

# CAMAS PRAIRIE RAILROAD CO.

## Employees' Time Table

Effective September 28, 1930

12:01 A. M. "Pacific Time"

For the Government and Information of Employes 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

Table with columns for Third Class, Second Class, First Class, and Third Class. It includes train numbers (e.g., 885, 857, 661, 313, 311, 327, 343, 323, 312, 328, 314, 324, 344, 662, 858, 886), times, and station names (STITES, KOOSKIA, KAMIAH, TRAMWAY, PARDEE, CHAPIN, GREER, PENOYER, JORDAN, OROFINO, AHTAHKA, MAGILL, PECK, LENORE, AGATHA, DOLOMITE, CHERRYLANE, MYRTLE, ARROW, SPALDING, NORTH LAPWAI, FOREBAY, EASTLEWISTON, LEWISTON). It also features 'Time Table No. 70' and 'Effective September 28, 1930'.

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

SPECIAL INSTRUCTIONS PAGES 4, 5 AND 6

Westward

SECOND SUBDIVISION

Eastward

Third Class		First Class		Water, Fuel, Scales, Tables, Wyes and Yard Limits	Station Numbers	Distance from Grangeville	Time Table No. 70 Effective September 28, 1930 Succeeding No. 69		STATIONS		Distance from Spalding	Capacity of Side Tracks	First Class		Third Class		
857 Freight	343 Passenger	Daily					344 Passenger	858 Freight	STATIONS				344 Passenger	858 Freight	STATIONS		344 Passenger
Tuesdays Thursdays Saturday	Daily	Daily					Telegraph Offices and Calls										
AM L 4.30	AM L 9.05	W	C P 149	0.0	Ge	66.5	60	PM A 6.30		PM A 3.30	GRANGEVILLE	D					
5.00	s 9.23		C P 142	7.1	Fn	59.4	35	s 6.07		3.00	FENN	D					
5.45	s 9.42		C P 133	15.6	Co	50.9	50	s 5.47		2.30	COTTONWOOD	D					
5.55	9.45		C P 131	17.9		48.6	10	5.39		2.20	ROCK SPUR						
6.05	9.48		C P 128	20.7		45.8	10	5.33		2.10	SAND SPUR						
6.25	s 10.00	WX	C P 125	24.2	Rg.	42.3	20	s 5.27		1.55	FERDINAND	D					
7.25	s 10.19	X	C P 117	32.1	Vo	34.4	30	s 5.10		1.25	CRAIGMONT	D					
8.00	s 10.29	X	C P 113	36.6		29.9	9	s 4.59		1.00	CRAIG JUNCTION	P					
			C P 112	36.9		29.6	6				CLICKS						
8.30 9.35 343	s 10.39 857	W YCX	C P 109	40.4	Ru	28.1	30	s 4.49		PM 12.30	REUBENS	P D					
9.56 10.06	10.57	w	C P 102	47.0		19.5	11	4.24		AM 11.55	NUCRAG	P					
10.45 11.00	s 11.20 858	w	C P 94	54.5	Cu	12.0	20	s 4.03		11.20 343	CULDESAC	D					
11.15	s 11.25		C P 92	57.0		9.5	8	s 3.54		10.02	JACQUES						
11.25	f 11.29		C P 91	58.6		7.9	15	f 3.50		9.55	BUNDY						
11.40	s 11.35		C P 88	61.2		5.3	20	s 3.43		9.45	SWEETWATER						
AM 11.50	s 11.41	X	C P 86	63.0	Fi	3.5	25	s 3.37		9.35	FORT LAPWAI	D					
PM 12.01	s 11.49	YX	C P 83	66.5		0.0	No Sdg	s 3.29		9.20	SPALDING	P					
Tuesdays Thursdays Saturday See Page 2	Daily See Page 2							Daily See Page 2		Mondays Wedn'sdys Friday See Page 2							
7.31	2.44							3.01		6.10							
8.9	24.3							22.2		10.8							
								Average Speed Per Hour									

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

SPECIAL INSTRUCTIONS PAGES 4, 5 and 6

Eastward

THIRD SUBDIVISION

Westward

Second Class		First Class		Water, Fuel, Scales, Tables, Wyes and Yard Limits	Station Numbers	Distance from Lewiston	Time Table No. 70 Effective September 28, 1930 Succeeding No. 69		STATIONS		Distance from Riparia	Capacity of Side Tracks	First Class		Second Class		
860 Freight	76 O.W.R.&N. Passenger	8 Motor	860 Freight				75 O.W.R.&N. Passenger	7 Motor	859 Freight	STATIONS			75 O.W.R.&N. Passenger	7 Motor	859 Freight	STATIONS	
Daily	Daily	Daily	Daily				Telegraph Offices and Calls										
AM 859 L 12.15	AM L 5.20	PM 7 L 2.00	70	0.0	Ax	72.0	C P 0	W X	PM A 10.05	PM 8 A 12.20	PM 860 A 11.00	RIPARIA	P DN				
12.33	f 5.30	f 2.11	No Siding	5.6		66.4	C P 6		f 9.46	f 12.01	10.40	FLAGPOLE					
12.45	f 5.38	f 2.19	28	9.6		62.4	C P 10		f 9.43	f 11.53	10.27	RIDPATH					
1.05	f 5.47	f 2.29	70	14.5		57.5	C P 15	w	f 9.37	f 11.44	10.12	CENTRAL FERRY	P				
1.10	f 5.50	f 2.32	4	15.9		56.1	C P 16		f 9.34	f 11.41	10.05	PEYTON					
1.19	f 5.55	f 2.37	12	18.7		53.3	C P 19		f 9.29	f 11.35	9.56	PURRINGTON					
1.35	f 6.05	f 2.48	70	23.9		48.1	C P 24		f 9.19	f 11.23	9.40	PENAWAWA	P				
1.51	f 6.15	f 2.59	70	29.2		42.8	C P 29		f 9.09	f 11.12	9.23	SWIFT					
2.00	f 6.21	f 3.05	3	32.2		39.9	C P 32		f 9.04	f 11.06	9.14	SCHULTZ					
2.14	s 6.28	s 3.13	70	36.0	Ma	36.0	C P 36	w	s 8.56	s 10.58	9.01	ALMOTA	P D				
2.20	f 6.32	f 3.18	2	38.2		33.8	C P 38		f 8.50 859	f 10.53	8.50 75	BOYART					
2.32	f 6.39	f 3.25	19	41.9		30.1	C P 42		f 8.43	f 10.46	8.39	INTERIOR					
2.37	f 6.41	f 3.27	14	42.9		29.1	C P 43		f 8.41	f 10.44	8.35	WAWAWAI	P				
2.42	f 6.43	f 3.29	75	43.9		28.1	C P 44		f 8.39	f 10.41	8.29	CRUM					
2.53	f 6.50	f 3.35	14	47.7		24.3	C P 48		f 8.32	f 10.33	8.17	TRUAX					
2.59	f 6.53	f 3.39	70	49.5		22.5	C P 50		f 8.29	f 10.30	8.11	BISHOP	P				
3.15	f 7.03	f 3.50	70	54.9		17.1	C P 55	w	f 8.18	f 10.19	7.55	INDIAN					
3.37	f 7.16	f 4.04	70	61.7		10.3	C P 62		f 8.05	f 10.06	7.33	MOSES					
3.40	f 7.17	f 4.06	4	62.5		9.5	C P 63		f 8.03	f 10.04	7.30	ALPOWA					
3.52	f 7.23	f 4.15	70	65.9		6.1	C P 66		f 7.57	f 9.57	7.20	WILMA	P				
4.07	7.33	4.29	15	71.0		1.0	C P 71		7.48	9.48	7.08	TRANSFER					
4.15	7.35	4.35	450	72.0	De Wn	0.0	C P 72	O W C T X	PM L 7.45	AM L 9.45	PM L 7.05	LEWISTON	P DN				
Daily	Daily	Daily							Daily	Daily	Daily						
4.00	2.15	2.35							2.20	2.35	3.55						
18.0	32	27.9							30.9	27.9	18.4						
								Average Speed Per Hour									

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	<b>Time Table No. 70</b> Effective Sept. 28, 1930 Succeeding No. 69			Distance from Orofino	Capacity of Side Track	Camas Prairie or Industry
				STATIONS					
				TELEGRAPH OFFICES AND CALLS					
W C X Y	CH	40		HQ	HEADQUARTERS	P-D	40.0	138	
					1.5				
		CH	39	1.5	BIG CUT		38.5		CT Co
					.5				
		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	5		
				.4					
	CH	31	9.3	KINNEY JUNCTION	P	30.7		CT Co	
				.7					
	CH	30	10.0	FERGUSON		30.0		CT Co	
				.1					
	CH	29	10.1	REVLING		29.9	12		
				1.1					
W Y X	CH	28	11.2	J.P.	JAYPE	P	28.8	110	
					3.3				
		CH	26	14.5	HUFFMAN		25.5		CT Co
					.4				
		CH	25	14.9	ROONEY	P	25.1	Spur 9	CT Co
					3.1				
		CH	24	18.0	MOLLOY		22.0	Spur 4	CT Co
					.1				
		CH	23	18.1	PLACER		21.9	Spur 8	
					.7				
		CH 22½		18.8	DRY GULCH		21.2	Spur 4	
					.4				
	CH	22	19.2	JOHNSON		20.8	Spur 4	CT Co	
				.4					
	CH	21	19.6	SEARS		20.4	Spur 4	CT Co	
				.1					
	CH	20	19.7	LARSON	P	20.3	Spur 9	CT Co	
				.8					
	CH	19	20.5	HALEY		19.5	12		
				.7					
	CH	18	21.2	COW CREEK		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					
W C T X	CS	32	40.0		OROFINO	P			

GENERAL INSTRUCTIONS

In the operation of the Camas Prairie Railroad employees will be governed by the Operating Department Rules and Regulations of the Northern Pacific Railway. Employees 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 Third division of the Oregon-Washington Railroad & Navigation Lines and be governed by same in the use of Oregon-Washington Railroad and 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. In the State of Washington, conductors of passenger trains consisting of four or more cars, and freight trains consisting of twenty-five or more cars, must know that brakeman has had one year's experience in train service before assigning him to flagging duties.
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. 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.  
At Lewiston, four (4) miles per hour over 18th street crossing.  
At East Lewiston, fifteen (15) miles per hour over east switch.  
One-fourth mile east of Mile Post 133, between Forebay and North Lapwai. five (5) miles per hour.
3. RESTRICTIONS—Speed will be restricted as follows:  
Bridge "O", Arrow: Engines class W-3 and heavier, 10 miles per hour.  
Bridges 29-1, 33 Ford Creek, 38, 50-1 Clearwater River: Engines heavier than 135,000 lbs. on drivers, eight (8) miles per hour. Engines 208,000 lbs. or heavier not permitted.  
Trains handling cars at Magill will reach in with sufficient cars to keep engine off spur account light rail.  
Orofino—Class N.P.-"W" and O.W.R.&N "MK" and heavier engines must not go East of Bridge 29-1 on Clearwater line.

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 and 328 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 and Big George.

## 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 considered and 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.  
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 Culdesac and between Reubens and Grangeville, 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.

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

## 9. RESTRICTIONS—Craig Jct. Engines must not go more than one engine length beyond East passing track switch. Craigmont—Engines must not go beyond bridge on N. &amp; I. transfer track.

## 10. Grangeville—All trains using Farmers Union Warehouse track will spot not less than two cars with brakes securely set eight car lengths west of this warehouse.

SPECIAL INSTRUCTIONS  
THIRD SUBDIVISION

## 1. AT RIPARIA—

Restrictions on the Snake River bridge do not permit engines heavier than 137,000 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 Riparia and Mile Post 60 passenger trains forty-five [45] miles per hour, freight trains thirty-five [35] miles per hour.

Between Mile Post 60 and Alpowa, passenger trains thirty [30] miles per hour, freight trains eighteen [18] miles per hour.

Between Alpowa and Lewiston—Passenger trains forty-five [45] miles per hour, freight trains thirty-five [35] miles per hour.

When sand is blowing engineers will run with care and under control where they cannot see track is clear, particularly at Schultz Spur.

## 3. CONNECTIONS, ETC.—

No. 8 will wait at Riparia for O. W. R. & N. No. 78.

## 4. REGISTER STATIONS—

Riparia, Lewiston, East Lewiston.

## 5. 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.

## 6. BULLETIN STATIONS—

Lewiston, Riparia.  
East Lewiston.

## 7. Train No. 7 has right over No. 8 Lewiston to Riparia. Train No. 859 has right over No. 860 Lewiston to Riparia.

## 8. 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 wherever they are liable to occur, especially around high bluffs.

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.

### 2. MOUNTAIN GRADES—

Between Orofino and Headquarters—Westward trains must stop at Rudo to inspect train.

### 3. 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.

Molloy—Engines must not go beyond the derail.

Helpfrey—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.

Larson—East end.

Johnson—West end.

Dry Gulch—West end.

Hoffman—West end.

Placer—West end.

Molloy—West end.

Rooney—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		34.3
2	50		21.2
3	....		20
3	9		19
3	20		18
3	31		17
3	45		16
4	....		15
5	....		12
6	....		10
7	30		8
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. M	N. P. F-1 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	1900	1800	1800	1700	1200	1100	1000	900
	Arrow to Orofino .....	3200	3000	2400	2250	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	780	700	700	640	540	480	450	405
	Sweetwater to Culdesac .....	780	760	680	600	500	500	450	350	300	250	200
	Culdesac to Reubens .....	550	500	450	325	250	250	200	150	125	100	75
	Reubens to Craigmont.....	1500	1400	1250	1100	950	950	800	700	650	575	525
SECOND WESTWARD	Craigmont to Reubens .....	1800	1650	1450	1100	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	450	425	400	350	200	175	150	125
FOURTH WESTWARD	Headquarters to Summit .....	900	750	650	460	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.