

NORTHERN PACIFIC RAILROAD

IDAHO DIVISION AND BRANCHES.

No. 18.

TIME SCHEDULE

No. 18.

To Take Effect at 1000 A. M.

(PACIFIC OR 120th MERIDIAN TIME.)

One Hour Slower than Mountain or 105th Meridian Time.

SUNDAY, JUNE 15th, 1890.

(SUCCEEDING No. 17A.)

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,
General Superintendent.

W. S. MELLEN,
General Manager.

G. W. DICKINSON,
Asst. Gen. Superintendent.

T. J. DeLAMERE,
Supt. Transportation.

N. KLINE,
Asst. Supt. Transportation.

IDAHO DIVISION.—First District.

West Bound.

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

SPOKANE FR'T. No. 61	GENESEE FR'T. No. 59	WAY FREIGHT. No. 57	THROUGH FR'T. No. 55	EXPRESS FR'T. No. 53	Station Numbers.	Time Card No. 18. June 15th, 1890. Succeeding No. 17A.	Distance from Hope.	ALMIRA PASSENGER. No. 11	GENESEE MAIL. No. 9	SPOKANE EX. No. 7	PACIFIC LMTD. No. 3	PACIFIC MAIL. No. 1
Third Class. EX. SUNDAY.	Third Class. DAILY.	Third Class. EX. SUNDAY.	Third Class. DAILY.	Second Class. DAILY.				Second Class. DAILY.	Second Class. DAILY.	Second Class. DAILY.	Second Class. DAILY.	First Class. DAILY.
		De 7.00 A M	De 12.10 A M	De 2.30 P M	1492	H Hope 5.0	0.0				De 1.40 P M	De 2.10 A M
		7.25	12.35	2.55	1497	Pack River 3.2	5.0				* 1.55	2.25 M 4
		7.40	12.47	3.08	1499	Oden 2.8	8.2				* 2.02	* 2.32
		7.55	1.00	3.25 M 54	1503	Kootenai 4.0	11.0				F 2.10	F 2.40
		8.15	1.15	3.43	1507	SA Sand Point 6.0	15.0				2.20	F 2.50
		Ar 8.42 De 8.52 M 2	Ar 1.35 De 1.45 M 4	4.10	1513	Algoma 7.4	21.0				* 2.33 M 54	* 3.04
		9.35	2.25	4.45 M 58	1520	CO Cocolalla 9.8	28.4				F 2.50	* 3.21
		10.35	3.18	5.30 M 56	1530	GE Granite 4.8	38.2				F 3.13	F 3.43
		11.05	Ar 3.45 De 3.55 1 P	5.55	1535	Athol 8.1	43.0				* 3.25 M 58	* 3.55 P 55
		11.50 AM M 54	4.30	6.25	1543	Ramsey 6.0	51.1				* 3.42	* 4.13
		12.15 P M	5.00	6.50	1549	RD Rathdrum 6.9	57.1				3.58 M 56	F 4.28
De 12.05 P M		12.45 M 58	5.30	7.15	1557	AU Hauser Jet. 4.6	64.0			De 8.25 P M	4.12 M 62	4.45
12.25 M 58		1.05	6.00	7.35	1561	Otis 6.8	68.6			8.35	* 4.23	* 4.55
12.55		1.35	Ar 6.45 De 7.22 M 2&8	8.00	1567	Trent 9.2	75.4			8.52	F 4.40	F 5.13
Ar 1.30 PM M 56	De 6.45 AM M 2	Ar 2.15 M 56 & 62 De 3.30 11 P	8.00	Ar 8.40 De 8.50	1576	SF Spokane Falls 8.7	84.6	De 3.15 PM P 57	De 2.45 PM M 56	Ar 9.15 P M	Ar 5.00 De 5.05	Ar 5.35 De 5.40
	Ar 7.25 A M	4.25	8.45 M 54	9.35	1585	MR Marshall Jet. 7.3	93.3	3.40	Ar 3.10 P M		5.30 M 60	6.05 M 2
		5.05	9.20 M 58	Ar 10.25 De 10.35 M 4	1592	CY Cheney 10.7	100.6	Ar 4.00 P M			5.50	6.27
		Ar 6.05 De 6.15 3 P	10.00	11.20	1603	Ty Tyler 7.9	111.3				6.15 P 57	F 6.50 M 54
		6.50	10.25	11.55 P M	1611	Kline 6.1	119.2				* 6.34	* 7.05
		Ar 7.15 P M	Ar 10.45 A M M 56	Ar 12.25 A M	1617	DK Sprague	125.3				Ar 6.50 P M	Ar 7.20 AM M 58

M—Meet. P—Pass. F—Flag Stations. *—Trains do not stop. †—Meals.

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 Falls, Marshall Junction, Cheney, and Sprague, and must not pass a registering station without an order or clearance. Special attention is called to Rule 126.

Passenger trains will take their date from division terminals. Freight trains take their date from district terminals.

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

Speed must be reduced to ten (10) miles per hour over all high trestles and truss bridges.

Reduce speed to eight (8) miles per hour through corporate limits of Spokane Falls.

5.15
5.10

IDAHO DIVISION.—First District.

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

East Bound.

ATLANTIC MAIL. No. 2	ATLANTIC LT'D. No. 4	CŒUR D'ALENE EX. No. 8	SPOKANE MAIL. No. 10	SPOKANE PASS. No. 12	Distance from Wallula Junction.	Time Card No. 18. June 15th, 1890. Succeeding No. 17A.	Capacity of Side Tracks.	EXPRESS FR'T. No. 54	THROUGH FR'T. No. 56	WAY FREIGHT. No. 58	SPOKANE FR'T No. 60	CŒUR D'ALENE FR'T No. 62
First Class. DAILY.	First Class. DAILY.	Second Class. DAILY.	Second Class. DAILY.	Second Class. DAILY.				STATIONS.	Third Class. DAILY.	Third Class. DAILY.	Third Class. EX. SUNDAY.	Third Class. DAILY.
Ar 9.45 A M	Ar 2.40 A M				246.0		400	Ar 4.30 P M	Ar 8.15 P M	Ar 7.00 P M		
F 9.30	2.25 M 1				241.0	Hope 5.0	22	4.00	7.50	6.35		
* 9.22	* 2.17				237.8	Pack River 3.2	50	3.45	7.35	6.20		
F 9.15	F 2.10				235.0	Oden 2.8	4	De 3.25 M 53 Ar 3.15	7.25	6.05		
F 9.05	2.00				231.0	Kootenai 4.0	51	3.00	7.10	5.50		
* 8.52 M 57	* 1.45 M 55				225.0	Sand Point 6.0	53	De 2.33 M 3 Ar 2.23	6.45	5.20		
* 8.35	F 1.30				217.6	Algoma 7.4	23	1.45	6.10	De 4.45 M 53 Ar 4.35		
* 8.14	F 1.05				207.8	Cocolalla 9.8	73	12.55	De 5.30 M 53 Ar 5.20	3.45		
* 8.03	* 12.55				203.0	Granite 4.8	34	12.30 P M	5.00	De 3.25 M 3 Ar 3.15		
* 7.46	* 12.35				194.9	Athol 8.1	50	11.50 AM M 57	4.25	2.25		
F 7.34	12.20				188.9	Ramsey 6.0	37	11.20	De 3.58 M 3 Ar 3.48	1.40		
7.20	12.05 A M	Ar 7.50 A M			182.0	Rathdrum 6.9	58	10.55	3.25	12.45 M 57		Ar 4.00 P M M 3
* 7.10	* 11.55 P M	7.38			177.4	Hauser Jct. 4.6	50	10.35	3.10	12.25 P M M 61		3.45
F 6.55 M 55	F 11.40	7.22 M 55			170.6	Otis 6.8	34	10.05	2.45	11.45 A M		3.20
De 6.35 M 59 Ar 6.30	De 11.18 Ar 11.13	De 7.00 A M	Ar 10.30 A M	Ar 11.00 A M	161.4	Trant 9.2	200	9.25	2.15 M 57, 61 & 9	De 10.50 Ar 10.20	Ar 6.20 P M	De 2.45 P M M 57
6.05 M 1	10.53		De 10.05 A M	10.35	152.7	Spokane Falls 8.7	127	8.45 M 55	1.30	9.45	De 5.40 P M M 3	
5.45	10.35 M 53			De 10.10 A M	145.4	Marshall Jct. 7.3	93	8.00	1.00	9.20 M 55		
F 5.20	F 10.10				134.7	Cheney 10.7	52	De 6.50 M 1 Ar 6.40	12.15 P M	8.30		
* 5.00	* 9.50				126.8	Tyler 7.9	50	6.05	11.45 A M	7.55		
De 4.40 A M	De 9.35 P M				120.7	Kline 6.1	300	De 5.35 A M	De 11.20 AM M 55	De 7.25 AM M 1		
						Sprague						

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

The doors of all cars must be kept closed while in trains.

Night telegraph offices: Hope, Sand Point, Cocolalla, Granite, Rathdrum, Hauser Junc., Spokane Falls, Marshall Junction, Cheney, and Sprague.

All trains will come to a **FULL STOP** two hundred (200) feet from Union Pacific Crossing, two (2) miles east of Spokane Falls.

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.

				WAY FREIGHT.	THROUGH FR'T.	EXPRESS FR'T.	Station Numbers.	Time Card No. 18. June 15th, 1890. Succeeding No. 17 A.	Distance from Hope.	PACIFIC L'T'D.	PACIFIC MAIL.
				No. 57	No. 55	No. 53				No. 3	No. 1
				Third Class.	Third Class.	Second Class.				First Class.	First Class.
				EX. SUNDAY.	DAILY.	DAILY.				DAILY.	DAILY.
				De 8.00 P M	De 11.55 AM M56	De 1.25 A M	1617	DK Sprague 9.9	125.3	De 6.55 P M	De 7.25 A M
				Ar 8.53	12.45 P M	2.20	1627	Harriston 5.9	135.2	* 7.20	* 7.47
				De 9.03 M 4	1.15 M 58	2.50	1633	Iona 7.9	141.1	* 7.33	* 8.00
				9.30	1.50	Ar 3.35 M 54	1641	RV Ritzville 8.3	149.0	7.52	8.17
				10.10	2.20	De 3.45 M 2	1649	Paha 9.0	157.3	8.10 M 4	* 8.35 M 56
				11.05 P M	3.00	4.20	1658	LD Lind 9.0	166.3	F 8.30	F 8.55
				12.05 A M	3.45	5.00	1667	Providence 7.4	175.3	* 8.52	* 9.17
				1.05 M 54	4.25	5.45	1674	Scott 2.6	182.7	* 9.10	* 9.35 M 58
				1.50	4.40	6.20 M 56	1677	TW Hatton 8.8	185.3	F 9.17	F 9.43
				Ar 2.10	5.25	7.05	1686	Q Connell 9.7	194.1	9.35	10.02
				De 2.20 M 2	6.12	7.45 M 58	1695	Lake 8.8	203.8	* 9.55	* 10.25
				2.55	De 6.22 M 4	8.20	1704	W Eltopia 9.8	212.6	* 10.14 M 54	* 10.45
				3.30	7.05	9.00	1714	Glade 7.1	222.4	* 10.35	* 11.07
				4.10 M 56	7.45	9.30	1721	PA Pasco Junction 2.8	229.5	Ar 10.50 M 2 P 55	Ar 11.25
				4.50	Ar 8.20 PM M54	9.55	8803	Ainsworth 1.0	232.3	De 11.05	De 11.40
				Ar 5.15 AM M58	De 12.30 AM M 2 3 P	10.10	8804	South Ainsworth 11.7	233.3	* 11.15	* 11.48
					12.45	10.20	8816	HJ Hunts 1.0	245.0	11.42	12.17 P M
					12.55	11.10	8817	JN Wallula Junc.	246.0	Ar 11.45 P M	Ar 12.20 P M
					1.35	11.15 A M					
					Ar 1.40 AM M56						

M—Meet. P—Pass. F—Flag Stations. *—Trains do not stop. †—Meals.

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 Sprague, Pasco and Wallula Junctions, and must not pass a registering station without an order or clearance. Special attention is called to Rule 126.

All engines with or without trains will come to a full stop within 400 feet of the draw in the Snake River bridge, and will not proceed until draw is known to be properly closed and secured.

IDAHO DIVISION.—Second District.

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

East Bound.

ATLANTIC MAIL. No. 2		ATLANTIC LMTD. No. 4		Distance from Wallula Junction.	Time Card No. 18. June 15th, 1890. Succeeding No. 17A.	Capacity of Side Tracks.	EXPRESS FR'T. No. 54		THROUGH FR'T. No. 56		WAY FREIGHT. No. 58	
First Class.		First Class.					Third Class.		Third Class.		Third Class.	
DAILY.		DAILY.		STATIONS.		DAILY.		DAILY.		EX. SUNDAY.		
Ar	4.35 A M	Ar	9.30 P M	120.7	DK Sprague 9.9	300	Ar	5.20 A M	Ar	10.55 AM M55	Ar	2.30 P M
*	4.12	*	9.03 M 57	110.8	Harriston 5.9	30		4.40		10.10		1.45
*	4.00	*	8.48	104.9	Iona 7.9	50		4.15		9.45		1.15 M 55
	3.45 M53 P54		8.30	97.0	RV Ritzville 8.3	45	De	3.45 2 P		9.10		12.35 P M
*	3.25		8.10 M 3	88.7	Paha 9.0	43	Ar	3.35 M 53	De	8.35 M 1		11.55 A M
*	3.05	F	7.50	79.7	LD Lind 9.0	35		2.50	Ar	8.25		11.05
*	2.45	*	7.28	70.7	Providence 7.4	28		1.55		7.45		10.15
*	2.25	*	7.10	63.3	Scott 2.6	50		1.05 M 57	De	6.20 M 53	De	9.35 M 1
F	2.20 M 57	F	7.03	60.7	TW Hatton 8.8	35		12.30	Ar	6.10	Ar	9.25
	2.00		6.44	51.9	Q Connell 9.7	18		12.15 A M		5.55		9.10
*	1.40	*	6.22 M 55	42.2	Lake 8.8	38		11.35 P M		5.25		8.30
*	1.20	*	6.03	33.4	W Eltopia 9.8	49		10.55		4.45	De	7.45 M 53
*	12.59	*	5.40	23.6	Glade 7.1	55	De	10.14 M 3		4.10 M 57	Ar	7.35
De	12.45 A M	De	5.25	16.5	PA Pasco Junction 2.8	119	Ar	10.04	De	3.10	De	5.40 AM M57
Ar	10.50 PM M3&55	Ar	5.10	13.7	Ainsworth 1.0	75		9.15	Ar	2.55		
*	10.40	*	5.00	12.7	South Ainsworth 11.7	33		8.00		2.40		
*	10.35	*	4.55	1.0	HJ Hunts 1.0	20		7.50		2.30		
	10.05		4.33	0.0	JN Wallula Junc.	150		6.55		1.45		
De	10.00 P M	De	4.30 P M				De	6.50 P M	De	1.40 AM M55		

Night telegraph offices: Sprague, Ritzville, Lind, Hatton, Connell, Eltopia, Pasco, and Wallula Junctions.
Speed must be reduced to ten (10) miles an hour over all high trestles and truss bridges.

Passengers with tickets can be carried on the rear section of **Way Freights**. No other freight trains will be allowed to carry passengers.
The doors of all cars must be kept closed while in trains.

F. W. GILBERT, Superintendent,
SPRAGUE.

SPOKANE & PALOUSE R. R.

West Bound.

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

East Bound.

GENESEE FR'T. No. 159 Third Class. DAILY.		GENESEE MAIL. No. 109 Second Class. DAILY.		Station Numbers.	Distance from Marshall Jc	Time Card No. 18. June 15th, 1890. Succeeding No. 17A.	Distance from Genesee.	Capacity of Side Tracks.	SPOKANE MAIL. No. 110 Second Class. DAILY.		SPOKANE FR'T. No. 160 Third Class. DAILY.	
De	Ar	De	Ar						De	Ar	De	Ar
	7.25 A M		3.10 P M	1585	0.0	MR	104.1	127	Ar	10.05 A M	Ar	5.30 P M
	8.20		3.40	8011	11.2	SG	92.9	84		9.37		4.40
Ar	9.05	F	4.05 M 160	8020	19.8		84.3	15	F	9.15 M 159	De	4.05 M 109
De	9.15 M 110			8027	26.7	RO	77.4	110		8.55	Ar	3.55
	10.00		4.25	8038	37.5	OD	66.6	94		8.25		3.10
	11.10		4.56	8038	37.5	OD	66.6	94		8.25		2.05
	11.45 A M		5.12	8041	43.0	BM	61.1	130		8.10		1.30
	12.13 P M	F	5.23	8043	47.2		56.9	25	F	7.57		1.05
Ar†	12.30		5.30	8050	49.5	GF	54.6	40		7.50	De	12.50 M 159
De	12.50 M 160		5.57	8059	59.1	PC	45.0	125		7.23	Ar	12.30 P M
	1.50		6.16	8066	65.7		38.4	30	F	7.05		11.00
	2.30	F	6.30	8071	70.5		33.6	45		6.50		10.35
	3.00		6.45	8076	75.6	PN	28.5	70	De	6.35		10.05
	3.35	Ar†	7.05	8082	82.1		22.0	50	Ar†	6.15		9.30
	4.10	F	7.25	8087	87.0		17.1	30	F	6.00		9.05
	4.45	F	7.40	8092	92.2	CT	11.9	100		5.32		8.35
	5.15		7.55	8095	94.9	U	9.2	30		5.25		8.20
	5.35		8.05	8097	97.3		6.8	30	F	5.20		8.05
	5.50	F	8.10	8104	104.1	GN	0.0	100	De	5.00 A M	De	7.30 A M
Ar	6.30 P M	Ar	8.30 P M									

M—Meet.

P—Pass.

F—Flag Stations.

*—Trains do not stop.

†—Meals.

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.

Trainmen will be governed by rules in force on Northern Pacific Railroad.

Conductors will register at Marshall Junction and Genesee, and must not pass a registering station without an order or clearance. Special attention is called to Rule 126.

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

Trains going toward N.P. main line have ABSOLUTE right to track, as per class.

Speed must be reduced to ten (10) miles per hour over all high trestles and truss bridges.

The safety switch at the west end of Garfield Siding must be kept set and locked for the safety spur, when not in use.

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

All trains **will come to a full stop** two hundred (200) feet from Union Pacific crossings at Oakesdale, Garfield and Pullman.

The doors of all cars must be kept closed while in trains.

F. W. GILBERT, Superintendent,

SPRAGUE.

SPOKANE AND IDAHO R. R.

West Bound.

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

East Bound

SPOKANE FR'T. No. 161		SPOKANE EX. No. 107		Station Numbers.	Distance from Coeur d'Alene	Time Card No. 18. June 15th, 1890. Succeeding No. 17A.	Distance from Hauser Junction.	Capacity of Side Tracks.	COEUR D'ALENE EX. No. 108		COEUR D'ALENE FREIGHT. No. 162		
Third Class.		Second Class.							Second Class.		Third Class.		
EX. SUNDAY.		DAILY.				STATIONS.		DAILY.		EX. SUNDAY.			
De	11.00 A M	De	7.45 P M	7613	0.0	CA	Coeur d'Alene 9.2	13.5	58	Ar	8.30 A M	Ar	5.00 P M
	11.45 A M		8.15	7604	9.2		Post Falls 4.3	4.3	10				4.20
Ar	12.05 P M	Ar	8.25 P M	1557	13.5	AU	Hauser Junction	0.0	58	De	7.50 A M	De	4.05 P M

M—Meet. P—Pass. F—Flag Stations. *—Trains do not stop. 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.

Trainmen will be governed by rules in force on Northern Pacific Railroad. Conductors will register at Hauser Junction and Coeur d'Alene, and will not pass any registering station without an order or clearance. Special attention is called to Rule 126. **Trains going toward Coeur d'Alene have absolute right to track over trains of the same class in opposite direction.** Speed must be reduced to ten (10) miles per hour 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.

Every precaution must be used in handling cars on the incline at Coeur d'Alene. Train men must see that brakes are in good order, and have train under perfect control before moving onto incline. All 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 inclines brakes must be set to control the train without assistance from the engine. Engine must in no case be uncoupled from coaches while standing on the incline. The doors of all cars must be kept closed while in trains.

**F. W. GILBERT, Superintendent,
SPRAGUE.**

CENTRAL WASHINGTON R. R.

West Bound.

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

East Bound.

FREIGHT No. 113		ALMIRA ACCM. No. 111		Station Numbers.	Distance from Cheney.	Time Card No. 18. June 15th, 1890. Succeeding No. 17A.	Distance from Almira.	Capacity of Side Tracks.	SPOKANE ACCOM. No. 112		FREIGHT. No. 114		
Third Class.		Second Class.							Second Class.		Third Class.		
Monday, Wednesday and Friday		DAILY.				STATIONS.		DAILY.		Tuesday, Thursd'y and Saturd'y			
De	8.30 A M	De	4.05 P M	1592	0.0	CY	Cheney 10.4	87.4	93	Ar	10.05 A M	Ar	2.55 P M
Ar	9.28		4.32	8610	10.4	MK	Medical Lake 0.2	77.0	47		9.38 M 113		2.00
De	9.38 M 112	F	4.33	8611	10.6		Seattle Crossing 4.9	76.8		F	9.37		1.55
	9.43		4.48	8616	15.5	DC	Deep Creek 5.4	71.9	76		9.22		1.30
	10.10			8621	20.9		Hite 5.5	66.5	30				
	11.05		5.20	8626	26.4	FA	Reardan 7.4	61.0	48		8.50	De	12.35
	11.35 AM M114		5.40	8634	33.8	MO	Mondovi 7.5	53.6	48		8.30	Ar	12.15 P M
Ar	12.15 P M	Ar	6.00	8641	41.3	DA	Davenport 6.4	46.1	91		8.08		10.55
De	12.35	De	6.20	8647	47.7		Rocklan 8.6	39.7	45		7.50		10.25
	1.05		6.38	8654	56.3		Fellows 7.8	31.1	45		7.23		9.40
	1.50		7.05	8662	64.1		Creston 10.0	23.3	45		7.00		9.00
	2.30		7.28	8672	74.1		Wilber 6.6	13.3	45		6.30		8.10
	3.20		8.18	8679	80.7		Govan 6.7	6.7	45		6.10		7.35
	3.55			8687	87.4		Almira	0.0	100	De	5.50 A M	De	7.00 A M

M—Meet. P—Pass. F—Flag. *—Trains do not stop. 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.

Trainmen will be governed by rules in force on Northern Pacific Railroad. Conductors will register at Cheney and Davenport and must not pass a registering station without an order or clearance. Special attention is called to Rule 126. Engines and Trains must be under perfect control when approaching switches and all bluffs where slides are liable to occur. **Train 111 will run to Almira regardless of Train 112.**

All trains must come to a full stop within two hundred (200) feet of the track of the Seattle, Lake Shore & Eastern Railroad at Seattle crossing. Speed must be reduced to ten (10) miles per hour over all high trestles and truss bridges. The doors of all cars must be kept closed while in trains.

**F. W. GILBERT, Superintendent,
SPRAGUE.**

CŒUR D'ALENE RAILWAY AND NAVIGATION DIVISION.

West Bound.

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

East Bound.

WAY FREIGHT. No. 183.		MIXED. No. 185.		PASSENGER. No. 181.		Station Numbers.	Distance from Mullan.	Time Card No. 18. June 15th, 1890. Succeeding No. 17A.		Distance from Mission.	Capacity of Sidings.	PASSENGER. No. 182.		MIXED. No. 186.		WAY FREIGHT. No. 184.	
Third Class.		Second Class.		First Class.				STATIONS.				First Class.		Second Class.		Third Class.	
DAILY.		EX. SUNDAY.		EX. SUNDAY.				EX. SUNDAY.		EX. SUNDAY.		DAILY.					
		De	4.35 P M	De	10.45 A M	7732	0.0	Mullan 7.0	Ar	4.15 P M	Ar	10.20 A M					
De	6.45 A M	Ar	5.15 P M	Ar	11.20	7725	7.0	Wallace 4.7	De	3.40	De	9.40 A M	Ar	5.50 P M			
	7.15			De	11.30	7719	11.7	Osborne 6.2	Ar	3.30							
Ar	7.45				11.50 A M	7713	17.9	Wardner Junction 8.2		3.10				5.20			
De	8.05				12.10 P M	7705	26.1	Kingston 5.0		2.50			De	4.40			
	8.50				12.50	7700	31.1	Mission		2.10			Ar	4.20			
Ar	9.30 A M			Ar	1.15 P M				De	1.45 P M			De	3.00 P M			

Connections:—Steamer leaves Cœur d'Alene 8.30 A. M., arrives at Mission 1.15 P. M.; leaves Mission 2.15 P. M., arrives at Cœur d'Alene 7.15 P. M. daily, except Sunday, connecting with trains 81 and 82.

BURKE BRANCH.

West Bound.
East Bound.

WAY FREIGHT. No. 191.		WAY FREIGHT. No. 189.		WAY FREIGHT. No. 187.		Station Numbers.	Distance from Burke.	Time Card No. 18. June 15th, 1890. Succeeding No. 17A.		Distance from Wallace.	Capacity of Sidings.	WAY FREIGHT. No. 188.		WAY FREIGHT. No. 190.		WAY FREIGHT. No. 192.	
Third Class.		Third Class.		Third Class.				STATIONS.				Third Class.		Third Class.		Third Class.	
EX. SUNDAY.		DAILY.		EX. SUNDAY.				EX. SUNDAY.		DAILY.		EX. SUNDAY.					
De	4.55 P M	De	2.15 P M	De	10.00 A M	7807	0.0	Burke 2.4	Ar	9.15 A M	Ar	1.20 P M	Ar	4.40 P M			
	5.15		2.35		10.15	7805	2.4	Frisco 0.6		9.00		12.55		4.20			
	5.20		2.45		10.20	7804	3.0	Gem 1.0		8.40		12.50		4.10			
	5.30		2.55		10.30	7803	4.0	Granite 3.0		8.20		12.40		4.00			
Ar	5.50 P M	Ar	3.15 P M	Ar	10.55 A M	7725	7.0	Wallace	De	8.00 A M	De	12.20 P M	De	3.45 P M			

SPECIAL RULES.

Trainmen will be governed by rules in force on Northern Pacific Railroad.

East bound trains have the absolute right to the road as per class.

Train No. 181 will run to Mission regardless of train No. 182; Train No. 182 will hold at Mission for Train No. 181.

Conductors will register at Wallace, Mission, Burke and Mullan; Trains must not exceed schedule time without special orders and must be under full control approaching all bluffs.

On mountain grades brakemen must be stationed in proper position as per rule 216.

Engineers must sound a long blast of the whistle when approaching all curves where view is obstructed.

Cars must not be set out on the main track to load or unload without an order from the Superintendent. The doors of all cars must be kept closed while in trains.

All trains must come to a full stop 200 ft. from Union Pacific Railway crossing 2 miles East of Mission and 3 miles West of Wardner Junction.

The Junction switch East of Wallace will be set for the Burke Branch. The East switch of East leg of Wye on Burke Branch will be set for the Wye. All West bound trains approaching Wallace must come to a full stop before passing Junction switch, and sound two long blasts of the whistle before proceeding. Main line trains will have right of road in case of both trains arriving at the Junction at the same time.

JOHN DORSEY, Ass't Superintendent,
CŒUR D'ALENE.

F. W. GILBERT, Superintendent,
SPRAGUE.

66. Leaving Time of Trains is always to be taken for Card Time. When a Train has but one time at a Station, such time will be considered as the Departing Time.

67. The Full Faced Figures on the Time Tables indicate the regular Meeting and Passing places for Trains.

68. Should it become necessary for a Superior Class Train to occupy the Main Track at a Station or Turnout, on the time of any Train of the same class which by the Time Table should either stop, meet or pass any Superior Class Train at such Station or Turnout, no signal shall be given to such approaching Train except as provided in Rule 70.

69. Should an Inferior Class Train be compelled to occupy the Main Track on the Time of any Superior Class Train, the Conductor of the Inferior Class Train must send out the proper Danger Signals to prevent accident. If Inferior Class Trains are obliged to keep the Main Track at any time when meeting Superior Class Trains a man must always be sent out with Red Signals to warn the approaching train, and the Conductor of the Inferior Class Train must see that the Switches are right for the Superior Train to go on the siding.

70. When an Inferior Class Train is occupying the Main Track inside of the Yard Limits at Stations where Yard Limit Posts are erected, or between Switches at other Stations, where by the Time Table a Train of its own class should stop, meet or pass any train, no Signal will be sent out except where the view is obstructed, or when the weather is such as to prevent seeing far enough ahead to avoid accident, in which case both Trains are alike responsible, in case of collision. Third Class Trains must protect themselves against Second Class Trains in the same manner that Second and Third do against First Class Trains.

71. Irregular Trains shall not be run without an order direct from the Division Superintendent. They shall be known and described according to their character as "Special," Passenger, Freight, or Working Trains, or "Special Engines." Such Trains have no rights on the road other than those conferred in the Special Orders by which they run, and except in cases when they are given special rights over Regular Trains, they must clear the Main Track at least fifteen (15) minutes before Superior Trains and ten (10) minutes before Inferior Trains are due. (See Rule 52 1/2.)

72. On the arrival of an Irregular Train at its appointed destination, or on its quitting the use of the road when authorized to run back and forth, the Conductor (or Engineer in case of a Special Engine without Conductor) shall notify the Division Superintendent to that effect in writing (which must be sent by telegraph and then placed on file by the sending Operator), and all its rights to run shall then expire.

73. Conductors and Engineers of Wood, Work, and Construction Trains, must, before going to their work in the morning, ascertain the position of all Trains, and learn positively that all trains cue, or for which signals have been carried during the night, have arrived or passed. They shall report to the Division Superintendent where they intend to run and work, and receive a Special Order to do so. All such Trains when leaving a Station for their work or returning, must proceed with the utmost caution, and never risk the safety of the road. They must never be on the road within fifteen (15) minutes of the time that any First or Second Class Train is due. They may continue their work, when of pressing importance, until Third Class Trains approach, provided a Flagman is kept three-quarters of a mile (in the direction the Train is approaching) with the proper signals, when they must run before the Third Class Train to the nearest siding. The Flagman in all such cases must exhibit the prescribed Red Signal, and also, on arriving at his post, must at once place a torpedo on the rail and keep it there till called in by the whistle of his train, or until he is certain his Signal is observed and acknowledged by the Engineer of the Third Class Train. (See Rules 36 and 42.) Should he hear the Third Class Train coming after he has been called in, he will remain at his post and flag the approaching Train. Work Trains will not occupy the Main Track between 8 p. m. and 5:30 a. m. without special orders.

74. Work Trains laying up at night will display a Blue Signal (see Rule 35 1/2) at a conspicuous point where it can be seen by approaching Trains from either direction. This Signal shall be notice for all passing Trains to leave with Watchman of Work Train a regular time ticket. (Form 608.)

75. If a subsequent order be given, moving a Work Train beyond, or curtailing the length of the limits first prescribed for it, their previous working orders must be recalled.

76. The responsibility for Rear End Collisions at Fuel or Water Stations, as a rule, rests with the following Train; but if the view is not clear or the weather stormy or foggy, then both Trains are equally responsible; provided, however, that an Inferior Class Train will protect itself against a Superior Class Train at Fuel and Water Stations, the same as at other points. In case a stop is made between Stations for Fuel or Water, the rear end must be protected as per Rule 95.

77. No Train will move backward over any part of the Road, whether it be on Main Track or Siding, or however short a distance, unless there is a man on the rear end of the rear car before the Train is signaled to move backward, who will remain in that position while the Train is moving. This will apply to backing Trains on Side Tracks at intermediate stations or in any of the various yards. When making up Trains in yards it may not always be practicable to have a man on rear of Train. In such cases there must be a man on the ground in full view, to warn persons of danger.

78. The Trains possessing the right to the Road are entitled to the Main Track at meeting points, but will promptly take the Side Track when it is known that Trains are to be met or passed, and time can be saved by so doing. When practicable Trains will always take the Side Track from the nearest end. If from any cause it is necessary for Trains intending to take Side Track to run by and back in, a man must be sent with a flag at least one-half mile in advance of the Train. Trains should always approach Sidings with caution, in anticipation of a Train backing in at the rear end of the switch.

79. Trains may consist of one or several sections. When more than one section, the engine of each section, except the last, shall carry the prescribed Signals to indicate that another Train is following. (See Rule 33.)

80. When one section of a Train follows another that is carrying Signals for it, the section of Train following has all the Time Table rights of the leading Train, and no more.

81. Whenever one Train is to follow another on the same time (which must never occur ascending mountain grades), notice must be given to the forward Train, and the Conductor thereof must notify in person all Conductors whom he may meet at stations where he stops of the fact, besides carrying the proper Signal. One Train following another must be kept at least one mile behind, except at stations or water tanks, which must be approached with great care. (See Rules 56 and 76.)

82. When any section of a Train is unable to make the specified time, the Conductor will drop a man with Danger Signals to warn the following Train. It is the duty of the Conductor of every Train, when the Train stops for any cause, to immediately protect the rear end of his Train as per Rule 95. No understanding with the Conductor of the following Train will relieve you of this duty.

83. Any train following a Red Signal must be run with caution, at all stations, on all curves and obscure points on the road, on the supposition that the signals have not been everywhere noticed.

84. When two or more Sections of a Passenger Train are run they must be kept fifteen (15) minutes apart. When a light engine is run as first Section of a Passenger Train, or when two or more Sections other than Passenger Trains are run, they must be kept ten (10) minutes apart, except at meeting points, which must be approached with great care. At such points the responsibility of a collision rests with the following Train. The following Train must approach all stations with great care, expecting to find the leading Train at the station. In case of fog, darkness, or at dangerous places, the forward Train, as an extra precaution, will send out a Flagman, but it must be distinctly understood that this does not relieve the following Train from the responsibility for a collision.

NOTE.—This Rule is hereby modified so as to permit a Passenger Train following a Snow Plow, to leave the station three minutes behind the Plow and proceed as per Rule 143.

85. Engines running alone or in company with other engines or Trains, must carry Red Signals on the rear of their tenders by night, as provided in Rule 41. Such engines must also carry the proper Signals to be used in case of detention or "breaking down."

86. Whenever a Train or Engine is run over any portion of the road without a Conductor, the Engineer will be regarded both as Conductor and Engineer, and will act accordingly. He will be required to make the Conductor's running reports and return them to the proper officers.

87. Should one train be held by another between Telegraph Stations, the Conductor of the train thus detained may require the first train passing him bound in the same direction to carry Signals for him to the next Telegraph Station, where he must report for orders, but a Passenger Train shall not carry Signals for a Freight Train when another Passenger Train is to be met at the Telegraph Station or some station intermediate, nor in any case unless the Freight Train is ready to follow immediately.

88. If it is not possible to let the Regular Train pass without delay, the Delayed Train can, after examining the orders of the Train whose rights they are to take, carry the Signals and run ahead of the Regular Train to the next Telegraph Station, where they will notify the Superintendent of the Division what they have done. Should the Delayed Train carry the Signals and run ahead and on the time of a Regular Train, they must be very particular to notify all trains they meet until they arrive at the Telegraph Station. If, upon arrival at the Telegraph Station, they receive orders from the Superintendent to proceed ahead of the Regular Train on whose time they have been running, they will notify all trains they meet until their arrival at a station where a Register Book is kept, when they will register the fact that they carried Signals and run as Train No. — from — Station to — Station.

89. It will be the duty of the Agent and Operator at the Station where there is no Register Book, and to which Signals are carried as per Rules 87 and 88, to flag and notify all Opposing Trains of the fact, until the expected Train for which the Signals are carried has arrived. The Agent or Operator will also notify the Superintendent of the Division that Train — or Engine — carried Signals to his station for Train or Engine No. —, and that he will keep Signal out for Opposing Trains until the expected Train arrives. In addition to the above, the Dispatcher will notify all Trains.

90. Engines or Trains that have orders to carry Signals to stations where there are no Register Books kept will be governed by Rule 88.

91. Except as provided for in Rules 87 and 88, Conductors shall not assume the rights or take the time of another Train without special orders from the Superintendent. In case Engineers or Conductors change off before the completion of their trip, they must exchange all unexpired orders they may have, and know that they are fully understood by the parties with whom they are changing. Train Crews will not be permitted to change off without the sanction of the Division Superintendent, and no Engineer, without the permission of the Master Mechanic. In either case, the Train Dispatcher must always be informed so that proper record can be made on train sheet.

92. When an Extra Engine is sent over the road on the time of a Passenger Train, it shall be run as the first section of the Passenger Train when practicable, and carry signals for it. (See Rules 84 and 85.)

93. No Freight or Work Train shall start to follow a Passenger Train until at least five (5) minutes after its departure, and must then follow with great care, being governed by Rule 84. On Mountain Districts they will not follow First Class Trains descending, under any circumstances, without orders, until such Trains are duly reported at next Telegraph Station. Freight Trains must not follow each other in ascending or descending mountain grades. Descending Passenger Trains may follow

Freight Trains, as per Rule 84. Ascending Passenger Trains will not leave station at foot of mountain until track is known to be clear. (See Rule 86.)

94. Trains are never to be pushed by the Engine when it can possibly be avoided. In case two or more Engines must be used, and if, for any reason, it is not advisable to couple them together, the train must be divided and a part taken by each Engine.

95. When an accident occurs, or when a train stops on the main track between stations, the Trainmen must instantly take all necessary measures to thoroughly protect it in both directions. The rear Brakeman must immediately go back with Danger Signals not less than nine hundred (900) yards or the distance of sixteen standing telegraph poles, whether another Train is expected or not. He must have with him three Torpedoes in addition to the proper Flag or Lanterns; these torpedoes he will place upon the rail five or six rods apart, the farthest one being, if possible, three-fourths of a mile from the obstruction.

96. When a Flagman is sent out to signal any approaching train, he must, if possible, avoid stopping on a curve, or behind any obstruction, endeavoring to pass beyond the same, should such exist, and reach a position where he can be clearly seen from the approaching Train, for at least one-fourth of a mile. The Conductor must know that his Train is fully protected in both directions, and he will be held responsible, if any accident occurs from want of any precaution that could have been taken.

97. When a Flagman is called in, and there is not a clear view for one-half of a mile in the rear of the Train, Torpedoes will be left on the track.

98. In cases of fog, storm or darkness, the use of Torpedoes is particularly required. Flagmen will, if possible, stop approaching Trains before they explode the Torpedoes, and, when they succeed in so doing, will preserve the same for future use. When fog or storm prevents an Engineer from seeing clearly, the crossing signal must be sounded at intervals of a minute until the Train is clear of the fog or storm. Trains following a flag during foggy or stormy weather must reduce speed to eight (8) miles per hour, and at each Station the Conductor of each section will leave a written notice for the following Train, giving the time of departure and warning them about the speed.

99. Trains are to be run under the direction of the Conductor, except when such directions conflict with these rules, or involve risk or hazard, in which case the Engineer will be held equally responsible.

100. Conductors and Engineers are prohibited from making "Flying Switches." The use of sticks when breaking is also prohibited, except on mountain grades and when applying the hand brake on air brake cars, and then only by the approval of the Division Superintendent.

101. Freight Trains that are designated to carry passengers must always carry them upon the rear section, when more than one section, except by special order of the Superintendent of the Division.

102. Trains will not stop at those Stations against which an asterisk is placed in the Time Tables, unless it shall be necessary to take fuel or water, meet or get out of the way of Trains.

103. All Trains and all Engines, with or without Trains, must come to a full stop at the Crossing of all intersecting Railroads, at a distance not exceeding 200 feet from the same, and never proceed until the way is known to be clear.

104. In doing work in cities and villages, where, by city ordinance, fines are imposed for blocking Crossings, Trainmen are personally liable, unless it can be shown that the blocking was unavoidable.

105. Great care must be taken in handling Stock Trains to prevent injury to Stock. Engines taking water must be cut off before reaching the tank, to avoid jerking the Stock by getting opposite the tank spout.

When Trains Break in Two.

106. When an Engineer discovers that his Train has broken apart he will give the Trainmen notice by giving two successive blasts of the whistle, the first prolonged, the second much shorter, thus, — — —, and repeat several times when necessary; and will not stop the forward part until he is sure the rear part is at a standstill. When entirely certain that the rear part has stopped, the forward part may stop, and after sending back a Flag or Signal will move slowly back to get the detached part of Train, but not until a Signal to back up has been received from the rear part of the Train, which must not be given unless the rear part is standing still. If the Engineer cannot make sure that the rear part has stopped, he will proceed to the nearest siding, where he will leave the forward part of his Train, after which he will flag his Engine back to the rear part, presuming that it is still in motion, and taking great care not to collide with it. As soon as the men upon the rear portion of the Train discover that it has broken apart, they will stop it, and protect the front and rear by the usual Danger Signals. If a following Train reaches this detached part before its engine has returned, the following Train will not push the detached portion. If any Train breaks into more than two (2) parts, the rear part must be stopped first, then the part next forward of it, and so on, using great care not to stop any part so as to permit a following portion to collide with it. When stopped, each portion must be protected by Signals, if possible.

108 1/2. Every person having to do with track or train service must distinctly understand that no notice will be given of the contemplated running of Irregular Trains, and they must be prepared for them at any hour of the day or night.

109. In every case of Doubt take the Safe Side.

Responsibility for the Safety of Switches.

110. The absolute Rule for the position of all Switches, when not in actual use, is that they must be set for the Main Track and Locked.

111. A Switch must never be left open for another train or engine, upon the supposition that its Conductor will close it,

unless such Conductor assumes its charge. Conductors, Brakemen or others handling switches must stand by them until relieved, or until Switches are closed.

112. The Conductor or Engineer who uses a switch is responsible for its position, unless the Switchman or another Conductor or Engineer personally assumes its charge.

113. All persons who are required to open or close Switches must never attempt to throw the Switch while a Locomotive or Car is on the Shifting Rail, except to prevent an accident.

RULES FOR THE RUNNING OF TRAINS BY SPECIAL ORDER.

114. In moving Trains by Special Order, each Section shall be taken and considered as a separate and distinct Train, and shall receive and run only under Special Orders addressed to its own Conductor and Engineer.

115. All orders for the movement of Trains by Telegraph will be addressed to the Conductor and Engineer, and written by the receiving Operator on manifold paper, so arranged that three impressions shall be taken. The Conductor and Engineer addressed shall read the order carefully, and, if understood, shall sign it, adding Train number, which must be transmitted with it. It will then be repeated back over their signatures to the Dispatcher, who will, if the order is correctly repeated, reply, "Order Number" (give number) "is O. K." sign and give time, all of which must be recorded on the order, and the whole countersigned by the receiving Operator. One impression of the order, when properly signed, will be given to Conductor, and one to Engineer. The third impression must be kept by the Operator in his manifold book. Receiving Operators must not, under any circumstances, repeat an order back until the personal signatures of the Conductor and Engineer are first obtained.

115 1/2. Where orders are sent to a train at a non-Telegraph Station through the medium of the Conductor and Engineer of another train, the Conductor and Engineer carrying the order will send back their understanding to the Dispatcher; the order can then be delivered to the other train and have the same force and effect as though signed by them.

116. All Orders and Messages relative to the movement of Trains must be written in full, and no abbreviations used, except the Telegraph abbreviations, "12" (How do you understand?) and "13" (I understand.) Figures must be written out in full and duplicated, thus: Twelve thirty (12:30).

117. A Special Order for the movement of Trains, sent by telegraph, has no force or value until the understanding of the Conductor and Engineer has been repeated to the person giving the order, and been approved by him as "O. K.," and not then until the approval is entered upon the order and the Operator has signed his own name thereon. When, by reason of the telegraph failing, or from any other cause the understanding cannot be sent, or "O. K." given, the order is void and will be so considered by all concerned.

118. Both Conductors and Engineers shall sign their names to the order. Neither shall sign for the other, nor the Operator or any other person for either of them, under any pretext whatever.

119. A Train shall not be started to run by Special Order unless both the Conductor and Engineer have a copy of the order complete as prescribed in Rule 115, in their possession; nor until they have compared the copies of the order, one with the other, and with the understanding given and know that they agree. Operators must not allow a copy of an order to leave their possession until complete, as prescribed in Rule 117, nor enter "O. K." thereon in advance of its receipt, nor sign their names thereon until the order is otherwise all complete.

120. Alterations, Interlineations and Erasures must not appear on orders delivered to Trainmen. Should it be necessary to make any change in first copy, the Dispatcher must repeat the entire order, and a new copy be made by receiving Operator.

121. Not more than one person on a District or Division shall be permitted, at the same time, to give Special Orders for the movement of Trains.

122. Division Superintendents and Train Dispatchers under their directions are the only persons authorized to give such orders, and the authority is limited to their respective Divisions or Districts.

123. Train Dispatchers shall only give orders in the name of the Division Superintendent, adding thereto the initial of their own.

124. A transfer of the authority to give Special Orders for the movement of Trains shall not be made except in writing, containing a specific transfer of the authority, and complete statement of all unexpired orders; and if done by telegraph, an understanding shall be returned before the authority is exercised by another person, and "O. K." given, as provided for Special Orders in Rule 117.

125. When orders are awaiting the arrival of a Train, the Operator must display a Green Signal. On sight of such Signal at a Telegraph Station, Conductors and Engineers must go at once to the office to receive and respond to orders. The Green Signal must invariably be lighted after dark, and in complete readiness for instant use. Conductors and Engineers must keep a careful watch for this Signal at Telegraph Stations; and when seen, the Train must be brought to a full stop, and they must ascertain, from the Operator in charge, the object of the Signal. If the orders are not for their Train, they must each obtain a Clearance to that effect, from the Operator in charge. These clearances must be turned in at the end of each round trip to Dispatcher, and his receipt taken for same on car book.

126. The absence of a Signal at any Telegraph Station between the hours of 7 A. M. and 7 P. M., or the showing of a White Signal at the place where the Train Order Signal is displayed, is clearance so far as it relates to Train Orders, but at all night Telegraph Offices (see list on Time Card, changes must be bulletined and wired to Trains liable to be affected), between the hours of 7 P. M. and 7 A. M., all Trains will consider themselves held for orders unless they receive a Clearance, as per Rule 125.

