

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
 Grangeville, Idaho

AUTHORIZED SURGEONS

DR. J. E. CARSSOW, Chief Surgeon, Lewiston, Idaho
 DR. R. G. LAYTON, Eye-Ear-Nose-Throat, Lewiston, Idaho
 DR. A. B. PAPHENHAGEN, Orofino, Idaho
 DR. K. H. COLLINS, Craigmont, Idaho
 DR. C. H. BRYAN, Kamiah, Idaho

Camas Prairie Railroad Co.

TIME TABLE 104

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

Sunday, April 29, 1962

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.

O. A. HANSON
Manager

C. L. FARIS
Trainmaster-Road Foreman
of Engines

E. W. RICHEY
Chief Dispatcher



Westward

FOURTH SUBDIVISION

Eastward

Station Numbers	Distance from Headquarters	Water, Fuel, Scales Tables, Wyes and Yard Limits	Time Table No. 104 Effective April 29, 1962			Distance from Orofino	Capacity of Side Track
			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	27
				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	P	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	P	21.6	Spur 10
				2.1			
CH 20	20.5			HALEY		19.5	12
				.3			
CH 19	20.8			OMILL	P	19.2	Spur 14
				.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
				3.0			
CH 3	37.2			KONKOLVILLE		2.8	Spur 4
				2.8			
CS 32	40.0	X	OF	OROFINO	PD N	0.0	

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 Operation 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 Riparia 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 20 M.P.H.
Handling logs or gravel 25 M.P.H.

2. TERMINAL TEST OF FREIGHT TRAIN BRAKES WITH LOCOMOTIVES 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 locomotive, 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.

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.

- Trains handling logs, when meeting passenger trains will not proceed unless the passenger train is standing still or has moved by the log cars. Conductors of all trains picking up logs must know personally that cars are not overloaded, or improperly loaded, and are safe to move without loss of lading.

4. I. MOUNTAIN GRADE OPERATION

- Test of the air brakes shall be made on all freight or mixed 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.
- The automatic air brake must not be depended upon to hold a locomotive, cars, or train, when standing on a grade, whether locomotive is attached or detached from cars or train. When required, a sufficient number of hand brakes must be applied to hold train.
- If a stop is made on a grade and locomotive air compressors are not operating to maintain the prescribed main reservoir pressure, sufficient hand brakes shall be set or blocking provided to insure that locomotive or train will not move.
- Hand brakes shall not be released or blocking removed until it is known that the air brake system has been fully charged.
- Whenever the locomotive 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 locomotive is cut off.
- 90 pounds brake pipe pressure must be maintained on freight or mixed 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.
- On trains handled by locomotives, having no dynamic brake, or when locomotive 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 of brake has been made.
- On trains handled by locomotive, having dynamic brake operating effectively on all units and tonnage rating of train does not

exceed the specified tonnage for locomotives ascending the grade without helper, use no retaining valves.

- i. If helper having dynamic brake in effective operation is used on descending the grade and the tonnage does not exceed the specified tonnage of both locomotives ascending the grade, use no retaining valves when dynamic brake is used on all units of both locomotives.
- j. On trains handled by locomotives having dynamic brake in effective operation and tonnage exceeds tonnage of locomotive 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 locomotives 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. Train handled by diesel-electric locomotives 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 locomotives 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 locomotives with 24-RL brake equipment, after making reduction of brake pipe pressure and it is desired to use the maintaining feature, automatic brake valve handle should be placed in lap position and maintaining feature cut in."

- 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.
- 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 locomotives, 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 locomotive brake only is not sufficient to hold train, hand brakes must be applied when charging the train brake system.
- j. Retaining valves shall be used when requested by engineer.
- k. If dynamic brake becomes inoperative, train must be stopped and retaining valves used as outlined for handling train with locomotive having no dynamic brake.

FIRST SUBDIVISION

1. **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 must be made before switch is opened to the incline.
2. **AT FOREBAY**—Time of trains applies at cross-over switch at station sign.
3. **AT ARROW**—Time of trains applies at Junction switch.
4. **AT OROFINO**—Normal position of junction switch is set for 4th sub-division.
5. **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	Pasgr. Ft.	
Between Lewiston and Arrow -----	40	30	
Between Arrow and Orofino -----		30	
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 -----		25	
At Lewiston -----	5	5	Over 18th Street crossing.
At East Lewiston -----	15	15	Over east switch.

6. BRIDGE AND ENGINE RESTRICTIONS:

At Forebay: Engines will not use Hot Pond or Jammer Tracks beyond Clearance Point.

NORTHERN PACIFIC DIESEL ELECTRIC PILE DRIVERS Nos. 26, 27 and 28 must not be used on first Sub-division east of Orofino.

7. SPECIAL STOPS:

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

8. 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. Kamiah.

9. BULLETIN STATIONS: Lewiston, East Lewiston, Orofino, Kamiah. 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.

10. CLEARANCE EXCEPTIONS: At Arrow when operator is not on duty, trains will not require clearance to comply with Rule 83 (B).

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.

11: 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.

12. 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 and Kooskia—Impaired clearance on house tracks and spurs where lumber is piled for loading into cars.

13. DERAIL SWITCHES:

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

East Lewiston—South Rail Standard Oil spur 568 feet west of main track switch.

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.

Jordan—West end of spur.

Greer—West end new siding.

Stites—West end of Stockyard track.

14. STANDARD TIME CLOCKS:

Lewiston, East Lewiston, Orofino.

15. WATCH INSPECTORS:

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

SPECIAL INSTRUCTIONS

SECOND SUBDIVISION

1. SPEED RESTRICTIONS:

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

2. BRIDGE AND ENGINE RESTRICTIONS:

NORTHERN PACIFIC DIESEL ELECTRIC PILE DRIVERS Nos. 26, 27 and 28 must not be used east of Culdesac.

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. 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.

d. 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.

e. If communication fails, operator at Reubens will issue clearance endorsed "means of communication have failed" and will block trains 45 minutes apart. When operator is not on duty at Reubens westward trains will register and follow preceding train not less than 45 minutes.

f. Light engines may proceed under operating rules.

g. Test of air brakes on westward freight or mixed trains must be made at Reubens, after train line has been charged to a maximum of 90 pounds. Conductor must know by caboose gauge that this pressure is obtained before making terminal test.

h. Air test card must be filled out and left at Yard Office, East Lewiston.

i. Grade Reubens to Culdesac is 3%. Train line pressure of 90 pounds will be maintained, and retainers must be used on all cars between Reubens and Jacques.

j. Only one helper unit will be permitted to operate behind cabooses on mountain grade between Culdesac and Reubens.

4. PUSHER DISTRICT: Between Lewiston and Reubens.

5. REGISTER STATIONS: Spalding, Grangeville.

6. BULLETIN STATIONS: Grangeville.

7. CLEARANCE EXCEPTIONS:

At Spalding — No clearance required.

8. YARD LIMITS: Tracks between yard limit signs east of Craig Junction and west of Clicks will be operated as one yard.

Tracks between yard limit signs east of Spalding on both the first and second subdivisions and yard limit signs west of North Lapwai will be operated as one yard.

9. IMPAIRED CLEARANCE:

At Cottonwood — Cottonwood Elevator Track.

At Grangeville — Haeners Mill Spur — No clearance at loading platform Haeners Mill.

Overhead Clearance in tunnels between NUCRAG and REUBENS will not clear man on top of car.

10. 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.

