Spokane	7 cars 7 cars 12 cars 4 cars 10 cars	
Second Subdivision: Manning Stoneham Balder Early Rollins	31.07 miles east of Spring Valley. 12.23 miles east of Spring Valley. 10.49 miles east of Spring Valley. 8.14 miles east of Spring Valley. 2.52 miles east of Spring Valley.	6 cars 4 cars 12 cars 7 cars 11 cars	
Third Subdivision: Estes. Ringo Longwill. Seabury Jefferson Dale Clifton Saline Lenox Rattlers Run Loke. Ochlare Excelsior Sharon Willow Springs Gravel Pit	86.52 miles east of Spokane 78.24 miles east of Spokane 55.61 miles east of Spokane 47.31 miles east of Spokane 36.10 miles east of Spokane 35.08 miles east of Spokane 34.63 miles east of Spokane 31.52 miles east of Spokane 28.58 miles east of Spokane 27.65 miles east of Spokane 27.20 miles east of Spokane 27.20 miles east of Spokane 14.79 miles east of Spokane 12.89 miles east of Spokane 10.17 miles east of Spokane 10.17 miles east of Spokane 4.41 miles east of Spokane	12 cars 7 cars 5 cars 11 cars 4 cars 5 cars 3 cars 5 cars 6 cars 7 cars 7 cars 8 cars 8 cars 8 cars 18 cars 18 cars 12 cars 18 cars 18 cars 18 cars	

COMPANY SURGEONS.

Dr. Roscoe C. Webb, Chief Surgeon. Office phone Main 7508, House Colfax 1849 Medical Arts Bldg., 9th St. and	4101; Nicollet ave	
	Minneapolis,	Minn.
Dr. H. M. N. Wynne, Assistant Chief Surgeon	Minneapolis,	Minn.
Dr. H. E. Wheeler, Division Surgeon	Spokane,	Wash.
Dr. Carroll Smith, Ophthalmic Surgeon	Spokane.	Wash.

R. I. Triplett, Chief Dispatcher,D. B. Jenks, Trainmaster.



SPOKANE, COEUR d'ALENE AND PALOUSE RAILWAY

TABLE 11

EFFECTIVE 12:01 A. M.
PACIFIC TIME

Wednesday, October 1, 1941

J. L. CLOSE, Superintendent.

R. A. McCANDLESS, General Manager.

J. B. SMITH, General Superintendent Transportation.

2		1 1	ARD		Title		FI	RST SUBDIVISION				MARIE		EAST	WAKI
ers	Capac	eity						Time Table No. 11	Distances from Spokane	Telegraph and Telephone Calls	Signs				
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	10	7						MILLWOOD	-		X				
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WESTWARD							THIRD SUBDIVISION					EASTWARD 3			
Station	Car Capacity Significant Line (Capacity Line (Capa			or or	Time Table No. 11 Effective October 1, 1941 STATIONS	Distances from Spokane	Telegraph Calls	Signs	A.S.	Deci o	1 80 S	LAST			
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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.

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

Spokane _____Centennial Mill Tracks.
Gasoline Dock, Shops.

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

Coeur d'Alene ____True's Oil Spur.
Continental Oil Co.
Rutledge Mill Spur.

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.

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

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.

Crossing over NP 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.

SPEED RESTRICTIONS, ALL TRAINS.

U. P. R. R. crossing Crestline St., Spokane	15	miles	per	hour
Public crossing, Millwood	4	miles	per	hour
City Limits, Coeur d'Alene	10	miles	per	hour
Diamond Drill crossing, Coeur d'Alene		LL S'		
	sou	nd two	blas	sts of
		stle be	efore	pro-
	cee	ding.		

11th St. and Mullan Avenue, Coeur d'AleneFULL STOP and approach all other crossings in Coeur d'Alene under control.

City Limits, Moscow 8	miles	per	hour
Madison St. Crossing east of depot Valley Ford. 10	miles	per	hour
Tunnel M. P. 72.4 east of Harpole	miles	per	hour
Rock Creek and Parkview bridges	miles	per	hour

Freight trains stop before crossing Rock Creek bridge.

Westbound freight trains, between 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.

Motors 500-50130	miles	per	hour
Motors 502-50325	miles	per	hour
Other motors and engines25	miles	per	hour
Line car30	miles	per	hour

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.