

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

90

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

Sunday, Jan. 16, 1949

For the Government of Employees only. The Company reserves the right to vary therefrom at its pleasure. Be positive that you have the Current Time Table, 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

Westward

FIRST SUBDIVISION

Eastward

SECOND CLASS		FIRST CLASS					Station Numbers	Distance from Stites	Water, Fuel, Scales Tables, Wyes, Yard Limits.	Time Table No. 90 Effective Jan. 16, 1949					Distance from Arrow	Distance from Lewiston	Capacity of Side Tracks	FIRST CLASS					SECOND CLASS
661 N. P. Freight	323 Passenger	343 Passenger	311 N. P. Passenger	313 N. P. Passenger						STATIONS				312 N. P. Passenger				344 Passenger	324 Passenger	314 N. P. Passenger	662 N. P. Freight		
Daily	Daily	Daily	Daily	Daily			Telegraph Offices and Calls				Daily	Daily	Daily	Daily	Daily								
	PM 12.34				CS 66	0.0	X Y	St STITES D	62.7	76.2	46			PM A 12.30									
	s 12.45				CS 63	3.2	W MP57	Ko KOOSKIA D	59.5	73.0	32			PM s 12.18									
	s 1.06				CS 55	11.2		Ka KAMIAH D	51.5	65.0	26			AM s 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 P	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 PD	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	85	AM A 8.35	See Page 3	s 9.45	PM A s 3.50	PM A 6.00							
1.15	s 3.33	PM s 2.34	f 1.22	f 2.27	CP 83	65.9	Y X	SPALDING P		10.3	0	s 8.28	AM A s 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	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	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	8.08	9.03	9.14	3.23	5.30 PM							
	PM 4.00	AM 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								Daily	Daily	Daily	Daily	Daily							
.45	3.26	.26	.31	.30				Time Over Sub-Division				.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 THE OPPOSITE DIRECTION

Special Instructions Pages 4-5

Westward **SECOND SUBDIVISION** Eastward

FIRST CLASS	Time Table No. 90			FIRST CLASS				
343	Effective Jan. 16, 1949			344				
Passenger				Passenger				
Daily				Daily				
PM	Station Numbers	Distance from Grangeville	Water, Fuel, Scales, Tables, Wyes and Yard Limits	STATIONS	Distance from Spalding	Capacity of Side Tracks	AM	A
12.08	C P 149	0.0	W YX	Ge GRANGEVILLE D	66.5	60	11.58	
				7.0				
s 12.27	C P 142	7.0	W	Fn FENN D	59.5	35	s 11.39	
				8.5				
s 12.47	C P 133	15.5	X	Co COTTONWOOD D	51.0	50	s 11.21	
				5.3				
12.56	C P 128	20.8		SAND SPUR	45.7	10	11.12	
				3.4				
s 1.02	C P 125	24.2		Rg. FERDINAND D	42.3	51	s 11.06	
				7.9				
s 1.17	C P 117	32.1	XW	Vo CRAIGMONT D	34.4	30	s 10.51	
				4.5				
f 1.24	C P 113	36.6	X	CRAIG JUNCTION P	29.9	9	f 10.40	
				3				
	C P 112	36.9	X	CLICKS	29.6	6		
				3.5				
s 1.30	C P 109	40.4	YXw	Ru REUBENS P D	26.1	30	s 10.34	
				6.6				
1.53	C P 102	47.0	w	NUCRAG P	19.5	11	10.10	
				7.4				
s 2.14	C P 94	54.4	w	Cu CULDESAC PD	12.1	20	s 9.44	
				2.4				
f 2.18	C P 92	56.8		JACQUES P	9.7	35	f 9.39	
				1.7				
f 2.20	C P 91	58.5		BUNDY	8.0	15	f 9.36	
				2.7				
s 2.25	C P 88	61.2		SWEETWATER	5.3	20	s 9.30	
				2.0				
s 2.30	C P 86	63.2		Fi LAPWAI PD	3.3	25	s 9.26	
				3.3				
s 2.34	C P 83	66.5	YX	SPALDING P	0.0	No Sdg.	s 9.20	
							AM	
Daily							Daily	
See Page 2							See Page 2	
2.26	Time Over Sub-Division						2.38	
27.33	Average Speed Per Hour						26.19	

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

Special Instructions Pages 5-6

Westward **THIRD SUBDIVISION** Eastward

SECOND CLASS	FIRST CLASS	Time Table No. 90			FIRST CLASS	SECOND CLASS			
859	73	Effective Jan. 16, 1949			74	860			
Freight	U. P. Passenger				U. P. Passenger	Freight			
Daily	Daily				Daily	Daily			
PM	PM	Station Numbers	Distance from Lewiston	Water, Fuel, Scales, Tables, Wyes and Yard Limits	STATIONS	Distance from Riparia	Capacity of Side Tracks	AM	A
8.00	8.15	C P 72	0.0	O W C TX Z	De Wn LEWISTON P DN	72.0	450	8.10	3.15
					1.0				
8.02	8.18	C P 71	1.0	X	TRANSFER	71.0	15	8.06	3.12
					5.1				
8.14	f 8.26	C P 66	6.1		WILMA P	65.9	60	f 7.56	3.00
					4.2				
8.24	f 8.32	C P 62	10.3		MOSES	61.7	60	f 7.50	2.50
					6.8				
8.41	f 8.42	C P 55	17.1	w	INDIAN P	54.9	Spur 40	f 7.38	2.33
					5.4				
8.55	f 8.50	C P 50	22.5		BISHOP P	49.5	60	f 7.29	2.17
					1.8				
8.59	f 8.53	C P 48	24.3		TRUAX	47.7	No Sdg.	f 7.25	2.13
					3.8				
9.08	f 8.59	C P 44	28.1		CRUM	43.9	66	f 7.18	2.03
					1.0				
9.10	s 9.01	C P 43	29.1		WAWAWAI P	42.9	14	s 7.16	2.01
					3.2				
9.17	f 9.06	C P 40	32.3		CRAMPTON	39.7	No Sdg.	f 7.08	1.54
					1.6				
9.21	f 9.09	C P 38	33.9		BOYART	38.1	2	f 7.05	1.50
					2.1				
9.26	s 9.13	C P 36	36.0	w	ALMOTA P	36.0	60	s 7.00	1.45
					3.8				
9.35	f 9.21	C P 32	39.8		SCHULTZ	32.2	3	f 6.53	1.35
					2.9				
9.42	f 9.26	C P 29	42.7		SWIFT	29.3	60	f 6.48	1.29
					5.2				
9.55	f 9.34	C P 24	47.9		PENAWAWA P	24.1	67	f 6.40	1.15
					1.7				
10.00	f 9.37	C P 22	49.6		PENAWAWA SPUR	22.4	Spur 4	f 6.37	1.10
					3.5				
10.08	f 9.42	C P 19	53.1		PURRINGTON	18.9	11	f 6.32	1.02
					3.0				
10.15	f 9.46	C P 16	56.1		PEYTON P	15.9	4	f 6.27	12.55
					1.4				
10.18	f 9.48	C P 15	57.5	w	CENTRAL FERRY P	14.5	62	f 6.24	12.52
					4.9				
10.30	f 9.56	C P 10	62.4		RIDPATH	9.6	26	f 6.15	12.40
					9.6				
11.00	10.25	C P 0	72.0	C Y WX	XS RIPARIA P DN	0.0	62	6.00	12.15
								AM	AM
Daily	Daily							Daily	Daily
3.00	2.10	Time Over Sub-Division						2.10	3.00
24.0	33.0	Average Speed Per Hour						33.0	24.0

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

Except No. 859 is Superior to 860

Special Instructions Page 6

Westward

FOURTH SUBDIVISION

Eastward

Station Numbers	Distance from Headquarters	Water, Fuel, Scales Tables, Wyes and Yard Limits	Time Table No. 90 Effective Jan. 16, 1949			Distance from Orofino	Capacity of Side Track
			STATIONS				
			Telegraph Offices and Calls				
CH 40	0.0	W C X Y	HQ	HEADQUARTERS	PD	40.0	138
				2.0			
CH 38	2.0	X		DEER CREEK	P	38.0	CTCo
				2.1			
CH 36	4.1			GRAVEL SPUR		35.9	6
				1.7			
CH 34	5.8			SUMMIT	P	34.2	56
				3.0			
CH 31	8.8			HELPHREY		31.2	Spur 5
				1.3			
CH 30	10.1	X		REVLING	P	29.9	12
				1.1			
CH 29	11.2	W Y X		JAYPE	P	28.8	110
				.9			
CH 28	12.1	X		NELSON	P	27.9	4
				1.5			
CH 26	13.6			QUARTZ		26.4	
				1.3			
CH 25	14.9			ROONEY		25.1	20
				3.1			
CH 22	18.0			PLACER		22.0	Spur 8
				.4			
CH 21	18.4			POORMAN		21.6	Spur 10
				2.1			
CH 20	20.5			HALEY		19.5	12
				.3			
CH 19	20.8			OMILL	P	19.2	
				.3			
CH 18	21.1			COW CREEK		18.9	
				4.2			
CH 15	25.3	W		RUDO	P	14.7	60
				3.5			
CH 11	28.8			LIME MOUNTAIN	P	11.2	Spur 6
				1.6			
CH 10	30.4			CEDAR CANYON		9.6	Spur 3
				3.8			
CH 6	34.2			FOHL	P	5.8	Spur 18
				5.8			
CS 32	40.0	W C T X	OF	OROFINO	PD N	0.0	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE
SAME CLASS IN THE 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 Oregon Division and in addition at Ripairia will be governed by Union Pacific Oregon 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 or Diesel engines may run at speed of ten (ten) 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 not proceed unless the passenger train is standing still or has moved by the log cars. Conductors of all trains picking up logs must know personally that cars are not overloaded, or improperly loaded, and are safe to move without loss of lading.

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," "Prairie Flour Mills" 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
	Passgr.	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 "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 1 to 10 inclusive.

Engines N.P. Class "W" and U.P. Class "MacArthur" not permitted east of Kamiah.

Engines heavier than N.P. Class "W" and U.P. Class "MacArthur" not permitted East of Orofino on the First Sub-Division. All trains using N.P. class "W" or U.P. "MacArthur" when switching Rochdale Spur at Orofino 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. See Rule 103A.

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

At Stites, passenger cars not permitted on house track, account clearance.

6. SPECIAL STOPS:

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

Nos. 323 and 324 will stop on flag at Myrtle Bridge, Fir Bluff, Big George, and Old County Farm near Mile Post 130, and stop at Pardee to take on Cream and put off 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 to comply with Rule 83 (B).

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 Kamiah, Twin Feather Mills Spur located West of Bridge 50-1, will not clear man on side of 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.

Stites—West end of Stockyard track.

13. STANDARD TIME CLOCKS:

Lewiston, East Lewiston, Orofino, Stites.

14. WATCH INSPECTORS:

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

SPECIAL INSTRUCTIONS

SECOND SUBDIVISION

I. SPEED RESTRICTIONS:

LOCATION	Maximum Speed		REMARKS
	Miles Per Hour	Per Hour	
	Passgr.	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			Passenger trains any one mile in
Culdesac			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 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 N. P. 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 Spalding, no clearance required.
At Grangeville when no operator on duty, trains will not require clearance 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. **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.
Craig Mountain Lumber Co. Spur—Between Cottonwood and Fenn.
Cottonwood—East end of stock track.
Haener Spur—Between Fenn and Grangeville.
Grangeville—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.
10. **WATCH INSPECTOR:** Lewiston, Idaho, T. E. Dean.

SPECIAL INSTRUCTIONS THIRD SUBDIVISION

1. 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.

At Indian—West Switch to spur track spiked. Track cannot be used.

2. SPEED RESTRICTIONS:

LOCATION	Maximum Speed		REMARKS
	Miles Per Hour	Pasgr. Frt.	
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.

3. REGISTER STATIONS:

Riparia.

Lewiston for first class trains and passenger extras.

East Lewiston, for second class and inferior trains, except passenger extras.

4. **YARD LIMITS:** Lewiston—Tracks between yard limit signs west of Transfer and east of Forebay will be operated as one yard.
5. **BULLETIN STATIONS:** Lewiston, East Lewiston, Riparia.
6. **DERAIL SWITCH:** Almota—East end warehouse track.
Peyton—Both ends of siding.
7. **STANDARD TIME CLOCKS:** Lewiston, East Lewiston.
9. **WATCH INSPECTORS:** Lewiston, T. E. Dean.

SPECIAL INSTRUCTIONS FOURTH SUBDIVISION

1. SPEED RESTRICTIONS:

LOCATION	Maximum Speed		REMARKS
	Miles Per Hour	Pasgr. Frt.	
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.

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 N.P. 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 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.

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