

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

No. 16A

TIME TABLE

No. 16A

TO TAKE EFFECT AT 11:59 P. M.

(PACIFIC OR 120th MERIDIAN TIME.)
(One hour slower than Mountain or 105th Meridian Time.)

THURSDAY, JUNE 20th, 1901.

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.

W. G. PEARCE,
Assistant to 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 No. 3		PASSENGER No. 1		TIME TABLE No. 16A June 20th, 1901 Succeeding No. 16	Station Numbers	Distance from Hope	Water, Coal, Scales, Tables and Wyes	Distance from Spokane	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 2		PASSENGER No. 4		MIXED No. 8		FREIGHT No. 54		WAY FREIGHT No. 58			
Third Class		Second Class		Second Class		First Class		First Class									First Class		First Class		Second Class		Second Class		Third Class		Third Class	
EX. SUNDAY		DAILY		EX. SUNDAY		DAILY		DAILY									DAILY		DAILY		EX. SUNDAY		DAILY		EX. SUNDAY		EX. SUNDAY	
De 7.15 A M		De 8.50 A M				De 9.10 P M M 54		De 4.35 A M		WC ST	1492	0.0		85.1	322	N	Ar 12.25 P M	Ar 1.45 A M			Ar 8.55 P M M 3	Ar 3.45 P M						
7.35		9.10				* 9.20		* 4.45			1497	4.6		80.5	19		* 12.16	* 1.31			8.40	3.20						
8.00		9.25				* 9.27		* 4.53			1499	8.7		76.4	42		* 12.10	* 1.27			8.25	2.55						
8.15		9.35				* 9.33		* 5.00			1503	11.7		73.4	60		* 12.04 P M	* 1.22			8.15	2.40						
8.35		9.50				9.42		F 5.08		W18-10 miles West	1507	16.0		69.1	46	N	* 11.57 A M	1.14			8.00	2.20						
9.10		10.15				* 9.56		* 5.23			1513	23.0		62.1	44		* 11.45	* 1.01			7.35	1.40						
9.40		10.45				* 10.09		* 5.36		W	1520	29.7		55.4	72		* 11.34	F. 12.48			7.10	1.05						
10.25		Ar 11.15 De 11.20 M 2				F 10.25		* 5.54			1530	38.2		46.9	48		* 11.20 M 53	F 12.32			6.40	12.20 P M						
Ar 11.05 M 58 De 11.10 M 2		11.45 A M M 58				F 10.40		* 6.08		Y	1535	44.8		40.3	45	D	* 11.10 M 57 P 58	F 12.20			6.20	De 11.45 A M M 53 Ar 11.05 M 57 P						
11.50 A M		12.05 P M				* 10.53		* 6.23			1543	52.3		32.8	50		* 10.56	* 12.05 A M			5.55	10.25						
Ar 12.15 P M De 12.25 P 53		12.20 P 57				* 11.01		* 6.30			1547	55.8		29.3	50		* 10.50	* 11.58 P M			5.40	10.05						
12.35		12.25				11.05		6.35		W	1549	58.1		27.0	34	N	10.47	11.55			5.35	9.55						
1.10		12.50		De 5.20 P M M 54		* 11.17		* 6.47		Y	1557	64.9		20.2	57		* 10.35	* 11.41	See Page 6 Ar 8.20 A M		5.10 M 7	9.25						
1.40		1.10		F 5.31		* 11.30 M 4		* 6.58			1561	70.9		14.2	50		* 10.25	* 11.30 M 3	F 8.06		4.50	8.55						
2.10		1.30		5.42		* 11.39		* 7.10			1567	76.7		8.4	50		* 10.15	* 11.17	7.55		4.30	8.25						
Ar 2.55 P M		Ar 2.00 P M		Ar 6.00 P M		Ar 11.55 P M		Ar 7.30 A M M 8 & 58		WC ST	1576	85.1		0.0	500	N	De 10.00 A M	De 11.00 P M	De 7.35 A M M 1		De 4.00 P M	De 7.40 A M M 1 See 8						
EX. SUNDAY		DAILY		EX. SUNDAY		DAILY		DAILY									DAILY	DAILY	EX. SUNDAY		DAILY	EX. SUNDAY						

Registering and bulletin stations—Hope and Spokane.

Standard clocks—Hope and Spokane.

Derailing 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. 1		Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Spokane	TIME TABLE No. 16A June 20th, 1901 Succeeding No. 16	Distance from Pasco	Capacity of Side Tracks	Telegraph Offices	PASSENG'R No. 2		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									First Class		First Class		First Class		Sec'nd Class		Sec'nd Class		Third Class		Third Class		Third Class	
DAILY			EX.SUNDAY		DAILY		EX.SUNDAY		DAILY		DAILY		DAILY									DAILY		DAILY		DAILY		EX.SUNDAY		DAILY		EX.SUNDAY		DAILY		DAILY	
De 9.00 P M			De 6.00 A M		De 3.15 P M M 54 & 60		De 8.00 A M See 1		De 9.50 A M M 2		De 12.05 A M		De 7.40 A M		WC	1576	0.0	Spokane SF 9.0	145.7	500	N	Ar 9.50 A M M 9	Ar 10.50 P M	Ar 1.15 P M	Ar 1.00 P M	Ar 2.45 P M M 53	Ar 5.40 P M	Ar 3.00 P M M 53									
Ar 9.40 P M			6.50		4.00		8.45		Ar 10.10 A M DAILY		* 12.25		* 8.00		W	1585	9.0	Marshall Jc. MR 7.4	136.7	113	D	* 9.33	* 10.32	De 12.55 P M See 14	12.40 See 10	2.10 P 60	5.05	De 2.20 P M DAILY									
DAILY See page 4			7.30		4.30 M 58		Ar 9.15 A M Ex. Sunday M 2 See page 6		See page 4		12.40		* 8.15		W	1592	16.4	Cheney CY 10.7	129.3	144	N	F 9.20 M 13	10.18	DAILY		De 12.20 P M	1.45	De 4.30 M 53 Ar 4.25									
			Ar 8.28 1 P De 9.00 M 2		5.05						F 12.58		* 8.33 P 57			1603	27.1	Tyler 7.0	118.6	50		* 9.00 M 57	F 9.57	EX. SUNDAY		1.00	3.25										
			9.30		5.30						* 1.10		* 8.45 M 2			1611	34.1	Kline 7.1	111.6	42		* 8.45 M 1	* 9.43			12.35	2.45										
			9.55		5.55						1.22		F 8.57		W	1617	41.2	Sprague SX 9.9	104.5	100	N	F 8.33	9.30			12.10 P M	2.05										
			10.35		6.25						* 1.40		* 9.13			1627	51.1	Harriston 5.8	94.6	60		* 8.13	* 9.13			11.30 A M	1.20										
			Ar 11.00 De 11.05 M 54		6.45						* 1.49		* 9.23			1633	56.9	Iona 8.0	88.8	50		* 8.01	* 9.03			11.05 M 57	1.00										
			Ar 11.50 De 12.25 M 53		7.10						2.03		9.37		W	1641	64.9	Ritzville RV 9.3	80.8	86	N	7.45	8.50			10.30	12.25 P M M 57										
			1.10		7.40						F 2.17		* 9.52 M 54		W	1649	74.2	Paha 7.9	71.5	60		* 7.27	F 8.31			De 9.52 M 1 Ar 9.47	11.40 A M										
			1.45		Ar 8.10 De 8.15 M 4						2.33		F 10.06		WC	1658	82.1	Lind LD 7.6	63.6	100	N	F 7.12	8.15 M 53			9.15	11.00										
			2.25		8.40						* 2.46		* 10.20 M 58			1667	89.7	Providence 8.2	56.0	49		* 6.55	* 7.55			8.40	De 10.20 M 1 Ar 10.15										
			3.00		9.00						F 3.00		* 10.33		W	1674	97.9	Scott SC 3.2	47.8	60	N	* 6.32	F 7.30			8.00	9.30										
			3.15		9.10						F 3.05		* 10.38			1677	101.1	Hatton 9.4	44.6	33		* 6.25	F 7.20			7.45	9.10										
			3.55		9.40						F 3.23		F 10.55		W	1686	110.5	Connell 8.9	35.2	60	D	F 6.05	7.00			7.00	8.15										
			4.35		10.05						* 3.40		* 11.09		W	1695	119.4	Lake 9.2	26.3	60		* 5.49	* 6.44			6.30	7.40										
			5.20		10.35						* 3.56		* 11.25		W	1704	128.6	Eltopia 9.6	17.1	60		* 5.34	* 6.27			6.05	7.05										
			Ar 6.05 De 6.10 M 4		11.05						* 4.15		* 11.40			1714	138.2	Glade 7.5	7.5	48		* 5.17	* 6.10 M 57			5.30	6.30										
			Ar 7.00 P M EX. SUNDAY		Ar 11.25 P M DAILY						Ar 4.30 A M DAILY		Ar 11.54 A M DAILY		WC SY	1721	145.7	Pasco PA	0.0	600	N	De 5.03 A M DAILY	De 5.55 P M DAILY			De 5.10 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.

West Bound.

THIRD DISTRICT.

East Bound.

	WAY FREIGHT No. 57		FREIGHT No. 53		PASSENGER No. 3		PASSENGER No. 1		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pasco	Time Table No. 161 June 20th, 1901 Succeeding No. 16	Distance from Ellensburg	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 2		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	
	De 8.30	A M	De 12.30	A M	De 4.40	A M	De 11.59	A M	WCST	1721	0.0	Pasco	126.8	600	N	Ar 4.58	A M	Ar 5.45	P M	Ar 3.00	A M	Ar 6.30	P M
	8.40		12.45		F 4.51	M 2	* 12.05	P M		1724	2.7	Kennewick	124.1	35	D	* 4.51	M 3	F 5.40		2.45		6.20	
	9.05		1.15		* 5.03		* 12.15			1729	8.2	Relief	118.6	57		* 4.42		* 5.30		2.30		5.55	
	9.40		2.00	M 54	* 5.21		* 12.30			1739	17.1	Badger	109.7	56		* 4.27		* 5.13	P 58	2.00	M 53	De 5.18	+ P
	10.00		2.30		5.35		* 12.42		W	1745	23.9	Kiona	103.0	50	N	* 4.16		F 5.02		1.35		4.35	
	10.20		3.00		* 5.46		* 12.52			1751	29.8	Chandler	97.0	50		* 4.07		* 4.51		1.15		4.10	
	10.35		3.20		* 5.55		* 1.00			1756	34.4	Gibbon	92.4	50		* 3.59		* 4.42		1.00		3.45	
	10.55		Ar 3.45 De 3.50	M 2	6.06		* 1.10		W	1762	40.3	Prosser	86.5	64	D	* 3.50	M 53	4.32		12.40		3.20	
	11.10		4.20		* 6.16		* 1.19			1767	45.9	Byron	80.9	50		* 3.41		* 4.22		12.25		2.55	
	11.30		4.50		6.28		* 1.30		W	1774	52.3	Mabton	74.5	50	N	* 3.30		4.10		12.05	A M	2.25	
	11.55	A M	5.25		* 6.44		* 1.44	M 58		1782	60.4	Satus	66.4	50		* 3.16		* 3.55		11.40	P M	De 1.44	M 1
	12.30	P M M 58	6.15		7.05		F 2.02		W C	1792	70.8	Toppenish	56.0	77	D	* 2.58		3.37		11.05		12.30	P M M 57
	1.10		6.45		* 7.20		* 2.14			1800	78.1	Simcoe	48.7	50		* 2.47		* 3.24		10.40		11.45	A M
	1.35		7.05		* 7.29		* 2.22			1804	82.5	Parker	44.3	50		* 2.39		* 3.15		10.25		11.20	
	1.55		7.23		F 7.37		* 2.27			1807	86.2	Yakima City	40.6	44	D	* 2.32		F 3.08		10.10		10.55	
	Ar 2.15 De 3.45	P M M 4	Ar 7.40 De 7.50	3 P	7.45	P 53	2.35	P 57	W Y	1811	89.8	Nth. Yakima	37.0	183	N	2.25		3.03	M 57	10.00		De 10.30 Ar 9.00	
	4.10		8.05		* 7.54		* 2.43			1815	93.8	Wenas	33.0	50		* 2.18		* 2.56		9.45		8.40	
	4.30		8.20	M 58	* 8.00	M 58	* 2.50	M 4		1819	97.0	Selah	29.8	50		* 2.12		* 2.50	M 1	9.30		De 8.20 Ar 7.55	M 53 M 3
	5.20		9.00		F 8.18		* 3.05		W 4-10 miles West	1827	105.7	Roza	21.1	50	D	* 1.57		F 2.34		9.05		7.20	
	6.15		9.35		* 8.38		* 3.21			1836	114.3	Umtanum	12.5	32		* 1.42		* 2.18		8.35		6.45	
	7.00		10.10		* 8.55		* 3.35			1843	122.0	Thrall	4.8	50		* 1.27		* 2.04		8.10		6.15	
	Ar 7.30	P M M 54	Ar 10.35	A M	Ar 9.07	A M	Ar 3.46	P M	WCST	1848	126.8	Ellensburg	0.0	500	N	De 1.18	A M	De 1.55	P M	De 7.50	P M M 57	De 6.00	A M
	EX. SUNDAY		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.

West Bound.

PALOUSE AND LEWISTON BRANCH.

East Bound.

FREIGHT No. 59		MIXED No. 15		MIXED No. 11		PASSENGER No. 9		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Marshall Jct.	Time Table No. 16A June 20th, 1901 Succeeding No. 16				Distance from Lewiston	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 10		MIXED No. 12		MIXED No. 16		FREIGHT No. 60	
Third Class DAILY		Second Class DAILY		Second Class EX. SUNDAY		First Class DAILY					STATIONS							First Class DAILY		Second Class EX. SUNDAY		Second Class DAILY		Third Class DAILY	
De 9.40 P M						De 10.10 A M		W CY	1585	0.0	Marshall Junc. MR 11.2	137.5	113	D	See Page 2 Ar 12.55 P M							See Page 2 Ar 2.15 P M			
10.35						10.35		W	ID 11	11.2	Spangle SG 8.5	126.3	74	D	12.30							1.30			
11.10						F 10.55			ID 20	19.7	Plaza 7.0	117.8	19		F 12.10 P M							12.55			
11.40 P M						11.10		W	ID 27	26.7	Rosalia RO 5.2	110.8	97	D	11.55 A M							12.30			
12.01 A M						* 11.22			ID 32	31.9	McCoys 5.6	105.6	25		* 11.43							12.05 P M			
12.25						11.35 M 10 & 60			ID 38	37.5	Oakesdale OD 5.3	100.0	91	D	11.35 M 9 P 60							De 11.40 A M 10 P Ar 11.30 M 9			
1.00						11.50 A M		W CY	ID 43	42.8	Belmont BM 4.3	94.7	89	D	11.20							11.00			
1.20						F 12.01 P M			ID 47	47.1	Eden 2.3	90.4	25		F 11.10							10.45			
1.35						12.08			ID 50	49.4	Garfield GF 4.0	88.1	53	D	11.05							10.35			
										53.4	Cedar Creek 5.6	84.1													
2.35						12.33		WS	ID 59	59.0	Palouse PC 6.6	78.5	96	D	10.35							9.40			
3.15						F 12.52			ID 66	65.6	Fallons 4.8	71.9	32		F 10.20							9.05			
3.45						F 1.05			ID 71	70.4	Whelan 5.1	67.1	32		F 10.05							8.40			
4.15	De 1.30 P M See 9					1.20		W	ID 76	75.5	Pullman PN 1.5	62.0	67	D	9.50						Ar 9.10 A M	8.10			
4.25	Ar 1.35 P M DAILY					1.25		Y	ID 77	77.0	Pullman Junc. 3.6	60.5	22		9.45						De 9.05 A M See 10 DAILY	8.00			
4.45	See page 5					F 1.32			Ii 4	80.6	Sunshine 5.2	56.9	32		F 9.35							7.40			
5.15						1.45		W	Ii 9	85.8	Moscow MO 6.5	51.7	83	D	9.20							7.15			
6.00						F 2.05			Ii 15	92.3	Joel 4.2	45.2	70		F 9.00							6.45			
6.25 M 60						F 2.20			Ii 20	96.5	Howell 2.9	41.0	52		F 8.50							6.25 M 59			
6.45						2.30		W	Ii 22	99.4	Vollmer VM 11.6	38.1	61	D	8.40							6.05			
Ar 7.55 De 8.00 M 10						3.10		W CT	Ii 34	111.0	Kendrick KR 4.0	26.5	97	D	8.00 M 59							4.45			
8.20						3.20			Ii 38	115.0	Julietta JA 8.5	22.5	71	D	7.50						See No. 111, Page 5	4.25			
9.00						De 3.30 P M See 9	F 3.45	W	Ii 47	123.5	Potlatch Junc. CH 3.0	14.0		D	F 7.25	Ar 7.30 A M						3.40			
9.15						3.40	3.52		Ii 49	126.5	Lapwai Junc. 0.9	11.0			7.18							3.30			
9.30						Ar 3.50 De 4.00 9 P	3.55 P 11		Ii 50	127.4	North Lapwai NI 7.1	10.1	50	D	7.15	7.10						3.25			
							F		Ii 57	134.5	Porters 3.0	3.0			F										
Ar 10.30 A M						Ar 4.30 P M	Ar 4.20 P M	W CT	Ii 60	137.5	Lewiston WN	0.0	125	D	De 6.45 A M	De 6.30 A M						De 2.40 A M			
DAILY				EX. SUNDAY		DAILY										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. 16A June 20th, 1901 Succeeding No. 16				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	9.05 A M	
		F	1.50		ID 82	5.0	Staley	2.4		22.0	44		F	8.45	
		F	2.00		ID 84	7.4	Chambers	2.4		19.6	41		F	8.40	
			2.10		ID 87	9.8	Johnsons	5.2	Jo	17.2	26	D		8.30	
			2.25	W	ID 92	15.0	Colton	2.8	CT	12.0	85	D		8.10	
			2.35		ID 95	17.8	Uniontown	2.4	U	9.2	41	D		8.00	
		F	2.45		ID 97	20.2	Leon	6.8		6.8	32		F	7.50	
		Ar	3.00 P M	W CY	ID 104	27.0	Genesee		GN	0.0	100	D	De	7.30 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. 16A June 20th, 1901 Succeeding No. 16				Distance from Stites	Capacity of Side Tracks	Telegraph Offices	MIXED No. 112	
		Second Class					STATIONS							Second Class	
		EX. SUNDAY						EX. SUNDAY							
		De	7.30 A M	Y		0.0	Potlatch Junction	3.5		62.8		D	Ar	3.30 P M	
			7.40		IK 3	3.5	Basalt	8.0		59.3	20			3.15	
			8.15		IK 12	11.5	Agatha	1.9		51.3	20			2.40	
			8.25		IK 13	13.4	Lenore	6.7		49.4	20	D		2.30	
			8.45		IK 20	20.1	Peck	4.9		42.7	20			2.05	
			9.05		IK 25	25.0	Ahsahka	4.0		37.8	20			1.40	
			9.20	W	IK 29	29.0	Oro Fino	8.1		33.8	20	D		1.25	
			9.55		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		
			10.55	W	IK 52	51.5	Kamiah	7.9		11.3	20	D		11.55 A M	
			11.30 M 112	TC	IK 59	59.4	Kooskia	3.4		3.4	30	D		11.30 M 111	
		Ar	11.45 A 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. 16A June 20th, 1901 Succeeding No. 16				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.

West Bound. WASHINGTON CENTRAL BRANCH. East Bound.

MIXED No. 13				Time Table No. 16A June 20th, 1901 Succeeding No. 16				MIXED No. 14						
Second Class				Distance from Cheney	Station Numbers	Distance from Coulee City	Capacity of Sidings	Telegraph Office	Second Class					
EX. SUNDAY									EX. SUNDAY					
De	9.30	A M	W	0.0	1592							Ar	See Page 2. 12.10	P M
	10.00			10.4	IF10	Cheney 10.4	108.3	93	D				11.30	A M
F	10.20		W	15.5	IF16	Medical Lake 5.1	97.9	47	D			F	11.05	
F	10.50	M 14		21.0	IF21	Deep Creek 5.5	92.8	76				F	10.50	M 13
	11.10		W	26.5	IF26	Hite 5.5	87.3	30					10.30	
F	11.35	A M		33.9	IF34	Reardan 7.4	81.8	48	D			F	10.05	
Ar	12.01	P M	W	41.4	IF41	Mondovi 7.5	74.4	48					9.45	
De	12.30			47.8	IF47	Davenport 6.4	66.9	91	D				9.05	
F	1.20		W	56.4	IF56	Rocklyn 8.6	60.5	45				F	8.35	
	1.40			64.1	IF64	Fellows 7.7	51.9	45					8.15	
	2.15		W	74.1	IF74	Creston 10.0	44.2	45	D				7.45	
F	2.35			80.7	IF81	Wilbur 6.6	34.2	45	D			F	7.10	
	2.50		W	87.5	IF87	Govan 6.8	27.6	45					6.55	
	3.15			96.6	IF97	Almira 9.1	20.8	100	D				6.30	
Ar	3.45	P M	W C T	108.3	IF108	Hartline 11.7	11.7	25					6.00	A M
EX. SUNDAY						Coulee City 0.0	0.0	40	D			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				Time Table No. 16A June 20th, 1901 Succeeding No. 16				MIXED No. 8					
Second Class				Distance from Hauser Junction	Capacity of Side Tracks	Telegraph Office	Second Class						
EX. SUNDAY							EX. SUNDAY						
De	4.45	P M	CY	IA14	0.0						Ar	8.55	A M
	5.10		W	IA4	9.2	Coeur d'Alene 9.2	13.5	67	D			8.30	
Ar	5.20	P M	Y	1557	13.5	Post Falls 4.3	4.3	30			De	8.20	A M
EX. SUNDAY						Hauser Junction 0.0	0.0	57			EX. SUNDAY		

Registering stations—Hauser Junction and Coeur d'Alene.
Bulletin station—Spokane.
Standard clock—Spokane.
All freight trains upon arrival at Coeur 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		Time Table No. 16A June 20th, 1901 Succeeding No. 16				MIXED No. 108		MIXED No. 110			
Second Class		Second Class		Distance from Belmont	Capacity of Side Tracks	Telegraph Office	Second Class		Second Class				
EX. SUNDAY		EX. SUNDAY					EX. SUNDAY		EX. SUNDAY				
De	11.55	A M	W	ID 43	0.0				Ar	11.10	A M		
			CY	IA 43	6.5	Belmont 6.5	6.5	89	D	See 10 Page 4	Ar	12.50	P M
Ar	12.20	P M	Y	IH 7	6.5	Farmington 0.0	0.0	85	D		De	10.45	A 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, Coeur d'Alene (S).
DR. N. F. ESSIG, 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. A. F. WOHLBERG, Kooskia.
DR. ALEXANDER HUNTER, Kendrick.

DR. F. A. POMEROY, Cheney.
DR. B. H. YOUNT, Wilbur (S).
Sprague (S).
DR. F. R. BURROUGHS, Ritzville (S).
DR. J. E. BECK, 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 "
Dick's Spur	36.8 "
Granite Hill	40.9 "

MAIN LINE.—Cont.

North Pole	48.7 Miles
Rogers Spur	51.4 "
Calispel	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 "

Distance from Marshall Jct.—Cont.

Gils' Spur	103.5 Miles
Clyde Spur	106.8 "
Pott's Spur	135.0 "
Water Co.	135.6 "

J. L. DeFORCE, Train Master.

A. G. KAMM, Chief Dispatcher.

NORTHERN PACIFIC RY.

GENERAL TIME TABLE No. 16A.

June 20th, 1901.

53	7	5	3	1	STATIONS	2	4	6	8	54
12.30 A				8.20 A	ASHLAND 75.5	7.00 P				3.15 P
4.35 A				11.15 A	DULUTH 4.2	4.00 P				7.25 A
5.25 P			No. 13 7.30 P	No. 11 8.40 A		No. 12 4.55 P	No. 14 7.55 A			8.05 P
5.40 P			7.45 P	8.55 A	W. SUPERIOR 4.1	4.38 P	7.40 A			7.45 P
5.55 P					S. SUPERIOR 109.8	4.25 P	7.30 A			7.25 P
6.10 P			7.55 P	9.05 A		4.23 P				7.05 P
6.40 P					BRainerd 29.4	1.10 P	4.05 A			6.35 P
1.20 A		No. 5 1.05 P	11.55 P	12.35 P		1.00 P	3.55 A		No. 6 1.05 P	9.50 A
2.00 A		1.25 P	12.05 A	12.45 P					12.45 P	9.10 A
4.15 A		* 2.15 P	1.00 A	1.35 P	STAPLES 142.3	12.05 P	3.05 A	* 11.55 A		7.30 A
2.20 P		2.20 P			ST. PAUL 10.9	2.20 P	7.45 A	5.45 P	7.15 A	2.30 P
8.05 P	8.00 P	8.30 A	10.35 P	9.30 A	MINNEAP'LIS 3.8	1.45 P	7.05 A	5.10 P	6.40 A	
	8.40 P	9.05 A	11.15 P	10.10 A	N'TOWN JC. 93.5	1.25 P	6.45 A	4.50 P	6.20 A	12.30 P
10.45 P	9.00 P	9.20 A	11.30 P	10.25 A	LITTLE F'LS 34.1	10.50 A	4.05 A	2.05 P	3.18 A	6.45 A
5.00 A	12.05 A	12.05 P	1.58 A	12.55 P	STAPLES 82.6	9.52 A	2.58 A	* 11.55 A	2.05 A	6.30 A
5.15 A	1.12 A	* 2.15 P	2.58 A	1.50 P	WINNIPEG JC. 95.7	9.45 A	2.45 A	11.50 A	1.50 A	3.55 A
7.25 A	1.25 A	2.20 P	3.05 A	1.57 P	GR'D FORKS 162.0					2.20 A
8.50 A	4.20 A				WINNIPEG (From 108.6 Stpla)					8.50 P
2.00 P	4.40 A				FARGO 92.8	6.50 A	11.00 P	8.00 A	9.40 P	2.30 P
3.30 P	7.50 A				JAMESTOWN 106.7	6.40 A	10.50 P			4.55 A
11.35 P	1.30 P				MANDAN 109.5					3.00 P
11.50 A					DICKINSON 106.3					7.00 P
3.25 P	5.45 A	6.00 P	6.10 A	4.35 P	GLENDIVE 123.7	6.50 A	11.00 P			7.00 P
4.15 P			6.20 A	4.45 P	FORSYTHE 102.1	6.40 A	10.50 P			6.10 P
10.10 P			9.15 A	7.25 P	BILLINGS 115.4	3.40 A	7.35 P			11.30 A
10.40 P			9.20 A	7.30 P	LIVINGSTON 49.3	3.35 A	7.30 P			10.45 A
5.25 A			12.40 P	10.25 P	LOGAN 73.8	12.20 A	3.50 P			4.30 A
5.15 A			11.50 A	9.35 P	HELENA 50.8 (To Garrison)	11.10 P	2.40 P			2.45 A
12.40 P			3.20 P	12.45 A	BUTTE 51.2 (To Garrison)	7.20 P	11.10 A			8.05 P
1.00 P			3.25 P	12.50 A	ANACONDA	7.15 P	11.05 A			7.35 P
8.15 P			6.40 P	4.00 A	GARRISON 74.0	3.30 P	7.30 A			11.55 A
9.15 P		B. & M. R.	6.50 P	4.05 A	MISSOULA 173.0	3.20 P	7.20 A			11.00 A
4.45 A		No. 41	10.42 P	7.40 A	HOPE 85.1	11.30 A	3.15 A	B. & M. R.		3.35 A
5.15 A	Huntley	1.20 A	10.47 P	7.45 A	SPOKANE 145.7	11.25 A	3.10 A	No. 42 12.15 A	Huntley	2.50 A
12.35 P		1.45 A	1.55 A	10.42 A	PASCO JC. 126.8	8.10 A	12.01 A	11.50 P		8.20 P
2.00 P			2.25 A	10.52 A	ELLENSBURG 126.9 (To Tacoma)	8.00 A	11.30 P			6.30 P
10.45 P			6.10 A	2.10 P	SEATTLE 148.2 (Fr. Elbg.)	5.05 A	7.55 P			11.45 A
12.01 A			6.25 A	2.20 P	TACOMA 144.3	4.55 A	7.40 P			10.15 A
4.05 A	No. 13	No. 11	8.35 A	4.05 P	PORTLAND	2.50 A	5.20 P	No. 12 2.35 A	No. 14 3.55 P	5.20 A
4.15 A	8.50 A	4.15 P	8.40 A	4.10 P		2.45 A	5.15 P			5.10 A
9.55 A		6.27 P	11.15 A							12.20 A
10.55 A			11.25 A				2.25 P	12.10 A		11.20 P
1.15 P	12.20 P			7.35 P			2.15 P			
	9.45 A			7.45 P						2.00 P
3.00 P	11.25 A		1.25 P	9.20 P						6.15 P
			1.30 P	9.25 P					11.50 A	6.00 P
7.40 P			3.40 P	11.25 P						12.15 P
8.40 P			3.50 P	11.35 P						11.15 A
9.05 A			10.00 P	5.30 A						10.55 P
8.50 A			9.10 P	4.35 A						8.55 P
2.00 P			11.55 P	7.30 A						4.00 P
3.15 P			12.05 A	7.40 A						2.45 P
11.25 P			4.30 A	11.54 A						5.10 A
12.30 A			4.40 A	11.59 A						3.00 A
10.35 A			9.07 A	3.46 P						7.50 P
11.35 A			9.15 A	3.52 P						6.45 P
	No. 7 9.00 A		3.00 P	8.38 P						
8.30 P	10.35 A	8.30 P	2.05 P	11.15 P						8.55 A
11.50 P	10.45 A	No. 1 Conn.	2.20 P	11.45 P				8.45 A	3.10 P	6.15 A
10.05 A	5.15 P		8.00 P	7.00 A				No. 4 Conn.	3.00 P	8.30 P

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