AUTHORIZED SURGEONS:

DR. J. E. CARSSOW, Chief Surgeon, Lewiston, Idaho

DR. R. G. LAYTON, Eye-Ear-Nose-Throat, Lewiston, Idaho

DR. G. A. ROGERS, Clarkston, Washington

DR. C. V. BEGHTOL, Orofino, Idaho

5M 9-69 LT

Camas Prairie Railroad Co.

TIME TABLE

113

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

Sunday, October 12, 1969

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.

J. H. HARWOOD
Manager

J. W. CLEM
Trainmaster-Road Foreman of Engines

R. H. DEMPSEY
Chief Dispatcher

Westward — FIRST SUBDIVISION — Eastward

Time Table No. 113

Effective October 12, 1969

Third Class 885 Freight Daily Except Sunday	Third Class 881 Freight Daily Except Sunday	Third Class 857 Freight TUE. THU. SAT.	Second Class 661 N. P. Freight Daily Except Sunday	Station Numbers	Distances from Stites	Rule 6(A)	STATIONS — Telegraph Offices and Calls	Distance from Arrow	Distance from Lewiston	Capacity of Side Tracks	Second Class 662 N. P. Freight Daily Except Monday	Third Class 858 Freight MON. WED. FRI.	Third Class 882 Freight Daily Except Saturday	Third Class 886 Freight Daily Except Sunday
				C S 66	0.0	P.TY	STITES	62.7	76.2	46				
				C S 63	3.2	OP	3.2 KO KOOSKIA 8.0	59.5	73.0	32				
	L AM 7.00			C S 55	11.2	BOPRY	KA KAMIAH 5.8	51.5	65.0	26			A PM 2.40	
	7.20			C S 49	17.0	P	TRAMWAY 1.4	45.7	59.2	23			2.20	
	7.25			C S 47	18.4		PARDEE 7	44.3	57.8	Spur 8			2.15	
	7.50			C S 40	25.4	P	GREER 4.0	37.3	50.8	26			1.50	
	8.05			C S 36	29.4		PENOYER 1.6	33.3	46.8	Spur 2			1.35	
	8.10			C S 34	31.0		JORDAN 2.7	31.7	45.2	Spur 3			1.30	
L PM 7.40	882 AM A 8:20 L 11:50			C S 32	33.7	BJKOPR WY	OF OROFINO 3.7	29.0	42.5	Yard 275			881 PM L 1:20 A 9:20	A PM 6.20
7.50	PM 12.01			C S 28	37.4	PY	AHSAHKA 5.0	25.3	38.8	38			9.10	6.10
8.03	12.13			C S 23	42.4	P	PECK 6.9	20.3	33.8	49			8.57	5.57
8.20	12.30			C S 17	49.3	P	LENORE 1.7	13.4	26.9	15			8.40	5.40
8.25	12.35			C S 15	51.0		AGATHA 5.9	11.7	25.2	Spur 17			8.35	5.35
8.40	12.50			C S 9	56.9	P	CHERRYLANE 5.8	5.8	19.3	10			8.20	5.20
8.55	1.05	See Page 3	L PM 10.32	C S 3	62.7	JPRY	ARROW 3.2	0.0	13.5	60	A AM 12.33	See Page 3	8.05	5.05
9.05	1.15	L AM 9.50	10.40	C P 83	65.9	JPRTY	SPALDING 0.9		10.3	0	12.25	A AM 6.55	7.55	4.55
9.08	1.18	9.55	10.43	C P 82	66.8	PY	NORTH LAPWAI 6.4		9.4	25	12.22	6.50	7.52	4.52
9.25	1.35	10.10	10.57		73.2	PY	FOREBAY 1.5		3.0	Yard	12.08	6.35	7.15	4.35
9.30 A PM	1.40 A PM	10.15 A AM	11.00 A PM		74.7	BFKOPQ RTWYZ	FY EAST LEWISTON 1.5		1.5	Yard	12.05 L AM	6.30 L AM	7.10 L AM	3.30 L PM
				C P 72	76.2	BKPQRY	WN DE LEWISTON		0.0	Yard				
Daily Except Sunday	Daily Except Sunday	TUE. THU. SAT.	Daily Except Sunday								Daily Except Monday	MON. WED. FRI.	Daily Except Saturday	Daily Except Sunday
1.50	4.40	.25	28				Time Over Sub-Division				28	.25	4.10	1.50
24.9	14	21	25.7				Average Speed Per Hour				25.7	21	15.6	24.9

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
EXCEPT NO. 661 IS SUPERIOR TO NO. 662

Westward — SECOND SUBDIVISION — Eastward

Third Class 857 Freight TUE. THU. SAT.	Station Numbers	Distance from Grangeville	Rule 6(A)	Time Table No. 113 Effective October 12, 1969 STATIONS Telegraph Offices and Calls	Distance from Spalding	Capacity of Side Tracks	Third Class 858 Freight MON. WED. FRI.
L AM							A PM
5.45	C P 149	0.0	BOR TWY	GE GRANGEVILLE	66.5	60	1.30
				7.0			
6.00	C P 142	7.0		FENN	59.5	25	1.00
				8.5			
6.25	C P 133	15.5	OY	CO COTTONWOOD	51.0	50	12.30
				5.3			
6.35	C P 128	20.8		SAND SPUR	45.7	10	AM 11.45
				3.4			
6.50	C P 125	24.2		FERDINAND	42.3	31	11.30
				7.9			
7.15	C P 117	32.1	OY	VO CRAIGMONT	34.4	30	11.00
				4.5			
7.30	C P 113	36.6		CRAIG JUNCTION	29.9	Spur 3	9.05
				3.8			
8.00	C P 109	40.4	TY	REUBENS	26.1	30	8.50
				6.6			
8.40	C P 102	47.0		NUCRAG	19.5	11	8.20
				7.4			
9.10	C P 94	54.4	O	CULDESAC	12.1	32	7.50
				2.4			
9.25	C P 92	56.8		JACQUES	9.7	35	7.40
				1.7			
9.28	C P 91	58.5		BUNDY	8.0	15	7.30
				2.7			
9.33	C P 88	61.2		SWEETWATER	5.3	20	7.25
				2.0			
9.38	C P 86	63.2		LAPWAI	3.3	25	7.10
				3.3			
9.45	C P 83	66.5	JPR TY	SPALDING	0.0	No Sdg.	7.00
A AM							L AM
TUE. THU. SAT.							MON. WED. FRI.
4.0				Time Over Sub-Division			6.30
16.5				Average Speed Per Hour			0 2

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

Westward — THIRD SUBDIVISION — Eastward

SECOND CLASS 859 Freight Daily	Station Numbers	Distance from Lewiston	Rule 6(A)	Time Table No. 113 Effective October 12, 1969 STATIONS Telegraph Offices and Calls	Distance from Riparia	Capacity of Side Tracks	SECOND CLASS 860 Freight Daily
L PM							A AM
8.30	C P 72	0.0	BKP QRY	DE WN LEWISTON	72.0	Yard	2.15
				1.0			
8.33	C P 71	1.0	Y	TRANSFER	71.0	15	2.01
				5.1			
	C P 66	6.1		WILMA	65.9	60	
				4.2			
	C P 62	10.3		MOSES	61.7	60	
				6.8			
	C P 55	17.1		INDIAN	54.9	50	
				5.4			
9.15	C P 50	22.5	Q	BISHOP	49.5	60	1.25
				5.6			
	C P 44	28.1		CRUM	43.9	66	
				1.0			
	C P 43	29.1		WAWAWAI	42.9	14	
				4.8			
	C P 38	33.9		BOYART	38.1	Spur 2	
				.2			
	C P 36	34.1		DURRANT	37.9	Spur 50	
				1.9			
9.38	C P 32	36.0	Q	ALMOTA	36.0		1.02
				3.8			
	C P 29	39.8		SCHULTZ	32.2	Spur 3	
				2.9			
	C P 24	42.7		SWIFT	29.3	60	
				5.2			
9.58	C P 19	47.9		PENAWAWA	24.1	67	12.42
				5.2			
	C P 16	53.1		PURRINGTON	18.9	11	
				3.0			
	C P 15	56.1		PEYTON	15.9	4	
				1.4			
10.15	C P 0	57.5	Q	CENTRAL FERRY	14.5	35	12.26
				14.3			
11.00		72.0	BKO PRTY	XS RIPARIA	0.0	Yard 396	12.01
A PM							L AM
Daily							Daily
2.30				Time Over Sub-Division			2.14
30.0				Average Speed Per Hour			33.0

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

Westward — FOURTH SUBDIVISION — Eastward

Time Table No. 113
Effective October 12, 1969

Station Numbers	Distance from Headquarters	Rule 6(A)	STATIONS — Telegraph Offices and Calls	Distance from Orofino	Capacity of Side Track
C H 40	0.0	BOP RTWY	HQ HEADQUARTERS	40.0	Yard
			2.0		
C H 38	2.0	P	DEER CREEK	38.0	Spur 2
			3.8		
C H 34	5.8	P	SUMMIT	34.2	56
			4.3		
C H 30	10.1	PY	REVLING	29.9	12
			1.1		
C H 29	11.2	PWY	JAYPE	28.8	Yard 110
			.9		
C H 28	12.1	PY	NELSON	27.9	4
			2.8		
C H 25	14.9		ROONEY	25.1	10
			3.1		
C H 22	18.0		PLACER	22.0	Spur 8
			.4		
C H 21	18.4	P	POORMAN	21.6	Spur 10
			2.1		
C H 20	20.5		HALEY	19.5	12
			.3		
C H 19	20.8	P	OMILL	19.2	Spur 12
			.3		
C H 18	21.1		COW CREEK	18.9	Spur 8
			4.2		
C H 15	25.3	P	RUDO	14.7	60
			5.1		
C H 10	30.4		CEDAR CANYON	9.6	Spur 3
			3.8		
C H 6	34.2	P	FOHL	5.8	Spur 3
			3.0		
C H 3	37.2		KONKOLVILLE	2.8	Spur 4
			2.8		
C S 32	40.0	BJKO PRWY	OF OROFINO	0.0	Yard

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

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 employes will be governed by the Union Pacific Railroad Special Instructions and Safety Rules of the Oregon Division and in addition at Riparia will be governed by Union Pacific Oregon Division Time Table in use of Union Pacific track.

SPECIAL INSTRUCTIONS
ALL SUBDIVISIONS

1. **SPEED RESTRICTIONS—All Trains and Engines:**
   When handling NP pile driver Nos. 26, 27, 28 ..... 15 M.P.H.
   When handling wrecker pile driver, ditcher or similar equipment ..... 20 M.P.H.
   Handling logs or gravel ..... 25 M.P.H.
   Scale test car ..... 25 M.P.H.
   (Must be handled immediately ahead of caboose.)

2. **HEAVY CAR RESTRICTIONS:**
   Cars heavier than the following not permitted on the 1st, 2nd and 4th subdivisions without authority of the Manager:
   Cars under 35 ft. long — 220,00 lbs.
   Cars over 35 ft. long — 263,000 lbs.

3. **Rule 14(A)** is modified to the extent that written information may also be left with the red signal to permit train to proceed from the red signal after stopping.

4. **RULE 223.** Lights will not be displayed on train order signals. Trains will be governed by the day indications of these signals.

5. **Rule 729** is modified as follows: Employes must familiarize themselves with the Interstate Commerce Commission regulations governing the handling and transportation of explosives and other dangerous articles and be governed accordingly.
   When handling cars placarded "Explosives," 'Dangerous," 'Poison Gas" or "Dangerous Class D Poisons," it must be known they are in proper place in the train as provided by Bureau of Explosives Poster No. 1.

6. **IMPAIRED CLEARANCE:**
   On all Industrial tracks on all subdivisions.

7. **WATCH INSPECTORS:**
   Lewiston — Dean's Jewelery
   The Diamond Shop
   Orofino — H. W. Servatius

8. TERMINAL TEST OF FREIGHT TRAIN BRAKES WITH ENGINES EQUIPPED WITH OR WITHOUT THE MAINTAINING FEATURE
   After the air brake system is charged to within 15 pounds of the setting of the feed valve on the engine, but to not less than 60 pounds, as indicated by gauge at rear of train, and upon receiving proper signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, then place the brake valve handle in lap position, after the brake pipe exhaust has stopped note the brake pipe leakage for one minute after which the brake pipe reduction must be increased to a full service application and again place the brake valve handle in lap position.
   When making brake pipe leakage tests on freight trains as required by the rules, 45 seconds must elapse after brake pipe exhaust ceases before measuring brake pipe leakage.
   Maintaining position must not be used during time inspection of train brakes is being made and brake valve handle must remain in lap position until signal for release is given.

9. 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.

10. MOUNTAIN GRADE OPERATION

a. Test of the air brakes shall be made on all freight trains operating on grades designated as "Mountain Grade" before commencing the descent of such grades, or at point in advance of the summit as specified by instructions in effect.

b. The automatic air brake must not be depended upon to hold an engine, cars, or train, when standing on a grade, whether engine is attached or detached from cars or train. When required, a sufficient number of hand brakes must be applied to hold train.

c. If a stop is made on a grade and engine air compressors are not operating to maintain the prescribed main reservoir pressure, sufficient hand brakes shall be set or blocking provided to insure that engine or train will not move.

d. Hand brakes shall not be released or blocking removed until it is known that the air brake system has been fully charged.

e. Whenever the engine handling the train is to be detached from any train on a grade and hand brakes are to be applied, slack shall be closed in against cars on which hand brakes are applied, before engine is cut off.

f. 90 pounds brake pipe pressure must be maintained on freight trains when operating in mountain grade service and conductor must know that the required brake pipe pressure, as indicated on caboose gauge, is being maintained before passing the summit.

g. On trains handled by engines having no dynamic brake, or when engine does not have dynamic brake in effective operation on all units, retaining valve handles will be turned up on all cars after air brake test has been made.

h. On trains handled by engine, having dynamic brake operating effectively on all units and tonnage rating of train does not exceed the specified tonnage for engines ascending the grade without helper, use no retaining valves.

i. If helper having dynamic brake in effective operation is used on descending grade and the tonnage does not exceed the specified tonnage of both engines ascending the grade, use no retaining valves when dynamic brake is used on all units of both engines.

J. On trains handled by engines having dynamic brake in effective operation and tonnage exceeds tonnage of engine when ascending the grade, turn up one retaining valve for each 50 tons in excess of rated tonnage, starting from the head end of train.

k. In the event of failure of the dynamic brake or when proper control of speed cannot be maintained, engineer must take action promptly to stop the train by use of the train brakes and instruct the head brakeman that retaining valve handles must be turned up on cars in train to the requirements specified for trains handled by engines having no dynamic brake.

l. When retaining valves are requested by the engineer, trainmen shall comply accordingly, and notify the engineer when specified number of retaining valve handles have been turned up before train proceeds.

II. MAINTAINING METHOD OF BRAKING ON DESCENDING GRADES

a. Trains handled by diesel-electric engines having dynamic brake operating effectively on all units may use the maintaining method of braking if the automatic brake valve has been modified for its use, and the enginemen have been qualified.

b. On Northern Pacific engines equipped with 24-RL brake equipment, first service position of the brake valve is nullified for brake application and is used as maintaining position. Service position of the automatic brake valve must be used to make a service application of the train brakes.

"On Union Pacific engines with 24-RL brake equipment and it is desired to use maintaining feature, it should be cut in, and after making reduction of brake pipe pressure, the brake handle should be placed in **LAP POSITION.**"

c. When the maintaining method of braking is used, the initial brake pipe reduction must not be less than 6 pounds. If this initial air brake application, together with the dynamic brake, is sufficient to control speed of train, dynamic brake may be graduated on or off to regulate the speed.

Note: GP-9 units assigned to Camas Prairie service have had dynamic brake interlocks nullified, necessitating the manual release of the independent brake after an automatic application of air brakes during dynamic braking.

d. If it is found that the initial reduction of brake pipe pressure, together with the dynamic brake is not sufficient to properly control the speed of train, additional light reductions must be made, then brake valve handle returned promptly to maintaining position.

e. Partial release of the train brakes by moving the brake valve handle from maintaining position to running position momentarily and back to maintaining position must not be attempted.

f. On brake valves modified for the maintaining method of braking and brake valve handle placed in the maintaining position after an automatic brake application, brake pipe pressure will be automatically maintained equal to the pressure in equalizing reservoir and chamber D.

g. Tonnage handled by diesel-electric GP-9 engines, modified for the maintaining method of braking and having dynamic brake in effective operation on all units may be handled without retaining valves on grades not exceeding 2.2% descending, as follows:

4 unit diesel-electric locomotive — 5,250 tons
3 unit diesel-electric locomotive — 3,900 tons
2 unit diesel-electric locomotive — 2,600 tons
1 unit diesel-electric locomotive — 1,300 tons

h. If the train tonnage exceeds the limits specified above for handling on 2.2% descending grade, use one retaining valve for each 50 tons over tonnage specified, starting from first car at head end of train.

i. If stop is made on descending grade and engine brake only is not sufficient to hold train, hand brakes must be applied when charging the train brake system.

J. If dynamic brake becomes inoperative, train must be stopped and retaining valves used as outlined for handling train with engine having no dynamic brake.

SPECIAL INSTRUCTIONS

FIRST SUBDIVISION

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

2. **AT ARROW**—Time of trains applies at Junction switch.

3. **AT OROFINO**—Normal position of junction switch is set for 4th subdivision.

4. **SPEED RESTRICTIONS:**

Trains and engines 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.

AT KAMIAH—Do not exceed 15 M.P.H. between 500 feet west and 500 feet east of U. S. Highway 12 crossing east of Depot.

AT KOOSKIA—Do not exceed five (5) miles per hour over second crossing east of depot.

LOCATION	Maximum Speed Miles Per Hour Freight	REMARKS
Between Lewiston and Arrow	30	
Between Arrow and Orofino	30	
Between Orofino and Stites	25	
At East Lewiston	15	Over east switch.
At Greer	15	Over Highway Crossing.

5. **BRIDGE AND ENGINE RESTRICTIONS:**

AT FOREBAY: Engines will not use Hot Pond or Jammer Tracks beyond Clearance Point.

AT KAMIAH: Bridge 50-1 Diesel Units will not be coupled in multiple, and cars weighing over 177,000 pounds must be separated from engine.

Cars under 35 ft. long weighing between 177,000 and 220,000 lbs.: No restriction when preceded and followed by car weighing 177,000 lbs.:

When coupled in groups of two or more:

Not permitted over Bridge 50-1.

Over Bridges 25, 29.1 and 38 ..... 10 M.P.H.

Over Bridges 29 and 52 ..... 20 M.P.H.

Cars over 35 feet long weighing between 220,000 and 263,000 lbs.:

No restrictions when preceded and followed by a car weighing 177,000 lbs.

When coupled in groups of two or more:

Over Bridge 50.1 ..... 10 M.P.H.

Over Bridges 29 and 52 ..... 20 M.P.H.

Cars 67 ft. long weighing between 220,000 lbs. and 315,000 lbs. and with truck centers of 53' 7⅛":

Not permitted if coupled in groups of two or more.

When preceded and followed by an empty car:

Over Bridge 50.1 ..... 10 M.P.H.

Over Bridges 29 and 52 ..... 20 M.P.H.

6. **REGISTER STATIONS:**

Lewiston—For passenger extras.

East Lewiston—For second class and inferior trains except passenger extras.

Spalding. Arrow. Orofino. Kamiah.

7. **CLEARANCE EXCEPTIONS:** At Pullman all westward and at Lewiston or East Lewiston, all eastward N.P. trains using C.P. track between Arrow and Lewiston must secure both N.P. and C.P. Clearances.

8. **YARD LIMITS:** Track between yard limit signs east of Spalding and west of North Lapwai will operate as one yard.

Tracks between yard limit signs west of Transfer and east of Forebay will be operated as one yard.

9. **IMPAIRED CLEARANCE:**

Overhead clearance in tunnels between Orofino and Pardee will not clear man on top of car.

AT KAMIAH: Overhead clearance Bridge 50-1 will not clear man on top of car.

10. **DERAIL SWITCHES:**

Lewiston—West end of Pacific Fruit track on Snake River Ave. East end of Mason Ehrman spur. West end of Dunclick's spur.

Lenore—West end of Warehouse track. East end of house track.

Ahsahka—East end of siding.

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.

Jordan—West end of spur.

Greer—West end siding.

Stites—West end of Stockyard track.

SPECIAL INSTRUCTIONS

SECOND SUBDIVISION

1. **SPEED RESTRICTIONS:**

LOCATION	Maximum Speed Miles Per Hour Freight	REMARKS
Between Spalding and Culdesac	35	
Between Culdesac and Reubens	15	
Between Reubens and M.P. 56	35	
Between M.P. 56 and Grangeville	25	
At Craigmont over highway grade crossing at west switch	5	

2. **BRIDGE AND ENGINE RESTRICTIONS:**

Cars under 35 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 over 35 ft. long weighing between 220,000 lbs. and 263,000 lbs. must be preceded and followed by a car weighing less than 177,000 lbs. Cars 67 ft. long with truck centers of 53' 7⅛" and weighing between 263,000 lbs. and 315,000 lbs. must be preceded and followed by an empty car and speed restricted over bridges to ..... 10 M.P.H.

3. **MOUNTAIN GRADE OPERATION:**

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

b. Westward freight trains will stop as follows to cool wheels: Nucrag 10 minutes, and longer if wheels are found to be over-heated. Culdesac or Jacques, 15 minutes.

c. Test of air brakes on westward freight trains must be made at Reubens or at Craigmont if no stop is to be made at Reubens, after train line has been charged to a maximum of 90 pounds. Conductor must know that this pressure is obtained before making terminal test.

d. Only one helper unit will be permitted to operate behind cabooses on mountain grade between Culdesac and Reubens.
When 3 unit helper is used it will be cut into train ahead of tonnage that can be handled by single unit.

4. **REGISTER STATIONS:** Spalding, Grangeville.

5. **CLEARANCE EXCEPTIONS:**
At Spalding—No clearance required.

6. **YARD LIMITS:** Tracks between yard limit signs east of Spalding and west of North Lapwai will be operated as one yard.

7. **IMPAIRED CLEARANCE:**
Overhead Clearance in tunnels between NUCRAG and REUBENS will not clear man on top of car.

8. **DERAIL SWITCHES:**
Lapwai—West end of siding.
Sweetwater—West end of siding.
Bundy—West end of siding.
Jacques—West end.
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.
Craig Junction—West end of spur.
Craigmont—East end of transfer track.
Cottonwood—East end of stock track.
Grangeville—West end of Farmer Union Warehouse track. West end V.C. track, East end Haener Spur. West end of Camas Spur.

11. **AT REUBENS**—Switch connecting East leg of wye with house track must be lined for wye track when not in use.

SPECIAL INSTRUCTIONS

THIRD SUBDIVISION

1. **AT RIPARIA**—Normal position of Junction switch will be for movement to Tekoa-Ayer branch of Union Pacific Railroad.

2. **SPEED RESTRICTIONS:**

LOCATION	Maximum Speed Miles Per Hour Freight	REMARKS
Between Riparia and Central Ferry (MP 14.35)	49 MPH	
Between Central Ferry (MP 14.35) and Lewiston	35 MPH	
Over Curve approach each end of Bridge 71.23 over Clearwater River at Lewiston	15 MPH	

3. **REGISTER STATIONS:**
Riparia.
Lewiston for passenger extras.
East Lewiston, for second class and inferior trains, except passenger extras.

4. **YARD LIMITS: Lewiston**—Track between yard limit signs west of Transfer and east of Forebay will be operated as one yard.

5. **CLEARANCE EXCEPTIONS:**
At Riparia when no operator on duty, Trains will not require clearance.

6. **DERAIL SWITCHES: Almota**—East end warehouse track.
Peyton—Both ends of siding. Durrant Spur.

SPECIAL INSTRUCTIONS

FOURTH SUBDIVISION

1. **AT OROFINO**—Normal position of Junction switch is set for 4th subdivision.

2. **SPEED RESTRICTIONS:**

LOCATION	Maximum Speed Miles Per Hour Freight	REMARKS
Between Orofino and Jaype	15	
Between Jaype and Summit	20	
Between Summit and Headquarters	15	
At Orofino, over Johnson Street	5	
From M. P. 5 to Bridge 5, between Orofino and Fohl	10	

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 Nelson.

3. **BRIDGE AND ENGINE RESTRICTIONS:**
AT FOHL, engines must not go beyond clearance point.
Cars under 35 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 over 35 ft. long weighing between 220,000 and 263,000 lbs. must be preceded and followed by a car weighing less than 177,000 lbs.
Cars 67 ft. long with truck centers 53' 7⅛" and weighing between 263,000 lbs. and 315,000 lbs. must be preceded and followed by an empty car.

4. **MOUNTAIN GRADE OPERATION:**
a. Westward trains must stop at Rudo to inspect train.
b. Only one helper unit will be permitted to operate behind cabooses on mountain grade between Orofino and Summit and between Headquarters and Summit.

5. **PUSHER DISTRICT:** Between Orofino and Headquarters.

6. **REGISTER STATIONS:** Orofino, Headquarters.

7. **CLEARANCE EXCEPTIONS:**
At Headquarters when no operator on duty, trains will not require clearance.

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—West end spur.
Rudo—West end, in pocket of siding.
Omill—West end of spur.
Haley—West end of siding.
Poorman—West end.
Placer—West end.
Rooney—West end.
Jaype—West end.
Revling—West end of Siding. West end of log spur.
Summit—West end.
Deer Creek—East end of spur.

SPEED TABLE

Time Per Mile Min.	Sec.	Miles Per Hr.	Time Per Mile Min.	Sec.	Miles Per Hr.
1	12	50	2	40	22.5
1	15	48	2	45	21.8
1	20	45	2	50	21.2
1	25	42.3	3	----	20
1	30	40	3	9	19
1	40	36	3	20	18
1	45	34.3	3	31	17
1	50	32.7	3	45	16
2	----	30	4	----	15
2	10	27.6	5	----	12
2	15	26.6	6	----	10
2	20	25.7	7	30	8
2	30	24	10	----	6

TONNAGE RATING OF FREIGHT ENGINES

Sub Division	DISTRICT	CLASS OF ENGINE		
				Diesel GP-9
First Eastward	Lewiston to Arrow			Tons 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			2000
	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 70 cars.		
Third Eastward	Riparia to Lewiston			6000
Third Westward	Lewiston to Riparia			
Fourth Eastward	Orofino to Summit			800
	Summit to Headquarters	Train Limit	Eighty Five	Cars
Fourth Westward	Headquarters to Summit			1100
	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"