

INLAND EMPIRE SYSTEM

SPOKANE & INLAND RY. CO.

TIME TABLE No. 7

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

MONDAY, OCT. 7, 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. 7 Effective Monday October 7, 1907.	STATIONS	Telegraph Calls	Telephone Calls	Car Capacity Siding	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. 3.45	De P. M. 6.10	De P. M. 5.30	De P. M. 5.00	De P. M. 3.30	De P. M. 1.05	De P. M. 12.30	De A. M. 9.05	De A. M. 8.05	De A. M. 7.30	0	.00		SPOKANE, WN.	GO	∞		Ar A. M. 7.45	Ar A. M. 10.30	Ar A. M. 11.05	Ar A. M. 11.59	Ar P. M. 3.30	Ar P. M. 4.10	Ar P. M. 5.50	Ar P. M. 7.30	Ar P. M. 8.30	Ar P. M. 4.30		
3.50	6.20	5.40	5.10	3.40	1.15	12.40	9.15	8.15	7.40	1	.88		FREIGHT HOUSE	DS	—	300	7.35	10.19	10.54	11.49	3.19	3.59	5.39	7.21	8.19	4.28		
3.52	6.21	5.41	5.11	3.41	1.16	12.41	9.16	8.16	7.41	2	1.70		CAR SHOPS	DS	—	50	7.34	10.18	10.53	11.48	3.18	3.58	5.37	7.20	8.18	4.27		
3.53	6.23	5.43	5.13	3.43	1.17	12.43	9.18	8.18	7.43	2 A	2.10		INLAND JCT.	DS	—	No Sldg	7.32	10.17	10.52	11.47	3.17	3.57	5.36	7.19	8.17	4.26		
4.02	6.29	5.48	5.18	3.50		12.48	9.24		7.49	4	4.50		THIRD AVE.	DS	—	No Sldg	7.22	10.12		11.39	3.11	3.51	5.31	7.14	8.10	4.18		
4.02	6.30	5.48	5.18	3.51	1.23	12.51	9.25	8.23	7.50	5	4.89		TUDOR	DS	—	25	7.21	10.12	10.46	11.38	3.10	3.51	5.30	7.13	8.09	4.17		
4.03	6.30	5.49	5.19	3.52		12.51	9.26		7.50	5 A	5.26		GRAVEL PIT No 1	DS	—	No Sldg	7.21	10.11		11.38	3.10	3.49	5.30	7.13	8.09	4.16		
4.05	6.32	5.51	5.20	3.53		12.52	9.27		7.52	6	5.78		PANTOPS	DS	—	No Sldg	7.20	10.10		11.37	3.09	3.48	5.28	7.12	8.08	4.14		
4.12	6.37	5.55	5.24	3.58	1.31	12.57	9.30	8.30	7.57	8	7.81		ROSEDALE	DS	—	18	7.15	10.07	10.40	11.31	3.06	3.45	5.24	7.09	8.05	4.09		
4.14	6.38	5.56	5.25	4.00		12.58	9.32		7.58	8 A	8.39		MORAN	DS	—	No Sldg	7.14	10.06		11.28	3.05	3.44	5.22	7.08	8.04	4.07		
4.17	6.40	5.58	5.27	4.03	1.33	1.01	9.34	8.33	8.00	9	9.37		PIEDMONT	DS	—	8	7.12	10.04	10.37	11.26	3.03	3.42	5.20	7.06	8.02	4.03		
4.20	6.42	6.00	5.29	4.06		1.03	9.36		8.02	10	10.20		PARKVIEW SP.	DS	—	No Sldg	7.09	10.02		11.24	3.01	3.40	5.17	7.04	8.00	3.59		
4.20	6.42	6.00	5.29	4.06	1.36	1.03	9.36	8.36	8.02	10 A	10.47		HILLBY	DS	—	9	7.09	10.02	10.35	11.24	3.01	3.40	5.17	7.04	8.00	3.59		
4.22	6.43	6.01	5.30	4.07		1.04	9.37		8.03	11	10.00		LATTA SP.	DS	—	No Sldg	7.08	10.01		11.23	3.00	3.39	5.16	7.03	7.59	3.58		
4.24	6.45	6.03	5.31	4.09		1.05	9.39		8.05	11 A	11.30		WILLOW SPGS.	DS	—	No Sldg	7.06	9.59		11.22	2.58	3.38	5.13	7.01	7.58	3.56		
4.28	6.47	6.03	5.33	4.12	1.40	1.07	9.42	8.40	8.07	12	12.03		SILVER HILL	DS	—	No Sldg	7.03	9.57	10.31	11.18	2.56	3.36	5.10	6.59	7.56	3.53		
4.31	6.49	6.05	5.35	4.14		1.09	9.45		8.09	13	13.35		EVERGREEN SP.	GN	—	7	7.01	9.54		11.16	2.54	3.34	5.07	6.56	7.54	3.51		
4.34	6.51	6.07	5.37	4.16		1.11	9.47		8.11	14	14.33		SHARON SP.	DS	—	4	6.58	9.52		11.13	2.52	3.32	5.05	6.54	7.52	3.49		
4.37	6.53	6.09	5.38	4.18	1.47	1.12	9.50	8.45	8.12	15	15.11		BELAIR	DS	—	No Sldg	6.56	9.50	10.25	11.11	2.50	3.30	5.02	6.53	7.50	3.45		
4.40	6.57	6.11	5.40	4.21	1.48	1.13	9.53	8.47	8.13	16	16.05		EXCELSIOR	DS	—	21	6.53	9.48	10.23	11.08	2.47	3.28	4.58	6.51	7.48	3.42		
4.43	7.00	6.12	5.42	4.23	1.50	1.15	9.57	8.48	8.15	17	16.83		JONES SP.	W	—	14	6.52	9.47	10.22	11.07	2.46	3.27	4.57	6.50	7.47	3.40		
4.50	7.10	6.16	5.47	4.30	1.55	1.20	10.05	8.53	8.19	19	19.35		VALLEY FORD	V	—	05	6.45	9.42	10.17	11.00	2.41	3.22	4.50	6.45	7.42	3.30		
4.59	Ar	P. M.	6.21	5.51	Ar	P. M.	2.00	1.24	Ar	22	21.81		FREEMAN	FR	—	0	De	A. M.	9.36	10.12	De	A. M.	2.36	3.17	4.45	6.41	7.37	3.17
5.10		6.26	5.57		2.08	1.31		9.07	8.31	25	25.13		OCHLARE SP.	DS	—	62		9.28	10.04		2.29	3.11		6.35	7.30	3.00		
5.15		6.28	6.00		2.11	1.33		9.09	8.33	27	26.03		MT. HOPE	DS	—	4		9.25	10.02		2.27	3.08		6.32	7.26	2.54		
5.18		6.30	6.02		2.12	1.35		9.11	8.36	27 A	27.47		TREAT SP.	DS	—	10		9.23	10.00		2.25	3.06		6.30	7.25	2.52		
5.20		6.32	6.03		2.13	1.36		9.12	8.37	28	28.10		LOKE SP.	DS	—	No Sldg		9.21	9.58		2.23	3.04		6.27	7.23	2.48		
5.23		6.34	6.05		2.15	1.38		9.14	8.39	29	29.01		RATTLERS RUN	DS	—	4		9.19	9.56		2.22	3.03		6.25	7.21	2.46		
5.28		6.38	6.07		2.18	1.41		9.17	8.42	30	30.47		LENOX SP.	DS	—	88		9.17	9.53		2.18	3.00		6.22	7.19	2.40		
5.33		6.41	6.10		2.22	1.43		9.20	8.44	32	31.06		W. FAIRFIELD	DS	—	5		9.14	9.51		2.15	2.57		6.19	7.17	2.35		
5.37		6.44	6.12		2.25	1.45		9.22	8.47	33	33.25		SALINE SP.	DS	—	No Sldg		9.12	9.48		2.13	2.53		6.17	7.14	2.30		
5.37		6.44	6.12		2.25	1.45		9.22	8.47	33 A	33.31		RUSS	DS	—	4		9.12	9.48		2.13	2.53		6.17	7.14	2.30		
5.40		6.47	6.15		2.27	1.47		9.23	8.48	34	34.06		RUSS SP.	DS	—	4		9.10	9.47		2.12	2.52		6.15	7.13	2.27		
5.43										35	35.02		WAVERLY	W	—	50					2.12	2.52		6.15	7.13	2.27		
5.45										35 A	35.50		CLIFTON SP.	DS	—	3										2.21		
5.50		6.52	6.21		2.32	1.53		9.28	8.52	37	36.58		DALE SP.	DS	—	3		9.06	9.41		2.07	2.47		6.07	7.07	2.13		
5.56		6.56	6.25		2.36	1.56		9.31	8.56	38	38.14		JEFFERSON SP.	DS	—	3		9.03	9.38		2.04	2.43		6.03	7.03	2.04		
6.05	Ar	7.00	6.30	Ar	2.40	2.00	Ar	9.35	9.00	40	40.05		DURKEE	DS	—	12		9.00	9.35		2.00	2.40		6.00	7.00	2.00		
Ar	A. M.	Ar	P. M.	Ar	P. M.	Ar	P. M.	Ar	P. M.				SPRING VALLEY	S	—	150	De	A. M.	De	A. M.	De	P. M.	De	P. M.	De	P. M.	De	
Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Station No.	Dist. from Spokane		STATIONS	Telegraph Calls	Telephone Calls	Car Capacity Siding	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 Freeman 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

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THIRD DISTRICT--Spring Valley to Colfax

South Bound

North Bound

					Exp. Frt. 53	Passenger 13	Passenger 9	Passenger 3	Station No.	Dist. from Spokane	Time Table No. 7				Passenger 4	Passenger 10	Passenger 18	Exp. Frt. 54					
					Second Class	First Class	First Class	First Class			Effective Monday, October 7, 1907	Telegraph Calls	Telephone Calls	Car Capacity Sidings	First Class	First Class	First Class	Second Class					
					Daily Ex. Sunday	Daily	Daily	Daily			STATIONS				Daily	Daily	Daily	Daily Ex. Sunday					
					De. A.M.	De. P.M.	De. P.M.	De. A.M.							Ar. A.M.	Ar. P.M.	Ar. P.M.	Ar. P.M.					
					6.15	6.30	2.40	9.35	40	40.05	SPRING VALLEY DWVC	S	∞	150	9.00	2.00	7.00	1.30					
					6.25	6.37	2.46	9.42	w43	42.03	ROLLINS SP.			6	8.53	1.53	6.53	1.18					
					6.35	6.45 H.18	2.53	9.50	w46	45.81	ROSALIA D	RO	-00	75	8.46	1.47	6.45 H.13	1.07					
					6.45	6.52	2.58	9.56	w48	48.25	EARLY SP			5	8.40	1.40	6.39	12.59					
					6.55	6.57	3.03	10.02	w51	50.55	BALDER SP			10	8.34	1.35	6.34	12.49					
					6.57	6.59	3.06	10.04	w51 a	51.11	HARRIS			24	8.32	1.33	6.32	12.47					
										54.78	O. R. & N. CROSSING												
					7.10	7.08	3.15	10.13	w55	55.29	THORNTON DW	RN	-0-0	45	8.22	1.23	6.22	12.32					
					7.22	7.16	3.22	10.21	w58	58.40	BARNES			No Sidg	8.14	1.15	6.15	12.20					
					7.27	7.20	3.26	10.24	w60	59.83	CASHUP SP			10	8.12	1.12	6.12	12.13					
					7.31	7.22	3.28	10.26	w61	60.02	LYNN			No Sidg	8.08	1.10	6.09	12.10					
					7.35	7.25	3.32	10.29	w62	62.10	BANKSON			No Sidg	8.05	1.07	6.06	12.05 P.M.					
					7.45	7.32	3.37	10.36	w65	64.66	STEPTOE			60	7.58	1.00	6.00	11.55					
					7.55 H.4	7.36	3.42	10.41	w67	66.70	BLACKWELL			10	7.55 H.53	12.55	5.53	11.45					
					8.05	7.43	3.48	10.47	w70	69.57	RYE SP			3	7.47	12.47	5.47	11.35					
					8.10	7.47	3.52	10.52	w71	71.13	MANNING			7	7.42	12.42	5.43	11.25					
					8.20	7.54	3.59	10.59	w75	74.80	LINCOLN SP			12	7.35	12.35	5.35	11.15					
										76.43	O. R. & N. CROSSING												
					8.30 A.M.	8.00 P.M.	4.05 P.M.	11.05 H.54 A.M.	w77	76.71	COLFAX DW	CX	-0-	11	7.30 A.M.	12.30 P.M.	5.30 P.M.	11.05 H.3 A.M.					
					Daily Ex. Sunday	Daily	Daily	Daily	Station No.	Dist. from Spokane	STATIONS	Telegraph Calls	Telephone Calls	Car Capacity Sidings	Daily	Daily	Daily	Daily Ex. Sunday					
					53	13	9	3							4	10	18	54					

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, 14 and 17 will register at Freeman. 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.

Nos. 53 and 54 will stop at Fisk's Platform, just South of Spring Valley, on Third District, to receive freight and to pick up passengers for Rosalia and Spring Valley.

11. Standard Clocks are located at Spring Valley, Palouse, Colfax and Passenger Station, Spokane, and Dispatcher's Office, Traction Building.

F—flag. S—stop.

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 54 and 61 on Colfax line.

13. Sharon, Lenox, Russ, Clifton, Dale and Jefferson Spurs and Industry spurs at Moran, Geary, Sokulk, Crabtree, La Dow and Grinnell 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.

North end warehouse track, North side, Palouse.

North end warehouse track and South end passing track Blackwell.

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.