

SPOKANE & INLAND EMPIRE RAILROAD CO.

TIME TABLE

TO TAKE EFFECT AT 12:01 O'CLOCK A. M., PACIFIC OR 120th MERIDIAN TIME,

17

SUNDAY, SEPTEMBER 15, 1912

For the Government 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

C. A. COOLIDGE,
General Manager

E. E. LILLIE,
Superintendent

FIRST DISTRICT

WEST BOUND

Pass'gr																				Elec. Frt		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr		Pass'gr	
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The automatic electric block signal at N. P. Subway governs the movement of trains through gauntlet a distance of 400 feet. The signal mast east of gauntlet governs westbound trains. The one west of gauntlet governs eastbound trains. Positions and colors, horizontal or red, stop. Diagonal, downward or green, proceed. If signal does not clear in 10 seconds a flagman must be sent ahead.

SECOND DISTRICT

WEST BOUND

	Passenger 77	Passenger 75	Passenger 73	Passenger 71	Elec. Frt. 95	Passenger 69	Elec. Frt. 93	Passenger 67	Passenger 65	Passenger 63	Passenger 61	Station No.	Dist. from Spokane.	Time Table No. 17		Tele. Calls.	Tele. Rings.	Capacity of Siding, Water, Scales, Coal, Wye
	First Class	First Class	First Class	First Class	2d Class	First Class	2d Class	First Class	First Class	First Class	First Class			EFFECTIVE SEPT. 15, 1912.	STATIONS			
	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Sunday Only				SPRING VALLEY	S	000	150 W Y
	P. M. L 5.25	P. M. L 5.13	P. M. L 5.58	P. M. L 1.25	A. M. L 10.30		L 10.00 A.M. M 6.25 P.M.	A. M. M 6.4 L 9.55 P.M.	A. M. L 8.50	A. M. L 6.13		40	40.05	1.91	DURKEE			12
	5.30	5.18	2.03	1.31 M68	10.36			10.06	9.59	8.54	6.18	38	38.14	1.68	JEFFERSON	SE		5
	f 5.33	5.21	f 2.07	1.34	10.41			10.12	f 10.02	8.57	f 6.21	37	36.58	1.66	CLIFTON	SW		3
	5.36	5.24	2.10	1.37	10.45			10.17	10.05	9.00	f 6.24	35	35.02	1.60	WAVERLY	W	--	50 Y
	s 5.38 M72	5.26	s 2.14 M70	1.39	10.48			10.20	s 10.08	9.02	s 6.26	34	34.06	1.81	BOUND BROOK	SW		4
	f 5.40	5.28	f 2.16	1.40	10.51			10.23	f 10.09	9.03	f 6.28	33	33.25	1.29	SALINE	SE		5
	f 5.42	5.30	f 2.18	1.42	10.54			10.27	f 10.12	9.06	f 6.30	32	31.95	1.49	WEST FAIRFIELD			33
	f 5.45	5.32 M72	f 2.20	1.44	10.59			10.32	f 10.15	f 9.10 M02	f 6.33	30	30.47	1.46	LENOX	SE		4
	f 5.48	5.34	f 2.22	1.47	11.01			10.37	f 10.18	9.13	f 6.36	29	29.01	1.65	RATTLERSRUN			No Siding
	f 5.49	5.36	f 2.24	1.48	11.04			10.40	f 10.20	9.15	f 6.38	28	28.16	1.69	LOKE	SW		10
	5.51	5.38	2.25	1.50	11.06			10.42	10.21	9.16	6.39	27	27.47	1.79	TREAT	SW		4
	f 5.53	5.39	f 2.26	1.52	11.09			10.45	f 10.23	9.19	f 6.41	26	26.63	1.65	MT. HOPE		H --00	62
	s 5.56	f 5.41	s 2.29	1.57 M70	11.13			10.50	s 10.26	f 9.25 M04	s 6.43	25	25.18	2.29	OCHLARE	SW		6
	f 6.03	5.47	f 2.35	2.04	11.24			11.00	f 10.33	9.31	f 6.50	23	21.84	1.45	INGERSOLL	SE		5
	6.06	5.50	2.37	2.06	11.26			11.05	10.36	9.34	6.53	20	20.39	1.00	FREEMAN	Fr	00--	95
	s 6.08 M74	s 5.52	s 2.39	s 2.08	11.32	A. M. L 11.00 M68	11.08 M68	s 10.38	s 9.35	s 6.55	A. M. L 12.05 M78	19	19.39	1.01	RUBECK			No Siding
	f 6.10	5.54	2.41	f 2.10	11.35	f 11.02	11.10	10.40	f 9.37	f 6.57	f 12.07	18	18.33	1.78	LARKIN			No Siding
	f 6.11	5.55	2.42	f 2.11	11.37	f 11.03	11.11	10.42	f 9.39	f 6.58	f 12.08	17	17.60	1.72	VALLEYFORD	V	00--	14
	s 6.13	f 5.56	2.43	s 2.13	11.40	s 11.05	11.13	10.44	s 9.40	s 7.00	f 12.09	16A	16.83	1.89	JONES	SE		21
	6.14	5.57	2.45	2.14	11.42	11.06	11.15	10.45	9.42	7.01	f 12.10	15	16.05	1.94	EXCELSIOR			24
	f 6.16	5.59 M74	2.47	f 2.16	11.44	f 11.08	11.18	10.47 M68	f 9.44	f 7.03	f 12.12	14	15.11	1.78	BELAIR			No Siding
	f 6.18	6.01	2.48	f 2.18	11.48	f 11.10	11.21	10.49	f 9.46	f 7.05	f 12.13	13	14.33	1.93	SHARON	SE		4
	f 6.20	6.03	2.50	f 2.20	11.51	f 11.12	11.25	10.51	f 9.48	f 7.08	f 12.15	12	13.85	1.97	KIESLING	SW	GN--0	7
	s 6.22	6.04	2.52	s 2.22	11.55	s 11.15	11.28	10.53	s 9.50	s 7.11	f 12.17	11	12.88	1.99	SILVER HILL			No Siding
	f 6.24	6.06	2.54	f 2.25	11.58	f 11.17	11.31	10.55	f 9.53	f 7.13	f 12.18	10A	10.60	1.79	WILLOW SPRINGS	SW		3
	f 6.25	6.07	2.55	f 2.27	12.01 P.M.	f 11.19	11.34	10.56	f 9.55	f 7.15	f 12.19	10	10.30	1.30	HILLBY			No Siding
	f 6.26	6.08	2.56	f 2.28	12.02	f 11.20	11.35	10.57	f 9.56	f 7.16	f 12.20	9	9.87	1.93	PARKVIEW			24
	f 6.28	6.09	2.57	f 2.30	12.05	f 11.22	11.38	10.59	f 9.58	f 7.18	f 12.22	8	8.38	1.99	PIEDMONT			No Siding
	f 6.30	6.11	f 2.59	f 2.32	12.08	f 11.24	11.41	11.01	f 10.00	f 7.20	f 12.24	7	7.84	1.54	MORAN			18
	f 6.31	6.12	3.00	f 2.34	12.10	f 11.26	11.43	11.02	f 10.02	f 7.22	f 12.25	6	6.52	1.32	PINE GROVE	SW		10
	f 6.34	6.14	3.02	f 2.37	12.15	f 11.29	11.48	11.04	f 10.05	f 7.25	f 12.27	5A	5.78	1.74	GLENROSE			No Siding
	f 6.35	6.15	3.03	f 2.38	12.18	f 11.30	11.51	11.06	f 10.07	f 7.26	f 12.28	5	5.25	1.52	PANTOPS			No Siding
	f 6.36	6.16	3.04	f 2.39	12.20	f 11.31	11.53	11.07	f 10.08	f 7.27	f 12.29	4A	4.89	1.37	GRAVEL PIT			25
	6.37 M76	6.17	3.05	2.40	12.23 M68 12.28	11.32	11.55	11.08	10.09	7.28	12.30	4	4.50	1.89	TUDOR			No Siding
	f 6.38	6.18	3.06	f 2.41	12.30	f 11.33	11.57	11.09	f 10.10	f 7.29	f 12.31	3	2.19	2.31	THIRD AVE.			No Siding
	s 6.41	s 6.22	s 3.10	s 2.46	12.39	s 11.38	12.05 P.M.	s 11.13	s 10.15	s 7.34	f 12.34	2A	1.93	1.17	SPRAQUE AVE.			24
	6.42	6.23	3.11	2.47	12.40	11.39	12.06	11.14	10.16 M68	7.35	12.35	1A	1.70	1.23	INLAND JUNCTION			50 W C Y
	6.43	6.24	3.12	2.48	12.42	11.40	12.07	11.15	10.17	7.36	12.36			1.21	SHOPS	DS	--	
	6.44	6.25 M76	3.13	2.49	A 12.45 M70	11.41	A 12.10 M68	11.16	10.18	7.38	12.37	1	1.49	1.49	SPOKANE	Go		25 Loop
	A 6.50 P.M.	A 6.35 P.M.	A 3.22 P.M.	A 2.58 P.M.	P. M.	A 11.50 M68 A.M.	P. M.	A 11.25 A.M.	A 10.30 A.M.	A 7.48 M62 A.M.	A 12.45 A.M.	0	.00					
	77	75	73	71	95	69	93	67	65	63	61							
	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Sunday Only							
	1.25 28.8	1.22 29.2	1.24 28.5	1.38 25.8	2.15 17.1	0.50 22.8	2.10 18.4	1.30 20.7	1.40 24.0	1.35 25.3	0.40 28.5				Time Over District Average Speed per Hour			

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

EAST BOUND

SECOND DISTRICT

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Station No.	Dist. from Spokane.	Time Table No. 17		Telep. Calls.	Telep. Rings.	Capacity of Siding, Water, Scales, Coal, Wye	Elec. Frt.										Elec. Frt.	Passenger		
		EFFECTIVE SEPT. 15, 1912.					92													
		STATIONS					2nd Class													
		Daily Ex. Sun.					Daily													
40	40.05	SPRING VALLEY	1.01	S	000	150 WY	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.			
38	38.14	DURKEE	1.50			12	3.06	9.28	9.51		1.31M71	2.21	5.45	6.44	7.45	12.58				
37	36.58	JEFFERSON	1.55	SE		5	3.02	9.25	9.48		1.28	2.19	5.43	6.41	7.43	12.53				
35	35.03	CLIFTON	1.05	SW		3	2.57	9.21	9.45		1.26	2.16	5.40	6.38	7.40	12.48				
34	34.06	WAVERLY	1.81		W --	50 Y	2.54	9.19	9.43		1.24	2.14M78	5.38M77	6.36	7.38	12.45				
33	33.25	BOUND BROOK	1.29	SW		4	2.50	9.17	9.42		1.21	2.12	5.36	6.34	7.35	12.41				
32	31.90	SALINE	1.40	SE		5	2.46	9.14	9.39		1.19	2.10	5.34	6.32	7.34	12.38				
30	30.47	WEST FAIRFIELD	1.46			38	2.42	9.10M65	9.36		1.16	2.07	5.32M75	6.29	7.31	12.34				
29	29.01	LENOX	1.55	SE		4	2.36	9.07	9.33		1.14	2.05	5.29	6.26	7.28	12.28				
28	28.16	RATTLERS RUN	1.09			No Siding	2.33	9.05	9.31		1.11	2.03	5.27	6.24	7.26	12.25				
27	27.47	LOKE	1.79	SW		10	2.31	9.04	9.30		1.09	2.01	5.26	6.23	7.24	12.23				
26	26.68	TREAT	1.55	SW		4	2.28	9.02	9.28		1.07	2.00	5.25	6.22	7.23	12.21				
25	25.13	MT. HOPE	3.20		H -- 00	52	2.25	8.59	9.25M65		1.05	1.57M71	5.23	6.19	7.20	12.17				
22	21.84	OCHLARE	1.45	SW		6	2.13	8.53	9.19		1.05	1.49	5.15	6.13	7.13	12.06				
20	20.89	INGERSOL	1.00	SE		5	2.09	8.50	9.16		1.05	1.47	5.13	6.10	7.11	12.02				
19	19.89	FREEMAN	1.01		Fr 00 --	05	2.06	8.48	9.14	A. M. M69 10.55 & 9.53	1.25	1.46	5.11	6.08M77	7.09	11.59	A. M. 12.05M61			
18	18.38	RUBECK	1.78			No Siding	2.03	8.46	9.12	10.53	1.25	1.43	5.09	6.05	7.06	11.56	A. M. 12.01			
17	17.00	LARKIN	1.79			No Siding	2.02	8.44	9.11	10.52	1.25	1.42	5.07	6.04	7.05	11.55	12.00			
16A	16.88	VALLEYFORD	1.83		V 00 --	14	1.59	8.43	9.09	10.51	1.25	1.41	5.05	6.03	7.04	11.53	11.59			
16	16.05	JONES	1.94	SE		21	1.56	8.41	9.08	10.49	1.24	1.39	5.03	6.01	7.03	11.51	11.57			
15	15.11	EXCELSIOR	1.78			24	1.53	8.39	9.06	10.47M67	1.24	1.38	5.01	5.59M75	7.00	11.49	11.55			
14	14.33	BELAIR	1.93			No Siding	1.51	8.37	9.05	10.45	1.24	1.36	4.59	5.56	6.58	11.46	11.53			
13	13.35	SHARON	1.97	SE		4	1.48	8.35	9.03	10.42	1.24	1.34	4.57	5.54	6.56	11.45	11.51			
12	12.38	KIESLING	1.99	SW	GN -- 00	7	1.45	8.33	9.01	10.41	1.24	1.32	4.55	5.51	6.54	11.42	11.49			
11	11.39	SILVER HILL	1.79			No Siding	1.42	8.31	8.59	10.38	1.24	1.29	4.53	5.48	6.52	11.39	11.47			
10A	10.00	WILLOW SPRINGS	1.30	SW		3	1.40	8.29	8.58	10.37	1.23	1.27	4.51	5.46	6.51	11.38	11.45			
10	10.30	HILLBY	1.93			No Siding	1.39	8.28	8.57	10.36	1.23	1.26	4.50	5.45	6.50	11.37	11.44			
9	9.37	PARKVIEW	1.99			24	1.37	8.26	8.55	10.35	1.23	1.23	4.48	5.42	6.48	11.35	11.42			
8	8.38	PIEDMONT	1.54			No Siding	1.34	8.24	8.53	10.33	1.23	1.21	4.46	5.40	6.46	11.32	11.40			
7	7.84	MORAN	1.32			18	1.33	8.23	8.52	10.31	1.23	1.20	4.44	5.38	6.44	11.31	11.39			
6	6.52	PINE GROVE	1.74	SW		10	1.27	8.20	8.50	10.28	1.23	1.18	4.41	5.34	6.41	11.26	11.36			
5A	5.78	GLENROSE	1.52			No Siding	1.25	8.19	8.49	10.26	1.23	1.16	4.39	5.32	6.39	11.24	11.35			
5	5.26	PANTOPS	1.37			No Siding	1.23	8.18	8.48	10.24	1.23	1.14	4.37	5.30	6.38	11.22	11.34			
4A	4.89	GRAVEL PIT	1.39			25	1.23	8.17	8.47	10.23	1.23	1.13	4.36	5.29	6.37M77	11.21	11.33			
4	4.50	TUDOR	1.31			No Siding	1.20	8.16	8.46	10.21	1.22	1.12	4.34	5.28	6.35	11.19	11.32			
2	2.19	THIRD AVE.	1.17			No Siding	1.12	8.12	8.42	10.17	1.22	1.08	4.28	5.22	6.29	11.12	11.28			
1A	1.93	SPRAGUE AVE.	1.23			24	1.09	8.11	8.41	10.16M65	1.21	1.07	4.27	5.21	6.27	11.09	11.27			
	1.70	INLAND JUNCTION	1.21			50 WCY	1.07	8.10	8.40	10.15	1.20	1.06	4.26	5.20	6.26	11.07	11.26			
1	1.49	SHOPS	1.49		DS --		1.05	8.09	8.39	10.14	1.19M69	1.04M65	4.24	5.19	6.25M75	11.05	11.24			
0	.00	SPOKANE			Go	25 Loop	A. M.	8.00M63	8.30	10.05	1.10M69	1.25	4.15	5.10	6.15	P. M.	11.15			
							92	62	64	66	68	70	72	74	76	94	78			
							Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat.	SATURDAY ONLY			
		Time Over District					2.10	1.33	1.25	0.50	1.25	1.30	1.35	1.38	1.35	2.00	0.50			
		Average Speed per Hour					13.5	25.8	28.2	22.8	28.2	26.6	25.8	24.4	25.8	20.0	22.8			

East-bound trains will not leave Shops. West-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 west-bound trains.

Nos. 62 and 72 will stop on flag at points between Freeman and Spring Valley (not shown as flag stations for those trains) to pick up passengers for points on Third District. All trains except Nos. 64, 68, 67, 73, 75, will stop on flag at Kennerwood to receive or discharge passengers. All trains except Nos. 65, 70, 71, 72, 75, will

stop at Rock Creek on flag to receive or discharge passengers.

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).

WEST BOUND

THIRD DISTRICT

EAST BOUND

Time Table No. 17							Elec. Frt.		Passenger		Passenger		Passenger				
EFFECTIVE SEPT. 15, 1912							94		62		68		72				
STATIONS							2d Class		First Class		First Class		First Class				
Daily							Daily Ex. Sunday		Daily		Daily		Daily				
P. M. M. L. 3.30							A. M. A. 4.35		P. M. M. A. 11.20		P. M. M. A. 3.15		P. M. M. A. 7.35				
f	3.33	f	12.13	f	8.09	6.08	88	89.18		No Siding	4.25	f	11.15	f	3.09	f	7.29
f	3.37	f	12.17	f	8.11	6.12	87	87.24		8	4.21	f	11.13	f	3.07	f	7.27
f	3.40	f	12.20	f	8.15	6.17	86	86.78		No Siding	4.16	f	11.10	f	3.04	f	7.24
f	3.43	f	12.23	f	8.19	6.23	84	89.98		No Siding	4.10	f	11.06	f	3.01	f	7.21
f	3.46	f	12.26	f	8.22	6.27	83	82.41		23	4.05	f	11.03	f	2.58	f	7.18
f	3.51	f	12.31	f	8.27	6.34	80	80.16		No Siding	3.58	f	10.58	f	2.52	f	7.12
f	3.53	f	12.33	f	8.30	6.37	79	78.91		15	3.55	f	10.56	f	2.51	f	7.11
a	3.59	a	12.40	a	8.37	7.00	76	76.89	Pa	00—0	3.45	a	10.50	a	2.45	a	7.05
f	4.04	f	12.45	f	8.42	7.08	73	73.40		204 W S Y	3.13	f	10.44	f	2.39	f	6.59
f	4.09	f	12.50	f	8.47	7.15	71	71.09		29	3.07	f	10.40	f	2.34	f	6.54
f	4.14	f	12.55	f	8.52	7.23	69	68.87		87	3.00	f	10.35	f	2.30	f	6.50
								65.95		45							
								65.84									
a	4.22	a	1.04	a	9.01	7.40	65	64.98	G F	000—	2.45	a	10.26	a	2.20	a	6.40
f	4.29	f	1.12	f	9.09	7.52	61	60.92		88	2.25	f	10.18	f	2.12	f	6.32
f	4.32	f	1.14	f	9.12	7.56	60	59.80		No Siding	2.22	f	10.16	f	2.10	f	6.30
f	4.36	f	1.18	f	9.17	8.00	58	57.60		45	2.15	f	10.11	f	2.06	f	6.26
f	4.38	f	1.20	f	9.20	8.04	56	56.28		No Siding	2.12	f	10.08	f	2.04	f	6.24
f	4.40	f	1.22	f	9.22	8.08	55	55.97		No Siding	2.08	f	10.06	f	2.02	f	6.20
								53.83									
								53.79									
a	4.46	a	1.28	a	9.27	8.25	53	53.17	K S	0—	2.00	a	10.02	a	1.58	a	6.17
f	4.48	f	1.30	f	9.31	8.31	51	51.30		No Siding	1.47	f	9.58	f	1.55	f	6.12
f	4.53	f	1.35	f	9.34	8.34	50	49.91		27	1.43	f	9.55	f	1.52	f	6.10
f	4.58	f	1.40	f	9.40	8.42	47	47.45		5	1.36	f	9.50	f	1.48	f	6.06
a	5.02	a	1.44M68	a	9.45M62	8.53	45	46.28	Fa	0—0	1.30	a	9.45M67	a	1.44M73	a	6.01
f	5.07	f	1.49	f	9.49	9.03	43	43.24		No Siding	1.24	f	9.39	f	1.39	f	5.55
A	5.13 P. M.	A	1.55 P. M.	A	9.55 A. M.	A	9.20M62 A. M.	40	40.05	S	000	L	1.15 A. M.	L	9.33M68 A. M.	L	5.50 P. M.
75	73	67	93									94	62	68	72		
Daily	Daily	Daily	Daily Ex. Sunday									Daily Ex. Sunday	Daily	Daily	Daily		
1.49 29.8	1.45 28.8	1.60 27.8	3.20 15.0									8.20 15.1	1.43 29.1	1.40 30.0	1.45 28.8		
Time Over District Average Speed per Hour																	

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

At meeting points between trains of the same class, train arriving first will take siding.

Unless governed by special order east-bound trains will not leave Spring Valley and west-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.

All trains will stop on flag at Pottery and Coberly to pick up or discharge passengers. Coberly is located 600 feet east of mile post 62.

Register Stations and Standard Clocks—

Spring Valley.

Moscow.

COMMERCIAL SPURS.

NAME	LOCATION	Car Capacity	Station Number	Distance from Spokane
Nimbus	Between Davidson and Oakesdale	5	54	54.85
Longwill	Between Robinson and Davidson	5	55 A	56.04
Dale	Between Clifton and Jefferson	5	35 A	35.04

WEST BOUND					FOURTH DISTRICT										EAST BOUND				
Passenger 77	Passenger 71	Elec.Frt. 95	Passenger 65	Passenger 63	Sta. No.	Dist from Spokane	Time Table No. 17 EFFECTIVE SEPT. 15, 1912		Tele. Calls.	Telep. Rings	Copy of Siding Water Scales Coal, Wye	Elec. Frt. 92	Passenger 64	Passenger 70	Passenger 74	Passenger 76			
First Class	First Class	2d Class	First Class	First Class			STATIONS	STATIONS				2d Class	First Class	First Class	First Class	First Class			
Daily	Daily	Daily Ex. Sunday	Daily	Daily			COLFAX					Daily Ex. Sunday	Daily	Daily	Daily	Daily			
P. M. L 4.05M70	P. M. L 12.10	A. M. L 7.50	A. M. L 7.30		W77	76.71	O.-W. R. & N. CROSSING		Cx —0—	15		A. M. A 6.00	A. M. A 11.10	P. M. A 3.40M77	P. M. A 8.05				
					W75A	75.18	COLFAX WYE				20 Y								
f 4.10	f 12.14	7.55	f 7.34		W75	74.80	LINCOLN	SE			12	5.51	f 11.04	f 3.34	f 7.58				
f 4.16	f 12.19	8.01	f 7.39		W72	71.80	HARPOLE				No Siding	5.42	f 10.59	f 3.28	f 7.52				
f 4.17	f 12.20	8.03	f 7.40		W71	71.18	MANNING	SW			6	5.40	f 10.57	f 3.26	f 7.51				
f 4.20	f 12.23	8.08	f 7.43		W70	69.57	RYE	SW			8	5.35	f 10.54	f 3.23	f 7.48				
f 4.26	f 12.29	8.18	f 7.48		W67	66.70	BLACKWELL				25	5.26	f 10.49	f 3.17	f 7.42				
a 4.31	a 12.34	8.35	a 7.53		W65	64.68	STEPTOE		Q 0—	60		5.20	s 10.45	a 3.13	a 7.38				
f 4.36	f 12.39	8.45	f 7.58		W62	62.10	BANKSON				No Siding	5.03	f 10.40	f 3.08	f 7.33				
f 4.38	f 12.42	8.50	f 8.00		W61	60.62	LYNN				No Siding	4.58	f 10.36	f 3.05	f 7.30				
f 4.40	f 12.43	8.53	f 8.02		W60	59.83	CASHUP	SW			15	4.55	f 10.35	f 3.04	f 7.28				
f 4.42	f 12.45	8.58	f 8.04		W58	58.40	BARNES				No Siding	4.50	f 10.32	f 3.01	f 7.25				
a 4.49	a 12.52	9.10	a 8.11		W55	55.29	THORNTON		Rn —0—0	45		4.40	s 10.26	a 2.55	a 7.19				
						54.78	O.-W. R. & N. CROSSING												
f 4.53	f 12.55	9.15	f 8.14		W63	53.65	TRESTLE CREEK				No Siding	4.21	f 10.22	f 2.52	f 7.16				
f 4.56	f 12.58	9.20	f 8.17		W62	52.35	STONEHAM	SE			8	4.18	f 10.20	f 2.49	f 7.13				
f 4.57	f 1.01	9.25	f 8.19		W51A	51.11	HARRIS				24	4.14	f 10.17	f 2.47	f 7.10				
f 4.59	f 1.02	9.27	f 8.20		W51	50.55	BALDER	SW			9	4.11	f 10.16	f 2.45	f 7.09				
f 5.03	f 1.06	9.35	f 8.25		W48	48.25	EARLY	SW			5	4.03	f 10.11	f 2.41	f 7.05				
f 5.05	f 1.09	9.40	f 8.30	A. M.	W47	46.84	BROADVIEW FARMS				3	3.58	f 10.09	f 2.38	f 7.02	P. M.			
a 5.10	a 1.11	9.45 M 10.07 64	a 8.36	L 6.00	W46	45.81	ROSALIA		Ro —00	75 Y		3.55	s 10.07M95	a 2.36	a 7.00	A 8.02			
f 5.18	f 1.18	10.14	f 8.43	f 6.06	W43	42.68	ROLLINS	SE			6	3.33	f 10.00	f 2.30	f 6.53	f 7.55			
A 5.25 P. M.	A 1.25 P. M.	A 10.20 A. M.	A 8.50 A. M.	A 6.13 A. M.	40	40.05	SPRING VALLEY		S 000	150 W Y		L 3.25 A. M.	L 9.55 A. M.	L 2.25 P. M.	L 6.48 P. M.	L 7.50 P. M.			
77	71	95	65	63								92	64	70	74	76			
Daily	Daily	Daily Ex. Sunday	Daily	Daily								Daily Ex. Sunday	Daily	Daily	Daily	Daily			
1.20 27.5	1.15 25.8	2.20 14.8	1.20 27.5	0.13 25.6			Time Over District Average Speed per Hour					2.35 14.2	1.15 29.6	1.15 28.8	1.17 28.0	0.13 28.8			

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

At meeting points between trains of the same class, train arriving first will take siding.

Unless governed by special order, east-bound trains will not leave Spring Valley, and west-bound trains will not leave Colfax or Rosalia until all over-due trains of the same or superior class have arrived.

The Agent at Rosalia, while on duty, will hand up register check to west-bound trains.

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.

Rosalia (for short run only).

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 pantagraph and trolley poles are securely fastened down so it is impossible for either to come up within four feet of trolley wire. Employees 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.
- 3—All trains and yard engines must stop and flag across N. P.-G. N. transfer track, Sheridan street.
- 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.

- 7—All westbound trains will throw off a register ticket (Form 246) at Spokane Bridge. Eastbound trains will be cleared on Spokane Bridge register by dispatcher before reaching that Station when possible. Agent at Spokane Bridge will hand up to Motorman and to Conductor of eastbound trains check of register of westbound trains on Form 247.
- 8—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.

F—Flag. S—Stop.

SE—Switch at east end of spur.

SW—Switch at west end of spur.

INITIAL POINTS FOR TRAINS OF FIRST DISTRICT ARE:

Spokane and Coeur d'Alene. Trains Nos. 3, 8, 9, 15, 21, 14, 17, 18, 20, 26, 27, 32, 29, 30, 51, 52, 53, 54.
 Spokane and Hayden Lake. Trains Nos. 10, 16, 13, 24, 31.
 Coeur d'Alene and Hayden Lake. Trains Nos. 6, 7, 19.
 Spokane and Liberty Lake. Trains Nos. 11, 12, 22, 25, 28, 33.
 Spokane and Pinecroft. Trains Nos. 1, 2.
 Liberty Lake and Liberty Lake Junction. Trains Nos. 4, 5.

INITIAL POINTS FOR TRAINS ON SECOND, THIRD AND FOURTH DISTRICTS ARE:

Spokane and Moscow. Trains Nos. 62, 68, 72, 94, 67, 93, 73, 75.
 Spokane and Colfax. Trains Nos. 65, 71, 77, 64, 70, 74, 92, 95.
 Spokane and Rosalia. Trains Nos. 63, 76.
 Spokane and Freeman. Trains Nos. 66, 78, 61, 69.

- 9—All trains must approach Spring Valley expecting to find main line occupied.
- 10—The Moscow line will be considered as main line at Spring Valley, and switches must be lined up accordingly.
- 11—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.
- 12—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.
- 13—All trains will reduce speed to 10 miles per hour within city limits of Coeur d'Alene.
- 14—Trains meeting at Huetter on time card, or by special order, will use the East Huetter spur.
- 15—Electric Passenger trains will slow speed to twelve (12) miles per hour passing from double to single track. Freight trains, steam or electric, or passenger trains drawn by steam or electric engines, will stop, open and close switch when passing from double to single track.

COMPANY SURGEONS

Dr. E. R. Northrup, Chief Surgeon, Spokane.
 Dr. C. J. Carson, Waverly.
 Dr. J. S. Miller, Oakesdale.
 Dr. G. M. Macgregor, Garfield.
 Dr. E. P. Hein, Palouse.
 Dr. W. H. Carrithers, Moscow.
 Dr. W. W. Brand, Rosalia.
 Dr. Chas. F. Bumgarner, Thornton.
 Dr. W. B. Palmountain, Colfax.
 Dr. Miles Hopkins, Greenacres.
 Dr. Alexander Hunter, Coeur d'Alene.
 Dr. George T. Doolittle, Hayden Lake.

WATCH INSPECTORS:

Name.	Location.
Geo. H. Doerr.....	717 Riverside, Spokane.
E. L. Overjorde.....	Coeur d'Alene.

COMMERCIAL SPURS:

Name.	Location.	Car Capacity	Station Number	Distance from Spokane
Vera Junction.....	0.55 miles West of Greenacres.....	15	C 12B	12.82
Gravel Pit.....	Between Post Falls and McGuires.....	12	C 23	23.20
West Huetter.....	0.26 miles West of Huetter.....	25	C 29	28.70
East Huetter.....	0.29 miles East of Huetter.....	25	C 29B	29.25
Newtons.....	0.30 miles East of Sherman St., Coeur d'Alene.	4	C 33A	33.73
Altamont	1.57 miles East of Third Ave.....	2	3A	3.76

J. F. GANNAWAY,
Train Master.

L. E. ERLEWINE,
Chief Dispatcher

H. M. ISARD,
C. A. HUDSON,
J. H. CLANEY,) Dispatchers

