

**BUSINESS TRACKS NOT SHOWN AS STATIONS
ON TIME TABLE.**

Name	Location	Capacity Cars
Vera Industrial Spur		
Vera (3 tracks).....	1.25 miles west of Flora.....	18 cars
True's Oil Spur.....	1.47 miles west of Flora.....	3 cars
Opportunity.....	3.31 miles west of Flora.....	22 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
First Subdivision:		
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
Second Subdivision:		
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
Third Subdivision:		
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
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
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 SurgeonMinneapolis, Minn.

Dr. H. E. Wheeler,
Division SurgeonSpokane, Wash.

Dr. Carroll Smith, Ophthalmic SurgeonSpokane, Wash.

Dr. L. H. Kermott, Local SurgeonSpokane, Wash.

R. I. Triplett, Chief Dispatcher,
J. M. Budd, Trainmaster.



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

**TIME
TABLE
10**

EFFECTIVE 12:01 A. M.

PACIFIC TIME

Sunday, July 21, 1940.

J. L. CLOSE, Superintendent.

R. A. McCANDLESS, General Manager.

J. B. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS				Time Table No. 10 Effective July 21, 1940	Distances from Spokane	Telephone and Telegraph Calls	Signs	SECOND CLASS				
	Sidings	Other Tracks	97								96	Freight	Daily Ex. Sun.	Freight	Daily Ex. Sun.
			Freight													Daily Ex. Sun.
STATIONS															
C32	Yard	Yard					L 11.01Am	..... COEUR d'ALENE.....	31.98	C A Agent Sub Sta. 0000000	XRKDY A	8.10Am		
C31		64					11.10	..... GIBBS.....	30.48		O	8.01		
C30		42					11.20	..... ATLAS.....	29.39			7.55		
C29		15					11.25	..... N. P. CROSSING.....	28.69					
C26	23						11.35	..... HUETTER.....	28.15			7.50		
C24		13					11.40	..... ALAN.....	25.39			7.40		
								..... POST FALLS.....	23.52	-00		7.35		
								..... C. M. ST. P. & P. CROSSING.....	22.25					
C22		18					11.45	..... McGUIRES.....	22.03	Sub. Sta. 0000		7.30		
C19	23						12.01Pm	..... SPOKANE BRIDGE.....	18.54			7.15		
C13-B		13					12.15	..... GREENACRES.....	12.90	G R -000		7.01		
C13		8					12.25	..... FLORA.....	12.17			6.50		
C7		9					12.45	..... MILLWOOD.....	6.86		X	6.30		
C6	45						12.50	..... ORCHARD AVE.....	5.83			6.25		
C5		4					12.55	..... PARKWATER.....	4.41			6.20		
C2		113						..... U. P. R. R. CROSSING.....	1.89					
B2	15	5					1.05	..... INLAND JCT.....	1.18		XY	6.05		
		23					A 1.10Pm	..... SHOPS.....	1.04	-00	R Y	L 6.01Am		

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

B O	Yard							..... SPOKANE.....	0.00	DS	R K O DN			
							2.09 14.39	Time Over District Average Speed per Hour				2.09 14.39		

WESTWARD

SECOND SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Time Table No. 10 Effective July 21, 1940	Distances from Spring Valley	Telephone and Telegraph Calls	Signs	SECOND CLASS				
	Sidings	Other Tracks	95								94	Freight	Daily Ex. Sun.	Freight	Daily Ex. Sun.
			Freight													Daily Ex. Sun.
STATIONS															
W77	Yard	49					L 6.30Am	..... COLFAX.....	36.73	CO -0-	XRKD	A 12.50Pm		
								..... U. P. R. R. CROSSING.....	36.44					
W70		13					f 7.00	..... RYE.....	29.60			f 12.25		
W65	34	25					s 7.25	..... STEPTOE.....	24.59	o - -		s 12.01Pm		
W60		29					f 7.45	..... CASHUP.....	19.83			f 11.35		
W55	19	8					s 8.00	..... THORNTON.....	15.27	- o - o		s 11.20		
								..... U. P. R. R. CROSSING.....	14.70					
W51-A	20						f 8.15	..... HARRIS.....	11.04			f 10.59		
W46	10	14					s 8.55	..... ROSALIA.....	5.75	R O -00	D	s 10.25		
B40	Yard	61					A 9.15Am	..... SPRING VALLEY.....	0.00	000	XRY	L 10.00Am		
							2.45 13.30	Time Over Subdivision Average Speed per Hour				2.50 12.96			

WESTWARD

THIRD SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS			Time Table No. 10 Effective July 21, 1940	Stations	Distances from Spokane	Telephone and Telegraph Calls	Signs	SECOND CLASS		
	Sidings	Other Tracks	93								92	Freight	Daily Ex. Sun.
			Freight	Daily Ex. Mon.	Ex. Sun.								
B90	Yard	90				L 5.15Am	MOSCOW	89.94	MO o--o	BRK DYX	A 1.40Pm		
B82	15	12				5.40	VIOLA	81.94			1.05		
B76	13	85				s 6.30	PALOUSE	75.46	PA oo--o	DYX	s 12.25		
B71	26	8				6.50	GRINNELL	70.60			12.10		
B69	33	3				7.00	LADOW	68.51			12.01Pm		
							N. P. & U. P. R. CROSSINGS	64.91					
B65	20	22				s 7.20	GARFIELD	64.54	GF ooo--	D	s 11.45		
B61	25	9				7.35	CRABTREE	60.53			11.35		
B57	18	7				7.55	SOKULK	56.91			11.15		
							N. P. CROSSING	53.39					
							U. P. R. CROSSING	53.38					
B53	33	55				s 8.20	OAKESDALE	52.73	KA o--	D	s 11.00		
B50	24	3				8.45	GEARY	49.52			10.45		
B45	24					9.05	FAIRBANKS	44.85			10.20		
B40	15 14					s 9.45	SPRING VALLEY	39.62	ooo	XRY	s 9.45		
B34	16	18				s 10.05	WAVERLY	33.62	WA ---	D	s 9.10		
B30	34					10.20	WEST FAIRFIELD	30.01			8.50		
B25	26	16				s 10.45	MT. HOPE	24.69	--oo		s 8.30		
B19	16					11.05	FREEMAN	18.99			8.10		
B17	17	5				11.20	VALLEY FORD	16.44	o o --		s 7.55		
B12		12				11.35	KIESLING	11.98	--ooo		7.36		
B 9	17	0				11.45	PARKVIEW	8.91			7.24		
B 8		13				11.50	MORAN	7.41			7.15		
						12.18Pm	INLAND JCT.	1.18		XY	6.48		
						A 12.20Pm	SHOPS	1.04		RY	L 6.45Am		

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

B. O.	Yard	Yard				1.04	SPOKANE	0.00	DS	RKO DN			
						7.05	Time Over Subdivision				6.55		
						12.50	Average Speed per Hour				12.85		

This document was prepared by the Spokane Division of the Great Northern Railway Company. It contains information regarding the operation of the Third Subdivision of the Spokane Division, including the time table for the Westward and Eastward trains. The time table is based on the assumption that the trains will operate at the average speed per hour indicated in the table. The time table is subject to change without notice. The Spokane Division is not responsible for any errors or omissions in this document. The Spokane Division is not responsible for any damage or loss of property resulting from the use of this document. The Spokane Division is not responsible for any injury or death resulting from the use of this document. The Spokane Division is not responsible for any other consequences resulting from the use of this document.

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.

Electric switches have been installed for purpose of cutting power off trolley wires over following industries and spurs:

Spokane	Centennial Mill Tracks. Gasoline Dock, Shops.
Gibbs	Winton Lumber Co.-Planing mill spur and Saw mill spur.
Coeur d'Alene	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. Whole Yard—300 ft. west of west switch.
Colfax	Continental Oil Co. Spur.

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. Motor cars 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.

Tunnel East of Harpole, 3d Subdivision, will not clear man on top or side of cars.

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.

Crossing over NP 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.

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, Coeur d'Alene	FULL STOP, and sound two blasts of whistle before proceeding.
11th St. and Mullan Avenue, Coeur d'Alene	FULL STOP
and approach all other crossings in Coeur d'Alene under control.	
City Limits, Moscow	8 miles per hour
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, between 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.

Motors 500-501	30 miles per hour
Motors 502-503	25 miles per hour
600 class motor	28 miles per hour
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.