

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

No. 15

TIME TABLE

No. 15

TO TAKE EFFECT AT 12:01 A. M.

(PACIFIC OR 120th MERIDIAN TIME.)

(One hour slower than Mountain or 105th Meridian Time.)

SUNDAY, OCTOBER 28th, 1900.

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current Time Table, and destroy all previous numbers. Read carefully the Special Rules, and always have for reference a copy of the **TRANSPORTATION RULES**.

J. W. KENDRICK,
Second Vice President.

M. C. KIMBERLY,
Gen'l Superintendent.

A. E. LAW,
Ass't Gen'l Superintendent.

F. W. GILBERT,
Superintendent.

T. J. DeLAMERE,
Supt. Car Service.

West Bound.

FIRST DISTRICT.

East Bound.

WAY FREIGHT No. 57	FREIGHT No. 53	MIXED No. 7	PASSENGER		Water, Coal, Stops and Wyes	Station Numbers	Distance from Hope	TIME TABLE No. 15 October 8th, 1900 Succeeding No. 14	Distance from Spokane	Capacity of Side Tracks	Telegraph Offices	PASSENGER		MIXED No. 8	FREIGHT		WAY FREIGHT No. 58		
			No. 3									No. 11			No. 12			No. 54	
			Second Class	First Class								First Class	First Class		First Class	First Class		Second Class	Third Class
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY									DAILY		EX. SUNDAY	DAILY		EX. SUNDAY		
Ar 7.15 A M Sec 53	De 7.05 A M Sec 11		De 7.55 P M	De 6.55 A M	WC ST	1492	0.0	Hope 4.6	85.1	322	N	Ar 12.15 P M	Ar 2.13 A M		Ar 8.55 P M	Ar 3.45 P M			
7.45	7.20		* 8.04	* 7.05		1497	4.6	Pack River 4.1	80.5	19		* 12.06 P M	* 2.03		8.40	3.15			
8.00	7.40		* 8.12	* 7.12		1499	8.7	Oden 3.0	76.4	42		* 11.58 A M	* 1.53		8.27	2.50			
8.15	7.50		* 8.17 M 54	* 7.17		1503	11.7	Kootenai 4.3	73.4	60		* 11.52	* 1.47		De 8.17 M 3	2.30			
8.35	8.05		8.25	* 7.25		1507	16.0	Sand Point 7.0	69.1	46	N	F 11.45	1.40		Ar 8.12	2.05			
9.10	8.35		* 8.38	* 7.38		1513	23.0	Algoma 6.7	62.1	44		* 11.32	* 1.26		7.30	1.25			
9.40	9.00		* 8.50	* 7.50		1520	29.7	Cocolalla 8.5	55.4	72		* 11.20	* 1.15		7.10	12.45 P M			
10.20	9.30		* 9.06	* 8.05		1530	38.2	Granite 6.6	46.9	48		* 11.05	* 1.00		6.40	11.50 A M			
Ar 10.48 M 12 M 11.18 M 58	9.50		F 9.18	* 8.18		1535	44.8	Athol 7.5	40.3	45	D	* 10.53 M 57	F 12.48		6.20	11.13 M 57			
11.55 A M	10.10 M 58		* 9.31	* 8.31		1543	52.3	Ramsey 3.5	32.8	50		* 10.41 P 58	* 12.36		5.55	De 10.46 M 12 Ar 10.10 M 53			
12.15 P M	Ar 10.29 De 10.34 M 12		* 9.38	* 8.38		1547	55.8	Sheridan 2.3	29.3	50		* 10.34 M 53	* 12.29		5.46	9.45			
12.25	10.40		9.42	8.42		1549	58.1	Rathdrum 6.8	27.0	34	N	10.30	12.25		5.40	9.35			
1.00	11.00	De 4.45 P M	* 9.53	* 8.52 M 58		1557	64.9	Hauser Jct. 6.0	20.2	57		* 10.18	* 12.15	Ar 8.00 A M	5.20	De 8.52 M 11 Ar 8.47			
1.35	11.25	F 5.00 M 54	* 10.03	* 9.01		1561	70.9	Otis 5.8	14.2	50		* 10.09	* 12.05 A M	F 7.50	5.00 M 7	8.25			
2.05	11.45 A M	5.12	* 10.15	* 9.10		1567	76.7	Trent 8.4	8.4	50		* 10.00	* 11.55 P M	7.40	4.35	8.05			
Ar 2.55 P M	Ar 12.15 P M	Ar 5.30 P M	Ar 10.35 P M	Ar 9.25 A M	WC ST	1576	85.1	Spokane SF	0.0	500	N	De 9.45 A M	De 11.37 P M	De 7.25 A M	De 4.00 P M	De 7.30 A M Sec 8			
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY									DAILY		EX. SUNDAY	DAILY		EX. SUNDAY		

Registering and bulletin stations—Hope and Spokane.
Standard clocks—Hope and Spokane.

Derauling switches at Rathdrum and Ramsey must always be left open when sidings are not in use.
Reduce speed to eight (8) miles per hour through corporate limits of Spokane.

West Bound.

SECOND DISTRICT.

East Bound.

FREIGHT No. 59	WAY FREIGHT No. 57	FREIGHT No. 53	MIXED No. 13	PASSENG'R No. 9	PASSENG'R No. 3	PASSENG'R No. 11	Water, Coal, Sec'd Trains and Ways	Station Numbers	Distance Spokane	TIME TABLE No. 15 Oct. 28th, 1900. Succeeding No. 14	Distance from Pasco	Capacity of Side Tracks	Telephone Office	PASSENG'R No. 12	PASSENG'R No. 4	PASSENG'R No. 10	MIXED No. 14	FREIGHT No. 54	WAY FREIGHT No. 58	FREIGHT No. 60
Third Class	Third Class	Sec'nd Class	Sec'nd Class	First Class	First Class	First Class				STATIONS				First Class	First Class	First Class	Sec'nd Class	Sec'nd Class	Third Class	Third Class
DAILY	EX.SUNDAY	DAILY	EX.SUNDAY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	EX.SUNDAY	DAILY	EX.SUNDAY	DAILY
De 9.00 P M	De 6.00 A M	De 1.30 P M M 10 & 14	De 8.40 A M	De 9.50 A M M 12 See 11	De 10.45 P M	De 9.35 A M M 12	WC	1576	0.0	Spokane	145.7	500	N	Ar 9.35 A M M 11 & 13	Ar 11.27 P M	Ar 1.15 P M M 53	Ar 1.00 P M M 53	Ar 2.45 P M	Ar 5.30 P M	Ar 3.00 P M
Ar 9.40 P M	6.50	2.15 M 54 & 60	Ar 9.10	Ar 10.10 A M M 12 See page 4	* 11.10 M 4	* 9.55	ST	1585	9.0	Marshall Jc.	136.7	113	D	* 9.15 M 13	F 11.10 M 3	De 12.55 P M	12.40 M 53 See 10	2.15 M 53 P 60	4.45	De 2.20 P M M 53
See page 4	7.30	2.40	Ar 9.15 M 12	See page 4	11.25	* 10.10 P 13	WCY	1592	16.4	Cheney	129.3	144	N	F 9.00	10.53	DAILY	De 12.20 P M	1.40	4.05	DAILY
	Ar 8.36 De 8.41 M 12	3.15 M 58	See page 6		F 11.43	* 10.31	WCY	1603	27.1	Tyler	118.6	50		* 8.41 M 57	F 10.27		EX.SUNDAY	12.50	De 3.15 P M M 53	
	9.25	3.40			* 11.54 P M	* 10.45		1611	34.1	Kline	111.6	42		* 8.27	* 10.11			12.15 P M	2.40	
	10.00	4.05			12.05 A M	F 10.58	W	1617	41.2	Sprague	104.5	100	N	F 8.14	9.55			11.45 A M	2.10	
	Ar 11.03 M 54 De 11.18 M 11 P	4.40			* 12.22	* 11.13 M 54 P 57		1627	51.1	Harriston	94.6	60		* 7.56	* 9.35			De 11.18 M 11 Ar 11.05 M 67	1.25	
	11.45 A M	5.00			* 12.32	* 11.22		1633	56.9	Iona	88.8	50		* 7.45	* 9.24			10.45	1.00	
	Ar 12.25 P M De 1.15 M 6	5.25			12.45	11.34	W	1641	64.9	Ritzville	80.8	86	N	7.30	9.10			10.15	12.25 P M M 57	
	1.55	6.00			F 1.00	* 11.48 A M M 53	W	1649	74.2	Paha	71.5	60		* 7.08	F 8.45			9.35	De 11.48 A M Ar 11.43	
	2.30	6.25			1.15	* 12.02 P M	WC	1658	82.1	Lind	63.6	100	N	* 6.50	8.20			9.05	11.00	
	3.00	6.50			* 1.30	* 12.20		1667	89.7	Providence	56.0	49		* 6.32	* 8.05			8.30	10.10	
	3.30	7.20			F 1.45	* 12.32	W	1674	97.9	Scott	47.8	60	N	* 6.11	F 7.43			7.50	9.25	
	3.45	Ar 7.30 De 7.35 M 4			F 1.51	* 12.38		1677	101.1	Hatton	44.6	33		* 6.03	F 7.35 M 53			7.35	9.10	
	4.25	8.00			F 2.10	* 12.55	W	1686	110.5	Connell	35.2	60	D	* 5.45	7.15			6.50	8.15	
	5.00	8.25			* 2.25	* 1.09	W	1695	119.4	Lake	26.3	60		* 5.28	* 6.57			6.20	7.40	
	5.35	8.50			* 2.40	* 1.23	W	1704	128.6	Eltopia	17.1	60		* 5.13	* 6.42			5.55	7.05	
	Ar 6.20 De 6.25 M 4	9.20			* 2.56	* 1.37		1714	138.2	Glade	7.5	48		* 4.56	* 6.25 M 57			5.25	6.30	
Ar 7.00 P M EX.SUNDAY	Ar 9.40 P M DAILY				Ar 3.10 A M DAILY	Ar 1.50 P M DAILY	WC SY	1721	145.7	Pasco	0.0	600	N	De 4.42 A M DAILY	De 6.10 P M DAILY			De 5.00 A M DAILY	De 6.00 A M EX.SUNDAY	

Registering and bulletin stations—Spokane and Pasco.
Standard clocks—Spokane and Pasco.

Derailing switches at Glade, Hatton and Scott must always be left open when sidings are not in use.
All freight trains must approach W. C. Branch, Junction Switch East of Cheney, under full control.

THIRD DISTRICT.

West Bound.

East Bound.

WAY FREIGHT No. 57		FREIGHT No. 53		PASSENGER No. 3		PASSENGER No. 11		Water Cont. S. and W. Cen	Station Numbers	Distance from Pasco	Time Table No. 15 October 28th, 1933 Succeeding No. 14	Distance Ellensburg	Capacity of Six Trucks	Telegraph Office	PASSENGER No. 12		PASSENGER No. 4		FREIGHT No. 54		WAY FREIGHT No. 58			
Third Class		Second Class		First Class		First Class									First Class		First Class		Second Class		Third Class			
EX. SUNDAY		DAILY		DAILY		DAILY									DAILY		DAILY		DAILY		DAILY		EX. SUNDAY	
De	Ar	De	Ar	De	Ar	De	Ar								De	Ar	De	Ar	De	Ar	De	Ar	De	Ar
8.00	8.00	10.45	10.45	3.20	3.20	1.55	1.55	W C S Y	1721	0.0	Pasco	126.8	600	N	Ar 4.37	Ar 6.05	Ar 3.00	Ar 5.45						
8.10	8.10	11.00	11.00	3.30	3.30	2.03	2.03		1724	2.7	Kennewick	124.1	35	D	* 4.27	F 5.55	2.45	5.30						
8.35	8.35	11.30	11.30	3.44	3.44	2.13	2.13		1729	8.2	Relief	118.6	57	*	* 4.19	* 5.45	2.25	5.05						
9.10	9.10	12.10	12.10	4.05	4.05	2.27	2.27		1739	17.1	Badger	109.7	56	*	* 4.05	* 5.30	1.55	4.20						
9.40	9.40	12.45	12.45	4.20	4.20	2.40	2.40	W	1745	23.9	Kiona	103.0	50	N	* 3.54	F 5.18	1.35	3.50						
10.05	10.05	1.15	1.15	4.33	4.33	2.50	2.50		1751	29.8	Chandler	97.0	50	*	* 3.46	* 5.09	1.15	3.20						
10.25	10.25	1.40	1.40	4.43	4.43	2.58	2.58		1756	34.4	Gibbon	92.4	50	*	* 3.38	* 5.01	1.00	2.58						
10.45	10.45	2.05	2.05	4.56	4.56	3.07	3.07	W	1762	40.3	Prosser	86.5	64	D	* 3.28	4.52	12.40	2.30						
11.05	11.05	2.30	2.30	5.07	5.07	3.18	3.18		1767	45.9	Byron	80.9	50	*	* 3.20	* 4.42	12.25	2.10						
11.30	11.30	3.05	3.05	5.23	5.23	3.28	3.28	W	1774	52.3	Mabton	74.5	50	N	* 3.10	4.32	12.05	1.45						
11.55	11.55	3.40	3.40	5.41	5.41	3.43	3.43		1782	60.4	Satus	66.4	50	*	* 2.57	* 4.18	11.40	1.15						
12.35	12.35	4.25	4.25	6.04	6.04	4.01	4.01	W C	1792	70.8	Toppensish	56.0	77	D	* 2.41	4.01	11.05	12.35						
1.05	1.05	4.55	4.55	6.20	6.20	4.13	4.13		1800	78.1	Simcoe	48.7	50	*	* 2.29	* 3.46	10.40	12.01						
1.25	1.25	5.15	5.15	6.30	6.30	4.22	4.22		1804	82.5	Parker	44.3	50	*	* 2.23	* 3.37	10.25	11.35						
1.40	1.40	5.30	5.30	6.37	6.37	4.27	4.27		1807	86.2	Yakima City	40.6	44	D	* 2.17	F 3.29	10.10	11.20						
Ar 2.00	Ar 2.00	5.50	5.50	6.46	6.46	4.35	4.35	W Y	1811	89.8	Nth. Yakima	37.0	183	N	2.10	3.22	10.00	De 11.00						
De 3.22	De 3.22	6.10	6.10	6.55	6.55	4.42	4.42		1815	93.8	Wenas	33.0	50	*	* 2.03	* 3.12	9.45	Ar 9.45						
3.45	3.45	6.30	6.30	7.02	7.02	4.48	4.48		1819	97.0	Selah	29.8	50	*	* 1.58	* 3.06	9.30	9.30						
4.05	4.05	6.30	6.30	7.02	7.02	4.48	4.48		1819	97.0	Selah	29.8	50	*	* 1.58	* 3.06	9.30	9.15						
Ar 5.00	Ar 5.00	7.17	7.17	7.22	7.22	5.05	5.05	W 10 miles West	1827	105.7	Roza	21.1	50	D	* 1.43	F 2.52	9.05	8.35						
De 5.10	De 5.10	7.27	7.27	7.42	7.42	5.22	5.22		1836	114.3	Umtanum	12.5	32	*	* 1.27	* 2.35	8.35	De 8.00						
5.55	5.55	8.00	8.00	7.58	7.58	5.36	5.36		1843	122.0	Thrall	4.8	50	*	* 1.15	* 2.22	8.10	Ar 7.37						
6.35	6.35	8.30	8.30	7.58	7.58	5.36	5.36		1843	122.0	Thrall	4.8	50	*	* 1.15	* 2.22	8.10	6.55						
Ar 7.00	Ar 7.00	8.50	8.50	8.10	8.10	5.47	5.47	W C S T	1848	126.8	Ellensburg	0.0	500	N	De 1.05	De 2.13	De 7.50	De 6.30						
De 7.00	De 7.00	8.50	8.50	8.10	8.10	5.47	5.47		1848	126.8	Ellensburg	0.0	500	N	De 1.05	De 2.13	De 7.50	De 6.30						
EX. SUNDAY	EX. SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	EX. SUNDAY						

Registering and bulletin stations—Pasco and Ellensburg.
Standard clocks—Pasco and Ellensburg.

Passenger trains will reduce speed to fifteen (15) and freight trains to ten (10) miles per hour while crossing Columbia River Bridge.

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West Bound.

PALOUSE AND LEWISTON BRANCH.

East Bound.

FREIGHT No. 59		MIXED No. 15		MIXED No. 11		PASSENGER No. 9		Water, Coal, Sealer, Trunks and Wyes	Station Numbers	Distance from Marshall Jct.	Time Table No. 15 October 28th, 1900 Succeeding No. 14	Distance Lewiston	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 10		MIXED No. 12		MIXED No. 16		FREIGHT No. 60	
Third Class		Second Class		Second Class		First Class									First Class		Second Class		Second Class		Third Class	
DAILY		DAILY		EX. SUNDAY		DAILY		DAILY		EX. SUNDAY		DAILY		EX. SUNDAY		DAILY		DAILY				
De 9.40	P M					De 10.10	A M	W	1585	0.0	Marshall Junc.	137.5	113	D	Sec Page 2					Ar 2.15	P M	
10.35						10.35		W	ID11	11.2	Spangle	126.3	74	D	12.30						1.30	
11.10						F 10.55			ID20	19.7	Plaza	117.8	19	F	12.10	P M					12.55	
11.40	P M					11.10		W	ID27	26.7	Rosalia	110.8	97	D	11.55	A M					12.30	
12.01	A M					* 11.22			ID32	31.9	McCoys	105.6	25	*	11.43						12.05	
12.25						11.35	M 10 & 60		ID38	37.5	Oakesdale	100.0	91	D	11.35	M 10 & 60					De 11.40	
1.00						11.50	A M	W	ID43	42.8	Belmont	94.7	89	D	11.20						11.00	
1.20						F 12.01	P M	W	ID47	47.1	Eden	90.4	25	F	11.10						10.45	
1.35						12.08			ID50	49.4	Garfield	88.1	53	D	11.05						10.35	
										53.4	Cedar Creek	84.1										
2.35						12.33		WS	ID59	59.0	Palouse	78.5	96	D	10.35						9.40	
3.15						F 12.52			ID66	65.6	Fallons	71.9	32	F	10.20						9.05	
3.45						F 1.05			ID71	70.4	Whelan	67.1	32	F	10.05						8.40	
4.15	De 1.30	P M	Sec 9			1.20		W	ID76	75.5	Pullman	62.0	67	D	9.50					Ar 9.45	A M	
4.25	Ar 1.35	P M				1.25		Y	ID77	77.0	Pullman Junc.	60.5	22		9.45					De 9.40	A M	
4.45	DAILY See page 5					F 1.32			Hi 4	80.6	Sunshine	56.9	32	F	9.35						7.40	
5.15						1.45		W	Hi 9	85.8	Moscow	51.7	83	D	9.20						7.15	
6.00						F 2.05			Hi 15	92.3	Joel	45.2	70	F	9.00						6.45	
6.25	M 60					F 2.20			Hi 20	96.5	Howell	41.0	52	F	8.50						6.25	
6.45						2.30		W	Hi 22	99.4	Vollmer	38.1	61	D	8.40						6.05	
Ar 7.55						3.10		W	Hi 34	111.0	Kendrick	26.5	97	D	8.00	M 59					4.45	
De 8.00	M 10					3.20		W	Hi 38	115.0	Juliaetta	22.5	71	D	7.50		See No. 111, Page 5				4.25	
8:20						3.45		W	Hi 47	123.5	Potlatch Junc.	14.0		D	7.25		Ar 8.30	A M			3.40	
9.00	See 12			De 3.30	P M	F 3.52			Hi 49	126.5	Lapwai Junc.	11.0			7.18		8.15				3.30	
9.15				3.40					Hi 50	127.4	North Lapwai	10.1	50	D	7.15		8.10				3.25	
9.30				Ar 3.50	9 P	3.55	P 11		Hi 60	137.5	Lewiston	0.0	125	D	6.45	A M	De 7.30	A M			De 2.40	
Ar 10.30	A M			Ar 4.30	P M	Ar 4.20	P M	W	CT													
DAILY				EX. SUNDAY		DAILY										EX. SUNDAY				DAILY		

Registering stations—Marshall Junction, Belmont, Pullman, Pullman Jct., Potlatch Jct., Lapwai Jct. and Lewiston.
 Bulletin stations—Spokane, Marshall Junction, Belmont, Pullman, Potlatch Jct. and Lewiston.
 Standard clock—Spokane.
 When cars are left on the Warehouse track at Garfield, the derailing switch must be left open.
 Branch line trains must obtain orders before occupying main line at Marshall Jct.

All engines with or without trains must come to a full stop 200 feet from the draw span in Clearwater River Bridge, and will not proceed until bridge is known to be properly closed and secured.
 Special attention is called to Rules 500 to 518 inclusive, governing operations on mountain grades between Howell and Kendrick.
 All trains must come to a Full Stop two hundred (200) feet from O. R. & N. crossings at Oakesdale, Garfield and Pullman.

West Bound.		PALOUSE AND LEWISTON BRANCH—Continued.										East Bound.					
		MIXED No. 15		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pullman Junction	Time Table No. 15 October 28th, 1900 Succeeding No. 14				Distance from Genesee	Capacity of Side Tracks	Telegraph Offices	MIXED No. 16			
		Second Class					STATIONS							Second Class			
		DAILY										DAILY					
		De	1.35 P M	Y	ID 77	0.0	Pullman Junction 5.0				27.0	22		Ar	See Page 4 9.40 A M		
		F	1.50		ID 82	5.0	Staley 2.4				22.0	44		F	9.20		
		F	2.00		ID 84	7.4	Chambers 2.4				19.6	41		F	9.15		
			2.10		ID 87	9.8	Johnsons 5.2				17.2	26	D		9.05		
			2.25	W	ID 92	15.0	Colton 2.8				12.0	85	D		8.45		
			2.35		ID 95	17.8	Uniontown 2.4				9.2	41	D		8.35		
		F	2.45		ID 97	20.2	Leon 6.8				6.8	32		F	8.25		
		Ar	3.00 P M	W CY	ID 104	27.0	Genesee				0.0	100	D	De	8.05 A M		
		DAILY										DAILY					

Registering stations—Pullman Junction and Genesee.

Bulletin station—Pullman.

West Bound.		CLEARWATER SHORT LINE.										East Bound.					
		MIXED No. 111		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Potlatch Junction	Time Table No. 15 October 28th, 1900 Succeeding No. 14				Distance from Stites	Capacity of Side Tracks	Telegraph Offices	MIXED No. 112			
		Second Class					STATIONS							Second Class			
		EX. SUNDAY										EX. SUNDAY					
		De	8.30 A M	Y		0.0	Potlatch Junction 3.5				62.8		D	See No. 11 Page 4 Ar 3.30 P M			
			8.40		IK 3	3.5	Basalt 8.0				59.3	20					
			9.15		IK 12	11.5	Agatha 1.9				51.3	20					
			9.25		IK 13	13.4	Lenore 6.7				49.4	20	D		2.30		
			9.45		IK 20	20.1	Peck 4.9				42.7	20			2.05		
					IK 25	25.0	Ahsahka 4.0				37.8	20			1.40		
			10.20	W	IK 29	29.0	Oro Fino 8.1				33.8	20	D		1.25		
					IK 37	37.1	Weippe 6.9				25.7	20			12.45 P M		
		F			IK 44	44.0	Pardee 7.5				18.8	20		F			
			11.55 A M	W	IK 52	51.5	Kamiah 7.9				11.3	20	D		11.55 A M		
			12.30 P M	TC	IK 59	59.4	Kooskia 3.4				3.4	30	D		11.30		
		Ar	12.45 P M		IK 63	62.8	Stites				0.0	20		De	11.15 A M		
		EX. SUNDAY										EX. SUNDAY					

Registering and bulletin stations—Potlatch Jct. and Kooskia. No. 111 has right over No. 112.

All engines with or without trains must come to a full stop 200 feet from the draw span in Clearwater River Bridge at Kamiah, and will not proceed until bridge is known to be properly closed and secured.

West Bound.		LAPWAI BRANCH.										East Bound.					
		MIXED No. 113		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Lapwai Jct.	Time Table No. 15 October 28th, 1900 Succeeding No. 14				Distance from Cul de Sac	Capacity of Side Tracks	Telegraph Offices	MIXED No. 114			
		Second Class					STATIONS							Second Class			
		MON., WED. AND SAT.										MON., WED. AND SAT.					
		De	3.40 P M	Y		0.0	Lapwai Junction 5.3				11.7			Ar	5.45 P M		
			3.55		IL 5	5.3	Sweetwater 6.4				6.4	20			5.25		
		Ar	4.25 P M		IL 12	11.7	Cul de Sac				0.0	20	D	De	5.00 P M		
		MON., WED. AND SAT.										MON., WED. AND SAT.					

Registering stations—Lapwai Jct. and Cul de Sac.

Maximum grades between Cul de Sac and Sweetwater.

No. 113 has right over No. 114.

20

West-Bound.		WASHINGTON CENTRAL BRANCH.						East-Bound.	
MIXED No. 13	Water, Coal, Scales, Tables and Wyes.	Distance from Cheney	Station Numbers	Time Table No. 15 October 28th, 1900 Succeeding No. 14	Distance from Coulee City	Capacity of Sidings	Telegraph Office	MIXED No. 14	
Second Class				STATIONS				Second Class	
EX. SUNDAY								EX. SUNDAY	
De 10.10 A M	W	0.0	1592	Cheney 10.4	108.3	93	D	See Page 2 Ar 12.10 P M	
10.45		10.4	IF10	Medical Lake 5.1	97.9	47	D	11.30 A M	
F 11.05 M 14	W	15.5	IF16	Deep Creek 5.5	92.8	76		F 11.05 M 13	
F 11.30		21.0	IF21	Hite 5.5	87.3	30		F 10.55	
11.50 A M	W	26.5	IF26	Reardan 7.4	81.8	48	D	10.30	
F 12.20 P M		33.9	IF34	Mondovi 7.5	74.4	48		F 10.05	
Ar 12.45	W	41.4	IF41	Davenport 6.4	66.9	91	D	9.45	
De 1.15		47.8	IF47	Rocklyn 8.6	60.5	45		F 9.05	
F 1.35		56.4	IF56	Fellows 7.7	51.9	45		F 8.35	
F 2.05	W	64.1	IF64	Creston 10.0	44.2	45	D	8.15	
2.25		74.1	IF74	Wilbur 6.6	34.2	45	D	7.45	
3.00	W	80.7	IFS1	Govan 6.8	27.6	45		F 7.10	
F 3.20		87.5	IFS7	Almira 9.1	20.8	100	D	6.55	
3.35	W	96.6	IF97	Hartline 11.7	11.7	25		6.30	
4.00		108.3	IF108	Coulee City	0.0	40	D	De 6.00 A M	
4.30 P M	W C T							EX. SUNDAY	

Registering and bulletin stations—Cheney and Coulee City. Standard clock—Spokane. Branch line trains must obtain orders before occupying main line at Cheney.

West Bound.		FORT SHERMAN BRANCH.						East Bound.	
MIXED No. 7	Water, Coal, Scales, Tables and Wyes.	Distance from Hauser Junction	Station Numbers	Time Table No. 15 October 28th, 1900 Succeeding No. 14	Distance from Hauser Junction	Capacity side Tracks	Telegraph Office	MIXED No. 8	
Second Class				STATIONS				Second Class	
EX. SUNDAY								EX. SUNDAY	
De 4.00 P M	CY	1A14	0.0	Cœur d'Alene 9.2	13.5	67	D	Ar 8.40 A M	
4.35	W	1A4	9.2	Post Falls 4.3	4.3	30		8.10	
Ar 4.45 P M	Y	1557	13.5	Hauser Junction	0.0	57		De 8.00 A M	
EX. SUNDAY								EX. SUNDAY	

Registering stations—Hauser Junction and Cœur d'Alene. Bulletin station—Spokane. Standard clock—Spokane. All freight trains upon arrival at Cœur d'Alene must turn engine at the "Y" and back down the incline. Under no circumstances must engine head down incline. When backing down incline brakes must be set to control the train without assistance from the engine. Branch line trains must obtain orders before occupying main line at Hauser Jct.

West Bound.		FARMINGTON BRANCH.						East Bound.		
MIXED No. 109	MIXED No. 107	Water, Coal, Scales, Tables and Wyes.	Station Numbers	Distance from Belmont	Time Table No. 15 October 28th, 1900 Succeeding No. 14	Distance from Farmington	Capacity side Tracks	Telegraph Office	MIXED No. 108	MIXED No. 110
Second Class	Second Class				STATIONS				Second Class	Second Class
EX. SUNDAY	EX. SUNDAY								EX. SUNDAY	EX. SUNDAY
De 11.55 A M	De 10.10 A M	W C Y	ID 43	0.0	Belmont 6.5	6.5	S9	D	Ar 11.10 A M	Ar 12.50 P M
Ar 12.20 P M	Ar 10.35 A M	Y	IH 7	6.5	Farmington	0.0	S5	D	De 10.45 A M	De 12.25 P M
EX. SUNDAY	EX. SUNDAY								EX. SUNDAY	EX. SUNDAY

Registering station—Farmington. Bulletin station—Belmont. Standard clock—Spokane. No. 107 has right over No. 108, and 109 over 110.

AUTHORIZED SURGEONS, IDAHO DIVISION.

LOCATION OF STRETCHERS (S).

- DR. J. J. BUCKLEY, Chief Surgeon Western Divs., Missoula.
- DR. M. T. LOOP, Hope (S).
- DR. FRANK WENZ, Rathdrum (S).
- DR. JOHN SABIN, Cœur d'Alene (S).
- DR. N. F. BSSIG, Spokane (S).
- DR. W. S. GAINES, Oakesdale.

- DR. E. T. HEIN, Palouse (S).
- Genesee (S).
- DR. G. B. WILSON, Pullman.
- DR. W. W. WATKINS, Moscow (S).
- DR. JOHN B. MORRIS, Lewiston (S).
- DR. F. A. POMEROY, Cheney.

- DR. B. H. YOUNT, Wilbur (S).
- DR. W. H. OLDS, Sprague (S).
- DR. F. K. BURROUGHS, Ritzville (S).
- Pasco Junction (S).
- DR. THOS. B. GUNN, North Yakima (S).
- DR. J. C. McCAULEY, Ellensburg (S).

NOTE.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations. Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden

emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case. Boarding and Nursing are furnished only at our own hospitals. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

COMMERCIAL SPURS.

MAIN LINE.	
Distance from Hope.	
Greenoughs	12.8 Miles
Wrights	21.7 "
Thomson and Bell	34.4 "
Granite Tie Spur	35.6 "
Granite Hill	40.9 "

MAIN LINE.—Cont.	
North Pole	48.7 Miles
Rogers Spur	51.4 "
Callispel	54.8 "
Log Spur	60.6 "
Crosby Spur	62.7 "

MAIN LINE.—Cont.	
Newman Lake	68.2 Miles
Powder Spur	81.6 "
MAIN LINE.	
Distance from Pasco Jct.	
Alfalfa	65.0 Miles
Holmes Spur	125.3 "

P. & L. BRANCH	
Distance from Marshall Jct.	
Kelly's Spur	40.3 Miles
Busbey's Spur	78.9 "
Vollmer Log	100.0 "
Brown's Spur	101.4 "
Clyde Spur	106.8 "
Porters	134.5 "
Pott's Spur	135.0 "
Water Co.	135.6 "

J. L. DeFORCE, Train Master.

A. G. KAMM, Chief Dispatcher.

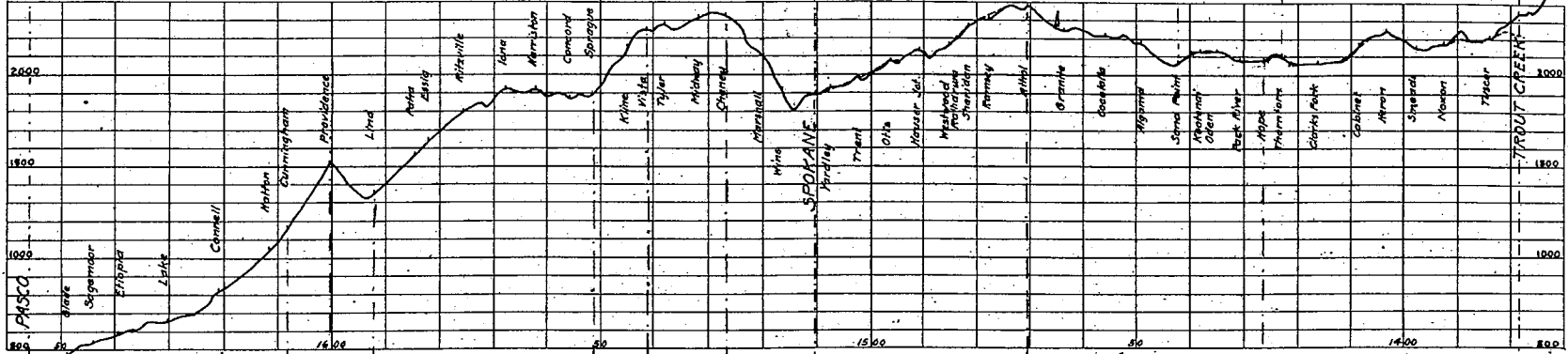
Idaho Division 1st and 2nd Districts.

A. Beamer
Superintendent.

MILEAGE:	
1st District	132.91 miles
2nd	166.82
3rd	124.57
Branches	391.00
Total	815.30

GROSS	
For Year ending June 30th, 1905	
1st Dist.	259,000
W.B.E.B. W.C.E.B.	

Grades as now operated	W.B. E.B.	0.8%	1.0%	1.0%
Grades after reconstruction made	W.B. E.B.	0.8%	1.0%	0.5%
Cost Economy (Cost of Grade Reduction)				0.5%



← 152,920
56,000

← 438,000 (to Thompson Falls)
131,350

Prevailing Freight Operation.

West Bound	East Bound
Car Limit Zero line	Helper 1250 tons
S.A. Road Engine Car Limit	S.A. Road Engine
900 tons	Helper 1250 tons
1600 tons S.1, S.2 or S.4 Road Eng. with Helper C.6	Helper C.6
1000 tons S.1, S.2 or S.4 Road Eng.	Helper C.6
	1600 tons S.1, S.2 or S.4 Road Eng.
	Helper C.6
Bridge Restriction on loading	
Eng. Y.3 and 4000 lbs.	Eng. Y.3 and 4000 lbs.

Weight on Dr.
S1 = 156200
S2 = 141000
S3 = 143800
C.6 = 53000

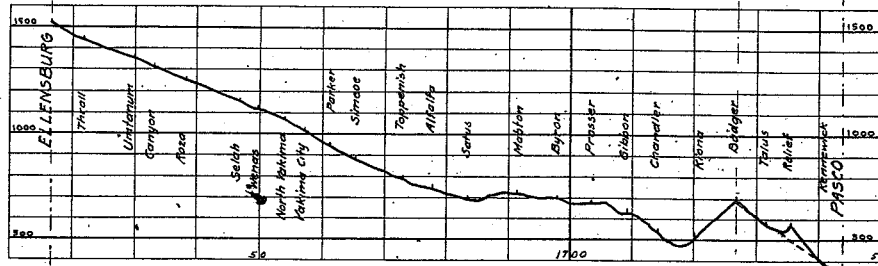
152,920
438,000
131,350
152,920
438,000
131,350
152,920
438,000
131,350

Idaho Division
3rd District.

A. Beamer
Superintendent.

MILEAGE:	
1st District	132.87 miles.
2nd "	160.54 "
3rd "	126.51 "
Branches	321.02 "
Total	540.94 "

Grades as now operated.	W. B.	0.80%
	E. B.	0.55%
Grades after Reduction made.	W. B.	0.50%
	E. B.	0.53%
Cost and Economy of Grade Reduction	Cost	112,950
	Economy	10,300



Prevailing Freight Operation.

West Bound	S.A. Road Engine	1350 tons	1150 tons	<u>Weight on Drivers</u> S.A. = 143800 lbs.
	Zero line			
East Bound	S.A. Road Engine	1600 tons.		
Bridge Restriction on loading.	Eng. V.3 and	4000 lbs		

Gross Tons.	
For Year ending Jan. of 1904.	For month ending Dec. 1903.
1st Dist.	3rd Dist.
W.B.E.P.	W.B.E.P.
2,003,698 tons	333,357 tons
3,302,273 tons	
259,320 tons	

NORTHERN PACIFIC RY.

GENERAL TIME TABLE No. 15.

October 28th, 1900.

53	7	5	3	11	STATIONS	12	4	6	8	54
12.30 A				8.20 A	ASHLAND 75.5	7.00 P				3.16 P
4.35 A	No. 17			11.15 A	DULUTH 4.2	4.00 P			No. 18 7.10 A	7.25 A 8.05 P
5.25 P	7.30 P				W. SUPERIOR 4.1				6.55 A	7.45 P 7.25 P
5.40 P	7.45 P				S. SUPERIOR 109.8				6.45 A	7.05 P 6.35 P
5.55 P	7.55 P				BRAINERD 29.4				3.20 A	9.50 A
6.10 P					STAPLES 142.3			No. 6 1.05 P 12.45 P	3.10 A	9.10 A
6.40 P			St. Paul					* 11.50 A	2.20 A	7.30 A
1.20 A	11.55 P	No. 6 12.55 P 1.10 P			ST. PAUL 10.9	2.20 P			7.15 A	2.30 P
2.00 A	12.05 A	* 2.05 P 2.10 P		8.55 A	MINNEAP'LIS 3.8	1.45 P		5.20 P	6.40 A	
4.15 A	1.00 A			9.35 A	N'TOWN JC. 93.5	1.25 P		5.00 P	6.20 A	
8.05 P	8.00 P	8.20 A		9.50 A	LITTLE F'L'S 34.1	10.45 A		2.05 P	3.18 A	6.45 A
	8.40 P	8.55 A		12.17 P	STAPLES 82.6	9.55 A 9.50 A		* 11.50 A 11.45 A	2.05 A 1.50 A	4.20 A 3.05 A
10.30 P	9.00 P	9.10 A		1.10 P 1.15 P	WINNIPEG JC. 95.7				11.00 P 10.35 P	9.00 P 2.30 P
4.30 A	12.05 A	11.55 A			GR'D FORKS 162.0				7.25 P	4.55 A
4.45 A					WINNIPEG (From 108.8 to 81.0)				1.45 P	3.00 P
7.00 A	1.12 A 1.25 A	* 2.05 P 2.10 P		4.00 P 4.10 P	FARGO 92.8	7.00 A 6.50 A		8.00 A Ex. Sunday	9.40 P 8.30 P	7.00 P 6.00 P
1.53 P 3.30 P	4.20 A 4.40 A			7.05 P 7.15 P	JAMESTOWN 106.7	3.45 A 3.40 A			5.30 P Ex. Sunday	11.80 A 10.45 A
11.35 P	7.50 A			10.30 P 9.40 P	MANDAN 109.6	12.20 A 11.10 P				4.30 A 2.45 A
11.50 A	1.30 P			1.05 A 1.15 A	DICKINSON 106.3	7.25 P 7.15 P				8.05 P 7.35 P
3.25 P 4.15 P	5.45 A 6.10 A	6.00 P		4.30 A 4.40 A	GLENDIVE 123.7	3.30 P 3.20 P		B. & M. R.		11.55 A 11.00 A
10.10 P 10.30 P	9.15 A			8.35 A 8.45 A	FORSYTHE 102.1	11.35 A 11.25 A		No. 42 11.45 P	Huntley	3.40 A 2.40 A
5.25 A 5.15 A		B. & M. R.		12.01 P 12.10 P	BILLINGS 115.4	8.10 A 8.00 A	10.53 P	11.20 P		8.20 P 6.30 P
12.55 P 1.15 P		No. 41 1.00 A		1.35 A 1.25 A	LIVINGSTON 49.3	5.00 A 4.50 A	7.23 P 7.13 P			11.15 A 10.15 A
8.15 P 9.15 P		Huntley		5.20 A 5.30 A	LOGAN 73.8	2.40 A 2.35 A	5.00 P 4.55 P	No. 22 2.15 A	No. 14 4.45 P	5.35 A 5.25 A
4.45 A 5.35 A		No. 21 6.05 P		7.30 A 7.35 A	HELENA 50.8 (To Garrison)			11.55 P		12.20 A 11.20 P
12.35 P 2.00 P		1.25 A		10.05 A 10.15 A	BUTTE 51.2 (To Garrison)				2.00 P 2.50 P	11.45 A
11.00 P 12.01 A				9.40 P 9.50 P	ANACONDA	11.35 P 11.25 P				
4.05 A 4.15 A	No. 13 7.45 A	8.20 P			GARRISON 74.0	9.25 P 9.20 P	12.10 P 12.05 P		12.25 P	6.15 P 6.00 P
0.55 A 10.55 A				12.10 P 12.15 P	MISSOULA 173.0	6.50 P 6.40 P	9.25 A 9.15 A			12.20 P 11.20 A
2.20 P	11.15 A 10.05 A			2.35 P 2.45 P	HOPE 85.1	1.20 P 12.15 P	3.23 A 2.13 A			11.00 P 8.55 P
3.10 P	11.45 A			8.45 P 7.55 P	SPOKANE 145.7	9.45 A 9.35 A	11.37 P 11.27 P			4.00 P 2.45 P
7.30 P 8.30 P				10.35 P 10.45 P	PASCO JC. 126.8	4.42 A 4.37 A	6.10 P 6.05 P			5.00 A 3.00 A
7.20 A 7.05 A				8.10 A 3.20 A	ELLENSBURG 126.9 (To Tacoma)	1.05 A 12.58 A	2.13 P 2.05 P			7.50 P 6.35 P
12.15 P 1.30 P				5.47 P 5.54 P	SEATTLE (118.2 (Fr. Blg.))	7.85 P	7.45 A 7.25 A			
9.40 P 10.45 P				2.10 P 10.40 P 11.00 P	TACOMA 144.3	7.35 P 7.15 P	5.45 A 5.30 A	8.55 A No. 4 Conn.		9.00 A 6.10 A
8.50 A 9.50 A		10.25 P No. 11 Conn.		1.15 P 1.30 P	PORTLAND	1.45 P	11.30 P			8.30 P

Nos. 5 and 6 St. Paul to Fargo and 7 and 8 Fargo to Jamestown daily except Sunday, all others daily.
* Continued.