-		_	_			-
9	м.	-	_	_		
		_	_	$\boldsymbol{\alpha}$	-	

Time P	er Mile	Miles	Time P	er Mile	Miles
Min.	Sec.	Per Hr.	Min.	Sec.	Per Hr
1		60	2		30
1	1	59	2	10	27.6
1	2	58	2	15	26.6
1	3	57.1	2	20	25.7
1	4	56.2	2	30	24
1	5	55.3	2	40	22.5
1	6	54.5	2	45	21.8
1	7	53.7	2	50	21.2
1	8	52.9	3		20
1	9	52.1	3	9	19
1	10	51.4	3	20	18
1	12	50	3	31	17
1	15	48	3	45	16
1	20	45	4		15
1	25	42.3	5		12
1	30	40	6	1	10
1	40	36	7	30	8
-	45	34.3	10		6
1	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. R. T. HOPKINS, Orofino, Idaho
DR. K. H. COLLINS, Craigmont, Idaho

DR. C. H. BRYAN, Kamiah, Idaho

Camas Prairie Railroad Co.

# TIMETABLE

95

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

# Tuesday, February 26, 1952

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 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



SESOND CLASS	FIR	ST CL	ASS		ites	les	Time Table No. 95	rrow			FIRST CLASS			SECOND	
661 N. P. Freight	343 Passenger	323 Passenger	311 N. P. Passenger	Station Numbers	Distance from Stites	, Fuel, Scales s, Wyes, Yard	Effective Feb. 26, 1952  STATIONS	Distance from Arrow	Distance from Lewiston	ity of Side	324 Passenger	344 Passenger	314 N. P. Passenger	662 N. P. Freight	
Daily	Daily	Daily	Dally	Station	Distan	Water, I Tables, Limits.	Telegraph Offices and Calls	Distar	Distar	Capacity	Daily	Daily	Dally	Daily	
		11.38		C S 66	0.0	XY	St STITES D	62.7	76.2	46	AM A				
		s 11.50		C S 63	3.2	W MP57	3.2 — — — — — — — — — — — — — — — — — — —	59.5	73.0	32	s 11.25				
		s 12.05		C S 55	11.2	x	Ka KAMIAH D 5.8	51.5	65.0	26	s 11.07				
		f 12.18		C S 49	17.0		TRAMWAY P	45.7	59.2	23	f 10.54				
		f 12.21		C S 47	18.4		PARDEE	44.3	57.8	Spur 8	f 10.50				
		s 12.35		C S 40	25.4		Gr GREER PD	37.3	50.8	26	s 10.34				
		f 12.43		C S 36	29.4		PENOYER 4.3	83.8	46.8	Spur 2	f 10.24				
		s 12.55		C S 32	33.7	WCTX	Of OROFINO PDN	29.0	42.5	232	s 10.14				
		s 1.04		C S 28	87.4	x	AHSAHKA 5.0	25.3	38.8	38	s 10.03				
		f 1.14		C S 23	42.4		PECK P	20.3	33.8	49	f 9.52				
		s 1.29		C S 17	49.3	w	Ln LENORE PD	13.4	26.9	15	s 9.37				
		f 1.33		C S 15	51.0		AGATHA 5.9	11.7	25.2	Spur 17	f 9.33				
		f 1.42		CS 9	56.9		CHERRYLANE 2.3	5.8	19.3	Spur 9	f 9.23				
		f 1.46		CS 7	59.2		MYRTLE 3.5	3.5	17.0	14	f 9.19		Diff. A	DAI	
12.05	See Page 3	s 2.00	1.20	CS 3	62.7	X	RW ARROW PD 3.2	0.0	13.5	60	s 9.10	See Page 3	s 3.45	12.5	
12.08		s 2.06	f 1.24	C P 83	65.9	YX	SPALDING P		10.3	0	s 9.00	s 9.09	s 3.39	12.5	
12.11	f 2.22	f 2.09	f 1.27	C P 82	66.8	x	NORTH LAPWAI P		9.4	25	f 8.58	f 9.08			
12.27	2.32	2.22	1.39		73.2	X	FOREBAY P	_	3.0	200	8.47	8.57	3.26	12.3	
12.30 M A	2.36			_	74.7	OW CT XZ	Fy EASTLEWISTON P.D.	_	1.5	450	8.44	8.54	3.23	12.3 PM	
	2.40 PM A		1.45 PM A	C P 72	76.2	x	Wn LEWISTON P.		0.0		8.40 	8.50 AM	3.20 PM		
Dally	Daily	Dally	Dally					-			Dally	Daily	Dally	Daily	
.25	.19	2.52	.25				Time Over Sub-Division			_	2.53	.19	. 25	.25	
28 8	32,53	26.58	32.4				Average Speed Per Hour	_			26.43	32.53	32.4	28.8	

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

Special Instructions Pages 4-5

West	wai	d	SEC	COND SUBDIVISION Ea	stward
FIRST	7	ville	rables,	Time Table No. 95	FIRST
343	ers	Distance from Grangeville	Water, Fuel, Scales, Tables Wyes and Yard Limits	Effective Feb. 26, 1952  STATIONS  Telegraph Offices and Calls  Telegraph Offices and Calls	344
Passenger	Station Numbers	ce from	Fuel, Sund Yar	STATIONS ELECTIONS	Passenger
Daily	Station	Distan	Water, Wyes a	Telegraph Offices and Calls Capacity	Daily
AM 11.55	C P 149	0.0	W YX	Ge GRANGEVILLE D 66.5 60	11.46
s 12.08	C P	7.0	W	Fn FENN D 59.5 35	s 11.27
s 12.27	C P	15.5	x	Co COTTONWOOD D 51.0 50	s 11.09
12.37	C P 128	20.8		SAND SPUR 45.7 10	11.00
s 12.44	C P 125	24.2		Rg. FERDINAND D 42.3 31	s 10.54
s 1.00	C P	32.1	xw	Vo CRAIGMONT D 34.4 30	s 10.39
f 1.08	C P	36.6	х	CRAIG JUNCTION P 29.9 9	f 10.28
	C P	36.9	x	CLICKS 29.6 6	
s 1.17	C P	40.4	YXW	Ru REUBENS P D 26.1 30	s 10.22
1.40	C P 102	47.0	w	NUCRAG P 19.5 11	9.58
s 2.01	C P 94	54.4	w	Cu CULDESAC PD 12.1 20	s 9.36
f 2.03	C P 92	56.8		JACQUES P 9.7 35	f 9.30
f 2.05	C P	58.5		BUNDY 8.0 15	f 9.27
s 2.10	C P 88	61.2		SWEETWATER 5.3 20	s 9.21
s 2.13	C P 86	63.2		FI LAPWAI PD 3.3 25	s 9.16
s 2.20 PM A	C P 83	66.5	YX	SPALDING P 0.0 No sdg.	s 9.10
Daily See Page 2					Dally See Page 2
2,25				Time Over Sub-Division	2.36
27.52				Average Speed Per Hour	25.58

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

Special Instructions Pages 5-6

Westward THIRD SUBDIVISION Eastward											
SECOND	FIRST		nc	ables,	Time Table No. 95		ks	FIRST	SECOND		
859	73 U. P.	nbers	Distance from Lewiston	Water, Fuel, Scales, Tables, Wyes and Yard Limits	Effective Feb. 26, 1952	Distance from Riparia	Side Tracks	74 U.P. Passenger	860 Freight		
Freight	Passenger	Station Numbers	ance fro	er, Fue	STATIONS	ance fr	Capacity of	Dally	Daily		
Daily	Daily	Stat	Dist		Telegraph Offices and Calls	Dist	Cap				
9.00	7.30	C P 72	0.0	W C T X Z	De LEWISTON PDN	72.0	450	8.25 <sup>A</sup>	3.15		
9.03	7.33	C P	1.0	x	TRANSFER 5.1	71.0	15	8,21	3.12		
9.14	f 7.41	C P 66	6.1		WILMA P	65.9	60	f 8.11	3.00		
9.24	f 7.47	C P	10.3		MOSES	61.7	60	f 8.05	2.50		
9.41	f 7.57	C P 55	17.1	w	INDIAN P	54.9	Spur 40	f 7.53	2.33		
9.55	f 8.05	C P 50	22.5		BISHOP P	49.5	60	f 7.44	2.17		
10.08	f 8.14	C P	28.1		CRUM	43.9	66	f 7.33	2.03		
10.10	s 8.16	C P	29.1		WAWAWAI P	42.9	14	s 7.31	2.01		
10.17	f 8.21	C P	32.3		CRAMPTON 1.6	39.7	No Sdg.	f 7.23	1.54		
10.21	f 8.24	C P	33.9	*	BOYART 2.1 ———	38.1	2	f 7.20	1.50		
10.26	s 8.28	C P 36	36.0	w	ALMOTA P	36.0	60	s 7.15	1.45		
10.35	f 8.36	C P	39.8		SCHULTZ	32.2	3	f 7.08	1.35		
10.42	f 8.41	C P	42.7		SWIFT 5.2	29.3	60	f 7.03	1.29		
10,55	f 8.49	C P 24	47.9		PENAWAWA P	24.1	67	f 6.55	1.15		
11.00	f 8.52	C P	49.6		PENAWAWA SPUR	22.4	Spur 4	f 6.52	1.10		
11.08	f 8.57	C P	53.1		PURRINGTON 3.0	18.9	11	f 6.47	1.02		
11.15	f 9.01	C P	56.1		PEYTON P	15.9	4	f 6.42	12.55		
11.18	f 9.03	C P	57.5	w	CENTRAL FERRY P	14.5	62	f 6.39	12.52		
	f 9.11	C P	62.4		RIDPATH 9.6	9.6	26	f 6.30	12.40		
12.01 AM A	9.40 PM A	C P	72.0	C Y WX	XS RIPARIA P DN	0.0	62	6.15 AM	12.15 AM		
Daily	Daily					_		Daily	Daily		
3.01	2.10				Time Over Sub-Division	-		2.10	3.00		
24.0	33.0				Average Speed Per Hour	_		33.0	24.0		
					AND ARE CURERIOR T						

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

Except No. 859 is Superior to 860

No. 860 may run ahead of No. 74 Riparia until overtaken without train order authority, avoiding delay to the greatest extent.

Special Instructions Page 6.

West	vard	FC	OURTH SUBDIVISION	1	Ea	stward
Station Numbers	Distance from Headquarters	Water, Fuel, Scales Tables, Wyes and Yard Limits	Time Table No. 95 Effective Feb. 26, 1952 STATIONS Telegraph Offices and Calls	- 1	Distance from Orofino	Capacity of Side Track
C H 40	0.0	W C X Y	HQ HEADQUARTERS	PD	40.0	138
C H 38	2.0	х	DEER CREEK	P	38.0	
C H 34	5.8		SUMMIT 3.0	P	34.2	56
C H 31	8.8		HELPHREY		31.2	Spur 5
CH 30	10.1	x	REVLING	P	29.9	12
C H 29	11.2	WYX	JAYPE .9	Р	28.8	110
C H 28	12.1	х	NELSON 1.5	Р	27.9	4
C H 26	13.6		QUARTZ		26.4	
C H 25	14.9		ROONEY 3.1		25.1	10
C H 22	18.0		PLACER .4		22.0	Spur 8
C H 21	18.4		POORMAN 2.1		21.6	Spur 10
C H 20	20.5		HALEY .3		19.5	12
C H 19	20.8		0MILL .3	P	19.2	
C H 18	21.1		COW CREEK		18.9	
C H 15	25.3	w	RUD0 3.5	P	14.7	60
C H 11	28.8		LIME MOUNTAIN	P	11.2	Spur 15
C H 10	30.4		CEDAR CANYON		9.6	Spur 3
CH 6	34.2		F0HL 5.8 —	P	5.8	Spur 18
C S 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

Employes 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 employes 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:

- 1. When handling wrecker, pile driver, ditcher or similar equipment, or engine with side and main rods disconnected \_\_\_\_\_\_20 M.P.H. Light engines observe speed of passenger trains. Passenger trains with Gas-electric or Diesel engines may run at speed of ten (10) miles per hour faster than passenger trains with steam engines.
- 2. When necessary to take slack of freight trains with helper on rear, it should be done by the helper engine.
- 3. 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.
- 4. Wedge snow plows will not be used on passenger trains. When wedge plows are in service only one engine will be used. If two engines in work train service using wedge plows, second engine will only be used to pull plow out when stuck in drift.

#### FIRST SUBDIVISION

- I. 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.
- 2. AT ARROW—Time of trains applies at Junction switch.
- 3. AT FOREBAY—Time of trains applies at cross-over switch.
- 4. SPEED RESTRICTIONS:

All trains will not exceed speed of 10 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 Miles Pe Pasgr.		REMARKS
Between Lewiston and Orofino	40	30	
	30	25	On curves over 3 degrees.
Between Forebay and North Lapwai	15	15	Over bad spots between 4000 feet West and 4500 feet West of MP 132.
Between Orofino and Stites	35	25	WIF 152.
At Lewiston	4	4	Over 18th Street crossing.
At East Lewiston	15	15	Over east switch.
At Arrow, over Bridge "0"	10	10	N.P. class "W" and heavier.
At Clearwater River, over Bridge 50-1	10	10	

#### 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 I to 10 inclusive.

Engines heavier than N.P. Class "W" and U.P. Class "Mac-Arthur" 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 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. Double header engines not permitted.

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 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.
- 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.

On Line—Wings on Rotary Snow Plow No. 8 when open will not clear Bridges 126 and 126-1 between Arrow and Spalding and Bridge 25 between Ahsahka and Orofino; also Bridges 29-1, 38 and 50-1 between Orofino and Kamiah. See that these wings are closed when Rotary No. 8 is moving over these bridges.

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, Deans Jewelry. Orofino,

Orofino, H. W. Servatius.

## SPECIAL INSTRUCTIONS SECOND SUBDIVISION

#### I. SPEED RESTRICTIONS:

LOCATION	Maximun Miles Pe Pasgr.		REMARKS
Between Spalding and Culdesac	20	30 20	On tangents. On curves of over 3 degrees.
Between Culdesac and Reubens Between Reubens and Grangeville	35 40	25 30	
	20	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 At Craigmont at grade crossing at	15	15	In both directions.
west switch near stock yards	5	5	

#### 2. ENGINE RESTRICTIONS:

Engines heavier than N.P. Class "W" and U.P. Class "Mac-Arthur" not permitted East of Culdesac on the Second Sub-Division.

#### 3. MOUNTAIN GRADES:

Helper engines will take water at Nucrag instead of Reubens.

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

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 keep applied until actual foot of grade is reached.

- 4. PUSHER DISTRICT: Between Lewiston and Reubens.
- 5. REGISTER STATIONS: Spalding, Grangeville.
- 6. BULLETIN STATIONS: Grangeville.
- 7. 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).

8. 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.

9. IMPAIRED CLEARANCE:

Wings on Rotary Snow Plow No. 8 when open will not clear tunnels 1, 2, 3, 4, 5, 6 and 7 between Culdesac and Reubens and station platforms at Ferdinand and Cottonwood. See that these wings are closed when going through these tunnels and by the station platforms on the platform side.

10. 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 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

Cottonwood—East end of stock track.

Haener Spur—East end between Fenn and Grangeville.

Grangeville-West end of Farmer Union Warehouse track.

- 11. 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.
- 12. WATCH INSPECTOR: Lewiston, Idaho, Deans Jewelry.

## SPECIAL INSTRUCTIONS

THIRD SUBDIVISION

I. ENGINE RESTRICTIONS:

N.P. class "W" or "MacArthur" type engines must not go in on No. I 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

#### 2. SPEED RESTRICTIONS:

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

#### 3. SPECIAL STOPS:

Nos. 73 and 74 will stop on flag at Wilma School House M. P. 66.5 Adams Crossing M. P. 57.9 Kelly Ranch M. P. 51.5 Granite Point M. P. 45.5 and seven poles east of M. P. 53 between Indian and Bishop.

No. 74 will stop at Byers Ranch just west of Moses to pick up

#### 4. REGISTER STATIONS:

Riparia.

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

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

## SPECIAL INSTRUCTIONS

#### FOURTH SUBDIVISION

#### 1. SPEED RESTRICTIONS:

LOCATION	Maximur Miles Pe Pasgr.		REMARKS					
Between Orofino and Jaype	15	15	Looking out for slides and wash- outs.					
Between Jaype and Headquarters At Orofino, over Johnson Street On curve at M. P. 3 between Orofino		12 5						
and Fohl	8	8						
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 P. F. I. spurs betweeen 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.

At Fohl, engines must not go beyond clearance 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 Agent at Orofino. Enginemen will maintain a working pressure of 90 pounds at Summit, applying retainers where possible and keep 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 I 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

			CI	ASS OF	ENGI	NE	
SUB	DISTRICT	U. P. MacA	N. P. W	U. P. 730 768 CLASS		N. P. T S-4	U. P. 1742-6 707-23 CLASS
FIRST	Lewiston to Arrow	2500	2400	2000		1800	1800
EASTWARD	Arrow to Stites	3200	3000	2400		2150	2150
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	1800	1650	1450		950	950
	Grangeville to Ferdinand	1600	1450	1250		800	800
SECOND	Ferdinand to Craig Jct.	1800	1650	1450		950	950
WESTWARD	Reubens to Culdesac		maxi	cars, imum tons			
THIRD EASTWARD	Riparia to Lewiston	3200	3000	2300		2100	2100
FOURTH	Orofino to Summit	725	600	525		425	400
EASTWARD	Summit to Headquarters		Train	Limit	Eighty	Five	Cars
FOURTH	Headquarters to Summit	900	750	650		525	450
WESTWARD	Summit to Orofino		Train	Limit	Eighty	Five	Cars

## MAXIMUM CLEARANCES

Note—Limit of load measurements based on 52' cars with 42' truckcenters. Heights and widths in table allow 6 inches clearance.

Table is based on open car loading equally divided on either side of center of car.

SUBDIVISION	LIMIT OF LOAD MEASUREMENT Height Above Top of Rail									
	6 Ft. Wide	7 Ft. Wide	8 Ft. Wide	9 Ft. Wide	10 Ft. Wide	11 Ft. Wide	12 Ft. Wide			
Riparia to Lewiston	22'	21'9"	21'3"	20'6''	20'	19'6''	18'6"			
Lewiston to Grangeville	19'3''	19'	18'9''	18'3''	18'	17'9"	12'9''			
Lewiston to Orofino	20'6''	20'6''	20'6''	20'6''	20'	19'6''	19'3''			
Orofino to Stites	17'	16'9''	16'9"	16'6''	16'3''	15'9''	15'			
Orofino to Headquarters	20'6''	20'6''	20'6''	20'6''	20'6''	20'6''	20'6''			