

SPOKANE & INLAND EMPIRE RAILROAD CO.

**COEUR D'ALENE AND INLAND DIVISIONS
CONSOLIDATED**

No. 4 TIME TABLE No. 4

TO TAKE EFFECT AT 4:00 O'CLOCK A. M., PACIFIC OR 120th MERIDIAN TIME,

SATURDAY, MAY 28th, 1910

For the Government of Employes 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. M. GRAVES,
General Manager

R. C. BOWDISH,
Superintendent

A register will be kept at a Spokane Bridge. All west-bound 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 train on Form 247.

COEUR D'ALENE DIVISION

FIRST DISTRICT--EAST BOUND

3

Pass'gr 44	Pass'gr 42	Pass'gr 40	Pass'gr 38	Pass'gr 36	Pass'gr 34	Pass'gr 32	Pass'gr 30	Pass'gr 28	Pass'gr 26	Pass'gr 24	Pass'gr 22	Elec. Frt. 54	Pass'gr 20	Pass'gr 18	Pass'gr 16	Pass'gr 14	Pass'gr 12	Pass'gr 10	Pass'gr 8	Pass'gr 6	Pass'gr 4	Pass'gr 2	Elec. Frt. 52	Station No.	Dist. from Spokane.	Time Table No. 4	Tele. Calls.	Tele. Rings.	Capacity of Siding, Water, Scales, Coal, Loop, We	
1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	2d Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	1st Class	2d Class			Effective May 28, 1910. Succeeding No. 3.			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.			STATIONS	Ca. Agt. 00000 Shop		
A. M. 12.35			P. M. 8.12		P. M. 6.40 M37		P. M. 5.28 M31		P. M. 4.10 M27		P. M. 2.20 M21	P. M. 1.10 M21	P. M. 12.15		A. M. 11.15 M17		A. M. 10.15 M15		A. M. 9.00 M11		A. M. 7.40 M7		A. M. 6.10 M1	C 32	32.48	COEUR D'ALENE			250 WCSY	
f 12.32			f 8.09		f 6.36		f 5.25		f 4.06		f 2.16	1.05	f 12.11		f 11.11		f 10.11		8.57		f 7.37		6.04	C 31 A	30.98	GIBBS			10	
f 12.30			f 8.06		f 6.33		f 5.23		f 4.03		f 2.13	1.00	f 12.08		f 11.08		f 10.08		8.56		f 7.35		6.00	C 30	29.88	ATLAS			19	
f 12.28			f 8.04		f 6.31		f 5.22		f 4.01		f 2.11	12.57	f 12.06		f 11.06		f 10.06		8.55		f 7.33		5.58	C 29 A	28.96	HUETTER			50	
12.26			8.03		6.30		5.21		4.00		2.10	12.54	12.05		11.05		10.05		8.54		7.31		5.54	C 28	28.38	McCLELLAN			8	
f 12.24			f 8.00		f 6.27		f 5.19		f 3.57		f 2.07	12.51	f 12.02		f 11.02		f 10.02		8.51		f 7.29		5.51	C 27	26.50	ROSS			10	
12.23			7.59		6.26		5.18		3.56		2.06	12.50	P. M. 12.01		11.01		10.01		8.50		7.28		5.49	C 26	26.00	ALAN			40	
a 12.19			s 7.55		s 6.22		s 5.15		s 3.52		s 2.02	12.45	s 11.57		s 10.57		s 9.57		s 8.46 M51		s 7.24		5.44	C 24	24.01	POST FALLS	P F 000		12	
f 12.15			f 7.51		f 6.18		f 5.11		f 3.48		f 1.58	12.38	f 11.53		f 10.53		f 9.53		8.42		f 7.20		5.33	C 22	22.36	McGUIRES			10	
f 12.11			f 7.47		f 6.14		f 5.08		f 3.44		f 1.54	12.34	f 11.49		f 10.49		f 9.49		8.39		f 7.16		5.27	C 20	20.22	CUROE			No Siding	
a 12.08			s 7.43		s 6.10		s 5.06		s 3.40		s 1.50	12.30	s 11.45		s 10.45 M15 DT		s 9.45		8.37		s 7.12		5.23	C 19	18.98	SPOKANE BRIDGE	BR 000		12 W	
f 12.04			f 7.39		f 6.06		f 5.03		f 3.36		f 1.46	12.25	f 11.41		f 10.41		f 9.41		8.34		f 7.08		5.17	C 17	17.29	SEATON			No Siding	
	P. M.	P. M.		P. M.		P. M.		P. M.		P. M.			A. M.		A. M.		A. M.		A. M.		A. M.		A. M.							
f 12.02	10.28	8.15	f 7.37 M37 DT	7.03	f 6.04 M31a33 DT	5.58 M31 DT	5.01 M29 DT	4.13	f 3.34 M25a25 DT	1.58 M21 DT	f 1.44 M21 DT	12.23	f 11.39 M17	f 11.13 M17 DT	f 10.39 M13 DT	9.53	f 9.39 M11 DT	8.48 M51 DT	8.32	7.46	f 7.06 M3 DT	6.50 M1 DT	5.15	C 16	15.90	LIBERTY LAKE JCT.			Y	
f 11.58	f 10.24	f 8.12	7.33	f 6.59	6.00	f 5.54	4.59	f 4.09	3.30	f 1.54	1.40	12.20	11.35	f 11.09	10.35	f 9.49	9.35	f 8.44	8.29 M7 DT	f 7.42	7.02	6.46		C 15	14.62	TOLIDO				
a 11.57	s 10.23	s 8.10	s 7.32	s 6.58	s 5.59	s 5.53	4.58	s 4.08	s 3.29	s 1.53	1.39	12.17	s 11.34	s 11.08	s 10.34	s 9.48 M11 DT	s 9.34	s 8.43	8.28	s 7.41	s 7.01 M1 DT	s 6.45	5.10	C 13	13.37	GREENACRES	SubSta 0000 AgtGR-000		20	
																								C 12 B	12.82	VERA JCT.				
f 11.55	f 10.20	f 8.06	f 7.29	f 6.55	f 5.56	f 5.50	4.57	f 4.05	f 3.26	f 1.50	1.36	12.07	f 11.31	f 11.05	f 10.31	f 9.45	f 9.31	f 8.40	8.26	f 7.38	f 6.59	f 6.42	5.04	C 12 A	12.61	FLORA			No Siding	
f 11.53	f 10.19	f 8.05	f 7.28 M35 DT	f 6.54	5.55	f 5.49	4.56 M27 DT	f 4.04	3.25	f 1.49	1.35	P. M. 12.05	11.30	f 11.04	10.30	f 9.44	9.30 M61 DT	f 8.39	8.25	f 7.36	6.58	f 6.41	5.02	C 11	11.59	CARDERS			6	
f 11.49	f 10.15 M41 DT	f 8.01	7.25	f 6.50	5.52	f 5.45	4.53	f 4.00	3.22	f 1.45	1.32	A. M. 11.59	11.27	f 11.00 M15 DT	10.27	f 9.40	9.27	f 8.35 M7 DT	8.22	f 7.32	6.55	f 6.38	4.57	C 10	9.55	TRENT ROAD			3	
f 11.47	f 10.14	f 8.00	7.24	f 6.49	5.51	f 5.44 M29 DT	4.52	f 3.59	3.21 M23 DT	f 1.44	1.31 M19 DT	11.57	11.26	f 10.59	10.26	f 9.39	9.26	f 8.34	8.21 M5 DT	f 7.31	6.54	f 6.37	4.55	C 9	8.77	SULLIVAN			40	
f 11.45	f 10.12	f 7.58	7.23	f 6.47 M33	5.50	f 5.42	4.51	f 3.57 M33 DT	3.20	f 1.42	1.30	11.54 M17 DT	11.25	f 10.57	10.25	f 9.37 M51 DT	9.25	f 8.32	8.20	f 7.29	6.52	f 6.35	4.52	C 8	7.84	N. P. SUBWAY			No Siding	
f 11.43	f 10.10	f 7.56	7.22	f 6.45	5.49	f 5.40	4.50	f 3.55	3.19	f 1.40	1.29	11.52	11.24	f 10.55 M13 DT	10.24	f 9.35	9.24 M9 DT	f 8.30	8.19	f 7.27 M3 DT	6.51	f 6.33	4.50	C 7	7.29	WOODWARDS			No Siding	
f 11.40	f 10.07	f 7.53 M37 DT	7.20	f 6.42	5.47 M29 DT	f 5.37	4.48	f 3.52 M25 DT	3.17	f 1.37 M19 DT	1.27	11.49	11.22	f 10.52	10.22	f 9.32	9.22	f 8.27 M5 DT	8.17	f 7.24	6.49	f 6.31	4.47	C 6	6.28	ORCHARD AVE.			12	
f 11.38	f 10.05	f 7.51	7.19	f 6.40	5.46	f 5.35	4.47	f 3.50	3.16	f 1.35	1.26	11.45	11.21	f 10.50	10.21	f 9.30 M9 DT	9.21	f 8.25	8.16	f 7.22	6.48	f 6.29	4.45	C 5 A	5.49	PARK AVE.			No Siding	
f 11.36	f 10.03	f 7.49	7.18	f 6.38	5.45	f 5.33	4.46	f 3.48	3.15	f 1.33	1.25	11.43	11.20	f 10.48	10.20	f 9.28	9.20	f 8.23	8.15	f 7.20	6.47	f 6.27	4.43	C 5	4.61	WATER WORKS			No Siding	
11.34	9.59	7.46 M35 DT	7.16	6.34	5.43	5.29	4.44	3.44	3.13	1.29	1.23	11.39	11.18	10.44	10.18	9.24	9.18	8.19	8.13	7.16 M1 DT	6.44	6.24	4.39	C 3 A	2.89	BROADWAY JCT. S. I TRANSFER			4	
11.33	9.58	7.45	7.15	6.33	5.42	5.28	4.43	3.43	3.12	1.28	1.22	11.37	11.17	10.43	10.17	9.23	9.17	8.18	8.12	7.15	6.43	6.23	4.37	OR 2	2.53	O. R. & N. TRANS. O. R. & N. CROSSING PERRY ST.			100	
11.31	9.56	7.43	7.13	6.31	5.41	5.26	4.41	3.41	3.11	1.26	1.21	11.35	11.16	10.41	10.16	9.21	9.16	8.16	8.11	7.13	6.41	6.21	4.35	2	1.87	INLAND JCT.			50 WCY	
11.29	9.54	7.41	7.11	6.29	5.39	5.24	4.39	3.39	3.09	1.24	1.19	11.33	11.14	10.39	10.14	9.19	9.14	8.14	8.09	7.11	6.39	6.19	4.33		1.51	SHOPS	Dispr. D.S.		25	
												11.30 M13a15											4.30	1	0.85	FREIGHT HOUSE			150 S	
11.20	9.45 M39	7.32 M33	7.02 M31a33	6.20 M29a31	5.30 M27	5.15 M27	4.30 M25	3.30 M23	3.00	1.15	1.10	A. M.	11.05 M13a15	10.30 M11	10.05 M9a11	9.10 M6a7	9.05 M5a7	8.05 M3	8.00 M1a3	7.02	6.30	6.10	A. M.	A. M.	0	0.0	SPOKANE	GO 0		35 Loop
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.			STATIONS	Tele. Calls.	Tele. Rings.	Capacity of Siding, Water, Scales, Coal, Loop, We
44	42	40	38	36	34	32	30	28	26	24	22	54	20	18	16	14	12	10	8	6	4	2	52	Station No.	Dist. from Spokane.					

Standard clocks are located at Spokane and Coeur d'Alene.

Trains will keep to the right on double track.

At O. R. & N. crossing (East Spokane) there is a piece of single track 775 feet long, which will be governed by semaphores. If two opposing trains should reach end of double track at this point exactly at the same time and semaphores drop simultaneously, the westbound train will proceed.

On double track trains must not use track opposing current of traffic without orders. 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 must 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.

WEST BOUND

SECOND DISTRICT--COEUR D'ALENE DIVISION

EAST BOUND

Passenger 43	Passenger 39	Passenger 35	Passenger 33	First Class 29	Passenger 23	Passenger 19	Passenger 13	Passenger 9	Passenger 5	Passenger 3	Station No.	Dist. from Spokane.	Time Table No. 4 Effective May 28, 1910 Succeeding No. 3	Teleg. Calls. Telep. Rings.	Capacity of Siding Loop, Wye.	Passenger 2	Passenger 6	Passenger 10	Passenger 14	Passenger 18	Passenger 24	Passenger 28	Passenger 32	Passenger 36	Passenger 40	Passenger 42
First Class	First Class	First Class	First Class	Passenger	First Class	First Class	First Class	First Class	First Class	First Class	Station No.	Dist. from Spokane.	STATIONS	By	Loop	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	L 2	18.01	LIBERTY LAKE	By	Loop	Daily Ex.Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
P. M. 11.15	P. M. 8.30M40	P. M. 7.15M38	P. M. 6.20M32	P. M. 5.20	P. M. 3.00	P. M. 1.10	A. M. 10.30	A. M. 9.00M10	A. M. 8.00 M6	A. M. 7.00 M2	L 1	17.24	LIBERTY HOME			A. M. 6.56 M3	A. M. 7.52M5	A. M. 8.54 M9	A. M. 9.59	A. M. 11.19	P. M. 2.04	P. M. 4.19	P. M. 6.04M33	P. M. 7.09M35	P. M. 8.21M39	P. M. 10.34
f 11.17	f 8.32	f 7.17	f 6.22	f 5.22	f 3.02	f 1.12	f 10.32	f 9.02	f 8.02	f 7.02	L 1	17.24	LIBERTY LAKE JCT.			f 6.52	f 7.48	f 8.50	f 9.55	f 11.15	f 2.00	f 4.15	f 6.00	f 7.05	f 8.17	f 10.30
11.21	8.36	7.21	6.26	5.26	3.06	1.16	10.36	9.06	8.06	7.06	C 16	15.90	LIBERTY LAKE JCT.		Wye	A. M. 6.50	A. M. 7.46	A. M. 8.48	A. M. 9.53	A. M. 11.13	P. M. 1.58	P. M. 4.13	P. M. 5.58	P. M. 7.03	P. M. 8.15	P. M. 10.28
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Station No.	Dist. from Spokane.	STATIONS	Teleg. Calls. Telep. Rings.	Capacity of Siding Loop, Wye.	Daily Ex.Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
43	39	35	33	29	23	19	13	9	5	3	Station No.	Dist. from Spokane.	STATIONS	Teleg. Calls. Telep. Rings.	Capacity of Siding Loop, Wye.	2	6	10	14	18	24	28	32	36	40	42

Register Station—Liberty Lake and Liberty Lake Junction.

Electric Passenger Trains only can turn on Loop at Liberty Lake and on inside Wye at Liberty Lake Junction.

WEST BOUND

THIRD DISTRICT--COEUR D'ALENE DIVISION

EAST BOUND

Passenger 141	Passenger 137	Passenger 131	Passenger 127	Passenger 125	Passenger 121	Passenger 117	Passenger 115	Passenger 111	Passenger 107	Passenger 101	Station No.	Dist. from Spokane.	Time Table No. 4 Effective May 28, 1910 Succeeding No. 3	Teleg. Calls. Telep. Rings.	Capacity of Siding Loop, Wye.	Passenger 100	Passenger 102	Passenger 104	Passenger 108	Passenger 112	Passenger 116	Passenger 120	Passenger 122	Passenger 126	Passenger 130	Passenger 134
First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	Station No.	Dist. from Spokane.	STATIONS	By	Loop	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	C 40	40.45	HAYDEN LAKE	In	Loop	Daily Ex.Sunday	Daily Ex.Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
P. M. M 7.20 134	P. M. 6.30	P. M. M 5.00 126	P. M. 3.40	P. M. M 2.00 120	P. M. 12.40	A. M. M 10.45 112	A. M. M 9.45 108	A. M. M 8.30 104	A. M. M 7.37 102	A. M. M 6.43 100	C 39 A	39.01	LAKE JCT.		100	A. M. M 6.38 101	A. M. M 7.30 107	A. M. M 8.15 111	A. M. M 9.30 115	A. M. M 10.40 117	A. M. 11.50	P. M. M 1.35 125	P. M. 2.55	P. M. M 4.40 131	P. M. 5.55	P. M. M 7.10 134
7.23	6.33	5.03	3.43	2.03	12.43	10.48	9.48	8.33	7.40	6.46	C 39 A	39.01	LAKE JCT.		100	6.35	7.26	8.11	9.26	10.36	11.46	1.31	2.51	4.36	5.51	7.06
f 7.24	f 6.34	f 5.04	f 3.44	f 2.04	f 12.44	f 10.49	f 9.49	f 8.34	f 7.41	f 6.47	C 39	38.83	MONAGHAN		4	f 6.34	f 7.25	f 8.10	f 9.25	f 10.35	f 11.45	f 1.30	f 2.50	f 4.35	f 5.50	f 7.05
f 7.27	f 6.37	f 5.07	f 3.47	f 2.07	f 12.47	f 10.52	f 9.52	f 8.37	f 7.43	f 6.50	C 37 A	37.36	DALTON		15	f 6.32	f 7.22	f 8.07	f 9.22	f 10.32	f 11.42	f 1.27	f 2.47	f 4.32	f 5.47	f 7.02
7.29	6.39	5.09	3.49	2.09	12.49	10.54	9.54	8.39	7.44	6.52	C 37	36.54	BAKKE		8	6.31	7.21	8.06	9.21	10.31	11.41	1.26	2.46	4.31	5.46	7.01
f 7.31	f 6.41	f 5.11	f 3.51	f 2.11	f 12.51	f 10.56	f 9.56	f 8.41	f 7.46	f 6.54	C 35	35.33	JOHNSONS		No Siding	f 6.29	f 7.19	f 8.04	f 9.19	f 10.29	f 11.39	f 1.24	f 2.44	f 4.29	f 5.44	f 6.59
f 7.33	f 6.43	f 5.13	f 3.53	f 2.13	f 12.53	f 10.58	f 9.58	f 8.43	f 7.47	f 6.56	C 34	34.32	WOODLAWN		12	f 6.27	f 7.17	f 8.02	f 9.17	f 10.27	f 11.37	f 1.22	f 2.42	f 4.27	f 5.42	f 6.57
f 7.34	f 6.44	f 5.14	f 3.54	f 2.14	f 12.54	f 10.59	f 9.59	f 8.44	f 7.48	f 6.57			PENNSYLVANIA AVE.		No Siding	f 6.26	f 7.16	f 8.01	f 9.16	f 10.26	f 11.36	f 1.21	f 2.41	f 4.26	f 5.41	f 6.56
f 7.35	f 6.45	f 5.15	f 3.55	f 2.15	f 12.55	f 11.00	f 10.00	f 8.45	f 7.49	f 6.58		33.43	SHERMAN ST.		No Siding	f 6.25	f 7.15	f 8.00	f 9.15	f 10.25	f 11.35	f 1.20	f 2.40	f 4.25	f 5.40	f 6.55
7.36	6.46	5.16	3.56	2.16	12.56	11.01	10.01	8.46	7.50	6.59	C 33	33.21	KENNEDY		40	6.24	7.14	7.59	9.14	10.24	11.34	1.19	2.39	4.24	5.39	6.54
f 7.38	f 6.48	f 5.18	f 3.58	f 2.18	f 12.58	f 11.03	f 10.03	f 8.48	f 7.52	f 7.01			FOURTH ST.		No Siding	f 6.22	f 7.12	f 7.57	f 9.12	f 10.22	f 11.32	f 1.17	f 2.37	f 4.22	f 5.37	f 6.52
7.40	6.50 M P. M. 134	5.20 M P. M. 130	4.00 M P. M. 126	2.20 M P. M. 122	1.00 M P. M. 120	11.05 M A. M. 116	10.05 M A. M. 112	8.50 M A. M. 108	7.55 M A. M. 104	7.03 M A. M. 102	C 32	32.48	COEUR D'ALENE	Ca. Shop Frt. 00000	250 WSYC	6.20 A. M.	7.10 M A. M. 101	7.55 M A. M. 107	9.10 M A. M. 111	10.20 M A. M. 115	11.30 M A. M. 117	1.15 M P. M. 121	2.35 M P. M. 125	4.20 M P. M. 127	5.35 M P. M. 131	6.50 M P. M. 137
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Station No.	Dist. from Spokane.	STATIONS	Teleg. Calls. Telep. Rings.	Capacity of Siding Loop, Wye.	Daily Ex.Sunday	Daily Ex.Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
141	137	131	127	125	121	117	115	111	107	101	Station No.	Dist. from Spokane.	STATIONS	Teleg. Calls. Telep. Rings.	Capacity of Siding Loop, Wye.	100	102	104	108	112	116	120	122	126	130	134

TRANSFER CONNECTIONS:

Location.	Railway Connections.
East end of West Huetter.....	N. P. and C. d'A. & S. Rys.
10 feet East of Broadway Jct.....	International and C. d'A. & S. Rys.
500 feet West of Broadway Jct.....	O. R. & N. and C. d'A. & S. Rys.
Inland Junction.....	S. & I. and C. d'A. & S. Rys.
Bet. Freight Depot and Shops.....	N. P., G. N., S. & I. and C. d'A. & S. Rys.

Registering Stations: Coeur d'Alene and Hayden Lake.
Main line special rules apply on Hayden Lake District.
Steam Trains or Electric Motors with freight cars must
stop to open and close Hayden Lake Loop Switch.

COMPANY SURGEONS

Dr. E. R. Northrup, Chief Surgeon, Spokane
Dr. H. W. Johnson, Greenacres,
Dr. Alexander Hunter, Coeur d'Alene

COMMERCIAL SPURS:

Name.	Location.	Car Capa- city	Station Number	Distance from Spokane
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
Davidsons.....	0.24 miles West of LaCrosse.....	12	C 31	30.94
International Transfer..	10 feet East of Broadway Jct.....	30	I T 3	2.90
Newtons.....	0.30 miles East of Sherman St., Coeur d'Alene..	4	C 33 A	33.73
East Huetter.....	0.29 mile East of Huetter.....	25	C 29 B	29.25

SOUTH BOUND

FIRST DISTRICT—INLAND DIVISION

NORTH BOUND

5

Passenger 21	Passenger 19	Passenger 17	Passenger 15	Passenger 13	Passenger 11	Passenger 9	Passenger 7	Passenger 5	Passenger 3	Passenger 1	Station No.	Dist. from Spokane.	Time Table No. 4 EFFECTIVE MAY 28, 1910. Succeeding Consolidated No. 3	STATIONS	Tele. Calls. Telep. Rings.	Capacity of Siding, Water, Scales, Coal, Wye	Passenger 2	Passenger 4	Passenger 6	Passenger 8	Passenger 10	Passenger 12	Passenger 14	Passenger 16	Passenger 18	Passenger 20	Passenger 22
First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class							First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
P. M. 6.15M18	P. M. 5.25	P. M. 5.00	P. M. 3.45 M16	P. M. 1.00	P. M. 12.50	P. M. 12.20M10	A. M. M4 10.27 & 6	A. M. 8.15 M2	A. M. 8.10 M2	A. M. 7.55 M2	0	.00		SPOKANE	Go 00	25 Loop	A. M. M1 7.48 3-5	A. M. 10.07 M7	A. M. 10.42 M7	A. M. 11.05	P. M. 12.10 M9	P. M. 2.56	P. M. 3.12	P. M. 3.25M15	P. M. 6.25M21	P. M. 7.45	P. M. 8.00
											1	.88		FREIGHT HOUSE	FH	300 S											
6.25	5.34	5.09	3.54	1.09	12.59	12.29	10.36	8.24	8.19	8.04		1.49		SHOPS	DS	—	7.38	9.57	10.33	10.55	12.01PM	2.47	3.03	3.16	6.16	7.34	7.50
6.27	5.36	5.11	3.56	1.11	1.01	12.31	10.38	8.26	8.21	8.06	2	1.70		INLAND JUNCTION		50 W C Y	7.36	9.55	10.32	10.54	12.00	2.46	3.01	3.15	6.14	7.32	7.48
6.29	5.38	5.13	3.58	1.13	1.03	12.33	10.40	8.28	8.23	8.08	2A	2.19		THIRD AVE.		No Siding	7.34	9.53	10.30	10.52	11.58AM	2.44	2.59	3.13	6.12	7.30	7.46
6.34	5.43	5.18	4.02	1.17	1.07	12.37	10.44	8.32	8.27	8.12	4	4.50		TUDOR		No Siding	7.29	9.48	10.26	10.47	11.53	2.40	2.55	3.08	6.07	7.26	7.42
6.35	5.45	5.20	4.03	1.18	1.08	12.38	10.46 M8	8.33	8.28	8.13	5	4.89		GRAVEL PIT		25	7.28	9.47	10.25	10.46 M7	11.52	2.39	2.54	3.07	6.06	7.25	7.41
6.36	5.46	5.21	4.04	1.19	1.09	12.39	10.47	8.34	8.29	8.14	5A	5.26		PANTOPS		No Siding	7.27	9.46	10.24	10.45	11.51	2.38	2.53	3.06	6.04	7.24	7.40
6.37	5.48	5.22	4.05	1.20	1.10	12.40	10.48	8.35	8.30	8.15	6	5.78		GLENROSE		No Siding	7.26	9.45	10.23	10.44	11.50	2.37	2.52	3.05	6.03	7.23	7.39
6.39	5.49	5.23	4.06	1.21	1.11	12.41	10.49	8.36	8.31	8.16	7	6.52		PINE GROVE		No Siding	7.25	9.44	10.22	10.41	11.49	2.36	2.51	3.04	6.02	7.22	7.38
6.42	5.52	5.26	4.09	1.24	1.14	12.44	10.51	8.39	8.34	8.19	8	7.84		MORAN		18	7.22	9.41	10.19	10.40	11.46	2.33	2.48	3.01	5.59	7.20	7.36
6.44	5.54	5.27	4.11	1.26	1.15	12.45	10.53	8.41	8.35	8.20	8A	8.38		PIEDMONT		No Siding	7.20	9.39	10.18	10.38	11.44	2.32	2.47	2.59	5.57	7.18	7.34
6.46	5.56M18	5.29	4.13	1.28	1.17	12.47	10.55	8.43	8.37	8.22	9	9.37		PARKVIEW		24	7.18	9.37	10.16	10.36	11.42	2.30	2.45	2.57	5.56M19	7.16	7.32
6.48	5.58	5.31	4.15	1.30	1.18	12.48	10.57	8.45	8.38	8.23	10	10.30		HILLBY		No Siding	7.16	9.35	10.14	10.34	11.40	2.28	2.43	2.55	5.52	7.14	7.30
6.49	5.59	5.32	4.16	1.31	1.19	12.49	10.58	8.46	8.39	8.24	11	10.60		WILLOW SPRINGS SN		3	7.15	9.34	10.13	10.33	11.39	2.27	2.42	2.54	5.50	7.13	7.28
6.50	6.01	5.33	4.18	1.33	1.20	12.50	10.59	8.47	8.40	8.25	11A	11.39		SILVER HILL		No Siding	7.13	9.32	10.12	10.31	11.37	2.26	2.41	2.52	5.48	7.12	7.26
6.53	6.04	5.35	4.20	1.35	1.22	12.52	11.02	8.50	8.42	8.27	12	12.38		KIESLING SN	GN — — 0	7	7.11	9.30	10.11	10.29	11.35	2.25	2.40	2.50	5.45	7.11	7.24
6.55	6.06	5.37	4.22	1.37	1.24	12.54	11.04	8.52	8.44	8.29	13	13.35		SHARON SS		4	7.08	9.27	10.09	10.26	11.32	2.23	2.38	2.47	5.44	7.09	7.21
6.57	6.08	5.39	4.24	1.39	1.26	12.56	11.06	8.54	8.46	8.31	14	14.33		BELAIR		No Siding	7.05	9.25	10.07	10.24	11.30	2.21	2.36	2.45	5.42	7.07	7.19
7.00	6.10	5.40M18	4.26	1.41	1.27	12.57	11.08	8.56	8.47	8.32	15	15.11		EXCELSIOR		24	7.03	9.23	10.06	10.22	11.28	2.20	2.35	2.43	5.40M17	7.06	7.17
7.03M20	6.12	5.42	4.28	1.43	1.29	12.59	11.10	8.58	8.49	8.34	16	16.05		JONES SS		21	7.01	9.21	10.04	10.20	11.26	2.18	2.33	2.41	5.36	7.03M21	7.15
7.04	6.15	5.43	4.30	1.45	1.30	1.00	11.12	9.00	8.50	8.35	17	16.88		VALLEYFORD	V 00—	14	7.00	9.20	10.03	10.19	11.25	2.17	2.32	2.40	5.35	7.02	7.14
7.05	6.16	5.44	4.31	1.46	1.31	1.01	11.13	9.01	8.51	8.36		17.00		LARKIN		No Siding	6.58	9.18	10.02	10.17	11.23	2.16	2.31	2.38	5.33	7.00	7.12
7.06	6.17	5.45	4.32	1.47	1.32	1.02	11.14	9.02	8.52	8.37	18	18.38		RUBECK		No Siding	6.57	9.17	10.01	10.16	11.22	2.15	2.30	2.37	5.32	6.59	7.11
7.09M22	6.20	5.49	4.35 P. M.	1.50M12	1.34	1.05	11.17M10	9.05 M4	8.54 M4	8.40	19	19.39		FREEMAN	Fr 00—	95	6.55	9.15 M3 A. M. & 6	9.59	10.14	11.20 M7 A. M.	2.13M13	2.28	2.35 P. M.	5.30 P. M.	6.57	7.09M21
7.13	6.24	5.51		1.38	1.09			8.58	8.44		22	21.84		OCHLARE SN		6	6.50		9.55	10.09		2.09	2.23		6.51	7.03	
7.20	6.32	5.58		1.45	1.16			9.05	8.51		25	25.13		MT. HOPE	H — — 00	52	6.43		9.49	10.02		2.03	2.16		6.44	6.56	
7.23	6.37	6.00		1.47	1.19			9.07	8.54		27	26.08		TREAT SN		4	6.41		9.47	10.00		2.01	2.14		6.41	6.54	
7.24	6.39M20	6.01		1.48	1.20			9.08	8.55		27A	27.47		LOKE SN		10	6.39		9.46	9.58		2.00	2.12		6.39M19	6.53	
7.26	6.41	6.03		1.50	1.22			9.10	8.57		28	28.16		RATTLERSRUN		No Siding	6.38		9.44	9.57		1.58	2.11		6.37	6.51	
7.28	6.43	6.05		1.52	1.24			9.12	8.59		29	29.01		LENNOX SS		4	6.36		9.43	9.55		1.57	2.09		6.36	6.48	
7.31	6.45M22	6.07		1.54M12	1.26			9.14	9.02		30	30.47		WEST FAIRFIELD		38	6.33		9.40	9.52		1.54M11	2.06		6.34	6.45M19	
7.34	6.48	6.09		1.56	1.29			9.16	9.04		32	31.93		SALINE SS		5	6.30		9.38	9.49		1.52	2.03		6.32	6.42	
7.35	6.51	6.10		1.57	1.30			9.17	9.06		33	32.25		RUSS SN		4	6.28		9.36	9.47		1.50	2.01		6.30	6.40	
7.38	6.53	6.12		1.59M14	1.32			9.19	9.08		34	34.03		WAVERLY	W — —	50 S Y	6.26		9.34	9.45		1.48	1.59M11		6.28	6.38	
7.40	6.55	6.14		2.01	1.34			9.21	9.10		35	35.02		CLIFTON SN		3	6.24		9.32	9.43		1.46	1.56		6.26	6	

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.

South-bound trains will not leave "shops." North-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 north-bound trains.

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).

6		SOUTH BOUND		SECOND DISTRICT--INLAND DIVISION										NORTH BOUND	
Passenger		Passenger		Passenger		Time Table No. 4				Passenger		Passenger		Passenger	
17		11		3		EFFECTIVE MAY 28, 1910 Succeeding Consolidated No. 3				6		12		22	
First Class		First Class		First Class		STATIONS				First Class		First Class		First Class	
Daily		Daily		Daily						Daily		Daily		Daily	
P. M. 6.25M17		P. M. 2.10		A. M. 9.32						A. M. 9.20		P. M. 1.35		P. M. 6.25M17	
f 6.30		f 2.15		f 9.37	40	SPRING VALLEY	S	000	160	f 9.14		f 1.29		f 6.19	
s 6.36		s 2.21		s 9.43	43	KONAH			No Siding	s 9.09		s 1.24		s 6.14	
f 6.41		f 2.26		f 9.48	45	FAIRBANKS	Pa	0-0	45	f 9.05		f 1.20		f 6.10	
f 6.45		f 2.30		f 9.52	47	SEABURY			5	f 9.00		f 1.15		f 6.05	
f 6.47		f 2.34		f 9.54	49	GEARY	SS		27	f 8.55		f 1.10		f 6.00	
s 6.52		s 2.37		s 9.59	51	DAN			No Siding	s 8.53		s 1.08		s 5.58	
					53	OAKESDALE	K S	0-	75						
						O. R. & N. CROSSING									
						N. P. CROSSING									
f 6.55		f 2.41		f 10.03	55	DAVIDSON			No Siding	f 8.47		f 1.02		f 5.52	
f 6.59		f 2.44		f 10.06	56	ROBINSON			No Siding	f 8.45		f 1.00		f 5.50	
f 7.01		f 2.46		f 10.08	58	SOKULK			45	f 8.43		f 12.58		f 5.48	
f 7.05		f 2.50		f 10.12	59	ELMER			No Siding	f 8.39		f 12.54		f 5.44	
f 7.07		f 2.52		f 10.14	60	CRABTREE			33	f 8.37		f 12.52		f 5.41	
s 7.15		s 3.00		s 10.22	61	GARFIELD	G F	000-	40	s 8.29		s 12.44		s 5.34	
					65	O. R. & N. CROSSING									
					65.34	N. P. CROSSING									
					65.35										
f 7.25		f 3.10		f 10.32	69	LADOW			45	f 8.20		f 12.35		f 5.25	
f 7.29		f 3.14		f 10.36	71	GRINNELL			37	f 8.15		f 12.30		f 5.20	
f 7.34		f 3.19		f 10.41	73	HORN	SS		20	f 8.10		f 12.25		f 5.15	
s 7.40		s 3.25		s 10.47	75	PALOUSE	Pa	00-0	204 W S Y	s 8.05		s 12.20		s 5.10	
f 7.46		f 3.31		f 10.53	76	RINGO			15	f 7.58		f 12.13		f 5.08	
f 7.47		f 3.32		f 10.54	80	COVE			No Siding	f 7.56		f 12.11		f 5.01	
f 7.53		f 3.38		f 11.00	82	VIOLA			23	f 7.51		f 12.06		f 4.56	
f 7.56		f 3.41		f 11.03	84	POE			No Siding	f 7.48		f 12.03PM		f 4.53	
f 7.59		f 3.44		f 11.06	85	AYER			No Siding	f 7.45		f 11.59AM		f 4.50	
f 8.02		f 3.47		f 11.09	87	ESTES	SS		8	f 7.42		f 11.57		f 4.47	
f 8.04		f 3.49		f 11.11	88	FERRIS			No Siding	f 7.38		f 11.53		f 4.43	
8.10 P. M.		8.55 P. M.		11.17 A. M.	90	MOSCOW	Mo	0-0	100 Y	7.35 A. M.		11.50 A. M.		4.40 P. M.	
Daily		Daily		Daily		STATIONS	Telep. Calis.	Telep. Rings.	Cap'y of Siding Water Scales Coal, Wye	Daily		Daily		Daily	
17		11		3		STATIONS	Telep. Calis.	Telep. Rings.	Cap'y of Siding Water Scales Coal, Wye	6		12		22	

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 south-bound trains will not leave Spring Valley and north-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.

Register Stations and Standard Clocks—
Spring Valley.
Moscow.

		SOUTH BOUND		THIRD DISTRICT--INLAND DIVISION										NORTH BOUND	
Passenger		Passenger		Passenger		Time Table No. 4				Passenger		Passenger		Passenger	
21		19		9		EFFECTIVE MAY 28, 1910 Succeeding Consolidated No. 3				2		8		14	
First Class		First Class		First Class		STATIONS				First Class		First Class		First Class	
Daily		Daily		Daily						Daily		Daily		Daily	
P. M. 7.50		P. M. 7.05		P. M. 1.45M14						A. M. 6.18		A. M. 9.32		P. M. 1.45 M9	
f 7.55	f 7.09	f 1.50		f 9.25 M3	40	SPRING VALLEY	S	000	160	f 6.06	f 9.25 M1	f 1.38		f 6.08	
s 8.02	7.15	s 1.57		s 9.32	43	ROLLINS	SS		6	s 6.00	s 9.17	s 1.32		s 6.00	
f 8.04	P. M.	f 1.59		f 9.34	45	ROSALIA		Ro	0-0	A. M.	f 9.11	f 1.29		f 5.55	
f 8.07		f 2.02		f 9.36	47	BROADVIEW FARMS			8		f 9.09	f 1.27		f 5.53	
f 8.11		f 2.06		f 9.41	49	EARLY	SN		5		f 9.05	f 1.23		f 5.49	
f 8.13		f 2.08		f 9.43	51	BALDER	SN		9		f 9.03	f 1.21		f 5.47	
f 8.15		f 2.10		f 9.45	53	HARRIS			24		f 9.01	f 1.20		f 5.46	
f 8.17		f 2.12		f 9.47	55	STONEHAM	SS		8		f 8.59	f 1.17		f 5.43	
					57	TRESTLE CREEK			No Siding						
					59	O. R. & N. CROSSING									
s 8.21		s 2.16		s 9.51	61	THORNTON	Rn	0-0	45		s 8.55	s 1.14		s 5.39	
f 8.27		f 2.22		f 9.57	63	BARNES			No Siding		f 8.47	f 1.07		f 5.32	
f 8.30		f 2.25		f 10.00	65	CASHUP	SN		15		f 8.45	f 1.05		f 5.30	
f 8.32		f 2.27		f 10.02	67	LYNN			No Siding		f 8.43	f 1.03		f 5.28	
f 8.35		f 2.30		f 10.05	69	BANKSON			No Siding		f 8.41	f 1.01		f 5.26	
s 8.40		s 2.35		s 10.10	71	STEPTOE		Q	0-0		s 8.36	s 12.56		s 5.21	
f 8.44		f 2.39		f 10.14	73	BLACKWELL			25		f 8.31	f 12.51		f 5.16	
f 8.49		f 2.44		f 10.19	75	RYE	SN		8		f 8.25	f 12.45		f 5.10	
f 8.52		f 2.47		f 10.22	77	MANNING	SN		6		f 8.22	f 12.42		f 5.07	
f 8.54		f 2.49		f 10.24	79	HARPOLE			No Siding		f 8.21	f 12.41		f 5.06	
f 9.00		f 2.55		f 10.30	81	LINCOLN	SS		12		f 8.15	f 12.35		f 5.00	
					83	COLFAX WYE			20 Y						
					85	O. R. & N. CROSSING									
9.05 P. M.		9.00 P. M.		10.35 A. M.	87	COLFAX	Cx	0-0	35		8.10 A. M.	12.30 P. M.		4.55 P. M.	
Daily		Daily		Daily		STATIONS	Telep. Calis.	Telep. Rings.	Cap'y of Siding Water Scales Coal, Wye	Daily		Daily		Daily	
21		19		9		STATIONS	Telep. Calis.	Telep. Rings.	Cap'y of Siding Water Scales Coal, Wye	2		8		14	

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, south-bound trains will not leave Spring Valley, and north-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 north-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, or to climb or ride on side of cars when train is in motion.
- 3—All trains and yard engines must stop and flag across N. P. transfer track between Market and Sheridan streets, and also stop before crossing street railways at Sheridan street and Third avenue.
- 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.

SS—Switch at south end of spur.

SN—Switch at north end of spur.

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.

COMPANY SURGEONS

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

Dr. Wm. G. Fischer, Waverly.

Dr. J. S. Miller, Oakesdale.

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