

SPOKANE & INLAND EMPIRE RAILROAD CO.

TIME TABLE

TO TAKE EFFECT AT 12:01 O'CLOCK A. M., PACIFIC OR 120th MERIDIAN TIME,

13

WEDNESDAY, DEC. 20th, 1911

For the Government of Employees Only. This Company Reserves the Right to Vary therefrom as Circumstances may require

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

STUDY CAREFULLY—IMPORTANT CHANGES HAVE BEEN MADE

C. A. COOLIDGE,
General Manager

E. E. LILLIE,
Superintendent

Liberty Lake Junction.
All westbound trains will throw off a register ticket (Form 246) at Spokane Bridge. Eastbound trains will be cleared on Spokane Bridge register by dispatcher before reaching that Station when possible. Agent at Spokane Bridge will hand up to Motorman and to Conductor of eastbound trains check of register of westbound trains on Form 247.

FIRST DISTRICT

EAST BOUND

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[illegible]

All trains will stop on flag at Liberty Home.
Nos. 4, 6, 14 and 18 will stop on flag at Fourth Street,
Sherman Street and Pennsylvania Avenue, Coeur d'Alene,
to receive or discharge passengers.

Standard clocks are located at Spokane and Coeur d'Alene. Enginemen and Motormen will consult register at Coeur d'Alene. (See Rule 173b.)

Trains will keep to the right on double track.
When crossovers are used for any purpose train must be protected as per Rule 165.
Electric Passenger trains will slow speed to twelve (12) miles per hour passing from double to single track.
Freight trains, steam or electric, or passenger trains drawn by steam or electric engines, will stop, open and close switch when passing from double to single track.

All trains must approach double track under full control so Motormen or Engineers can see position of switch points. Speed must not be increased until entire train has passed over switch.

All trains must approach N. P. railroad crossing west of Post Falls and east of Huetter under full control.

All eastbound trains must be under full control and all westbound trains must stop before passing over road

crossing at N. P. Subway.

The automatic electric block signal at N. P. Subway governs the movement of trains through gauntlet a distance of 400 feet. The signal mast east of gauntlet governs westbound trains. The one west of gauntlet governs eastbound trains. Positions and colors, horizontal or red, stop. Diagonal, downward or green, proceed. If signal does not clear in 10 seconds a flagman must be sent ahead.

SECOND DISTRICT

EAST BOUND

Station No.	Dist. from Spokane.	Time Table No. 13			Tele. Calls. Telep. Rings.	Capacity of Siding, Water, Scales, Coal, Wye	Elec. Frt.	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Elec. Frt.	Passenger	
		EFFECTIVE DEC. 20, 1911					92	62	64	66	68	70	72	74	76	94	78	
		STATIONS					2nd Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	2d Class	First-Class
		Daily Ex. Sun.					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat.	SATURDAY ONLY
0	.00	SPOKANE	1.49	Go 00	25 Loop	A. M.	L 8.00M63	A. M.	L 10.03	P. M.	L 12.10M69	P. M.	L 4.15	P. M.	L 6.15	P. M.	L 11.15	
1	1.49	SHOPS	.21	DS —		L 1.05	8.09	8.39	10.13M65	12.19M69	1.04M65	4.24	5.19	6.25M75	L 11.05	11.24		
	1.70	INLAND JUNCTION	.49		50 WCY	1.07	8.10	8.40	10.15	12.21	1.06	4.26	5.21	6.26	11.07	11.26		
2	2.19	THIRD AVE.	.31		No Siding	1.12	s 8.12	s 8.42	s 10.17	s 12.23	s 1.08	s 4.28	s 5.23	s 6.29	11.12	f 11.28		
4	4.50	TUDOR	.39		No Siding	1.20	f 8.16	8.46	f 10.21	12.27	f 1.12	f 4.34	f 5.28	f 6.35	11.19	f 11.32		
4A	4.89	GRAVEL PIT	.37		25	1.22	8.17	8.47	10.23	12.28M65	1.13	4.36	5.30	6.37M77	11.21	11.33		
5	5.26	PANTOPS	.62		No Siding	1.23	f 8.18	8.48	f 10.24	12.29	f 1.14	f 4.37	f 5.31	f 6.38	11.22	f 11.34		
5A	5.78	GLENROSE	.74		No Siding	1.25	f 8.19	8.49	f 10.26	12.30	f 1.16	f 4.39	f 5.33	f 6.39	11.24	f 11.35		
6	6.52	PINE GROVE	1.32		No Siding	1.27	f 8.20	8.50	f 10.28	12.31	f 1.18	f 4.41	f 5.34	f 6.41	11.26	f 11.36		
7	7.84	MORAN	.64		18	1.33	f 8.23	8.52	f 10.31	12.34	f 1.20	f 4.44	f 5.37	f 6.44	11.31	f 11.39		
8	8.38	PIEDMONT	.99		No Siding	1.34	f 8.24	8.53	f 10.33	12.35	f 1.21	f 4.46	f 5.39	f 6.46	11.32	f 11.40		
9	9.37	PARKVIEW	.93		24	1.37	f 8.26	8.55	f 10.35	12.37	f 1.23	f 4.48	f 5.41	f 6.48	11.35	f 11.42		
10	10.30	HILLY	.30		No Siding	1.39	f 8.28	8.57	f 10.36	12.38	f 1.26	f 4.50	f 5.43	f 6.50	11.37	f 11.44		
10A	10.60	WILLOW SPRINGS SW	.79		3	1.40	f 8.29	8.58	f 10.37	12.39	f 1.27	f 4.51	f 5.44	f 6.51	11.38	f 11.45		
11	11.39	SILVER HILL	.99		No Siding	1.42	f 8.31	8.59	f 10.38	12.40	f 1.29	f 4.53	f 5.46	f 6.52	11.39	f 11.47		
12	12.38	KIESLING SW	.97	GN — — — 0	7	1.45	s 8.33	9.01	s 10.41	f 12.42	s 1.32	s 4.55	s 5.49	s 6.54	11.42	f 11.49		
13	13.35	SHARON SE	.98		4	1.48	f 8.35	9.03	f 10.42	12.44	f 1.34	f 4.57	f 5.51	f 6.56	11.45	f 11.51		
14	14.33	BELAIR	.78		No Siding	1.51	f 8.37	9.05	f 10.45	12.46	f 1.36	f 4.59	f 5.53	f 6.58	11.46	f 11.53		
15	15.11	EXCELSIOR	.94		24	1.53	f 8.39	9.06	f 10.47M67	12.47	f 1.38	f 5.01	f 5.55	f 7.00	11.49	f 11.55		
16	16.05	JONES SE	.83		21	1.56	8.41	9.08	10.49	12.49	1.39	5.03	5.57M75	7.03	11.51	f 11.57		
16A	16.88	VALLEYFORD	.72	V 00 —	14	1.59	s 8.43	9.09	s 10.51	f 12.50	s 1.41	s 5.05	s 6.00	s 7.04	11.53	f 11.59		
17	17.00	LARKIN	.78		No Siding	2.02	f 8.44	9.11	f 10.52	12.51	f 1.43	f 5.07	f 6.01	f 7.05	11.55	f 12.00		
18	18.38	RUBECK	1.01		No Siding	2.03	f 8.46	9.12	f 10.53	12.52	f 1.45	f 5.09	f 6.02	f 7.06	11.56	f 12.01 A. M.		
19	19.39	FREEMAN	1.00	Fr 00 —	95	2.06	s 8.48	9.14	A1 0.55M69 A. M. & 93	f 12.54	s 1.48	s 5.11	s 6.05M77	7.09	11.59	A1 2.05M61 A. M.		
20	20.39	INGERSOL	1.45			2.09	8.50	9.16		12.55	1.49	5.13	6.07	7.11	12.02 A. M.			
22	21.84	OCHLARE SW	3.29		6	2.13	8.54	f 9.19		f 12.58	1.51	5.15	f 6.09	f 7.13	12.06			
25	25.13	MT. HOPE	1.55	H — — 00	62	2.25	f 9.01	s 9.25M65		s 1.05	f 1.57M71	f 5.23	s 6.17	s 7.20	12.17			
26	26.68	TREAT SW	.79		4	2.28	9.04	f 9.28		f 1.07	1.59	5.25	f 6.21	f 7.23	12.21			
27	27.47	LOKE SW	.69		10	2.31	9.06	9.30		1.09	2.00	5.26	6.24	7.24	12.23			
28	28.16	RATTLERSRUN	.85		No Siding	2.33	9.07	f 9.31		f 1.11	2.01	5.28	f 6.26	f 7.26	12.25			
29	29.01	LENOX SE	1.40		4	2.36	9.09	f 9.33		f 1.14	2.02	5.30	f 6.28	f 7.28	12.28			
30	30.47	WEST FAIRFIELD	1.49		38	2.42	f 9.12M65	f 9.35		f 1.16	2.04	f 5.32M75	f 6.30	f 7.31	12.34			
32	31.93	SALINE SE	1.29		5	2.46	9.16	f 9.38		f 1.19	2.06	5.34	f 6.32	f 7.34	12.38			
33	32.25	RUSS SW	.81		4	2.50	9.18	f 9.41		f 1.21	2.08	5.36	f 6.34	f 7.35	12.41			
34	34.06	WAVERLY	.93	W — —	50 SY	2.54	f 9.20	s 9.43		s 1.24	f 2.09M73	f 5.38M77	s 6.36	s 7.38	12.45			
35	35.02	CLIFTON SW	1.66		8	2.57	9.22	9.45		1.26	2.11	5.40	f 6.38	7.40	12.48			
37	36.68	JEFFERSON SE	1.56		5	3.02	9.26	f 9.48		f 1.28	2.14	5.43	f 6.41	f 7.43	12.53			
38	38.14	DURKEE	1.91		12	3.06	9.30	9.51		f 1.31M71	2.16	5.45	6.43	7.45	12.58			
40	40.05	SPRING VALLEY		S 000	150 WCY	A 3.15 A. M.	A 9.35M63 A. M.	A 9.55M67 A. M. & 93		A 1.35 P. M.	A 2.20 P. M.	A 5.50 P. M.	A 6.48 P. M.	A 7.50 P. M.	A 1.05 A. M.			
						92	62	64	66	68	70	72	74	76	94	78		
						Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat.	SUNDAY ONLY		
		Time Over District				9.10	1.35	1.25	0.52	1.25	1.25	1.25	1.25	1.25	2.00	0.50		
		Average Speed per Hour				19.6	25.8	28.2	21.9	23.2	28.2	28.3	28.3	28.3	30.0	22.8		

East-bound trains will not leave Shops. West-bound trains will not leave Spring Valley or Freeman until all over-due trains of the same or superior class have arrived. The Agent at Freeman, while on duty, will hand up Register Check to west-bound trains.

Nos. 62 and 72 will stop on flag at points between Freeman and Spring Valley (not shown as flag stations for those trains) to pick up passengers for points on Third District.

Double track between Spokane and Shops.
Register Stations and Standard Clocks—
Spokane.
Freeman (for short runs only).
Spring Valley.
Dispatchers' office—shops (for freight trains only).

WEST BOUND

SECOND DISTRICT

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Passenger 77	Passenger 75	Passenger 73	Passenger 71	Elec. Frt. 95	Passenger 69	Elec. Frt. 93	Passenger 67	Passenger 65	Passenger 63	Passenger 61	Station No.	Dist. from Spokane.	Time Table No. 13 EFFECTIVE DEC. 20, 1911.	STATIONS	Tele. Calls. Telep. Rings.	Capacity of Siding, Water, Scales, Coal, Wye
First Class	First Class	First Class	First Class	2d Class	First Class	2d Class	First Class	First Class	First Class	First Class						
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Sunday Only						
P. M. A 6.50	P. M. A 6.35	P. M. A 3.22	P. M. A 2.58	P. M. A 2.45	A.M. A 11.50M68	P. M. A 12.10M68	A.M. A 11.25	A.M. A 10.25	A.M. A 7.48M62	A.M. A 12.45	0	.00		SPOKANE 1.40	Go 00	25 Loop
6.45	6.25M70	3.13	2.49	12.45 M 70	11.41	12.10M68	11.16	10.13M60	7.38	12.37	1	1.49		SHOPS .21	DS —	
6.44	6.24	3.11	2.48	12.42	11.40	12.07	11.15	10.12	7.36	12.35		1.70		INLAND JUNCTION .49		50 W C Y
6.42	6.23	3.09	2.46	12.39	11.38	12.05 P. M.	11.14	10.11	7.34	12.34	2	2.19		THIRD AVE. 2.01		No Siding
6.38	6.18	3.05	2.41	12.30	11.33	11.57	11.10	10.06	7.29	12.31	4	4.50		TUDOR .39		No Siding
6.37M70	6.17	3.04	2.40	12.28 M68	11.32	11.55	11.09	10.05	7.28	12.30	4A	4.89		GRAVEL PIT .37		25
6.36	6.16	3.03	2.39	12.20	11.31	11.53	11.08	10.04	7.27	12.29	5	5.26		PANTOPS .52		No Siding
6.35	6.15	3.02	2.38	12.18	11.30	11.51	11.07	10.03	7.26	12.28	5A	5.78		GLENROSE .71		No Siding
6.34	6.14	3.01	2.37	12.15	11.29	11.48	11.05	10.01	7.25	12.27	6	6.52		PINE GROVE 1.32		No Siding
6.31	6.12	2.58	2.34	12.10	11.26	11.43	11.02	9.58	7.22	12.25	7	7.84		MORAN .64		18
6.29	6.11	2.57	2.32	12.08	11.24	11.41	11.01	9.57	7.20	12.24	8	8.88		PIEDMONT .69		No Siding
6.27	6.09	2.55	2.30	12.05	11.22	11.38	10.59	9.55	7.18	12.22	9	9.87		PARKVIEW .93		21
6.25	6.08	2.53	2.28	12.02	11.20	11.35	10.57	9.53	7.16	12.20	10	10.30		HILLBY .30		No Siding
6.23	6.07	2.52	2.27	12.01 P. M.	11.19	11.34	10.56	9.52	7.15	12.19	10A	10.60		WILLOW SPRINGSSW .79		3
6.21	6.06	2.51	2.25	11.58	11.17	11.31	10.55	9.50	7.13	12.18	11	11.39		SILVER HILL .99		No Siding
6.19	6.04	2.50	2.22	11.55	11.15	11.28	10.53	9.48	7.11	12.17	12	12.38		KIESLING SW .97	GN — — — 0	7
6.16	6.03	2.48	2.20	11.51	11.12	11.25	10.51	9.45	7.08	12.15	13	13.35		SHARON SE .98		4
6.14	6.01	2.46	2.18	11.48	11.10	11.21	10.49	9.43	7.05	12.13	14	14.33		BELAIR .78		No Siding
6.12	5.59	2.45	2.16	11.44	11.08	11.18	10.47M66	9.42	7.03	12.12	15	15.11		EXCELSIOR .91		21
6.11	5.57M74	2.43	2.14	11.42	11.06	11.15	10.45	9.40	7.01	12.10	16	16.05		JONES SE .89		21
6.10	5.56	2.42	2.13	11.40	11.05	11.13	10.44	9.39	7.00	12.09	16A	16.68		VALLEYFORD .72	V 00—	14
6.08	5.55	2.41	2.11	11.37	11.03	11.11	10.42	9.38	6.58	12.08	17	17.60		LARKIN .78		No Siding
6.07	5.54	2.40	2.10	11.35	11.02	11.10	10.40	9.37	6.57	12.07	18	18.38		RUBECK 1.01		No Siding
6.05M73	5.52	2.38	2.08	11.32	11.00M69 A.M.	11.08M60	10.38	9.35	6.55	12.05 M 78 A.M.	19	19.39		FREEMAN 1.00	Fr 00—	95
6.03	5.50	2.35	2.06	11.26		11.05	10.36	9.33	6.53		20	20.39		INGERSOLL 1.35		
6.00	5.47	2.33	2.04	11.24		11.00	10.33	9.31	6.50		22	21.84		OCHLARE SW 8.29		6
5.53	5.41	2.26	1.57M70	11.13		10.50	10.26	9.25M64	6.43		25	25.13		MT. HOPE 1.65	H — — 00	52
5.51	5.39	2.24	1.52	11.09		10.45	10.23	9.21	6.41		26	26.08		TREAT SW .79		4
5.50	5.38	2.22	1.50	11.06		10.42	10.21	9.20	6.39		27	27.47		LOKE SW .69		10
5.48	5.36	2.21	1.48	11.04		10.40	10.20	9.18	6.38		28	28.16		RATTLERSRUN .85		No Siding
5.46	5.34	2.19	1.47	11.01		10.37	10.18	9.16	6.36		29	29.01		LENOX SE 1.40		4
5.44	5.32M72	2.16	1.44	10.59		10.32	10.15	9.12M62	6.33		30	30.47		WEST FAIRFIELD 1.49		38
5.42	5.30	2.13	1.42	10.54		10.27	10.12	9.09	6.30		32	31.06		SALINE SE 1.29		5
5.40	5.28	2.11	1.40	10.51		10.23	10.09	9.06	6.28		33	32.25		RUSS SW .81		4
5.38M72	5.26	2.09M70	1.39	10.48		10.20	10.08	9.04	6.26		34	34.06		WAVERLY .96	W — —	50 S Y
5.36	5.24	2.06	1.37	10.45		10.17	10.05	9.01	6.24		35	35.02		CLIFTON SW 1.60		3
5.33	5.21	2.03	1.34	10.41		10.12	10.02	8.58	6.21		37	36.53		JEFFERSON SE 1.66		5
5.30	5.18	2.00	1.31M68	10.36		10.06	9.59	8.55	6.18		38	38.14		DURKEE 1.91		12
5.25 P. M.	5.13 P. M.	1.55 P. M.	1.28 P. M.	10.30 A.M.		10.00M62 P. M. & 64	9.55M64 A.M. & 63	8.50 A.M.	6.13 A.M.		40	40.05		SPRING VALLEY	S 000	150 W C Y
77	75	73	71	95	69	93	67	65	63	61						
Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Sunday Only						
1.25 28.3	1.29 27.6	1.27 27.6	1.29 26.7	2.15 17.1	0.50 22.8	2.19 18.4	1.30 26.7	1.35 26.3	1.35 25.9	0.40 28.5				Time Over District Average Speed per Hour		

Unless governed by special order, all meets shown between trains of the same class are positive meets.
At meeting points between trains of the same class, train arriving first will take siding.

Meeting or passing points are shown in heavy-faced type and the letter M or P, with number of train, to be met or passed.

EAST BOUND

THIRD DISTRICT

WEST BOUND

Passenger	Passenger	Passenger	Passenger	Elec. Frt.	Station No.	Distance from Spokane	Time Table No. 13	Tele. Calls.	Tele. Rings.	Cap. of Siding	Water Scales	Coal, Wye	Elec. Frt.	Passenger	Passenger	Passenger
72	68	62	94				EFFECTIVE DEC. 20, 1911						93	67	73	75
First Class	First Class	First Class	2d Class				STATIONS						2d Class	First Class	First Class	First Class
Daily	Daily	Daily	Daily Ex. Sunday				SPRING VALLEY	S	000	150 W Y C			Daily Ex. Sunday	Daily	Daily	Daily
P. M. L. 5.50	P. M. L. 1.35	A. M. L. 9.35	A. M. L. 1.15		40	40.05	KONAH			No Siding			A. M. A. 9.20	A. M. A. 9.55	P. M. A. 1.55	P. M. A. 5.13
f 5.55	f 1.39	f 9.40	1.24		43	43.24	FAIRBANKS	Fa	0-0	45			9.03	f 9.49	f 1.49	f 5.07
a 6.01	a 1.44	a 9.45	1.30		45	45.20	SEABURY			5			8.53	s 9.45	s 1.44	s 5.02
f 6.06	f 1.48	f 9.50	1.36		47	47.45	GEARY			27			8.42	f 9.40	f 1.40	f 4.58
f 6.10	f 1.52	f 9.55	1.43		50	49.91	DAN			No Siding			8.34	f 9.34	f 1.35	f 4.53
f 6.12	f 1.55	f 9.58	1.47		51	51.30	OAKESDALE	K S	0-	75			8.31	f 9.31	f 1.30	f 4.48
a 6.17	a 1.58	a 10.02	2.00		53	53.17	O.-W. R. & N. CROSSING						8.25	s 9.27	s 1.28	s 4.46
					53.79		N. P. CROSSING									
					53.81		DAVIDSON			No Siding			8.08	f 9.22	f 1.22	f 4.40
f 6.20	f 2.02	f 10.06	2.08		55	55.07	ROBINSON			No Siding			8.04	f 9.20	f 1.20	f 4.38
f 6.24	f 2.04	f 10.08	2.12		56	56.28	SOKULK			45			8.00	f 9.17	f 1.18	f 4.36
f 6.26	f 2.06	f 10.11	2.15		58	57.50	ELMER			No Siding			7.56	f 9.12	f 1.14	f 4.32
f 6.30	f 2.10	f 10.16	2.22		60	59.80	CRABTREE			83			7.52	f 9.09	f 1.12	f 4.29
f 6.32	f 2.12	f 10.18	2.25		61	60.92	GARFIELD	G F	000-	40			7.40	s 9.01	s 1.04	s 4.22
a 6.40	a 2.20	a 10.26	2.45		65	64.98	O.-W. R. & N. CROSSING									
					65.84		N. P. CROSSING									
					65.85		LADOW			45			7.23	f 8.52	f 12.55	f 4.14
f 6.50	f 2.30	f 10.35	3.00		69	68.87	GRINNELL			87			7.15	f 8.47	f 12.50	f 4.09
f 6.54	f 2.34	f 10.40	3.07		71	71.09	HORN			20			7.08	f 8.42	f 12.45	f 4.04
f 6.59	f 2.39	f 10.44	3.13		73	73.40	PALOUSE	Pa	00-0	204 W S Y			7.00	s 8.37	s 12.40	s 3.59
a 7.05	a 2.45	a 10.50	3.45		76	75.89	RINGO			15			6.37	f 8.30	f 12.33	f 3.53
f 7.11	f 2.51	f 10.56	3.55		79	78.91	COVE			No Siding			6.34	f 8.27	f 12.31	f 3.51
f 7.12	f 2.52	f 10.58	3.58		80	80.16	VIOLA			23			6.27	f 8.22	f 12.26	f 3.46
f 7.18	f 2.58	f 11.03	4.05		82	82.41	POE			No Siding			6.23	f 8.19	f 12.23	f 3.43
f 7.21	f 3.01	f 11.06	4.10		84	83.98	AYER			No Siding			6.17	f 8.15	f 12.20	f 3.40
f 7.24	f 3.04	f 11.10	4.16		86	85.78	ESTES			8			6.12	f 8.11	f 12.17	f 3.37
f 7.27	f 3.07	f 11.13	4.21		87	87.24	FERRIS			No Siding			6.08	f 8.09	f 12.13	f 3.33
f 7.29	f 3.09	f 11.15	4.25		88	88.13	MOSCOW	Mo	0-0	100 Y			L 6.00	L 8.05	L 12.10	L 3.30
A 7.35	A 3.15	A 11.20	A 4.35		90	90.40							A. M.	A. M.	P. M.	P. M.
72	68	62	94										93	67	73	75
Daily	Daily	Daily	Daily Ex. Sunday										Daily Ex. Sunday	Daily	Daily	Daily
1.45	1.40	1.45	3.20				Time Over District						3.20	1.50	1.45	1.43
28.8	30.0	28.8	15.1				Average Speed per Hour						15.0	27.3	28.8	29.8

Unless governed by special order, all meets shown between trains of the same class are positive meets.

At meeting points between trains of the same class, train arriving first will take siding.

Unless governed by special order east-bound trains will not leave Spring Valley and west-bound trains will not leave Moscow until all over-due trains of the same or superior class have arrived.

Meeting or passing points are shown in heavy-faced type and the letter M. or P., with number of train, to be met or passed.

All trains will stop on flag at Pottery to pick up or discharge passengers.

Register Stations and Standard Clocks—

Spring Valley.

Moscow.

COMMERCIAL SPURS.

NAME	LOCATION	Car Capacity	Station Number	Distance from Spokane
Nimbus	Between Davidson and Oakesdale	5	54	54.85
Longwill	Between Robinson and Davidson	5	55 A	56.04

Passenger	Passenger	Passenger	Passenger	Elec. Frt.	Station No.	Distance from Spokane	Time Table No. 13	Tele. Calls.	Tele. Rings.	Cap. of Siding	Water Scales	Coal, Wye	Passenger	Passenger	Elec. Frt.	Passenger	Passenger
76	74	70	64	92			EFFECTIVE DEC. 20, 1911						63	65	95	71	77
First Class	First Class	First Class	First Class	2d Class			STATIONS						First Class	First Class	2d Class	First Class	First Class
Daily	Daily	Daily	Daily	Daily Ex. Sunday			SPRING VALLEY	S	000	150 W Y C			Daily	Daily	Daily Ex. Sunday	Daily	Daily
P. M. L. 7.50	P. M. L. 6.48	P. M. L. 2.20	A. M. L. 9.55	A. M. L. 3.25	40	40.05	ROLLINS			6			A. M. A. 6.13	A. M. A. 8.50	A. M. A. 10.20	P. M. A. 1.28	P. M. A. 5.25
f 7.55	f 6.53	f 2.25	f 10.00	3.33	W43	42.03	ROSALIA	Ro	0-0	75 Y			f 6.06	f 8.43	10.14	f 1.22	f 5.18
A 8.02	a 7.00	a 2.32	a 10.07	3.55	W46	45.81	BROADVIEW FARMS			3			L 6.00	s 8.36	10.07	s 1.14	s 5.10
P. M.	f 7.02	f 2.34	f 10.09	3.58	W47	46.84	EARLY			5			A. M.	f 8.31	9.40	f 1.10	f 5.05
	f 7.05	f 2.37	f 10.11	4.03	W48	48.25	BALDER			9				f 8.29	9.35	f 1.08	f 5.03
	f 7.09	f 2.41	f 10.16	4.11	W51	50.55	HARRIS			24				f 8.25	9.27	f 1.04	f 4.59
	f 7.11	f 2.43	f 10.17	4.14	W51A	51.11	STONEHAM			3				f 8.23	9.25	f 1.03	f 4.57
	f 7.13	f 2.45	f 10.20	4.18	W52	52.25	TRESTLE CREEK			No Siding				f 8.21	9.20	f 1.01	f 4.56
	f 7.16	f 2.47	f 10.22	4.21	W53	53.65	O.-W. R. & N. CROSSING							f 8.19	9.15	f 12.58	f 4.53
					54.78		THORNTON	Rn	0-0	45				s 8.15	9.10	s 12.55	s 4.49
a 7.19	a 2.51	a 10.26	4.40		W55	55.29	BARNES			No Siding				f 8.07	8.58	f 12.47	f 4.42
f 7.25	f 2.58	f 10.32	4.50		W58	58.40	CASHUP			15				f 8.05	8.53	f 12.45	f 4.40
f 7.28	f 3.01	f 10.35	4.55		W60	59.83	LYNN			No Siding				f 8.03	8.50	f 12.43	f 4.38
f 7.30	f 3.03	f 10.36	4.58		W61	60.62	BANKSON			No Siding				f 8.01	8.45	f 12.41	f 4.36
f 7.33	f 3.07	f 10.40	5.03		W62	62.10	STEPTOE			60				s 7.56	8.35	s 12.36	s 4.31
a 7.38	a 3.12	a 10.45	5.20		W65	64.84	BLACKWELL			25				f 7.51	8.27	f 12.31	f 4.26
f 7.43	f 3.17	f 10.49	5.26		W67	66.70	RYE			3				f 7.45	8.17	f 12.25	f 4.20
f 7.48	f 3.23	f 10.54	5.35		W70	69.57	MANNING			6				f 7.42	8.11	f 12.22	f 4.17
f 7.52	f 3.26	f 10.57	5.40		W71	71.13	HARPOLE			No Siding				f 7.41	8.09	f 12.21	f 4.16
f 7.53	f 3.28	f 10.59	5.42		W72	71.80	LINCOLN			12				f 7.35	7.58	f 12.15	f 4.10
f 7.59	f 3.34	f 11.04	5.51		W75A	75.12	COLFAX WYE			20 Y							
					76.71		O.-W. R. & N. CROSSING										
							COLFAX	Cx	0-0	15			L 7.30	L 7.50	L 12.10	L 4.05	L 4.05
													A. M.	A. M.	P. M.	P. M.	P. M.
76	74	70	64	92									63	65	95	71	77
Daily	Daily	Daily	Daily	Daily Ex. Sunday									Daily	Daily	Daily Ex. Sunday	Daily	Daily
0.12	1.17	1.15	1.15	2.85			Time Over District						0.13	1.20	2.80	1.13	1.20
28.8	29.0	29.2	29.6	14.2			Average Speed per Hour						26.6	27.5	14.8	28.8	27.5

Unless governed by special order, all meets shown between trains of the same class are positive meets.

At meeting points between trains of the same class, train arriving first will take siding.

Unless governed by special order, east-bound trains will not leave Spring Valley, and west-bound trains will not leave Colfax or Rosalia until all over-due trains of the same or superior class have arrived.

The Agent at Rosalia, while on duty, will hand up register check to west-bound trains.

Meeting or passing points are shown in heavy-faced type and the letter M. or P., with the number of train, to be met or passed.

Register Stations and Standard Clocks—

Spring Valley.

Colfax.

Rosalia (for short run only).

SPECIAL RULES

1—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 it is impossible for either to come up within four feet of trolley wire. Employees who are required to use telephone or jack boxes, must stand on a dry board and wear rubber gloves while cutting in and using telephone.

2—No person will be allowed to ride on top of box cars or high loaded cars.

3—All trains and yard engines must stop and flag across N. P.-G. N. transfer track, Sheridan street.

4—Trains will stop to receive or discharge passengers at Post, Howard, Washington, Division, Front and Sheridan Sts., and at Third Ave.

5—Trains must come to full stop before crossing street railways at grade, and if there is a street car at crossing will not proceed until receiving signal from motorman.

6—When passenger cars are added to or taken off passenger trains, trolley pole or pantagraph, or both of them, must be lowered from trolley wire before bus line is coupled or uncoupled.

This rule is of the utmost importance and must be lived up to.

F—Flag. S—Stop.

SE—Switch at east end of spur.

SW—Switch at west end of spur.

INITIAL POINTS FOR TRAINS OF FIRST DISTRICT ARE:

Spokane and Coeur d'Alene. Trains Nos. 5, 51, 9, 11, 13, 53, 17, 52, 8, 10, 54, 12, 22, 24.

Spokane and Hayden Lake. Trains Nos. 6, 14, 18, 7, 19, 23.

Coeur d'Alene and Hayden Lake. Trains Nos. 3, 4, 55, 56.

Spokane and Liberty Lake. Trains Nos. 1, 15, 21, 2, 16, 20.

INITIAL POINTS FOR TRAINS ON SECOND, THIRD AND FOURTH DISTRICTS ARE:

Spokane and Moscow. Trains Nos. 62, 68, 72, 94, 67, 93, 73, 75.

Spokane and Colfax. Trains Nos. 65, 71, 77, 64, 70, 74, 92, 95.

Spokane and Rosalia. Trains Nos. 63, 76.

Spokane and Freeman. Trains Nos. 66, 78, 61, 69.

7—All trains must reduce speed to 12 miles per hour crossing long bridges. Full stop must be made at all bridges where "Stop" signs are erected.

8—All trains must approach Spring Valley expecting to find main line occupied.

9—The Moscow line will be considered as main line at Spring Valley, and switches must be lined up accordingly.

10—Derail switches are located on all passing tracks and spurs where there is danger of cars running out. The derail must be left to derail at all times except when in use.

11—Conductors must see to it that window guards on left side of passenger cars are securely fastened up while moving in either direction on double track in Spokane.

12—All trains will reduce speed to 10 miles per hour within city limits of Coeur d'Alene.

13—Trains meeting at Huetter on time card, or by special order, will use the East Huetter spur.

COMPANY SURGEONS

Dr. E. R. Northrup, Chief Surgeon, Spokane.

Dr. C. J. Carson, Waverly.

Dr. J. S. Miller, Oakesdale.

Dr. G. M. Macgregor, Garfield.

Dr. E. P. Hein, Palouse.

Dr. W. H. Carrithers, Moscow.

Dr. W. W. Brand, Rosalia.

Dr. Chas. F. Bumgarner, Thornton.

Dr. A. E. Stuhrt, Colfax.

Dr. Miles Hopkins, Greenacres.

Dr. Alexander Hunter, Coeur d'Alene.

COMMERCIAL SPURS:

Name.	Location.	Car Capacity	Station Number	Distance from Spokane
Vera Junction.....	0.55 miles West of Greenacres.....	15	C 12 B	12.82
Gravel Pit.....	Between Post Falls and McGuires.....	12	C 23	23.20
West Huetter.....	0.26 miles West of Huetter.....	25	C 29	23.70
East Huetter.....	0.29 miles East of Huetter.....	25	C 29 B	29.25
Newtons.....	0.30 miles East of Sherman St., Coeur d'Alene.	4	C 33 A	33.73
Altamont	1.57 miles East of Third Ave.....	2	3 A	3.76

J. F. GANNAWAY,
Train Master.

L. E. ERLEWINE,
J. W. DONOVAN,
H. M. ISARD, } Dispatchers

