

**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 (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
<b>Honeysuckle Farms Industrial Spur</b>		
Dalton.....	4.88 miles east of Coeur d'Alene	12 cars
Honeysuckle Farms.....	6.44 miles east of Coeur d'Alene	9 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
Blackwell.....	26.48 miles east of Spring Valley.	21 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
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.....	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
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.....	15 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. J. G. Cunningham,  
Assistant Chief Surgeon .....Spokane, Wash.

Dr. H. E. Wheeler,  
Assistant Division Surgeon .....Spokane, Wash.

Dr. Carroll Smith, Ophthalmic Surgeon .....Spokane, Wash.

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



**SPOKANE,  
COEUR d'ALENE AND  
PALOUSE RAILWAY**

**TIME  
TABLE  
9**

**EFFECTIVE 12:01 A. M.  
PACIFIC TIME**

**Saturday, April 1, 1939.**

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

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		FIRST CLASS		Time Table No. 9			FIRST CLASS				
	Sidings	Other Tracks	11	9	STATIONS	Distances from Spokane	Telephone and Telegraph Calls	Signs	8	10		
			Passenger	Passenger					Passenger	Passenger		
			Daily	Daily					Daily	Daily		
C32	Yard	127			L 4.30Pm	L 9.05Am	..... COEUR D'ALENE.....	31.98	C A Agent Sub Sta. 0000000	XRKDY	A 8.50Am	A 2.20Pm
C31	12	38			f 4.34	f 9.09	..... GIBBS.....	30.48		O	f 8.46	f 2.16
C30		44			f 4.36	f 9.11	..... ATLAS.....	29.39			f 8.44	f 2.13
							..... N. P. CROSSING.....	28.69				
C29		15			f 4.38	f 9.13	..... HUETTER.....	28.15			f 8.42	f 2.11
C26	23				f 4.44	f 9.19	..... ALAN.....	25.39			f 8.36	f 2.06
C24		13			s 4.47	s 9.22	..... POST FALLS.....	23.52		-00	s 8.32	s 2.03
							..... N. P. CROSSING.....	23.29				
							..... C. M. ST. P. & P. CROSSING.....	22.25				
C22		18			f 4.49	f 9.24	..... McGUIRES.....	22.03	Sub Sta 0000000		f 8.29	f 2.01
C19	23	16			f 4.55	f 9.30	..... SPOKANE BRIDGE.....	18.54			f 8.23	f 1.55
C13-B		18			s 5.05	s 9.39	..... GREENACRES.....	12.90	G R -000		s 8.11	s 1.44
C13		8			f 5.06	f 9.40	..... FLORA.....	12.17			f 8.08	f 1.43
C7		9			f 5.17	f 9.50	..... MILLWOOD.....	6.86		X	f 7.57	f 1.31
C6	45				f 5.19	f 9.52	..... ORCHARD AVE.....	5.83			f 7.55	f 1.29
C5		4			f 5.24	f 9.56	..... PARKWATER.....	4.41			f 7.52	f 1.25
C2		113					..... U. P. R. R. CROSSING.....	1.89				
B2	15	5			5.31	10.04	..... INLAND JCT.....	1.18		XY	7.45	1.17
		23				f 10.05	..... SHOPS.....	1.04	F-00	R Y	f 7.43	f 1.16

TRAINS WILL BE GOVERNED BY SPOKANE DIV. TIME TABLE BETWEEN CONNECTION WITH G. N. RY. TRACKS AND PASSENGER DEPOT.

B O	Yard				A 5.40Pm	A 10.15Am	..... SPOKANE.....	0.00	DS	R R O DN	L 7.40Am	L 1.10Pm
					1.10	1.10	Time Over District				1.10	1.10
					27.42	27.42	Average Speed per Hour				27.42	27.42

WESTWARD

SECOND SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Time Table No. 9			SECOND CLASS				
	Sidings	Other Tracks	95		STATIONS	Distances from Spring Valley	Telephone and Telegraph Calls	Signs	94			
			Freight						Freight			
			Daily	Ex. Sat.					Daily	Ex. Sat.		
W77	Yard	49			L 6.30Pm		..... COLFAX.....	36.73	CO -0-	XRKD	A 12.50Am	
							..... U. P. R. R. CROSSING.....	36.44				
W70		.13			f 7.00		..... RYE.....	29.60			f 12.25	
							..... STEPTOE.....	24.59	Q		s 12.01Am	
W65	34	25			s 7.25		..... CASHUP.....	19.83			f 11.35	
W60		29			f 7.45		..... THORNTON.....	15.27	-0-0		s 11.20	
W55	19	8			s 8.00		..... U. P. R. R. CROSSING.....	14.70			f 10.59	
							..... HARRIS.....	11.04				
W51-A	20				f 8.15		..... ROSALIA.....	5.75	R O -00	D	s 10.25	
W46	10	18			s 8.55		..... SPRING VALLEY.....	0.00	000	XRY	L 10.00Pm	
B40	Yard	61			A 9.15Pm							
					2.45		Time Over Subdivision				2.50	
					13.30		Average Speed per Hour				12.96	



**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.

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 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.

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 miles per hour
Public crossing, Millwood .....	4 miles per hour
City Limits, Coeur d'Alene .....	10 miles per hour
Diamond Drill crossing, 12th and Sherman Sts. ....	FULL STOP, and sound two blasts of whistle before pro- ceeding.

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

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

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, 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 .....	38 miles per hour
Freight, 600 class motor.....	28 miles per hour
Freight, 700 class motor.....	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.