

INLAND EMPIRE SYSTEM

SPOKANE & INLAND RY. CO.

TIME TABLE No. 5

EFFECTIVE TWELVE-ONE (12:01) A. M.

SATURDAY, JUNE 1, 1907.

FOR THE USE AND GOVERNMENT OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

J. B. INGERSOLL,
General Manager.

E. E. LILLIE,
Superintendent.

FIRST DISTRICT--Spokane to Spring Valley

South Bound

North Bound

Exp. Frt. 51	Passenger 13	Passenger 11	Passenger 9	Passenger 7	Passenger 5	Passenger 3	Passenger 1	Station No.	Dist. from Spokane	Time Table No. 5 Effective 12:01 A. M. June 1, 1907.	STATIONS	Telegraph Calls	Car Capacity of Siding	Passenger 2	Passenger 4	Passenger 6	Passenger 8	Passenger 10	Passenger 12	Passenger 14	Exp. Frt. 52
Second 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	Second Class
Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.
De 4.30 A. M.	De 6.00 P. M.	De 5.30 P. M.	De 1.30 P. M.	De 1.00 P. M.	De 9.40 A. M.	De 7.35 A. M.	De 7.00 A. M.	0	.00		SPOKANE, WN.	GO		Ar 7.55 A. M.	Ar 10.55 A. M.	Ar 11.25 A. M.	Ar 3.15 P. M.	Ar 3.45 P. M.	Ar 6.15 P. M.	Ar 7.55 P. M.	Ar 4.30 P. M.
								1	.88		FREIGHT HOUSE	DS	300								
4.35	6.11 M. 12	5.41	1.41	1.11	9.51	7.46 M. 2	7.12		1.49		CAR SHOPS	DN		7.43 M. 3	10.43	11.12	3.03	3.32	6.01 M. 13	7.44	4.25
4.37	6.12	5.42	1.42	1.12	9.52	7.47	7.13	2	1.70		INLAND JCT.	Y	50	7.42	10.42	11.11	3.02	3.31	6.00	7.43	4.24
4.38	6.13	5.43	1.43	1.13	9.53	7.48	7.14	2 A	2.10		THIRD AVE.		No Sldg	7.41	10.41	11.10	3.01	3.30	5.59	7.42	4.23
4.46		5.53		1.23	10.03		7.22	4	4.50		TUDOR		No Sldg	7.35		11.04		3.24	5.53		4.17
4.46	6.20	5.53 M. 12	1.50	1.23	10.03	7.57	7.22	5	4.89		GRAVEL PIT No 1	G	25	7.34	10.36	11.03	2.56	3.23	5.53 M. 11	7.37	4.16
4.47		5.54		1.24	10.04		7.23	5 A	5.20		PANTOPS		No Sldg	7.34		11.03		3.23	5.51		4.16
4.48		5.55		1.25	10.05		7.24	6	5.78		ROSEDALE		No Sldg	7.33		11.02		3.22	5.50		4.15
4.53	6.25	6.00	1.55	1.30	10.10	8.03	7.29 M. 2	8	7.81		MORAN		18	7.29 M. 1	10.31	10.57	2.51	3.17	5.46	7.32	4.10
4.55		6.01		1.31	10.11		7.30	8 A	8.38		PIEDMONT		No Sldg	7.28		10.56		3.16	5.45		4.08
4.58	6.27	6.04	1.57	1.34	10.14	8.05	7.32	9	9.37		PARKVIEW SP.		8	7.25	10.28	10.53	2.48	3.13	5.42	7.29	4.05
5.00		6.06		1.36	10.16		7.35	10	10.30		HILLBY		No Sldg	7.22		10.50		3.10	5.39		4.01
5.00	6.29	6.06	1.59	1.36	10.16	8.07	7.35	10 A	10.37		LATTA SP.		9	7.22	10.26	10.50	2.46	3.10	5.39	7.27	4.01
5.01		6.07		1.37	10.17		7.36	11	10.60		WILLOW SPGS.		No Sldg	7.21		10.49		3.09	5.38		4.00
5.04		6.10		1.39	10.19		7.38	11 A	11.39		SILVER HILL		No Sldg	7.18		10.46		3.06	5.35		3.58
5.06	6.32	6.14	2.02	1.43	10.23 M. 4	8.10	7.42	12	12.38		EVERGREEN SP.	GN	7	7.14	10.23 M. 5	10.42	2.43	3.02	5.31	7.24	3.55
5.08		6.17		1.46	10.26		7.44	13	13.35		SHARON SP.		4	7.10		10.38		2.58	5.27		3.51
5.11		6.20		1.49	10.29		7.47	14	14.33		BELAIR		No Sldg	7.07		10.35		2.55	5.24		3.48
5.12	6.37	6.22	2.07	1.51	10.32 M. 6	8.15	7.49	15	15.11		EXCELSIOR		24	7.04	10.19	10.32 M. 5	2.39	2.52	5.21	7.20	3.46
5.13	6.38	6.24	2.08	1.53	10.34	8.16	7.51	16	16.05		JONES SP.	W	21	7.02	10.18	10.31	2.38	2.51	5.19	7.19	3.44
5.20	6.40	6.26	2.10	1.55	10.36	8.18	7.53	17	16.83		VALLEYFORD	V	14	7.00	10.16	10.29	2.36	2.49	5.17	7.17	3.42
5.30	6.45	6.32	2.14	2.01	10.42	8.23	7.58	19	19.35		FREEMAN	D	19	6.55	10.12	10.23	2.33	2.43	5.12	7.14	3.32
5.40	6.48	6.37	2.17	2.06	10.47	8.26	8.02	22	21.84		OCHLARE SP.		6	6.50	10.08	10.18	2.29	2.39	5.07	7.10	3.22
5.52	6.55	6.44	2.24 M. 8	2.14	10.55	8.33	8.10	25	25.13		MT. HOPE	D	62	6.43	10.03	10.12	2.24 M. 9	2.34	4.59	7.05	3.14
5.55		6.46		2.16	10.57		8.12	27	26.03		TREAT SP.		4	6.41		10.10		2.32	4.57		3.05
5.57	6.59 M. 11	6.48	2.30 M. 10	2.18 M. 8	10.59	8.36	8.14	27 A	27.47		MEEKER SP.		10	6.39	9.58	10.08	2.18 M. 7	2.30 M. 9	4.55	6.59 M. 13	3.03
5.59		6.49		2.20	11.00		8.15	28	28.10		RATTLERS RUN		No Sldg	6.38		10.07		2.29	4.54		3.01
6.00		6.51		2.22	11.02		8.17	29	29.01		LENOX SP.		4	6.36		10.05		2.27	4.52		2.59
6.02	7.05	6.54 M. 11	2.35	2.25 M. 10	11.05	8.40	8.20	30	30.47		W. FAIRFIELD		38	6.33	9.53	10.03	2.13	2.25 M. 7	4.49	6.54 M. 11	2.55
6.05		6.57		2.27	11.07		8.22	32	31.96		SALINE SP.		5	6.30		10.01		2.19	4.46		2.48
6.10		7.00		2.30	11.10		8.25	33	33.25		RUSS		No Sldg	6.28		9.59		2.17	4.44		2.45
6.11		7.00		2.30	11.10		8.25	33 A	33.31		RUSS SP.		4	6.28		9.59		2.17	4.44		2.45
6.26 M. 2	7.11	7.04	2.41 M. 52	2.32 M. 52	11.14	8.46	8.28	34	34.06		WAVERLY	DOY	50	6.26 M. 51	9.47	9.57	2.06	2.14	4.42	6.47	2.41 M. 7.9
6.30		7.06		2.34	11.16		8.30	35	35.02		CLIFTON SP.		3	6.23		9.55		2.11	4.38		2.25
6.31		7.07		2.35	11.17		8.31	35 A	35.50		DALE SP.		3	6.22		9.54		2.10	4.37		2.24
6.33		7.10		2.38	11.20		8.34	37	36.75		JEFFERSON SP.		3	6.20		9.52		2.08	4.35		2.22
6.36	7.17	7.12	2.47	2.40	11.22	8.52	8.36	38	38.14		DURKEE		12	6.18	9.40	9.50	2.00	2.05	4.33		2.20
6.40	7.20	7.15	2.50	2.45	11.27	8.55	8.40	40	40.05		SPRING VALLEY	DYW	150	6.14 A. M.	9.35 A. M.	9.45 A. M.	De 1.55 P. M. Pass 52	De 2.00 P. M. Pass 52	4.29 P. M.	6.35 P. M.	De 2.15 P. M. 8 and 10 Pass
Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Station No.	Dist. from Spokane		STATIONS	Telegraph Calls	Car Capacity of Siding	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.
51	13	11	9	7	5	3	1							2	4	6	8	10	12	14	52

Double track between Spokane and Car Shops. North-bound trains are superior to south-bound trains of the same class. Nos. 2 and 3 meet on double track. Nos. 12 and 13 meet on double track.

SECOND DISTRICT--Spring Valley to Palouse

South Bound North Bound

Exp. Frt.	Passenger	Passenger	Passenger	Station No.	Dist. from Spokane	Time Table No. 5 Effective 12:01 A. M. June 1, 1907.	Telegraph Calls	Car Capacity Sidings	Passenger	Passenger	Passenger	Exp. Frt.
51	13	9	3						4	8	14	52
Second Class	First Class	First Class	First Class	Station No.	Dist. from Spokane	STATIONS			First Class	First Class	First Class	Second Class
Daily Ex. Sunday	Daily	Daily	Daily						Daily	Daily	Daily	Daily Ex. Sunday
De 9.35 A. M.	De 7.20 P. M.	De 2.50 P. M.	De 8.55 A. M.	40	40.05	SPRING VALLEY DYW	S	150	Ar 9.35 A. M.	Ar 1.55 P. M.	Ar 6.35 P. M.	Ar 2.00 P. M.
9.43	f 7.25	f 2.55	f 9.00	43	43.24	KONAH		No Sidg	f 9.28	f 1.48	f 6.28	1.49
9.50	f 7.31	f 3.01	f 9.04	45	45.26	FAIRBANKS	FA	45	f 9.23	f 1.43 P. M.	f 6.23	1.43 P. M.
9.59	f 7.36	f 3.06	f 9.09	47	47.45	LEHI		No Sidg	f 9.18	f 1.37	f 6.18	1.28
10.07	f 7.41	f 3.11	f 9.14 A. M.	50	49.91	GEARY	GA	22	f 9.14 A. M.	f 1.32	f 6.12	1.20
10.20	s 7.50	s 3.20	s 9.20	53	53.17	OAKESDALE DYW	KS	75	s 9.05	s 1.25	s 6.05	1.10
10.40	f 8.02	f 3.32	f 9.31	58	57.50	SOKULK		40	f 8.53	f 1.13	f 5.50	12.50
10.49	f 8.13	f 3.43	f 9.42	61	60.92	SACAJAWEA		29	f 8.43	f 1.03	f 5.43	12.41
Ar 11.00 A. M.	s 8.25	s 3.55	s 9.54	65	64.98	GARFIELD DW	GF	84	s 8.30	s 12.50	s 5.30	De 12.30 P. M.
	f 8.37	f 4.07	f 10.06	69	68.87	KAMAS		41	f 8.17	f 12.37	f 5.17	
	f 8.43	f 4.13	f 10.12	71	71.00	GRINNELL		33	f 8.10	f 12.30	f 5.10	
	f 8.50	f 4.20	f 10.20	73	73.40	HORN		20	f 8.03	f 12.23	f 5.03	
	Ar 9.00 P. M.	Ar 4.30 P. M.	Ar 10.30 A. M.	76	75.89	PALOUSE DYW	PA	204	De 7.55 A. M.	De 12.15 P. M.	De 4.55 P. M.	
Daily Ex. Sunday	Daily	Daily	Daily	Station No.	Dist. from Spokane	STATIONS			Daily	Daily	Daily	Daily Ex. Sunday
51	13	9	3						4	8	14	52

North Bound Trains Are Superior to South Bound Trains of the Same Class.

THIRD DISTRICT--Spring Valley to Rosalia

South Bound North Bound

Exp. Frt.	Passenger	Passenger	Passenger	Passenger	Station No.	Dist. from Spokane	Time Table No. 5 Effective 12:01 A. M. June 1, 1907.	Telegraph Calls	Car Capacity Sidings	Passenger	Passenger	Passenger	Passenger	Exp. Frt.
53	11	7	5	1						2	6	10	12	54
Second Class	First Class	First Class	First Class	First Class	Station No.	Dist. from Spokane	STATIONS			First Class	First Class	First Class	First Class	Second Class
Daily Ex. Sunday	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily Ex. Sunday
De 6.45 A. M.	De 7.15 P. M.	De 2.45 P. M.	De 11.27 A. M.	De 8.40 A. M.	40	40.05	SPRING VALLEY DYW	S	150	Ar 6.14 A. M.	Ar 9.45 A. M.	Ar 2.00 P. M.	Ar 4.29 P. M.	Ar 9.10 A. M.
6.53	f 7.23	f 2.52	f 11.33	f 8.47	43	42.03	ROLLINS		6	f 6.07	f 9.37	f 1.52	f 4.22	9.03
Ar 7.05 A. M.	Ar 7.30 P. M.	Ar 3.00 P. M.	Ar 11.40 A. M.	Ar 8.55 A. M.	46	45.81	ROSALIA DY	RO	75	De 6.00 A. M.	De 9.30 A. M.	De 1.45 P. M.	De 4.15 P. M.	De 8.55 A. M.
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Station No.	Dist. from Spokane	STATIONS			Daily	Daily	Daily	Daily	Daily Ex. Sunday
53	11	7	5	1						2	6	10	12	54

North Bound Trains Are Superior to South Bound Trains of the Same Class.

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 both trolleys are securely fastened down so that it is impossible for either one to come within four feet of Trolley Wire.

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. South Bound first and second-class trains must procure Clearance Card from dispatchers' office, Traction Building, Spokane.

4. All trains will register at Spokane, Spring Valley, Rosalia and Palouse. Freight trains will also register at Inland Jet.

5. Train, Engine and Motormen using joint track between Inland Jet and End of Double Track must provide themselves with a copy of current Coeur d'Alene & Spokane Ry. time-table, and be governed thereby.

6. All trains must know that way is clear, and must flag when necessary over joint track between Inland Jet and End of Double Track.

7. All trains must flag Third Ave. and N. P. Transfer Crossings.

8. Trains will stop to take on and discharge passengers at Sheridan, Front, Division, Washington, Howard and Post Streets, Spokane.

9. All trains must come to a 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.

10. Nos. 51 and 52 will stop at Rand, $\frac{1}{4}$ mile north of Excelsior, to pick up and discharge freight.

11. No. 14 will stop at points north of Spring Valley to discharge passengers from points south of Spring Valley.

12. In case Nos. 6 and 10 get out of Spring Valley ahead of Nos. 4 and 8 latter trains will stop and discharge passengers for points north of Spring Valley.

13. Standard Clocks are located at Spring Valley and Passenger Station, Spokane.

14. All trains must reduce speed to 10 miles per hour over the following bridges: 9A, 13A, 15A, 23A and 32A on First District; 45A on Colfax line; 43A, 47A, 64C and 70A on Palouse line, and will reduce speed over bridges 16A, 22A and 28A.

15. Sharon, Lenox, Russ, Clifton, Dale and Jefferson Spurs are not wired.

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

17. The Palouse line will be considered as main line at Spring Valley and switches must be lined up accordingly.

18. Extra trains may run ahead of second-class trains without orders.

19. Derailing switches are located as follows:

Gravel Pit No. 1, north end of passing track.
Moran, north end of passing track.
Excelsior, south end of passing track.
Valleyford, north end of passing track.
Mt. Hope, north end of passing track.
Mt. Hope, north end of house track.
Spring Valley, south end of track No. 3.
Rollins, south end.

When not in use switches must be set for derail.

COMPANY SURGEONS:

Dr. E. R. Northrop, Chief Surgeon, Spokane.
Dr. J. B. Anderson, Rosalia.
Dr. J. S. Miller, Oakesdale.
Dr. T. J. Coverly, Garfield.
Dr. E. P. Heim, Palouse.

H. M. HUSTON, Chief Dispatcher.

F—flag. S—stop.