

Camas Prairie Railroad Co.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	-	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	-	60.0	2	50	21.2
1	1	59.0	3	-	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	-	15.0
1	7	53.7	5	-	12.0
1	8	52.9	6	-	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	-	6.0

TIME TABLE 115

RADIO INFORMATION

BASE STATION LOCATION	CHANNEL	HOURS ATTENDED
East Lewiston Yard	1, 2 & Downriver	24 Hours Daily
Lewiston Dispatcher	2 & Downriver	8 a.m.-4 p.m. Mon.-Fri.
Orofino Depot	2	6:30 a.m.-8:30 a.m. Mon.-Fri. 1:30-3:30 p.m. Mon.-Fri.
Kamiah Depot	2	9:00 a.m.-12 noon Mon.-Fri.

In Effect at 12:01 A.M.
Pacific Standard Time
Sunday, September 12, 1982

**CURRENT SPECIAL INSTRUCTIONS
ARE INCLUDED**

J. H. HARWOOD
Manager

D. L. PREWETT
Trainmaster • RFE

FIRST SUBDIVISION

WESTWARD	i u, c1	I c1	R+SC	STATIONS		! i u, c1	
				J c1	J c1		
CS 66	0.0	TY		STITES 3.2	62.7	76.2	125..
CS 63	3.2			KOOSKIA 8.0	59.5	73.0	1"55
CS 55	11.2	OQ RY		KAMIAH 5.8	51.5	65.0	125..
CS -9	17.0			TRAMWAY 8...	..5.7	59.2	1023
CS ..0	25...			GREER 8.3	37.3	50.8	1405
CS 32	33.7	BJKO QRY		OROFINO 3.7	29.0	42.5	Yard
CS 28	37...	y		AHSAHKA 5.0	25.3	38.8	Yard
C'S 23	..2...			PECK 6.9	20.3	33.8	2170
CS 17	49.3			LENORE 7.6	13.4	26.9	770
CS 9	56.9			CHERRYLANE 5.8	5.8	19.3	510
CS 3	62.7	JRY		ARROW 3.2	0.0	13.5	2705
CP 83	65.9	JRTY		SPALDING 0.9		10.3	
CP 82	66.8	y		NORTH LAPWAI 6.4		9...	1246
	73.2	y		FOREBAY 1.5		3.0	Yard
	74.7	BCKOPQ RTYZFW		EAST LEWISTON 1.5		1.5	Yard
CP 72	76.2	BKPQY.		LEWISTON		0.0	Yard
<p>C P Radio Channel No. 2 In Effect Except Lewiston Yard Channel No. 1</p>							

SECOND SUBDIVISION

WESTWARD	i u, c1	I c1	R+SC	STATIONS		! i u, c1	
				J c1	J c1		
CP 149	0.0	TYR		GRANGEVILLE 7.0		66.5	Yard
CP 142	7.0			FENN 8.5		59.5	2145
CP 133	15.5	y		COTTONWOOD 5.3		51.0	2570
CP 128	20.8			SAND SPUR 3.4		45.7	SPUR 480
CP 125	24.2			FERDINAND 7.9		42.3	858
CP 117	32.1	y		CRAIGMONT 4.5		34...	1353
CP 113	36.6			CRAIG JUNCTION 3.8		29.9	SPUR 165
CP 109	40.4	TY		REUBENS 6.6		26.1	2244
CP 102	47.0			NUCRAG 7.4		19.5	462
CP 94	54.4			CULDESAC 2.4		12.1	1650
CP 92	56.8			JACQUES 1.7		9.7	1650
CP 91	58.5			BUNDY 2.7		8.0	792
CP 88	61.2			SWEETWATER 2.0		5.3	1056
CP 86	63.2			LAPWAI 3.3		3.3	1485
CP 83	66.5	JR TY		SPALDING		0.0	
<p>C P Radio Channel No. 2 In Effect</p>							

THIRD SUBDIVISION

FOURTH SUBDIVISION

Second Class								Second Class	
859				STATIONS				860	
Freight								Freight	
Dally								Dally	
L PM 8.30	CP 72	0.0	BC KOPQ RTWYZF	East Lewiston 2.4	71.5	Yard		A PM 11.45	
8.35	CP 69	2.4	y	Transfer 9.3	69.1	4015		11.40	
8.47	CP 59	11.7		Moses 14.3	59.8	538		11.28	
9.05	CP 45	26.0		Crum 10.5	45.5	3685		11.10	
9.18	CP 35	36.5	Q	Almota 12.7	35.0	495		10.57	
9.34	CP 22	49.2		Penawawa 6.5	22.3	4538		10.41	
9.42	CP 15	55.7		Central Ferry 15.8	15.8	5228		10.33	
10.05 A PM	CP 0	71.5	RTY	Riparla	0.0	Yard 396 Cars		10.10 LPM	

				STATIONS					
CH 40	0.0		RTY	Headquarters 2.0				40.0	Yard
CH 38	2.0			Deer Creek 3.8				38.0	Spur 172
CH 34	5.8			Summit 4.3				34.2	2287
CH 30	10.1		y	Revling 1.1				29.9	Spur 1800
CH 29	11.2		y	Jaype .9				28.8	Yard
CH 28	12.1		y	Nelson 2.8				27.9	Spur
CH 25	14.9			Rooney 3.5				25.1	528
CH 21	18.4			Poorman 2.1				21.6	510
CH 20	20.5			Haley 4.8				19.5	726
CH 15	25.3			Rudo 5.1				14.7	2970
CH 10	30.4			Cedar Canyon 6.8				9.6	165
CH 3	37.2			Konkolville 2.8				2.8	Spur 250
CS 32	40.0		BJKO Q"Y	Orofino				0.0	Yard

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

C P Radio Channel No. 2 in effect

C P Downriver Channel in effect

**MAINTENANCE OF WAY
CONDITIONAL STOP**

(Form Y Train Order)

The following forms of oral authorization by the Foreman and acknowledgement of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "Camas Prairie Railway Foreman calling Extra 232 East about Order No. (Form Y Train Order No.)"

Engineer must respond, identifying his train as: "This is Camas Prairie engineer, Extra 232 East."

When engineer has answered as above, the foreman will state: "Extra 232 East may pass red signal at (Location) without stopping."

The foreman may also authorize a different speed from that shown in the form Y train order by adding to his instructions: "Proceed at _____ MPH," or, "Proceed at normal speed."

The engineer must repeat back to the foreman the instructions that are given him.

GENERAL, INSTRUCTIONS

Employees will be governed by the Consolidated Code of Operating Rules and, except on the Third Subdivision, by the Safety Rules and Air Brake and Train Handling Rules, and Operators will also be governed by Instructions for Train Order Operators, Control Operators and Bridgetenders, Form 15472, of the Burlington Northern.

On the Third Subdivision, employees will be governed by the Union Pacific Railroad Special Rules and Safety Rules of the Oregon Division and in addition at Riparia will be governed by Union Pacific System Time Table in use on Union Pacific track.

SPECIAL INSTRUCTIONS All Subdivisions

1. SPEED RESTRICTIONS - ALL TRAINS AND ENGINES:

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

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 40 ft. long 220,000 lbs.
Cars over 40 ft. long 263,000 lbs.
Trains handling loaded covered hoppers will not exceed 10 m.p.h. on all curves governed by 15 m.p.h. reduce speed signs.

3. IMPAIRED CLEARANCE:

On all industrial tracks on all subdivisions.

4. APPROVED WATCHES:

The following watches are approved until the owner as of July 1, 1981, is no longer employed by Camas Prairie Railroad Company/Burlington Northern Railroad Company, or ownership of such watch is transferred.

POCKET WATCHES: Waltham Vanguard; Elgin B. W. Raymond; Hamilton 950B and 992B; Ball Official Standard.

WRIST WATCHES: Ball R. R. Standard; Elgin B. W. Raymond; Hamilton 505 R. R. Special; Bulova 21052 Accutron 226 (Formerly 201); 24049 Accutron 427 (Formerly 202); 24335 Accutron CD (Formerly 218); 21328 Accutron CC; Accutron 7W; Wyler Models 1370RA; 4125RA; Q1504RA; 133T RA 1550; 433T RA 1550; Q3504RA; Seiko CM 101M & CM 102M.

APPROVED WRIST WATCHES

MAKE:	MODEL:
Bulova - Battery Powered	Quartz Accutron 91808-W
Bulova - Battery Powered	Quartz Accutron 92828-Y
Seiko - Battery Powered	Quartz FJ 055M & FJ 056M
Seiko - Battery Powered	Quartz HA 163M & HA 164M
Pulsar - Battery Powered	Quartz JG041 Stainless Steel
Pulsar - Battery Powered	Quartz JG038 Gold
Citizen Railroad	Quartz 45-5172-12, Stainless Steel
Citizen Railroad	Quartz 45-5181-12, Gold

Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer or sooner if necessary for accuracy.

5. AUTHORIZED MEDICAL EXAMINERS:

Clarkston, Washington Dr. G. A. Rogers
Orofino, Idaho Dr. M. Masar

6. REPORTING OF INJURIES AND ACCIDENTS:

All injuries and accidents involving employees and equipment, whether on-duty or off-duty, must be immediately reported to your immediate supervisor, as well as to the following at Lewiston: Manager, Claim Agent and Safety Officer. In addition, operating crafts will notify the Trainmaster.

It is imperative that an employee who sustains an injury on-duty make out a wire report at once, or furnish his immediate supervisor the information to make the report.

7. HANDLING OF HAZARDOUS MATERIAL:

"Holders of the Consolidated Code of Operating Rules must have BN Form 15907, 3/82, 'Instructions For Handling Hazardous Materials', in their possession and be familiar with its contents."

Note: For complete information on these regulations, consult tariff No. BOE-6000 or B.E. Pamphlet 20.

All loaded tank cars placarded "flammable gas" or "non-flammable gas" must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars, nor shall such cars be coupled to with more force than is necessary to complete the coupling. Employees must be informed of the presence of these cars and instructed to handle them in accordance with the above requirements.

Where maximum authorized speed is 40 m.p.h. or less, trains handling loaded placarded tank cars of the 112-A or 114-A types, must not exceed 30 M.P.H. observing all other speed restrictions.

112-A and 114-A tank cars will be identified on wheel reports and other computer generated documents by the letters (TR) in the first two positions of the car kind column.

WHEN DERAILMENT OR INCIDENT OCCURS IN WHICH HAZARDOUS MATERIALS MAY BE INVOLVED:

- Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- Notify train dispatcher (yardmaster in terminal areas) advising portion of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.
- Inspection of trains or cars should be undertaken with caution. **If** a release of hazardous material is evident, the area must not be entered except by person(s) with proper protective equipment.
- If** flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- Remain at the scene, in close contact with the train dispatcher, (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and condition of cars. Furnish them all emergency response information available. This position should be maintained until relieved by an officer on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

8. HANDLING BAD ORDER CARS:

A car set out on line in defective condition must not be moved until inspected by a qualified inspector.

When the inspector has inspected the defective car and determined it is safe to move, he will attach one "Bad Order" card to each side

of the car. The cards will bear the notation, **MOVEMENT RESTRICTIONS**, stating defect, shop car will move to and movement restrictions, including miles per hour restriction, if necessary to handle on rear end only and any other applicable restrictions.

The train dispatcher will be notified when car is ready for movement and given precise information as to the movement restrictions applied to the car.

If the conductor in charge of the train in which the defective car is to be moved does not receive prior written information relative to movement restrictions applicable to the car, then he must remove the Bad Order card from the north side of the car so that he will have written information relative to the restrictions. In either case, the conductor must inform all other members of the presence of the defective car in the train and of all restrictions applying to the car.

9. Foam-type ear plugs are available in the Storeroom at East Lewiston for train and enginemen who desire them. Under no circumstances shall brake valve ports be restricted or muffled.
10. Hardhats will be required by train and enginemen when they are outside a locomotive or caboose in the following locations; All tracks at Headquarters, Jaype, Revling, all Potlatch Corporation tracks at Kamiah and Scott Paper's tracks at Kamiah, and such other locations that may be required.

SPECIAL INSTRUCTIONS

First Subdivision

1. AT LEWISTON:

- a. In handling cars ahead of engine on descending grades, coupling must be made before switch is opened to that track.
- b. Spur track leading to Twin City Foods dock shall be used for a loading track only.
- c. Train movements over 24 cars are prohibited over Potlatch Corporation Main Crossing, except in emergency, between 6:50 a.m. and 7:10 a.m.; between 7:30 a.m. and 8:00 a.m.; and between 4:50 p.m. and 5:10 p.m., due to shift changes of Potlatch employees.
- d. Account traffic congestion through downtown Lewiston, switch crews will refrain from blocking or switching on 1st Street, between "D" and Main, between the hours of 4:00 p.m. and 5:30 p.m.
- e. Yard movements over "D" Street crossing, as well as Truck By-Pass crossing entering Snake River Avenue, 200-foot west of Main Street, shall be preceded by flagman. Movement not to exceed 5 M.P.H.

2. AT POTLATCH CORPORATION, LEWISTON:

- a. To eliminate delay to any emergency vehicle called into the Potlatch Corporation complex, Potlatch security forces will phone the Yardmaster on duty as to the location of the emergency. The Yardmaster will immediately notify by radio any switch assignment working at Potlatch of this emergency and crossings will be cut and kept open within that area until switching operations are again authorized by the Yardmaster. Potlatch security forces will notify the Yardmaster when the emergency condition has expired.
- b. Yellow flashing signals and an overhead mercury-vapor light are in operation at Potlatch's pulp mill road and saw mill lead crossings. Before commencing any movement across road at these locations, switchmen shall activate the yellow flashing signals by means of a switch in the light pole west of the crossing, and de-activate the signal when crossing no longer is occupied upon completion of switching.
- c. All employees will refrain from smoking while on Potlatch property, except in specified zones where smoking is permitted.
- d. Yard crews, before switching the Chlorate Track at Potlatch

Mill, must notify Potlatch's chlorate operators to wet down the track before moving engines over this track to avoid the possibility of a flash fire.

- e. Extreme caution must be exercised on movements over all crossings within Potlatch Corporation complex.
- f. Movements over crossings on track to Veneer Lead and Track 5 at west end of rough shed, crossings at center of Tracks 7 & 8, and crossing immediately east of rough shed to Veneer Plant, and crossing west of Tissue Mill must be protected by a flagman until crossing is occupied.
- g. Yardmen who find vehicle drivers that do not observe flagman's signals on crossings will make notation of time, date, specific crossing and vehicle license number, and turn it in to the Manager's office for further handling.
- h. The engine bell shall be rung at all crossings and whenever movement is started from any track.
- i. Decking has been removed from Tail Race Bridge, no foot traffic is permitted.
- j. All crossings and crosswalks must be cut when switching is finished or when leaving area temporarily.
- k. On Track 5, couplings should not be attempted on curvature between the lead and rough shed. No clearance for man on side of car.
 - l. Do not exceed 4 m.p.h. on lead track to Tissue Mill east of clay tanks. Watch out for men and equipment at or near tracks.
 - m. Couplings should not be attempted between lead and tangents on Tracks 7, 8 & 9.
 - n. Do not exceed 4 m.p.h. over Track 7 switch.
 - o. Do not spot cars any closer than forty (40) feet from the east end of Tracks 7 & 8.
 - p. Lumberside tracks shall not be switched earlier than 12:01 a.m.
 - q. Derails are in service on tracks entering the Tissue Mill. These derails have been placed to protect incoming movement 100-feet west of the warehouse on the North and South Dock Tracks and 90-feet east of the old dock on the Old Dock Track. Potlatch employees only will have keys to these derails and will be responsible for removing and replacing them before and after our switching operations.
 - r. At new Tissue Mill building, permanent blue lights above and south of each door shall be activated during loading or unloading operations. This does not relieve employees from compliance with Rule 808(b) of the Consolidated Code of Operating Rules. A blue light has also been installed on the outside of the rough shed on Track 5 in the saw mill.
 - s. At main Tissue Mill crossing, manually operated red flashing light is in operation at the southeast corner of the crossing. This light must be activated prior to engine or cars occupying crossing and must be shut off when clear of crossing. This light is not to be left in operation during switching at the Tissue Mill loading docks, but only when passing over crossing.
 - t. If ammonia becomes a problem, call the Turbine Room at 799-1298 or 799-1553, and advise them of a possible leak at the Clarifiers. They in turn will notify the Millwrights.

3. AT FOREBAY:

- a. Between the hours of 6:00 a.m. and 6:00 p.m., Monday through Friday, approach middle crossing at MP 133.7 with caution account log trucks operating over this crossing. Westbound green flag will be set on south side of track.
- b. All trains and engines will sound whistle signal as prescribed by Rule 15(1) of Consolidated Code of Operating Rules when approaching log unloading area at MP 134, to warn log unloaders to cease operations until entire train has passed.
- c. 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.

4. AT ARROW:

Time of trains applies at Junction switch. Normal position of Junction switch is set for Camas Prairie 1st Subdivision.

5. AT OROFINO:

Normal position of Junction switch is set for 4th Subdivision.

6. SPEED RESTRICTIONS:

Leading movement of trains and engines will not exceed speed of 10 m.p.h. over highway crossing, serving mill of Potlatch Corporation, 500 feet east of east switch at East Lewiston.

At Kamiah - Leading movement must not exceed 15 m.p.h. between 500-foot west and 500-foot east of U. S. Highway 12 crossing east of Depot.

At Kooskia - Leading movement must not exceed five (5) m.p.h. over crossings adjacent to siding.

At Greer - Leading movement must not exceed 15 m.p.h. over Highway crossing.

Do not exceed 25 m.p.h. between Lewiston and Kamiah.

Do not exceed 15 m.p.h. between Kamiah and Stites.

7. BRIDGE AND ENGINE RESTRICTIONS:

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.

All movements over Bridge 50-1 restricted to 10 m.p.h.

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.

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.

Cars over 40 ft. long weighing 263,000 lbs. or less - no restrictions.

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.

8. RULE99:

Unless otherwise provided, protection against following trains is not required between Arrow & Stites. When required, distance will be 1 mile.

9. REGISTER STATIONS:

East Lewiston, Orofino, and Kamiah and when directed by train order, register at Arrow and Spalding.

10. CLEARANCE EXCEPTIONS:

At Yardley or Pullman, all westward and at East Lewiston, all eastward B.N. trains using C.P. track between Arrow and Lewiston must secure both B.N. and C.P. Clearances.

11. 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.

**SPECIAL INSTRUCTIONS
Second Subdivision**

1. AT GRANGEVILLE:

Movements over spur to Prairie Lumber Company Mill must be made with air cut in and operative in all cars and speed restricted to 5 m.p.h.

Main track may be used for industrial purposes.

East switch of Inland Lumber Company Spur connecting to the main track east of the depot must be left lined for Inland Lumber Track.

2. SPEED RESTRICTIONS:

Leading movement over highway grade crossing at west switch, Craigmont must not exceed 5 m.p.h.

Do not exceed 25 m.p.h. between Spalding and Culdesac.

Do not exceed 15 m.p.h. between Culdesac and Reubens.

Do not exceed 25 m.p.h. between Reubens and Grangeville.

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 overheated; Culdesac or Jacques, 15 minutes.

c. Leakage test of trains must be performed at Reubens or at Craigmont. If no stop is to be made at Reubens, and maintaining feature must be found to be operative before descending mountain grade.

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.

e. On Union Pacific units with 24-RL brake equipment 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.

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.

f. Whenever loss of dynamic braking occurs and heavy braking is anticipated, track crews must be notified to follow train on descending mountain grades. Track crews shall maintain not less than a 30-minute interval behind train.

g. 85-foot or longer cars not permitted east of Culdesac.

4. RULE99:

Unless otherwise provided, protection against following trains is not required. When required, distance will be 1 mile.

5. CLEARANCE EXCEPTIONS:

At Spalding - No clearance required.

At Grangeville- 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. 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 Camas Prairie Railroad Third Subdivision.

2. SPEED RESTRICTIONS:

Do not exceed 49 m.p.h., between Riparia and Lewiston.

Do not exceed 25 m.p.h., between MP 10 and MP 11.5, between Riparia and Central Ferry, account falling rock.

Trains handling small hoppers in the 85000, 86000, 87000 and 88000 series, loaded with ballast, must not exceed 40 m.p.h.

Trains handling empty bulkhead flats, except UP 257000 through 257087 series cars and those equipped with auto racks, must not exceed 40 m.p.h.

Trains handling friction-bearing switch engines dead in train must not exceed 35 m.p.h.

Do not exceed 10 m.p.h. over curve approach, each end of Bridge 69.87, over Clearwater River at Lewiston.

3. RULE99:

Unless otherwise provided, protection against following trains is not required. When required, distance will be 1.5 miles.

4. REGISTER STATIONS:

Riparia
East Lewiston

5. YARD LIMITS:

Lewiston - Track between yard limit sign west of Transfer and east of Forebay will be operated as one yard.

6. CLEARANCE EXCEPTIONS:

At Hinkle or Wallula, Union Pacific eastward trains using Camas Prairie track between Riparia and Lewiston must secure Camas Prairie Railroad Clearance.

7. Interlocking Signals and signals displaying approach thereto for the Clearwater River Bridge at Mile Post 69.87, between Lewiston and Transfer, have been placed in service as follows:

Eastbound Continuous Yellow Approach on left or north side of Main Track at Mile Post 69.21.

Eastbound Home or "A" Signal at Mile Post 69.77.

Westbound Continuous Yellow Approach at Mile Post 137.08.

Westbound Home or "A" Signal at Mile Post 69.87.

8. Conductors on No. 859 arrange to wire the Manager and Chief Dispatcher at Lewiston, from Wallula, your arrival time at Riparia. Conductors on No. 860 arrange same wire from East Lewiston, showing arrival time at Riparia.

All loads of Company material billed Camas Prairie Railroad - Riparia, Washington, will be handled to Lewiston unless otherwise directed.

Enginemen's register will be maintained in East Lewiston Yard Office and the on and off-duty point will be the Yard Office.

Approaching Lewiston, Train No. 860 will notify the Lewiston Yard twenty (20) minutes prior to their estimated time of arrival and will be governed by Yardmaster's instructions.

9. WITHIN THE STATE OF WASHINGTON:

When approaching private grade crossing where view is obscured, or when it can be seen that persons or vehicles are approaching or in the vicinity of the crossing, engine whistle must be sounded in accordance with Rule 15(1), commencing at a point one-quarter mile from the crossing, and bell must be rung as provided by Rule 30 of the Consolidated Code of Operating Rules. This does not modify City Ordinances where local conditions will prevail.

SPECIAL INSTRUCTIONS

Fourth Subdivision

1. AT OROFINO:

Normal position of Junction switch is set for 4th Subdivision.

2. SPEED RESTRICTIONS:

Leading movement over Johnson Street Crossing at Orofino, must not exceed 5 m.p.h.

Do not exceed 15 m.p.h. between Orofino and Jaype.

Do not exceed 20 m.p.h. between Jaype and Summit.

Do not exceed 15 m.p.h. between Summit and Headquarters.

3. RULE99:

Unless otherwise provided, protection against following trains is not required. When required, distance will be 1 mile.

4. BRIDGE AND ENGINE RESTRICTIONS:

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.

85 ft. or longer cars not permitted east of Konkolville.

5. MOUNTAIN GRADE OPERATION:

- a. Westward trains must stop at Rudo to cool wheels.
- b. Only one helper unit will be permitted to operate blind cabooses on mountain grade between Orofino and Summit and between Headquarters and Summit.
- c. Whenever loss of dynamic braking occurs and heavy braking is anticipated, track crews must be notified to follow trains on descending mountain grades. Track crews shall maintain not less than a JO-minute interval behind train.

6. REGISTER STATIONS:

Orofino
If required by train order, register at Headquarters.

7. CLEARANCE EXCEPTIONS:

At Headquarters, no clearance is required.

8. YARD LIMITS:

Tracks between yard limit signs east of Revling and west of Nelson will be operated as one yard.

INDUSTRIAL AND OTHER TRACKS

Sta. No.	Location	Track	Length In Feet	Switch Opens	Sta. No.	Location	Track	Length In Feet	Switch Opens
1ST SUBDIVISION					2ND SUBDIVISION (Con't)				
CP 82	NO. LAPWAI	HOUSE	720	BOTH	CP 117				
CP 82	NO. LAPWAI	STOCK	1968	BOTH	CP 117	CRAIGMONT	FERTILIZER	132	EAST
CP 82	NO. LAPWAI	LOG SPUR	1056	EAST	CP 117	CRAIGMONT	OUTFIT	231	WEST
CS 17	LENORE	ELEVATOR	1240	BOTH	CP 117	CRAIGMONT	CHANNEL LMBR.	286	WEST
CS 28	AHSAHKA	THOMPSON SPUR	360	WEST	CP 125	FERDINAND	ELEVATOR	825	WEST
CS 40	GREER	ELEVATOR	660	BOTH	CP 125	FERDINAND	OUTFIT	693	BOTH
CS 40	GREER	SPUR	570	WEST	CP 133	CO'ITONWOOI:	HOUSE ELEVATOR	1980	BOTH
CS 55	ROCK SPUR	SPUR	495	EAST	CP 133	CO'ITONWOOE	FERTILIZER	165	WEST
C 55	KAMIAH	POTLATCH PASS	1122	BOTH	CP 133	COTTONWOOD	OUTFIT	470	RASST
CS 55	KAMIAH	ELEVATOR	1848	BOTH	CP 149	GRANGEVILLE	PASS	2520	BOTH
CS 55	KAMIAH	KAMIAH MILL	472	WEST	CP 149	GRANGEVILLE	STEGNER	1110	BOTH
CS 63	KOOSKIA	HOUSE	858	BOTH	CP 149	GRANGEVILLE	HOUSE	450	BOTH
CS 63	KOOSKIA	POLE SPUR	1320	WEST	CP 149	GRANGEVILLE	UNION	1470	WEST
CS 66	KOOSKIA	CLEARWATER FOREST PROD.	957	BOTH	CP 149	GRANGEVILLE	SPUR	132	EAST
CS 66	STITES	HOUSE	297	BOTH	CP 149	GRANGEVILLE	McGREGOR	330	WEST
2ND SUBDIVISION					CP 149	GRANGEVILLE	IDAPINE	840	EAST
CP 88	SWEETWATER	FERTILIZER	891	BOTH	CP 149	GRANGEVILLE	IDAHO WESTERN	627	EAST
CP 94	CULDESAC	OutFIT	462	WEST	3RD SUBDIVISION				
CP 94	CULDESAC	HOUSE	528	BOTH	CP 2	LITTLE GOOSE	SPUR	363	EAST
CP 94	CULDESAC	OIL SPUR	330	WEST	CP 39	LOWER GRANITE	SPUR	600	EAST
CP 102	NUCRAG	SPUR	528	WEST	CP 50	BALLAST TRACK	SPUR	1900	EAST
CP 109	REUBENS	HOUSE	726	BOTH	4TH SUBDIVISION				
CP 117	CRAIGMONT	HOUSE	561	BOTH	CH 15	RUDO	OUTFIT SPUR	920	BOTH
CP 117	CRAIGMONT	LEWISTON GRAIN GROWERS	1089	BOTH	CH 34	SUMMIT	OUTFIT SPUR	210	EAST
CP 117	CRAIGMONT	VC	594	WEST	CH 34	SUMMIT	LOG SPUR	653	WEST

**PERFORM SWITCHING IN A MANNER
WHICH WILL AVOID DAMAGE TO
CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
6	25
6	36
7	49
8	64
9	81
10	100

TONNAGE RATING OF FREIGHT ENGINES

Sub Division	DIURICT	CLASS OF ENGINE		
				01...1 GP-9 Tona 3000
First Eastward	Lewiston to Arrow			
	Arrow to Stites			3750
Second Eastward	Spalding to Sweetwater			1250
	Sweetwater to Culdesac			950
	Culquesac to Reubens			625
	Reubens to Craigmont			1900
	Craigmont to Grangeville			2100
Second Westward	Grangeville to Ferdinand			2000
	Ferdinand to Craig Jct.			2200
	Reubens to Culdeaac	Locomotive Equipped with operative dynamic broke ond pressure maintain feature: Single Unit 2,500 Tons Two Units 4,500 Tons 3 or more units 6,000 tons		
Third Eastward	Rlparia to Lewiston			6000
Third Westward	Lewiston to Rlparle			
Fourth Eastward	Orofino to Summit			800
	Summit to Headquarters	Train Limit	2 Units 85 cars 3 or more units 100 cars	
Fourth Westward	Headquarters to Summit			1100
	Summit to Orofino	Train Limit	2 Units 85 cars 3 or more units 100 cars	

orl.

MAXIMUM CLEARANCES

Note - Limit of load measurements based on 52' cars with 42' truckcenters. Heights and widths in table allow 6 Inchn 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	1 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"