



**CAMAS PRAIRIE
RAILROAD CO.**

TIMETABLE NO.

117

Effective 0001

Sunday

April 6, 1997

**CURRENT SPECIAL INSTRUCTIONS
ARE INCLUDED**

**FOR THE GUIDANCE AND USE OF
EMPLOYEES AFFECTED**

V.J. HOES

General Manager

R.J. LEITERMAN

Manager of Operations

J.E. MOREFIELD

Manager of Track Maintenance

A.J. BARNETT

Manager of Mechanical Operations

SPEED TABLE

	Time		Miles Per Hour
	Per Mile Minutes	Seconds	
1	12	50.0	
1	15	48.0	
1	20	45.0	
1	25	42.3	
1	30	40.0	
1	40	36.0	
1	45	34.3	
1	50	32.7	
2	-	30.0	
2	10	27.6	
2	15	26.6	
2	20	25.7	
2	30	24.0	
2	40	22.5	
2	45	21.8	
2	50	21.2	
3	-	20.0	
3	9	19.0	
3	20	18.0	
3	31	17.0	
3	45	16.0	
4	-	15.0	
5	-	12.0	
6	-	10.0	
7	30	8.0	
10	-	6.0	

FIRST SUBDIVISION

MILEPOST	DISTANCE FROM END OF TRACK	STATIONS		RULE 4.1	DISTANCE FROM LEWISTON	DISTANCE FROM ARROW
		MILEPOST	DISTANCE FROM END OF TRACK			
61.0	0.0	END OF TRACK 1.5	y	74.5	61.0	
59.5	1.5	45273 KOOSKIA 8.0	y	73.0	59.5	
51.5	9.5	45265 KAMIAH 14.2	y	65.0	51.5	
37.3	23.7	45251 GREER 8.3		50.8	37.3	
29.0	32.0	45242 OROFINO 3.7	BJKQRY	42.5	29.0	
25.3	35.7	45239 AHSAHKA 11.9	y	38.8	25.3	
13.4	47.6	45227 LENORE 13.4		26.9	13.4	
123.5	61.0	63323 ARROW 3.2	J	13.5	0.0	
126.7	64.2	63326 SPALDING 0.9	JRTY	10.3		
127.6	65.1	63327 NORTH LAPWAI 6.4	y	9.4		
134.0	71.5	63335 FOREBAY 1.5	y	3.0		
135.5	73.0	63338 EAST LEWISTON 1.5	BFKOPQR TWY2	1.5		
137.0	74.5	LEWISTON	y	0.0		

TONNAGE RATING OF FREIGHT ENGINES

SUB DIVISION	DISTRICT	RULING GRADE	CLASS OF ENGINE	
			GP-38 Tons	GP-40 Tons
First Eastward	Lewiston to Spalding	.6%	3439	3712
		.7%	2998	3238
Second Eastward	Spalding to Sweetwater	1.3%	1666	1803
	Sweetwater to Culdesac	2.4%	877	954
	Culdesac to Reubens	3.0%	682	744
	Reubens to Craigmont	1.0%	2152	2327
	Craigmont to Grangeville	1.3%	1666	1803
Second Westward	Grangeville to Ferdinand	1.3%	1666	1803
	Ferdinand to Reubens	1.0%	2152	2327
	Reubens to Culdesac	more than 2000 tons single unit 4 tons		
Third Eastward	Riparia to Lewiston	.3%	6052	6525
Third Westward	Lewiston to Riparia			
Fourth Eastward	Orofino to MP 31	2.2%	965	1048
Fourth Westward	MP 31 to Orofino	Train Limit: 2 units-85 cars 3 or more units-100 cars		

RADIO DISPLAY

- 7676 - CHANNEL 1 ON MOBIL RADIOS (ROAD FREQUENCY)
- 6666 - CHANNEL 3 ON MOBIL RADIOS (YARD FREQUENCY)°
- 2676 - CHANNEL 2 ON MOBIL RADIOS (REPEATER)

MAXIMUM SPEED 25 MPH (EXCEPT AS BELOW)

BETWEEN MILE POSTS -

- 2.60 and 3.85 20 MPH
- 11.85 and 12.60 15 MPH
- 16.82 and 17.02 15 MPH
- 18.40 and 18.80 15 MPH
- 24.65 and 25.45 15 MPH
- 33.00 and 33.20 15 MPH
- 35.65 and 35.80 15 MPH
- 39.90 and 40.25 15 MPH
- 40.95 and 41.80 15 MPH
- 45.25 and 45.40 15 MPH
- 50.40 and 50.95 8 MPH
- 123.64 and 00.20 15 MPH
- 125.90 and 126.45 10 MPH

- ABR (ABSOLUTE BLOCK REGISTER TERRITORY) IN EFFECT BETWEEN SPALDING AND AI-SAHKA - REGISTER LOCATED AT EAST LEWISTON YARD OFFICE
- ABR (ABSOLUTE BLOCK REGISTER TERRITORY) IN EFFECT BETWEEN AHSAHKA AND MP61 (END OF TRACK) - REGISTER LOCATED AT OROFINO DEPOT

YARD LIMITS: LEWISTON TO MP 125.70

- MP 23.60 TO MP 30.40
- MP 49.40 TO MP 52.30
- MP 58.50 TO MP 61.00 (END OF TRACK)

SECOND SUBDIVISION

MILEPOST	DISTANCE FROM GRANGEVILLE	STATIONS	RULE 4.3	DISTANCE FROM SPALDING
66.5	0.0	GRANGEVILLE 7.0	T Y	66.5
59.5	7.0	FENN 8.5		59.5
51.0	15.5	COTTONWOOD 8.7	y	51.0
42.3	24.2	FERDINAND 7.9		42.3
34.4	32.1	CRAIGMONT 8.3	y	34.4
26.1	40.4	REUBENS 6.6	T	26.1
19.5	47.0	NUCRAG 7.4		19.5
12.1	54.4	CULDESAC 6.8		12.1
5.3	61.2	SWEETWATER 2.0		5.3
3.3	63.2	LAPWAI 3.3		3.3
0.0	66.5	SPALDING	JRTY.	0.0

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RADIO DISPLAY

7676 - CHANNEL 1 ON MOBIL RADIOS
2676 - (REPEATER) = CHANNEL 2 ON MOBIL RADIOS

MAXIMUM SPEED 25 MPH (EXCEPT AS BELOW)

BETWEEN MILE POSTS -

27.60 and 28.03 20 MPH
30.70 and 32.30 10 MPH
34.50 and 34.80 10 MPH
38.30 and 39.34 10 MPH
39.95 and 40.40 20 MPH
44.50 and 44.80 20 MPH
47.40 and 47.80 20 MPH
48.30 and 48.55 10 MPH
50.75 and 51.80 10 MPH

ABR (ABSOLUTE BLOCK REGISTER TERRITORY) IN EFFECT
BETWEEN SPALDING AND GRANGEVILLE - REGISTER
LOCATED AT EAST LEWISTON YARD OFFICE

YARD LIMITS: MP 0.00 TO MP 1.00
MP 33.50 TO MP 35.50
MP 50.25 TO MP 52.00
MP 65.30 TO MP 66.80 (END OF TRACK)

THIRD SUBDIVISION

MILEPOST	DISTANCE FROM EAST LEWISTON	STATIONS	RULE 4.3	DISTANCE FROM RIPARIA
71.5	0.0	EAST LEWISTON 2.4	BFKOPQ RIWYZ	71.5
69.1	2.4	TRANSFER 23.6	y	69.1
45.5	26.0	CRUM 10.5		45.5
35.0	36.5	ALMOTA 12.7		35.0
22.3	49.2	PENAWAWA 6.5		22.3
15.8	55.7	CENTRAL FERRY 15.8		15.8
0.0	71.5	RIPARIA	TY	0.0

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RADIO DISPLAY

4242 - CHANNEL 4 ON MOBIL RADIOS

MAXIMUM SPEED 40 MPH (EXCEPT AS BELOW)

BETWEEN MILE POSTS -

10.00 and 11.50 25 MPH
69.6 and 70.0 10 MPH

IWC (TRACK WARRANT CONTROL) IN EFFECT EAST
LEWISTON TO RIPARIA

YARD LIMITS: MP 0.00 TO MP 3.00
MP 66.00 TO EAST LEWISTON

FOURTH SUBDIVISION

GENERAL INSTRUCTIONS

Employees, except on the Third Subdivision, will be governed by the General Code of Operating Rules, BNSF Air Brake and Train Handling Rules, BNSF Safety Rules and General Responsibilities, North American Emergency Response Guide Book and BNSF Hazardous Material Instructions.

On the Third Subdivision, employees will be governed by the General Code of Operating Rules, UPRR Air Brake and Train Handling Rules, UPRR Safety Rules and UPRR Instructions for Handling Hazardous Materials, and in addition, at Riparia, will be governed by Union Pacific Timetable in effect on Union Pacific track.

MILEPOST	DISTANCE FROM END OF TRACK	BN STATION NUMBER	STATIONS	RULE 4.3	DISTANCE FROM OROFINO
31.0	0.0		END OF TRACK 1.1	y	31.0
29.9	1.1	45330	REVLING 1.1	y	29.9
28.3	2.2	45329	JAYPE 0.9	y	28.8
27.9	3.1	45328	NELSON 3.0	y	27.9
24.9	5.9	45325	ROONEY 5.4		24.9
19.5	11.5	45320	HALEY 4.8		19.5
14.7	16.3	45315	RUDO 3.4		14.7
11.3	18.0	45311	LIME MOUNTAIN 1.7		11.3
9.6	21.4	45310	EDAR CANYON 6.8		9.6
2.8	28.2	45303	KONKOLVILLE 2.8	y	2.8
0.0	31.0	45242	OROFINO	BJKORY	0.0

RADIO DISPLAY

7676 - CHANNEL 1 ON MOBIL RADIOS

2676 - (REPEATER) = CHANNEL 2 ON MOBIL RADIOS

MAXIMUM SPEED 15 MPH

ABR (ABSOLUTE BLOCK REGISTER TERRITORY) IN EFFECT BETWEEN OROFINO AND MP 31 - REGISTER LOCATED AT OROFINO DEPOT.

YARD LIMITS: MP 0.00 TO MP 3.40
MP 26.70 TO MP 31.00 (END OF TRACK)

Explanation of Characters:

(Rule 4.3)

- B - Bulletin/General Orders
- C - Continuous Office
- F - Fuel
- J - Junction
- K - Standard Clock
- O - Agent or Operator
- Q - Radio Installation
- R - Train Register
- T - Turntable or Wye
- W - Water
- Y - Yard Limits
- Z - Track Scales

**SPECIAL INSTRUCTIONS
FIRST, SECOND AND FOURTH
SUBDIVISIONS**

1 - GLOSSARY:

(A) Add the following to the abbreviations section in the glossary of the General Code of Operating Rules.

ABR = Absolute Block Register Territory

(B) Add the following to the glossary of the General Code of Operating Rules:

Absolute Block Register Territory (ABR) - A method of operation in non-signaled territory (only on the First, Second and Fourth Subdivisions of the Camas Prairie Railroad) where trains, men and equipment are authorized to occupy the main track in limits designated by the timetable.

(C) **Train Register -** A book or form used at designated stations for registering time of arrival and departure of trains, and such other information as may be prescribed.

2 - DEFINITIONS:

(A) All rules requiring notification of dispatcher or control operator are changed to read, "notify operator or yardmaster at East Lewiston, Idaho."

**3 - GENERAL CODE OF OPERATING RULES -
DELETIONS, CHANGES AND ADDITIONS:**

(A) Deletions:

Rules not applicable on the Camas Prairie Railroad:

6.4.1	9.23	13.2.1
6.15	9.23.1	13.2.2
6.19	10.1	13.2.3
6.19.5	10.2	13.3.1
8.19	10.3	13.3.2
9.9	10.3.1	13.3.3
9.9.1	10.3.2	16.0
9.12.3	10.3.3	16.1
9.12.4	10.3.4	16.2
9.13	11.1	16.3
9.13.1	11.2	16.3.1
9.14	11.3	16.3.2
9.14.1	12.1	16.4
9.15	12.2	16.5
9.15.1	13.1	16.6
9.15.2	13.1.2	16.7
9.16	13.1.3	16.8
9.18	13.1.4	16.9
9.19		
9.21		

(B) Changes and Additions:

Rule 1.5 Drugs and Alcohol - first paragraph is changed to read:

The use or possession of alcoholic beverages while on duty or on company property is prohibited. Employees must not have any alcohol in their breath or in their bodily fluids when reporting for duty, while on duty, or while on company property.

Rule 1.5.1 Motor Vehicle Driving Records - new rule added:

Employees certified as locomotive engineers, whatever class of service, must report convictions for:

* Operating a motor vehicle while under the influence of or impaired by alcohol or a controlled substance.

* Refusal to undergo such testing when a law enforcement official seeks to find out whether a person is operating under the influence of alcohol or a controlled substance.

An employee must report any conviction to an Employee Assistance representative no later than the end of the first business day immediately following the day that the employee received notice of the conviction.

Rule 1.14 Employee Jurisdiction - first bullet point is amended to read:

* Safety rules, air brake and train handling rules, and hazardous material instructions of the railroad they are employed by.

Rule 1.17B. Exceeding the Law - add as last sentence:

Except as provided by this paragraph, employees are then relieved of all duties.

Rule 1.26 Gratuities - second sentence is changed to read:

Employees must not accept gifts or rewards from customers, suppliers, or contractors of the railroad unless authorized by the proper manager.

Rule 1.30 Riding Engine - the following paragraph is added:

In conductor only train operations during over the road movements the conductor will occupy the controlling locomotive.

Rule 1.31 Repairs to Foreign Cars - is changed to read:

Crew members who repair cars, other than Camas Prairie Railroad log cars, must report the repairs to the Mechanical Supervisor.

Rule 1.33 Inspection of Freight Cars - the last paragraph that reads, "A freight car with three bad order tags indicating that the car is safe to move may be moved to the nearest car repair point. The conductor will remove one bad order tag from the side with two tags. The conductor will use this written information from the tag to inform other crew members of the restriction."

Is changed to read:

Freight car with bad order tags indicating that car is safe to move may be handled to nearest repair point.

Rule 2.3 Repetition - change the first bullet to read:

- * Concerns yard switching operations.

Rule 2.17 Radio Testing - the following paragraph is added:

All road trains must have an operable radio in the controlling locomotive. If the radio should fail enroute, the locomotive may continue as the controlling locomotive only if no other locomotive is available to be picked up or switched to the controlling position, and then only to the next radio repair facility.

Rule 5.4.2B Display of Yellow Flag - is changed to read:

B. Restriction is Not Specified in Writing

When a yellow flag is displayed and the restriction is not specified by a track bulletin, track warrant, or general order, once the train is 2 miles beyond the yellow flag, crew members must:

1. Continue moving the train but at a speed not exceeding 10 MPH.
2. Resume speed only after the rear of the train has:
 - a. Passed a green flag. If the rear of the train passes a green flag prior to traveling 2 miles from the yellow flag, speed may be resumed at that time.
or
 - b. Traveled 4 miles beyond the yellow flag and the train dispatcher has verified that no track bulletin or track warrant is in effect specifying a temporary speed restriction at that location.

Rule 5.4.3 Display of Yellow-Red Flag

Item 2b under Section B which reads, "The rear of the train has passed a green flag" is cancelled.

The following paragraph is added:

Green flags must not be placed to release a train from the requirements of a yellow-red flag.

Item 2C under Section B is changed to read as follows: The rear of the train has traveled four (4) mile beyond the yellow - red flag.

Rule 5.4.5 Display of Green Flag - is changed to read:

A green flag indicates the end of a speed restriction. If a series of locations requires reduced speeds, the green flags could overlap yellow flags. When this is the case, employees must:

Place a yellow flag before each speed restriction.

Place a green flag at the end of the last speed restriction. Green flags must not be placed to release a train from the requirements of a yellow-red flag.

Rule 5.4.6 Display of Flags Within Current of Traffic - is changed as follows:

B. Yellow-Red and Green Flags

is: changed to read:

B. Yellow-Red Flags

Rule 5.5 Permanent Speed Signs - following paragraphs are added:

Reduce speed limits may be designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

The Advance Warning Sign will be placed approximately 3000 feet in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a Resume Speed Sign or another Speed Sign is displayed.

At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.

Rule 5.8.2 Sounding Whistle - add as new 4th paragraph and the current 4th paragraph will be the 5th paragraph.:

Sound whistle signal (11) and ring the bell when approaching roadway workers on or near the track, regardless of any whistle prohibition.

Rule 5.11 Engine Identifying Number - is changed to read:

Trains will be identified by initials and engine number, adding the direction when required. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated as the identifying number. When practical, use the number of the leading unit.

Note: For clarification purposes, all former Santa Fe engines (including MK engines) painted blue and yellow or red and silver will be identified as ATSF engines. All former Burlington Northern engines painted green and white or green and tan will be identified as BN engines.

Rule 5.13.1 Utility Employees - new rule added:

This rule outlines the requirements for allowing utility employee to work without blue signal protection.

As used in this rule, a **Utility Employee** is a railroad employee assigned as a temporary member of a train or yard crew.

A. Requirements to Start Work - A utility employee may work with more than one crew during the same shift or tour of duty, but may work as a member of only one train or yard crew at a time.

No more than three utility employees may work with one train or yard crew at the same time.

A utility employee may become a member of a train or yard crew under the following conditions:

*The utility employee establishes communication with the designated crew member of the train or yard crew before starting work.

* The designated crew member identifies the utility employee to each member of the crew, and each crew member acknowledges the utility employee's presence.

* The designated crew member authorizes the utility employee to work as a temporary member of the crew.

B. Requirements While Working On, Under or Between -

Before a utility employee will be on, under, or between rolling equipment, the following applies:

* All members of the crew must communicate with each other to understand the work to be done.

* The engineer must be in the cab of the assigned controlling locomotive. However, another member of the same crew may replace the engineer when the locomotive is stationary.

C. Requirements When Work Ends - A utility employee is released from a train or yard crew when:

* The utility employee notifies the designated crew member the work is completed.

* The designated crew member notifies each crew member that the utility employee is being released.

* After the designated crew member releases the utility employee from the train or yard crew, each crew member acknowledges this notice.

Rule 6.1.1 Direction and Numbers - new rule added:

When issuing or repeating track and time limits, track warrants, track bulletins, train location lineups and OCS, observe the following guidelines:

Directions - Directions (North, South, East, West) must be pronounced, then spelled.

Numbers - When the figure has more than one number:

1. State the number in words.
(Example: Three-hundred sixty five)
2. State each figure in the number.
(Example: Three, six, five)

When the figure has only one number:

1. State the number. (Example: Three)
2. Spell the word. (Example: T, H, R, E, E)

Rule 6.2.1 Train Location - new rule added:

Train or maintenance of way employees who receive authority to occupy the track after the arrival of a train or to follow a train must ascertain the train's location by one of the following methods:

* Visual identification of the train
* Direct communication with a crew member of the train.

or

* Receiving information about the train from the train dispatcher or control operator.

Rule 6.3 Main Track Authorization - following last paragraph is added:

Requesting Authority - The employee requesting authority must be qualified on these rules and must tell the train dispatcher or control operator exactly where the main track will be entered.

Employees and equipment must not enter the main track at any other point unless otherwise authorized.

Rule 6.4 Reverse Movements - is changed to read:

Make reverse movements on the main track, any track where CTC is in effect, and on controlled sidings at restricted speed and only within the limits a train has authority to occupy the track.

Rule 6.4.2 Movements Within Control Point; or Interlockings - is amended as follows:

Change all of part A., including Diagram A., as follows:

A. Control Points or Manual Interlockings - Except within track and time limits, obtain permission from the control operator:

1. Before making a reverse movement if the trailing end of the train is between the outer opposing absolute signals of a control point or a manual interlocking.
2. Before making a forward movement after making a reverse movement if the engine is between the outer opposing absolute signals of a control point or manual interlocking.

Rule 6.5 Handling Cars Ahead of Engine - is amended to read:

When cars or engines are shoved and conditions require, a crew member must take an easily seen position on the leading car or engine, or be ahead of the movement, to provide protection. Cars or engines must not be shoved until the engineer knows who is protecting the point of the movement and how protection will be provided. Cars or engines must not be shoved to block other tracks until it is safe to do so.

When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:

- * 20 MPH for freight trains
- * 30 MPH for passenger trains
- * Maximum speed for snow service

Clarification:

"When cars or engines are shoved and conditions require, a crew member must take...."

Portion "**AND CONDITIONS REQUIRE**" means **ALWAYS**, unless:

1. Movement is made by radio with an employee who can visually see the way is clear.
2. Movement is made by radio with employee who can see the way is clear with video camera.
3. From the controlling employee's position, he can see the way is clear.

Rule 6.6 Picking Up Crew Member - is amended as follows:

First sentence changed to read:

A train may back up on a main track, any track where CTC is in effect, or on controlled sidings to pick up a crew member under the following conditions.:

Item 6 - "Movement does not exceed 5 MPH", is cancelled.

Item 4 is changed to read - "Movement will not be made into or within yard limits, restricted limits, or interlocking limits."

Add new last sentence reading: Trains backing up under the provisions of this rule may pass signals indicating Stop and Proceed, without stopping.

Rule 6.12 FRA Excepted Track - Change last bullet to read:

- * No movement will be operated that contains more than five cars placarded according to Hazardous Material Regulations.

Rule 6.13 Yard Limits - is amended as follows:

First paragraph is amended to read:

Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines. Engines must give way as soon as possible to trains as they approach. Engines which have not received track warrant authority to occupy main track must keep posted as to the expected arrival of passenger trains and must not delay them.

Rule 6.15.1 Absolute Block Register Territory - new rule added:

This rule defines **Absolute Block Register Territory "ABR"** operation in effect on the Camas Prairie Railroad:

On subdivisions, or portions thereof, designated by timetable or General Order as **ABR (Absolute Block Register Territory)**, extra trains may be operated without train order authority, subject to the following:

A train register labeled "Absolute Block Register __ (name or number) __ Subdivision" will apply only to a train operating on the designated subdivision.

Before leaving the initial station of the designated territory, conductor must register train in usual manner in the register, adding "ABR" and the date.

Where there is no conductor, the engineer must register the required information in the same manner.

Until a train registered out of the initial station of a territory designated as Absolute Block Register Territory has registered out of the designated territory in the train register, no other train may enter the designated territory.

Rule 6.20 Portion of Train Left on Main Track - add a fourth bullet which reads:

- * Make the return movement at restricted speed. However, an engine without cars may return at a higher speed when governed by block signal indication.

Rule 6.23 Emergency Stop or Severe Slack Action - is amended by adding:

Train must not proceed until it has been determined that it is safe to do so by visual inspection of train or knowledge that the brake pipe pressure has been restored by observing caboose gauge, End of Train Device (ETD) control head, or ascertaining that air pressure is present in the brake pipe by the following procedure:

- A) After air brakes have had sufficient time to release following an emergency application, make a 20 psi. brake pipe reduction: and,
- B) After brake pipe exhaust ceases, place automatic brake valve cutout valve to "OUT" position. If brake pipe pressure rapidly reduces to zero, entire train must be inspected. If air pressure is present in brake pipe, train may proceed.

Exception: If train exceeds 5,000 tons, train must be visually inspected unless emergency application of the brakes occurs at a speed above 30 MPH **and** it can be ascertained that brake pipe is continuous by observing pressure being restored on rear car after emergency application is released, or by performing steps "A" and "B" above.

ALL TRAINS: Train must be visually inspected before proceeding if unusual slack action was experienced when stopping or if excessive power is required to start train. If excessive power is not required to start train, and physical characteristics prevent a complete walking train inspection, inspect as much of the train as possible. The train may then be moved, but may not exceed 5 MPH for the distance necessary to complete the inspection, and must be stopped immediately if excessive power is required to keep train moving.

The last paragraph under heading "Train on Adjacent Track" is amended to read: A train on an adjacent track that receives radio notification must approach location at restricted speed and stop short of any obstruction or flagman. When advised track is clear and it is safe to proceed, these restrictions no longer apply.

Rule 6.29.1 Inspecting Passing Trains - last par graph is amended to read:

Crew members must be aware of trackside warning detectors and signals from persons inspecting their train.

Stop the train immediately for inspection when:

- crew member receives stop signal
- a trackside warning device indicates a train defect or failed equipment
- or
- notified of a dangerous condition.

Movement must not proceed until it is safe.

Rule 6.29.2 Train Inspection by Crew Members - is supplemented by adding a new first paragraph reading: If trackside warning detector or visual inspection notes dragging equipment or shifted load defect, a walking inspection is required. The train may be moved only after:

- walking inspection confirms there is no dragging equipment or shifted load(s)
- defective car or cars are repaired
- or

- permission is received from the train dispatcher or manager to move defective equipment.

Second paragraph (former first paragraph) is amended to read: At other times when a walking inspection of the train is required, and physical characteristics prevent a complete train inspection, inspect as much of the train as possible. The train may then be moved, but may not exceed 5 MPH for the distance necessary to complete the inspection.

Rule 6.32.2 Automatic Crossing Devices - is amended as follows: Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

- * Movement has been delayed or stopped within 3,000 feet of the crossing
- * Movement is closely following another movement
- * Movement is on other than the main track or siding

****Employees must observe all automatic crossing warning devices and report any that are malfunctioning to the yardmaster on duty at East Lewiston by the first available means of communication. Notify all affected trains as soon as possible.**

A. Automatic Warning Devices Malfunctioning

Use e following table to properly complete movement over the crossing:

Movement When Automatic Warning Devices are Malfunctionin!	
If...	Then ...
The crossing is not protected by someone at the crossing	Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member. or If devices are seen to be working, proceed over the crossing at a maximum speed of 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing is protected by one equipped flagger who is unable to protect the crossing in all directions of approaching traffic	Proceed over the crossing at a maximum speed of 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing is protected by one or more equipped flaggers who are able to protect the crossing in all directions of approaching traffic	Proceed over the crossing at normal speed without stopping.

NOTE: An equipped tagger is a person other than a crew member who is equipped with an orange vest, orange shirt, or orange jacket. At night, the vest, shirt or jacket must be florescent. The flagger must have a red flag or stop paddle by day and a light at night.

B. Whistle for Crossing

When notified that automatic warning devices are malfunctioning, sound whistle signal 5.8.2(11) regardless of any prohibition.

C. Yardmaster Responsibilities

When notified that automatic warning devices are malfunctioning, the yardmaster must:

- * Notify all trains.
- * Contact the Signal Maintainer of appropriate railroad to provide for inspection and repair.
- * Ensure that local law enforcement agencies are notified of the malfunction.

Rule 7.1 Switching Safely and Efficiently - amended by adding second paragraph reading:

Do not leave cars or engines where they will foul equipment on adjacent tracks or cause injury to employees riding on the side of a car or engine.

Rule 7.7 Kicking or Dropping Cars - is amended to read:

Kicking cars is permitted only when it will not endanger employees, equipment or content of cars. Dropping cars is permitted on First, Second and Fourth Subdivisions.

Before dropping cars, crew members must fully understand the intended movement. They must verify that the track is sufficiently clear and that switches and hand brakes are in working order. If possible, the engine must run on a straight track.

Rule 7.8 Coupling or Moving Cars on Tracks Where Cars are Being Loaded or Unloaded - add a 5th bullet under "In addition:"

- * Ensure plug-type and swinging doors on cars are properly closed or secured.

Delete sentence reading: "Properly close or secure plug-type and swinging doors on cars."

Rule 8.2 Position of Switches - new second paragraph is added:

Do not operate a switch that is tagged. If a switch is spiked, do not remove the spike unless authorized by the craft or group that placed it.

Rule 8.3 Main Track Switches - the following is added:

When a switch is returned to normal position as required by the last bullet of Rule 8.3 (Main Track Switches) the employee is considered at that location if their train or engine is occupying the switch.

Rule 8.20 Derail Location and Position - is amended as follows:

Third paragraph is amended to read: Sidings having hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding. On auxiliary tracks other than siding, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.

Rules 9.1.2, 9.1.3 and 9.1.15 Signal Aspects and Indications - See inside back cover of timetable for aspect, name and indication.

Rule 14.3 - Operating with Track Warrants - is amended as follows: Item number 1 is amended to read: 1. Proceed from one point to another in the direction the track warrant specifies. When a crew member informs the train dispatcher that the entire train has passed a specific point, track warrant authority is considered void up to that point. When the train dispatcher instructs a train crew to report passing a designated station or mile post, if the station has a siding, the report must be made after the rear car of the train passes over the last siding switch or rear car of train passes the mile post. **If** the designated station does not have a siding, the report must be made when the rear car of the train passes the station sign.

Rule 14.4 - Occupying Same Track Warrant Limits - is amended as follows: Change the second paragraph of 1 to read: A train must inform the train dispatcher when it leaves the main track before reaching the last named point, unless a flagman is left to prevent a following movement from passing.

Rule 15.2 Protection by Track Bulletin Form B - the third paragraph is changed to read: However, trains do not need to comply with the above requirements if instructed as stated below, or if the entire train has cleared the limits.

Also, under:

A. Verbal Permission - the following paragraph is added:

4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at a specific speed for a specific distance, add the following:

"(Train) may pass red flag (or light) located at MP__ (without stopping) at __ MPH until the entire train has passed MP__ . You may then proceed at _(higher speed)_MPH (or at maximum authorized speed)."

Rule 15.2.1 Protection for On-Track Equipment - the first paragraph is changed to read:

Track Bulletin Form B may be used to protect on-track equipment, such as rail detector cars, without using yellow-red flags. Red flags will be required when employees stop and perform maintenance on the track. Identify protected equipment in the track bulletin.

4 - GENERAL CODE OF OPERATING RULES SUPPLEMENTAL INSTRUCTIONS:

Several rules in the General Code of Operating Rules allow and/or require that supplemental instructions be carried in the timetable or special instructions. Following find the supplemental instructions that apply to the Camas Prairie Railroad.

Rule 3.3 Time Signals - On the BN telephone system, time signals received from WWV TIME may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; so, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME).

Rule 6.23 Train Inspection Checklist:

	Waiting Inspection Needed	Proceed - No Inspection Needed
Brake pipe pressure is not restored	X	
Under 5,000 tons & brake pipe is not restored	X	
Under 5,000 tons & brake pipe is restored		X
Over 5,000 tons but under 30 MPH	X	
Over 5,000 tons; over 30 MPH & brake pipe pressure is not restored	X	
Over 5,000 tons; over 30 MPH & brake pipe pressure is restored		X
Excessive slack action when stopping	X	
Excessive power required to start train	X	

4 Ways to Determine if Brake Pipe Pressure is Being Restored

1. Observe caboose air gauge
2. End of Train Device
3. Air Flow Meter Indicator gauge
4. Make a 20 psi brake pipe reduction and after brake pipe exhaust ceases, place automatic brake valve to "OUT" position. **If** brake pipe drops rapidly, train must be inspected.

Rule 6.26 Use of Multiple Main Tracks -

Unless otherwise indicated in the individual subdivision Special Instructions, when using main tracks, except double track, in westward or southward timetable direction, they will be numbered consecutively from right to left beginning from Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

Rule 14.10 Track Warrant in Effect -

Following is added: An employee releasing a track warrant must state the following:

- * Their name
- * The track warrant number being released
- * The track limits being released
- * Time track warrant was reported clear

Track Warrants - Track Warrants issued electronically print only items checked. The item numbers checked will be listed on the bottom of the track warrant. Notify the dispatcher if:

- * The track warrant does not contain all items listed on the bottom.
- * Computer generated line on the bottom listing the items checked is missing.
- or
- * Track warrant is missing text or is otherwise not legible.

When contacted, train dispatchers will arrange to provide crews with complete, legible copies and report incident to their supervisor.

Track Bulletin Form D - Form D Track Bulletins sent electronically include the number of lines of text on the bottom of the track bulletin. The computer will count and list **all** lines that contain at least **one** character. Notify the train dispatcher if:

* The track bulletin does not have the same number of lines shown on the bottom.

* The computer generated line on the bottom listing the number of lines is missing.

or

* The track bulletin is missing text or is otherwise not legible. When contacted, train dispatchers will arrange to provide crews with complete, legible copies and report incident to their supervisor.

5 - AIR BRAKE AND TRAIN HANDLING RULES - Changes and Additions

Rule 102.4 Standard Air Pressures - Item 3 (a) is changed to read:

Yard service --- 90 psi

Rule 103.2 Friction Bearing Equipment - amended to read:

Check freight cars with friction bearings to ensure that the cars are operating properly and bearing components are free from defects.

Note: Equipment with friction bearings are not accepted in interchange.

Items 1, 2 & 3 are cancelled.

****RULE 105 SERIES - NONE OF THE 105 SERIES RULES ARE IN EFFECT ON THE CAMAS PRAIRIE RAILROAD**

6 - SPEED RESTRICTIONS (EQUIPMENT) - ALL TRAINS AND ENGINES:

- (A) When handling pile driver, wrecker pile driver, ditcher or similar equipment..... 15 MPH
Scale test car 35 MPH
(*Must be handled immediately ahead of caboose*)
Rotary Snow Plow 20 MPH

7 - SPEED RESTRICTIONS (TRACK):

- (A) During switching operations do not exceed 5 **MPH** over all industry tracks and switches.
- (B) Loaded covered hoppers must not exceed 13 **MPH** on all curves showing 13 **MPH** to 21 **MPH** speed restrictions.

8 - HEAVY CAR RESTRICTIONS:

- (A) Cars heavier than the following are not permitted on the 1st, 2nd and 4th Subdivisions, without authority of the Manager:
Cars under 40 ft. long.....220,000 lbs.
Cars over 40 ft. long.....263,000 lbs.

9 - IMPAIRED CLEARANCE:

- (A) Impaired clearance on all industrial tracks.

10 - AUTHORIZED MEDICAL EXAMINERS:

Clarkston, Washington.....Dr. P. W. Lambert
Orofino, IdahoDr. M. Masar

SPECIAL INSTRUCTIONS FIRST SUBDIVISION

I-ABSOLUTE BLOCK REGISTER (ABR) TERRITORY:

(A) Spalding - Ahsahka

Westward trains **must** notify yardmaster at East Lewiston prior to departing Spalding.

A separate register will be located at East Lewiston Yard Office and will be designated, "**ABSOLUTE BLOCK REGISTER, FIRST SUBDIVISION, SPALDING TO AHSAHKA**", and will be used only by trains operating between Spalding and Ahsahka, First Subdivision, outside yard limits.

Conductor or Engineer may contact operator at East Lewiston Yard office who will check Absolute Block Register to ascertain if all trains have registered out of this territory, and if so, will be instructed by Conductor or Engineer to register his train as specified by third paragraph of **Rule 6.15.1** as outlined in Special Instructions. The operator must repeat back this information to the Conductor or Engineer who will check for accuracy.

Upon tying up, or after leaving the Absolute Block Register Territory, the Conductor or Engineer may contact operator at East Lewiston yard office and instruct him to register his train out of the territory as specified in **Rule 6.15.1** as outlined in Special Instructions. The operator must repeat this information to the Conductor or Engineer who will check for accuracy.

(B) Ahsahka - Mile Post 61 (end of track)

A separate register will be located at the Orofino Depot and will be designated "**Absolute Block Register, First Subdivision, Ahsahka to Mile Post 61**", and will be used only by trains operating between Ahsahka and Mile Post 61, First Subdivision, outside yard limits.

2 - SPEED RESTRICTIONS (TRACK):

(A) At Lewiston:

Due to FRA distance requirements for grade crossing signal operation, do not exceed ten (10) **MPH** between 500 feet east and 500 feet west of both the 5th Street and 18th Street Crossings.

Yard movements over "D" Street Crossing, as well as Truck By-Pass Crossing entering Snake River Avenue, 200 feet west of Interstate Bridge, shall be preceded by flagman. Movement must not exceed 5 MPH. Movements over Snake River Avenue Tracks are restricted to 5 MPH.

(B) At Potlatch Corporation, Lewiston:

Leading movement of trains and engines will not exceed speed of 10 MPH over main Potlatch Crossing.

Do not exceed 4 MPH on lead track to Tissue Mill, east of clay tanks. Watch out for men and equipment at or near tracks. Do not exceed 4 MPH over Track 7 switch.

Do not exceed 4 MPH when switching the Old Mill Dock and Tissue Mill Dock.

(C) At Forebay:

Due to FRA distance requirements for grade crossing signal operation, do not exceed ten (10) MPH between 500 feet east and 500 feet west of the Greenhouse Crossing.

(D) At Kamiah:

Due to FRA distance requirements for grade crossing signal operation, do not exceed ten (10) MPH between 500 feet east and 500 feet west of the Highway 12 Crossing.

(E) Do not exceed 15 MPH between Mile Post 55 and Kooskia. No yellow flag for westbound movement.

3 - SPEED RESTRICTIONS (EQUIPMENT):

(A) Trains handling loaded covered hoppers between Mile Post 41 and Mile Post 42, between Greer and Kamiah, which cannot maintain minimum speed of 21 MPH, must reduce speed to not exceed 13 MPH between Mile Post 41 and Mile Post 42.

4 - BRIDGE AND ENGINE RESTRICTIONS:

(A) Diesel Units will not be coupled in multiple, and cars weighing over 177,000 pounds must be separated from engine over Bridge 50 at Kamiah.

(B) All Movements over Bridge 50 restricted to 8 MPH.

(C) Cars under 40 ft. long weighing between 177,000 and 220,000 lbs.:

No restriction when preceded and followed by car weighing 177,000 lbs. or less.

When coupled in groups of two or more:
Not permitted over Bridge 50.

Over Bridges 25, 29.1 and 38 10 MPH.

(D) Cars 67 ft. long weighing between 220,000 lbs. and 315,000 lbs., and with truck centers of 53' 7 1/8":

Not permitted if coupled in groups of two or more.

5 - PROCEDURES:

(A) At Lewiston:

In handling cars ahead of engine on descending grades, coupling must be made before switch is opened to that track.

Spur track leading to Twin City Foods dock shall be used for a loading track only.

Crossing signals and gates are in service on Interstate Bridge approach, Highway 12. Engines operating over this crossing must stop 50-feet short of bridge approach, observing signals in operation and gates down, before obstructing crossing.

Units incoming to the Lewiston Roundhouse area must tie up on tracks which will not block departing switch engines.

Hearing protection devices **must** be worn at all times when working in the Rip Track area.

(B) At Potlatch Corporation, Lewiston:

To eliminate delay to any emergency vehicle called into Potlatch Corporation Complex, switch crews must keep all crossings cut and kept open within the area specified by the yardmaster.

During switching operations over Saw Mill Lead Crossing, flashing signals must be activated.

All employees will refrain from smoking while on Potlatch property, except in specified zones where smoking is permitted.

Extreme caution must be exercised on movements over all crossings within Potlatch Corporation. The engine bell must be rung at all crossings and whenever movement is started from any track.

Movements over the following crossings must be protected by a flagman until crossing is occupied: Crossing at west end of rough shed, crossings at center of Tracks 7 and 8, crossing east of rough shed and main crossing west of Tissue Mill.

All crossings and crosswalks must be cut when switching is finished or when leaving area temporarily.

Couplings must not be attempted on curvature between lead and tangents on Tracks 7 or 8.

If ammonia becomes a problem, notify the yardmaster or call 799-1298 and advise them of a possible leak at the Clarifiers.

The following procedures must be followed when switching the Tissue Mill Lead, Old Mill Dock and Tissue Mill Dock: All movements into and out of this area will be protected by employees on leading end of movement. Employees must occupy north side of equipment. Manually operated red flashing lights must be in operation during the entire time switching is being performed. The engine bell must be rung at all times the engine is moving. Warning sign advising that switching operations are being performed must be placed in walkway at Pedestrian Entrance "C" prior to occupying the area and sign must be removed upon leaving the area.

The following procedures must be followed when switching the Paper Mill Docks: A switch list with **all** cars to be switched by the CSP is to be given to the switch crew before any switching commences. The Potlatch shipping or receiving crew will remove all dock plates from box cars and will inspect all chemical cars to ensure all hopper gates are closed, hoses removed, and valves are tightened before empties are pulled. After the area is secured, the dock doors are opened and the blue light or other switch signal is turned off, the switch crew can commence switching operations. Prior to pulling cars, a switch crew member must walk the cut of cars to be pulled, checking for hand brakes, dock plates, employees or any other obstruction. If possible, a designated Potlatch employee will be on hand during the switch to ensure safety is observed.

(C) At Forebay:

The following procedures must be followed when operating over Greenhouse Crossing at Mile Post 133.35: Trains or engines operating over this crossing must observe crossing signals in operation prior to obstruction of crossing. In the event signals fail to operate for approaching movements, leading wheels of movement must stop short of crossing, observing signals in operation, before obstructing crossing. Crossing signals may be operated manually by depressing button on one of the posts set at each of the four corners of crossing and when switching Tracks 1 through 5, button must be pressed until movement is made into section of track marked with yellow paint. Cars must not be left standing in Tracks 1 through 5, inside of section denoted with yellow paint.

Approach middle crossing at Mile Post 133.7 with caution account log trucks operating over this crossing.

Crossover switches will be equipped with switch locks. These switches shall be lined and locked for straight tracks or leads when not in immediate use.

(D) At Spalding:

Normal position of junction switch is set for First Subdivision.

(E) At Arrow:

Normal position of junction switch is set for Camas Prairie First Subdivision.

(F) At Orofino:

Normal position of junction switch is set for Fourth Subdivision.

**SPECIAL INSTRUCTIONS
SECOND SUBDIVISION**

1 - ABSOLUTE BLOCK REGISTER (ABR) TERRITORY:

(A) Spalding - Grangeville

Register is located at East Lewiston Yard Office and identified as "ABSOLUTE BLOCK REGISTER, SECOND SUBDIVISION".

2 - SPEED RESTRICTIONS (TRACK)

(A) Do not exceed 15 MPH between Mile Post 12.0 and Mile Post 24.8.

(B) At Craigmont, leading movement over school crossing at Mile Post 34.05 must not exceed five (5) MPH. No flags set for this condition.

(C) At Grangeville:

Bennett Lumber Company Spur - 5 MPH.

3 - SPEED RESTRICTIONS (EQUIPMENT)

(A) Loaded covered hoppers must not exceed 13 MPH between Mile Post 12 and Mile Post 24.8.

4 - PROCEDURES:

(A) At Spalding:

Normal position of junction switch is set for First Subdivision.

(B) At Grangeville:

Main track may be used for industrial purposes.

Movements over spur to Bennett Lumber Company must be made with air cut in and operative. Air must be cut in during switching operations.

(C) When required, westward freight trains will stop to cool wheels between Reubens and Sweetwater.

(D) Leakage test of westward trains must be performed at Reubens or at Craigmont and Maintaining Feature must be found to be operative.

(E) Whenever heavy braking is anticipated, track crews must be notified to follow train on descending mountain grades.

(F) 85-foot or longer cars not permitted east of Culdesac.

**SPECIAL INSTRUCTIONS
THIRD SUBDIVISION**

1 - GENERAL CODE OF OPERATING RULES CHANGES AND ADDITIONS:

(A) GCOR Rule 1.31 Repairs to Foreign Cars is changed to read:

Crew members who repair cars, other than Camas Prairie Railroad log cars, must report the repairs to the Mechanical Supervisor.

2 - SPEED RESTRICTIONS (EQUIPMENT) - ALL TRAINS AND ENGINES:

- (A) When handling pile driver, wrecker pile driver, ditcher or similar equipment..... 15 MPH
- Scale test car.....35 MPH
- (Must be handled immediately ahead of caboose)
- Rotary Snow Plow20 MPH

3 - IMPAIRED CLEARANCE:

(A) Impaired clearance on all industrial tracks.

4 - Procedures:

(A) Interlocking signals and signs displaying approach thereto for the Clearwater River Bridge at Mile Post 69.87, between Lewiston and Transfer, are located as follows:

Eastward Distant Signal Approach on left or north side of Main Track at Mile Post 69.21.

Eastward absolute Signal at Mile Post 69.77.

Westward Distant Signal Approach at Mile Post 137.08.

Westward Absolute Signal at Mile Post 69.87.

(B) Approaching Lewiston, all trains will notify the Lewiston Yard twenty (20) minutes prior to their estimated time of arrival and will be governed by Yardmaster's instructions.

SPECIAL INSTRUCTIONS FOURTH SUBDIVISION

I - ABSOLUTE BLOCK REGISTER (ABR) TERRITORY:

(A) Orofino - Mile Post 31

Register is located in the Depot at Orofino and identified as "ABSOLUTE BLOCK REGISTER, FOURTH SUBDIVISION".

2 - SPEED RESTRICTIONS:

(A) Leading movement over Johnson Street Crossing at Orofino must not exceed 5 MPH.

(B) Due to FRA distance requirements for grade crossing signal operation, do not exceed ten (10) MPH between 500 feet east and 500 feet west of Jaype Highway Crossing.

3 - BRIDGE AND ENGINE RESTRICTIONS:

(A) Cars under 40 ft. long weighing between 177,000 lbs. and 220,000 lbs., must be preceded and followed by a car weighing less than 177,000 lbs. Cars 67 ft. Long with truck centers 53' 7 1/8" and weighing between 263,000 lbs. and 315,000 lbs. must be preceded and followed by an empty car.

(B) 85 ft. or longer cars are not permitted east of Konkolville.

4 - PROCEDURES:

(A) Normal position of junction switch is set for Fourth Subdivision.

(B) When required, westward trains must stop at Rudo to cool wheels.

(C) Whenever heavy braking is anticipated, track crews must be notified to follow trains on descending mountain grades.

(D) During winter weather months, in order to facilitate snow removal on the Fourth Subdivision, derails on the following side tracks will be lined and locked in the non-derailing position when tracks are **not** occupied: **RUDO, HALEY and ROONEY.**

INDUSTRIAL AND OTHER TRACKS

UPRR Sta. No.	Location	Track	Length in Feet	Switch Opens
		1st SUBDIVISION		
OC082	N. Lapwai	Siding	1246	Both
OC082	N. Lapwai	Stock	1911	Both
OC103	Arrow	Siding	2705	Both
OC117	Lenore	Elevator	1155	Both
OC117	Lenore	Outfit	300	East
OC128	Ahsahka	Log Track	2800	Both
OC128	Ahsahka	Siding	1710	Both
OC132	Orofino	Yard	-	-
OC140	Greer	Elevator	660	Both
OC143	Rock Spur	Spur	495	East
OC155	Kamiah	TripleR Storage	1122	Both
OC155	Kamiah	Triple R	1414	West
OC155	Kamiah	Pole Spur	1860	West
OC155	Kamiah	Outfit Spur	165	West
OC155	Kamiah	Siding	1122	Both
OC155	Kamiah	House	1848	Both
OC155	Kamiah	Kamiah Mill	675	West
OC163	Kooskia	Pole Spur	1320	West
OC163	Kooskia	House	858	Both
OC163	Kooskia	Bennett's	1480	Both
OC163	Kooskia	CFI	957	Both

INDUSTRIAL AND OTHER TRACKS

UPRR Sta. No.	Location	Track	Length in Feet	Switch Opens
		2nd SUBDIVISION		
OC203	Lapwai	House	1420	Both
OC205	Sweetwater	Elevator	1020	Both
OC212	Culdesac	House	495	Both
OC212	Culdesac	Elevator	1617	Both
OC220	Nucrag	Spur	360	West
OC226	Reubens	LGG	891	Both
OC226	Reubens	Siding	2240	Both
OC234	Craigmont	Channel	286	West
OC234	Craigmont	VC	594	West
OC234	Craigmont	Union	560	East
OC234	Craigmont	Interior	860	East
OC234	Craigmont	Siding	1353	Both
OC234	Craigmont	LGG	150	West
OC234	Craigmont	Concrete Elevator #1	1280	West
OC234	Craigmont	Concrete Elevator #2	430	West
OC234	Craigmont	Concrete Elevator #3	330	West
OC234	Craigmont	Concrete Elevator #4	330	West
OC242	Ferdinand	Outfit	195	West
OC242	Ferdinand	Elevator	825	West
OC251	Cottonwood	Cottonwood Elevator	1980	Both
OC251	Cottonwood	Fertilizer	153	West
OC251	Cottonwood	LGG	1711	Both
OC260	Fenn	Siding	1056	Both
OC260	Fenn	House	1140	Both
OC267	Grangeville	Idaho Lime #1	970	Both
OC267	Grangeville	Idaho Lime #2	820	East
OC267	Grangeville	Idapine 1	3828	East
OC267	Grangeville	Idapine 2	1300	East
OC267	Grangeville	Idapine 3	550	East
OC267	Grangeville	Union	1453	West
OC267	Grangeville	Siding	2520	Both
OC267	Grangeville	VC	1110	Both
OC267	Grangeville	House	450	Both

INDUSTRIAL AND OTHER TRACKS

UPRR Sta. No.	Location	Track	Length in Feet	Switch Opens
		3rd SUBDIVISION		
OT017	Riparia	Track 1	7800	Both
OT017	Riparia	Track 2	6700	Both
OT017	Riparia	Track 3	5700	Both
OC315	Central Ferry	Siding	5228	Both
OC315	Central Ferry	Port	Yard	West
OC322	Penawawa	Siding	4538	Both
OC335	Almota	Siding	495	Both
OC345	Crum.	Siding	3685	Both
OC350	Ballast Track	Spur	1900	East
OC367	Wilma	Port	Yard	East
OC369	Transfer	Siding	4015	Both
OC369	Transfer	Material Track	630	East

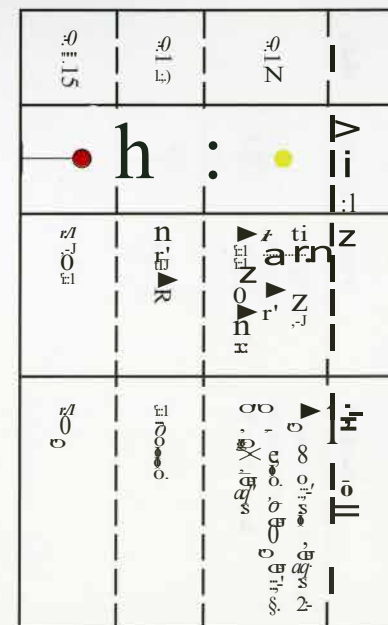
INDUSTRIAL AND OTHER TRACKS

UPRR Sta. No.	Location	Track	Length in Feet	Switch Opens
		4th SUBDIVISION		
OC402	Konkolville	Spur	1200	West
OC410	Cedar Canyon	Spur	234	West
	Lime Mountain	Spur	640	East
OC415	Rudo	Siding	2930	Both
OC415	Rudo	Pocket	290	Both
OC420	Haley	Siding	726	Both
OC425	Rooney	Siding	528	Both
OC429	Jaype	Track 1	2376	Both
OC429	Jaype	Track 2	2244	Both
OC429	Jaype	Track 3	726	West
OC429	Jaype	Track 4	1220	West
OC429	Jaype	Mill	1280	West
OC429	Jaype	Mussel-Shell	330	East
OC429	Jaype	House	150	East
OC430	Revling	Spur	2200	West

Maximum Clearances

NOTE: Limit of load measurements based on 52' cars with 42' truck centers. 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.

	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 M.P. 61 (1st subdivision)	17'	16'9"	16'9"	16'6"	16'3"	15'9"	15'
Orofino to M.P. 31 (4th subdivision)	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"

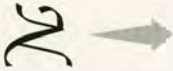


OROFINO AND NORTH ASPECTS

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U.P. TO HINKLE
B.N. TO PASCO



SAFETY

IS MY

PERSONAL

RESPONSIBILITY