

NORTHERN PACIFIC RAILWAY COMPANY.

IDAHO DIVISION AND BRANCHES.

No. 3 TIME SCHEDULE No. 3

TO TAKE EFFECT AT 12:01 A. M.

(PACIFIC OR 120th MERIDIAN TIME.)

(One Hour Slower than Mountain or 105th Meridian Time.)

SUNDAY, MARCH 28th, 1897.

SUCCEEDING 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.

J. W. KENDRICK,
Gen'l Manager.

M. C. KIMBERLY,
Gen'l Superintendent.

W. G. PEARCE,
Asst. Gen'l Superintendent.

IDAHO DIVISION—First District.

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

West Bound

WAY FREIGHT No. 57		EXPRESS FR'T No. 53		Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Card No. 3. March 28th, 1897. Succeeding No. 2.	Distance from Hope	PACIFIC MAIL No. 1		SPOKANE ACCOM. No. 7	
Third Class		Second Class						First Class		Second Class	
EX. SUNDAY		DAILY		STATIONS		DAILY		EX. SUNDAY			
De	1:45 P M	De	2:45 A M	WC ST	1492	Hope	0.0	De	8:10 P M		
	2:05		3:00		1497	Pack River	4.6	*	8:20		
	2:25		3:10		1499	Oden	8.7	*	8:29		
	2:40		3:20		1503	Kootenai	11.7	*	8:36		
	3:00		3:35	W 18-10 miles West	1507	Sand Point	16.0		8:45		
Ar	3:35		3:55		1513	Algoma	23.0	*	8:57		
De	3:40 M 54		4:15	W	1520	Cocolalla	29.7	F	9:08		
	4:00		4:40		1530	Granite	38.2	F	9:22		
	4:30		5:00		1535	Athol	44.8	*	9:34		
	4:50		5:20		1543	Ramsey	52.3	*	9:47		
	5:15		5:40	W	1549	Rathdrum	58.1		9:57		
	5:35		6:00	Y	1557	Hauser Jct.	64.9	*	10:08	De	6:15 P M
	5:55 Sec 7		6:15		1561	Otis	70.9	*	10:18		6:28
	6:15		6:30		1567	Trent	76.7	*	10:28		6:40
Ar	6:55 P M	Ar	6:55 AM M 2- 58 & 8	WC ST	1576	Spokane	85.1	Ar	10:45 P M	Ar	7:00 P M
EX. SUNDAY		DAILY						DAILY		EX. SUNDAY	

M—Meet. 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 and Spokane, and must not pass a registering station which has telegraph service, without an order or clearance.
 Special care must be exercised when approaching bluffs where slides are liable to occur.

Derailing switches at Rathdrum and Ramsey must always be left open when sidings are not in use.
 Reduce speed to eight (8) miles per hour through corporate limits of Spokane.

IDAHO DIVISION—First District.

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

East Bound.

CŒUR D'ALENE ACC. No. 8		ATLANTIC MAIL No. 2		Distance from Spokane	Time Card No. 3 March 29th, 1997. Succeeding No. 2.	Capacity of Side Tracks	Telegraph Offices	EXPRESS FR'T No. 54		WAY FREIGHT No. 58	
Second Class EX. SUNDAY		First Class DAILY						Second Class DAILY		Third Class EX. SUNDAY	
		Ar 9.35 A M		85.1	Hope 4.6	322	N	Ar 4.50 P M		Ar 12.45 P M	
		* 9.25		80.5	Pack River 4.1	19		4.35		12.25	
		* 9.15		76.4	Oden 3.0	42		4.25		12.10	
		* 9.09		73.4	Kootenai 4.3	60		4.15		12.01 P M	
		9.00		69.1	Sand Point 7.0	46	D	4.00		11.45 A M	
		* 8.47		62.1	Algoma 6.7	44		3.40 M 57		11.20	
		F 8.35		55.4	Cocolalla 8.5	72	D	3.15		10.50	
		F 8.21		46.9	Granite 6.6	48		2.45		10.15	
		* 8.10		40.3	Athol 7.5	45	D	2.20		9.50	
		* 7.57		32.8	Ramsey 5.8	43		1.55		9.10	
		7.47		27.0	Rathdrum 6.8	34	N	1.40		8.40	
	See Page 7	* 7.35		20.2	Hauser Junction 6.0	57	D	1.15		8.10 See 8	
	Ar 8.15 A M	* 7.25		14.2	Otis 5.8	42		1.00		7.50	
	8.02	* 7.15		8.4	Trent 8.4	39		12.40		7.35	
	7.50	De 7.00 AM M 53		0.0	Spokane	500	N	De 12.15 P M		De 7.05 AM M 53	
		See 2								2P	
	EX. SUNDAY		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 O. R. & N. Crossing two (2) miles east of Spokane.

Special attention is called to Rules 128 and 131, which also govern trains at water tanks outside of switches.

Before passing any station freight engineers must obtain signal from rear of train. Freight brakemen must be on top of train approaching and passing all stations and bluffs. Freight trains authorized to carry passengers, with permits, will be designated by bulletin. All car doors must be kept closed while in trains.

F. W. GILBERT, Superintendent,
Spokane.

IDAHO DIVISION.—Second District.

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

West Bound.

GENESSEE FREIGHT No. 59		WAY FREIGHT No. 57		EXPRESS FR'T No. 53		Water, Coal, Scales, Tables and Wyes	Station Numbers	Time Card No. 3. March 28th, 1897. Succeeding No. 2.	Distance from Spokane	PACIFIC MAIL No. 1		GENESSEE & JULIAETTA MAIL No. 9		CENTRAL WASHINGTON R.R. No. 13	
Third Class		Third Class		Second Class						First Class		Second Class		Second Class	
EX. SUNDAY		EX. SUNDAY		DAILY				STATIONS		DAILY		DAILY		EX. SUNDAY	
De	7.00 AM M 2	De	9.40 AM	De	7.50 AM See 13	WC	1576		0.0	De	10.55 PM	De	2.40 PM	De	7.45 AM See 53
Ar	7.45 AM	Ar	10.40		8.40	W	1585	Spokane	9.0	*	11.17	Ar	3.00 PM		8.07
EX. SUNDAY.		De	10.45 M 54		9.05	CY	1592	Marshall Junction	7.4		11.35	DAILY.			
See page 6			11.40 AM		9.35 M 54	W	1603	Cheney	16.4		11.56 PM	See page 6		Ar	8.25 AM EX. SUNDAY
			12.25 PM		9.55	CY	1617	Tyler	27.1	F	12.10 AM				
			12.55		10.15	WC	1611	Kline	34.1	*	12.25				
			1.30		10.50	SY	1627	Sprague	41.2		12.43				
			2.15 M 58		11.10		1633	Harriston	51.1	*	12.55				
			2.35		11.40 AM		1641	Iona	56.9	*	1.10				
			3.10		12.15 PM M 58	W	1649	Ritzville	64.9		1.30				
			3.45		12.45	W	1658	Paha	74.2	*	1.47				
			4.15		1.15		1667	Lind	82.1	F	2.08				
			4.50		1.40		1674	Providence	89.7	*	2.25				
			5.20		1.50	W	1677	Scott	97.9	*	2.33				
			5.32		2.25	CY	1686	Hatton	101.1	*	2.55 M 2				
			6.10		2.55	W	1695	Connell	110.5	F	3.12 M 54				
			6.45		3.25	W	1704	Lake	119.4	*	3.27				
			7.20		4.00		1714	Eltopia	128.6	*	3.45				
			8.00		4.30 PM	WC	1721	Glade	138.2	*	4.00 AM				
		Ar	8.30 PM		DAILY	SY	1721	Pasco Junction	145.7		DAILY	De	4.20 AM		
		EX. SUNDAY				IG 4		South Ainsworth	149.8				4.35		
						IG 16		Hunts	159.9				5.00		
						WY IG 17		Wallula Junction	160.9			Ar	5.10 AM		
													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 Spokane, Marshall Junction, Cheney, Pasco and Wallula Junctions, and must not pass a registering station, which has telegraph service, without an order or clearance. Derailing switches at Glade, Hatton 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.

IDAHO DIVISION—Third District.

West Bound.

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

East Bound.

FR'T No. 57	Class	Time	EXPRESS FREIGHT No. 53	PACIFIC MAIL No. 1	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pasco Junction	Time Card No. 3 March 28th, 1897 Succeeding No. 2	Distance from Ellensburg	Capacity of Side Tracks	Telegraph Offices	ATLANTIC MAIL No. 2		EXPRESS FREIGHT No. 54		WAY FR'T No. 58	
												First Class	Second Class	First Class	Second Class	Third Class	
												DAILY		DAILY		EX. SUNDAY	
	SUNDAY		DAILY	DAILY				STATIONS.									
	De 10:05 A M		De 5:30 P M M 58	De 4:10 A M	WCST	1721	0.0	Pasco Junction 2.7	126.8	600	N	Ar 1:50 A M	Ar 12:30 A M			Ar 5:25 P M M 53	
	7:20		5:45	F 4:15		1724	2.7	Kennewick 5.5	124.1	35	D	F 1:44	12:15 A M			5:15	
	7:45		6:05	* 4:27		1729	8.2	Relief 8.9	118.6	57	*	* 1:34	11:55 P M			4:55	
	8:25		6:35	* 4:44		1739	17.1	Badger 6.8	109.7	56	*	* 1:17	11:30			4:25	
	8:55		7:00	F 4:58	W	1745	23.9	Kiona 5.9	103.0	35	N	F 1:05	11:05			3:55	
	9:20		7:20	* 5:10		1751	29.8	Chandler 4.6	97.0	35	*	* 12:54	10:45			3:15	
	9:40		7:35	* 5:19		1756	34.4	Gibbon 5.9	92.4	35	*	* 12:46	10:30			2:50	
	10:05		7:55	F 5:30	W	1762	40.3	Prosser 5.6	86.5	64	N	F 12:35	10:10			2:20	
	10:30		8:15	* 5:42		1767	45.9	Byron 6.4	80.9	35	*	* 12:27	9:50			2:00	
	11:00		8:35	5:55	W	1774	52.3	Mabton 8.1	74.5	50	N	12:17	9:30			1:35	
	11:35 A M		9:05 M 54	* 6:12		1782	60.4	Satus 10.4	66.4	37	*	* 12:05 A M	9:05 M 53			1:05	
	12:20 P M M 58		9:50	F 6:33	W C	1792	70.8	Toppenish 7.3	56.0	77	N	F 11:49 P M	8:35			12:20 P M M 57	
	1:00		10:30	* 6:50		1800	78.1	Simcoe 4.4	48.7	34	F	11:38	8:10			11:50 A M	
	1:20		10:45	* 6:58		1804	82.5	Parker 3.7	44.3	34	*	* 11:32	7:55			11:30	
	1:40		11:00	F 7:07		1807	86.2	Yakima City 3.6	40.6	44	D	F 11:26	7:45			11:15	
	2:00		Ar 11:15 De 11:20 M 2	7:15	W Y	1811	89.8	Nth. Yakima 4.0	37.0	183	N	11:20 M 53	7:35			De 11:00 Ar 10:00	
	2:20		11:45 P M	* 7:23		1815	93.8	Wenas 3.2	33.0	35	*	* 11:14	7:20			9:40	
	2:35		12:05 A M	* 7:31		1819	97.0	Selah 8.7	29.8	30	*	* 11:08	7:10			9:25	
	3:20		1:00	* 7:52	W 48-10 miles West	1827	105.7	Roza 8.6	21.1	35	*	* 10:53	6:45			8:50	
	4:00		1:35	* 8:13 M 58		1836	114.3	Umtanum 7.7	12.5	32	*	* 10:38	6:15			De 8:13 M 1 Ar 8:08	
	4:40		2:10	* 8:27		1843	122.0	Thrall 4.8	4.8	36	*	* 10:24	5:50			7:35	
	Ar 5:05 P M M 54		Ar 2:30 A M	Ar 8:40 A M	WCST	1848	126.8	Ellensburg	0.0	500	N	De 10:15 P M	De 5:35 P M M 57			De 7:15 A M	
	EX. SUNDAY		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. Full faced 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.

Special care must be exercised when approaching all bluffs where slides are liable to occur.

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

All freights, 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 two (2) and freights less than four (4) minutes while crossing bridge.

Special attention is called to Rules 128 and 131, which also govern trains at water tanks outside of switches.

Before passing any station freight engineers must obtain signal from rear of train. Freight brakemen must be on top of train approaching and passing all stations and bluffs. Freight trains authorized to carry passengers, with permits, will be designated by bulletin.

All car doors must be kept closed while in trains.

**F. W. GILBERT, Superintendent,
Spokane.**

PALOUSE AND LEWISTON BRANCH.

West Bound.

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

East Bound.

GENESSEE FREIGHT No. 59		JULIETTA MIXED No. 15		Genesee and Juliaetta Mail No. 9		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Marshall Jct.	Time Card No. 3 March 28th, 1897. Succeeding No. 2	Distance from Genesee	Capacity of Side Tracks	Telegraph Offices	SPOKANEMAIL No. 10		SPOKANEMIXED No. 16		SPOKANEFREIGHT No. 60	
Third Class EX. SUNDAY	Second Class EX. SUNDAY	First Class DAILY	First Class DAILY	First Class DAILY	Second Class EX. SUNDAY								Third Class EX. SUNDAY	Second Class EX. SUNDAY	Third Class EX. SUNDAY			
De 8.00 A M			De 3.00 P M	W 1585	0.0			Marshall Junc.	104.0	113	N	See Page 4					See Page 4	
8.50			3.25 M 60	W ID11	11.2			Spangle	92.8	74	D	Ar 12.10 P M					Ar 4.20 P M	
9.25			F 3.45	ID20	19.7			Plaza	84.3	19		F 11.30					De 3.25 M 9	
9.55			4.00	W ID27	26.7			Rosalia	77.3	97	D	11.15					Ar 3.20	
10.15			* 4.12	ID32	31.9			McCoy's	72.1	14		* 11.05					2.30	
Ar 10.45			4.25	ID38	37.5			Oakesdale	66.5	91	D	10.50 M 59					1.50	
De 10.50 M 10			4.40	W ID43	42.8			Belmont	61.2	89	D	10.35					1.20	
11.15			4.52	W ID47	47.1			Eden	56.9	25		F 10.20					12.50	
11.35			5.00	ID50	49.4			Garfield	54.6	53	D	10.15					12.20	
11.45 AM N 60					53.4			Cedar Creek	50.6								12.01 P M	
					59.0			Palouse	45.0	96	D	9.50					11.45 AM N 59	
12.45 P M			5.30	WS ID59	59.0			Fallons	38.4	32		F 9.30					10.50	
1.25			F 5.50	ID66	65.6			Whelan	33.6	32		F 9.15					10.15	
1.55			F 6.05	ID71	70.4			Pullman	28.5	67	D	9.00 P 60					9.45	
2.30		De 6.25 P M See 9	6.20	W ID76	75.5			(Genesee 1.5 Branch)	27.0	22		8.55					Ar 8.50 A M	
2.50		Ar 6.30 P M EX. SUNDAY	6.25	Y ID77	77.0			Pullman Junc.	22.0	44		F 8.40					De 8.45 AM See 10	
3.10		See page 7	F 6.40	ID82	82.0			Staley	19.6	41		F 8.32					EX. SUNDAY	
3.25			F 6.47	ID84	84.4			Chambers	17.2	26	D	8.25					8.15	
3.40			6.55	ID87	86.8			Johnsons	12.0	85	D	8.12					8.10	
4.05			7.07	W ID92	92.0			Colton	9.2	41	D	8.05					8.05	
4.20			7.15	ID95	94.8			Uniontown	6.8	32		F 7.55					7.45	
4.30			F 7.22	ID97	97.2			Leon	0.0	100	D	De 7.40 A M					7.35	
Ar 5.00 P M			Ar 7.40 P M	W ID104	104.0			Genesee									De 7.30 A M	
EX. SUNDAY			DAILY	W CY								DAILY					EX. SUNDAY	

M—Meet. P—Pass. †—Meals. D—Day and N—Night and Day Telegraph Office. Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations. W—Water. C—Coal. S—Scales. 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 Marshall Junction, Belmont, Pullman, Pullman Jct. and Genesee, and must not pass a registering station, which has telegraph service, without an order or clearance. Freight brakemen must be on top of train when approaching and passing all stations and bluffs. Special care must be exercised when approaching all bluffs where slides are liable to occur. When cars are left on the Warehouse track at Garfield, the derauling switch must be left open.

All trains must come to a Full Stop two hundred (200) feet from O. R. & N. crossings at Oakesdale, Garfield and Pullman. Special attention is called to rules 128 and 131, which also govern trains at water tanks outside of switches. Before passing any station, freight engineers must obtain signal from rear of train. Freight trains authorized to carry passengers, with permits, will be designated by bulletin. All car doors must be kept closed while in trains.

F. W. GILBERT, Superintendent,
Spokane.

PALOUSE AND LEWISTON BRANCH—Continued.

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

West Bound.

East Bound.

JULIAETTA MIXED No. 15		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Pullman Junction	Time Card No. 3 March 28th, 1897. Succeeding No. 2.	Distance from Juliaetta	Capacity of Side Tracks	Telegraph Offices	SPOKANE MIXED No. 16		
Second Class									Second Class		
EX. SUNDAY		EX. SUNDAY		STATIONS		EX. SUNDAY		EX. SUNDAY			
De	6.30 P M	Y	ID 77	0.0	Pullman Junction	38.0	22		Ar	See Page 6 8.45 A M	
	6.37		Ii 4	3.6	Sunshine	34.4	32			8.35	
	6.50	W	Ii 9	3.8	Moscow	29.2	83	D	F	8.20	
	7.15		Ii 15	15.3	Joel	22.7	70		F	7.45	
	7.35		Ii 20	19.5	Howell	18.5	52			7.25	
	7.50	W	Ii 22	22.4	Vollmer	15.6	61	D		7.10	
	8.50	WCT	Ii 34	34.0	Kendrick	4.0	97	D		6.00	
Ar	9.05 P M		Ii 38	38.0	Juliaetta	0.0	71	D	De	5.40 A M	
EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY	

West Bound.

FARMINGTON BRANCH.

East Bound.

MIXED No. 199		MIXED No. 197		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Belmont	Time Card No. 3 March 28th, 1897. Succeeding No. 2.	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		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY			
De	4.50 P M	De	9.30 A M	W	ID 43	0.0	Belmont	6.5	89	D	Ar	10.25 A M	Ar	5.45 P M	
Ar	5.15 P M	Ar	9.55 A M	CY	IH 7	6.5	Farmington	0.0	85	D	De	10.00 A M	De	5.20 P M	
EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		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 Juliaetta, 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 be positioned on rear car. Special attention is called to Rule 120.

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.

Speed of passenger trains must not exceed twenty-five (25) miles per hour and freight trains twelve (12) per hour on mountain grades.

Special care must be exercised when approaching all bluffs where slides are liable to occur.

Before passing any station freight engineers must obtain signal from rear of trains.

Freight brakemen must be on top of train approaching and passing all stations and bluffs.

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

F. W. GILBERT, Superintendent, Spokane.

FORT SHERMAN BRANCH.

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

West Bound.

East Bound.

SPOKANE ACCOM. No. 7		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Coeur d'Alene	Time Card No. 3 March 28th, 1897. Succeeding No. 2.	Distance from Hauser Junction	Capacity of Side Tracks	Telegraph Offices	COEUR D'ALENE AC. No. 8		
Second Class									Second Class		
EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY			
De	5.30 P M	CY	IA 14	0.0	Coeur d'Alene	13.5	67	D	Ar	9.00 A M	
	6.05	W	IA 4	9.2	Post Falls	4.3	30	D		8.25	
Ar	6.15 P M See Page 1	Y	1557	13.5	Hauser Junction	0.0	57	D	De	8.15 A M	
EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		EX. SUNDAY		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 Coeur d'Alene, and must not pass any registering station which has telegraph service, without an order or clearance.

Special care must be exercised when approaching all bluffs where slides are liable to occur. Attention must be used in handling cars on the incline at Coeur d'Alene. Trainmen must have cars in good order, and have train under perfect control before moving onto incline.

All freight trains upon arrival at Coeur d'Alene must turn engine at the "Y" and back down the incline. Under no circumstances must engine head down incline. When backing down 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.

Before passing any station freight engineers must obtain signal from rear of trains.

Freight brakemen must be on top of train approaching and passing all stations and bluffs.

F. W. GILBERT, Superintendent, Spokane.

COMMERCIAL SPURS.

MAIN LINE.		MAIN LINE.	
Distance from Hope.		Distance from Pasco Jct.	
Greenoughs	12.8 Miles	Holmes Spur	125.3 Miles
Wrights	21.7 "	GENESEE BRANCH	
North Pole	48.7 "	Distance from Marshall Jct.	
Rogers Spur	51.4 "	Busbey's Spur	78.9 Miles
Calispell	54.8 "		
Crosby Spur	62.7 "		

AUTHORIZED SURGEONS, IDAHO AND EAST CASCADE DIVISIONS.

LOCATION OF STRETCHERS (S).

DR. J. J. BUCKLEY, Chief Surgeon Western Divs., Missoula.
 DR. CARRIE LIEBERG, Hope (S).
 DR. FRANK WENZ, Rathdrum, (S).
 DR. JOHN SABIN, Cœur d'Alene (S).
 DR. N. F. ESSIG, Spokane (S).

DR. W. S. GAINES, Oakesdale.
 DR. J. L. MAGEE, Palouse (S).
 DR. J. L. CONANT, Genesee (S).
 DR. C. E. WORTHINGTON, Moscow (S).
 DR. F. A. POMEROY, Cheney.

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 employees 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 in critical cases of injury occurring in the discharge of duty.

PALOUSE AND LEWISTON BRANCH.

West Bound.

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

East Bound.

GENESSEE FREIGHT No. 59		JULIETTA MIXED No. 15		Genesee and Juliaetta Mail No. 9		Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Marshall Jct.	Time Card No. 3 March 28th, 1897. Succeeding No. 2	Distance from Genesee	Capacity of Side Tracks	Telegraph Offices	SPOKANE MAIL No. 10		SPOKANE MIXED No. 16		SPOKANE FREIGHT No. 60	
Third Class EX. SUNDAY	Second Class EX. SUNDAY	First Class DAILY		First Class DAILY	Second Class EX. SUNDAY								Third Class EX. SUNDAY	First Class DAILY	Second Class EX. SUNDAY	Third Class EX. SUNDAY		
De 8.00 A M				De 3.00 P M		W 1585	0.0	Marshall Junc. 11.2	104.0	113	N	See Page 4					See Page 4	
8.50				3.25 M 60		W ID11	11.2	Spangle 8.5	92.8	74	D	Ar 12.10 P M					Ar 4.20 P M	
9.25				F 3.45		ID20	19.7	Plaza 7.0	84.3	19		F 11.30					De 3.25 M 9	
9.55				4.00		W ID27	26.7	Rosalia 5.2	77.3	97	D	Ar 11.45 A M					Ar 3.20	
10.15				* 4.12		ID32	31.9	McCoy's 5.6	72.1	14		* 11.05					2.30	
Ar 10.45				4.25		ID38	37.5	Oakesdale 5.3	66.5	91	D	10.50 M 59					1.50	
De 10.50 M 10				4.40		W ID43	42.8	Belmont 4.3	61.2	89	D	10.35					1.20	
11.15				F 4.52		W ID47	47.1	Eden 2.3	56.9	25		F 10.20					12.50	
11.35				5.00		ID50	49.4	Garfield 4.0	54.6	53	D	10.15					12.20	
11.45 AM N 60							53.4	Cedar Creek 5.6	50.6								12.01 P M	
						WS ID59	59.0	Palouse 6.6	45.0	96	D	9.50					11.45 AM M 59	
12.45 P M				5.30		ID66	65.6	Fallons 4.8	38.4	32		F 9.30					10.50	
1.25				F 5.50		ID71	70.4	Whelan 5.1	33.6	32		F 9.15					9.45	
1.55				6.20		W ID76	75.5	Pullman (Genesee 1.5 Branch)	28.5	67	D	9.00 P 60					Ar 8.50 A M	
2.30		De 6.25 P M See 9		6.25		Y ID77	77.0	Pullman Junc. 5.0	27.0	22		8.55					De 8.45 AM See 10	
2.50		Ar 6.30 P M EX. SUNDAY		6.40		ID82	82.0	Staley 2.4	22.0	44		F 8.40					Ar 8.40 P M	
3.10		See page 7		F 6.47		ID84	84.4	Chambers 2.4	19.6	41		F 8.32					De 8.45 AM See 10 EX. SUNDAY	
3.25				6.55		ID87	86.8	Johnsons 5.2	17.2	26	D	8.25					8.18	
3.40				7.07		W ID92	92.0	Colton 2.8	12.0	85	D	8.12					8.10	
4.05				7.15		ID95	94.8	Uniontown 2.4	9.2	41	D	8.05					8.00	
4.20				F 7.22		ID97	97.2	Leon 6.8	6.8	32		F 7.55					7.46	
4.30				Ar 7.40 P M		W ID104	104.0	Genesee	0.0	100	D	De 7.40 A M					7.35	
EX. SUNDAY				DAILY													7.20	
																	7.00	
																	De 7.40 A M	
																	EX. SUNDAY	

10.10
9.45
De 9.15 10 P
Ar 8.40
8.30 See 16

10.10
9.45
De 9.15 10 P
Ar 8.40
8.30 See 16

M—Meet. P—Pass. †—Meals. D—Day and N—Night and Day Telegraph Office. Full faced figures (1, 2, 3, etc.) denote meeting and passing stations.
W—Water. C—Coal. S—Scales. 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 Marshall Junction, Belmont, Pullman, Pullman Jct. and Genesee, and must not pass a registering station, which has telegraph service, without an order or clearance.
Freight brakemen must be on top of train when approaching and passing all stations and bluffs.
Special care must be exercised when approaching all bluffs where slides are liable to occur.
When cars are left on the Warehouse track at Garfield, the derailing switch must be left open.

All trains must come to a Full Stop two hundred (200) feet from O. R. & N. crossings at Oakesdale, Garfield and Pullman.
Special attention is called to rules 128 and 131, which also govern trains at water tanks outside of switches.
Before passing any station, freight engineers must obtain signal from rear of train.
Freight trains authorized to carry passengers, with permits, will be designated by bulletin.
All car doors must be kept closed while in trains.

F. W. GILBERT, Superintendent,
Spokane.