

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

No. 17B

TIME TABLE

No. 17B

TO TAKE EFFECT AT 12:01 P. M.

(PACIFIC OR 120th MERIDIAN TIME.)

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

TUESDAY, OCTOBER 1st, 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,
Gen'l Manager.

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		Water, Coal Seals, Tables and Wyes	Station Numbers	Distance from Hope	TIME TABLE No. 17B October 1st, 1901 Succeeding No. 17A	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									STATIONS		First Class		First Class		Second Class		Second Class		Third Class	
EX. SUNDAY		DAILY		EX. SUNDAY		DAILY		DAILY									DAILY		DAILY		DAILY		EX. SUNDAY		DAILY		EX. SUNDAY	
De 7.15 A M		De 8.50 A M				De 9.00 P M M 54		De 4.05 A M		WC ST	1492	0.0	Hope 4.6	85.1	322	N	Ar 12.05 P M	Ar 1.35 A M			Ar 8.55 P M M 3		Ar 3.45 P M					
7.40		9.10				* 9.08		* 4.15			1497	4.6	Pack River 4.1	80.5	19		* 11.56 A M	* 1.25			8.40		3.20					
8.05		9.30				* 9.17		* 4.24			1499	8.7	Oden 3.0	76.4	60		* 11.48	* 1.16			8.25		3.00					
8.20		9.45				* 9.23		* 4.30			1503	11.7	Kootenai 4.3	73.4	60		* 11.42	* 1.10			8.15		2.45					
8.45		10.05				9.30		F 4.40		W18-10 miles West	1507	16.0	Sand Point 7.0	69.1	60	N	F 11.35	1.02			8.00		2.25					
9.25		10.35				* 9.44		* 4.55			1513	23.0	Algoma 6.7	62.1	60		* 11.22	* 12.47			7.35		1.45					
10.00		Ar 11.05 De 11.10 M 2				* 9.57		* 5.08		W	1520	29.7	Cocolalla 8.5	55.4	72		* 11.10 M 53	F 12.35			7.10		1.16					
Ar 10.50 De 10.55 M 2		11.40				F 10.12		* 5.27			1530	38.2	Granite 6.6	46.9	60		* 10.55 M 57	F 12.18			6.40		12.30 P M					
11.35 A M M 58		11.59 A M M 58				F 10.26		* 5.40		Y	1535	44.8	Athol 7.5	40.3	60	D	* 10.42	F 12.05 A M			6.20		De 11.59 A M M 53 Ar 11.35 M 57					
12.10 P M		12.20 P M				* 10.40		* 5.54			1543	52.3	Ramsey 3.5	32.8	60		* 10.30	* 11.50 P M			5.55		10.50					
Ar 12.28 De 12.38 53 P		12.33 P 57				* 10.47		* 6.01			1547	55.8	Sheridan 2.3	29.3	60		* 10.23 P 58	* 11.43			5.40		De 10.28 Ar 10.18 2 P					
12.50		12.38				10.52		6.05		W	1549	58.1	Rathdrum 6.8	27.0	34	N	10.20	11.38			5.35		10.05					
1.20		12.58		De 5.20 P M M 54		* 11.03		* 6.17		Y	1557	64.9	Hauser Jct. 6.0	20.2	60		* 10.08	* 11.25	See Page 6 Ar 8.20 A M		5.10 M 7		9.30					
1.45		1.15		F 5.31		* 11.15 M 4		* 6.28			1561	70.9	Otis 5.8	14.2	60		* 9.58	* 11.15 M 3	F 8.06		4.50		8.55					
2.15		1.35		5.42		* 11.25		* 6.40			1567	76.7	Trent 8.4	8.4	60		* 9.50	* 11.02	7.55		4.30		8.25					
Ar 2.55 P M		Ar 2.00 P M		Ar 6.00 P M		Ar 11.40 P M		Ar 7.00 A M M 8 & 55		WC ST	1576	85.1	Spokane	0.0	500	N	De 9.35 A M	De 10.45 P M	De 7.35 A M M 1		De 4.00 P M		De 7.40 A M M 1 Sec 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.

NOTE.—No. 4 will take Siding for No. 1.

West Bound.

SECOND DISTRICT.

East Bound.

PRIGHT No. 61	PRIGHT No. 59	WAY PRIGHT No. 57	PRIGHT No. 53	PASSENGER No. 13	PASSENGER No. 9	PASSENGER No. 5	PASSENGER No. 3	PASSENGER No. 1	STATIONS	Distance from Pasco	Capacity of Side Tracks	PASSENGER No. 2	PASSENGER No. 4	PASSENGER No. 6	PASSENGER No. 10	PASSENGER No. 14	PRIGHT No. 54	WAY PRIGHT No. 58	PRIGHT No. 60	PRIGHT No. 62
Th'd Cl's	Th'd Cl's	Th'd Class	S'nd Class	First Cl's	First Cl's	First Cl's	First Class	First Class	STATIONS	Distance from Spokane	Capacity of Side Tracks	First Class	First Class	First Cl's	First Cl's	First Cl's	S'nd Class	Th'd Class	Th'd Cl's	Th'd Cl's
Ar 9.00 PM	De 5.30 AM	De 5.30 AM	De 3.15 PM	De 3.00 PM	De 9.50 AM	De 7.30 PM	De 11.50 PM	De 7.10 AM	Spokane	0.0	500	Ar 9.25 AM	Ar 10.35 PM	Ar 6.45 AM	Ar 1.15 PM	Ar 9.35 AM	Ar 2.45 PM	Ar 5.45 PM	Ar 3.00 PM	Ar 4.45 PM
Ar 9.40 PM	De 6.30 AM	De 6.30 AM	De 4.05 PM	De 3.35 PM	Ar 10.10 AM	* 7.50	* 12.10 AM	* 7.30	Marshall Jc.	9.0	113	* 9.07	* 10.17	6.25	De 12.55 PM	9.17	2.10	5.05	De 2.20 PM	De 4.05 PM
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Cheney	16.4	144	8.53	10.05	6.05	DAILY	De 9.03 AM	1.45	De 4.35 PM	De 3.35 PM	
See Page 4	See Page 4	See Page 4	See Page 4	See Page 4	See page 4	See page 4	See page 4	See page 4	Tyler	27.1	60	* 8.33	* 9.45	5.35	EX. SUN.	EX. SUN.	1.00	Ar 4.25 PM	Ar 4.00 PM	
Ar 8.00 PM	De 8.33 AM	De 8.33 AM	5.05	Ar 8.35 PM	F 8.22	* 12.44	* 8.05	* 8.05	Kline	34.1	42	* 8.18	* 9.33	F 5.15			12.35	3.00		
9.10	5.25	5.25			* 8.33	* 12.56	* 8.18	* 8.18	Sprague	41.2	100	F 8.05	9.20	4.55			12.10 PM	2.25		
9.45	5.50	5.50			* 9.03	* 1.25	* 8.47	* 8.47	Harrison	51.1	60	* 7.48	* 9.03	F 4.26			11.35 AM	1.40		
10.40	6.20	6.20			* 9.12	* 1.36	* 8.56	* 8.56	Iona	56.9	60	* 7.38	* 8.53	* 4.10			11.15 PM	1.10		
Ar 11.10 PM	De 11.15 AM	De 11.15 AM	6.40		9.25	1.50	9.09	9.09	Ritzville	64.9	120	7.25	8.40	3.47			10.45	12.35 PM		
Ar 11.55 PM	De 12.35 AM	De 12.35 AM	7.05		F 9.42	* 2.05	* 9.24	* 9.24	Paha	74.2	60	* 7.05	F 8.21	3.20			10.10	11.55 AM		
1.15	7.35	7.35			9.55	2.20	* 9.38	* 9.38	Lind	82.1	120	* 6.48	8.05	2.58			De 9.38 AM	11.20		
1.50	8.00	8.00			10.10	* 2.35	* 9.52	* 9.52	Providence	89.7	49	* 6.30	* 7.45	2.35			8.45	10.45		
2.30	8.30	8.30			10.23	* 2.50	* 10.05	* 10.05	Scott	97.9	60	* 6.08	F 7.23	2.10			8.05	De 10.05 AM		
3.00	8.55	8.55			10.28	* 2.55	* 10.11	* 10.11	Hatton	101.1	33	* 6.00	F 7.15	2.00			7.50	9.45		
3.15	9.05	9.05			10.45	F 3.15	* 10.30	* 10.30	Connell	110.5	60	* 5.40	6.55	1.30			7.15	9.05		
3.55	9.35	9.35			11.00	* 3.28	* 10.45	* 10.45	Lake	119.4	60	* 5.24	* 6.38	1.08			6.45	8.25		
4.35	10.05	10.05			11.15	* 3.43	* 10.58	* 10.58	Eltopia	128.6	60	* 5.10	* 6.22	12.47			6.10	7.45		
5.15	10.30	10.30			11.30	* 3.57	* 11.13	* 11.13	Glade	138.2	60	* 4.53	* 6.05	12.25			5.40	7.05		
Ar 6.00 PM	De 6.05 AM	De 6.05 AM	11.00		Ar 11.45 PM	Ar 4.10 AM	Ar 11.25 AM	Ar 11.25 AM	Pasco	145.7	600	De 4.40 AM	De 5.50 PM	De 2.05 AM			De 5.10 AM	De 6.30 AM		
Ar 6.30 PM	Ar 11.25 PM	Ar 11.25 PM	EX. SUN.	EX. SUN.	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUN.	EX. SUN.	EX. SUN.

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.

NOTE.—Change of class No. 13 and 14.
 No. 4 will take siding for No. 1.
 Nos. 3 and 5 have right of track over No. 6 on Second District.

THIRD DISTRICT.

West Bound.

East Bound.

WAY FREIGHT No. 57		FREIGHT No. 53		PASSENGER No. 5		PASSENGER No. 3		PASSENGER No. 1		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pasco	Time Table No. 17B October 1st, 1901 Succeeding No. 17A	Distance from Ellensburg	Capacity of Side Tracks	Telegraph Offices	PASSENGER No. 2		PASSENGER No. 4		PASSENGER No. 6		FREIGHT No. 54		WAY FREIGHT No. 58	
Third Class		Second Class		First Class		First Class		First Class									STATIONS		First Class		First Class		First Class		Second Class	
EX. SUNDAY		DAILY		DAILY		DAILY		DAILY																		
De 8.30	A M	De 12.30	A M	De 11.55	P M M 6	De 4.20	A M	De 11.30	A M	WESY	1721	0.0	Pasco PA 2.7	126.8	600	N	Ar 4.35	A M	Ar 5.40	P M	Ar 11.55	P M M 5	Ar 3.00	A M	Ar 6.30	P M
8.40		12.45		* 12.01	A M	F 4.30	M 2	* 11.35			1724	2.7	Kennewick K 5.5	124.1	60	D	* 4.30	M 3	F 5.34		* 11.48		2.45		6.15	
8.55		1.15		* 12.10		* 4.42		* 11.44			1729	8.2	Relief 8.9	118.6	60		* 4.20		* 5.24		* 11.39		2.30		5.50	
9.25		2.00	M 54	* 12.27		* 5.00		* 11.58	A M		1739	17.1	Badger 6.8	109.7	60		* 4.05		* 5.07	P 58	* 11.23		2.00	M 53	De 5.12	4 P
9.45		2.35		12.38		5.12		* 12.09	P M	W	1745	23.9	Kiona KI 5.9	103.0	50	N	* 3.53		F 4.55		11.10		1.35		4.25	
10.05		3.05		* 12.50		* 5.24		* 12.19			1751	29.8	Chandler 4.6	97.0	60		* 3.43		* 4.44		* 11.00		1.15		3.55	
10.20		Ar 3.30		* 12.58	M 54	* 5.33		* 12.27			1756	34.4	Gibbon 5.9	92.4	60		* 3.35	M 53	* 4.36		* 10.51		De 12.58	M 5	3.30	
10.35		De 3.35	M 2	1.10		5.45		* 12.37		W	1762	40.3	Prosser PR 5.6	86.5	64	D	* 3.25		4.26		10.40		12.35		3.00	
10.55		4.25		* 1.22		* 5.57		* 12.46			1767	45.9	Byron 6.4	80.9	60		* 3.16		* 4.16		* 10.30		12.20		2.30	
11.15		4.55		1.34		6.08		* 12.57		W	1774	52.3	Mabton MB 8.1	74.5	60	N	* 3.06		4.05		10.18		12.01	A M	1.55	
11.40	A M	5.30		* 1.52		* 6.25		* 1.10	M 58		1782	60.4	Satus 10.4	66.4	60		* 2.54		* 3.51		* 10.04		11.40	P M	De 1.10	M 1
12.15	P M M 58	6.15		2.13		6.46		* 1.28		W C	1792	70.8	Toppenish TN 7.3	56.0	77	D	* 2.39		3.33		9.47		11.05		12.15	P M M 57
1.10		6.45		F 2.28	M 2	* 7.00		* 1.40			1800	78.1	Simcoe 4.4	48.7	60		* 2.28	M 5	* 3.20		F 9.33		10.40		11.25	A M
Ar 1.42	1 P	Ar 7.05	3 P	* 2.33		* 7.10	P 53	* 1.47	P 57		1804	82.5	Parker 3.7	44.3	60		* 2.22		* 3.13		* 9.26		10.27		10.55	
De 1.52		De 7.15		F 2.43		F 7.17		* 1.53			1807	86.2	Yakima City KM 3.6	40.6	60	D	* 2.17		F 3.06		F 9.18		10.15		10.25	
Ar 2.30	M 4	7.45		2.50		7.25		2.00		W Y	1811	89.8	Nth. Yakima YA 4.0	37.0	183	N	2.10		3.00	M 57	9.13		10.05		De 10.00	
De 3.45		8.05	M 58	* 2.57		* 7.33		* 2.07			1815	93.8	Wenas 3.2	33.0	60		* 2.05		* 2.53		* 9.06		9.50		De 8.05	M 53
4.10		8.20		* 3.03		* 7.40	M 58	* 2.13			1819	97.0	Selah 8.7	29.8	60		* 2.00		* 2.47		* 9.01		9.40		De 7.40	M 3
4.30		9.00		* 3.20		F 8.00		* 2.30	M 4	W 48-10 miles West	1827	105.7	Roza RA 8.6	21.1	50	D	* 1.45		F 2.30	M 1	* 8.47		9.15		7.05	
5.20		9.35		* 3.35		* 8.19		* 2.46			1836	114.3	Umtanum 7.7	12.5	32		* 1.31		* 2.14		* 8.33		8.50		6.40	
6.15		10.10		* 3.50		* 8.38		* 3.01			1843	122.0	Thrall 4.8	4.8	60		* 1.18		* 2.00		* 8.20	P 54	De 8.25	6 P	6.15	
7.00											1848	126.8	Ellensburg EB	0.0	500	N	De 1.08	A M	De 1.50	P M	De 8.10	P M M 57	De 7.50	P M M 57	De 6.00	A M
Ar 7.30	P M M 6 & 54	Ar 10.35	A M	Ar 4.00	A M	Ar 8.50	A M	Ar 3.10	P M	W CST	1848	126.8	Ellensburg EB	0.0	500	N	De 1.08	A M	De 1.50	P M	De 8.10	P M M 57	De 7.50	P M M 57	De 6.00	A M
EX. SUNDAY		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 twenty-five (25) and freight trains to fifteen (15) miles per hour while crossing Columbia River Bridge.

NOTE.—No. 4 will take siding for No. 1.

No. 1 has right of track over No. 4 and Nos. 3 and 5 over No. 6 on Third District.

West Bound.

PALOUSE AND LEWISTON BRANCH.

East Bound.

FREIGHT No. 59		MIXED No. 15		MIXED No. 11		PASSENGER No. 9		Water, Coal Seals, Tables and Wyes	Station Numbers	Distance from Marshall Jct.	Time Table No. 17B October 1st, 1901 Succeeding No. 17A				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	Second Class	EX. SUNDAY				Second Class	DAILY	Third Class	DAILY					
De 9.40	P M					De 10.10	A M	W	1585	0.0	Marshall Junc.	137.5	113	D	See Page 2								See Page 2			
10.35						10.35		W	ID11	11.2	MR 11.2	126.3	74	D	Ar 12.55	P M							Ar 2.15	P M		
11.10						F 10.55			ID20	19.7	SG 8.5	117.8	19	F	12.30									1.30		
11.40	P M					11.10		W	ID27	26.7	RO 7.0	110.8	97	D	F 12.10	P M								12.55		
12.01	A M					* 11.22			ID32	31.9	RO 5.2	105.6	25	*	11.43									12.30		
12.25						11.35	M 10 & 60		ID38	37.5	OD 5.3	100.0	91	D	11.35	M 9 P 60								De 11.40	A M 10 P	
1.00						11.50	A M	W	ID43	42.8	BM 4.3	94.7	89	D	11.20									Ar 11.30	M 9	
1.20						F 12.01	P M		ID47	47.1	BM 2.3	90.4	25	F	11.10										11.00	
1.35						12.08			ID50	49.4	GF 4.0	88.1	53	D	11.05										10.45	
										53.4	GF 5.6	84.1													10.35	
2.35						12.33		WS	ID59	59.0	PC 6.6	78.5	96	D	10.35										9.40	
3.15						F 12.52			ID66	65.6	PC 4.8	71.9	32	F	10.20										9.05	
3.45						F 1.05			ID71	70.4	PC 5.1	67.1	32	F	10.05										8.40	
4.15		De 1.30	P M			1.20		W	ID76	75.5	PN 1.5	62.0	67	D	9.50								Ar 9.10	A M	8.10	
4.25		Ar 1.35	P M			1.25		Y	ID77	77.0	PN 3.6	60.5	22		9.45								De 9.05	A M See 10	8.00	
4.45		DAILY See page 5				F 1.32			li 4	80.6	JA 5.2	56.9	32	F	9.35										7.40	
5.15						1.45		W	li 9	85.8	MO 6.5	51.7	83	D	9.20										7.15	
6.00						F 2.05			li 15	92.3	MO 4.2	45.2	70	F	9.00										6.45	
6.25	M 60					F 2.20			li 20	96.5	VM 2.9	41.0	52	F	8.50										6.25	M 59
6.45						2.30		W	li 22	99.4	VM 11.6	38.1	61	D	8.40										6.05	
Ar 7.55						3.10		W	li 34	111.0	KR 4.0	26.5	97	D	8.00	M 59									4.45	
De 8.00	M 10					3.20		CT	li 38	115.0	JA 8.5	22.5	71	D	7.50										4.25	
8.20						3.45		W	li 47	123.5	CH 3.0	14.0		D	7.25										3.40	
9.00		De 3.30	P M			F 3.45			li 49	126.5	CH 0.9	11.0		E	7.18										3.30	
9.15		3.40				3.52			li 50	127.4	NI 7.1	10.1	50	D	7.15										3.25	
9.30		Ar 3.50	9 P			3.55	P 11		li 57	134.5	NI 3.0	3.0		F												
Ar 10.30	A M					Ar 4.30	P M	W	li 60	137.5	WN 3.0	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 two hundred (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. 17B October 1st, 1901 Succeeding No. 17A				Distance from Genesee	Capacity of Side Tracks	Telegraph Offices	MIXED No. 16			
Second Class							STATIONS							Second Class			
DAILY												DAILY					
De	1.35	PM		Y	ID 77	0.0	Pullman Junction 5.0				27.0	22		Ar	9.05	AM	
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				17.2	26	D		8.30		
	2.25			W	ID 92	15.0	Colton 2.8				12.0	85	D		8.10		
	2.35				ID 95	17.8	Uniontown 2.4				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	PM		W CY	ID104	27.0	Genesee				0.0	100	D	De	7.30	AM	
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. 17B October 1st, 1901 Succeeding No. 17A				Distance from Stites	Capacity of Side Tracks	Telegraph Offices	MIXED No. 112			
Second Class							STATIONS							Second Class			
EX. SUNDAY												EX. SUNDAY					
De	7.15	AM		Y		0.0	Potlatch Junction 3.5				62.8		D	Ar	3.30	PM	
	7.25				IK 3	3.5	Basalt 8.0				59.3	20			3.15		
	8.05				IK 12	11.5	Agatha 1.9				51.3	20			2.40		
	8.15				IK 13	13.4	Lenore 6.7				49.4	20	D		2.30		
	8.35				IK 20	20.1	Peck 4.9				42.7	20			2.05		
	8.55				IK 25	25.0	Ahsahka 4.0				37.8	20			1.40		
	9.15			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	PM	
F					IK 44	44.0	Pardee 7.5				18.8	20		F			
	10.56			W	IK 52	51.5	Kamiah 7.9				11.3	20	D		11.55	AM	
	11.30	M 112		TC	IK 59	59.4	Kooskia 3.4				3.4	30	D		11.30	M 111	
Ar	11.45	AM			IK 63	62.8	Stites				0.0	20		De	11.15	AM	
EX. SUNDAY												EX. SUNDAY					

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

West Bound.				LAPWAI BRANCH.										East Bound.			
MIXED No. 113				Water, Coal, Scales, Tables and Wyes	Station Number	Distance from Lapwai Jct.	Time Table No. 17B October 1st, 1901 Succeeding No. 17A				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	4.00	PM		Y		0.0	Lapwai Junction 5.3				11.7			Ar	5.45	PM	
	4.15				IL 5	5.3	Sweetwater 6.4				6.4	20			5.25		
Ar	4.45	PM			IL12	11.7	Cul de Sac				0.0	20	D	De	5.00	PM	
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.		
FREIGHT No. 61	PASSENGER No. 13	Water, Coal, Scales and Wyes	Distance from Cheney	Station Numbers	TIME TABLE NO. 17B October 1st, 1901 Succeeding No. 17A	Distance from Coulee City	Capacity of Sidings	Telegraph Office	PASSENGER No. 14	FREIGHT No. 62
Third Class	First Class				STATIONS				First Class	Third Class
EX. SUNDAY	EX. SUNDAY				Cheney CY 10.4	108.3	93	D	EX. SUNDAY	EX. SUNDAY
De 7.15 AM	De 3.45 PM M62	W	0.0	1592	Medical Lake MK 5.1	97.9	47	D	See page 2 Ar 8.50 AM	See Page 2 Ar 3.20 PM M13
Ar 8.20	4.11		10.4	IF10	Deep Creek 5.5	92.8	76		8.25 M61	4.35
De 8.25 M14		W	15.5	IF16	Hite 5.5	87.3	30		F 8.13	2.10
8.45	F 4.23		21.0	IF21	Reardan RH 7.4	81.8	48	D	F 8.00	1.45
9.05	F 4.37	W	26.5	IF26	Mondovi 7.5	74.4	48		7.47	De 1.15 Ar 12.25 PM
9.30	F 4.51		33.9	IF34	Davenport DA 6.4	66.9	91	D	F 7.30	11.55 AM
10.00	F 5.10	W	41.4	IF41	Rocklyn 8.6	60.5	45		F 7.11	11.25
10.30	F 5.29		47.8	IF47	Fellows 7.7	51.9	45		F 6.56	11.00 M61
11.00 M62	F 5.45		56.4	IF56	Creston CR 10.0	44.2	45	D	F 6.35	10.15
11.35 AM	F 6.06	W	64.1	IF64	Wilbur WR 6.6	34.2	45	D	De 5.55 Ar 5.35	8.40
12.10 PM	6.25		80.7	IF81	Govan 6.8	27.6	45		5.19	8.05
Ar 1.00	Ar 6.50	W	74.1	IF74	Almira A 9.1	20.8	100	D	5.03	7.30
De 1.30	De 7.15		96.6	IF97	Hartline 11.7	11.7	25		4.40	6.50
2.00	7.32	W	108.3	IF108	Coulee City C	0.0	40	D	De 4.15 AM	De 6.00 AM
2.30	7.48								EX. SUNDAY	EX. SUNDAY
3.10	8.10									
Ar 4.00 PM	Ar 8.35 PM	W CT								
EX. SUNDAY	EX. SUNDAY								EX. SUNDAY	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	Second Class	Water, Coal, Scales and Wyes	Station Numbers	Distance from Cœur d'Alene	Time Table No. 17B October 1st, 1901 Succeeding No. 17A	Distance from Hauser Junction	Capacity of Side Tracks	Telegraph Office	MIXED No. 8	Second Class
EX. SUNDAY	EX. SUNDAY				STATIONS				EX. SUNDAY	EX. SUNDAY
De 4.45 PM		CY	IA14	0.0	Cœur d'Alene 9.2	13.5	67	D	Ar 8.55 AM	
5.10		W	IA4	9.2	Post Falls 4.3	4.3	30		8.30	
Ar 5.20 PM		Y	1557	13.5	Hauser Junction	0.0	57		De 8.20 AM	
See Page 1										
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 "Wye" 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 and Wyes	Station Numbers	Distance from Belmont	Time Table No. 17B October 1st, 1901 Succeeding No. 17A	Distance from Farmington	Capacity of Side Tracks	Telegraph Office	MIXED No. 108	MIXED No. 110
Second Class	Second Class				STATIONS				Second Class	Second Class
De 11.55 AM	De 10.10 AM	W	ID 43	0.0	Belmont 6.5	6.5	89	D	Ar 11.10 AM	Ar 12.50 PM
Ar 12.20 PM	Ar 10.35 AM	Y	IH 7	6.5	Farmington FA	0.0	85	D	De 10.45 AM	De 12.25 PM
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. O. F. PAGE, Sand Point.
- 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. H. CARITHERS, 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. 17B.

October 1st, 1901.

53	13	11	7	5	3	1	STATIONS	2	4	6	8	12	14	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					W. SUPERIOR 4.1					No. 12 4.55 P	No. 14 7.55 A	8.05 P
5.40 P	7.45 P	8.55 A					S. SUPERIOR 109.8					4.38 P	7.40 A	7.45 P
5.55 P												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												1.10 P	4.05 A	6.35 P
1.20 A	11.55 P	12.35 P					BRainerd 29.4					No. 6 1.05 P	1.00 P	3.55 A
2.00 A	12.05 A	12.45 P										12.45 P		9.10 A
4.15 A	1.00 A	1.35 P					STAPLES 142.3					*11.55 A	12.05 P	7.30 A
8.05 P			8.00 P	8.30 A	10.35 P	9.30 A	ST. PAUL 10.9	2.20 P	7.45 A	5.45 P	7.15 A			2.30 P
			8.45 P	9.05 A	11.15 P	10.10 A	MINNEAP'LIS 3.8	1.45 P	7.05 A	5.10 P	6.35 A			
11.00 P			9.05 P	9.20 A	11.30 P	10.25 A	N'TOWN JC. 93.5	1.25 P	6.45 A	4.50 P	6.15 A			12.30 P
5.05 A			12.05 A	12.05 P	1.58 A	12.53 P	LITTLE FLS 34.1	10.50 A	3.40 A	2.05 P	3.18 A			6.45 A
5.20 A														6.30 A
7.25 A			1.12 A	* 2.15 P	2.58 A	1.45 P	STAPLES 82.6	9.52 A	2.30 A	*11.55 A	2.05 A			3.55 A
8.50 A			1.25 A	2.20 P	3.05 A	1.52 P		9.45 A	2.20 A	11.50 A	1.50 A			2.40 A
2.00 P			4.20 A				WINNIPEG JC. 95.7					11.00 P		8.50 P
3.30 P			4.40 A									10.35 P		2.30 P
11.35 P			7.50 A				GR'D FORKS 162.0					7.25 P		4.55 A
11.50 A			1.30 P				WINNIPEG (From 108.6 Stpls)					1.45 P		3.00 P
3.25 P			5.45 A	6.00 P	6.10 A	4.30 P	FARGO 92.8	6.50 A	10.50 P	8.00 A	9.40 P			7.00 P
4.45 P			7.10 A		6.20 A	4.40 P		6.40 A	10.35 P		8.20 P			6.10 P
10.15 P			10.10 A		9.10 A	7.20 P	JAMESTOWN 106.7	3.40 A	7.20 P		4.45 P			11.45 A
10.40 P					9.15 A	7.25 P		3.35 A	7.10 P					11.00 A
5.25 A					12.50 P	10.20 P	MANDAN 109.5	12.20 A	3.25 P					4.30 A
5.15 A					12.01 P	9.30 P		11.10 P	2.15 P					2.45 A
12.40 P					3.30 P	12.40 A	DICKINSON 106.3	7.20 P	10.45 A					8.05 P
1.00 P					3.35 P	12.45 A		7.15 P	10.40 A					7.35 P
8.15 P					6.50 P	3.55 A	GLENDIVE 123.7	3.30 P	7.10 A					11.55 A
9.15 P					7.00 P	4.00 A		3.20 P	7.00 A	No. 6				11.00 A
4.35 A					10.55 P	7.31 A	FORSYTHE 102.1	11.32 A	2.42 A	B. & M. R. No. 42				3.25 A
5.20 A			Huntley	1.20 A	11.05 P	7.38 A		11.25 A	2.35 A	12.15 A	Huntley			2.25 A
12.35 P				1.45 A	2.15 A	10.27 A	BILLINGS 115.4	8.10 A	11.20 P	11.50 P				8.20 P
2.00 P				1.55 A	2.35 A	10.37 A		8.00 A	11.05 P	11.80 P				6.30 P
10.45 P				5.30 A	6.10 A	1.50 P	LIVINGSTON 49.3	5.05 A	7.35 P	8.20 P				11.30 A
12.01 A				5.40 A	6.25 A	2.00 P		4.55 A	7.22 P	8.10 P				10.15 A
4.05 A	No. 13 8.35 A	No. 11 3.55 P		7.40 A	8.20 A	3.45 P	LOGAN 73.8	2.50 A	5.17 P	5.45 P		No. 12 2.30 A	No. 14 3.35 P	5.20 A
4.15 A				8.25 A	8.25 A	3.50 P		2.45 A	5.12 P	5.40 P				5.10 A
9.55 A		5.50 P		10.15 A	10.55 A		HELENA 50.8 (To Garrison)		2.35 P	3.10 P		12.10 A		12.20 A
10.55 A					11.25 A				2.05 P					11.20 P
2.30 P	11.59 A					7.10 P	BUTTE 51.2 (To Garrison)	11.50 P						2.00 P
	9.35 A					7.20 P		11.40 P						1.30 P
							ANACONDA							
2.40 P	11.15 A				1.25 P	8.55 P	GARRISON 74.0	9.23 P	11.35 A				11.40 A	6.15 P
2.45 P					1.30 P	8.57 P		9.18 P	11.30 A					6.00 P
7.25 P					3.40 P	11.00 P	MISSOULA 173.0	6.45 P	8.50 A					12.05 P
8.25 P					3.50 P	11.10 P		6.35 P	8.40 A					11.05 A
9.05 A					9.50 P	5.00 A	HOPE 85.1	1.10 P	2.40 A					10.55 P
8.50 A					9.00 P	4.05 A		12.05 P	1.35 A					8.55 P
2.00 P					No. 5 11.40 P	7.00 A	SPOKANE 145.7	9.35 A	10.45 P	No. 6 6.45 A				4.00 P
3.15 P					7.30 P	11.50 P		9.25 A	10.35 P					2.45 P
11.25 P					11.45 P	4.10 A	PASCO JC. 126.8	4.40 A	5.50 P	12.05 A				5.10 A
12.30 A					11.55 P	4.20 A		4.35 A	5.40 P	11.55 P				3.00 A
10.35 A					4.00 A	8.50 A	ELLENSBURG 126.9 (To Tacoma)	1.08 A	1.50 P	8.10 P				7.50 P
11.35 A					4.10 A	8.58 A		1.00 A	1.40 P	7.45 P				6.15 P
		No. 1's Connection	No. 7 9.00 A	9.30 A	2.00 P	8.00 P	SEATTLE 148.3 (Fr. Elbg.)	7.50 P	7.45 A	2.00 P	No. 8 4.45 P	No. 4's Connection		
8.20 P		7.58 P	10.25 A	9.30 A	1.50 P	11.00 P	TACOMA 144.3	7.50 P	5.40 A	1.50 P	3.15 P	7.45 A		7.45 A
11.50 P			10.35 A		2.00 P	11.45 P		7.30 P	5.30 A		3.05 P			4.30 A
10.05 A			5.20 P		7.45 P	7.00 A	PORTLAND	2.00 P	11.30 P		8.35 A			8.30 P

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