

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. R. T. HOPKINS, Orofino, Idaho
 DR. K. H. COLLINS, Craigmont, Idaho
 DR. C. H. BRYAN, Kamiah, Idaho

Camas Prairie Railroad Co.

TIME TABLE 100

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

Sunday, April 15, 1956

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. A. WOLTERS
Manager

C. L. FARIS
Trainmaster-Road Foreman
of Engines

E. W. RICHEY
Chief Dispatcher

Third Class	Third Class	Second Class	First Class	Station Numbers	Distance from Sittes	Water, Fuel, Scales Tables, Wyes, Yard Limits.	Time Table No. 100	Distance from Arrow	Distance from Lewiston	Capacity of Side Tracks	First Class	Second Class	Third Class	Third Class
885 Freight	857 Freight	661 N. P. Freight	311 N. P. Passenger				Effective April 15, 1956				314 N. P. Passenger	662 N. P. Freight	858 Freight	886 Freight
Daily Except Sunday	TUE. THU. SAT.	Daily	Daily				STATIONS				Daily	Daily	MON. WED. FRI.	Daily Except Sunday
							Telegraph Offices and Calls							
				CS 66	0.0	XY	St STITES D	62.7	76.2	46				
				CS 63	3.2		3.2							
				CS 55	11.2	X	Ko KOOSKIA D	59.5	73.0	32				
				CS 49	17.0		8.0							
				CS 47	18.4		Ka KAMIAH D	51.5	65.0	26				
				CS 40	25.4		5.8							
				CS 36	29.4		TRAMWAY P	45.7	59.2	23				
				CS 32	33.7	TX	1.4							
PM 5.30				CS 28	37.4	X	PARDEE 7	44.3	57.8	Spur 3				
5.40				CS 23	42.4		Gr GREER PD	37.3	50.8	26				
5.53				CS 17	49.3		4.0							
6.10				CS 15	51.0		PENoyer 4.3	33.3	40.8	Spur 2				
6.15				CS 9	56.9		Of OROFINO P DN	29.0	42.5	232				PM A 10.10
6.30				CS 7	59.2		3.7							
6.37				CS 3	62.7	X	AHSAHKA 5.0	25.3	38.8	38				10.05
6.45	See Page 3	AM 1.42	PM 12.23	CP 83	65.9	Y X	PECK P	20.3	33.8	49				9.55
6.55	AM 10.05	1.50	f 12.29	CP 82	66.8	X	Ln LENORE PD	13.4	26.9	15				9.40
7.00	10.10	1.53	f 12.31		73.2	X	1.7							
7.20	10.25	2.07	12.39		74.7		AGATHA 5.9	11.7	25.2	Spur 17				9.35
7.30	10.30	2.10	12.42		76.2	X	CHERRYLANE 2.3	5.8	19.3	Spur 9				9.25
PM A	AM A	AM A	AM A	CP 72	76.2	X	MYRTLE 3.5	3.5	17.0	14				9.20
Daily Except Sunday	TUE. THU. SAT.	Daily	Daily				Rw ARROW PD	0.0	13.5	60	PM A 4.54	PM A 1.13	See Page 3	9.10
2.00	.25	.28	.22				3.2				S 4.47	1.05	AM A 7.55	9.00
2.05	.21	25.7	.36				SPALDING P	10.3	0	0	f 4.44	1.02	7.50	8.55
							NORTH LAPWAI P	9.4	25	25			7.50	8.55
							6.4						7.50	8.55
							FOREBAY P	3.0	200	200	4.36	12.48	7.35	8.35
							1.5						7.35	8.35
							Fy EASTLEWISTON P.D N.	1.5	450	450	4.33	12.45	7.30	8.30
							1.5					PM	AM	PM
							Wn De LEWISTON P DN	0.0			4.30 PM			
											Daily	Daily	MON. WED. FRI.	Daily Except Sunday
							Time Over Sub-Division				.24	.28	.25	1.40
							Average Speed Per Hour				32.4	25.7	.21	.24

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
EXCEPT NO. 885 IS SUPERIOR TO NO. 886

Special Instructions Pages 4-5

Westward

FOURTH SUBDIVISION

Eastward

Station Numbers	Distance from Headquarters	Water, Fuel, Scales Tables, Wyes and Yard Limits	Time Table No. 100			Distance from Orofino	Capacity of Side Track
			Effective April 15, 1956				
			STATIONS				
Telegraph Offices and Calls							
CH 40	0.0	W X Y	HQ	HEADQUARTERS	PD	40.0	138
				2.0			
CH 38	2.0	X		DEER CREEK	P	38.0	
				3.8			
CH 34	5.8			SUMMIT	P	34.2	56
				4.3			
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	10
				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			RUDO	P	14.7	60
				5.1			
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	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 (except Diesel) 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 (10) 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.
- 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

- AT LEWISTON**—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 10 M.P.H. over highway crossing, serving mill of the Potlatch Forests, Inc., 500 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		REMARKS
	Miles Per Hour	Passgr. Ft.	
Between Lewiston and Orofino.....	40	30	
	30	25	On curves over 3 degrees.
Between Forebay and North Lapwai..	10	10	Over bad spots between 4000 feet West and 4500 feet West of MP 132.
Between Orofino and Stites.....	35	25	
At Lewiston	5	5	Over 18th Street crossing.
At East Lewiston.....	15	15	Over east switch.

5. BRIDGE AND ENGINE RESTRICTIONS:

At Forebay: Engines will not use Hot Pond or Jammer Tracks. Bridge 50-1 one mile west of Kamiah will not clear Ditcher unless stack and hood are removed.

6. SPECIAL STOPS:

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

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. And, for westward N.P. trains operating over Camas Prairie Railroad tracks Arrow to Lewiston Bulletin Stations, Spokane Passenger Station, Yardley, Yard office and Parkwater, round house.

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—East end of Mason Ehrman spur. West end of Northwest Cities Gas spur. West lead of yard.

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.
Greer—West end new siding.
Stites—West end of Stockyard track.

13. STANDARD TIME CLOCKS:

Lewiston, East Lewiston, Orofino, Stites.

14. WATCH INSPECTORS:

Lewiston, Deans Jewelry. Orofino, H. W. Servatius.

SPECIAL INSTRUCTIONS

SECOND SUBDIVISION

1. SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles Per Hour		REMARKS
	Pasgr.	Frts.	
Between Spalding and Culdesac	40 30	35 25	On tangents. On curves of over 3 degrees.
Between Culdesac and Reubens	25	20	
Between Reubens and Grangeville	40 20	35 20	On curves of over 3 degrees.
Descending mountain Reubens to Culdesac			Passenger trains any one mile in three (3) minutes, and freight trains any one mile in four (4) minutes.
Through Tunnels 1 and 7	15	15	In both directions.
At Craigmont at grade crossing at west switch	5	5	

2. MOUNTAIN GRADES:

Trains except work trains must have train order authority to meet at Nucrag.

Westward freight trains will stop as follows to cool wheels: Nucrag—10 minutes, and longer if wheels are found to be overheated. Culdesac or Jacques—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.

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 55 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 at Yard office, East Lewiston.

Enginemen will maintain train line pressure of 90 pounds at Reubens and retainers will be used from Reubens 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. **IMPAIRED CLEARANCE:**
At Cottonwood—Cottonwood Elevator Track.
At Grangeville—Haeners Mill Spur—No clearance at loading platform Haeners Mill.
9. **DERAIL SWITCHES:**
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 Fenn.
Cottonwood—East end of stock track.
Grangeville—West end of Farmer Union Warehouse track.
West end V.C. track; East end Haener Spur.
10. **AT REUBENS**—Switch connecting East leg of wye with house track must be lined for wye track when not in use.
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

1. ENGINE RESTRICTIONS:

Engines must not go in on No. 1 track spur at Riparia. When necessary to use this track, trains must hold onto sufficient cars. On all other spurs at Riparia engines must not go beyond four car lengths beyond switch.

2. SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles Per Hour		REMARKS
	Pasgr.	Frt.	
Between Riparia and Lewiston	50	35	At restricted speed when sand is blowing, especially just west of Ridpath.
Over curve approach each end of Bridge 71.23 over Clearwater River, Lewiston	30	30	

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 milk.
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. **IMPAIRED CLEARANCE**
Transfer: Loading platform at Troy Pine Mills.
7. **BULLETIN STATIONS:** Lewiston, East Lewiston, Riparia.
8. **CLEARANCE EXCEPTIONS:**
At Riparia when no operator on duty, Trains No.'s 74 and 860 will not require clearance to comply with rule 83(B).
9. **DERAIL SWITCHES:** Almota—East end warehouse track.
Peyton—Both ends of siding.
10. **STANDARD TIME CLOCKS:** Lewiston, East Lewiston.
11. **WATCH INSPECTORS:** Lewiston, Deans Jewelry.

SPECIAL INSTRUCTIONS FOURTH SUBDIVISION

1. SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles Per Hour		REMARKS
	Pasgr.	Frt.	
Between Orofino and Jaype	15	15	Looking out for slides and wash-outs.
Between Jaype and Summit	20	20	
Between Summit 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	10	10	

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 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.

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 55 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 train line pressure of 90 pounds at Summit and retainers will be used from Summit to Orofino.

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.

Fohl—280 feet from head block.

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		
				Diesel GP-9
FIRST EASTWARD	Lewiston to Arrow			3000
	Arrow to Stites			3750
SECOND EASTWARD	Spalding to Sweetwater			1250
	Sweetwater to Culdesac			950
	Culdesac to Reubens			625
	Reubens to Craigmont			1900
	Craigmont to Grangeville			2100
SECOND WESTWARD	Grangeville to Ferdinand			2200
	Ferdinand to Craig Jct.			2200
	Reubens to Culdesac	Single unit Diesel, Maximum 50 cars, 3000 tons. Two or more Diesel units in Multiple with Dynamic brakes operative Maximum 60 cars, 4000 tons.		
THIRD EASTWARD	Riparia to Lewiston			6000
FOURTH EASTWARD	Orofino to Summit			900
	Summit to Headquarters	Train Limit	Eighty Five	Cars
FOURTH WESTWARD	Headquarters to Summit			1100
	Summit to Orofino	Train Limit	Eighty Five	Cars

