

### SPEED TABLE

Time Per Mile		Miles Per Hr.	Time Per Mile		Miles Per Hr.
Min.	Sec.		Min.	Sec.	
	..	60	2	....	30
	1	59	2	10	27.6
	2	58	2	15	26.6
	3	57.1	2	20	25.7
	4	56.2	2	30	24
	5	55.3	2	40	22.5
	6	54.5	2	45	21.8
	7	53.7	2	50	21.2
	8	52.9	3	....	20
	9	52.1	3	9	19
	10	51.4	3	20	18
	12	50	3	31	17
	15	48	3	45	16
	20	45	4	....	15
	25	42.3	5	....	12
	30	40	6	....	10
	40	36	7	30	8
	45	34.3	10	....	6
	50	32.7			

#### LOCATION OF STRETCHERS:

Lewiston, Idaho—Union Station  
 East Lewiston—Yard Office  
 Orofino, Idaho  
 Headquarters, Idaho  
 Stites, Idaho  
 Grangeville, Idaho

#### AUTHORIZED SURGEONS

DR. J. E. CARSSOW, Chief Surgeon, Lewiston, Idaho  
 DR. DONALD SOLTMAN, Grangeville, Idaho  
 DR. R. T. HOPKINS, Orofino, Idaho  
 DR. H. W. WENTWORTH, Stites, Idaho  
 DR. D. K. WORDEN, Lewiston, Idaho  
 DR. W. F. ORR, Cottonwood, Idaho  
 DR. K. H. COLLINS, Craigmont, Idaho  
 DR. C. H. BRYAN, Kamiah, Idaho

# Camas Prairie Railroad Co.

# TIME TABLE

# 89

In Effect at 12:01 A. M. Pacific  
Standard Time

## Sunday, Feb. 1, 1948

For the Government of Employes only. The Company reserves the right to vary therefrom at its pleasure. Be positive that you have the Current Time Table and latest Special Instructions and destroy all previous numbers. Read carefully the Special Instructions and always carry a copy for reference and a copy of OPERATING RULES.

I. M. LAGERQUIST  
Manager

I. A. WOLTERS  
Mechanical Superintendent

M. C. SMITH  
Chief Dispatcher



SECOND CLASS		FIRST CLASS					Station Numbers	Distance from Stites	Water, Fuel, Scales Tables, Wyes, Yard Limits.	Time Table No. 89 Effective Feb. 1, 1948					FIRST CLASS					SECOND CLASS
661 N. P. Freight	323 Passenger	343 Passenger	311 N. P. Passenger	313 N. P. Passenger		St				Ko	Ka	Gr	Of	Pk	Ln	Fy	Wn De	312 N. P. Passenger	344 Passenger	324 Passenger
Daily	Daily	Daily	Daily	Daily											Daily	Daily	Daily	Daily	Daily	
	PM 12.34					CS 66	0.0	XY	St	STITES	D	62.7	76.2	46			PM 12.30			
	s 12.45					CS 63	3.2	W MP 57	Ko	KOOSKIA	D	59.5	73.0	32			PM 12.18			
	s 1.06					CS 55	11.2		Ka	KAMIAH	D	51.5	65.0	26			AM 11.56			
	f 1.22					CS 49	17.0			TRAMWAY		45.7	59.2	23			f 11.39			
	f 1.26					CS 47	18.4			PARDEE		44.3	57.8	Spur 8			f 11.35			
	f 1.45					CS 41	24.5			CHAPIN		38.0	51.7	No Sdg.			f 11.16			
	s 1.47					CS 40	25.4		Gr	GREER	D	37.3	50.8	26			s 11.14			
	f 1.58					CS 36	29.4			PENoyer		33.3	46.8	Spur 2			f 11.02			
	f 2.01					CS 35	30.9			JORDAN		31.8	45.3	No Sdg.			f 10.58			
	s 2.12					CS 32	33.7	W C T X	Of	OROFINO	P DN	29.0	42.5	232			s 10.51			
	s 2.22					CS 28	37.4	X		AHSAHKA		25.3	38.8	38			s 10.41			
	s 2.32					CS 23	42.4		Pk	PECK	D	20.3	33.8	49			s 10.29			
	s 2.49					CS 17	49.3	W	Ln	LENORE	D	13.4	26.9	15			s 10.13			
	f 2.53					CS 15	51.0			AGATHA		11.7	25.2	17			f 10.09			
	f 3.07					CS 9	56.9			CHERRYLANE		5.8	19.3	Spur 9			f 9.58			
	f 3.11					CS 7	59.2			MYRTLE		3.5	17.0	14			f 9.54			
AM 1.00	s 3.25	See Page 3	PM 1.14	AM 2.20		CS 3	62.7	X	Rw	ARROW	PD	0.0	13.5	35	AM 8.35	See Page 3	s 9.45	PM 3.50	AM 6.00	
1.15	s 3.33	PM 2.34	f 1.22	f 2.27		CP 83	65.9	Y X		SPALDING	P	10.3	0	0	s 8.28	AM 9.20	s 9.35	s 3.43	5.52	
1.25	f 3.40	f 2.37	f 1.25	f 2.30		CP 82	66.8	X		NORTH LAPWAI	P	9.4	25	25	f 8.25	f 9.18	f 9.32	f 3.40	5.49	
1.40	3.51	2.50	1.36	2.42			73.2	X		FOREBAY	P	3.0	200	200	8.11	9.06	9.17	3.26	5.33	
AM 1.45	A 3.55	2.54	1.39	2.45			74.7	O W C T X Z	Fy	EASTLEWISTON	P.D N.	1.5	450	450	8.08	9.03	9.14	3.23	5.30 PM	
	PM 4.00	A 3.00	PM 1.45	AM 2.50		CP 72	76.2	X	Wn De	LEWISTON	P. DN	0.0			AM 8.05	AM 9.00	AM 9.10	PM 3.20		
Daily	Daily	Daily	Daily	Daily						76.2					Daily	Daily	Daily	Daily	Daily	
.45	3.26	.26	.31	.30						Time Over District					.30	.20	3.20	.30	.30	
18 0	22.19	23.07	27.0	27.0						Average Speed Per Hour					27.0	30.9	22.86	27.0	27.0	

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

Special Instructions Pages 4-5







Westward

FOURTH SUBDIVISION

Eastward

Time Table No. 89 Effective Feb. 1, 1948			STATIONS			Telegraph Offices and Calls	
Station Numbers	Distance from Headquarters	Water, Fuel, Scales Tables, Wyes and Yard Limits	Distance from Orofino	Capacity of Side Track			
CH 40	0.0	W C X Y	HQ 40.0	138	HEADQUARTERS	PD	
					2.0		
CH 38	2.0	X		CTCo	DEER CREEK	P	
					2.1		
CH 36	4.1			6	GRAVEL SPUR		
					1.7		
CH 34	5.8			56	SUMMIT	P	
					3.0		
CH 31	8.8			Spur 5	HELPHREY		
					1.3		
CH 30	10.1	X		12	REVLING		
					1.1		
CH 29	11.2	W Y X		110	JAYPE	P	
					.9		
CH 28	12.1	X		4	NELSON		
					1.5		
CH 26	13.6			26.4	QUARTZ		
					1.3		
CH 25	14.9			20	ROONEY		
					3.1		
CH 22	18.0			Spur 8	PLACER		
					.4		
CH 21	18.4			Spur 10	POORMAN		
					2.1		
CH 20	20.5			12	HALEY		
					.3		
CH 19	20.8			19.2	OMILL		
					.3		
CH 18	21.1			18.9	COW CREEK		
					4.2		
CH 15	25.3	W		60	RUDO	P	
					3.5		
CH 11	28.8			Spur 6	LIME MOUNTAIN	P	
					1.6		
CH 10	30.4			Spur 3	CEDAR CANYON		
					3.8		
CH 6	34.2			Spur 18	FOHL	P	
					5.8		
CS 32	40.0	W C T X	OF 0.0		OROFINO	PD N	

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

Special Instructions Pages 6-7

## GENERAL INSTRUCTIONS

Employees will be governed by the Consolidated Code of Operating Rules and, except on the Third Subdivision, by the Safety Rules and Special Instructions of the Idaho division of the Northern Pacific Railway. On the Third Subdivision employees will be governed by the Union Pacific Railroad Special Instructions and Safety Rules of the Washington Division and in addition at Riparia will be governed by Union Pacific Washington Division Time Table in use of Union Pacific track.

## SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

### SPEED RESTRICTIONS—All Trains and Engines:

- When handling wrecker, pile driver, ditcher or similar equipment, or engine with side and main rods disconnected ..... 20 M.P.H.  
Engines backing ..... 15 M.P.H.  
Handling logs or gravel..... 25 M.P.H.  
Light engines observe speed of passenger trains.  
Passenger trains with Gas-electric engines may run at speed of ten (10) miles per hour faster than passenger trains with steam engines.
- When necessary to take slack of freight trains with helper on rear, it should be done by the helper engine.
- Trains handling logs, when meeting passenger trains will stop at switch, whether train is to take siding or not and will not proceed unless passenger train is standing still or has moved by the logs and will not exceed speed of ten miles per hour until by.

### FIRST SUBDIVISION

- AT LEWISTON**—When using back track Potlatch Forests, Inc., yard, yardmen must close and lock gate. Under no circumstances should cars be kicked in on single ended tracks. In handling cars ahead of engine on the inclines at the "Pacific Fruit," "Mark Means" and "Frosted Foods," coupling should be made before switch is opened to the incline.
- AT ARROW**—Time of trains applies at Junction switch.
- AT FOREBAY**—Time of trains applies at cross-over switch.
- SPEED RESTRICTIONS:**  
All trains will not exceed speed of ten M.P.H. over highway crossing, serving mill of the Potlatch Forests, Inc., 1,000 feet east of east switch East Lewiston.  
Trains handling logs between Stites and Orofino will run at restricted speed through rock cuts, prepared to stop short of projecting rocks, because of impaired clearance to stakes.

LOCATION	Maximum Speed Miles Per Hour		REMARKS
	Pasgr.	Fr.	
Between Lewiston and Orofino.....	40	30	
	30	25	On curves over 3 degrees.
Between Orofino and Kamiah.....	35	25	
Between Kamiah and Stites.....	30	20	
At Lewiston .....	4	4	Over 18th Street crossing.
At East Lewiston.....	15	15	Over east switch.
At Arrow, over Bridge "0".....	10	10	Engines U.P. class "MacA" and N.P. class "W" and heavier.
At Orofino, over Bridge 29-1.....	8	8	Engines U.P. class "MacA" and N.P. class "W."
At Clearwater River, over Bridge 50-1	8	8	Double header engines weighing 135,000 on drivers or heavier.



## 5. BRIDGE AND ENGINE RESTRICTIONS:

At Lewiston, the following yard tracks only may be used by N.P. "W-5" power: Two main leads east and west leading to round house and tracks 1 to 10 inclusive.

At North Lapwai, N.P. "W-5" engines keep off storage track. At Arrow, N.P. "W-5" engines keep off east end storage track. At Orofino, engines heavier than N.P. class "S-4" will not go east of east yard limit.

On Bridge 29-1, engines heavier than U.P. class "MacArthur" and N.P. class "W" not permitted.

All trains using N.P. class "W" or U.P. "MacArthur" when switching Rochdale Spur reach in with sufficient cars to keep engines off sharp curve west of highway crossing.

Crossing serving the new bridge across Clearwater river at Orofino crosses main line. See that proper protection is afforded this crossing in switching operation.

Bridge 50-1 one mile west of Kamiah will not clear Ditcher unless stack and hood are removed.

At Stites, passenger equipment must be kept off house track, account clearance.

## 6. SPECIAL STOPS AND CONNECTIONS:

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

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

Nos. 323 and 324 will stop at Myrtle Bridge except on Sundays and holidays will stop on flag only. Will stop on flag at Fir Bluff, Big George and Old County Farm near milepost 130, and stop at Pardee to take on cream or put off empty cream cans.

## 7. REGISTER STATIONS:

Lewiston—For first class trains and passenger extras.

East Lewiston—For second class and inferior trains except passenger extras. First class trains will register when directed to do so by train order.

Spalding. Arrow. Orofino. Stites.

## 8. BULLETIN STATIONS: Lewiston, East Lewiston, Orofino, Stites.

## 9. CLEARANCE EXCEPTIONS: At Arrow and Stites when no operator on duty, trains will not require clearance card to comply with Rule 83 (B).

At Spalding, no clearance required.

## 10. 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.

Tracks between yard limit signs west of Transfer and east of Forebay will be operated as one yard.

## 11. IMPAIRED CLEARANCE:

At Lewiston, loading platform on south side of track at Northwest Cities Gas spur will not clear man on side of car. Spur in mill yard Potlatch Forests, Inc., loading match planks and at wood pile rock spur will not clear man on side of car.

Loading platform on Snake River Ave. will not clear man on side of car.

At Ahsahka—Guy wire to gin pole over old Thompson Spur about 100 feet from end of track will not clear man on car.

At Kamiah, Kooskia and Stites—Impaired clearance on house tracks and spurs where lumber is piled for loading into cars.

At Stites—On Potlatch Forest track at Jammer base will not clear man on sides or top of car. Log flats spotted on this track must have stakes down and into clear. Pole gate just east of

loading platform must be down before cars are spotted. East switch at Stites must be kept lined for house track.

## 12. DERAIL SWITCHES:

Lewiston—West end of Northwest Cities Gas spur.

West end of cinder pit track.

338 feet east of switch to cinder pit track. Also on west lead.

Lenore—West end of warehouse track.

East end of house track.

Orofino—West end of run around track. West end of material track. West end log loading track 150 feet east of Standard Oil switch.

Standard Oil Spur west end, also protects planer track.

Track serving Cement Plant.

Track serving National Pole Co.

Tracks serving Cement Plant and National Pole Co. at Orofino are on a three per cent grade and extra precautions must be taken in switching, cars placed for loading must be equipped with good hand brakes. Test the hand brakes before cars are left on spot.

## 13. STANDARD TIME CLOCKS:

Lewiston, East Lewiston, Orofino, Stites.

## 14. WATCH INSPECTORS:

Lewiston, T. E. Dean. Orofino, H. W. Servatius.

# SPECIAL INSTRUCTIONS SECOND SUBDIVISION

## 1. SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles Per Hour		REMARKS
	Pasgr.	Frt.	
Between Spalding and Culdesac....	40	30	On tangents.
and Reubens and Cottonwood....	20	20	On curves of over 3 degrees.
Between Culdesac and Reubens.....	35	25	
Between Cottonwood and Grangeville	30	25	
Descending mountain Reubens to Culdesac .....			Passenger trains any one mile in three (3) minutes, and freight trains any one mile in four (4) minutes.
Through Tunnels 1 and 7.....	15	15	In both directions.
At Craigmont at grade crossing at west switch near stock yards.....	5	5	

## 2. MOUNTAIN GRADES:

Light engines must not run backward.

Westward freight trains will stop as follows to cool wheels: Nucrag—10 minutes, and longer if wheels are found to be overheated. Culdesac—15 minutes.

The normal position of the train order signal at Reubens is "STOP" for westward trains when operator is on duty and will not be changed to indicate proceed, except for westward trains to pass when block is clear and when there are no orders.

The operator at Reubens and Culdesac will keep a record of when westward trains pass Reubens and Culdesac. The operator at Culdesac will not report westward trains clear at that station until they are into clear on the siding or the rear of the train has passed telegraph office 300 feet.

If communication fails operator at Reubens will issue clearance card endorsed "means of communication have failed, proceed after preceding train has gone forty-five (45) minutes." When no operator on duty at Reubens westward trains will register and follow preceding train not less than forty-five (45) minutes. Trains except work trains must have train order authority to



meet at Nucrag. Light engines may proceed under operating rules.

Test of air brakes on westward freight or mixed trains as prescribed by air brake rule 35 must be made at Reubens. The air brakes must be charged to a maximum of 90 pounds and conductors must know by caboose gauge that this pressure is obtained before making terminal test.

Air test card must be filled out and left with Agent at Culdesac. Enginemen will maintain a working pressure of 90 pounds at Reubens, apply retainers where possible and keeping applied until actual foot of grade is reached.

3. **PUSHER DISTRICT.** Between Lewiston and Reubens.

4. **REGISTER STATIONS:** Spalding, Grangeville.

5. **BULLETIN STATIONS:** Grangeville.

6. **CLEARANCE EXCEPTIONS:**

At Grangeville when no operator on duty, trains will not require clearance card to comply with Rule 83 (B).

7. **YARD LIMITS:** Tracks between yard limit signs east of Craig Junction and west of Clicks will be operated as one yard.

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.

8. **IMPAIRED CLEARANCE:** Tunnel seven.

9. **DERAIL SWITCHES:**

Fort Lapwai—West end of siding.

Sweetwater—West end of siding.

Bundy—West end of siding.

Jacques—West end. Cars left on siding must have brakes securely set. When cars are being loaded at Jacques one loaded car, with brakes securely set, should be left just east of the highway crossing.

Culdesac—West end of siding. West end of House track.

West end of Mill spur. West end of Oil track.

Nucrag—West end of siding.

Reubens—West end of siding.

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 of Farmer Union Warehouse track.

10. **Grangeville**—When cars are being loaded from Farmers Union Warehouse, all trains using this track will spot not less than two cars with brakes securely set, eight car lengths west of this warehouse.

11. **Special Stops:** No. 343 will stop on flag at Mallott's Farm 2 1/2 miles east of Culdesac to handle cream shipments to Lewiston. No. 344 will handle the empty cans back.

12. **WATCH INSPECTOR:** Lewiston, Idaho, T. E. Dean.

## SPECIAL INSTRUCTIONS

### THIRD SUBDIVISION

1. **AT RIPARIA:**

N.P. switch to Camas Prairie main track must be kept locked.

2. **BRIDGE AND ENGINE RESTRICTIONS:**

At Riparia, on Snake River Bridge engines heavier than 210,000 pounds on drivers not permitted.

N.P. class "W" or "MacArthur" type engines must not go in on No. 2 track spur at Riparia. When necessary to use this track, trains must hold onto sufficient cars. On all other spurs at Riparia the above engines must not go beyond four car lengths beyond switch.

### 3. SPEED RESTRICTIONS:

LOCATION	Maximum Speed		REMARKS
	Miles Per Hour	Frts.	
At any point.....	With care		At restricted speed when sand is blowing, especially just west of Ridpath.
Between Riparia and Lewiston.....	40	35	
Over curve approach each end of Bridge 71.23 over Clearwater River, Lewiston .....	30	30	
At Riparia.....	15	15	On Wye track.

4. **REGISTER STATIONS:**

Riparia.

Lewiston for first class trains and passenger extras.

East Lewiston, for second class and inferior trains.

5. **YARD LIMITS:** Lewiston—Tracks between yard limit signs west of Transfer and east of Forebay will be operated as one yard.

6. **IMPAIRED CLEARANCE:** At Indian, west end of track not safe, switch spiked, must not be used.

7. **BULLETIN STATIONS:** Lewiston, East Lewiston, Riparia.

8. **DERAIL SWITCH:** Almota—East end warehouse track. Peyton—Both ends of siding.

9. **STANDARD TIME CLOCKS:** Lewiston, East Lewiston.

10. **WATCH INSPECTORS:** Lewiston, T. E. Dean.

## SPECIAL INSTRUCTIONS

### FOURTH SUBDIVISION

1. **SPEED RESTRICTIONS:**

LOCATION	Maximum Speed		REMARKS
	Miles Per Hour	Frts.	
Between Orofino and Jaype.....	15	15	Looking out for slides and wash-outs.
Between Jaype and Headquarters....	12	12	
At Orofino, over Johnson Street.....	5	5	
On curve at M. P. 3 between Orofino and Fohl.....	8	8	
From M. P. 5 to Bridge 5, between Orofino and Fohl.....	10	10	
On curve at M. P. 35, between Summit and Headquarters.....	8	8	

Run prepared to stop short of slides in cut 1200 feet east and 2000 feet east of M. P. 29 between Jaype and Revling.

Cars may be spotted on main track to load at Jaype. All trains use Track No. 1 when main track is occupied.

Look out for falling rocks and slides where apt to occur, especially between M. P. 10 and M. P. 12 between Cedar Canyon and Rudo and between M. P. 23 and M. P. 26 between Poorman and Quartz.



## 2. BRIDGE AND ENGINE RESTRICTIONS:

On C. T. Co. spurs between Jaype and Headquarters, Camas Prairie engines not permitted beyond restricted sign. Helper engines must not be placed on rear unless full tonnage is being handled or when helper is needed for switching at rear. When handling snow plow, engines must be kept together on head end of train.

At Fohl, engines must not go beyond clearnace point on Rock Spur.

At Rudo, engines must not go beyond frog of spur.

## 3. MOUNTAIN GRADES:

Westward trains must stop at Rudo to inspect train.

Test of air brakes on freight or mixed trains as prescribed by air brake rule 35 must be made at Summit in both directions. The air brakes must be charged to a maximum of 90 pounds and Conductors must know by caboose gauge that this pressure is obtained before making terminal test.

Air test card must be filled out and left with Agents at Orofino. Enginemen will maintain a working pressure of 90 pounds at Summit, applying retainers where possible and keeping applied until actual foot of grade is reached.

## 4. PUSHER DISTRICT: Between Orofino and Headquarters.

## 5. REGISTER STATIONS: Orofino, Headquarters.

## 6. BULLETIN STATIONS: Orofino, Headquarters.

## 7. CLEARANCE EXCEPTIONS:

At Headquarters when no operator on duty, trains will not require clearance card to comply with Rule 83 (B).

## 8. YARD LIMITS: Tracks between yard limit signs east of Revling and west of Nelson will be operated as one yard. Deer Creek is within Headquarters yard limits.

## 9. DERAIL SWITCHES:

Orofino—West end of run around track. West end of material track. West end log loading track 150 feet east of Standard Oil switch.

Standard Oil spur west end, also protects planer track.

Track serving Cement Plant.

Track serving National Pole Co.

Fohl—280 feet from head block.

Lime Mountain—West end.

Rudo—West end, in pocket of siding.

Omill—West end. Haley—West end of siding.

Poorman—West end.

Placer—West end.

Rooney—West end.

Quartz—140 feet east of switch.

Nelson—West end.

Jaype—120 feet east of west main track switch protecting main track. 110 feet east of west main track switch protecting tracks 1 and 2. 110 feet east of wye lead switch protecting wye.

Revling—West end of siding.

Summit—West end in pocket siding.

Deer Creek—East end of each interchange track.

## 10. STANDARD TIME CLOCKS: Orofino.

## 11. WATCH INSPECTOR: Orofino, H. W. Servatius.

# TONNAGE RATING OF FREIGHT ENGINES

SUB DIVISION	DISTRICT	CLASS OF ENGINE					
		U. P. MacA	N. P. W	U. P. 730 768 CLASS		N. P. T S-4	U. P. 1742-60 707-23 CLASS
FIRST EASTWARD	Lewiston to Arrow	2500	2400	2000		1800	1800
	Arrow to Orofino	3200	3000	2400		2150	2150
	Orofino to Stites					2150	2150
FIRST WESTWARD	Stites to Orofino		Train	Limit	Sixty	Cars	
	Orofino to Lewiston			No	Limit		
SECOND EASTWARD	Spalding to Sweetwater	1100	1000	900		700	700
	Sweetwater to Culdesac	780	760	680		500	500
	Culdesac to Reubens	550	500	450		250	250
	Reubens to Craigmont	1500	1400	1250		950	950
	Craigmont to Grangeville	2500	2400	2000		1800	1800
SECOND WESTWARD	Grangeville to Craigmont	2500	2400	2000		1800	1800
	Craigmont to Reubens	1800	1650	1450		950	950
	Reubens to Culdesac			Fifty cars, maximum 3,000 tons			
	Culdesac to Spalding			No Limit			
THIRD EASTWARD	Riparia to Lewiston	3200	3000	2300		2100	2100
FOURTH EASTWARD	Orofino to Summit	725	600	525		425	400
	Summit to Headquarters		Train	Limit	Eighty	Five	Cars
FOURTH WESTWARD	Headquarters to Summit	900	750	650		525	450
	Summit to Orofino		Train	Limit	Eighty	Five	Cars