

CAMAS PRAIRIE RAILROAD CO.

TIME **81** TABLE

Effective October 25, 1942

at 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

SECOND SUBDIVISION

Eastward

| First Class | | Water, Fuel, Scales, Tables, Wyes and Yard Limits | Station Numbers | Distance from Grangeville | Time Table No. 81 Effective Oct. 25, 1942 | | Distance from Spalding | Capacity of Side Tracks | First Class | |
|---------------------|-------|---------------------------------------------------|-----------------|---------------------------|----------------------------------------------|------------------------|------------------------|-------------------------|-------------|---------------------|
| 343 Passenger | Daily | | | | STATIONS | 344 Passenger | | | Daily | |
| AM 11.44 | W YX | | C P 149 | 0.0 | Ge | GRANGEVILLE | D | 66.5 | 60 | AM 11.34 |
| | | | | | | 7.1 | | | | |
| PM 12.08 | S | | C P 142 | 7.1 | Fn | FENN | D | 59.4 | 35 | S 11.11 |
| | | | | | | 8.5 | | | | |
| S 12.31 | | | C P 133 | 15.6 | Co | COTTONWOOD | D | 50.9 | 50 | S 10.49 |
| | | | | | | 5.1 | | | | |
| 12.44 | | | C P 128 | 20.7 | | SAND SPUR | | 45.8 | 10 | 10.35 |
| | | | | | | 3.5 | | | | |
| S 12.52 | | | C P 125 | 24.2 | Rg. | FERDINAND | D | 42.3 | 20 | S 10.27 |
| | | | | | | 7.9 | | | | |
| S 1.12 | X | | C P 117 | 32.1 | Vo | CRAIGMONT | D | 34.4 | 30 | S 10.08 |
| | | | | | | 4.5 | | | | |
| f 1.22 | X | | C P 113 | 36.6 | | CRAIG JUNCTION | P | 29.9 | 9 | f 9.57 |
| | | | | | | .3 | | | | |
| | X | | C P 112 | 36.9 | | CLICKS | | 29.6 | 6 | |
| | | | | | | 3.5 | | | | |
| S 1.33 | X | | C P 109 | 40.4 | Ru | REUBENS | P D | 26.1 | 30 | S 9.48 |
| | | | | | | 6.6 | | | | |
| 1.52 | W YX | | C P 102 | 47.0 | | NUCRAG | P | 19.5 | 11 | 9.26 |
| | | | | | | 7.5 | | | | |
| S 2.15 | W | | C P 94 | 54.5 | Cu | CULDESAC | D | 12.0 | 20 | S 9.06 |
| | | | | | | 2.5 | | | | |
| f 2.22 | W | | C P 92 | 57.0 | | JACQUES | | 9.5 | 8 | f 8.59 |
| | | | | | | 1.6 | | | | |
| f 2.26 | | | C P 91 | 58.6 | | BUNDY | | 7.9 | 15 | f 8.55 |
| | | | | | | 2.6 | | | | |
| S 2.32 | | | C P 88 | 61.2 | | SWEETWATER | | 5.3 | 20 | S 8.48 |
| | | | | | | 1.8 | | | | |
| S 2.36 | | | C P 86 | 63.0 | Fi | FORT LAPWAI | D | 3.5 | 25 | S 8.44 |
| | | | | | | 3.5 | | | | |
| S 2.44 PM A | X | | C P 83 | 66.5 | | SPALDING | P | 0.0 | No Sdg. | S 8.37 AM |
| Daily See Page 2 | YX | | | | | 66.5 | | | | Daily See Page 2 |
| 3.00 | | | | | | Time Over District | | | | 2.57 |
| 21.9 | | | | | | Average Speed Per Hour | | | | 22.5 |

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 | | Water, Fuel, Scales, Tables, Wyes and Yard Limits | Station Numbers | Distance from Lewiston | Time Table No. 81 Effective Oct. 25, 1942 | | Distance from Riparia | Capacity of Side Tracks | First Class | | Second Class | |
|----------------|-------|-----------------------|--------|---------------------------------------------------|-----------------|------------------------|----------------------------------------------|------------------------|-----------------------|-------------------------|-------------|----------------|--------------|--|
| 859 Freight | Daily | 73 U. P. Passenger | Daily | | | | STATIONS | 74 U. P. Passenger | | | Daily | 860 Freight | Daily | |
| PM 8.00 | | PM 7.10 | | | C P 72 | 0.0 | De Wn | LEWISTON | P DN | 72.0 | 450 | AM 7.55 | AM 8.15 | |
| | | | | | | | | 1.0 | | | | | | |
| 8.02 | | 7.13 | X | | C P 71 | 1.0 | | TRANSFER | | 71.0 | 15 | 7.50 | 8.12 | |
| | | | | | | | | 5.1 | | | | | | |
| 8.14 | | f 7.21 | | | C P 66 | 6.1 | | WILMA | P | 65.9 | 60 | f 7.39 | 3.00 | |
| | | | | | | | | 4.2 | | | | | | |
| 8.24 | | f 7.27 | | | C P 62 | 10.3 | | MOSES | | 61.7 | 60 | f 7.31 | 2.50 | |
| | | | | | | | | 6.8 | | | | | | |
| 8.41 | | f 7.37 | w | | C P 55 | 17.1 | | INDIAN | | 54.9 | Spur 40 | f 7.19 | 2.33 | |
| | | | | | | | | 5.4 | | | | | | |
| 8.55 | | f 7.45 | | | C P 50 | 22.5 | | BISHOP | P | 49.5 | 60 | f 7.11 | 2.17 | |
| | | | | | | | | 1.8 | | | | | | |
| 8.59 | | f 7.48 | | | C P 48 | 24.3 | | TRUAX | | 47.7 | 14 | f 7.07 | 2.13 | |
| | | | | | | | | 3.8 | | | | | | |
| 9.08 | | f 7.54 | | | C P 44 | 28.1 | | CRUM | | 43.9 | 66 | f 7.00 | 2.03 | |
| | | | | | | | | 1.0 | | | | | | |
| 9.10 | | s 7.56 | | | C P 43 | 29.1 | | WAWAWAI | P | 42.9 | 14 | s 6.58 | 2.01 | |
| | | | | | | | | 3.1 | | | | | | |
| 9.17 | | f 8.01 | | | C P 40 | 32.2 | | CRAMPTON | | 39.8 | No Sdg. | f 6.52 | 1.54 | |
| | | | | | | | | 1.6 | | | | | | |
| 9.21 | | f 8.04 | | | C P 38 | 33.8 | | BOYART | | 38.2 | 2 | f 6.49 | 1.50 | |
| | | | | | | | | 2.2 | | | | | | |
| 9.26 | | s 8.08 | w | | C P 36 | 36.0 | | ALMOTA | P | 36.0 | 60 | s 6.44 | 1.45 | |
| | | | | | | | | 3.8 | | | | | | |
| 9.35 | | f 8.16 | | | C P 32 | 39.8 | | SCHULTZ | | 32.2 | 3 | f 6.38 | 1.35 | |
| | | | | | | | | 3.0 | | | | | | |
| 9.42 | | f 8.21 | | | C P 29 | 42.8 | | SWIFT | | 29.2 | 60 | f 6.33 | 1.29 | |
| | | | | | | | | 5.3 | | | | | | |
| 9.55 | | f 8.29 | | | C P 24 | 48.1 | | PENAWAWA | P | 23.9 | 67 | f 6.22 | 1.15 | |
| | | | | | | | | 2.0 | | | | | | |
| 10.00 | | f 8.32 | | | C P 20 | 50.1 | | PENAWAWA SPUR | | 21.9 | Spur 4 | f 6.19 | 1.10 | |
| | | | | | | | | 3.2 | | | | | | |
| 10.08 | | f 8.37 | | | C P 19 | 53.3 | | PURRINGTON | | 18.7 | 11 | f 6.13 | 1.02 | |
| | | | | | | | | 2.8 | | | | | | |
| 10.15 | | f 8.41 | | | C P 16 | 56.1 | | PEYTON | | 15.9 | 2 | f 6.08 | 12.55 | |
| | | | | | | | | 1.4 | | | | | | |
| 10.18 | | f 8.43 | w | | C P 15 | 57.5 | | CENTRAL FERRY | P | 14.5 | 62 | f 6.05 | 12.52 | |
| | | | | | | | | 4.9 | | | | | | |
| 10.30 | | f 8.51 | | | C P 10 | 62.4 | | RIDPATH | | 9.6 | 26 | f 5.56 | 12.40 | |
| | | | | | | | | 9.6 | | | | | | |
| 11.00 PM A | | 9.20 PM A | C Y WX | | C P 0 | 72.0 | XS | RIPARIA | P DN | 0.0 | 62 | 5.40 AM | 12.15 AM | |
| Daily | | Daily | | | | | | 72.0 | | | | Daily | Daily | |
| 3.00 | | 2.10 | | | | | | Time Over District | | | | 2.15 | 3.00 | |
| 24.0 | | 33.2 | | | | | | Average Speed Per Hour | | | | 32 | 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

GENERAL INSTRUCTIONS

Employees will be governed by the Consolidated Code of Transportation 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 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. Employees must provide themselves with copies of the above rules and current time-tables.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Light engines observe speed of passenger trains.
Passenger trains handling freight cars will observe speed restrictions for freight trains
2. When necessary to take slack of freight trains with helper on rear, it should be done by the helper engine.
3. 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.
4. When a train order is received reading, "Eastward or (westward) extra trains wait atuntil.....," the train addressed is relieved from protecting its rear end against following extra trains until the time named in the order, from point named to next register station.
5. 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

1. **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 Mutual Creamery, White Bros. & Crum and The Oregon Packing Co., coupling should be made before switch is opened to the incline. In handling refrigerator cars ahead of the engine on these inclines, air should be coupled.
2. **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.
3. **AT FOREBAY**—Time of trains applies at cross-over switch.
4. **SPEED RESTRICTIONS:**
All trains will not exceed speed of ten M.P.H. over highway crossing, serving mill of the Potlatch Forests, Inc., 1,500 feet east of east switch East Lewiston.
Do not exceed speed of five M.P.H. and look out carefully for rocks and slides passing slide area between M.P. 132 and 133 between Forebay and North Lapwai.
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 | | REMARKS |
|---------------------------------------------|----------------|-------------|------------------------------------------------------------------------------------------------------------------------|
| | Miles per Hour | Pasgr. Frs. | |
| At any point | 15 | 15 | Engines backing. |
| Between Lewiston and Orofino | 40 | 30 | On tangents. |
| | 30 | 25 | On curves over 3 degrees. |
| | 20 | 20 | When handling wrecker, ditcher or pile driver, or engine with side and main rods disconnected. |
| Between Orofino and Stites | 30 | 20 | On tangents. |
| | 20 | 20 | When handling freight cars. |
| | 20 | 15 | On curves of over 6 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 "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 4, 5, 8, 9 and 10.
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 Kerr Gifford Spur.
On Bridge 29-1, engines heavier than U. P. class "MacA" and N. P. class "W" not permitted.
At Chapin, engines must not pass office building on land side, loading spur.

| Westward | | FOURTH SUBDIVISION | | | | Eastward | | |
|--------------------------------------------------------|-----------------|-------------------------------|-----------------------------------------------------|---------------|-----|--------------------------|---------------------------|------------------------------|
| Water, Fuel, Scales Tables, Wyes and Yard Limits | Station Numbers | Distance from Headquarters | Time Table No. 81 Effective Oct. 25, 1942 | | | Distance from Orofino | Capacity of Side Track | Camas Prairie or Industry |
| | | | STATIONS | | | | | |
| TELEGRAPH OFFICES AND CALLS | | | | | | | | |
| W C X X | CH 40 | 0.0 | HQ | HEADQUARTERS | P-D | 40.0 | 138 | |
| | | | | 2.0 | | | | |
| X | 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 | |
| | | | | 3.0 | | | | |
| | CH 32 | 8.9 | | HELPHREY | | 31.1 | Spur 5 | |
| | | | | 1.2 | | | | |
| X | CH 29 | 10.1 | | REVLING | | 29.9 | 12 | |
| | | | | 1.1 | | | | |
| W Y X | CH 28 | 11.2 | | JAYPE | P | 28.8 | 110 | |
| | | | | 1.1 | | | | |
| X | CH 27 | 12.3 | | NELSON | | 27.7 | 4 | |
| | | | | 1.7 | | | | |
| | CH 26 | 14.0 | | QUARTZ | | 26.0 | | |
| | | | | 1.0 | | | | |
| | CH 25 | 15.0 | | ROONEY | | 25.0 | 20 | |
| | | | | 3.1 | | | | |
| | CH 22 | 18.1 | | PLACER | | 21.9 | Spur 8 | CT Co |
| | | | | .3 | | | | |
| | CH 21½ | 18.4 | | POORMAN | | 21.6 | Spur 10 | |
| | | | | 2.1 | | | | |
| | CH 19 | 20.5 | | HALEY | | 19.5 | 12 | |
| | | | | .5 | | | | |
| | CH 18½ | 21.0 | | OMILL | | 19.0 | | |
| | | | | 4.4 | | | | |
| W | CH 15 | 25.4 | | RUDO | P | 14.6 | 80 | |
| | | | | 3.6 | | | | |
| | C. H. 11 | 29.0 | | LIME MOUNTAIN | | 11.0 | Spur 6 | |
| | | | | 1.4 | | | | |
| | CH 10 | 30.4 | | CEDAR CANYON | | 9.6 | Spur 15 | |
| | | | | 3.6 | | | | |
| | CH 6 | 34.0 | | FOHL | P | 6.0 | Spur 12 | |
| | | | | 6.0 | | | | |
| W C T X | CS 32 | 40.0 | OF | OROFINO | D | 0.0 | | |

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

5. (Cont.)

All trains using N. P. class "W" or U. P. "MacA" 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 of the Stites branch. See that proper protection is afforded this crossing in switching operation.

At Jordan, engines must not go beyond impaired clearance sign.

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. 312, 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. No. 323-324 will stop on flag at Fir Bluff, Big George and Old County Farm near milepost 130.

No. 323 and 324 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.

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.

12. DERAIL SWITCHES:

Lewiston—West end of Northwest Cities Gas spur.

West end of old Coal Dock track.

Lenore—West end of warehouse track.

East end of house track.

13. STANDARD TIME CLOCKS:

Lewiston, East Lewiston, Orofino, Stites.

14. WATCH INSPECTORS:

Lewiston, T. E. Dean.

Orofino, J. R. Hughes.

SPECIAL INSTRUCTIONS

SECOND SUBDIVISION

1. SPEED RESTRICTIONS:

| LOCATION | Maximum Speed Miles per Hour | | REMARKS |
|----------------------------------------------------------------|---------------------------------|-------|----------------------------------------------------------------------------------------------------------|
| | Pasgr. | Frts. | |
| At any point | 15 | 15 | Engines backing. |
| | 20 | 20 | When handling wrecker, ditcher, pile driver, or engines with side and main rods disconnected. |
| Between Spalding and Culdesac and Reubens and Cottonwood.... | 40 | 30 | On tangents. |
| Between Culdesac and Reubens | 20 | 20 | On curves of over 3 degrees. |
| Between Cottonwood and Grangeville | 35 | 25 | |
| Descending mountain Reubens to Culdesac | 20 | 15 | 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.

When operators are not on duty, trains will register at Reubens and No Westward train may follow another train until one hour after the last preceding train has left Reubens. The operator at Reubens will enter the record of the last preceding train in the register before going off duty. Trains must not meet at Nucrag except upon authority of train order providing for such a meeting point.

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. 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.

At Craigmont, elevator spout on Lewiston Grain Growers warehouse at east end of passing track will not clear man on car when switching Standard Oil Co. spur.

9. 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.

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 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 210,000 pounds on drivers not permitted.

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

At Indian, engines must not go 500 feet beyond switch on spur.

3. SPEED RESTRICTIONS:

| LOCATION | Maximum Speed Miles per Hour | | REMARKS |
|--------------------------------------------------------------------------------------|---------------------------------|-------|----------------------------------------------------------------------------------------------|
| | Pasgr. | Frts. | |
| At any point | With care | | At restricted speed when sand is blowing, especially just west of Ridpath. |
| | 15 | 15 | Engines backing. |
| | 20 | 20 | When handling wrecker, ditcher, pile driver or engines with side and main rods disconnected. |
| Between Riparia and Lewiston.. | 40 | 30 | Motor trains 50 miles per hour. |
| Over curve approaches each end of Bridge 71.23 over Clearwater River. Lewiston | | 25 | Trains handling logs. |
| At Riparia | 30 | 30 | |
| | 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 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 Miles per Hour | | REMARKS |
|----------------------------------------------------------|---------------------------------|-------|----------------------------------------------------------------------------------------------|
| | Pasgr. | Frts. | |
| At any point | 15 | 15 | Engines backing. |
| Between Orofino and Jaype | 15 | 15 | When handling wrecker, ditcher, pile driver or engines with side and main rods disconnected. |
| On descending grade between Orofino and Jaype | 15 | 15 | Looking out for slides and washouts. |
| 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 | |
| At Rock Crusher, first crossing west of Jaype | 5 | 5 | Looking out for tractors crossing track. |
| On curve at M. P. 35, between Summit and Headquarters .. | 8 | 8 | |

2. BRIDGE AND ENGINE RESTRICTIONS:

On C. T. Co. Spurs between Jaype and Headquarters, Camas Prairie engines not permitted.
 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 clearance point.
 At Rudo, engines must not go beyond frog of spur.

3. MOUNTAIN GRADES:

Westward trains must stop at Rudo to inspect train.

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.
 Standard Oil spur west end, also protects planer track.
 Track serving Cement Plant.
 Track serving National Pole Co.
 Fohl—West end.
 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.
 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.

SPEED TABLE

| Miles Per Hour | Time Per Mile | |
|----------------|---------------|---------|
| | Minutes | Seconds |
| 60 | 1 | -- |
| 59 | 1 | 1 |
| 58 | 1 | 2 |
| 57.1 | 1 | 3 |
| 56.2 | 1 | 4 |
| 55.3 | 1 | 5 |
| 54.5 | 1 | 6 |
| 53.7 | 1 | 7 |
| 52.9 | 1 | 8 |
| 52.1 | 1 | 9 |
| 51.4 | 1 | 10 |
| 50 | 1 | 12 |
| 48 | 1 | 15 |
| 45 | 1 | 20 |
| 42.3 | 1 | 25 |
| 40 | 1 | 30 |
| 36 | 1 | 40 |
| 34.3 | 1 | 45 |
| 32.7 | 1 | 50 |
| 30 | 2 | ---- |
| 27.6 | 2 | 10 |
| 26.6 | 2 | 15 |
| 25.7 | 2 | 20 |
| 24 | 2 | 30 |
| 22.5 | 2 | 40 |
| 21.8 | 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 | ---- |

11. WATCH INSPECTORS: Orofino, J. R. Hughes.

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 | 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 | | Fifty cars, maximum 3,000 tons | | | | | | | | | |
| | Culdesac to Spalding | | No limit | | | | | | | | | |
| 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. F. TOMLINSON, Lewiston, Idaho.
- DR. M. J. McREA, Lewiston, Idaho.
- DR. D. K. WORDEN, Lewiston, Idaho.
- DR. W. F. GILBERT, Lewiston, Idaho.
- DR. W. F. ORR, Cottonwood, Idaho.
- DR. K. H. COLLINS, Dist. Surgeon, Craigmont, Idaho.
- DR. L. A. WHEELWRIGHT, Dist. Surgeon, Grangeville, Idaho.
- DR. R. T. HOPKINS, Dist. Surgeon, Orofino, Idaho.
- DR. J. M. VERBERKMOES, Dist. Surgeon, Kooskia, Idaho.
- DR. C. H. BRYAN, Dist. Surgeon, Kamiah, Idaho.
- DR. H. W. WENTWORTH, Dist. Surgeon, Stites, Idaho.

10. STANDARD TIME CLOCKS: Orofino.

M. CUMMING,
Train Master—Road Foreman of Engines.

M. C. SMITH,
Chief Dispatcher.