

# The Spokane & Inland Empire Railroad Co.

INLAND DIVISION

## No. 8 TIME TABLE No. 8

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

### SUNDAY, DEC. 27th, 1908

For the Government and Information of Employees 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

316.1.48  
C. M. GRAVES,  
General Manager

R. C. BOWDISH,  
Superintendent

South Bound

FIRST DISTRICT

North Bound

Passenger 15	Passenger 13	Passenger 11	Passenger 9	Passenger 7	Passenger 5	Passenger 3	Passenger 1	Station No.	Dist. from Spokane.	Time Table No. 8 EFFECTIVE DECEMBER 27, 1908 Succeeding No. 7	Teleg. Calls.	Telep. Rings.	Capacity of Sidings, Water, Scales, Coal, Wye	Passenger 2	Passenger 4	Passenger 6	Passenger 8	Passenger 10	Passenger 12	Passenger 14	Passenger 16
First Class	First Class	First Class	First Class	First Class	First Class	First Class	First Class			STATIONS				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
P. M. 5.30 M14	P. M. 4.25	P. M. M10 3.10 & 12	P. M. 1.00	P. M. 12.25 M8	A. M. 10.00 M4	A. M. 8.05	A. M. 7.50 M2	0	.00	SPOKANE	Go 00			A. M. 7.30 M1	A. M. 9.40 M5	A. M. 10.58	P. M. 12.01 M7	P. M. 2.50 M11	P. M. 3.13 M11	P. M. 5.12 M15	P. M. 7.20
	5.39	4.34	3.19	1.09	12.34	10.09	8.14	7.59	1.49	FREIGHT HOUSE	FIH		300 S								
	5.41	4.36	3.21	1.11	12.36	10.11	8.16	8.01	2	SHOPS	DS			7.20	9.30	10.49	11.50	2.40	3.09	5.04	7.10
	5.43	4.38	3.23	1.13	12.38	10.13	8.18	8.03	2A	INLAND JUNCTION			50 W Y C	7.18	9.28	10.47	11.48	2.38	3.07	5.02	7.08
	5.47	4.42	3.27	1.17	12.42	10.17	8.22	8.07	4	THIRD AVE.			No Siding	7.16	9.26	10.45	11.46	2.36	3.05	5.00	7.06
	5.48	4.43	3.28	1.18	12.43	10.18	8.23	8.08	5	TUDOR			No Siding	7.12	9.22	10.41	11.42	2.32	3.01	4.56	7.02
	5.49	4.44	3.29	1.19	12.44	10.19	8.24	8.09	5A	GRAVEL PIT			25	7.11	9.21	10.40	11.41	2.31	3.00	4.55	7.01
	5.50	4.45	3.30	1.20	12.45	10.20	8.25	8.10	6	PANTOPS			No Siding	7.10	9.20	10.39	11.40	2.30	2.59	4.54	7.00
	5.51	4.46	3.31	1.21	12.46	10.21	8.26	8.11	7	GLENROSE			No Siding	7.09	9.19	10.38	11.39	2.29	2.58	4.53	6.59
	5.54	4.49 M11	3.34	1.24	12.49	10.24	8.29	8.14	8	PINE GROVE			No Siding	7.08	9.18	10.37	11.38	2.28	2.57	4.52	6.58
	5.56	4.50	3.36	1.26	12.50	10.26	8.30	8.16	8A	MORAN			18	7.05	9.15	10.34	11.35	2.25	2.54	4.49 M15	6.55
	5.58	4.52	3.38	1.28	12.52	10.31 M6	8.32	8.18	9	PIEDMONT			No Siding	7.03	9.13	10.33	11.33	2.23	2.53	4.45	6.53
	6.00	4.53	3.40	1.30	12.53	10.33	8.33	8.20	10	PARKVIEW	SN		8	7.01	9.11	10.31 M5	11.31	2.21	2.51	4.43	6.51
	6.01	4.54	3.41	1.31	12.54	10.34	8.34	8.21	11	HILLBY			No Siding	6.59	9.09	10.29	11.29	2.19	2.49	4.41	6.49
	6.03	4.55	3.43	1.33	12.55	10.36	8.35	8.22	11A	WILLOW SPRINGS	SN		3	6.58	9.08	10.28	11.28	2.18	2.48	4.40	6.48
	6.05	4.57	3.45	1.35	12.57	10.38	8.37	8.25	12	SILVER HILL			No Siding	6.56	9.06	10.27	11.26	2.16	2.47	4.38	6.47
	6.07	4.59	3.47	1.37	12.59	10.40	8.39	8.27	13	EVERGREEN	SN	GN ---	7	6.54	9.04	10.26	11.24	2.14	2.46	4.36	6.46
	6.09	5.01	3.49	1.39	1.01	10.42	8.41	8.29	14	SHARON	SS		4	6.51	9.01	10.24	11.21	2.11	2.44	4.33	6.44
	6.11	5.02	3.51	1.41	1.02	10.44	8.42	8.31	15	BELAIR			No Siding	6.49	8.59	10.22	11.19	2.09	2.42	4.30	6.42
	6.13	5.04	3.53	1.43	1.04	10.46	8.44	8.33	16	EXCELSIOR			21	6.47	8.57	10.20	11.17	2.07	2.40	4.28	6.40
	6.15	5.05	3.55	1.45	1.05	10.48	8.45	8.35	17	JONES	SS		21	6.45	8.55	10.18	11.15	2.05	2.38	4.26	6.38
	6.20 M16 P. M.	5.09	4.00 M11 P. M.	1.50 M10 P. M.	1.09	10.52 M8 A. M.	8.49 M4 A. M.	8.40 M4 A. M.	19	VALLEYFORD		V 00--	14	6.44	8.54	10.17	11.14	2.04	2.37	4.25	6.37
	5.13			1.13			8.53		22	FREEMAN		Fr 00--	95	6.40 A. M.	8.50 M1 A. M. & 3	10.13	11.10 M5 A. M.	2.00 M9 P. M.	2.33	4.20 M11 P. M.	6.33 M11
	5.20			1.20			9.00		25	ORCHLARE	SN		6			10.07			2.27		6.27
	5.23			1.23			9.03		27	MT. HOPE		H -- 00	52			10.00			2.20		6.20
	5.24			1.24			9.04		27A	TREAT	SN		4			9.58			2.18		6.18
	5.26			1.26			9.06		28	LOKE	SN		10			9.56			2.16		6.16
	5.28			1.28			9.08		29	RATTLERSRUN			No Siding			9.55			2.15		6.15
	5.31			1.31			9.11		30	LENOX	SS		4			9.53			2.13		6.13
	5.34			1.34			9.14		32	WEST FAIRFIELD			38			9.50			2.10		6.10
	5.35			1.35			9.15		33	SALINE	SS		5			9.47			2.07		6.07
	5.37			1.37			9.17		34	RUSS	SN		4			9.45			2.05		6.05
	5.39			1.39			9.19		35	WAVERLY		W ---	50 S Y			9.43			2.03		6.03
	5.40			1.40			9.20		35A	CLIFTON	SN		3			9.41			2.01		6.01
	5.42			1.42			9.22		37	DALE			No Siding			9.39			1.59		5.59
	5.45			1.45			9.25		38	JEFFERSON	SS		5			9.38			1.58		5.58
	5.50 M16 P. M.			1.50 M12 P. M.			9.30 M6 A. M.		40	DURKEE			12			9.35			1.55		5.55
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	40.05	SPRING VALLEY	S 000		150 W Y C			9.30 M6 A. M.			1.50 M7 P. M.		5.50 M15 P. M.
15	13	11	9	7	5	3	1	Station No.	Dist. from Spokane.	STATIONS	Teleg. Calls.	Telep. Rings.	Capacity of Sidings, Water, Scales, Coal, Wye	2	4	6	8	10	12	14	16

Unless governed by special order, all meets shown between trains of the same class are positive meets. When trains of the same class arrive at a meeting point the 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. Unless governed by special order, the Freeman short run train will take siding at meeting points with through trains of the same class.

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.

South Bound			SECOND DISTRICT				North Bound			
Passenger 13	Passenger 7	Passenger 3	Station No.	Dist. from Spokane.	Time Table No. 8	Telep. Calls. Telep. Rings.	Capacity of Sidings Water, Scales Coal, Wye	Passenger 6	Passenger 12	Passenger 16
First Class	First Class	First Class			EFFECTIVE DECEMBER 27, 1908 Succeeding No. 7			First Class	First Class	First Class
Daily P. M. 5.55 M16	Daily P. M. 1.55 M12	Daily A. M. 9.35 M6			STATIONS			Daily A. M. 9.25 M3	Daily P. M. 1.45 M7	Daily P. M. 5.45 M12
f 6.01	f 2.01	f 9.40	40	40.05	SPRING VALLEY	S 000	150 W Y C	f 9.19	f 1.39	f 5.39
f 6.06	f 2.06	f 9.46	43	43.21	KONAH		No Siding	f 9.14	f 1.34	f 5.34
f 6.11	f 2.11	f 9.51	45	45.26	FAIRBANKS	Fa 0-0	45	f 9.10	f 1.30	f 5.30
f 6.16	f 2.16	f 9.55	47	47.45	SEABURY SS		5	f 9.05	f 1.25	f 5.25
s 6.22	s 2.22	s 10.02	49	49.91	GEARY		27	s 8.58	s 1.18	s 5.18
			53	53.17	OAKESDALE	K S 0-	75			
					O. R. & N. CROSSING					
					N. P. CROSSING					
f 6.29	f 2.29	f 10.09	56	56.28	ROBINSON		No Siding	f 8.50	f 1.10	f 5.10
f 6.31	f 2.31	f 10.11	58	57.50	SOKULK		45	f 8.48	f 1.08	f 5.08
f 6.35	f 2.35	f 10.15	60	59.80	ELMER		No Siding	f 8.44	f 1.04	f 5.04
f 6.37	f 2.37	f 10.17	61	60.92	CRABTREE		33	f 8.42	f 1.02	f 5.01
s 6.45	s 2.45	s 10.25	65	61.98	GARFIELD	G F 000-	81	s 8.34	s 12.54	s 4.54
				65.31	O. R. & N. CROSSING					
				65.35	N. P. CROSSING					
f 6.54	f 2.54	f 10.35	69	68.87	LADOW		45	f 8.25	f 12.45	f 4.45
f 6.59	f 2.59	f 10.39	71	71.09	GRINNELL		37	f 8.20	f 12.40	f 4.40
f 7.04	f 3.04	f 10.44	73	73.40	HORN SS		29	f 8.15	f 12.35	f 4.35
s 7.10	s 3.10	s 10.50	76	75.89	PALOUSE	Pa 00-0	204 W Y C	s 8.10	s 12.30	s 4.30
f 7.16	f 3.16	f 10.56	79	78.91	RINGO SN		15	f 8.03	f 12.23	f 4.23
f 7.23	f 3.23	f 11.03	82	82.41	VIOLA		23	f 7.56	f 12.15	f 4.16
f 7.32	f 3.32	f 11.12	87	87.21	ESTES SS		8	f 7.47	f 12.06	f 4.07
7.40 P. M.	3.40 M16 P. M.	11.20 A. M.	90	90.40	MOSCOW	Mo 0-0	100 Y	7.40 A. M.	12.01 P. M.	4.00 M7 P. M.
Daily	Daily	Daily			STATIONS			Daily	Daily	Daily
13	7	3	Station No.	Dist. from Spokane.		Telep. Calls. Telep. Rings.	Cap'y of Sidings Water, Scales Coal, Wye	6	12	16

Unless governed by special order, all meets shown between trains of the same class are positive meets.

When trains of the same class arrive at a meeting point the 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				North Bound			
Passenger 113	Passenger 107	Passenger 103	Station No.	Dist. from Spokane.	Time Table No. 8	Telep. Calls. Telep. Rings.	Capacity of Sidings Water, Scales Coal, Wye	Passenger 106	Passenger 112	Passenger 116
First Class	First Class	First Class			EFFECTIVE DECEMBER 27, 1908 Succeeding No. 7			First Class	First Class	First Class
Daily P. M. 5.55 M116	Daily P. M. 1.55 M112	Daily A. M. 9.35 M106			STATIONS			Daily A. M. 9.25 M103	Daily P. M. 1.45 M107	Daily P. M. 5.45 M113
f 6.00	f 2.00	f 9.40	40	40.05	SPRING VALLEY	S 000	150 W Y C	f 9.18	f 1.38	f 5.38
s 6.07	s 2.07	s 9.47	43	43.21	ROLLINS SS		6	s 9.12	s 1.32	s 5.32
f 6.12	f 2.12	f 9.51	45	45.26	ROSLIA	Ro -00	75 Y	f 9.07	f 1.27	f 5.27
f 6.16	f 2.16	f 9.56	47	47.45	EARLY SN		5	f 9.03	f 1.23	f 5.23
f 6.18	f 2.18	f 9.58	49	49.91	BALDER SN		9	f 9.01	f 1.21	f 5.21
f 6.20	f 2.20	f 10.00	53	53.17	HARRIS		21	f 9.00	f 1.20	f 5.20
			56	56.28	STONEHAM SS		3			
			58	57.50	O. R. & N. CROSSING					
s 6.26	s 2.26	s 10.06	61	60.92	THORNTON	Rn -0-0	45	s 8.54	s 1.14	s 5.14
f 6.32	f 2.32	f 10.12	65	61.98	BARNES		No Siding	f 8.47	f 1.07	f 5.07
f 6.35	f 2.35	f 10.15	69	68.87	CASHUP SN		15	f 8.45	f 1.05	f 5.05
f 6.37	f 2.37	f 10.17	71	71.09	LYNN		No Siding	f 8.43	f 1.03	f 5.03
f 6.40	f 2.40	f 10.20	73	73.40	BANKSON		No Siding	f 8.41	f 1.01	f 5.01
f 6.45	f 2.45	f 10.25	76	75.89	STEPTOE	Q 0--	60	f 8.36	f 12.56	f 4.56
f 6.49	f 2.49	f 10.29	79	78.91	BLACKWELL		25	f 8.31	f 12.51	f 4.51
f 6.54	f 2.54	f 10.34	82	82.41	RYE SN		3	f 8.25	f 12.45	f 4.45
f 6.57	f 2.57	f 10.37	87	87.21	MANNING SN		6	f 8.22	f 12.42	f 4.42
f 6.59	f 2.59	f 10.39	90	90.40	HARPOLE		No Siding	f 8.21	f 12.41	f 4.41
f 7.05	f 3.05	f 10.45	93	92.41	LINCOLN SS		12	f 8.15	f 12.35	f 4.35
			97	96.41	COLFAX WYE		20 Y			
			100	100.40	O. R. & N. CROSSING					
7.10 P. M.	3.10 P. M.	10.50 A. M.	103	103.40	COLFAX	Cx -0-	15	8.10 A. M.	12.30 P. M.	4.30 P. M.
Daily	Daily	Daily			STATIONS			Daily	Daily	Daily
113	107	103	Station No.	Dist. from Spokane.		Telep. Calls. Telep. Rings.	Cap'y of Sidings Water, Scales Coal, Wye	106	112	116

Unless governed by special order, all meets shown between trains of the same class are positive meets.

When trains of the same class arrive at a meeting point the 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 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 the number of train, to be met or passed.

Register Stations and Standard Clocks—  
Spring Valley.  
Colfax.

# SPECIAL RULES

- 1—Employes 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. Employes 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. J. S. Miller, Oakesdale.

Dr. T. J. Coberly, Garfield.

Dr. E. P. Hein, Palouse.

Dr. W. H. Carrithers, Moscow.

Dr. J. B. Anderson, Rosalia.

Dr. Chas. F. Bumgarner, Thornton.

Dr. A. E. Stuht, Colfax.

H. M. LAMBERT,  
Train Master.

A. S. BIMROSE,  
Chief Dispatcher.