

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION

TIME 25 TABLE

TO TAKE EFFECT AT 12:01 A. M.
(PACIFIC OR 120th MERIDIAN TIME)

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

SUNDAY, JUNE 4th, 1905.

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.

H. J. HORN,
General Manager.

B. E. PALMER,
Assistant General Superintendent.

M. C. KIMBERLY,
Assistant General Manager.

A. BEAMER,
Superintendent.

F. W. GILBERT,
General Superintendent.

I. B. RICHARDS,
Superintendent Car Service.

West Bound.

FIRST DISTRICT.

East Bound.

WAY FRGT. No. 57	FREIGHT No. 53	MIXED No. 7	PASSENGER No. 5	PASSENGER No. 3	PASSENGER No. 1	Water, Coal Scales, Tables, and Wyes	Station Numbers	Distance from Trout Creek	Time Table No. 25 JUNE 4, 1905 Succeeding No. 22D	Distance from Spokane	Capacity of Side Tracks	*PASSENGER No. 2	PASSENGER No. 4	PASSENGER No. 6	MIXED No. 8	FREIGHT No. 54	WAY FRGT. No. 58
Third Class	Second Class	Second Class	First Class	First Class	First Class				STATIONS			First Class	First Class	First Class	Second Class	Second Class	Third Class
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	DAILY	DAILY				Tel. Offices and Calls			DAILY	DAILY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
	De 2.20 A M		De 12.30 A M	De 6.20 P M	De 3.00 A M	W C T	1444	0.0	Trout Creek 5.9 N	132.9	500	Ar 3.10 P M	Ar 3.25 A M	Ar 12.20 P M		Ar 1.15 A M	
	Ar 3.08 M 4 De 3.18 1 P		* 12.43 M 54	* 6.32	* 3.13 P 53 M 4	T	1449	5.9	Tuscor 8.3 N	127.0	60	* 2.57	* 3.13 M 1 & 53	* 12.05 P M		De 12.43 M 5 Ar 12.38 A M	
	3.55		F 1.00	* 6.48	* 3.30 M 4	W	1458	14.2	Noxon 4.3 N	118.7	60	* 2.40	* 2.54	F 11.45 A M		11.50 P M	
	4.10		F 1.10	* 6.56	* 3.38		1463	18.5	Smeads 5.9 N	114.4	60	* 2.31	* 2.43	F 11.35		11.32	
	4.35		F 1.23	* 7.07	* 3.48		1468	24.4	Heron 6.1 N	108.5	120	* 2.20	* 2.30	F 11.20		11.05	
	5.00		F 1.37	* 7.18	* 4.00	W	1474	30.5	Cabinet 7.6 N	102.4	60	* 2.07	* 2.13	F 11.06		10.35	
	5.30		F 1.55 M 4	F 7.33	* 4.15		1482	38.1	Clark's Fork 5.1 N	94.8	60	* 1.50	F 1.55 M 5	F 10.48		10.00	
	5.55		* 2.05	* 7.41	* 4.25		1489	43.2	Thornton 4.6 N	89.7	60	* 1.40	* 1.45	* 10.35		9.35	
De 7.30 A M	6.10		2.14	7.50	4.32	W C T	1492	47.8	Hope 4.6 N	85.1	322	1.30	1.35	10.25		9.15	Ar 3.00 P M
7.50	6.30		* 2.24	* 8.00	* 4.42		1497	52.4	Pack River 4.1 N	80.5	19	* 1.20	* 1.25	* 10.15		8.55	2.35
8.10	6.48		* 2.32	* 8.07	* 4.52		1499	56.5	Oden 4.1 N	76.4	60	* 1.12	* 1.15	* 10.05		8.35	2.10
8.30	7.05		* 2.40	* 8.15 M 54	* 5.00		1503	60.3	Kootenai 3.2 N	72.3	60	* 1.03	* 1.07	* 9.54		De 8.15 M 3	1.50
8.45	7.18		2.46	8.21	5.08	W	1507	63.8	Sand Point 7.0 N	69.1	120	12.58	1.00	9.47		Ar 8.10	1.30
Ar 9.25 M 6	7.47		* 3.00	* 8.35	* 5.23		1513	70.8	Algoma 6.7 N	62.1	60	* 12.45 P 58	* 12.47	F 9.30 M 57		7.32	De 12.50 2 P
De 9.30 M 6	8.15		F 3.13	* 8.48	* 5.38	W	1520	77.5	Cocolalla 8.5 N	55.4	120	* 12.32	* 12.35	F 9.15		Ar 12.40	P M
10.15	8.50		F 3.30	F 9.04	* 5.55		1530	86.0	Granite 6.6 D	46.9	120	* 12.15	* 12.17	F 8.55 M 53		12.01	P M
11.15 M 58	Ar 8.50 M 6 De 8.55		F 3.42	F 9.17	* 6.10	Y C	1535	92.6	Athol 7.5 N	40.3	120	* 12.03 P M M 57	F 12.05 A M	F 8.40		11.15 A M M 57	
Ar 11.58 AM De 12.03 PM M 2	9.20		* 3.56	* 9.32	* 6.21		1543	100.1	Ramsey 5.8 N	32.8	60	* 11.50 A M	* 11.47 P M	* 8.24		10.35	
12.45	9.45 M 58		4.07	9.43	6.30	W	1549	105.9	Rathdrum 6.8 N	27.0	34	11.40	11.35	8.12		De 9.45 M 53 Ar 9.40	
1.15	10.10		* 4.20	* 9.55	* 6.40	Y W	1557	112.7	Hauser 6.0 D	20.2	60	* 11.27	* 11.20	* 7.57		5.35	9.10
1.55	10.40	De 6.05 P M M 54	* 4.30	* 10.05	* 6.48		1561	118.7	Otis 5.8 N	14.2	60	* 11.17 M 53	* 11.07	* 7.45 P 58	See Page 6 Ar 8.05 A M	5.12 M 7	8.30
2.25	Ar 11.02 M 2 De 11.17 A M	F 6.15	* 4.40	* 10.15	* 6.57 M 58	W	1567	124.5	Trent 6.0 N	8.4	60	* 11.07	* 10.55	* 7.32	F 7.52 P 58	4.52	De 7.57 6&8 P Ar 7.40
3.00	11.45 A M	F 6.25	* 4.52	* 10.26	* 7.07	W	1573	130.5	Yardley 2.4 N	2.4	800	* 10.57	* 10.42	* 7.20	F 7.40	4.32	De 6.57 M 1 Ar 6.52
3.30	12.15 P M	* 6.37				W C S T	1576	132.9	Spokane N	0.0	500	De 10.50 A M	De 10.35 P M M 3	* 7.26	* 7.26	4.10	De 6.15
Ar 3.45 PM M 54	Ar 12.30 P M	Ar 6.45 P M	Ar 5.00 A M	Ar 10.35 P M M 4	Ar 7.15 AM M 6 & 8									De 7.15 A M M 1 P 8	De 7.20 AM M 1 6 P	De 4.00 P M M 57	De 6.00 A M
EX. SUNDAY	DAILY	EX. SUNDAY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	EX. SUNDAY	DAILY	EX. SUNDAY
(8.15)	(10.10)	(.40)	(4.30)	(4.15)	(4.15)				Time over District	(4.20)	(4.50)	(5.05)	(.45)	(9.15)	(9.0)		
10.3	13.1	27.0	29.8	31.0	31.0				Average Speed per Hour	30.7	27.5	26.1	18.9	14.4	9.5		

Registering and bulletin stations—Spokane, Hope and Trout Creek.
 Standard clocks—Hope, Spokane and Trout Creek.
 Speed of trains at location where there are slow boards must not exceed twenty-five miles per hour between such boards.
 Branch Line trains will Register at Hauser.
 Moab flag for No. 7 and No. 8.
 Hope is district terminal for trains 57 and 58.

Reduce speed to eight (8) miles per hour through corporate limits of Spokane.
 All trains and engines must run slow and carefully over bridge 2.
 First-Class trains when fifteen minutes or more late and extra trains running on schedule will observe same precautions in yard limits at Trout Creek, Hope and Spokane as are required of second and inferior class trains by Rule 298-F.
 Trains excepting first-class must not enter block limits between Spokane and Yardley without first receiving a block card at Spokane freight office for east-bound and at Yardley for west-bound trains.

West Bound.

SECOND DISTRICT.

East Bound.

Table with columns for Way Frt. No. 91-92, Freight No. 59-72, Pas'ng'r No. 1-16, Station No., Station Name, Distance from Spokane, Time Table No. 25 (June 4, 1905), and various arrival/departure times for stations including Spokane, Wins, Marshall, Cheney, Midway, Tyler, Vista, Kline, Sprague, Concord, Keystone, Tracy, Moore, Ritzville, Essig, Paha, Lind, Providence, Beatrice, Cunningham, Hatton, Emery, Connell, Cliff, Mesa, Eltopia, Sagemoor, Glade, and Pasco.

Registering and bulletin stations—Spokane, Lind, Sprague and Pasco. Branch line trains will register at Marshall and Cheney. Standard clocks—Spokane and Pasco. Maximum grades between Providence and Cunningham. Derailing switches in passing tracks must always be left open when cars are left on passing track. Lind is district terminal for trains 57, 58, 91 and 92.

All trains must approach W. C. Branch, Junction Switch East of Cheney, under full control. Trains must not exceed speed of 8 miles per hour over street crossings in Spokane, Sprague and Cheney. Engineers will not be required to consult register except at initial or starting point. First-class trains when 15 minutes or more late, and extra trains running on schedule will observe same precautions in yard limits at Spokane and Pasco as are required of second and inferior class trains by Rule 298F.

West Bound.

THIRD DISTRICT

East Bound.

WAY FRT. No. 91	WAY FRT. No. 57	FREIGHT No. 71	FREIGHT No. 53	PASSENGER No. 15	PASSENGER NO. 5	PASSENGER No. 3	PASSENGER No. 1	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pasco	TIME TABLE NO. 25 JUNE 4, 1905 Succeeding No. 22D STATIONS. Tel. Offices and Calls	Distance from Ellensburg	Capacity of Side Tracks	PASSENGER NO. 2	PASSENGER NO. 4	PASSENGER NO. 6	PASSENGER No. 16	FREIGHT NO. 54	FREIGHT No. 72	WAY FRT. NO. 58	WAY FRT. No. 92
Third Class	Third Class	Third Class	Second Class	First Class	First Class	First Class	First Class							First Class	First Class	First Class	First Class	Second Class	Third Class	Third Class	Third Class
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
De 8.15 A M	De 8.15 A M	De 7.50 A M	2.00 A M M 6	De 8.55 P M	De 10.05 A M	De 3.30 A M M 54	De 11.57 A M	WCTY	1721	0.0	PA Pasco 2.7 N	126.8	1000	Ar 6.02 A M	Ar 5.20 P M	Ar 1.50 A M M 53	Ar 12.20 A M	Ar 3.15 A M M 3	Ar 4.00 P M	Ar 4.30 P M	Ar 4.30 P M
8.30	8.30	8.05	2.15	F 9.05	10.15	F 3.40	* 12.07 P M		1724	2.7	K Kennewick 5.5 D	124.1	60	* 5.53	5.10	* 1.40	F 12.11	3.00	3.47	4.15	
8.55	8.55	8.25	2.40 M 54	* 9.18	* 10.25	* 3.47	* 12.20		1729	8.2	RF Relief 4.2 N	118.6	60	* 5.45	* 5.00	* 1.30	* 12.01 A M	2.40 M 53	3.40	3.55	
9.10	9.10	8.40	2.55	* 9.28	* 10.33	* 4.00	* 12.30		1733	12.4	E Erie 4.7	114.4	60	* 5.40	* 4.53	* 1.22	* 11.53 P M	2.28	3.28	3.35	
9.30	9.30	9.00	3.10	* 9.40	* 10.42	* 4.10	* 12.38		1739	17.1	BA Badger 6.8 N	109.7	120	* 5.34	* 4.43	* 1.13	* 11.43	2.15	3.10 P 58	De 3.15 72 P	
10.00	10.00	9.25	3.35	F 9.55	10.55	* 4.25	* 12.50	W	1745	23.9	KI Kiona 5.9 N	103.0	120	* 5.23	4.30	* 1.00	F 11.30	1.57	2.55	Ar 3.05 2.35	
10.20	10.20	9.40	3.47	* 10.08	* 11.05	* 4.35	* 1.00		1751	29.8	GI Chandler 4.6 N	97.0	60	* 5.15	* 4.16	* 12.47	* 11.17	1.42	2.40	2.05	
10.40	10.40	9.55	4.05	* 10.18	* 11.14	* 4.45	* 1.07		1756	34.4	GI Gibbon 5.9 N	92.4	60	* 5.08	* 4.07	* 12.38	* 11.08	1.30	2.30	1.45	
Ar 11.10 5 P	De 11.45 A M	10.15	4.20	10.31	11.25 P 57	5.00 M 2	* 1.20 M 58	W	1762	40.3	PR Prosser 5.6 N	86.5	64	* 5.00 M 3	3.55	* 12.27	10.57	1.15	2.10	De 1.20 M 1	
De 12.30 P M	12.30 P M	10.35	Ar 4.35 M 2	* 10.45 M 16	* 11.35	* 5.10 P 53	* 1.30		1767	45.9	MB Byron 6.4 N	80.9	60	* 4.50 M 53	* 3.45	* 12.15	* 10.45 M 15	1.00	1.55	Ar 1.15 12.30 M 57	
Ar 1.00 M 72	De 2.00 1 P	11.00 M 58	5.40	11.00	11.45 M 58	5.23	* 1.40 M 72	W	1774	52.3	MB Mabton 3.3 N	74.5	120	* 4.40	3.35	* 12.05 A M	10.30	12.45	De 1.40 M 1 & 57	De 12.01 P M 58	
2.15	2.15	11.15	5.50	* 11.08	* 11.51 A M	* 5.30	* 1.45		1777	55.6	SU Empire 4.8 N	71.2	60	* 4.37	* 3.30	* 11.55 P M	* 10.24	12.35	1.25	10.45	
2.40	2.40	11.32	6.10	* 11.20	* 12.01 P M	* 5.40	* 1.53		1782	60.4	SU Satus 5.6 N	66.4	60	* 4.30	* 3.23	* 11.45	* 10.13	12.17	1.10	10.20	
Ar 3.09 M 4	De 3.14 3.40	Ar 11.55 A M	6.30	F 11.35 M 6	* 12.13 P 71	* 5.50	* 2.03		1787	66.0	AF Alfalfa 4.8 D	60.8	60	* 4.20	* 3.14 M 57	F 11.35 M 15	* 10.00	12.08 A M	12.55	9.55	
4.10	4.10	12.40 M 72	6.45	11.50 P M M 54	12.27 M 72	6.00	* 2.12	W C T	1792	70.8	TN Toppenish 7.3 N	56.0	120	* 4.11	3.06	11.27 P 54	9.50	De 11.55 P M	De 12.40 M 5 & 71	9.30	
4.30	4.30	1.20	7.13	F 12.15 A M	* 12.45	* 6.15	* 2.25		1800	78.1	SM Wapato 4.4 N	48.7	60	* 4.00	* 2.55	* 11.12	F 9.33	10.48	11.59 A M	8.50	
4.45	4.45	1.40	7.30	* 12.25	* 12.55	* 6.25	* 2.33		1804	82.5	SM Parker 3.7 N	44.3	60	* 3.53	* 2.46	* 11.05	* 9.24	10.33	11.47	8.30	
3.30 P M	Ar 5.00 P M	Ar 2.20 M 4	8.00 M 58	12.45	1.12	6.40	* 2.40 M 4		1807	86.2	KM Yakima City 3.6 D	40.6	60	* 3.48	* 2.40 M 1	* 10.57	F 9.15	10.23	11.40	8.15	
3.50	3.50	De 2.55 1 P	8.15	* 12.55	* 1.21	* 6.50	* 2.50 P 71 & 91	W Y	1811	89.8	YA North Yakima 4.0 N	37.0	183	3.42	2.30 M 71	10.50	9.05	10.12	11.30	De 8.00 A M M 53	
4.05	4.05	3.15	8.27	* 1.03	* 1.26	* 6.57	* 3.04		1815	93.8	WN Wenas 3.2 D	33.0	60	* 3.36	* 2.24	* 10.43	F 8.58	10.00	11.20	9.40	
4.25	4.25	3.30	8.43	* 1.14	* 1.35	* 7.07	* 3.12		1819	97.0	AH Selah 4.1 N	29.8	60	* 3.30	* 2.18	* 10.37	* 8.52	9.50	11.10	9.30	
4.50	4.50	3.47	8.43	* 1.14	* 1.35	* 7.07	* 3.12		1827	101.1	RA Hillside 4.6 N	25.7	60	* 3.23	* 2.11	* 10.28	* 8.44	9.38	11.00	9.17	
5.10	5.10	4.07	9.00 M 92	* 1.26	F 1.44	* 7.17	* 3.20		1827	105.7	RA Roza 4.8 N	21.1	120	* 3.15	* 2.03	* 10.20	* 8.35	9.25	10.50	De 9.00 M 53	
5.30	5.30	4.25	9.20	* 1.38	* 1.55 M 4	* 7.27	* 3.28	W	1832	110.5	UM Canyon 3.8 N	16.3	60	* 3.08	* 1.55 M 5	* 10.10	* 8.27	9.10	10.35	Ar 8.55 8.37	
5.05	5.05	4.40	9.35	* 1.48	* 2.03	* 7.36	* 3.36		1836	114.3	UM Umtanum 7.7 N	12.5	60	* 3.01	* 1.48	* 10.03	* 8.20	8.57	10.25	8.23	
5.30 P M	Ar 5.30 P M	Ar 5.10	10.05 M 72	* 2.08	* 2.22	* 7.53 M 92	* 3.50		1843	122.0	Z Thrall 4.8 N	4.8	60	* 2.50	* 1.34	* 9.48	* 8.05	8.35	De 10.05 M 53	De 7.53 M 3	
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		1848	126.8	EB Ellensburg N	0.0	500	De 2.42 A M M 15	De 1.25 P M	De 9.40 P M	De 7.55 P M P 54	De 8.20 P M 16 P	De 9.30 A M	De 7.20 A M	
8.00	(8.45)	(9.40)	(8.25)	(5.25)	(4.30)	(4.35)	(4.03)				Time over District			(3.20)	(3.55)	(4.10)	(4.25)	(6.55)	(6.30)	(8.30)	
2.3	10.3	13.1	15.0	23.4	28.2	27.7	31.3				Average Speed per Hour			38.0	32.3	30.5	28.7	18.3	19.5	10.6	14.8

Registering and bulletin stations—Pasco, North Yakima and Ellensburg.
 Standard clocks—Pasco, North Yakima and Ellensburg.
 Engineers will not be required to consult register except at initial or starting point.
 Trains must not exceed speed of 8 miles per hour over street crossings in North Yakima.

North Yakima is district terminal for trains 57, 58, 91 and 92.
 Passenger trains will reduce speed to twenty-five (25) and freight trains to fifteen (15) miles per hour while crossing Columbia River Bridge.
 First-class trains when 15 minutes or more late and extra trains running on schedule will observe same precaution in yard limits at Pasco and Ellensburg as are required of second and inferior class trains by Rule 298F.

When Nos. 15 and 2 meet at Ellensburg, No. 2 will take siding.

West Bound.

PALOUSE AND LEWISTON BRANCH.

East Bound.

FREIGHT NO. 59		PASSENGER NO. 11		PASSENGER NO. 9		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Marshall Junction	TIME TABLE NO. 25 JUNE 4, 1905 Succeeding No. 22D		Distance from Lewiston	Capacity of Side Tracks	PASSENGER NO. 10		PASSENGER NO. 12		FREIGHT NO. 60	
Third Class		First Class		First Class					STATIONS.				First Class		First Class		Third Class	
EX. SUNDAY		DAILY		DAILY		Telegraph Offices and Calls.		See Page 2		See Page 2		EX. SUNDAY						
De 2.30 A M		De 11.55 P M		De 8.30 A M		W	1585	0.0	MR	11.2	137.5	113	Ar 2.10 P M		Ar 5.55 A M		Ar 11.55 A M	
3.25		12.25 A M		8.55		W	ID11	11.2	SG	8.5	126.3	74	1.45		5.30		11.05	
4.00		F 12.50		9.15			ID20	19.7	MA	3.7	117.8	30	1.24		F 5.10		10.25	
4.20		* 1.00		* 9.25			ID23	23.4		3.3	114.1	30	* 1.13		* 5.00		10.05	
Ar 4.35 M 12		1.10		9.35		W	ID27	26.7	RO	2.1	110.8	97	1.05		4.52 M 59		9.50	
De 4.52		* 1.15		* 9.40 M 60			ID30	28.8		3.1	108.7	17	* 1.00		* 4.47		De 9.40 M 9	
5.05		* 1.25		F 9.50			ID32	31.9		5.6	105.6	25	F 12.50		* 4.40		Ar 9.35	
5.20		1.40		10.02			ID38	37.5	OD	5.3	100.0	91	12.35		4.30		9.20	
Ar 6.35		1.55		10.18		W	ID43	42.8		4.3	94.7	110	12.22		4.15		9.00	
De 7.40		* 2.10		F 10.29		W	ID47	47.1	BM	4.3	90.4	35	F 12.12		* 4.02		8.40	
8.00		2.20		10.35			ID50	49.4		2.3	88.1	53	12.05 P M		3.55		8.20	
8.10 M 60		* 2.50		F 10.50			ID53	53.4	GF	4.0	84.1	7	F 12.05		* 3.55		8.10 M 59	
9.00		F 3.15 M 12		F 11.05		W S	ID59	59.0		5.6	78.5	96	11.40 A M		3.30		MIXED No. 20	
9.25		F 3.15 M 12		F 11.25 M 10			ID66	65.6	PC	6.6	71.9	32	F 11.25 M 9		F 3.15 M 11		7.05	
9.45		* 3.35		F 11.40			ID71	70.4		4.8	67.1	32	F 11.10		* 2.57		6.25	
Ar 10.05		3.55		Ar 11.55 A M		W C	ID76	75.5		5.1	62.0	67	De 10.55 A M		2.40		5.55	
De 10.20 M 20		4.00		De 12.05 P M 19		Y	ID77	77.0	PN	1.5	60.5	60	Ar 10.50 M 59		2.35		5.20	
Ar 10.30		* 4.12		F 12.20			II 4	80.6		3.6	56.9	32	10.45 M 59		* 2.20		5.10	
De 10.45 M 10		4.30 M 60		12.35		W T C	II 9	85.8		5.2	51.7	83	F 10.35		2.00		4.55	
11.00		F 4.52		F 12.55			II 15	92.3	MO	6.5	45.2	70	F 10.20		2.00		De 4.30 A M M 11	
De 6.40 A M		F 5.10		F 1.10		T	II 20	96.5		4.2	41.0	52	F 10.00		F 1.35		EX. SUN DAY	
7.10		5.22		1.20		W	II 22	99.4	VM	2.9	38.1	61	F 9.47		F 1.20		3.15	
7.30		* 5.46		* 1.40 M 76			II 28	105.5		6.1	32.0	13	9.35		1.05		2.45	
7.50		6.10		2.00		W CT	II 34	111.0		5.5	26.5	97	* 9.15		* 12.40		2.25	
8.20		6.22		2.10			II 38	115.0	KR	4.0	22.5	71	8.55 M 75		12.20		De 1.40 M 9	
Ar 8.50		6.45		2.35 M 18		W Y	II 47	123.5	JA	8.5	14.0	No Sdg.	8.40		12.10 A M		Ar 1.35 P M	
De 8.55 M 10		* 6.55 M 22		2.45		Y	II 49	126.5		3.0	11.0	No Sdg.	8.15 M 17 P 22		11.45 P M		12.05 P M	
9.15		F 7.00		2.48			II 50	127.4		0.9	10.1	50	8.03		Ar 2.30 P M M 9		11.45	
Ar 10.00 A M		F 7.00		2.48			II 57	134.5	NI	7.1	3.0	2	8.00		Ar 8.10 A M M 17 10 P		De 11.15 A M	
See Page 5		F 7.00		2.48		W CT	II 60	137.5	WN	3.0	0.0	125	De 7.35 A M M 11		De 11.00 P M		EX. SUN DAY	
		Ar 9.30 A M		Ar 3.20 P M						3.0			De 11.45 P M		De 1.45 P M		De 5.00 A M	
EX. SUNDAY		EX. SUNDAY		DAILY									DAILY		EX. SUNDAY		EX. SUNDAY	
(3.20)	(9.0)	(1.00)	(.45)	(7.35)	(6.50)				Time over District	(6.35)	(6.55)	(.45)	(3.10)	(7.25)	(4.45)			
11.3	9.5	14.0	18.7	18.1	20.5				Average Speed per Hour	20.8	20.4	18.7	8.0	11.6	7.9			

Registering stations—Marshall, Pullman, Pullman Jct., Potlatch Jct., Moscow and Lewiston.
 Bulletin stations—Spokane, Marshall, Pullman, Moscow and Lewiston.
 Standard clock—Spokane, Pullman, Moscow, Lewiston and Stites.
 Branch line trains must obtain orders before occupying main line at Marshall.
 Engineers will not be required to consult register except at initial or starting point.
 Passenger trains must not exceed speed of 25 miles per hour and freight trains 15 miles per hour between Howell and Kendrick.

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. 19		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pullman Junction	TIME TABLE NO. 25 JUNE 4, 1905 Succeeding No. 22D				Distance from Genesee	Capacity of Side Tracks	MIXED No. 20	
		Second Cl'ss					STATIONS.						Second Cl'ss	
		DAILY		Telegraph Offices and Calls				DAILY						
		De 12.20 P M		PULLMAN JUNCTION 5.0				See Page 4 Ar 9.25 A M						
		F	12.35	Y	ID 77	0.0	STALEY 2.4	27.0	60	F	9.10			
		F	12.45		ID 82	5.0	CHAMBERS 2.4	22.0	44	F	9.00			
			12.55		ID 84	7.4	JOHNSONS 5.2	19.6	41	F	8.50			
			1.10	W	ID 87	9.8	COLTON 2.8	17.2	26					
			1.20		ID 92	15.0	UNIONTOWN 2.4	12.0	85					
		F	1.30		ID 95	17.8	LEON 6.8	9.2	41	F	8.20			
		Ar	1.50 P M	W	ID 97	20.2	GENESEE 6.8	6.8	32	F	8.10			
				C Y	ID104	27.0		0.0	100	De	7.45 A M			
		DAILY (1.30)		Time over District 18.				Average Speed per Hour 16.2		DAILY (1.40)				
Registering stations—Pullman Junction and Genesee.				Bulletin station—Pullman and Genesee.										

West Bound.		CLEARWATER SHORT LINE.										East Bound.				
		FREIGHT No. 75		MIXED NO. 111		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Potlatch Junction	TIME TABLE NO. 25 JUNE 4, 1905 Succeeding No. 22D				MIXED NO. 112		FREIGHT No. 76	
		Third Class		Second Cl'ss					STATIONS.				Second Cl'ss		Third Class	
		EX. SUNDAY		EX. SUNDAY		Telegraph Offices and Calls				EX. SUNDAY		EX. SUNDAY				
		De 10.00 A M		De 2.35 P M		POTLATCH JUNCTION 3.5				See No. 17, page 4 Ar 8.10 A M		See No. 76 page 4 Ar 11.15 A M				
			10.10	F	IK 3	3.5	BASALT 8.0	62.8	No Sdg.	F	7.55		11.08			
			10.35	F	IK 12	11.5	AGATHA 1.9	59.3	20	F	7.30		10.50			
			10.45 M 76		IK 13	13.4	LENORE 6.7	51.3	20	F	7.25		10.45 M 75			
			11.20		IK 20	20.1	PECK 4.9	49.4	20		7.05		10.10			
			11.50 A M	F	IK 25	25.0	AHSAHKA 4.0	42.7	20	F	7.05		9.45			
			12.15 P M		IK 29	29.0	ORO FINO 8.1	37.8	20	F	6.47		9.25			
			1.00		IK 37	37.1	GREER 6.9	33.8	20		6.35		8.45			
				F	IK 44	44.0	PARDEE 1.6	25.7	20	F	6.10					
			2.00	F	IK 46	45.6	TRAMWAY 5.9	18.8	No Sidng							
			2.45		IK 52	51.5	KAMIAH 7.9	17.2	20	F	5.45		8.10			
			3.35		IK 59	59.4	KOOSKIA 3.4	11.3	20		5.27		7.45			
			Ar 4.00 P M	Ar	IK 63	62.8	STITES	3.4	30		5.00		7.15			
				EX. SUNDAY (6.00)	EX. SUNDAY (3.25)			0.0	20	De	4.50 A M	De	7.00 A M			
		EX. SUNDAY (6.00)		EX. SUNDAY (3.25)		Time over District (3.20)				EX. SUNDAY (4.15)						
		10.4		18.4		Average Speed per Hour 18.9				14.8						
Registering and bulletin stations—Potlatch Jct. and Stites.				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. 121		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Lapwia Junction	TIME TABLE NO. 25 JUNE 4, 1905 Succeeding No. 22D				MIXED No. 122		
		Third Class					STATIONS.				Third Class		
		EX. SUNDAY		Telegraph Offices and Calls				EX. SUNDAY					
		De 5.35 A M		LAPWAI JUNCTION 5.3				Ar 7.50 A M					
			5.50	Y	IL 49	0.0	SWEETWATER 6.4	11.7	No Sdg.	Ar	7.50 A M		
			Ar 6.20 A M		IL 5	5.3	CUL DE SAC	6.4	20		7.20		
					IL 12	11.7		0.0	20	De	6.50 A M		
		EX. SUNDAY (.45)		Time over District 16.				Average Speed per Hour 12.		EX. SUNDAY (1.)			
Registering station — Cul de Sac.				Maximum grades between Cul de Sac and Sweetwater.				No. 121 has right over No. 122					

West Bound. WASHINGTON CENTRAL BRANCH. East Bound.

FREIGHT NO. 61		PASSENGER NO. 13		Water, Coal, Seales, Tables and Wyes	Station Numbers	TIME TABLE NO. 25 JUNE 4, 1905 Succeeding No. 22D		Distance from Coulee	Capacity of Sidings	PASSENGER NO. 14		FREIGHT NO. 62	
Third Class	EX. SUNDAY	First Class	DAILY			STATIONS.	First Class			DAILY	Third Class	EX. SUNDAY	
De 9.00 A M		De 2.35 P M		W CY	1592	CHENEY	108.3	144	See Pg 1	Ar 4.20 P M			
10.00		3.00			10.4	MEDICAL LAKE	97.9	47	Ar 11.15 A M				
Ar 10.35		F 3.12 M 62		W	15.5	DEEP CREEK	92.8	76	F 10.40 M 61	De 3.12 M 13			
De 10.40 M 14					21.0	HITE	87.3	30	F 10.25	Ar 3.07			
11.05		F 3.25			26.5	REARDAN	81.8	48	10.15	2.35			
11.35 A M		3.40		W	33.9	MONDOVI	74.4	48	F 9.55	2.05			
12.10 P M		F 4.00			41.4	DAVENPORT	66.9	91	9.40	1.25			
12.45 M 62		4.20		WY	47.8	ROCKLYN	60.5	45	F 9.25	De 12.45 M 61			
1 10		F 4.35			56.4	FELLOWS	51.9	12	F 9.05	Ar 12.05 P M			
1.35		F 4.55		W	64.1	CRESTON	44.2	45	8.47	11.40 A M			
2.00		5.15			74.1	WILBUR	34.2	15	8.25				
2.45		5.38		W	80.7	GOVAN	27.6	45	8.10				
3.15		5.53			87.5	ALMIRA	20.8	100	7.53				
3.50		6.10		W	96.6	HARTLINE	11.7	25	7.30				
4.30		6.32			105.7	COULEE JCT.	2.6	40	7.10				
5.15		6.54			108.3	COULEE CITY	0.0	40	De 7.05 A M P 62	De 7.45 A M 14 P			
Ar 5.30 P M		Ar 7.00 P M		W C T									
EX. SUNDAY		DAILY							DAILY	EX. SUNDAY			
(8.30)		(4.25)							(4.10)	(8.35)			
12.7		24.0							26.0	12.6			

Registering and bulletin stations—Cheney and Coulee City. Standard clock—Spokane and Coulee City. Branch line trains must obtain orders before occupying main line at Cheney. Engineers will not be required to consult register except at initial or starting point. Switch at Coulee Junction will be set for Main Line.

West Bound. FARMINGTON BRANCH. East Bound.

MIXED NO. 109		Water, Coal, Seales, Tables and Wyes	Station Numbers	Distance from Belmont	TIME TABLE NO. 25 JUNE 4, 1905 Succeeding No. 22D		Distance from Farmington	Capacity of Side Tracks	MIXED NO. 110	
Second Class	EX. SUNDAY				STATIONS.	Second Class			EX. SUNDAY	
De 6.45 A M		W CY	ID 43	0.0	Telegraph Offices and Calls	6.5	89		Ar 7.40 A M	
Ar 7.10 A M			IH 7	6.5	BELMONT				De 7.15 A M	
					FARMINGTON	0.0	85			
EX. SUNDAY									EX. SUNDAY	
(.25)									(.25)	
15.6									15.6	

Registering station—Farmington. Standard clock—Spokane. No. 109 has right over No. 110.

J. L. DeFORCE, Trainmaster. Spokane.

R. C. BOWDISH, Trainmaster. Second and Third Districts.

West Bound. ADRIAN BRANCH. East Bound.

MIXED No. 113		Water, Coal, Seales, Tables and Wyes	Station Numbers	Distance from Coulee Junction	Time Table No. 25 JUNE 4, 1905 Succeeding No. 22D		Distance from Adrain	Capacity of Side Track	MIXED No. 114	
Sec'd Cl's	EX. SUN.				STATIONS.	Sec'd Cl's			EX. SUN.	
De 7.10 P M		W CY	106	0.0	Tele. Offices and Calls	21.6	40		Ar 6.55 A M	
F 7.55			106	10.4	COULEE JCT.				F 6.20	
Ar 8.40 P M		W CT	117	21.4	BACON	10.4	60		De 5.40 A M	
			127		ADRIAN	0.0	150			
EX. SUN.									EX. SUN.	
(1.30)									(1.15)	
14.3									17.1	

No. 113 has right over No. 114. Registering Stations—Adrain and Coulee City. Switch at Coulee Junction will be set for Main Line.

West Bound. FORT SHERMAN BRANCH. East Bound.

MIXED No. 7		Water, Coal, Seales, Tables and Wyes	Station Numbers	Distance from Coeur d'Alene	TIME TABLE NO. 25 JUNE 4, 1905 Succeeding No. 22D		Distance from Hauser Station	Capacity of Side Tracks	MIXED No. 8	
Second Class	EX. SUNDAY				STATIONS	Second Class			EX. SUNDAY	
De 5.25 P M		C Y	IA14	0.0	Telegraph Offices and Calls	13.5	67		Ar 8.50 A M	
5.50			IA4	9.2	Coeur d'Alene	4.3	30		8.20	
Ar 6.05 P M		Y W	1557	13.5	Post Falls	0.0	57		De 8.05 A M	
See Page 1					Hauser					
EX. SUNDAY									EX. SUNDAY	
(.40)									(.45)	
23.2									23.2	

Registering stations—Hauser and Coeur d'Alene. Bulletin station—Spokane. Standard clock—Spokane. All freight trains upon arrival at Coeur 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. Nos. 7 and 8 connect with Steamer Geo. Oakes at Coeur d'Alene. Steamer departs from Coeur d'Alene at 9:00 A. M., arrives Harrison 10:45 A. M. Departs from Harrison at 4:00 P. M., and arrives at Coeur d'Alene at 5:20 P. M. Speed of trains at location where there are slow boards must not exceed 25 miles per hour between such boards.

COMMERCIAL SPURS

MAIN LINE.		P. & L. BRANCH.	
Distance from Trout Creek.	Car Cap'y	Distance from Marshall Jct.	Car Cap'y
Proctor 22.6 Miles	7	Kelly's 40.3 Miles	7
Casey's 23. "	8	Pullman 73.7 "	6
Knotts 26.6 "	5	Busbey's 78.9 "	8
Creist 28.4 "	4	Vollmer Log 100.0 "	6
Munroe 32.8 "	14	Clyde 106.8 Miles	14
Walkers 33.3 "	2	Water Co. 135.6 "	3
Derr 36.2 "	12		
Boyer 59.4 "	25		
Humbird 61.4 "	19		
Wrights 69.5 "	10		
Dufort 72.9 "	12		
Westmond 74.8 "	27		
Thomson 82.2 "	120		

A. P. WALKER, Chief Dispatcher.

A. G. KAMM, Trainmaster. First District & Branches.

AUTHORIZED SURGEONS, IDAHO DIVISION.

LOCATION OF STRETCHERS (S)

DR. E. W. SPOTTSWOOD, Chief Surgeon,
Western Divs., Missoula.
DR. E. D. PEEK, Trout Creek (S)
Hope (S)
DR. O. F. PAGE, Sand Point.
DR. FRANK WENZ, Rathdrum (S)
DR. N. F. ESSIG, Spokane (S)

DR. F. P. WITTER, Spokane (S)
DR. R. L. THOMPSON (Oculist), Spokane.
DR. F. A. POMEROY, Cheney.
DR. J. E. BITTNER, Sprague (S)
DR. F. R. BURROUGHS, Ritzville (S)
Pasco (S)
DR. W. H. PALLISTER, Kennewick.

DR. C. C. McCOWAN, Prosser.
DR. THOS. B. GUNN, North Yakima (S)
DR. J. C. McCAULEY, Ellensburg (S)
DR. W. S. GAINES, Oakesdale.
DR. E. T. HEIN, Palouse (S)
DR. G. B. WILSON, Pullman (S)
DR. W. H. CARITHERS, Moscow (S)

DR. ALEX. HUNTER, Kendrick.
DR. JOHN B. MORRIS, Lewiston (S)
DR. J. L. CONANT, Jr., Genesee.
DR. A. F. WOHLBERG, Kooskia.
DR. R. P. MOORE, Davenport.
Wilbur (S)
DR. J. F. HARRIS, Hartline.
DR. JNO. SABIN, Coeur d'Alene (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.

RULINGS IN REGARD TO TELEGRAPH BLOCK SIGNAL RULES.

-- (Always have for reference copy of Block Signal Rules).

RULE 20—The attention of operators is particularly directed to the fact that this rule provides that when there are no orders, and the block ahead is clear for an approaching train, signal should be changed to clear, so train can enter without reducing speed. This means that if an operator has no orders for this particular train, and the block ahead is clear, the signal will be changed to clear, so that this train may enter the block, regardless of the fact that operator may have orders for other trains. He must, however, display Stop signal when he has seen the markers of the train and train has passed three hundred (300) feet beyond Block Signal. Under this rule only one train is affected by the clear signal and this the train which is immediately approaching on main track to enter block. A CLEAR Signal MUST NOT Be Displayed Under Any Other Circumstances.

An engine may pass a block signal at Danger in order to take coal or water or do switching in yards under the restrictions provided by general rules, but must in such case receive Block Clearance before departing from station.

Train and engine men must realize that Block Signal rules in no way modify train rules or time table regulations and do not relieve trainmen from necessity of flagging. Conductors must impress this upon their brakemen, and train and engine men understand that train must at all times be as fully protected as prior to Block System Operation.

RULE 43—Any train which has taken siding at a block station, must have block clearance before proceeding. Therefore, a clear block signal will not clear a passenger train which runs through siding in meeting a freight train, and operator should, if block is clear, be out and hand clearance to passenger train, so train will not be delayed.

Operators MUST display stop signal immediately after train has entered block and rear of train passed three hundred (300) feet beyond signal and markers been seen by operator, and not until this has been done should he notify preceding operator that block is clear, except as per Rule 9.

The matter of displaying block signal at Stop at the proper time must be given preference over other duties. If it is desired to cancel a block or change arrangement of a block, if block clearance has been delivered, operator must not cancel the block or make any change until conductor's and engineer's copies of clearance have been returned to him.

If block signal at a station is at Danger when train is approaching on main track and is changed to clear before engine is within three hundred (300) feet of the signal, train may proceed without block clearance. Engineer will signal for block by four (4) short blasts of engine whistle.

Except during obscure weather permissive block to helper engines will be allowed following freight train ten minutes on Caution Card when authorized by dispatcher.

Attention of engineers is called to the very great importance of obtaining "Go ahead" signal from rear of train before passing any station and they should not only procure such signal, but have lookout kept for any other signal which might be given while train is passing station. If "Go ahead" signal is not received train must STOP. The same rule applies to train standing at station whether on main track or siding. Signal from rear must be received by engineer before starting.

Conductors will educate their brakemen and engineers their firemen in regard to these instructions and conductors arrange that signal will not be given until authorized by him and then transmitted to engineer.

Except on mountain grade, trains may proceed when block is occupied by work trains if provided with caution card stating that work train is in block. Work trains provided with caution card, will be permitted to follow trains at the expiration of fifteen minutes without waiting until block is clear. Two or more work trains may work in the block protecting against each other and under caution card.

A train intending to go to an intermediate siding to meet or be passed by a train must obtain caution card before entering the block, stating that "Train No. — and Train No. — will meet or pass at (naming the intermediate siding) as per time table or as per Train Order No. —." This will permit the opposing train to proceed with caution card to the intermediate siding without delay, beyond which point it cannot go unless the train named has arrived or receives further orders as per Block Rules Nos. 53 and 54, notwithstanding it may have train rights which otherwise permit it to do so.

After a train has entered a block with ample time and intention to go through to end of same for a certain train and for any reason cannot make the end of the block for the certain train it will go upon intermediate siding and the opposing train cannot enter the block until the train on intermediate siding has notified the signalman by telephone of its arrival and clearance at intermediate siding. If from failure of telephone the conductor at intermediate siding be unable to communicate with block office the opposing train must not enter block except under protection of fig. If, however, the trains are moving in the same direction caution cards will be issued to permit the following train to enter the block. It must be borne in mind that a train must not only have train rights rights, permitting it to go, but block rights also.

When a train receives orders at a blind siding by telephone as per Rules 53 and 54, conductors will take order in writing repeat it back to the operator, after getting complete will deliver a copy to the engineer.