

SPEED RESTRICTIONS

Spokane Subdivision	Maximum Speed Miles per Hr.
M.P. 3 to M.P. 7.....	25
Over Argonne Road Crossing Millwood.....	5
M.P. 7 to M.P. 43.....	50
Over Bridge 10.6.....	25
M.P. 43 to M.P. 60.....	45
M.P. 60 to M.P. 69.....	40
Pend Oreille River Bridge No. 69.....	15
M.P. 69 to M.P. 71.7.....	30
M.P. 71.7 to M.P. 75.....	30
M.P. 75 to M.P. 83.....	45
M.P. 83 to M.P. 86.....	35
M.P. 86 to M.P. 91.5.....	45
M.P. 91.5 to M.P. 101.....	30
M.P. 101 to M.P. 105.5.....	45
M.P. 105.5 to M.P. 109.....	35
M.P. 109 to M.P. 110.....	10
M.P. 110 to 200 ft. West Tunnel No. 1.....	30
200 ft. West Tunnel No. 1 to M. P. 117.25.....	15
M.P. 117.25 to M.P. 123.5.....	30
M.P. 123.5 to M.P. 124.5.....	15
M.P. 124.5 to M.P. 127.3.....	30
M.P. 127.3 to M.P. 128.....	15
M.P. 128 to M.P. 140.8.....	30
Trains handling logs over truss bridges located at M.P.s 69 - 85.9 - 110 - 130.3 - 136.1.....	6
Trains handling logs on stake cars at other points on Spokane Subdivision.....	30
Trains handling outfit cars.....	25
Trains handling S.I. Crane X891 and Pile Driver X895.....	30

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

- W. J. NELSON, Trainmaster.
- 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
60**

TAKING EFFECT 12:01 A.M.
(Pacific Time)

Sunday, February 23, 1958

**This Time Table is for the use of Employees only.
Destroy all Previous Time Tables.**

F. C. RUMMEL,
President and General Manager.

W. L. HECKROTH,
Superintendent.

S. R. TORTORELLI,
Assistant Superintendent.

WESTWARD

Spokane Sub-Division

EASTWARD

2nd CLASS		Capacity of Sidings 45 ft. Cars	Distance from Eastport	Time Table No. 60 IN EFFECT FEBRUARY 23, 1958		Distance from Spokane	SIGNS	2nd CLASS	
9	Freight			STATIONS	8			Freight	
									Daily
	5:45 AM	91	0.0	DN	EASTPORT	RO	140.8	VPBRXYZ	A 4:15 AM
	6:16	49	14.5		MEADOW CREEK		126.3		3:43
	6:26	36	17.7		EILEEN		123.1		3:34
	6:35	39	21.6		MOYIE SPRINGS		119.2		3:26
	6:46	Spur 22	25.2		TUNNEL SIDING		115.6		3:15
	7:00	52	31.2	DN	BONNERS FERRY	BY	109.6	POVBRXY	3:01
			31.5		K. V. CROSSING		109.3	M	
	7:12	25	37.1		DEEP CREEK		103.7		2:49
	7:37	103	45.3		SHILOH		95.5		2:34
	7:47	64	50.9		ELMIRA		89.9		2:24
	7:52	48	54.0		SAMUELS		86.8		2:19
	8:01	63	58.4		FOREST SIDING		82.4		2:12
	8:13	52	66.1	DN	SANDPOINT	SA	74.7	MYPVXZ	1:56
	8:19	Spur 64	69.1		DOVER		71.7		1:49
	8:25	66	72.0		GRAVEL PIT		68.8		1:43
	8:45	103	83.1		VAY		57.7		1:26
	8:54	52	90.7		CLAGSTONE		50.1		1:16
	9:08	50	98.1		ATHOL		42.7		1:06
	9:16	Spur 36	104.3		CHILCO		36.5		12:58
	9:30	37	115.3		COEUR D'ALENE JCT.		25.5	XYJ	12:42
	9:38	60	118.7	D	GRAND JCT.	JC	22.1	MPVX	12:32
			122.3		(C.M.ST.P.&P. and N.P. Crossing)				
			122.3		STATE LINE		18.5		
	9:43	60	122.8		EAST FARMS		18.0		12:28
	9:51	34	129.2		VELOX		11.6	X	12:19
	9:59	27	130.0	D	TRENTWOOD	KD	10.8	YXP	12:17
	10:06	24	134.0	D	MILLWOOD-IRVIN	MD	6.8	PVXJ	12:10
	A10:14 AM	293	138.1	DN	SPOKANE SHOP	SO	2.7	OPWBRT VXYZJ	12:01AM
			139.5		U. P. JCT.		1.3	J	
			140.8	DN	SPOKANE (Disprs. Office)	DS	0.0	PKB	
	Daily								Daily
	9								8

Eastward trains are superior to Westward trains of the same class both on main and branch lines.

Train No. 9 is not 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. 60									
				IN EFFECT FEBRUARY 23, 1958									
				STATIONS									
			Capacity of Sidings		Distance from Coeur d'Alene	D.....	COEUR D'ALENE	CN	9.0	PXYRM			
					0.0								
			17		1.4		GIBBS.....		7.6	XVM			
			37		9.0		COEUR 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	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	10.8			Brown Creek	98.9	West	6
West Wye Track		West	29	Burns	101.5	West	13
East Wye Track (Main Lead) ...		East	30	Bonnors Ferry	109.6		
East Siding			9	West Storage Track			63
West Siding			17	Passing Track			52
Cominco No. 3 Track			22	House Track			12
Austin	12.5	East	46	Oil Spur		West	13
Eastfarms Apple Spur	19.0	East	22	Thompsons		East	17
Haycroft Spur	26.5	East	5	Warehouse		West	5
Casey's Spur	29.3	East	15	Cinder Spur		East	25
Vay Industry Spur	57.7	East	5	Moyie	119.0		
Collala	62.9	West	5	Log Siding			24
Gravel Pit Spur	68.8	West	12	Saddler			22
Dover	71.7			Lumber Siding		East	9
G.N. Transfer		West	24	Sinclair	135.1	West	12
Board Plant		West	14	Addie	137.1	West	12
No. 2 Track		West	20	Eastport	140.8		
Run-a-round Track			6	New Passing Track			91
Sandpoint				Track No. 1			41
West Passing Track			52	Track No. 2			36
Fansler		East	1	Track No. 3			32
Shell		West	7	Warehouse Track (U.S. Side) ...			10
Gen. Petroleum		East	3				
CoOp Gas,		West	3				
Ames Spur		West	5				
Long House			49				
Short One		East	10				
Scale Track			33				
Material Spur		East	15				
Wendt Spur		East	4				
Hedlund		West	7				

COEUR D'ALENE SUBDIVISION

	Dist. from cd'A Jct.	Opens	Car Capy.
Feeley's Spur	2.7	West	9
Cement Spur	6.75	West	4
N.W. Timber Spur	7.5	West	7
Winton Lumber Spur	7.6	East	6
Lafferty Log Spur	8.4	West	31
Lafferty Pole	8.4	West	1
Rupp Spur	8.9	East	6
House Track	9.0	East	11

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.

Moyie Springs—All Tracks.

Meadow Creek—Sawmill and Industry Track.

Addie—Spur.

Eastport—Scale House, track No. 2—Industry Track.

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

Gibbs—Platform on North West Timber Co. Spur.

Coeur d'Alene—House Track.

WATCH INSPECTORS

Peterson's Jewelers, Spokane, Wash.

R. C. Wickstrom, Bonnors Ferry, Idaho.

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.

ENGINE RATINGS SINGLE UNITS

Grade	Tonnage
Level	3000 tons
0.5%	2400 "
1.0%	1250 "

Five tons per empty car will be allowed additional to computed tonnage.

WEATHER CONDITIONS

20 to 30 degrees above zero	5%
10 to 20 degrees above zero	10%
0 to 10 degrees above zero	15%
Temperature below zero	20%

Ratings and reductions may be changed by the Chief Dispatcher.