

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

Name	Location	Capacity Cars
<b>Vera Industrial Spur</b>		
Vera (3 tracks).....	1.25 miles west of Flora.....	18 cars
True's Oil Spur.....	1.47 miles west of Flora.....	3 cars
Opportunity.....	3.31 miles west of Flora.....	22 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
Spears.....	6.05 miles west of Flora.....	13 cars
<b>First Subdivision:</b>		
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
<b>Second Subdivision:</b>		
Manning.....	31.07 miles east of Spring Valley.	6 cars
Stoneham.....	12.23 miles east of Spring Valley.	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
<b>Third Subdivision:</b>		
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
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....	3 cars
Saline.....	31.52 miles east of Spokane....	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
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
Gravel Pit.....	4.41 miles east of Spokane....	23 cars

**COMPANY SURGEONS.**

Dr. Roscoe C. Webb, Chief Surgeon.  
Office phone Main 7508, House Colfax 4101;  
1849 Medical Arts Bldg., 9th St. and 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**

**TIME  
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 WESTWARD

## FIRST SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity						Time Table No. 11 Effective October 1, 1941	Distances from Spokane	Telegraph and Telephone Calls	Signs				
	Sidings	Other Tracks												
STATIONS														
C32	Yard	Yard					..... COEUR d'ALENE .....	30.94	C A Agent Sub Sta. 00000000	XRKDY VZ				
C31		47					..... 1.50 GIBBS .....	29.44		VZ				
C30		42					..... 1.09 ATLAS .....	28.35						
C29		15					..... 0.70 N. P. CROSSING .....	27.65		M				
C26	12						..... 0.54 HUYTER .....	27.11						
C24		5					..... 2.76 ALAN .....	24.35						
C22		10					..... 1.87 POST FALLS .....	22.48	-00					
C19	18						..... 1.27 C. M. ST. P. & P. CROSSING .....	21.21						
C13-B		12					..... 0.20 McGUIRES .....	20.99	Sub. Sta 0000 0000					
C13		7					..... 3.49 SPOKANE BRIDGE .....	17.50						
C7		7					..... 5.64 GREENACRES .....	11.86	G R -000					
C6	43						..... 0.73 FLORA .....	11.13		X				
C5		4					..... 5.31 MILLWOOD .....	5.82		X				
C2		117					..... 1.03 ORCHARD AVE. ....	4.79						
B2	15	5					..... 1.42 PARKWATER .....	3.37						
B O	Yard	Yard					..... 2.52 U. P. R. R. CROSSING .....	0.85						
							..... 0.71 INLAND JCT. ....	0.14		XY				
							..... 0.14 SPOKANE .....	0.00	DS	DNKORY XZVB				

## WESTWARD

## SECOND SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity						Time Table No. 11 Effective October 1, 1941	Distances from Spring Valley	Telegraph Calls	Signs				
	Sidings	Other Tracks												
STATIONS														
W77	Yard	49					..... COLFAX .....	36.73	CO	YXRKD				
W70		13					..... 0.29 U. P. R. R. CROSSING .....	36.44		M				
W65	30	26					..... 6.84 RYE .....	29.60						
W60		29					..... 5.01 STEPTOE .....	24.59						
W55	19	8					..... 4.76 CASHUP .....	19.83						
W51-A	13						..... 4.56 THORNTON .....	15.27						
W46	10	17					..... 0.57 U. P. R. R. CROSSING .....	14.70		M				
B40	Yard	59					..... 3.66 HARRIS .....	11.04						
							..... 5.29 ROSALIA .....	5.75	RO	DV				
							..... 5.75 SPRING VALLEY .....	0.00		XRYO				



## Time Table No. 11

Effective October 1, 1941

## STATIONS

Station Numbers	Car Capacity						Distances from Spokane	Telegraph Calls	Signs				
	Sidings	Other Tracks											
B90	Yard	90					88.00	MO	BRK DYXV				
B82	15	12					80.90						
B76	13	105					74.42	PA	DYXV				
B71	26	8					69.56						
B69		12					67.47						
							63.87						
B65	16	22					63.50	GF	DV				
B61	20	9					59.49						
B57	14	7					55.87						
							52.35						
							52.34						
B53	11	47					51.69	KA	DV				
B50	20	3					48.48						
B45	20						43.81						
B40	29						38.58		XRYO				
B34	12	17					32.58	WA	D				
B30	30						28.97						
B25	23	16					23.65						
B19	11						17.95						
B17		13					15.40						
B 9	13	0					7.87						
B 8		6					6.37						
							0.14		XY				
B. O.	Yard	Yard					0.00	DS	DNKORYX ZVB				



**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.

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 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 BEFORE USING TRACK AND OPENED AFTER WORK IS FINISHED.

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 .....	FULL STOP, and sound two blasts of whistle before pro- ceeding.

11th St. and Mullan Avenue, Coeur d'Alene ..... FULL 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 .....	10 miles per hour
Rock Creek and Parkview bridges .....	8 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 500-501 .....	30 miles per hour
Motors 502-503 .....	25 miles per hour
Other motors and engines .....	25 miles per hour
Line car .....	30 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.