

INLAND EMPIRE SYSTEM

SPOKANE & INLAND RY. CO.

TIME TABLE No. 6

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

THURSDAY, AUG. 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 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. 6 Effective Thursday August 1, 1907.	STATIONS	Telegraph Calls	Telephone Calls	Car Capacity Sidings	Passenger 2	Passenger 4	Passenger 6	Passenger 8	Passenger 10	Passenger 12	Passenger 14	Passenger 16	Passenger 18	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	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	Daily	Daily	Daily	Daily Ex. Sun.
De A. M.	De P. M.	De P. M.	De P. M.	De P. M.	De P. M.	De P. M.	De A. M.	De A. M.	De A. M.								Ar A. M.	Ar A. M.	Ar A. M.	Ar A. M.	Ar P. M.	Ar P. M.	Ar P. M.	Ar P. M.	Ar P. M.	Ar P. M.
3.45										0	.00		SPOKANE, WN.	GO	∞		Ar 7.45	Ar 10.00	Ar 10.15	Ar 11.59	Ar 3.30	Ar 3.45	Ar 4.45	Ar 7.32	Ar 8.40	Ar 4.30
										1	.88		FREIGHT HOUSE	DS	—	300	7.32	9.47	10.01	11.47	3.16	3.32	4.32	7.20	8.27	4.27
3.50	6.12	5.47	5.27	1.17	1.02	12.42	8.22	7.32	7.12		1.49		CAR SHOPS			50	7.31	9.46	10.00	11.46	3.15	3.31	4.31	7.19	8.26	4.26
3.52	6.13	5.48	5.28	1.18	1.03	12.43	8.23	7.33	7.13	2	1.70		INLAND JCT.			No Sidg	7.30	9.45	9.59	11.45	3.14	3.30	4.30	7.18	8.25	4.25
3.53	6.14	5.49	5.29	1.19	1.04	12.44	8.24	7.34	7.14	2 A	2.19		THIRD AVE.			No Sidg	7.24			11.39			4.24			4.16
4.02			5.37	1.27			8.32			4	4.50		TUDOR			25	7.23	9.39	9.53	11.38	3.08	3.24	4.23	7.12	8.19	4.12
4.02	6.23	5.58	5.38	1.28	1.13	12.53	8.33	7.43	7.23	5	4.89		GRAVEL PIT No 1			No Sidg	7.23			11.38			4.23			4.12
4.03			5.39	1.29			8.34			5 A	5.26		PANTOPS			No Sidg	7.22			11.37			4.22			4.11
4.04			5.40	1.30			8.35			6	5.78		ROSEDALE			No Sidg	7.18	9.34	9.48	11.33	3.03	3.19	4.18	7.07	8.14	4.07
4.10	6.31	6.06	5.46	1.36	1.21	1.01	8.41	7.51	7.31	8	7.81		MORAN			18	7.17			11.32			4.17			4.05
4.12			5.49	1.38			8.43			8 A	8.38		PIEDMONT			No Sidg	7.14	9.31	9.45	11.29	3.01	3.17	4.14	7.05	8.12	4.02
4.15	6.35	6.10	5.52	1.41	1.25	1.05	8.46	7.55	7.35	9	9.37		PARKVIEW SP.			8	7.11			11.26			4.11			3.58
4.18			5.55	1.43			8.48			10	10.30		HILLBY			No Sidg	7.11			11.26			4.11			3.58
4.18	6.38	6.13	5.55	1.43	1.28	1.08	8.48	7.58	7.38	10 A	10.37		LATTA SP.			9	7.11	9.29	9.43	11.26	2.58	3.14	4.11	7.02	8.09	3.58
4.19			5.56	1.44			8.49			11	10.00		WILLOW SPGS.			No Sidg	7.10			11.25			4.10			3.56
4.22			5.58	1.46			8.51			11 A	11.39		SILVER HILL			No Sidg	7.07			11.22			4.07			3.53
4.25	6.42	6.17	6.01	1.49	1.32	1.12	8.54	8.02	7.42	12	12.38		EVERGREEN SP.	GN	---	7	7.03	9.24	9.38	11.18	2.53	3.09	4.03	6.57	8.04	3.49
4.28			6.04	1.52			8.57			13	13.35		SHARON SP.			4	7.00			11.15			4.00			3.46
4.31			6.06	1.54			8.59			14	14.33		BELAIR			No Sidg	6.57			11.12			3.57			3.42
4.35	6.47	6.22	6.08	1.56	1.37	1.17	9.01	8.07	7.47	15	15.11		EXCELSIOR			24	6.55	9.18	9.32	11.10	2.47	3.03	3.55	6.51	7.58	3.39
4.37	6.49	6.23	6.10	1.58	1.38	1.18	9.03	8.08	7.48	16	16.05		JONES SP.	W		21	6.53	9.17	9.31	11.08	2.46	3.02	3.53	6.49	7.57	3.37
4.39	6.51	6.25	6.11	2.00	1.39	1.19	9.05	8.09	7.49	17	16.83		VALLEYFORD	V	∞	14	6.51	9.16	9.30	11.06	2.45	3.01	3.51	6.48	7.56	3.35
4.52	6.56	6.31	6.17	2.06	1.45	1.25	9.12	8.15	7.55	19	19.35		FREEMAN	FR	∞	95	6.46	9.12	9.26	11.01	2.41	2.57	3.46	6.43	7.52	3.29
5.00	7.01	6.38	6.22	2.11	1.49	1.29	9.21	8.20	7.59	22	21.81		OCHLARE SP.			6	6.41	9.07	9.21	10.56	2.36	2.52	3.41	6.38	7.47	3.23
5.10	7.08	6.46	6.30	2.19	1.56	1.36	9.29	8.28	8.06	25	25.13		MT. HOPE	H	---	52	6.33	8.59	9.13	10.48	2.28	2.44	3.33	6.30	7.39	3.15
5.13			6.33	2.21			9.32			27	26.08		TREAT SP.			4	6.31			10.46			3.31			3.09
5.15	7.12	6.50	6.35	2.24	2.00	1.40	9.34	8.32	8.10	27 A	27.47		LOKE SP.			10	6.29	8.55	9.09	10.44	2.24	2.39	3.29	6.26	7.35	3.07
5.17			6.37	2.27			9.36			28	28.16		RATTLERS RUN			No Sidg	6.28			10.43			3.28			3.06
5.19			6.40	2.30			9.39			29	29.01		LENOX SP.			4	6.25			10.40			3.25			3.03
5.22	7.17	6.55	6.43	2.33	2.05	1.45	9.42	8.37	8.15	30	30.47		W. FAIRFIELD			38	6.22	8.49	9.03	10.37	2.18	2.33	3.22	6.20	7.29	3.00
5.25			6.45	2.35			9.44			32	31.06		SALINE SP.			5	6.19			10.34			3.19			2.55
5.28			6.48	2.38			9.47			33	33.25		RUSS			No Sidg	6.17			10.32			3.17			2.53
5.28			6.48	2.38			9.47			33 A	33.31		RUSS SP.			4	6.17			10.32			3.17			2.53
5.43	7.23	7.00	6.50	2.40	2.12	1.50	9.50	8.43	8.20	34	34.06		WAVERLY	W	--	50	6.15	8.43	8.57	10.30	2.12	2.27	3.15	6.13	7.23	2.50
5.46										35	35.02		CLIFTON SP.			8										2.43
5.48										35 A	35.50		DALE SP.			3										2.41
5.51		7.04						8.48		37	36.58		JEFFERSON SP.			3		8.37						6.07		2.39
5.54	7.29	7.06			2.20	1.56		8.50	8.26	38	38.14		DURKEE			12		8.35	8.50		2.05	2.20	6.05	7.15	2.37	
6.00	7.33	7.10			2.25	2.00		8.55	8.30	40	40.05		SPRING VALLEY	S	∞	150		8.30	8.44		2.00	2.15	6.00	7.10	2.30	
Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Station No.	Dist. from Spokane		STATIONS	Telegraph Calls	Telephone Calls	Car Capacity Sidings	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.
51	17	15	13	11	9	7	5	3	1								2	4	6	8	10	12	14	16	18	52

Unless governed by special order all meets shown between trains of the same class are positive meets. All South Bound Trains will take siding for all North Bound Trains of the same class. Unless governed by special order South Bound trains will not leave Car Shops and North Bound trains will not leave Spring Valley and Waverly until all overdue trains of the same or superior class have arrived. Meeting or passing points are shown in heavy faced type and letter "M" or "P" with number of train to be met or passed. Double track between Spokane and Car Shops.

SECOND DISTRICT--Spring Valley to Palouse

South Bound

North Bound

				Time Table No. 6							
				Exp. Frt.	Passenger	Passenger	Passenger	Effective Thursday, August 1, 1907.			
				51	15	9	3	STATIONS			
				Second Class	First Class	First Class	First Class	Passenger 4 10 16 52			
				Daily Ex. Sunday	Daily	Daily	Daily	First Class First Class First Class Second Class			
				De A. M.	De P. M.	De P. M.	De A. M.	Daily Daily Daily Daily Ex. Sunday			
				6.05	7.10	2.25 H. 52	8.55	Ar A. M. Ar P. M. Ar P. M. Ar P. M.			
				6.13	7.16	2.31	9.00	8.30 2.00 6.00 2.25 H. 9			
				6.19	7.21	2.36	9.05	8.23 1.53 5.53 2.12			
				6.25	7.26	2.41	9.10	8.18 1.48 5.48 2.05			
				6.32	7.32	2.47	9.16	8.13 1.43 5.43 1.58			
				6.50	7.40	2.55	9.24	8.07 1.37 5.37 1.50			
								7.59 1.29 5.29 1.40			
				7.05	7.50	3.05	9.34	7.49 1.19 5.19 1.24			
				7.15	7.57	3.12	9.41	7.42 1.12 P. 52 5.12 1.12 10 P.			
				7.30 H. 4	8.09	3.24	9.52	7.30 H. 51 1.00 5.00 12.50			
				7.45	8.20	3.35	10.03	7.19 12.49 4.49 12.29			
				7.52	8.25	3.40	10.08	7.14 12.44 4.44 12.22			
				8.00	8.31	3.46	10.13	7.07 12.37 4.37 12.14			
				Ar 8.15 A. M.	Ar 8.40 P. M.	Ar 3.55 H. 16 P. M.	Ar 10.20 A. M.	De 7.00 A. M. De 12.30 P. M. De 4.30 H. 9 P. M. De 12.05 P. M.			
				Daily Ex. Sunday	Daily	Daily	Daily	Daily Daily Daily Daily Ex. Sunday			
				51	15	9	3	4 10 16 52			

Unless governed by special order all meets shown between trains of the same class are positive meets. All South Bound Trains will take siding for all North Bound Trains of the same class. Unless governed by special order South Bound trains will not leave Spring Valley and North Bound trains will not leave Palouse until all overdue trains of the same or superior class have arrived. Meeting or passing points are shown in heavy faced type and letter "M" or "P" with number of train to be met or passed.

North Bound

Unless governed by special order all meets shown between trains of the same class are positive meets. All South Bound Trains will take siding for all North Bound Trains of the same class. Unless governed by Special order South Bound trains will not leave Spring Valley and North Bound trains will not leave Colfax until all overdue trains of the same or superior class have arrived. Meeting or passing points are shown in heavy faced type and letter "M" or "P" with number of train to be met or passed.

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, Colfax and Palouse. Trains 2, 5, 8, 11, 13 and 14 will register at Waverly. Freight trains will also register at Inland Jct.

5. Train, Engine and Motormen using joint track between Inland Jct. 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 Jct. 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. Standard Clocks are located at Spring Valley and Passenger Station, Spokane.

12. All trains must reduce speed to 10 miles per hour over the following bridges: 9A, 13A, 15A, 23A and 32B 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. Also bridge near mile posts 51 and 61 on Colfax line.

13. Sharon, Lenox, Russ, Clifton, Dale and Jefferson Spurs and spur leading from siding at Moran are not wired.

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

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

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

17. 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. Coberly, Garfield.
Dr. E. P. Hein, Palouse.
Dr. A. E. Stuht, Colfax.

H. M. HUSTON, Chief Dispatcher.

F—flag. S—stop.