

# NORTHERN PACIFIC RAILROAD.

T. F. OAKES, H. C. PAYNE and H. C. ROUSE,  
RECEIVERS.

## IDAHO AND EAST CASCADE DIVISIONS AND BRANCHES.

### No. 28 | TIME SCHEDULE | No. 28

TO TAKE EFFECT AT 12:01 A. M.

(PACIFIC OR 120th MERIDIAN TIME.)

## SUNDAY, NOVEMBER 19th, 1893.

SUCCESSING CARDS AS SHOWN WITHIN.

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

M. C. KIMBERLY,  
Gen'l Superintendent,

J. W. KENDRICK,  
Gen'l Manager.

G. W. DICKINSON,  
Ass't Gen'l Superintendent.

T. J. DeLAMERE,  
Supt. Transportation

IDAHO DIVISION—First District.

West Bound.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

JULIAETTA FREIGHT No. 59	WAY FREIGHT No. 57	FREIGHT No. 55	EXPRESS FR'T No. 53	Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Card No. 28 Nov. 19th, 1893 Succeeding No. 27	Distance from Hope	PACIFIC MAIL No. 1	SPOKANE ACCOM. No. 7	JULIAETTA MAIL No. 9	COOLEE CITY ACC'N No. 13
Third Class DAILY	Third Class EX. SUNDAY	Third Class DAILY	Second Class DAILY			STATIONS		First Class DAILY	Second Class EX. SUNDAY	Second Class DAILY	Second Class EX. SUNDAY
	De 7.10 A M	De 7.00 P M M 58 & 2	De 2.45 A M	WC ST	1492	Hope 4.6	0.0	De 8.15 P M			
	7.35 M 56	7.20	3.00		1497	Pack River 4.1	4.6	* 8.25			
	7.55	7.35	3.15		1499	Oden 3.0	8.7	* 8.35			
	8.15	7.50	3.30		1503	Kootenai 4.3	11.7	F 8.41			
	8.35	8.05	3.45		1507	Sand Point 7.0	16.0	F 8.50			
	9.15	8.35	4.10		1513	Algoma 6.7	23.0	* 9.05			
	9.50	9.00	4.35	W	1520	Cocolalla 8.5	29.7	F 9.20			
	10.35	Ar 9.35 1 P De 9.45	5.05 M 56		1530	Granite 6.6	38.2	F 9.40 P 55			
	11.10	10.10	5.30		1535	Athol 7.5	44.8	F 9.55			
	11.50 A M	10.35	6.00		1543	Ramsey 5.8	52.3	* 10.10			
	12.20 P M	11.00	6.25	W	1549	Rathdrum 6.8	58.1	10.18			
	Ar 1.20 M 58 De 1.25 M 54	11.25	6.50	Y	1557	Hauser Jct. 6.0	64.9	10.38	De 9.25 A M		
	1.55	11.45 P M	7.15		1561	Otis 5.8	70.9	F 10.52	9.38		
	2.25	12.05 A M	7.40		1567	Trent 8.4	76.7	F 11.05	9.50		
De 6.50 A M	Ar 3.15 De 3.55 M 2	12.40 M 56	8.15 See 13	WC ST	1576	Spokane 9.0	85.1	Ar 11.25 De 11.30 P M	Ar 10.10 A M EX. SUNDAY	De 9.00 A M	De 8.05 A M See 53
Ar 7.40 A M DAILY See Page 6	4.40	1.30	9.00	W CY	1585	Marshall Jct. 7.4	94.1	12.01 AM M 56		Ar 9.25 A M DAILY See Page 6	8.40
	5.05	2.00	9.30 M 58	W CY	1592	Cheney 10.7	101.5	12.18			Ar 9.15 AM M 58 EX. SUNDAY See Page 8
	5.40	2.35	10.10 M 54		1603	Tyler 7.0	112.2	F 12.40			
	6.05	3.00	10.35		1611	Kline 7.1	119.2	* 12.55			
	Ar 6.30 P M	Ar 3.25 A M	Ar 11.00 A M	WC ST	1617	Sprague	126.3	Ar 1.10 A M			
	EX. SUNDAY	DAILY	DAILY					DAILY			

M—Meet. P—Pass. F—Flag Station. \*—Trains do not stop for passengers. W—Water. C—Coal. S—Scales. T—Table. Y—Wye. Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

**Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.**

Conductors will register at Hope, Hauser Junction, Spokane, Marshall Junction, Cheney and Sprague, and must not pass a registering station, which has telegraph service, without an order or clearance.

Engines and trains must be under perfect control when approaching switches, also all bluffs where slides are liable to occur.

Derailing switches at Rathdrum and Ramsey must always be left open when sidings are not in use.  
Speed must be reduced over all high trestles and truss bridges.  
Reduce speed to eight (8) miles per hour through corporate limits of Spokane.  
Reduce speed to ten (10) miles per hour over Granite viaduct.

## IDAHO DIVISION—First District.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

East Bound.

SPOKANE ACC. No. 14	SPOKANE MAIL No. 10	COEUR D'ALENE ACC. No. 8	ATLANTIC MAIL No. 2	Distance from Sprague	Time Card No. 28 Nov. 19th, 1903 Succeeding No. 27	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54		FREIGHT No. 56		WAY FR'GHT No. 58		SPOKANE FR'T No. 60	
								Second Class DAILY	Third Class DAILY	Third Class EX. SUNDAY	Third Class DAILY				
EX. SUNDAY	DAILY	EX. SUNDAY	First Class DAILY		<b>STATIONS</b>			Ar 5.15 P M	Ar 7.55 A M	Ar 6.45 P M See 2 M 55					
			Ar 7.00 P M M 55	126.3	Hope 4.6	400	N								
			* 6.50	121.7	Pack River 4.1	22		5.00	7.35 M 57	6.25					
			* 6.41	117.6	Oden 3.0	50		4.45	7.15	6.05					
			* 6.35	114.6	Kootenai 4.3	24		4.35	7.00	5.50					
			F 6.25	110.3	Sand Point 7.0	51	N	4.20	6.45	5.30					
			* 6.07	103.3	Algoma 6.7	53		3.55	6.15	4.55					
			F 5.50	96.6	Cocolalla 8.5	50	N	3.30	5.45	4.25					
			F 5.30	88.1	Granite 6.6	35	N	3.00	De 5.05 M 53 Ar 5.00	3.40					
			F 5.18	81.5	Athol 7.5	34		2.35	4.25	3.10					
			* 5.05	74.0	Ramsey 5.8	50		2.10	3.45	2.35					
			4.55	68.2	Rathdrum 6.8	37	N	1.50	3.10	2.10					
		See Page 7	Ar 5.15 P M	61.4	Hauser Junction 6.0	58	N	1.25 M 57 P 58	2.35	De 1.35 54 P Ar 1.20 M 57					
		5.03		55.4	Otis 5.8	50		1.00	2.00	12:45					
		4.50		49.6	Trent 8.4	34		12.40	1.30	12.15 P M					
Ar 2.15 P M	Ar 1.40 P M	De 4.30 P M See 2 EX. SUNDAY	De 4.00 Ar 3.55 M 57	41.2	Spokane 9.0	300	N	12.01 P M	12.40 M 55	De 11.25 A M Ar 10.55	Ar 6.55 P M				
1.50 See 10	De 1.15 P M See 1 DAILY		3.33	32.2	Marshall Junct. 7.4	127	N	11.25 A M	De 12.01 M 51 Ar 11.55 P M	10.10 See 9	De 6.20 P M DAILY				
De 1.25 P M EX. SUNDAY			3.15	24.8	Cheney 10.7	93	N	10.55	11.15	De 9.30 M 53 Ar 9.15 M 13					
			F 2.50	14.1	Tyler 7.0	52	D	10.10 M 53	10.15	8.15					
			* 2.33	7.1	Kline 7.1	50		9.35	9.35	7.40					
			De 2.15 P M	0.0	Sprague	200	N	De 9.05 A M	De 9.00 P M	De 7.00 A M					
			DAILY					DAILY	DAILY	EX. SUNDAY					

D—Day and N—Night and Day Telegraph Office.

All trains must come to a Full Stop two hundred (200) feet from Union Pacific Crossing two (2) miles east of Spokane.

Passengers with tickets can be carried on the rear section of Way Freights. No other freight trains are allowed to carry passengers.

All car doors must be kept closed while in trains.

F. W. GILBERT, Superintendent,  
Sprague.

**IDAHO DIVISION - Second District.**

**West Bound.**

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

FREIGHT No. 59		WAY FREIGHT No. 57		FREIGHT No. 55		EXPRESS FR'T No. 53		Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Card No. 28, Nov. 19th, 1893. Succeeding No. 27.	Distance from Sprague	PACIFIC MAIL No. 1		PASSENGER No. 5	
Third Class DAILY		Third Class EX. SUNDAY		Third Class DAILY		Second Class DAILY						First Class DAILY		First Class DAILY	
		De	3.50 P M	De	4.05 A M	De	11.50 A M	WC	1617		0.0	De	1.20 A M		
			4.35		4.45		12.20 P M	ST	1627		9.9	F	1.40		
			5.05		5.05 M 56		12.40		1633		15.7	*	1.50		
			5.40 M 58		5.30	Ar	1.05	W	1641		23.7		2.05		
			6.25	Ar	6.05	De	1.10 M 2	W	1649		33.0	F	2.23		
			7.00	De	6.10 M 54		1.45	W	1658		40.9	F	2.40		
			7.40		6.40		2.10		1667		48.5	*	3.00 M 56		
			8.10		7.15		2.40		1674		56.7	*	3.18		
			8.25		7.40		3.05 M 58	W	1677		59.9	F	3.27		
			9.10		7.55		3.15	QY	1686		69.3		3.50 M 54		
			9.50		8.30		3.50	W	1695		78.2	F	4.07		
			10.30		9.05		4.20	W	1704		87.4	F	4.25		
			11.15 M 56	Ar	9.40		4.50		1714		97.0	*	4.42		
De	7.45 A M	Ar	11.45 P M	Ar	10.15	Ar	5.45 P M	WC	1721		104.5	Ar	4.55 A M	De	11.30 A M
	8.00		EX. SUNDAY		De 10.20 M 2			SY	IG 4		108.6				11.45 A M
	8.40				Ar 10.45 M 58				IG 16		118.7				12.10 P M
Ar	8.45 A M							WY	IG 17		119.7			Ar	12.15 P M
	DAILY														DAILY

M—Meet. P—Pass. F—Flag Station. \*—Trains do not-stop for passengers. W—Water. C—Coal. S—Scales. T—Table. Y—Wye. Full-faced figures (1, 2, 3, etc.) denote meeting and passing stations. Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Sprague, Pasco and Wallula Junctions, and must not pass a registering station, which has telegraph service, without an order or clearance. Derailing switches at Glade and Scott must always be left open when sidings are not in use.

All engines with or without trains must come to a Full Stop four hundred (400) feet from the draw in the Snake River bridge, and will not proceed until draw is known to be properly closed and secured. No. 59 has right of track against No. 6, Pasco to Wallula.

## IDAHO DIVISION.—Second District.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

East Bound.

PASSENGER No. 6	ATLANTIC MAIL No. 2		Distance from Wallula Junction	Time Card No. 28 Nov. 19th, 1893 Succeeding No. 27	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54	FREIGHT No. 56	WAY FREIGHT No. 58	FREIGHT No. 60
	First Class DAILY	First Class DAILY					Second Class DAILY	Third Class DAILY	Third Class EX. SUNDAY	Third Class DAILY
	Ar 2.05 P M		119.7		200	N	Ar 8.05 A M	Ar 6.10 A M	Ar 7.25 P M	
	F 1.42		109.8	<b>STATIONS</b>	30		7.30	5.30	6.40	
	* 1.28		104.0	Sprague 9.9	50		7.05	5.05 M 55	6.15	
	1.10 M 53		96.0	Harriston 5.8	45	N	6.40	4.35	5.40 M 57	
	F 12.45		86.7	Iona 8 0	43		6.10 M 55	4.00	5.00	
	F 12.25		78.8	Ritzville 9.3	35	N	5.35	3.30	4.20	
	* 12.05 P M		71.2	Paha 7.9	40	D	5.05	De 3.00 M 1	3.45	
	* 11.43 A M		63.0	Lind 7.6	50		4.35	Ar 2.55	De 3.05 M 53	
	F 11.35		59.8	Providence 8.2	35	N	4.25	2.15	Ar 3.00	
	11.15		50.4	Scott 3.2	18	N	De 3.50 M 1	1.15	2.45	
	F 10.56		41.5	Hatton 9.4	38		Ar 3.45	12.35 A M	2.00	
	F 10.38		32.3	Connell 8.9	49	N	3.10	11.55 P M	1.20	
	* 10.20 M 55		22.7	Lake 9.2	55		2.35	11.15 M 57	12.35 P M	
Ar 11.10 A M	De 10.05 A M		15.2	Glade 7.5	600	N	De 1.30 A M	De 10.40 P M	De 11.15 A M M 55	Ar 7.30 P M
10.55	DAILY		11.1	Pasco Junction 4.1	33		DAILY	DAILY	EX. SUNDAY	7.15
10.20			1.0	South Ainsworth 10.1	20	D				6.35
De 10.15 A M			0.0	Hunts 1.0	150	N				De 6.10 P M
DAILY				Wallula Junc.						DAILY

D—Day and N—Night and Day Telegraph Office.

Speed must be reduced over all high trestles and truss bridges.  
All car doors must be kept closed while in trains.

Passengers with tickets can be carried on the rear section of Way Freights. No other freight trains will be allowed to carry passengers.

F. W. GILBERT, Superintendent,  
Sprague.

## EAST CASCADE DIVISION.

West Bound.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

East Bound.

WAY FR'T No. 57		FREIGHT No. 55		EXPRESS FREIGHT No. 53		PACIFIC MAIL No. 1		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pasco Junc.	Time Card No. 28, Nov. 19th, 1893 Succeeding No. 27.	Distance from Ellensburg	Capacity of Side Tracks	Telegraph Offices	ATLANTIC MAIL No. 2		EXPRESS FREIGHT No. 54		FREIGHT No. 56		WAY FR'T No. 58	
Third Class		Third Class		Second Class		First Class									First Class		Second Class		Third Class		Third Class	
EX. SUNDAY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		DAILY		EX. SUNDAY		
De 7.00	A M	De 11.45	A M	De 6.30	P M	De 5.05	A M	WCRT	1721	0.0	Pasco Junc.	126.8	600	N	Ar 10.00	A M	Ar 1.00	A M	Ar 10.00	P M	Ar 7.05	P M
7.20		12.01	P M	6.45	M 58	5.15			1724	2.7	Kennewick	124.1	39	D	9.50		12.45		9.45		De 6.45	M 53
7.50		12.25		7.10		F 5.30			1729	8.2	Relief	118.6	62	F	9.40		12.25	A M	9.20		Ar 6.40	
8.30		12.55		7.40		F 5.50			1739	17.1	Badger	109.7	61	F	9.23		11.50	P M	8.35		6.15	
Ar 9.05		1.20		8.00	M 56	6.03		W	1745	23.9	Kiona	103.0	46	N	9.10	M 57	11.25		8.00	M 53	5.35	
De 9.10	M 2	1.40		8.25		F 6.15			1751	29.8	Barnes	97.0	42	F	8.57		11.05		7.25		5.05	
9.40		1.55		8.40		F 6.23			1756	34.4	Bender	92.4	39	F	8.47		10.50		7.05		4.40	
10.05		2.20		9.05		6.35		W	1762	40.3	Prosser	86.5	39	N	8.35		10.30		6.40		4.20	
10.40		2.40		9.25		F 6.45			1767	45.9	Byron	80.9	38	F	8.23		10.10		6.10		3.55	
11.10		3.00	M 58	9.50	M 54	6.57		W	1774	52.3	Mabton	74.5	73	D	8.08		9.50	M 59	6.40		3.30	
12.25	P M	3.35		10.20		F 7.10			1782	60.4	Satus	66.4	42	F	7.52		9.20		5.00		3.00	M 55
Ar 1.20	M 58	4.15	M 56	11.00		7.30	M 2	W C	1792	70.8	Toppenish	56.0	55	D	7.30	M 1	8.40		4.15	M 55	2.20	
De 1.45		4.40		11.25		F 7.46			1800	78.1	Simcoe	48.7	38	F	7.13		8.15		3.40		De 1.30	M 57
2.25		5.00		11.40		7.55			1804	82.5	Parker	44.3	38		7.03		8.00		3.20		12.30	
2.45		5.15		11.55	P M	8.05			1807	86.2	Yakima City	40.6	49	D	6.55		7.45		3.05	M 57	12.10	P M
3.05	M 56	5.30		12.20	A M	8.15		W Y	1811	89.8	Nth. Yakima	37.0	200	N	6.45		7.30		2.50		11.55	A M
Ar 3.25		5.45		12.35		F 8.25			1815	93.8	Wenas	33.0	38	F	6.35		7.15		2.35		De 11.40	
De 4.00		5.55		12.45		F 8.31			1819	97.0	Selah	29.8	34	F	6.27		7.05		2.20		Ar 10.55	
4.20		Ar 6.25		1.15		F 8.48			1827	105.7	Roza	21.1	38	N	6.05		6.30	M 55	1.45		10.35	
4.35		De 6.30	M 54	1.45		F 9.05	M 58		1836	114.3	Umtanum	12.5	36	F	5.45		7.05		1.05		10.20	
5.15		7.05		2.10		F 9.23			1843	122.0	Thrall	4.8	39	F	5.25		6.00	M 57	1.05		9.45	
Ar 5.55		7.35		2.10		F 9.23			1848	126.8	Ellensburg	0.0	500	N	5.15	A M	5.30		12.35		De 9.05	M 1
De 6.00	M 54	Ar 7.50	P M	Ar 2.30	A M	Ar 9.35	A M	WCRT							De 5.15	A M	De 5.15	P M	De 12.15	P M	Ar 9.00	
6.35																				8.20		
Ar 7.00	P M																			De 8.00	A M	
EX. SUNDAY		DAILY		DAILY		DAILY									DAILY		DAILY		DAILY		EX. SUNDAY	

M—Meet. P—Pass. F—Flag Station. \*—Trains do not stop for passengers. D—Day and N—Night and Day Telegraph Offices. Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.  
W—Water. C—Coal. S—Scale. T—Table. Y—Wye.

Study Carefully Special and General Rules. Important Changes have been made which must be understood alike by all.

Conductors will register at Pasco Junction and Ellensburg, and must not pass a registering station, which has telegraph service, without an order or clearance.

The automatic air must be used under all circumstances.

Engines and trains must be under perfect control when approaching switches and all bluffs where slides are liable to occur and also at county road crossing, one and a half (1½) miles east of Yakima City, and Engineers must keep sharp lookout for teams.

During windy weather all trains will look out for sand on track between Kennewick and Kiona, and between Mabton and Satus.

All engines, with or without trains, must come to a Full Stop two hundred (200) feet from the draw span in Columbia River bridge and will not proceed until bridge is known to be properly closed and secured and passenger trains must use not less than three (3) and freights less than four (4) minutes while crossing bridge.

Passengers with tickets can be carried on the rear sections of Nos. 54, 55, 57 and 58—no other freights are allowed to carry passengers.

All car doors must be kept closed while in trains.

F. W. GILBERT, Superintendent,  
Sprague.

## SPOKANE &amp; PALOUSE R. R.

(S. C. HYDE, HENRY STANTON AND JOHN HUNTOON, Receivers.)

West Bound.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

East Bound.

JULIAETTA FR'T No. 59 Third Class DAILY		GENESEE LOCAL No. 109 Second Class DAILY		JULIAETTA MAIL No. 9 Second Class DAILY		Water, Coal, Seals, Tables and Wyes	Station Numbers	Distance from Marshall Jct.	Time Card No. 28 Nov. 19th, 1893 Succeeding No. 27	Distance from Julietta	Capacity of Side Tracks	Telegraph Offices	SPOKANE MAIL No. 10 Second Class DAILY		PULLMAN LOC'L No. 110 Second Class DAILY		SPOKANE FR'T No. 60 Third Class DAILY		
De	Ar	De	Ar	De	Ar								De	Ar	De	Ar	De	Ar	De
7.40	A M			9.25	A M	W	1585	0.0	11.2	115.0	127	N	See Page 2					See Page 2	
8.40				9.55		W	ID11	11.2	11.2	103.8	84	D	1.15					6.20	
9.25				10.20			ID20	19.7	Spangle	8.5			12.50					5.30	
10.05				10.40		W	ID27	26.7	Plaza	7.0	15		12.30					4.40	
Ar 11.05				11.10	P 59		ID38	37.5	Rosalia	10.8	110	D	12.10	P M				3.55	
De 11.55	9 P M 10			11.25	M 10 See 198 Page 7	W	ID43	42.8	Oakesdale	5.3	94	D	11.45	A M 59				2.45	
12.40	P M See 200 Page 7			11.38		W	ID47	47.1	Belmont	4.3	130	D	11.25	M 9 See 198 Page 7				2.10	
1.10				11.45	A M		ID50	49.4	Eden	2.3	25		11.13					1.45	
1.30	M 60			12.15	P M 60	WS	ID59	59.0	Garfield	9.6	40	D	11.05					1.30	
2.30				12.33			ID66	65.6	Palouse	6.6	125	D	10.40				De 12.40	M 59	
3.10				12.45			IE71	70.4	Fallons	4.8	30		10.20				Ar 12.10	P M M 9	
3.35				Ar 1.00		W	ID76	75.5	Whelan	5.1	45		10.05				11.40	A M	
4.05		De 4.25	P M	Ar 1.25			ID77	77.0	Pullman	1.5	70	D	9.50	Ar 9.35	A M		11.20	11.00	
4.15	See 109	Ar 4.30	P M	1.30		Y	ID81	80.6	Pullman Junc.	3.6	20		9.45	De 9.30	A M See 10		10.50	10.50	
4.35		DAILY See Page 7.		1.42			ID86	85.8	Sunshine	5.2	30		9.35	DAILY			10.35	10.35	
5.10				2.00		W	ID88	85.8	Moscow	6.5	75	D	9.15				10.10	10.10	
5.50				2.25			ID92	92.3	Joel	4.2	60		8.50				9.35	9.35	
6.15				2.40			ID97	96.5	Howell	2.9	40		8.35				9.15	9.15	
6.35				2.50		W	ID100	99.4	Vollmer	11.6	55	D	8.25				9.00	9.00	
7.50				3.35		W	ID111	111.0	Kendrick	4.0	90	D	7.45				7.50	7.50	
Ar 8.15	P M			Ar 3.50	P M	CT	ID115	115.0	Julietta	0.0	65	D	De 7.30	AMP 60			De 7.35	AM 10 P	
DAILY				DAILY								DAILY						DAILY	

M—Meet.

P—Pass.

f—Meals.

D—Day and N—Night and Day Telegraph Office.

W—Water.

C—Coal.

S—Seals.

T—Table.

Full-faced figures (1, 2, 3, etc.) denote meeting and passing stations.  
Y—Wye.

Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Marshall Junction, Belmont, Pullman, Pullman Jct. and Julietta, and must not pass a registering station, which has telegraph service, without an order or clearance. On mountain grades between Howell and Kendrick, brakemen must be located in their proper position, as per Rule 395, and in case of passenger trains ascending mountain grades a brakeman must invariably be positioned on rear car. Special attention is called to Rule 120.

Automatic air must be used under all circumstances.

When handling air-brake cars descending mountain grades, the retaining valves must be applied. Conductors will be held responsible for this duty, as well as relieving the valves at foot of grades.

Engines and trains must be under perfect control when approaching switches, also all bluffs where slides are liable to occur.

Speed must be reduced over all high trestles and truss bridges.  
Speed of passenger trains must not exceed twenty-five (25) miles per hour and freight trains twelve (12) per hour on mountain grades.  
The safety switch at the west end of Garfield Siding must be kept set and locked for the safety spur, when not in use.  
All trains must come to a Full Stop two hundred (200) feet from Union Pacific crossings at Oakesdale, Garfield and Pullman.  
Passengers with tickets can be carried on the rear section of Regular Freights. No other freight trains are allowed to carry passengers.  
All car doors must be kept closed while in trains.

F. W. GILBERT, Superintendent,  
Sprague.

**SPOKANE & PALOUSE R. R.—Genesee Branch.**

(S. C. HYDE, HENRY STANTON AND JOHN HUNTOON, Receivers.)

West Bound.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

East Bound.

GENESEE LOCAL No. 109		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pullman Junction	Time Card No. 28 Nov. 19th, 1893 Succeeding No. 27	Distance from Genesee	Capacity of Side Tracks	Telegraph Offices	PULLMAN LOCAL No. 110	
Second Class									Second Class	
DAILY								DAILY		
De	4.30 P M	Y	ID 77	0.0				See Page 6		
	4.55		ii 5	5.0		27.0	20	Ar	9.30 A M	
	5.05		ii 7	7.4		22.0	50		8.55	
	5.20		ii 9	9.8		19.6			8.45	
	5.55	W	ii 15	15.0		17.2	30	D	8.30	
	6.05		ii 18	17.8		12.0	100	D	8.00	
	6.15		ii 20	20.2		9.2	30	D	7.45	
Ar	6.35 P M	W C Y	ii 27	27.0		6.8	30		7.25	
DAILY						0.0	100	D	De 7.00 A M	
DAILY									DAILY	

West Bound.

**FARMINGTON BRANCH.**

(S. C. HYDE, HENRY STANTON AND JOHN HUNTOON, Receivers.)

East Bound.

MIXED No. 199		MIXED No. 197		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Belmont	Time Card No. 28 Nov. 19th 1893 Succeeding No. 27	Distance from Farmington	Capacity of Side Tracks	Telegraph Offices	MIXED No. 198		MIXED No. 200	
Second Class		Second Class									Second Class		Second Class	
EX. SUNDAY		EX. SUNDAY									EX. SUNDAY		EX. SUNDAY	
De	11.30 A M	De	9.30 A M	W	ID 43	0.0		6.5	130	D	Ar 11.15 A M See 9&10 Page 6	Ar 12.55 P M See 59 Page 6		
Ar	11.55 A M	Ar	9.55 A M	C Y	IH 7	6.5		0.0	30	D	De 10.50 A M	De 12.30 P M		
EX. SUNDAY		EX. SUNDAY									EX. SUNDAY		EX. SUNDAY	

D—Day Telegraph Office.

Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

W—Water. C—Coal. Y—Wye.

Study Carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Pullman Junction and Genesee, and must not pass a registering station, which has telegraph service, without an order or clearance.

Speed must be reduced over all high trestles and truss bridges.

Engines and trains must be under perfect control when approaching switches, also all bluffs where slides are liable to occur.

All car doors must be kept closed while in trains.

No. 197 has right of track against No. 198, and 199 against 200, Belmont to Farmington.

F. W. GILBERT, Superintendent, Sprague.

**SPOKANE AND IDAHO R. R.**

(HENRY STANTON AND JOHN HUNTOON, Receivers.)

West Bound.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

East Bound.

SPOKANE ACCOM. No. 7		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Cœur d'Alene	Time Card No. 28 Nov. 19th, 1893 Succeeding No. 27	Distance from Hauser Junction	Capacity of Side Tracks	Telegraph Offices	CŒUR D'ALENE AC. No. 8	
Second Class									Second Class	
EX. SUNDAY								EX. SUNDAY		
De	8.30 A M	C Y	IA 14	0.0		13.5	58	D	Ar 6.10 P M	
	9.10	W	IA 4	9.2		4.3	10	D	5.35	
Ar	9.25 A M See Page 1	Y	1557	13.5		0.0	58	N	De 5.15 P M	
EX. SUNDAY									EX. SUNDAY	

W—Water.

C—Coal.

Y—Wye.

D—Day and N—Night and Day Telegraph Office.

Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Hauser Junction and Cœur d'Alene, and must not pass any registering station, which has telegraph service, without an order or clearance.

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 inclines brakes must be set to control the train without assistance from the engine.

Engines and trains must be under perfect control when approaching switches, and all bluffs where slides are liable to occur.

Engine must in no case be uncoupled from coaches while standing on the incline.

Every precaution must be used in handling cars on the incline at Cœur d'Alene. Trainmen must see that brakes are in good order, and have train under perfect control before moving onto incline.

All car doors must be kept closed while in trains.

F. W. GILBERT, Superintendent, Sprague.



## CENTRAL WASHINGTON R. R.

(HENRY STANTON, C. H. PRESCOTT AND F. B. HOWELL, Receivers.)

West Bound.

Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

East Bound.

COULEE CITY AC. No. 13				Time Card No. 28 Nov. 19th, 1903 Succeeding No. 27				SPOKANE ACCOM. No. 14							
Second Class				Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Cheney	STATIONS	Distance from Coulee City	Capacity of Side Tracks	Telegraph Offices	Second Class				
EX. SUNDAY											EX. SUNDAY				
De	9.20	A M		W	1592	0.0	Cheney	108.3	93	N	Ar	1.10	P M		
	9.55			C Y	IF 10	10.4	Medical Lake	97.9	47	D		12.25			
	9.56				IF 11	10.6	S. L. S. & E. R. R. Crossing	97.7				12.24			
	10.15			W	IF 16	15.5	Deep Creek	92.8	76			12.10	P M		
	10.30				IF 21	21.0	Hite	87.3	30			11.55	A M		
	10.50				IF 26	26.5	Reardan	81.8	48	D		11.35			
	11.15	M 14			IF 34	33.9	Mondovi	74.4	48			11.15	M 13		
Ar †	11.40	A M		W Y	IF 41	41.4	Davenport	66.9	91	D		10.35			
De	12.10	P M			IF 48	47.8	Rocklyn	60.5	45			10.10			
	12.30				IF 56	56.4	Fellows	51.9	45			9.35			
	1.20				IF 64	64.1	Creston	44.2	45	D		9.05			
	1.55			W	IF 74	74.1	Wilbur	34.2	45	D		8.30			
	2.15				IF 81	80.7	Govan	27.6	45			8.10			
	2.35			W Y	IF 87	87.5	Almira	20.8	100	D		7.50			
	3.05				IF 97	96.6	Hartline	11.7	25			7.20			
Ar	3.40	P M		W C T Y	IF 108	108.3	Coulee City	0.0	40	D	De	6.45	A M		
EX. SUNDAY												EX. SUNDAY			

†—Meals. W—Water. C—Coal. T—Tables. Y—Wye. D—Day and N—Night and Day Telegraph Office. Full faced figures (1, 2, 3, etc.) denote meeting and passing stations.  
 Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Conductors will register at Cheney and Coulee City and must not pass a registering station, which has telegraph service, without an order or clearance.  
 Engines and trains must be under perfect control when approaching switches, and all bluffs where slides are liable to occur.

All trains must come to a Full Stop two hundred (200) feet from the track of the S. L. S. & E. R. crossing at Medical Lake.  
 Speed must be reduced over all high trestles and truss bridges.  
 All car doors must be kept closed while in trains.

F. W. GILBERT, Superintendent,  
 Sprague.

## AUTHORIZED SURGEONS, IDAHO AND EAST CASCADE DIVISIONS.

## LOCATION OF STRETCHERS (S)

DR. J. J. BUCKLEY, Chief Surgeon Western Divs., Missoula.  
 DR. E. H. HARDING, Hope (S).  
 DR. FRANK WENZ, Rathdrum, (S).  
 DR. JOHN SABIN, Coeur d'Alene (S).  
 DR. N. F. ESSIG, Spokane (S).

DR. I. L. MAGEE, Palouse (S).  
 Genesee (S).  
 DR. C. E. WORTHINGTON, Moscow (S).  
 DR. CHAS. W. SHAFF, Lewiston.  
 DR. F. A. POMEROY, Cheney.  
 DR. A. W. GREEN, Medical Lake.

DR. H. J. WHITNEY, Davenport (S).  
 DR. B. H. YOUNT, Wilbur.  
 DR. W. H. OLDS, Sprague (S).  
 DR. F. R. BURROUGHS, Ritzville.  
 DR. G. W. HAYNIE, Pasco Junction (S).  
 DR. E. E. HEG, North Yakima (S).  
 DR. T. J. NEWLAND, 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.

Railroad 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 Railroad 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 occurring in the discharge of duty.

IRVING WASHINGTON

NO.	NAME	ADDRESS	CITY	STATE	DATE
1	...	...	...	...	...
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3	...	...	...	...	...
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INVESTIGATIVE SERVICES BOARD AND ...

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