

SPOKANE & INLAND EMPIRE RAILROAD CO.

TIME TABLE No. 41

TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.
PACIFIC TIME

SUNDAY, NOVEMBER 18, 1917

SUPERSEDING TIME TABLE NO. 40 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY

E. E. LILLIE, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, General Superintendent

316.1.32

SECOND CLASS															FIRST CLASS										Capacity of Siding, Wye, Loop, Scale, Water, Coal	Time Table No. 41		Dist. from Hayden Lake	Station No.	
															51	19	17	15	13	11	9	7	5	3		1	EFFECTIVE NOVEMBER 18, 1917			
															Local Freight Daily Ex. Sun.	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily		Pass'gr Daily	Pass'gr Daily Ex. Sun.			STATIONS
																										8 Loop	HAYDEN LAKE 1.31	0.6	C 40	
																										14	HONEYSUCKLE FARMS 1.41	1.64	C 39	
																										15	DALTON 0.86	3.05	C 37	
																										No Siding	BAKKE 2.23	3.91	C 36	
																										12	WOODLAWN 1.82	6.14	C 34A	
																										250 WY	COEUR D'ALENE 1.50	7.96	C 32	
																										10 O	GIBBS 1.09	9.46	C 31	
																										10	ATLAS 1.05	10.55	C 30	
																										50	HUETTER 0.54	11.60	C 29	
																										8	McCLELLAN 1.81	12.14	C 28	
																										10	ROSS 0.61	13.95	C 26A	
																										40	ALAN 1.87	14.56	C 26	
																										12	POST FALLS 1.54	16.43	C 24	
																										10	McGUIRES 1.04	17.97	C 23	
																										No Siding	SIGNAL POINT 1.21	19.01	C 21	
																										No Siding	CURROE 1.19	20.22	C 20	
																										12	SPOKANE BRIDGE 1.72	21.41	C 19	
																										No Siding	SEATON 1.65	23.13	C 17	
																										Loop 8	LIBERTY LAKE 1.94	26.72	L 2	
																										Y	LIB. LAKE JCT. 2.27	24.78	C 16	
																										20	GREENACRES 0.72	27.05	C 15B	
																										No Siding	FLORA 1.03	27.77	C 13	
																										6	CARDERS 2.02	28.50	C 12	
																										3	PINECROFT 0.81	30.82	C 10	
																										40	SULLIVAN 0.92	31.63	C 9	
																										3	N. P. SUBWAY 0.55	32.55	C 8	
																										3	MILLWOOD 1.01	33.10	C 7	
																										12	ORCHARD AVE. 0.79	34.11	C 6	
																										No Siding	DEL MONTE 0.63	34.90	C 5A	
																										3	PARKWATER 2.45	35.53	C 5	
																										100	O.-W. R. & N. TRANS. 0.75	38.01	C 2	
																										50 WY	INLAND JCT. 0.14	38.76	B 2	
																										25	SHOPS 0.59	38.90		
																										150 S	FREIGHT HOUSE 0.89	39.49	B 1	
																										25 Loop	SPOKANE	40.38	B 0	
																			</											

SPECIAL RULES

Eastward trains are superior to Westward trains of the same class.

FIRST CLASS

SECOND CLASS

Capacity of Siding, Wye, Loop, Scale, Water, Coal	Telep. Rings	Telep. Calls	Time Table No. 41		Dist. from Spokane	Station No.	2	4	6	8	10	12	14	16	18	20	52																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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SPECIAL RULES

Eastward trains are superior to Westward trains of the same class.

All passenger trains will stop on flag at:

Crestline Street _____ Mile Post 2.37
Nelson Street _____ Mile Post 2.93
Esperance _____ Mile Post 4.34
Tolido _____ Mile Post 14.62

Fourth Street _____ Coeur d'Alene
Sherman Street _____ Coeur d'Alene
Pennsylvania Ave. _____ Coeur d'Alene
Johnsons _____ Mile Post 35.26
Liberty Home, Liberty Lake Branch _____ Mile Post 17.0

SECOND CLASS				FIRST CLASS										FIRST CLASS										SECOND CLASS						
			93				71	69	67	65	63	Station No.	Dist. from Spokane	Time Table No. 41	Tele. Calls	Telep. Rings	Capacity of Siding, Wye, Water, Coal Scales.	62	64	66	68	70				92				
			Local Freight Daily Ex. Sun.				Pass'gr Daily Ex. Sun.	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily Ex. Sun.			EFFECTIVE NOVEMBER 10, 1917				Pass'gr Daily Ex. Sun.	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily Ex. Sun.				Local Freight Daily Ex. Sun.				
			A. M. 10.40				P. M. 5.22	P. M. 1.40	P. M. 9.55			B10	40.05	SPRING VALLEY 1.91	S	000	150 W Y		A. M. 9.45	P. M. 1.30	P. M. 5.15				A. M. 2.15					
			10.45				5.26	1.44	9.59			B38	38.14	DURKEE 1.00			12		9.41	1.26	5.10				2.09					
			10.50				f 5.28	f 1.48	f 10.03			B37	36.54	JEFFERSON 2.48 SE			5		f 9.37	f 1.23	f 5.07				2.04					
			10.57				s 5.33	s 1.53	s 10.09			B34	34.06	WAVERLY 2.10	W	--	50 Y		s 9.32	s 1.17	s 5.02				1.57					
			11.03				f 5.37	f 1.58	f 10.14			B32	31.96	SALINE 1.51 SE			5		f 9.28	f 1.13	f 4.57				1.50					
			11.07				f 5.40	f 2.02	f 10.18			B30	30.45	WEST FAIRFIELD 1.43			38		f 9.24	f 1.09	f 4.54				1.45					
			11.12				f 5.43	f 2.05	f 10.21			B29	29.02	LENOX 1.38 SE			Not Wired 4		f 9.22	f 1.06	f 4.51				1.41					
			11.16				5.46	2.08	10.23			B28	27.04	LOKE 0.96 SW			10		9.18	1.03	4.48				1.37					
			11.19				f 5.48	f 2.10	f 10.26			B27	26.08	TREAT 1.55 SW			4		f 9.16	f 1.01	f 4.46				1.33					
			11.23				s 5.50	s 2.13	s 10.30			B25	25.13	MT. HOPE 0.37	H	--00	52		s 9.13	s 12.57	s 4.43				1.29					
			11.33				f 5.58	f 2.20	f 10.38			B22	21.76	OCHLARE 2.33 SW			6		f 9.06	f 12.50	f 4.36				1.18					
			11.39				L P. M. 6.45	f 6.04	f 2.25	f 10.43	L A. M. 7.00 M62	B19	19.43	FREEMAN 1.14			95	A. M. 7.00 M63	f 9.01	f 12.45	f 4.31	P. M. 6.25			1.11					
			11.43				f 6.48	f 6.07	f 2.27	f 10.46	f 7.03	B18A	18.29	RUBECK 1.41			No Siding	f 6.57	f 8.58	f 12.42	f 4.28	f 6.22			1.07					
			11.47				s 6.51	s 6.11	s 2.30	s 10.49	s 7.06	B17	16.88	VALLEYFORD 1.65	V	00--	14	s 6.54	s 8.55	s 12.39	s 4.26	s 6.18			1.03					
			11.52				f 6.55	f 6.15 M70	f 2.33	f 10.53	f 7.09	B15	15.23	EXCELSIOR 1.90			24	f 6.51	f 8.52	f 12.36	f 4.22	f 6.15 M69			12.58					
			11.58				f 6.59	f 6.19	f 2.38	f 10.57	f 7.13	B13	13.83	SHARON 0.92 SE			5	f 6.48	f 8.47	f 12.32	f 4.17	f 6.11			12.52					
			P. M. 12.01				s 7.01	s 6.21	s 2.41	s 10.59	s 7.16	B12	12.41	KIESLING 1.80 SE	GN	--0	12	s 6.46	s 8.45	s 12.29	s 4.15	s 6.09			12.49					
			12.07				f 7.05	f 6.25	f 2.45	f 11.03	f 7.19	B11	10.61	WILLOW SPRINGS 1.26 SW			3	f 6.42	f 8.41	f 12.25	f 4.11	f 6.05			12.44					
			12.22 M66				f 7.08	f 6.28	f 2.47	f 11.07	f 7.22	B9	9.85	PARKVIEW 1.49			24	f 6.40	f 8.38	f 12.22 M68	f 4.08	f 6.02			12.40					
			12.28				f 7.11	f 6.31	f 2.51	f 11.10	f 7.25	B8	7.86	MORAN 1.35			18	f 6.37	f 8.34	f 12.19	f 4.05	f 5.59			12.35					
			12.33				f 7.13	f 6.34	f 2.53	f 11.13	f 7.28	B7	6.51	PINE GROVE 1.03 SW			10	f 6.34	f 8.31	f 12.16	f 4.01	f 5.56			12.32					
			12.40				7.17	6.38	2.57	11.17	7.32	B5	4.89	GRAVEL PIT 2.08			25	6.31	8.27	12.12	3.57	5.53			12.27					
			12.50				s 7.23	s 6.43	s 3.03	s 11.23	s 7.37	B2B	2.21	THIRD AVE. 0.33			No Siding	s 6.27	s 8.22	s 12.07	s 3.52	s 5.47			12.18					
			12.52				7.24	6.44	3.04	11.24	7.38	B2A	1.88	SPRACUE AVE. 0.26			24	6.26	8.21	12.06	3.51	5.46			12.17					
			12.53				7.25	6.45	3.05	11.25	7.39		1.62	INLAND JUNCTION 0.14			50 W Y	6.25	8.20	12.05	3.50	5.45			12.16					
			A 12.55				f 7.26	f 6.46	f 3.06	f 11.26	f 7.40		1.48	SHOPS 1.48				f 6.24	f 8.19	P. M. 12.04	f 3.49	f 5.44			L 12.15					
			P. M.				A 7.35 P. M.	A 6.55 P. M.	A 3.15 P. M.	A 11.35 A. M.	A 7.50 A. M.	B0	0.00	SPOKANE	D	--	25 Loop	L 6.15 A. M.	L 8.10 A. M.	L 11.55 A. M.	L 3.40 P. M.	L 5.35 P. M.			A. M.					
			93				71	69	67	65	63							62	64	66	68	70			92					
			Daily Ex. Sun.				Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.							Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.			Daily Ex. Sun.					
			2.15 17.8				0.50 23.3	1.33 25.8	1.35 25.2	1.40 24.0	0.50 23.3			Time Over District Average Speed per Hour				0.45 25.9	1.35 25.2	1.35 25.2	1.35 25.2	0.50 23.3			2.00 20.0					

SPECIAL RULES

Eastward trains are superior to Westward trains of the same class.

All passenger trains will stop on flag at:

Tudor ----- Mile Post 4.50
 Pantops ----- Mile Post 5.26
 Glenrose ----- Mile Post 5.77
 Piedmont ----- Mile Post 8.39
 Hillby ----- Mile Post 10.31
 Silver Hill ----- Mile Post 11.38
 Belair ----- Mile Post 14.28

Kennerwood ----- Mile Post 14.72
 Larkin ----- Mile Post 17.60
 Ingersoll ----- Mile Post 20.41
 Rock Creek ----- Mile Post 23.2
 Rattlers Run ----- Mile Post 28.13
 Round Brook ----- Mile Post 33.26
 Clifton ----- Mile Post 35.06

Nos. 62, 63, 70 and 71 will stop on flag at Sand St. ----- Mile Post 16.0

Westward				THIRD SUB-DIVISION—SPRING VALLEY AND MOSCOW										Eastward			
SECOND CLASS		FIRST CLASS				FIRST CLASS										SECOND CLASS	
93		69	67	65	STATION NO.	DIST. FROM SPOKANE	Time Table No. 41		TELE. CILLS	TELEP. RINGS	CAPACITY OF SINKS, WYE LOOP, SCALES, WATER, COAL	64	66	68		92	
Freight		Pass'gr	Pass'gr	Pass'gr			EFFECTIVE NOVEMBER 18, 1917					Pass'gr	Pass'gr	Pass'gr		Freight	
Daily		Daily	Daily	Daily	STATIONS						Daily	Daily	Daily		Daily		
Ex. Sun.		Daily	Daily	Daily							Daily	Daily	Daily		Ex. Sun.		
A. M.		P. M.	A. M.	A. M.			MOSCOW		Mo 0—0	100 Y	A. M.	P. M.	P. M.		A. M.		
L 6.30		L 3.35	L 11.50	L 8.00	B90	90.38	ESTES	SW		8	A 11.35	A 3.20	A 7.10		A 5.40		
6.42		f 3.42	f 11.57	f 8.07	B87	86.96	POE			No Siding	f 11.28	f 3.13	f 7.03		5.27		
6.53		f 3.48	P. M.	f 8.13	B84	83.98	VIOLA			23	f 11.22	f 3.07	f 6.57		5.16		
7.00		f 3.52	f 12.06	f 8.17	B82	82.38	RINGO	SW		15	f 11.18	f 3.03	f 6.53		5.10		
7.14		f 4.00	f 12.14	f 8.25	B79	78.08	PALOUSE		Pa 00—0	204 Y	f 11.10	f 2.56	f 6.45		4.56		
7.24		s 4.05	s 12.20	s 8.31	B76	75.90	GRINNELL			37	s 11.04	s 2.50	s 6.38		4.45		
7.42		f 4.15	f 12.30	f 8.42	B71	71.04	LADOW			45	f 10.54	f 2.39	f 6.27		4.27		
7.50		f 4.20	f 12.34	f 8.47	B69	68.95	N. P. CROSSING				f 10.50	f 2.35	f 6.22		4.18		
						65.35	O.-W. R. & N. CROSSING										
						65.34	GARFIELD		GF 000—	40	s 10.41	s 2.27	s 6.14		4.03		
8.05		s 4.28	s 12.43	s 8.55	B65	64.98	CRABTREE			33	f 10.32	f 2.18	f 6.05		3.48		
8.25		f 4.36	f 12.51	f 9.03	B61	60.95	SOKULK			45	f 10.25	f 2.10	f 5.57		3.35		
8.43		f 4.43	f 12.59	f 9.12	B57	57.35	DAVIDSON			No Siding	f 10.21	f 2.06	f 5.52		3.27		
8.55		f 4.48	f 1.03	f 9.17	B55	54.96	N. P. CROSSING										
						53.98	O.-W. R. & N. CROSSING										
						53.80	OAKESDALE		OD 0—	75	s 10.17	s 2.02	s 5.47		3.19		
9.05		s 4.53	s 1.07	s 9.20	B53	53.17	GEARY			27	f 10.10	f 1.55	f 5.40		3.07		
9.27	65P	f 4.59	f 1.14	f 9.27	B50	49.94	SEABURY	SW		5	f 10.06	f 1.50	f 5.36		2.59		
9.45		f 5.03	f 1.18	f 9.32	B48	47.75	FAIRBANKS			45	f 10.00	f 1.45	f 5.31		2.50		
10.00	M64	f 5.08	f 1.23	f 9.38	B45	45.29	SPRING VALLEY		S 000	150 W Y	L 9.50	L 1.35	L 5.20		L 2.30		
A 10.30		A 5.20	A 1.35	A 9.50	B40	40.05					P. M.	P. M.	P. M.		A. M.		
A. M.		P. M.	P. M.	A. M.													
93		69	67	65							64	66	68		92		
Daily		Daily	Daily	Daily							Daily	Daily	Daily		Daily		
Ex. Sun.		Daily	Daily	Daily							Daily	Daily	Daily		Ex. Sun.		
4.00		1.45	1.45	1.50			Time Over District				1.45	1.45	1.50		3.10		
12.5		28.5	28.5	27.4			Average Speed per Hour				28.5	28.5	27.4		15.7		

SPECIAL RULES
Eastward trains are superior to Westward trains of the same class.
Nos. 65, 67 and 69 will take siding east leg wye Spring Valley to meet Nos. 64, 66 and 68.

Westward				FOURTH SUB-DIVISION—SPRING VALLEY AND COLFAX										Eastward			
SECOND CLASS		FIRST CLASS				FIRST CLASS										SECOND CLASS	
95	85	83	81	STATION NO.	DISTANCE FROM SPRING VALLEY	Time Table No. 41		TELEG. CALLS	TELEP. RINGS	CAPACITY OF SINKING, WYE, LOOP, SCALES, WATER, COAL	80	82	84	94			
Freight	Pass'gr	Pass'gr	Pass'gr			EFFECTIVE NOVEMBER 18, 1917					Pass'gr	Pass'gr	Pass'gr		Freight		
Daily Ex. Sun.	Daily	Daily	Daily			STATIONS					Daily	Daily	Daily		Daily Ex. Sun.		
A. M. L 7.15	P. M. L 3.55	P. M. L 12.10	A. M. L 8.20	W77	76.79	COLFAX		Cx —0—	15	A. M. A 11.10	P. M. A 3.00	P. M. A 6.45	A. M. A 6.00				
					76.50	O.-W. R. & N. CROSSING											
				W75A	75.27	COLFAX WYE			20 Y								
7.23	f 4.00	f 12.14	f 8.25	W75	74.75	LINCOLN SE			12	f 11.05	f 2.55	f 6.40	5.52				
7.40	f 4.07	f 12.22	f 8.33	W71	71.13	MANNING SW			6	f 10.58	f 2.48	f 6.33	5.37				
7.47	f 4.11	f 12.26	f 8.37	W70	69.66	RYE SW			3	f 10.54	f 2.45	f 6.30	5.30				
8.00	f 4.17	f 12.32	f 8.43	W67	66.54	BLACKWELL			25	f 10.47	f 2.38	f 6.23	5.17				
8.09	s 4.22	s 12.37	s 8.47	W65	64.67	STEPTOE		Q 0—	60	s 10.43	s 2.34	s 6.19	5.09				
8.20	f 4.27	f 12.42	f 8.52	W62	62.08	BANKSON			No Siding	f 10.37	f 2.28	f 6.13	4.58				
8.30	f 4.32	f 12.47	f 8.57	W60	59.89	CASHUP SW			15	f 10.32	f 2.23	f 6.08	4.49				
9.07 ^{SLP}	s 4.42	s 12.57	s 9.07 ^{PS}	W55	55.33	THORNTON		Rn —0—0	45	s 10.22	s 2.13	s 5.58	4.30				
					54.76	O.-W. R. & N. CROSSING											
9.23	f 4.48	f 1.03	f 9.13	W52	52.37	STONEHAM SE			3	f 10.16	f 2.07	f 5.52	4.17				
9.29	f 4.51	f 1.07	f 9.16	W51A	51.01	HARRIS			24	f 10.12	f 2.04	f 5.49	4.12				
9.31	f 4.52	f 1.08	f 9.17	W51	50.55	BALDER SW			9	f 10.11	f 2.03	f 5.48	4.10				
9.42	f 4.57	f 1.13	f 9.22	W48	48.20	EARLY SW			5	f 10.06	f 1.58	f 5.42	4.00				
9.48	f 5.00	f 1.16	f 9.25	W47	46.83	BROADVIEW FARMS			3	f 10.03	f 1.55	f 5.39	3.54				
10.02 ^{MS}	s 5.02	s 1.18	s 9.27	W46	45.81	ROSALIA		Ro —00	75 Y	s 10.02 ^{MS}	s 1.53	s 5.37	3.50				
10.17	f 5.08	f 1.25	f 9.33	W43	42.58	ROLLINS SE			6	f 9.55	f 1.45	f 5.30	3.36				
A 10.30 A. M.	A 5.15 P. M.	A 1.30 P. M.	A 9.40 A. M.	B40	40.05	SPRING VALLEY		S 000	150 W Y	L 9.50 A. M.	L 1.40 P. M.	L 5.25 P. M.	L 3.25 A. M.				
95	85	83	81							80	82	84	94				
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily				
Ex. Sun.													Ex. Sun.				
3.15 11.3	1.20 27.8	1.20 27.8	1.20 27.8			Time Over District Average Speed per Hour				1.20 27.8	1.20 27.8	1.20 27.8	2.35 14.2				

SPECIAL RULES
Eastward trains are superior to Westward trains of the same class. Exception: Trains No. 81, 83, 85 are superior to trains No. 80, 82, and 84.

All passenger trains will stop on flag at:

Konah	Mile Post 43.24
Dan	Mile Post 51.30
Robinson	Mile Post 56.28
Elmer	Mile Post 59.77
Coherly	Mile Post 62.1
Horn	Mile Post 73.40
Pottery	Mile Post 77.0
Cove	Mile Post 80.15
Ayer	Mile Post 85.70
Ferris	Mile Post 89.13

COMPANY SURGEONS:

Dr. E. R. Northrop, Chief Surgeon, Spokane.	Dr. W. W. Brand, Rosalia.
Dr. T. D. Burger, Asst. Surgeon, Spokane.	Dr. L. L. Terrell, Thornton.
Dr. Henry N. Whitelaw, Oakesdale.	Dr. W. B. Palamountain, Colfax.
Dr. Paul E. Weisel, Garfield.	Dr. Charles W. Dreisbach, Greenacres.
Dr. E. T. Hein, Palouse.	Dr. John T. Wood, Coeur d'Alene.
Dr. W. H. Carrithers, Moscow.	Dr. George T. Doolittle, Hayden Lake.

WATCH INSPECTORS:

Name.	Location.
Geo. H. Doerr	717 Riverside, Spokane.
E. L. Overjorde	Coeur d'Alene.
O. M. Johnston	Colfax

COMMERCIAL SPURS:

Name	Location	Car Capacity	Station Number	Distance from Spokane
Vera Junction	0.55 miles West of Greenacres	15	C 13 A	12.82
Gravel Pit	0.81 miles West of Post Falls	12	C 23	23.20
West Huetter	0.26 miles West of Huetter	25		23.70
Altamont	1.57 miles East of Third Ave.	2	B 4	3.76
Legg Spur	0.12 miles East of Pine Grove	7	B 7 A	6.63
Jones	0.8 miles West of Valley Ford	10	B 16	16.08
Ingersoll	1 mile East of Freeman	5	B 20	20.41
Bound Brook	1.3 miles East of Saline	7	B 33	33.26
Clifton	1 mile East of Waverly (not wired)	3	B 35	35.06
Dale	0.48 miles East of Clifton	5	B 36	35.50
Nimbus	1.18 miles East of Oakesdale	5	B 54	54.36
Longwill	0.97 miles East of Davidson	5	B 56	56.04
Poe	0.43 miles East of Mile Post 84	5	B 84	84.43

SPECIAL RULES

- No. 1. Special rules supersede rules and regulations of transportation department.
- No. 2. When an order is put out to a train at a station directing them to meet an opposing train at that station, and the order contains the clause "-----gets this order at meeting point", the train receiving the order at the meeting point will hold the main track and the other train must take the siding.
- No. 3. All passenger train vestibule doors between coaches must be kept closed when made up in trains, and under no circumstances will passengers be permitted to pass from one coach to another by stepping across.
- No. 4. 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 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 a telephone.
- No. 5. Trains will stop to receive or discharge passengers at Post, Howard, Washington and Division Street, Spokane.
- No. 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.
- No. 7. Freight trains, both directions, must stop at Rock Creek Bridge, and westbound freight trains must stop at Park View Bridge and must not exceed 8 miles per hour over them. Passenger trains will reduce speed to 8 miles per hour over Rock Creek and Park View Bridges.
- No. 8. The Moscow line will be considered as main line at Spring Valley, and switches lined up accordingly.
- No. 9. 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 thrown to allow passage of trains.
- No. 10. 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.
- No. 11. All trains will reduce speed to 10 miles per hour passing from double to single track.
- No. 12. Trains will be governed by the interlocking signal tower signals, O.-W. R. R. & N. crossing, mile post 2.37, first Sub-division; I. & W. N. Ry. crossing, McGuire's, and O.-W. R. & N. crossing at Colfax. All trains must approach interlocking signals under control, expecting to find signal at "Stop" and derail open.
- No. 13. Unless protected by interlocking signal, all trains before passing railroad crossings at grade, will come to a full stop, sound two short blasts of whistle, and not proceed until crossing is known to be clear. In addition to grade crossings shown on face of time table, this rule will apply at grade crossings, first Sub-division, as follows:
N. P. Ry., 1000 feet west of Post Falls.
N. P. Ry., 1700 feet east of Huetter.
C. M. & St. P. Ry. and N. P. Ry., just east of Coeur d'Alene depot.
C. M. & St. P. Ry., just east of Liberty Lake Junction on Liberty Lake branch.
- No. 14. The crossing with the O.-W. R. & N. west of Thornton is protected by a crossing gate, the normal position of which is directly across Inland tracks; before proceeding over crossing, gate must be swung across O.-W. R. & N. tracks so that target in day time and red light at night will show over top of Inland trains. Westbound trains must not stop to pick up brakeman until the rear end is entirely clear of the crossing.
- No. 15. The single track at Bridge 1.5 Spokane, is protected by automatic electric block signals. Positions and colors governing: Horizontal or red, stop; diagonal (downward), or green, proceed. If signal does not clear in ten seconds a flagman must be sent ahead to flag train through block.

STANDARD CLOCKS

- No. 16. Standard clocks are located at the Dispatcher's office, Spokane Terminal, Coeur d'Alene, Spring Valley, Colfax, and Moscow.

REGISTER STATIONS

- No. 17. Terminal Building, Spokane, local freight office, Spokane, Freeman, Spring Valley, Moscow, Colfax, Coeur d'Alene, Hayden Lake, Liberty Lake, and Liberty Lake Junction. All trains except freight trains will register at Terminal Building Spokane. All freight trains will register at local freight office, Spokane.
At Freeman: Trains No. 62, 63, 70 and 71 only will register.
At Liberty Lake Junction: Only trains going to and from Liberty Lake will register.

BULLETIN BOARDS

- No. 18. Are located at Terminal Building, Spokane; freight office, Spokane, Spring Valley, Moscow, Colfax, and Coeur d'Alene.

SPEED RESTRICTIONS

- No. 19. Maximum speed of passenger trains at any point must not exceed 40 miles per hour. Freight trains must not exceed 30 miles per hour.
Westbound freight trains between Moran and Third Avenue must not exceed a speed of 20 miles per hour. All trains will reduce speed to 10 miles per hour when in city limits of Coeur d'Alene. All trains will reduce speed to 10 miles per hour, sound whistle and ring bell while passing over Madison street crossing, Valleyford, Wash., just west of depot.

YARDS.

- No. 20. Spokane Yard Limits extend from Terminal Building Station to Mile Post 2.8, Second Sub-division, and to Mile Post 3.7, First Sub-division. In Spokane Yard, all trains, including light engines and motors, must approach all street crossings under control, stop before crossing street railways at grade, and if a street car is approaching crossing, will not proceed until it is known to be stopped.
All trains, including light engines and motors, must stop and flag across N. P. and G. N. transfer track at Sheridan Street, unless crossing is protected by flagman.
When passenger trains meet on Main Avenue, Spokane, the inbound train must stop and wait until the outbound train has passed.
Traction cars use jointly with interurban trains main line between shops and Terminal Building. All trains will keep lookout for Traction cars in these limits.
- No. 21. Spring Valley Yard limits extend from Mile Post 39.6, Second Sub-division, to Mile Post 40.5, Third Sub-division, and to Mile Post 40.8W, Fourth Sub-division.
- No. 22. Palouse Yard Limits extend from a point 1000 feet west of west wye switch to a point 1000 feet east of stock yard track.
- No. 23. Moscow Yard Limits extend from Mile Post 90 to end of track on Sixth Street.
- No. 24. Colfax Yard Limits extend from Mile Post 74.9W to Island Street.
- No. 25. Coeur d'Alene Yard Limits extend from Mile Post 31.7 to Mile Post 33.9. C.M.&St.P.Ry. use jointly main track between Second Street east of the depot and Rutledge Mill Spur connection at Eleventh Street. All trains will be governed by Rule 93.

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS

- No. 26. Trolley and span wires, First Sub-division, Spokane to Hayden Lake, have a clearance of 19 feet from the top of rail. Employees are warned trolley and span wires will not clear man on top of box car or load equally as high.
Train employees are cautioned not to lean out of cab or cars while passing the following obstructions: Trolley poles on Second, Third and Fourth Sub-division are located five and one-half feet from outside rail. Tunnel at Mile Post 72.4 east of Harpole, Fourth Sub-division, has a clearance of only five feet one inch from outside rail.

AIRBRAKES

- No. 27. In addition to the usual inspection of airbrakes, after making up, setting out cars from, or adding cars to the train, motorman will sound one long blast of the whistle. Rear brakeman or conductor will then proceed to apply the brakes by opening cock at rear end of last car in train gently, only allowing enough air to escape to apply the brakes slowly and firmly. With the brakes applied a further inspection must be made to note possible defects. Motorman should watch gauge, and if proper reduction is made in train line, he will acknowledge same by two short blasts of the whistle. If car repairers are on duty, they will make this test at all terminal stations.

H. JACKSON, Dispatcher
H. M. ISARD, Dispatcher
J. H. CLANEY, Dispatcher

B. L. SPERRY, Chief Dispatcher

J. F. GANNAWAY,
Asst. Superintendent.