CAMAS PRAIRIE RAILROAD CO.



Effective December 6, 1936

at 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 Second FIRST CLASS | | | | | | | | | | | | | | | | | | | | | | Ea | istwa | | | | | | | |
|-----------------------------|---|--|---|---|-------------------------|--------|-----|------------------|---------------|---------------------------|---------------|-----------|---|----------|---|-------------------|---------------------------|------------|---------------------------|---------------|-----------------|---------------------------|----|-------|-------------------------|---|--|---|---------|---|---|
| Second Class FIRST CLASS | | | | | | | | | | | | Arrow | | | FIRST CLASS | | | | | | Second Class | | | | | | | | | | |
| | | | | | 661 N. P. Freight | | | 323 Passenger | 343 | 311 N. P. Passenger | 313 N. P. | Numbers | Distance from Stites Water, Fuel, Scales Tables, Wyes, Yard | | Effective December 6, 1936 Succeeding No. 74 | | Distance from Lewiston | r of Side | 312 N. P. Passenger | 344 Mixed | 324 | 314 N. P. Passenger | | | 662 N. P. Freight | | | | | | |
| | | | | 1 | Ex. Sun. | | - | Daily | | Daily | Daily | tation 1 | Vater, F | imits. | STATIONS | listance | listance Lewist | Tracks | Daily | Daily | Daily | | 2 | AT | Ex. Sun. | 1 | | - | | | |
| | | | | | | | | PM L 12.53 | | | = | | | = = | TELEGRAPH OFFICES and CALLS | - | | | | | PM 12.30 | | | | 1 | - | | | - | | |
| | | | | | | | - | | | | | 00 | 0.0 T | | 3.2 | | 76.2 | | | | PM | | | | | | | - | _ | | |
| | | | | - | | | _ | s 1.03 | | | | | 3.2 W2 M | | | - | 73.0 | | | | s 12.20 | | | | - | | | | - | | |
| | | | | _ | - | | | s 1.33 | | | | | 11.2 | _ | 5.8 | | 65.0 | | | | s 11.50 | | | | - | | | - | - | | |
| | | | | | | | - | f 1.54 | | | | CS 49 | | _ | TRAMWAY 1.4 | | 59.2 | | | | f 11.30 | | | | | | | | | | |
| | | | | | | | | f 1.58 | | | | | 18.4 | _ | 6.1 | | | Spur 8 | | | f 11.26 | | | | | | | | | | |
| | | | | _ | | . 9 | | f 2.20 | | | | CS 41 | | | CHAPIN | | | Spur 20 | | | f 11.07 | 2 | 1 | | | | | _ | | | |
| | | | 1 | | | 1 | 1.6 | s 2.25 | | - | | CS 40 | | | Gr GREER D | the second second | 50.8 | | 0 | | s 11.05 | 1 | | | | | | | | | - |
| | | | | | | | | f 2.37 | | | | CS 37 | 29.4 | | PENOYER | | | Spur 2 | | | f 10.51 | | | | | | | | | | |
| | | | | | - | | | f 2.42 | | | | CS 34 | 31.0 | | JORDAN 2.7 | 31.7 | 45.2 | Spur 6 | | | f 10.46 | | | | | | | | | | |
| | | | | | | | | s 2.51 | | | | C S 32 | 33.7 W | C X | of OROFINO P.D | 29.0 | 42.5 | 232 | | | s 10.35 | | | | | | | | | | |
| | | | | | | 1 | | f 3.01 | | | | CS 28 | 37.4 | | | 25.3 | 38.8 | 38 | | | s 10.22 | | | | | | | | | | |
| | | | | | | | | f 3.06 | | | | CS 26 | 40.2 | | 2.8 MAGILL 2.2 | 22.5 | 36.0 | Spur 3 | | | f 10.17 | | | | | | | | | | |
| | | | | | | | | f 3.10 | 6 | 0 | | CS 23 | 42.4 | | Pk PECK D | 20.3 | 33.8 | 49 | | | s 10.13 | T | | | | | | | | | |
| | | | | | | | | \$ 3.24 | | IG | | | 49.3 W | , , | | 13.4 | 26.9 | 15 | 11.5 | 33 | s 9.58 | 1 | | | | | | | | | |
| | | | | - | | | | \$ 3.28 | | | | CS 15 | 51.0 | | 1.7 | 11.7 | 25.2 | 17 | | | f 9.53 | | | - | | | | _ | - | | |
| | | | | | | | - | f 3.38 | | | | CS I | | - | CHERRYLANE | 5.9 | 19.4 | Spur 9 | | | f 9.42 | | | | | | | - | | | |
| | | | | | N. P. | | - | f 3.42 | | N. P. | | CS | | | 2.3 MYRTLE | | 17.1 | | N. P. | | | N. P. | | - | N. P. | | | | | | |
| | | | | - | AM 1. | ; ; | - | | | PH L 1.15 | AM 1.58 | | | x | 3.6 | 0.0 | 13.5 | 85 | AM A 8.45 | See Page 3 | | PN 3.50 | | - | PM 6.00 | | | - | - | | |
| | | | | | 3.35 | | - | | | | f 2.05 | | | _ - | SPALDING P. | | 10.3 | | | AM A | - | s 3.43 | | | 5.52 | | | | | | |
| | | | | - | 3.45 | | | | | | f 2.08 | | | | 0.9 | | 9.4 | 25 | f 8.35 | f 8.51 | f 9.21 | f 3.40 | 1 | | 5.49 | | | | | | |
| | | | | | 4.00 | | | 4.17 | | | | | 73.1 X | | FOREBAY P. | | 3.1 | 200 | 8.25 | | | 3.30 | | | 5.33 | | | | | | |
| | | | | | 4.05 | | | 4.24 | | | 2.22 | | 74.7 C | WTI | Ty EASTLEWISTON P.D N. | | 1.5 | 450 | 8.22 | | | 3.27 | | | 5.30 | | | | | | |
| | | | | - | AM A | | - | 4.27 PM A | | 1.45 PM A | | | | | Wn LEWISTON P. De LEWISTON DN | | 0.0 | - | 8.20 | | | 3.25 | | | PM I | | | - | | | |
| | | | | | Ex. Sun. | | - | PM A Daily | PM A Daily | Daily | AM A Daily | | - | | 76.2 | | | | AM L Daily | AM L Daily | AM L Daily | Daily | | | Ex. Sun. | | | | and and | 1 | |
| | | | | - | .45 | | - | 3.34 | .25 | .30 | .27 | | | | Time Over District | | | | .25 | .22 | 3.30 | .25 | | | .30 | | | | | | |
| - | | | | | 16.0 | | - | 21.3 | 24.7 | 27.0 | 30.0 | | | - | Average Speed Per Hour | | | | 32.4 | 28.9 | 21.7 | 32.4 | | - | 24.0 | | | | | | |
| | | | | | | | - | | - | | | | | - | | | | | | | | | | | | | | | | | |
| nor services | | | | | | | | Eas | stwar | d Trai | ns Are | e Su | perio | or t | to Trains of the Sa | me | Cla | ss i | n Op | posite | Dire | ction. | | | | | | | | | |

Page 2

| | Pivic | 11 | SI | ECC | OND SUBDIVISION | 34 | 1 | 0 | East | astward Ass Ass Ass Ass Ass Ass Ass As | | |
|---|---------------|---|-------------------|------------------------------|---|---------------|-------------|---------------|---------|--|------|-----------|
| | Class | es, | | | Time Table No. 75 | alding | Tracks | First | t Class | | Seco | ond Class |
| | 343 | Water, Fuel, Scales, Tables, Wyes and Yard Limits | Station Numbers | Distance from Grangeville | Effective December 6, 1936 Succeeding No. 74 | from Spalding | Side | 344 | | | | |
| | Mixed | ter, Fu les, W d Lim | ion N | angevi | STATIONS | Distance | Capacity of | Mixed | univity | | | Freight |
| | Daily | Wai Tab Yar | Stat | Gra | Telegraph Offices and Calls | Dis | Cap | Daily | There a | | | Daily |
| 1 | РМ L 12.27 | WY | C P 149 | 0.0 | Ge GRANGEVILLE | 66.5 | 60 | PM A 12.04 | | | - | |
| - | s 12.52 | - vi | 149 C P 142 | 7.1 | 7.1 Fn FENN D | 59.4 | 35 | s 11.39 | 3.2 | | - | 8.02 |
| | s 1.15 | | C P 133 | 15.6 | Co COTTONWOOD E | 50.9 | 50 | s 11.16 | | | | 8.14 |
| | 1.23 | 16.2 | | 17.9 | ROCK SPUR | 48.6 | 10 | 11.08 | - | | - | 8.24 |
| | 1.28 | ditty | | 20.7 | SAND SPUR | 45.8 | 10 | 11.03 | W ti | | | 8.41 |
| | s 1.34 | x | | 24.2 | Rg. FERDINAND D | 42.3 | 20 | s 10.57 | | | - | 8.55 |
| | s 1.54 | x | 125 C P 117 | -1 | Vo CRAIGMONT I | - | 1.2011 | s 10.39 | | | - | 8.59 |
| - | | | 117 | | 4.5 | - | | | 5 h | | | 0.00 |

P 29.9 9 f 10.28

26.1 30 s 10.17

12.0 20 s 9.31

7.9 15 f 9.16

5.3 20 f 9.08

3.5 25 S 9.01

0.0 No S 8.52

9.52

9.21

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Dally

See Page 2

3.12

21.4

29.6 6

19.5 11

9.5 8

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P

D

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| West | ward | ł | | | TE | IIRD SUBDIVISION | IRD SUBDIVISION | | | | | |
|---------------|---------|---------------|------------------------------|-----------------|------------------------|---|-----------------------|-------------------------|---------------|----------------|----------|--|
| Second Class | First (| Class | Scales, and | s | Distance from Lewiston | Time Table No. 75 Effective December 6, 1936 | Distance from Riparia | Capacity of Side Tracks | First Cl | ass Secor | nd Class | |
| 859 | | 73 U. P. | Fuel, So Wyes ar imits | Station Numbers | rom L | Succeeding No. 74 | | of Side | 74 U. P. | 860 | | |
| Freight | | Moter | 100 | tion N | ance f | STATIONS | ance f | acity o | Motor | Freight | | |
| Daily | | Daily | Water Table Yard | Sta | Dist | Telegraph Offices and Calls | Dist | Cap | Daily | Daily | | |
| PM L 8.00 | | рм г 7.40 | o wc TX | С Р 72 | 0.0 | De LEWISTON P DN | 72.0 | 450 | AM A 7.40 | AM A 3.15 | | |
| 8.02 | | 7.43 | x | C P 71 | 1.0 | TRANSFER | 71.0 | 15 | 7.35 | 3.12 | | |
| 8.14 | 1 | f 7.52 | | C P 66 | 6.1 | 5.1 WILMA P | 65.9 | 70 | f 7.24 | 3.00 | 100 | |
| 8.24 | ł | f 7.58 | | C P 62 | 10.3 | 4.2 MOSES | ó1.7 | 70 | f 7.15 | 2.50 | | |
| 8.41 | - minel | f 8.08 | w | C P 55 | 17.1 | 6.8 | 54.9 | Spur 40 | f 7.03 | 2.33 | | |
| 8.55 | 1 | f 8.16 | | С Р 50 | 22.5 | | 49.5 | 70 | f 6.53 | 2.17 | | |
| 8.59 | I | f 8.20 | | | 24.3 | 1.8 TRUAX | 47.7 | 14 | f 6.49 | 2.13 | | |
| 9.08 | Í | f 8.25 | | | 28.1 | 3.8 CRUM | 43.9 | 75 | f 6.43 | 2.03 | | |
| 9.10 | f | f 8.27 | | | 29.1 | WAWAWAI P | 42.9 | 14 | f 6.41 | 2.01 | | |
| 9.12 | f | f 8.29 | | | 30.1 | INTERIOR | 41.9 | 19 | f 6.38 | 1.59 | | |
| 9.17 | f | f 8.33 | | | 32.2 | | 39.8 | No Sdg. | f 6.34 | 1.54 | | |
| 9.21, | f | f 8.36 | | - | 33.8 | BOYART | 38.2 | | f 6.30 | 1.50 | | |
| 9.26 | 5 | s 8.40 | w | | 36.0 | ALMOTA P | 36.0 | 70 | s 6.25 | 1.45 | | |
| 9.35 | 1 | f 8.46 | | - | 39.9 | 3.8 SCHULTZ | 32.2 | | f 6.19 | 1.35 | | |
| 9.42 | | f 8.51 | | C P 29 | 42.8 | 3.0 SWIFT | 29.2 | | f 6.13 | 1.29 | | |
| 9.55 | | f 9.00 | | C P | 48.1 | 5.3 PENAWAWA P | 23.9 | - | f 6.01 | 1.15 | | |
| 10.00 | | f 9.04 | | 24 C P | 50.1 | 20 | | Spur | | 1.10 | | |
| 10.08 | | f 9.08 | | | 53.3 | 3.2 | 18.7 | | f 5.53 | 1.02 | | |
| 10.15 | | f 9.13 | | | 56.1 | 2.8 | 15.9 | | f 5.48 | 12.55 | | |
| 10.18 | | f 9.17 | w | C P | 57.5 | 1.4 | 14.5 | | f 5.45 | 12.52 | | |
| 10.30 | | f 9.24 | - | C P | 62.4 | 4.9 | 9.6 | | f 5.35 | 12.40 | | |
| 11.00 | | 10.00 | CY | C F | 72.0 | 9.6 | 0.0 | | 5.20 | 12.15 | - | |
| PM A Daily | | PM A Daily | WX | 0 | | Ax RIPARIA P DN 72.0 | 0.0 | | AM L Daily | AM I. Daily | | |
| 3.00 | | 2.20 | | | | Time Over District | | | 2.20 | 3.00 | | |
| 24.0 | | 30.9 | | , | | Average Speed Per Hour | | | 30.9 | . 24.0 | | |

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION EXCEPT NO. 859 IS SUPERIOR TO NO. 860.

SPECIAL INSTRUCTIONS PAGES 4, 5 and 6

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

4.5 -

CRAIG JUNCTION - .3 ----

CLICKS

- 3.5 --

REUBENS

- 6.6 -

NUCRAG

7.5 -

CULDESAC

- 2.5 -

JACQUES - 1.6 -

BUNDY

- 2.6 -

SWEETWATER

- 1.8 -

FORT LAPWAI

_____ 3.5 ____

SPALDING

66.5

Time Over District

Average Speed Per Hour

Westward

First Class

f 2.05

s 2.16

s 2.58

3.06

f 3.11

f 3.19

s 3.26

s 3.35

Daily

See Page 2 3.08

21.2

2.34

X C P 36.6

X C P 36.9

W C P Y X 109 40.4

w

w

C P 47.0

C P 54.5

СР 92 57.0

C P 58.6

C P 61.2

X C P 63.0 Fi

YX C P 66.5

Ru

Cu

Page 3

| N | /estwa | rd | F | OURTH SUBDIVIS | SION | Eastward | | | | | | | |
|--------------|--|-----------------|-------------------------------|---|-------------|---------------------------|------------------------------|--------|--|--|--|--|--|
| tane tale | Water, Fuel, Scales Tables, Wyes and Yard Limits | Station Numbers | Distance from Headquarters | Time Table No. 7 Effective December 6, 1930 Succeeding No. 74 STATIONS TELEGRAPH OFFICES AND CALL | stance from | Capacity of Side Track | Camas Prairie or Industry | 1 | | | | | |
| | W C X Y | С Н 40 | 0.0 | | P.D 40.0 | 138 | | | | | | | |
| S.L.B. | x | C H 38 | 2.0 | DEER CREEK | P 38.0 | CTC0 | | 1 | | | | | |
| | 1 | С Н 36 | 4.1 | GRAVEL SPUR | 35.9 | 6 | 1 | 110 | | | | | |
| il.z | | C H 34 | 5.9 | 1.8 | P 34.1 | 56 | | | | | | | |
| Res P | | С H 33 | 7.4 | CARDIFF 1.5 | P 32.6 | Spur 11 | Cardiff | 1.6 | | | | | |
| TIS . | | C H 32 | 8.9 | HELPHREY | 31.1 | Spur 5 | | | | | | | |
| a.L.n. | x | C H 29 | 10.1 | REVLING | 29.9 | 12 | | 14 | | | | | |
| nan | W Y X | С H 28 | 11.2 | JAYPE | P 28.8 | 110 | | 1.0 | | | | | |
| 10 | | C H 26 | 14.0 | QUARTZ | 26,0 | 27 | | 0.0 | | | | | |
| (dr) | x | С Н 25 | 15.0 | ROONEY | 25.0 | 20 | | 1.7 | | | | | |
| part 1 | | С Н 22 | 18.1 | PLACER | 21.9 | Spur 8 | CTC0 | TLI | | | | | |
| 1-1 | | C H 21 ½ | 18.4 | POORMAN 2.1 | 21.6 | Spur 10 | | 1200 | | | | | |
| abort - | | С H 19 | 20.5 | HALEY | 19.5 | 12 | | 1029 | | | | | |
| 13.1.1 | | CH 181/2 | 21.0 | OMILL 4.4 | 19.0 | _ mil | | 1.000 | | | | | |
| en r | w | С Н 15 | 25.4 | RUDO 3.6 | P 14.6 | 80 | 12 | 1. | | | | | |
| 4.6 | | С. Н. 11 | 29.0 | LIME MOUNTAIN | 11.0 | Spur 6 | | 1400 | | | | | |
| 111 | | С Н 10 | 30.4 | CEDAR CANYON | 9.6 | Spur 15 | _ | 110_ | | | | | |
| (11) | | CH 6 | 34.0 | FOHL 6.0 | P 6.0 | Spur 12 | | all | | | | | |
| olesa | W C T X | C S 32 | 40.0 | OROFINO | P 0.0 | 100 | | -10 | | | | | |
| 10.01 | | 12-11 | | - Part Barray | | -14 | _ | -07-1 | | | | | |
| 177.40 | | | | automatica de la | - | - | - | 1.2 | | | | | |
| - | | K. I | | A line in | - | | | 101.41 | | | | | |
| - | | | | | - | | - | - | | | | | |
| | | | | | - | 1 | - | | | | | | |
| - | | | | | | | | | | | | | |

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

GENERAL INSTRUCTIONS Employes will be governed by the Operating Department Rules and

Employes will be governed by the Operating Department Rules and Regulations of the Northern Pacific Railway (except on the Third Sub-Division) and must provide themselves with a copy of the Book of Rules and Regulations of the Operating Department of that Company. On the Third Sub-Division and on the tracks of the Union Pacific Railroad Company at Riparia, employes will be governed by the Transportation Department Rules of that company and current time-table of its Washington division and must provide themselves with a copy of the Transportation Department Rules and current time-table of the Washington Division of the Union Pacific Railroad Company.

SPECIAL INSTRUCTIONS

- 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 When necessary to take slack of freight trains with helper on rear, it should be done by the helper engine.
- 4. 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.
- 5. Derail switches must be kept in derail position when not in use.

FIRST SUBDIVISION

- 1. AT ARROW—Time of trains applies at Junction switch. Unless otherwise specified, right of track and meet orders will be fulfilled at the Junction switch.
- 2. AT FOREBAY-Time of trains applies at cross-over switch.

3 SPEED RESTRICTIONS:

Passenger trains handling freight cars will observe speed restrictions for freight trains.

| LOCATION | Maximur Miles pe | | REMARKS |
|----------------------------------|---------------------|------|--|
| | Pasgr. | Frt. | |
| At any point | 15 | 15 | Engines running backward. |
| Between Lewiston and Orofino | 35 | 25 | On tangents. |
| | 25 | 20 | On curves of over 3 degrees. |
| | 20 | 20 | When handling wrecker, ditcher or pile driver, or engine with side and main rods disconnected. |
| Between Orofino and Stites | 25 | 15 | On tangents. |
| | 15 | | When handling freight cars. |
| | 20 | 15 | On curves of over 3 degrees. |
| | 12 | 12 | When handling wrecker, ditcher, pile driver, poles, refrigerator cars or engines with side and main rods disconnected. |
| At Lewiston | 4 | 4 | Over 18th Street crossing. |
| At East Lewiston | 15 | 15 | Over east switch. |
| At Arrow, over Bridge "O" | 10 | 10 | Engines U. P. class "MK" and N. P. class "W" and heavier. |
| At Orofino, over Bridge 29-1 | 8 | 8 | Engines U.P. class "MK" and N.P. class "W." |
| At Clearwater River, over Bridge | | | Double header engines weighing 135,000 on |
| 50-1 | 8 | 8 | drivers or heavier. |

4. BRIDGE AND ENGINE RESTRICTIONS:

At Magill, U. P. class "MK" and N. P. class "W" engines, or heavier, not permitted on spur.

At Orofino, engines heavier than N. P. class "F-1" will not go east of Kerr Gifford Spur.

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

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

5. SPECIAL STOPS AND CONNECTIONS:

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 and 324 will stop on flag at Myrtle Bridge, Fir Bluff, Big George and Old County Farm near milepost 132.

6. REGISTER STATIONS:

Lewiston-For first class trains and Passenger extras.

East Lewiston—For second class and inferior trains except Passenger extras.

Spalding.

Arrow.

Orofino.

Stites.

- 7. BULLETIN STATIONS: Lewiston, East Lewiston, Orofino, Stites.
- 8. CLEARANCE EXCEPTIONS: At Arrow when no operator on duty, trains will not require clearance card to comply with Rule 83-b.
- **9. 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.

10. DERAIL SWITCHES:

Lewiston-West end of Northwest Cities Gas spur.

South end of old Coal Dock track.

Lenore-West end of warehouse track.

11. STANDARD TIME CLOCKS:

Lewiston, East Lewiston, Orofino, Stites.

12. WATCH INSPECTORS:

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

SPECIAL INSTRUCTIONS SECOND SUBDIVISION

1. SPEED RESTRICTIONS:

Passenger trains handling freight cars will observe speed restrictions for freight trains.

| LOCATION | Maximum Miles po | | REMARKS |
|---|---------------------|------|---|
| and the second se | Pasgr. | Frt. | |
| At any point | 15 | 15 | Engines running backward. |
| | 20 | 20 | When handling wrecker, ditcher, pile driver, or en- gines with side and main rods disconnected. |
| Between Spalding and Grangeville | 35 | 25 | On tangents. |
| Detween Sparang and erangering | 25 | 20 | On curves of over 3 degrees. |
| 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 yard | s 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.

At Culdesac and Reubens the normal position of train order signal will be "STOP" while operators are on duty. No eastward train will pass Culdesac nor westward train pass Reubens when operators are on duty, without a Form "A" clearance card authorized by the train dispatcher, except, when communication fails operator may issue clearance card endorsed "Means of communication have failed— Proceed at restricted speed." Clearance card should also show the time of departure of any preceding trains between points named. When operators are not on duty no trains will pass either Culdesac or Reubens in the direction named unless authorized by train order to do so.

named unless authorized by train order to do so. Trains must not meet at Nucrag except by train order (Form S-A) and the first train arriving under such order must report its arrival promptly.

Operator at Culdesac will not report any westward train clear at that station until it is clear of the main track 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: 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.

- 7. IMPAIRED CLEARANCE: Tunnel seven.
- 8. DERAIL SWITCHES: Fort Lapwai—West end of siding. Sweetwater—West end of siding. Bundy—West end of siding. Jacques—West end of spur.

| 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 coal incline.

- West end of Farmer Union Warehouse track.
- 9. 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.
- Special Stops: No. 343 will stop on flag at Mallott's Farm 2½ miles east of Culdesac to handle cream shipments to Lewiston. No. 344 will handle the empty cans back.

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 150,000 pounds on drivers not permitted.

3. SPEED RESTRICTIONS:

| LOCATION | Maximum Miles pe | | REMARKS | | | | | | |
|--|---------------------|------|---|--|--|--|--|--|--|
| THURSDAY FOR A STORE | Pasgr. | Frt. | is many problemic work by | | | | | | |
| At any point | With | care | At restricted speed when sand is blowing, especially just west of Ridpath. | | | | | | |
| | 15 | 15 | Engines running backward. | | | | | | |
| | 20 | 20 | When handling wrecker, ditcher, pile driver or engines with side and main rods disconnected. | | | | | | |
| Between Riparia and Lewiston. Over curve approaches each end of Bridge 71.23 over Clear- | 40 | 30 | Motor trains 50 miles per hour. | | | | | | |
| water 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.

Second class and inferior trains must be governed by N.P. Rule S-93, which reads as follows:

"Within yard limits the track may be used, protecting against first class trains.

Second and third class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear."

- 6. BULLETIN STATIONS: Lewiston, East Lewiston, Riparia.
- 7. DERAIL SWITCHES: Peyton-Both ends of siding.
- 8. STANDARD TIME CLOCKS: Lewiston, East Lewiston.
- 9. WATCH INSPECTORS: Lewiston, M. L. Haines.

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| SPECIAL INSTRUCTIONS | SPEED TABLE | - | TONNAG | FRAT | ING | OF I | REI | CHT | ENC | INF | S | - | | |
|--|---|--------------------|--------------------------------|--|--|---|--|---|-------------------------------------|-------------------|--------|--------------------------|-----------------|------|
| The second and the second seco | Time Miles | BITTOR | IONNAG | | ma | OF I | KLI | | LING | | 2 | | | |
| FOURTH SUBDIVISION | Per Mile Per Minutes Seconds Hour | SUB | BAOTTOTTUS X & A | 14 5 | | | CL | ASS (| OF EN | IGIN | E | | | |
| 1. SPEED RESTRICTIONS: LOCATION Maximum Speed Miles per Hour REMARKS | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | DIVISION | DISTRICT | U. P. M. K. | N. P. W | U. P. 730 768 CLASS | all to get | N. P. T S-4 | U. P. 1742-60 707-23 CLASS | S-1 S-2 S-3 | E-1 | E-2 E-3 D-2 D-3 | B | c |
| Pasgr. Frt. At any point 15 Between Orofino and Jaype 15 15 15 When handling wrecker, | 1 4 56.2 1 5 55.3 | 10 10 1 | Lewiston to Arrow | 2500 | 2400 | 2000 | | 1800 | 1800 | 1700 | 1200 | 1100 | 1000 | 900 |
| ditcher, pile driver or engines with side and main rods disconnected. | 1 6 54.5 1 7 53.7 1 8 52.9 | FIRST | Arrow to Orofino | 3200 | 3000 | 2400 | | 2150 | 2150 | 1950 | 1400 | 1200 | 1100 | 1000 |
| On descending grade between Orofino and Jaype | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | | Orofino to Stites | | | inter in the second | | and the second | Serler 1 | e e e la s | 1400 | 1200 | 1100 | 1000 |
| Between Jaype and Headquarters1212washouts.At Orofino, over Johnson Street55On curve at M. P. 3 between | 1 12 50 1 15 48 1 20 45 | FIRST | Stites to Orofino | | Train | Limit | Sixty | Cars | | | | | | |
| Orofino and Fohl 8 8 From M. P. 5 to Bridge 5, be- tween Orofino and Fohl 10 10 | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | WESTWARD | Orofino to Lewiston | | | | | | | No | Limit | | NUTLE | |
| At Rock Crusher, first crossing west of Jaype 5 5 Looking out for tractors On curve at M. P. 35, between crossing track. | 1 40 36 1 45 34.3 | 1 0 | Spalding to Sweetwater | 1100 | 1000 | 900 | | 700 | 700 | 640 | 540 | 480 | 450 | 405 |
| Summit and Headquarters 8 8 | 1 50 32.7 2 30 | SECOND | Sweetwater to Culdesac | 780 | 760 | 680 | | 500 | 500 | 450 | 350 | 300 | 250 | 200 |
| 2. BRIDGE AND ENGINE RESTRICTIONS: On Spurs in east end of Jaype Yard and C. T. Co., Spurs | 2 10 27.6 2 15 26.6 | EASTWARD | Culdesac to Reubens | 550 | 500 | 450 | | 250 | 250 | 200 | 150 | 125 | 100 | 75 |
| between Jaype and Headquarters, Camas Prairie engines not permitted. | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | -torne d | Reubens to Craigmont | 1500 | 1400 | 1250 | | 950 | 950 | 800 | 700 | 650 | 575 | 525 |
| Helper engines must not be placed on rear unless full tonnage is being handled or when helper is needed for | 2 40 22.5 2 45 21.8 | A DECEMBER OF | Mile in the ineque tab | 10 | | | | | | | | | | |
| switching at rear. | 2 50 21.2 3 20 | SECOND | Craigmont to Reubens | 1800 | 1650 | 1450 | 1.4 100 | 950 | 950 | 850 | 750 | 700 | 625 | 575 |
| When handling snow plow, engines must be kept together on head end of train. | 3 9 19 3 20 18 | | Reubens to Culdesac | | Fifty ca mum 3, | rs, maxi- 000 tons | (Company) | onlarges | 1 mar | I (W EA | | 200 0 | 0 10.03 | |
| 3. MOUNTAIN GRADES: Westward trains must stop at Rudo to inspect train. | 3 31 17 3 45 16 | Anna an The | Culdesac to Spalding | | No | limit | | | | - | | | | |
| PUSHER DISTRICT: Between Orofino and Headquarters. REGISTER STATIONS: Orofino, Headquarters. | 4 15 5 12 6 10 | THIRD | Riparia to Lewiston | 3200 | 3000 | 2300 | | 2100 | 2100 | 1900 | 1200 | 1100 | 1000 | 900 |
| 6. BULLETIN STATIONS: Orofino, Headquarters. 7. YARD LIMITS: Tracks between yard limit signs east of | 7 30 8 10 6 | Contractor Pro- | Decarportion essential lateral | | | | | | | | | | | |
| Revling and west of Jaype will be operated as one yard. Deer Creek is within Headquarters yard limits. | mbro than adma | FOURTH EASTWARD | Orofino to Summit | 725 | 600 | 525 | | 425 | 400 | 350 | 200 | 175 | 150 | 125 |
| 8. DERAIL SWITCHES: Orofino—West end of run around track. West end of ma- | | FOURTH | Headquarters to Summit | 900 | 750 | 650 | | 525 | 450 | 350 | 200 | 175 | 150 | 125 |
| terial track. Standard Oil spur west end, also protects planer track. | | FUUNIN | Summit to Orofino | | Train | Limit | Eighty | Five | Cars | | ARCONE | WPLAT | Kanne | AL |
| Fohl—West end. Lime Mountain—West end. Rudo—West end, in pocket of siding. Haley—West end of siding. Poorman—West end. Placer—West end. Rooney—West end passing track. West end spur. Jaype—110 feet East of West Main track switch on West lead track. Revling—West end of siding. Cardiff—West end. | | | DR DR DR DR | 2. O. C. CAF 2. W. P. HAN 3. L. A. WHI 3. R. T. HOF 4. J. M. VER 3. C. H. BRY | RSSOW, O BEL, Loca EELWRIC PKINS, D BERKMO | Chief Sur al Surgeo HT, Dist bist. Surgeo DES, Dist | n, Lewist Surgeon, Orofi Surgeon | viston ,Id on, Idaho , Grange no, Idaho , Kooskia | o. ville, Ida o. | | TON | | a uno | |
| 9. STANDARD TIME CLOCKS: | | | Les and the second | a | | _ | | | | | 19 | | del | |
| Orofino. 10. WATCH INSPECTORS: Orofino, J. R. Hughes. | | | | | | | | | | | N | I. C. Chie | SMIT ef Disp | |

Chief Dispatcher.

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