

CAMAS PRAIRIE RAILROAD CO.

Employees' Time Table

Effective July 26, 1931

12:01 A. M. "Pacific Time"

For the Government and Information of Employees only, and not intended for the use of the public
The Company reserves the right to vary from this Time Table at pleasure

R. E. HANRAHAN, *Manager*

Westward

FIRST SUBDIVISION

Eastward

THIRD CLASS					Second Class	FIRST CLASS					Station Numbers	Distance from Stites	Water, Fuel, Scales Tables, Wyes, Yard Limits.	Time Table No. 71 Effective July 26, 1931 Succeeding No. 70					Distance from Arrow	Distance from Lewiston	Capacity of Side Tracks	FIRST CLASS					Second Class	THIRD CLASS	
885 Freight	857 Freight		661 N. P. Freight		323 Passenger	311 N. P. Passenger	327 Motor Passenger	343 Passenger	313 N. P. Passenger	STATIONS				312 N. P. Passenger	324 Passenger	328 Motor Passenger	344 Passenger	314 N. P. Passenger				662 N. P. Freight	858 Freight	886 Freight					
Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays		Ex. Sun.		Daily	Daily	Daily	Daily	Daily	TELEGRAPH OFFICES and CALLS	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Mondays Wedn'days Fridays	Mondays Wedn'days Fridays											
AM 6.00					AM 1.55					St STITES D	AM 11.50							PM 2.30											
6.15					PM 12.05					Ko KOOSKA D	11.40							2.20											
6.50					s 12.24					Ka KAMIAH D	10.50							1.50											
7.05					f 12.39					TRAMWAY	f 10.38							1.30											
7.11					f 12.44					PARDEE	f 10.33							1.25											
7.35					f 1.00					CHAPIN	f 10.15							1.00											
7.40					s 1.04					Gr GREEN D	s 10.12							12.45											
8.00					f 1.12					PENNYR	f 10.02							12.25											
8.10					f 1.15					JORDAN	f 9.55							12.15											
10.00					s 1.29		AM 7.05			Of OROFINO P.D	s 9.50	PM 3.00						PM 12.01											
10.30					f 1.39		s 7.13			AHSAHKA	s 9.36	s 2.47						AM 11.10											
10.45					f 1.45		f 7.18			MAGNOL	f 9.29	f 2.41						11.00											
10.55					s 1.53		s 7.24			Pk PEOP D	s 9.24	s 2.35						10.55											
11.25					s 2.09		s 7.40			Ln LENORE D	s 9.06	s 2.17						10.30											
11.35					f 2.13		f 7.44			AGATHA	f 9.00	f 2.13						10.20											
AM 11.45					f 2.15		f 7.46			DOLOMITE	f 8.57	f 2.10						10.15											
PM 12.00					f 2.26		f 7.56			CHEERYANE	f 8.45	f 2.01						10.05											
12.10			N. P.		f 2.36	N. P.	f 8.01	See Page 3	N. P.	MYRIAM	f 8.39	f 1.57	See Page 3	N. P.	N. P.	N. P.	See Page 3	9.55											
12.35	See Page 3		AM 3.20		s 2.42	PM 1.30	s 8.12		AM 3.30	Rw ARROW P.D	AM 8.12	s 8.20	s 1.40	PM 3.07	PM 6.00			9.40											
12.50	AM 10.01		3.35		s 2.51	s 1.53	s 8.21	PM 2.44	s 2.38	SPALDING P.	s 8.01	s 1.32	AM 8.29	s 3.58	AM 7.25			9.25											
1.29	10.05		3.45		f 2.55	f 1.57	f 8.25	2.47	f 2.21	No. NORTH LAPWAI P.D.	f 7.58	f 8.18	f 1.29	f 8.25	f 6.49			9.22											
1.42	10.20		4.00		3.10	2.10	8.42	2.56	2.33	FOREBAY P.	7.46	8.05	1.16	8.11	6.33			9.05											
1.50	10.25		4.05		3.15	2.15	8.45	3.05	2.36	Fy EASTLEWISTON P.D.	7.43	8.03	1.13	8.05	6.30			9.00											
					3.20	2.20	8.50	3.10	2.40	Wn De LEWISTON P.D.	7.40	8.05	1.10	8.05	6.30			9.00											
Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays		Ex. Sun.		Daily	Daily	Daily	Daily	Daily	Time Over District	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Mondays Wedn'days Fridays	Mondays Wedn'days Fridays											
7.50	.24		.45		3.25	.40	1.45	.26	.30	Average Speed Per Hour	.32	3.30	1.50	.24	.27	.30	.25	5.30											
9.5	22.0		16.0		22.3	20.2	24.3	23.8	27.0		25.3		23.2	25.8	30.0	24.0	21.1	13.6											

Eastward Trains Are Superior to Trains of the Same Class in Opposite Direction.

Westward

SECOND SUBDIVISION

Eastward

Third Class		First Class		Time Table No. 71 Effective July 26, 1931 Succeeding No. 70		STATIONS		Distance from Spalding Capacity of Side Tracks		First Class		Third Class	
857 Freight	343 Passenger									344 Passenger	858 Freight		
Tuesdays Thursdays Saturday	Daily	Water, Fuel, Scales, Tables, Wyes and Yard Limits		Station Numbers		Distance from Grangeville				Daily	Mondays Wedn'sdys Friday		
AM L 4.30	PM L 12.30	W	C P 149	0.0	Ge	GRANGEVILLE	D	66.5	60	AM A 12.30 PM	PM A 1.40		
5.00	S 8.25		C P 142	7.1	Fn	FENN	D	59.4	35	S 12.05 PM		1.10	
5.30	S 9.40		C P 133	15.6	Co	COTTONWOOD	D	50.9	50	S 10.30		12.40	
5.40	12.42		C P 131	17.9		ROCK SPUR		48.6	10	10.35		12.30	
5.50	12.47		C P 128	20.7		SAND SPUR		45.8	10	10.30		12.20	
6.05	S 12.55	W X	C P 125	24.2	Rg.	FERDINAND	D	42.3	20	S 10.25	PM	12.10	
6.35	S 10.40	X	C P 117	32.1	Vo	CRAIGMONT	D	34.4	30	S 10.00	AM	11.40	
7.00	S 11.24	X	C P 113	36.6		CRAIG JUNCTION	P	29.9	9	S 10.35		11.00	
		X	C P 112	36.9		CLICKS		29.6	6				
7.30	S 11.30	W YCX	C P 109	40.4	Ru	REUBENS	P D	26.1	30	S 10.15		10.39	
8.00	1.52	w	C P 102	47.0		NUCRAG	P	19.5	11	9.23		9.35	
9.03 344	S 12.45	w	C P 94	54.5	Cu	CULDESAC	D	12.0	20	S 9.03 857 858	9.03 344		
9.10	f 12.40		C P 92	57.0		JACQUES		9.5	8	f 8.54		8.07	
9.20	f 12.23		C P 91	58.6		BUNDY		7.9	15	f 8.40		8.00	
9.40	f 12.30		C P 88	61.2		SWEETWATER		5.3	20	f 8.35		7.50	
9.50	S 2.30	X	C P 86	63.0	Fi	FORT LAPWAI	D	3.5	25	S 8.35		7.40	
10.01 AM A	S 2.40	YX	C P 83	66.5		SPALDING	P	0.0	No Sdg.	S 8.30 AM L	7.25 AM L		
Tuesdays Thursdays Saturday See Page 2	Daily See Page 2									Daily See Page 2	Mondays Wedn'sdys Friday See Page 2		
5.31	2.43					Time Over District				2.54	6.15		
12.0	24.5					Average Speed Per Hour				22.9	10.6		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

SPECIAL INSTRUCTIONS PAGES 4, 5 and 6

Westward

THIRD SUBDIVISION

Eastward

Second Class		First Class		Time Table No. 71 Effective July 26, 1931 Succeeding No. 70		STATIONS		Distance from Riparia Capacity of Side Tracks		First Class		Second Class	
859 Freight	73 O. W. Mixed									74 O. W. Mixed	860 Freight		
Daily	Daily	Water, Fuel, Scales, Tables, Wyes and Yard Limits		Station Numbers		Distance from Lewiston				Daily	Daily		
PM 10.30	AM 10.20	C Y WX	C P 72.0	72.0	Ax	RIPARIA	P DN	0.0	70	AM L 5.20	AM L 12.15		
10.21	10.40		C P 66.4	66.4		FLAGPOLE		5.6	No Siding	f 5.30		12.31	
10.06	f 9.58		C P 62.4	62.4		RIDPATH		9.6	28	f 5.38		12.43	
9.50 73	9.50 859		C P 57.5	57.5		CENTRAL FERRY	P	14.5	70	f 5.47		12.57	
9.44	f 9.47		C P 56.1	56.1		PEYTON		15.9	4	f 5.50		1.01	
9.36	f 9.42		C P 53.3	53.3		PURRINGTON		18.7	12	f 5.55		1.09	
9.21	f 9.32		C P 48.1	48.1		PENAWAWA	P	23.9	70	f 6.05		1.24	
9.06	f 9.02		C P 42.8	42.8		SWIFT		29.2	70	f 6.15		1.39	
8.57	f 8.56		C P 39.9	39.9		SCHULTZ		32.2	3	f 6.21		1.48	
8.46	S 8.09	w	C P 36.0	36.0	Ma	ALMOTA	P D	36.0	70	S 6.28		1.59	
8.40	f 8.05		C P 33.8	33.8		BOYART		38.2	2	f 6.32		2.05	
8.29	f 8.38		C P 30.1	30.1		INTERIOR		41.9	19	f 6.39		2.16	
8.26	f 8.36		4 P 29.1	29.1		WAWAWAI	P	42.9	14	f 6.41		2.19	
8.23	f 8.34		C P 28.1	28.1		CRUM		43.9	75	f 6.43		2.22	
8.12	f 8.27		C P 24.3	24.3		TRUAX		47.7	14	f 6.50		2.33	
8.07	f 8.24		C P 22.5	22.5		BISHOP	P	49.5	70	f 6.53		2.38	
7.51	f 8.33	w	C P 17.1	17.1		INDIAN		54.9	70	f 7.03		2.54	
7.31	f 8.20		C P 10.3	10.3		MOSES		61.7	70	f 7.10		3.14	
7.28	f 8.48		C P 9.5	9.5		ALPOWA		62.5	4	f 7.17		3.17	
7.18	f 8.12		C P 6.1	6.1		WILMA	P	65.9	70	f 7.28		3.27	
7.03	8.03		C P 1.0	1.0		TRANSFER		71.0	15	7.30		3.42	
7.00 PM L	8.00 PM L	O WC TX	C P 0.0	0.0	De Wn	LEWISTON	P DN	72.0	450	AM A 7.30	AM A 3.45		
Daily	Daily									Daily	Daily		
3.30	2.20					Time Over District				2.15	3.30		
20.6	30.9					Average Speed Per Hour				32.0	20.6		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

SPECIAL INSTRUCTIONS PAGES 4, 5 and 6

Westward

FOURTH SUBDIVISION

Eastward

Water, Fuel, Scales Tables, Wyes and Yard Limits		Station Numbers	Distance from Headquarters	Time Table No. 71 Effective July 26, 1931 Succeeding No. 70			Distance from Orofino	Capacity of Side Track	Camas Prairie or Industry
				STATIONS					
				TELEGRAPH OFFICES AND CALLS					
WC XY	CH 40			HQ HEADQUARTERS P-D		40.0	138		
				2.0					
	CH 38	2.0		DEER CREEK P		38.0	CTCo		
				2.1					
	CH 36	4.1		GRAVEL SPUR		35.9	6		
				1.8					
	CH 34	5.9		SUMMIT P		34.1	56		
				1.5					
	CH 33	7.4		CARDIFF P		32.6	Spur 11	Cardiff	
				1.5					
	CH 32	8.9		HELPHREY		31.1	Spur 5		
				.4					
	CH 31	9.3		KINNEY JUNCTION P		30.7		CT Co	
				.7					
	CH 30	10.0		FERGUSON P		30.0		CT Co	
				.1					
	CH 29	10.1		REVLING		29.9	12		
				1.1					
WY X	CH 28	11.2		J.P. JAYPE P		28.8	110		
				2.2					
	CH 26	13.4		THREE MILE		26.6	6		
				4.7					
	CH 22	18.1		PLACER		21.9	Spur 8		
				.3					
	CH 21 1/2	18.4		POORMAN		21.6	10	CT Co	
				.4					
	CH 21	18.8		DRY GULCH P		21.2	11	CT Co	
				.8					
	CH 20	19.6		SEARS		20.4	Spur 4	CT Co	
				.9					
	CH 19	20.5		HALEY		19.5	12		
				.7					
	CH 18	21.2		COW CREEK P		18.8	Spur 8		
				4.2					
W	CH 15	25.4		RUDO P		14.6	80		
				.1					
	CH 14	25.5		ROSS		14.5	Spur 2		
				1.7					
	CH 13	27.2		OLSON 2		12.8	Spur 3		
				.6					
	CH 12	27.8		OLSON 1		12.2	Spur 2		
				2.6					
	CH 10	30.4		CEDAR CANYON		9.6	Spur 15		
				3.6					
	CH 6	34.0		FOHL P		6.0	Spur 12		
				2.4					
	CH 4	36.4		WHISKEY SPUR		3.6	Spur 2		
				3.6					
WC TX	CS 32	40.0		OROFINO P					

GENERAL INSTRUCTIONS

In the operation of the Camas Prairie Railroad employes will be governed by the Operating Department Rules and Regulations of the Northern Pacific Railway. Employes must provide themselves with a copy of the Book of Rules and Regulations of the Operating Department of the Northern Pacific Railway Co. They will also provide themselves with copy of rules and current time table of the Washington division of the Oregon-Washington Railroad & Navigation Lines and be governed by same in the use of Oregon-Washington Railroad & Navigation Co. tracks at Riparia.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Except as otherwise provided enginemen will only be required to consult register at initial or starting point.
2. Conductors of work trains will issue instructions to their flagmen in writing except when flagman goes back immediately to stop an approaching train.
3. Engines backing will not exceed fifteen (15) miles per hour. Trains handling wrecker, ditcher or pile driver will not exceed twenty (20) miles per hour, except between Orofino and Stites, and between Jaype and Headquarters twelve (12) miles per hour will not be exceeded.
4. When necessary to take slack of freight trains with helper on rear, it should be done by the helper engine.
5. Before moving a work or wrecking train the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such train.

FIRST SUBDIVISION

1. AT ARROW—The time of all trains applies at Junction switch, and unless otherwise specified right of track and meet orders apply at the Junction switch. AT FOREBAY—The time of trains apply at cross-over switch.
2. SPEED RESTRICTIONS—
Between Lewiston and Orofino—Passenger trains thirty-five (35) miles per hour on tangents, twenty-five (25) miles per hour on curves of over 3 degrees, except motor car trains not exceed forty-five (45) miles per hour on tangents. Freight trains twenty-five (25) miles per hour on tangents, twenty (20) miles per hour on curves of over 3 degrees.
Between Orofino and Stites—Passenger trains twenty-five (25) miles per hour on tangents, twenty (20) miles per hour on curves of over 3 degrees. Freight trains twenty (20) miles per hour on tangents, fifteen (15) miles per hour on curves of over 3 degrees, except trains handling poles and refrigerator cars, fifteen (15) miles per hour.
At Lewiston, four (4) miles per hour over 18th street crossing.
At East Lewiston, fifteen (15) miles per hour over east switch.
3. BRIDGE AND ENGINE RESTRICTIONS—
Over bridge "O" Arrow, single header engines OW class "MK" and N. P. class "W" and heavier, ten (10) miles per hour.
Over bridge 29-1 Orofino Yard, single header engines, OW class "MK" and N. P. class "W" eight (8) miles per hour. Heavier engines not permitted.
Over bridge 50-1 Clearwater River, double header N. P. class "F-1" eight (8) miles per hour.
Engines heavier than N. P. class "F-1" will not go east of Kerr Gifford Spur on the Stites line in Orofino Yard limits.
Magill—OW class "MK" and N. P. class "W" engines will keep off the spur account light rail.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION
SPECIAL INSTRUCTIONS PAGES 4, 5 and 6

4. SPECIAL STOPS—CONNECTIONS, ETC.

No 311 will stop at North Lapwai to let off passengers from points east of Arrow.

No. 312, 324 and 344 will wait ten minutes at Lewiston for mail connections from Riparia.

Nos. 323, 327, 324 and 328 will stop on flag at Myrtle Bridge, Fir Bluff, Big George, and at school house, just west of Dolomite.

No. 327 stop at Old Poor Farm between North Lapwai and Forebay to pick up cans cream.

No. 328 will handle empty cream cans back and stop to put them off.

5. REGISTER STATIONS—

Lewiston	East Lewiston	Stites
Arrow	Orofino	Spalding

6. REGISTER EXCEPTIONS—East Lewiston—First class trains will not register. Lewiston—Second class and inferior trains, except passenger extras, will not register.

At Arrow—Trains will not require clearance card when telegraph office is closed.

7. BULLETIN STATIONS—Lewiston, East Lewiston, Orofino, Stites.

8. YARD LIMITS—Tracks between yard limit signs east of Spalding on both the first and second subdivisions and yard limit signs west of North Lapwai will be operated as one yard.

Lewiston, East Lewiston and Forebay are within the same yard limits.

9. DERAIL SWITCHES—

Dolomite—On Spur 423 ft. from head block.
Lenore—West end warehouse track.
Lewiston—West end Northwest Cities Gas spur.
Except when in use, derails must be left to derail.

10. STANDARD TIME CLOCKS—

Lewiston, Orofino, Stites.

11. WATCH INSPECTORS—

Lewiston, Idaho, M. L. Haines.
Orofino, Idaho, J. R. Hughes.

SPECIAL INSTRUCTIONS

SECOND SUBDIVISION

1. SPEED RESTRICTIONS—

Between Spalding and Grangeville, except as otherwise provided, passenger trains thirty-five [35] miles per hour on tangents, twenty-five [25] miles per hour on curves of over 3 degrees. Freight trains twenty-five [25] miles per hour on tangents, twenty [20] miles per hour on curves of over 3 degrees.

2. MOUNTAIN GRADES—

Between Sweetwater and Reubens—Descending mountain Reubens to Culdesac, No. 343 must not exceed schedule time, other passenger trains must not exceed any one mile in three [3] minutes, freight trains any one mile in four [4] minutes.

Speed of passenger trains in both directions should not exceed fifteen [15] miles per hour through tunnels 1 and 7.

Light engines must not run backing up.

Westward freight trains will stop 10 minutes at Nucrag, longer if wheels are found to be overheating, and 15 minutes at Culdesac to cool wheels.

The normal position of train order signal will be "STOP" at Culdesac and Reubens while the operators are on duty.

No eastward train will pass Culdesac or westward train pass Reubens when operators are on duty without a Form "A" clearance card, authorized by the train dispatcher, and when operators are not on duty no train will pass either Culdesac or Reubens in the direction named unless authorized by train order to do so, when communication fails operator may issue the clearance card endorsed "Means of communication have failed, proceed at restricted speed." Clearance cards should also show the train and time of departure of any trains ahead between points named. Trains meeting at Nucrag must do so by train order only and the first train arriving under such meet orders should report their arrival promptly.

The operator at Culdesac will not report westward trains clear at that station until they are in the clear on the siding or the rear end of the train has passed the telegraph office 300 feet.

3. PUSHER DISTRICT—Between Lewiston and Reubens.

4. REGISTER STATIONS—Spalding, Grangeville.

5. BULLETIN STATIONS—Grangeville.

6. YARD LIMITS—Craig Junction and Clicks are within the same yard limits.

7. IMPAIRED CLEARANCE—at tunnel seven.

8. DERAIL SWITCHES—

Fort Lapwai—West end of passing track.
Sweetwater—West end of passing track.
Bundy—West end of passing track.
Jacques—West end of Spur.
Culdesac—West end of passing track.
West end of House track.
West end of Mill spur.
West end Oil track.

Nucrag—West end of passing track.

Reubens—West end of passing track.

Clicks—West end.

Craig Junction—West end of transfer track.

Craigmont—East end of transfer track.

Cottonwood—East end of stock track.

Grangeville—West end coal incline.

West end—Farmers Union Warehouse track.

Except when in use, derail must be left to derail.

9. BRIDGE AND ENGINE RESTRICTIONS—Craig Jct. Engines must not go more than one engine length beyond switch of east end of passing track.

Craigmont—Engines must not go beyond bridge on N. & I. transfer track.

10. Grangeville—When grain is being loaded from Farmers Union Warehouse two cars should be placed four hundred feet west of this warehouse with brakes securely set.

SPECIAL INSTRUCTIONS

THIRD SUBDIVISION

1. AT RIPARIA—

Restrictions on the Snake River bridge do not permit engines heavier than 150,000 pounds on drivers.

Do not exceed eight (8) miles per hour on the Wye.

N. P. switch to Camas Prairie main track must be kept locked. Engines heavier than 153,000 lbs. must not go on icing track.

2. SPEED RESTRICTIONS—

Between Lewiston and Riparia—

Passenger trains, 45 miles per hour.

Freight trains, 35 miles per hour.

Except over curve approaches each end of bridge 71.23 over Clearwater River, Lewiston, all trains thirty (30) miles per hour.

When sand is blowing engineers will run with care and under control where they cannot see track is clear.

3. REGISTER STATIONS—

Riparia, Lewiston, East Lewiston.

4. REGISTER EXCEPTIONS—

At Lewiston—Second class and inferior trains, except passenger extras, will not register, but Eastward second class and inferior trains moving between Lewiston and East Lewiston must check register or secure register check showing that all first class trains due at Lewiston have arrived or left before proceeding to East Lewiston.

5. BULLETIN STATIONS—

Lewiston, Riparia.
East Lewiston.

6. Train No. 859 has right over No. 860 Lewiston to Riparia.

7. STANDARD TIME CLOCKS—

Lewiston.

SPECIAL INSTRUCTIONS

FOURTH SUBDIVISION

1. **SPEED RESTRICTIONS—**
 Between Orofino and Jaype—All trains twenty [20] miles per hour on descending grade, looking out for slides and washouts.
 Between Jaype and Headquarters—All trains twelve [12] miles per hour in either direction.
 At Orofino, five [5] miles per hour over Johnson Street on Headquarters line.
 On curve at Mile Post 3 between Orofino and Whiskey Spur, and on curve at Mile Post 35 between Summit and Headquarters—Eight (8) miles per hour.
 From Mile Post 5 to Bridge 5 between Whiskey Spur and Fohl—Ten (10) miles per hour.
 At Jaype, five (5) miles per hour, at rock crusher, first crossing west of Jaype, look out for tractors crossing track.
2. **MOUNTAIN GRADES—**Between Orofino and Headquarters—Westward trains must stop at Rudo to inspect train.
3. **BRIDGE AND ENGINE RESTRICTIONS—**
 Spur in east end of Jaype yard and C. T. Co. spurs between Jaype and Headquarters must not be used by Camas Prairie engines account track not safe.
 Whiskey Spur—Cars left on this spur must be chained to rail.
 Cow Creek—Engines must not go beyond point 75 feet back of frog.
 Three Mile—Engines must not go beyond derail on west end.
 Hephrey—Engines must not go beyond heel of frog.
4. **PUSHER DISTRICT—**Between Orofino and Headquarters.
5. **REGISTER STATIONS—**
 Orofino, Headquarters.
6. **BULLETIN STATIONS—**
 Orofino, Headquarters.
7. **YARD LIMITS—**
 Kinney Junction, Ferguson, Revling and Jaype are within the same yard limits.
8. **DERAIL SWITCHES—**
 Orofino—Run around track west end. Material track west end. Standard Oil spur west end.
 Whiskey Spur—West end.
 Fohl—West end.
 Rudo—West end, in pocket of passing track.
 Haley—West end passing track.
 Dry Gulch—West end.
 Poorman—West end.
 Placer—West end.
 Three Mile—West end.
 Jaype—110 feet East of West Main track switch on West lead track.
 Revling—West end of passing track.
 Cardiff—West end.
 Summit—West end in pocket of passing track.
 Except when in use, derails must be left to derail.
9. **STANDARD TIME CLOCKS—**
 Orofino.
10. **WATCH INSPECTORS—**
 Orofino, Idaho, J. R. Hughes.

SPEED TABLE

	Time Per Mile		Miles Per Hour
	Minutes	Seconds	
1	..		60
1	1		59
1	2		58
1	3		57.1
1	4		56.2
1	5		55.3
1	6		54.5
1	7		53.7
1	8		52.9
1	9		51.1
1	10		50.4
1	12		50
1	15		48
1	20		45
1	25		42.3
1	30		40
1	40		36
1	45		34.3
1	50		32.7
2	....		30
2	10		27.6
2	15		26.6
2	20		25.7
2	30		24
2	40		22.5
2	45		21.2
2	50		20
3	....		19
3	9		18
3	20		17
3	31		16
3	45		15
4	....		12
5	....		10
6	....		8
7	30		6
10	....		6

TONNAGE RATING OF FREIGHT ENGINES

SUB DIVISION	DISTRICT	CLASS OF ENGINE										
		O. W. MK	N. P. W	O. W. 730 768 CLASS	N. P. T S-4	O. W. 1742-60 707-23 CLASS	S-1 S-2 S-3	E-1	E-2 E-3 D-2 D-3	B	C	
FIRST EASTWARD	Lewiston to Arrow	2500	2400	2000		1800	1800	1700	1200	1100	1000	900
	Arrow to Orofino	3200	3000	2400		2150	2150	1950	1400	1200	1100	1000
	Orofino to Stites								1400	1200	1100	1000
FIRST WESTWARD	Stites to Orofino		Train	Limit	Sixty	Cars						
	Orofino to Lewiston						No	Limit				
SECOND EASTWARD	Spalding to Sweetwater	1100	1000	900		700	700	640	540	480	450	405
	Sweetwater to Culdesac	780	760	680		500	500	450	350	300	250	200
	Culdesac to Reubens	550	500	450		250	250	200	150	125	100	75
	Reubens to Craigmont.....	1500	1400	1250		950	950	800	700	650	575	525
SECOND WESTWARD	Craigmont to Reubens	1800	1650	1450		950	950	850	750	700	625	575
	Reubens to Culdesac		Forty	Cars								
	Culdesac to Spalding		Sixty	Cars								
THIRD EASTWARD	Riparia to Lewiston	3200	3000	2300		2100	2100	1900	1200	1100	1000	900
FOURTH EASTWARD	Orofino to Summit	725	600	525		425	400	350	200	175	150	125
FOURTH WESTWARD	Headquarters to Summit	900	750	650		525	450	350	200	175	150	125
	Summit to Orofino		Train	Limit	Eighty	Five	Cars					

AUTHORIZED SURGEONS

- DR. O. C. CARSSOW, Chief Surgeon, Lewiston, Idaho.
- DR. W. P. HABEL, Local Surgeon, Lewiston, Idaho.
- DR. S. A. ROE, Oculist, Lewiston, Idaho.
- DR. B. CHIPMAN, Dist. Surgeon, Grangeville, Idaho.
- DR. R. T. HOPKINS, Dist. Surgeon, Orofino, Idaho.
- DR. J. M. VERBERKMOES, Dist. Surgeon, Kooskia, Idaho.

W. R. PARKER,
 Trainmaster and Road Foreman of Engines.

M. C. SMITH,
 Chief Dispatcher.

STANDARD BOND

