

SPEED RESTRICTIONS

Spokane Subdivision	Maximum Speed Miles per Hr.
Maximum unless otherwise restricted -----	50
M.P. 0 to 3 -----	20
M.P. 3 to 7 -----	25
Over Argonne St., Millwood -----	5
M.P. 60 to 69 -----	40
Over Bridge 69.0 -----	15
M.P. 69.3 to 75.2 -----	30
M.P. 83 to 86 -----	35
M.P. 91.5 to 100.5 -----	30
M.P. 105.5 to 109.0 -----	35
Bridge 106.9 -----	15
M.P. 109.0 to 110.2 -----	15
M.P. 110.2 to 114.5 -----	35
M.P. 114.5 to 115.7 -----	20
M.P. 115.7 to 116.7 -----	35
M.P. 116.7 to 117.3 -----	15
M.P. 118.3 to 120.2 -----	30
M.P. 120.2 to 121.1 -----	20
M.P. 121.1 to 123.7 -----	30
M.P. 123.7 to 124.2 -----	15
M.P. 124.2 to 140.8 -----	30
Coeur d'Alene Branch	
Maximum unless otherwise restricted -----	25
M.P. A 6.8 to A. 7.2 -----	15
Trains handling logs over truss bridges located at M.P.s 69 - 85.9 - 110 - 130.3 - 136.1 -----	6
Trains handling outfit cars -----	35
Trains handling S.I. Crane X891 and Pile Driver X895 -----	30

When and where conditions require it, trains will sacrifice speed for safety.

S. R. TORTORELLI, Trainmaster.

W. J. NELSON, Assistant Trainmaster-Safety & Courtesy Representative.

J. H. HARWOOD, Chief Dispatcher.

S. A. FOWLER, Dispatcher.

L. F. GITTEL, Dispatcher.

J. D. McELROY, Dispatcher.

E. J. BOEHM, Dispatcher.

G. D. SWARTZ, Dispatcher.

SPOKANE INTERNATIONAL RAILROAD COMPANY

TIME TABLE 62

Effective Sunday,

April 12, 1959

AT 12:01 A. M. PACIFIC TIME

FOR EMPLOYEES ONLY

D. F. WENGERT,
General Manager.

G. H. BAKER,
Superintendent.

W. G. JOHNSON,
Assistant Superintendent.



WESTWARD

Spokane Sub-Division

EASTWARD

2nd CLASS		Capacity of Sidings 45 ft. Cars	Distance from Eastport	Time Table No. 62 APRIL 12, 1959		Distance from Spokane	SIGNS	2nd CLASS	
9	Freight			8	Freight				
								Daily	Daily
STATIONS									
					0.0				
	4:01 AM	91	0.0	DN	EASTPORT	140.8	VPBRXYZ	A 2:25 AM	
					14.5				
	4:32	49	14.5		MEADOW CREEK	126.3		1:56	
					3.2				
	4:43	36	17.7		EILEEN	123.1		1:33	
					3.9				
	4:55	39	21.6		MOYIE SPRINGS	119.2		1:18	
					9.6				
	5:26	52	31.2	DN	BONNERS FERRY	109.6	POVBRXY	12:40	
					0.3				
			31.5		K. V. CROSSING	109.3	M		
					5.6				
	5:38	25	37.1		DEEP CREEK	103.7		12:28	
					3.2				
	6:03	103	45.3		SHILOH	95.5		12:13	
					5.6				
	6:13	64	50.9		ELMIRA	89.9		12:03 AM	
					3.1				
	6:18	48	54.0		SAMUELS	86.8		11:58 PM	
					4.4				
	6:27	63	58.4		FOREST SIDING	82.4		11:51	
					7.7				
	6:39	52	66.1	DN	SANDPOINT	74.7	MYPVXZ	11:29	
					3.0				
	6:45	Spur 64	69.1		DOVER	71.7		11:22	
					2.9				
	6:51	66	72.0		GRAVEL PIT	68.8		11:16	
					11.1				
	7:11	103	83.1		VAY	57.7		10:59	
					7.6				
	7:20	52	90.7		CLAGSTONE	50.1		10:49	
					7.4				
	7:34	50	98.1		ATHOL	42.7		10:39	
					6.2				
	7:42	Spur 36	104.3		CHILCO	36.5		10:30	
					11.0				
	7:56	37	115.3		COEUR D'ALENE JCT	25.5	XYJ	10:13	
					3.4				
	8:04	60	118.7	D	GRAND JCT. (C.M.ST.P.&P. and N.P. Crossing)	22.1	MPVX	10:02	
					3.6				
			122.3		STATE LINE	18.5			
					0.5				
	8:10	60	122.8		EAST FARMS	18.0		9:57	
					6.4				
	8:18	27	129.2	D	TRENTWOOD-VELOX	10.8	YXP	9:46	
					4.0				
	8:33	24	134.0		MILLWOOD-IRVIN	6.8	PVXJ	9:39	
					4.1				
	A 8:40 AM	293	138.1	DN	SPOKANE SHOP	2.7	OPWBRT VXYZJ	9:30 PM	
					1.4				
			139.5		U. P. JCT.	1.3	J		
					1.3				
			140.8	DN	SPOKANE (Disprs. Office)	0.0	PKB		
Thru Time		4.39						4.55	
Average Speed per Hour		29.59						28.09	

Eastward trains are superior to Westward trains of the same class both on main and branch lines.
 Train No. 9 will not be required to receive clearance at Eastport as per Operating Rule 83 (B) if train order signal indicates proceed.
 Trains No. 8 and No. 9 will register at Bonners Ferry by register ticket.

WESTWARD				Coeur d'Alene Sub-Division				EASTWARD			
				Time Table No. 62							
				APRIL 12, 1959							
				STATIONS							
			Capacity of Sidings	Distance from Coeur d'Alene		Distance from Coeur d'Alene Jct.	SIGNS				
				0.0	D..... COEUR D'ALENECN	9.0	PXYRM				
			17	1.4GIBBS.....	7.6	XVM				
			37	9.0COEUR D'ALENE JCT.....	0.0	XYJ				

Trains must not exceed twenty-five (25) miles per hour over entire Coeur d'Alene Subdivision.

SIDINGS AND SPURS

	Dist. from Spokane	Opens	Car Capy.		Dist. from Spokane	Opens	Car Capy.
Center Spur	3.7	West	2	N.P. Transfer	76.2		
Parkwater	4.1	West	5	Track No. 1			31
Airway	5.0	West	4	Track No. 2			44
Millwood-Irvin	6.8			Track No. 3			39
Team Track		West	2	Track No. 4			39
Apple Spur		West	14	Sandpoint East Siding	76.5		102
Irvin Siding			26	Naples	97.7	West	8
Trentwood-Velox	10.8			Brown Creek	98.9	West	6
Velox Siding			34	Burns	101.5	West	13
West Wye Track		West	29	Bonnors Ferry	109.6		
East Wye Track (Main Lead)		East	30	West Storage Track			63
East Siding			9	Passing Track			52
West Siding			17	House Track			12
Cominco No. 3 Track			22	Oil Spur		West	13
Trentwood Passing Track			27	Thompsons		East	17
Austin	12.5	East	46	Warehouse		West	5
Eastfarms Apple Spur	19.0	East	22	Cinder Spur		East	25
Haycroft Spur	26.5	East	5	Moyle	119.0		
Chilco Spur	36.5	East	36	Log Siding			24
Vay Industry Spur	57.7	East	5	Saddler Siding			22
Collala	62.9	West	5	Lumber Spur		East	9
Gravel Pit Spur	68.8	West	12	Sinclair	135.1	West	12
Dover	71.7			Addie	137.1	West	12
G.N. Transfer		West	24	Eastport	140.8		
Board Plant		West	14	New Passing Track			91
No. 2 Track		West	20	Track No. 1			41
Run-a-round Track			6	Track No. 2			36
Sandpoint				Track No. 3			32
West Passing Track			52	Warehouse Track (U.S. Side)			10
Fansler		East	1	COEUR D'ALENE SUBDIVISION			
Shell		West	7		Dist. from cd'A Jct.	Opens	Car Capy.
Gen. Petroleum		East	3	Feeley's Spur	2.7	West	9
CoOp Gas		West	3	Cement Spur	6.75	West	4
Ames Spur		West	5	N.W. Timber Spur	7.5	West	7
Long House			49	Winton Lumber Spur	7.6	East	6
Short One		East	10	Lafferty Log Spur	8.4	West	31
Scale Track			33	Lafferty Pole	8.4	West	1
Material Spur		East	15	Rupp Spur	8.9	East	6
Wendt Spur		East	4	House Track	9.0	East	11
Hedlund		West	7				

IMPAIRED CLEARANCES

For men on side and top of cars or engines.

Spokane—Yard Limits. All Industry Tracks.

Spokane Shops—All Tracks except Lead and Classification Tracks.

Millwood—Apple Spur.

Trentwood—Cominco Spur - Warehouse tracks.

East Farms—Apple Spur.

Dover—Pack River Lbr. Co. Board Plant and Lumber Shed.

Sandpoint—Loading Track Platform & all Industry Tracks.

Samuels—Stock Chutes and Loading Ramp.

Burns Spur—Spur Track.

Schnoors—All Tracks.

Bonnors Ferry—All Industry Tracks and House Track.

Saddler's Spur—All Tracks.

Moyle Springs—All Tracks.

Addie—Spur.

Eastport—Scale House, House Track.

Subway—Under tracks of G. N. Ry. Co. between Gibbs and Coeur d'Alene will not clear man on top of car.

Gibbs—North West Timber Co. Spur.

Coeur d'Alene—House Track.

Ratings and Tonnage will be handled by the Chief Dispatcher.

WATCH INSPECTORS

Peterson's Jewelers, Spokane, Wash.

R. C. Wickstrom, Bonnors Ferry, Idaho.

Ken Lloyd Jewelers, Spokane, Wash.

COMPANY SURGEONS

Dr. J. E. Cunningham, Chief Surgeon, Spokane, Wash.

Dr. Alexander Barclay, Jr., Coeur d'Alene, Idaho.

Dr. C. C. Wendle, Sandpoint, Idaho.

Dr. R. M. Bowell, Bonnors Ferry, Idaho.

RAILROAD RADIO CALL LETTERS AND NUMBERS

Dispatcher—KOH 379

Yard Office—KOG 686

Trentwood—KOK 694

Coeur d'Alene—KOG 685

Sandpoint—KOG 679

Bonnors Ferry—KOG 680

Eastport—KOG 681

SAFETY & COURTESY PAYS BEST DIVIDENDS

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1" 2"	58.	1' 15"	48.	2' 30"	24.		