

Chas M. Hoess

~~Pasadena~~ Train No 2
Baggage Car No 11

NORTHERN PACIFIC RAILROAD,

WESTERN DIVISIONS.

TIME SCHEDULE No. 18,

To take effect 12 o'clock noon Sunday, February 5, 1882.

FOR THE GOVERNMENT of EMPLOYEES ONLY.

The Company reserves the right to vary therefrom at pleasure.

STUDY THE RULES CAREFULLY. IMPORTANT CHANGES HAVE BEEN MADE.

H. W. FAIRWEATHER,
SUPT. PEND D'OREILLE DIVISION.

OTIS SPRAGUE,
SUPT. PACIFIC DIVISION.

J. W. SPRAGUE, General Superintendent.

PACIFIC DIVISION.

SOUTH BOUND.		Miles from Tacoma.	STATIONS.	Miles from Kalama.	NORTH BOUND.	
FREIGHT.	PASSENGER.				PASSENGER.	FREIGHT.
No. 3.	No. 1.				No. 2.	No. 4.
Ar. 2:00 P.M.	Ar. 12:00 M.	105.	KALAMA		Lv. 11:00 A.M.	Lv. 9:00 A.M.
1:44 "	11:47 A.M.	100.5	4.5Carroll's ... *	4.5	11:12 "	9:16 "
1:30 "	11:37 "	97.	3.5Monticello... *	8.	11:22 "	9:30 "
1:23 "	11:33 "	95.3	1.7Wallace's... *	9.7	11:27 "	9:36 "
1:19 "	11:30 "	94.1	1.2Cowlitz.....	10.9	11:30 "	9:41 "
12:41 "	11:05 "	84.3	9.8Castle Rock... *	20.7	11:55 "	10:18 "
12:14 "	10:46 "	77.	8.2Olequa.....	28.	12:14 P.M.	10:46 "
11:57 A.M.	10:37 "	73.7	3.3Little Falls... *	31.3	12:23 "	11:03 "
11:30 "	10:24 "	68.2	6.1Winlock.....	36.8	12:36 "	11:30 "
11:00 "	10:08 "	61.8	4.7Napavine... *	43.2	12:51 "	12:00 M.
10:36 "	9:56 "	57.1	2.4Newaukum... *	47.9	1:04 "	12:24 P.M.
10:25 "	9:50 "	54.7	3.9Chehalis... *	50.3	1:10 "	12:35 "
10:08 "	9:40 "	50.8	5.5Centreville... *	54.2	1:20 "	12:52 "
9:40 "	9:26 "	45.3	1.4Skookum Chuck... *	59.7	1:34 "	1:20 "
9:34 "	9:23 "	43.9	4.9Seasco..... *	61.1	1:37 "	1:26 "
9:10 "	9:10 "	39.	13.6Tenino.....	66.	1:50 "	1:50 "
8:05 "	8:36 "	25.4	11.6Yelm Prairie... *	79.6	2:25 "	2:55 "
7:06 "	8:05 "	13.8	5.1Hillhurst... *	91.2	2:55 "	3:51 "
6:43 "	7:53 "	8.7	8.7Lake View... *	96.3	3:08 "	4:16 "
Lv. 6:00 A.M.	Lv. 7:30 A.M.	105.	TACOMA		Ar. 3:30 P.M.	Ar. 5:00 "

*Flag Stations.

NOTE—The time given on this Card is LEAVING TIME at all Stations, unless otherwise specified.

Meeting points of Trains denoted by FULL-FACED figures.

All trains daily, Sunday excepted.

N. B.—Train No. 1 will have right to the road for 30 minutes after its Card Time, until Cowlitz Station is reached; then proceed, keeping 30 minutes behind Card Time.

No. 2 will have right to track for 30 minutes after its Card Time, until Cowlitz Station is reached; then if No. 1 has not arrived at Cowlitz, No. 2 will proceed, keeping 30 minutes behind Card Time, until No. 1 is met and passed.

No. 3 has right to road as against No. 4, for 30 minutes after Card Time.

No train will be allowed to run faster than 12 miles an hour in passing Carroll's Point and Ritz's Point, and between the first and second crossings of the Olequa, and within two and a half miles of Tacoma.

Speed over all Howe truss bridges must not exceed 8 miles per hour.

All Trains on this Division will run as per schedule unless otherwise directed by Superintendent.

In cases of doubt or uncertainty, take the safe course and run no risk.

CASCADE DIVISION.

EAST BOUND.		Miles from Tacoma.	STATIONS.	Miles from Carbonado.	WEST BOUND.	
MIXED.	FREIGHT.				FREIGHT.	MIXED.
No. 5.	No. 7.				No. 6.	No. 8.
Lv. 7:45 A.M.	Lv. 1:45 P.M.		... Tacoma ...	34.3	Ar. 9:00 A.M.	Ar. 5:30 P.
7:57 "	1:57 "	2.8	2.8 ... Reservation ... *	31.5	8:50 "	5:20 "
8:25 "	2:30 "	9.1	6.3 ... Puyallup ...	25.2	8:25 "	4:55 "
8:40 "	2:45 "	12.9	3.8 ... Alderton ...	21.4	8:07 "	4:38 "
9:02 "	3:11 "	18.7	5.5 ... Orting ... *	15.6	7:37 "	4:15 "
9:30 "	3:45 "	25.6	6.1 ... South Prairie ...	8.7	7:00 "	3:45 "
10:15 "	4:35 "	31.6	1.1 ... Wilkeson ...	2.7	6:25 "	3:10 "
Ar. 10:45 A.M.	Ar. 5:00 P.M.	34.3	2.7 ... Carbonado ...		Lv. 6:00 A.M.	Lv. 2:45 P.

*Flag Stations.

Full-faced figures denotes meeting points.

Speed of all trains within yard limits must not exceed 6 miles per hour.

Tacoma yard limits from coal wharf to junction of main line and Puyallup road.

All Trains daily, Sunday excepted.

In all cases of doubt or uncertainty, take the safe course and run no risk.

PEND D'OREILLE DIVISION.

EAST BOUND.		Miles from Wallula Junction	STATIONS.	Miles from Lake Pend d'Oreille.	WEST BOUND.	
FREIGHT.	MIXED.				MIXED.	FREIGHT.
No. 3	No. 1				No. 2	No. 4
10:00 P M lv	5:00 A M lv	0	* WALLULA JUNCTION	228	8:36 P M ar	8:00 A M ar
11:00 " ar	5:36 " "	12	12 * South Ainsworth	216	8:00 " lv	7:00 " lv
5:20 A M lv	7:00 A M lv	12	* † Ainsworth	216	6:28 P M ar	4:10 A M ar
7:00 " "	8:03 " "	33	21 * Eltopia	195	5:26 " "	2:25 " "
7:42 " "	8:30 " "	42	9 * Bluff Well	186	4:52 " "	1:37 " "
9:11 " "	9:21 " ps 3	60	18 * Twin Wells	168	4:04 " "	12:10 " "
10:53 " "	10:17 " "	79	19 * Well No. 7	149	3:07 " "	10:28 " "
11:37 " "	10:45 " "	88	9 * Palha	140	2:41 " "	9:43 " "
12:15 P M ar	11:10 " ar	96	8 * † RITZVILLE	132	2:16 " lv	9:07 " "
12:35 " lv	11:30 " lv	105	9 * Harrison	123	1:28 " mt 3	8:22 " "
1:18 " ar	11:57 " "	120	15 * Sprague	108	12:44 P M mt 1	7:07 " "
2:42 " "	12:44 P M mt 2	136	16 * Stephens	92	11:57 " "	5:47 " "
3:58 " "	1:32 " "	145	9 * † Cheney	83	11:28 " lv	5:02 " lv
4:42 " ar mt 1	1:59 " ar	152	7 * Marshall	76	11:18 " ar	4:42 " ar mt 3
5:02 " lv	2:09 " lv	161	9 * Spokane Falls	67	10:47 " "	4:00 " "
5:12 " "	2:40 " "	170	9 * Clifton	58	10:12 " "	3:15 " mt 1 lv
5:28 " "	3:15 " mt 4	179	9 * Idaho Line	49	10:12 " "	3:05 " ar
7:15 " "	3:51 " "	188	9 * † Rathdrum	40	9:39 " "	2:20 " "
8:00 " "	4:26 " "	207	9 * Dry Lake	21	9:03 " "	1:35 " "
8:42 " "	5:02 " ar	217	10 * Cocolalla	11	8:27 " lv	12:50 " lv
10:17 " "	6:37 " "	227 1/2	9 * Ventnor	1/2	8:07 " ar	12:30 P M ar
11:07 " "	7:17 " "	228	1/2 * LAKE PEND D'OREILLE	0	6:52 " "	10:57 " "
11:56 " "	7:56 " "				6:15 " "	10:10 " "
12:00 M ar	8:00 " ar				5:30 " "	9:18 " "
					5:27 A M lv	9:15 A M lv

Instructions 1 to 58
not preserved

cars are left for either of the foregoing reasons. Conductors will at once telegraph to the Superintendent, stating reasons why the cars were set out, and if repairs are needed, state what they are. They will also report what the car is loaded with. Should a foreign car get out of order, state whose, and what kind of car it is, also state if car contains time freight. Great care must be used in handling freight. Those in fault will be held strictly accountable for all loss or damage resulting from rough handling or carelessness.

59. Conductors will see that care is exercised in switching, that cars are positioned where Agents want them, and that their train while standing, or cars left by them, do not obstruct a road crossing. They must also unlock loaded or empty box-cars consigned to and left at stations where there are no agents. Cars must not be left on main track without permission of the Train Dispatcher.

60. They will see that switches, after being used, are left on main track, and when not otherwise engaged should ride on rear of train, to discover by the fresh indentations on the track if any of the running gear is down. If any are discovered, stop the train at once, protect it by signals and examine it. They will also take occasion at fuel and water stations to examine their train, with a view to detecting disabled brakes, trucks, drawheads, etc. When a car breaks down on the road, they will pick up such pieces as may have been detached and, if possible, take them—together with car in rear of train, if considered unsafe ahead of caboose. In no case must they leave any part of a car between, or so near the rails as to endanger a passing train.

61. Before leaving terminal stations of their route, they will examine the bulletin for orders, and must not pass a station where there is a bulletin without looking for orders. No excuse will be received for orders left on bulletins unobserved.

62. Conductors of all trains, and Engineers running without Conductors, immediately before starting on their runs, will go in person to the Telegraph Office, to inquire if there are any special orders for them, to register their trains, and ascertain if all trains due, of an equal or superior class, or trains for which signals were carried have arrived. They will leave at telegraph stations on their route with Agent or Operator a written report, giving the number of train, total cars, and time of departure. They will also register on arrival at destination.

63. On arriving at terminal stations they will remain with their train until passengers have alighted, and will see that all needful assistance is given them. They

Wood trains report location.

Engineers await signal from conductor.

Signal for starting.

Uses for whistle and bell at stations, curves and crossings.

Breaking in two of train.

Examine bulletins.

Register trains and apply for orders.

No person allowed to ride on engine.

Responsibility of engineers.

must enter upon their train book numbers of cars taken from or left at station, the time of arrival and departure of their trains, and at end of trip furnish an accurate copy of same on blanks that purpose to the Superintendent. They will also notify him, from the telegraph station, the cause of any rious detention.

64. Conductors of work trains daily, before leaving for their day's work report to the Train Dispatcher when train will be occupied during the and report daily on proper blanks numbers of all cars handled.

Enginemmen.

65. Enginemmen will not start with trains until they are directed to do so the Conductor.

66. On receiving the signal from ductor to depart from a station, ring bell only. Whistles must not be sou within station limits, except in case danger.

67. In approaching a station they sound the whistle at the distance of half of one mile before reaching station and not less than eighty rods before crossing a highway. The bell must be sounded eighty rods before crossing a highway and until it is passed.

68. Engineers of Extra trains will sound their whistle on approaching curves obscure places, and will approach all tracks with great care, and be sure switches by their targets are seen to right before attempting to pass.

69. Enginemmen should look back frequently to see that all is right where they are likely to break apart; in such cases GREAT CARE must be taken to keep forward part out of the way of the detached part, and every precaution used prevent a collision. They will, in cases, go back after the detached part, must be sure that it has been stopped properly protected by a flag.

70. Engineers approaching stations bring their train under full control by passing the first switch. When leaving the speed of trains must not exceed miles per hour until the last switch passed. When moving about stations bell must be rung, and all proper care used.

71. They will not allow any one connected with their trains to ride their engines, except by permission of General Manager, Superintendent, or Station Mechanic.

72. Although the Conductor has charge of the train, the Engineer will not therefore be considered blameless if he takes ANY UNNECESSARY RISK, without all prescribed precautions being observed which are necessary to perfect safety.

† Telegraph Stations. † Meals.
Full faced Figures denote meeting points.
Special attention is called to Rule 56.
All trains must reduce speed to six (6) miles per hour over all bridges and high trestles.
Speed of all trains within yard limits must not exceed six (6) miles per hour.
Trains Nos. one (1) and two (2) will run daily.
All other trains daily except Sunday.
In case of doubt or uncertainty, take the safe course and run no risk.

Duty at terminal stations.

Watch for signals.

73. In switching trains the attention of both Engineer and Firemen will be required to watch for signals, one on each side of the engine.

Look to your equipment.

74. Engineers must see that their engines are provided with a pair of screw jacks, which at all times must be kept in good order, extra spring hangers, frogs, flags, lanterns, and all tools necessary to meet casualties.

Dampers, stack and head lamps.

75. Dampers of ash pans must in all cases be closed while engines are crossing bridges and passing wood yards, or at any point where there is a large quantity of wood piled.

76. Engineers must know that their stacks are always in good order, and exercise special care to prevent fire.

Report to chief.

77. They must keep their head lamps in good order, and always lighted when running after dark.

78. They will observe special instructions about the killing of cattle, and make a written report to the Superintendent of all cattle hit upon the track, stating all facts within their knowledge, as per cattle report.

Duties of train baggage men.

Train Baggage Masters.

79. The Train Baggage Masters are under the direction of Conductors, and are expected to obey the rules for the government of brakemen, so far as they are applicable to them. They must not leave their car on arrival at destination until all baggage has been delivered. They are held responsible for the safe keeping and delivery of all railway business letters and packages. *They will observe strictly the "General Baggage Code."*

Brakemen.

80. Brakemen will be under the direction of their Conductors while on duty. They are expected to study and become familiar with the time table and all rules and regulations, and must be with their trains 20 minutes before leaving time.

Duties of brakemen.

81. They must pay strict attention to whistle signals, and observe carefully rule No. 69, relative to detached trains. They are expected to acquire sufficient knowledge of the road as to be able to stop their trains at regular stopping places without the whistle being sounded for that purpose.

82. SLIDING OF WHEELS is strictly prohibited.

83. Passenger Brakemen are expected to attend to the wants of passengers and see that the coaches are properly warmed, ventilated, lighted and supplied with water. See rule No. 17, in relation to bell cords.

Station Agents.

Charge of station agents.

84. Station Agents have charge of the Company's business and property at their respective stations. They will have their depots opened, ventilated and warmed as

Security of switches.

early and as late as the business of the Company requires, and must at all times keep their buildings and platforms clean, orderly and free from obstructions. They are required to have their ticket office open at least 15 minutes before the arrival of all trains carrying passengers, and be sure to have all *procure tickets* before entering the cars. They will check the baggage of passengers, except where a Baggage Master is employed, and observe General Baggage Rules. Baggage trucks must be drawn—not backed or pushed—around stations, and care must be taken to avoid running against passengers.

Accidents, negligence, damaged freight, etc.

85. Agents will be held responsible for the security and position of the switches, and must in no case allow them to be removed from the main track, except when in the immediate use of a train.

86. They are required to report daily all cars received, forwarded and remaining at station. They will see that the doors of all cars on side tracks are securely fastened and that brakes of end cars are set, and the cars far enough from main track as not to endanger passing trains. If brakes are insecure, wheels of cars nearest main track must be blocked, and Train Dispatcher's permission obtained before cars are allowed to occupy main track.

87. They are required to report all accidents occurring to trains at or near stations, all damaged cars or goods brought to or left at their station destined elsewhere, and wherever freight is damaged by train men in unloading. Agents will notify the Superintendent immediately by telegraph or letter, giving full particulars, name of Conductor and men in charge of train at time, and amount of damage and how caused, etc. Agents not complying with this rule will themselves be held responsible for the property damaged. They are also required to communicate such matters of interest or importance as may be useful in protecting the interest of the Company, and to report to the Superintendent all violations of the Time Schedule regulations.

Absence from duty.

88. Station Agents are not allowed to be absent without leave from the Superintendent, except from illness, in which case they must immediately inform him and see that some competent person is entrusted with their duties.

Trackmen.

Study the time card.

89. Section Foremen will always keep a copy of the Time card on hand, become familiar with its requirements, notice all signals of passing trains, and govern themselves accordingly.

Special duties and responsibilities.

90. In very cold and very warm weather, and always after heavy rain or wind storms, the track must be examined, and after snow storms special care must be

taken to keep switch and guard rails, frogs and crossings clear. They must also keep all necessary ditches open and examine carefully and frequently all bridges, culverts and cattle guards, and report all snow fences blown down, burned or stolen. They will also see that no wood, lumber, ties or other obstructions are piled within six feet of the track. They will notice the telegraph line, and if at any time they find it broken or down must repair it immediately and notify the nearest Operator. They will not permit their hand cars to be used after working hours or on Sunday, except in case of accident.

Protect yourselves by signals.

91. In all cases, by night or day, when repairing the track so as to obstruct or endanger the passage of trains, a red flag or lantern, as the case may be, must be placed in the track so as to be seen from

Aid the passage of trains.

any approaching train at least one-half mile each way from the place of danger. 92. Foremen of repairs and men in their employ, must at all times hold themselves in readiness to aid the passage of trains, and, in case of accident or delay will obey the orders of the Conductors.

Look out for extra trains.

93. No notice will be given of the passage of irregular trains, and they must always be prepared for them.

Report injury to cattle.

94. When animals are injured or killed by any of the trains, the fact must be reported in writing to the Superintendent as per cattle report.

Permit nothing to be wasted.

95. All car door, links, pins, parts of cars or engines, found by Trackmen, must be gathered up, taken to the nearest station, and the Agent requested to ship them to the Superintendent.

Rules to be Observed in Case of an Obstruction of the Track.

When an accident happens by which the track is obstructed, the Conductor will immediately send back a brakeman with danger signals (a red flag by day and a red light by night), not less than 60 rail lengths, and until he has reached a point where his danger signals can be seen not less than one-fourth of a mile by the engineer of the approaching train; and the brakeman must remain in such position until the train that is due has arrived, or until he is recalled by the whistle of his own engine.

At night, or when other signals cannot be distinctly seen or relied upon, or in the day time, when the view is obstructed, the brakeman will also take with him torpedoes, one of which he shall place on the rail, on engineer's side, at intervals of 50 rail lengths. If no following train has arrived when he is recalled, he must leave on the rail two torpedoes two rail lengths apart, as a caution to any following train.

The explosion of one or more torpedoes will be a signal to stop immediately. If there is a single explosion, it will indicate that the train has passed the brakeman, with his red flag or light, without observing him, and it will wait for him to retrace his way to give information of the obstruction. If the explosion is double, it will indicate that the brakeman has been recalled; and in this case, the train will move slowly forward, preceded by its conductor or a brakeman, on foot, until it shall have passed the place of obstruction.

When any train has been stopped by a preceding train, in the manner above mentioned, the conductor of the last train will use the same precautions with regard to any following train as those heretofore described.

Conductors of all trains will procure six torpedoes, which they will keep in a safe, dry place, and will in all cases of using them, report the same to Superintendent's office, and will make good their supply at the end of their run.

It must be borne in mind that exposure to rain or wet for thirty minutes destroys or impairs the explosive qualities of torpedoes, and in such cases too much reliance must not be placed upon them.

The use of torpedoes is to be in addition to the regular day and night danger signals, which must, in all cases, also be exhibited and used.

J. W. SPRAGUE, General Superintendent.

OTIS SPRAGUE, Supt. Pacific Division.

H. W. FAIRWEATHER, Supt. }
W. O. GORE, T. M. and Dispr. } PEND D'OREILLE DIVISION.