

### SPEED TABLE

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

### TONNAGE RATING OF FREIGHT ENGINES

SUB DIVISION	DISTRICT	CLASS OF ENGINE	
		DIESEL GP-38 TONS	DIESEL GP-9 TONS
First Eastward	Lewiston to Spalding	3420	3000
	Spalding to M. P. 61.0	4275	3750
Second Eastward	Spalding to Sweetwater	1425	1250
	Sweetwater to Culdesac	1080	950
	Culdesac to Reubens	710	625
	Reubens to Craigmont	2160	1900
Second Westward	Craigmont to Grangeville	2390	2100
	Grangeville to Ferdinand	2280	2000
	Ferdinand to Craig Jct.	2500	2200
	Reubens to Culdesac	Locomotive Equipped with operative dynamic brake and pressure maintain feature: Single Unit 2,500 Tons Two Units 4,500 Tons 3 or more units, 6,000 Tons	
Third Eastward	Riparia to Lewiston		6000
Third Westward	Lewiston to Riparia		
Fourth Eastward	Orofino to M.P. 31	910	800
Fourth Westward	M.P. 31 to Orofino	Train Limit	2 Units 85 cars 3 or more units 100 cars

# Camas Prairie Railroad Co. TIME TABLE 116

In Effect at 12:01 A.M.  
Patfit Standard Time  
Wednesday, January 1, 1980

**CURRENT SPECIAL INSTRUCTIONS  
ARE INCLUDED**

**L. L. CARTER**  
Manager

**R. J. LEITERMAN**  
Supervisor of  
Operations

**J. E. MOREFIELD**  
Supervisor of  
Maintenance

### FIRST SUBDIVISION

Station Number	Distance from End of Track	Rule 6(A)	STATIONS		Distance from Lewiston
CS 64	0.0		END OF TRACK 1.1		61.0 74.5
CS 63	1.5		KOOSKIA 8.0		59.5 73.0
CS 55	9.5	V	KAMIAH 14.2		51.5 65.0
CS 40	23.7		GREER R.1		37.3 50.8
CS 32	32.0	JK a v	OROFINO 3.7		29.0 42.5
CS 28	35.7		AHSAHKA 11.9		25.3 38.8
CS 17	47.6		LENORE 1.4		13.4 26.9
CS 3	61.0	J	ARROW -7		0.0 13.5
CP 33	64.2	JR TY	SPALDING na		110.3
CP 82	65.1	V	NORTH LAPWAI 6.4		9.4
	71.5	V	FOREBAY 1.5		3.0
CP 72	73.0	BCFK OPQR TWYZ	EAST LEWISTON 1.5		1.5
	74.5		LEWISTON		0.0

### SECOND SUBDIVISION

Station Number	Distance from End of Track	Rule 6(A)	STATIONS		Distance from Lewiston
CP 149	0.0	TY	GRANGEVILLE 7.0		66.5
CP 142	7.0		FENN 8.5		59.5
CP 133	15.5		COTTONWOOD R7		51.0
CP 125	24.2		FERDINAND 7.9		42.3
CP 117	32.1		CRAIGMONT 1.1		34.4
CP 113	36.6		CRAIG JUNCTION 1.1		29.9
CP 109	40.4	T	REUBENS 6.6		26.1
CP 102	47.0		NUCRAG 7.4		19.5
CP 94	54.4		CULDESAC 2.4		12.1
CP 92	56.8		JACQUES 4.4		9.7
CP 88	61.2		SWEETWATER 2.0		5.3
CP 86	63.2		LAPWAI 1.1		3.3
CP 83	66.5	JR TY	SPALDING		0.0

### THIRD SUBDIVISION

Station Number	Distance from End of Track	Rule 6(A)	STATIONS		Distance from Lewiston
CP 72	0.0	BCFK OPQR TWYZ	EAST LEWISTON 2.4		71.5
CP 69	2.4	V	TRANSFER 9.3		69.1
CP 59	11.7		MOSES 14.3		59.8
CP 45	26.0		CRUM ln		45.5
CP 35	36.5		ALMOTA 12.7		35.0
CP 22	49.2		PENAWAWA RS		22.3
CP 15	55.7		CENTRAL FERRY 15.8		15.8
CP 0	71.5	RTY	RIPARIA		0.0

### FOURTH SUBDIVISION

Station Number	Distance from End of Track	Rule 6(A)	STATIONS		Distance from Lewiston
CH 31	0.0		END OF TRACK 1.1		31.0
CH 30	1.1	y	REVLING 1.1		29.9
CH 29	2.2	y	JAYPE .9		28.8
CH 28	3.1	y	NELSON 2.8		27.9
CH 25	5.9		ROONEY S.R		25.1
CH 20	11.5		HALEY 4R		19.5
CH 15	16.3		RUDO 5.1		14.7
CH 10	21.4		CEDAR CANYON 6.8		9.6
CH 3	28.2		KONKOLVILLE 2.8		2.8
CS 32	31.0	JK QY	OROFINO		0.0

# GENERAL INSTRUCTIONS

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

On the Third Subdivision, employees will be governed by the Union Pacific Railroad General Code of Operating Rules; Safety, Radio and General Rules; and Air Brake and Train Handling Rules, and in addition, at Riparia, will be governed by Union Pacific Timetable 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. AUTHORIZED MEDICAL EXAMINERS:

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

### 5. 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 restriction 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 restriction 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.

## SPECIAL INSTRUCTIONS First Subdivision

### 1. RADIO FREQUENCY

Lewiston ..... (road) ..... CRRR Channel 1  
East of Lewiston ..... (repeater) ..... CRRR Channel 2  
Yard Engines ..... CRRR Yard Channel (6666)

### 2. 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. Yard movements over "D" Street crossing, as well as Truck By-Pass crossing entering Snake River Avenue, 200-foot west of Interstate Bridge, shall be preceded by flagman. Movement not to exceed 5 m.p.h.
- D. Crossing signals and gates are in service on Interstate Bridge approach, Highway 12. Engines operating over this crossing must stop 50-foot short of bridge approach, observing signals in operation and gates down, before obstructing crossing.
- E. Units incoming to the Lewiston Roundhouse area must tie up on tracks which will not block departing switch engines.

### 3. AT POTLATCH CORPORATION, LEWISTON:

- A. To eliminate delay to any emergency vehicle called into Potlatch Corporation Complex, switch crews must keep all crossings cut and kept open within the area specified by the yardmaster.
- B. During switching operations over pulp mill crossing and saw mill lead crossing, flashing signals must be activated.
- C. All employees will refrain from smoking while on Potlatch property, except in specified zones where smoking is permitted.
- D. Before switching Chlorate Track, it is mandatory that track be wet down to avoid possibility of a flash fire.
- E. Extreme caution must be exercised on movements over all crossings within Potlatch Corporation. The engine bell must be rung at all crossings and whenever movement is started from any track.
- F. Movements over the following crossings must be protected by a flagman until crossing is occupied: Crossing at west end of rough shed, crossings at center of Tracks 7 and 8, crossing east of rough shed to Veneer plant and main crossing west of Tissue Mill.
- G. All crossings and crosswalks must be cut when switching is finished or when leaving area temporarily.
- H. Couplings must not be attempted on curvature between the lead and rough shed, or between lead and tangents on Tracks 7 or 8.

- I. 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. Do not exceed 4 m.p.h. over Track 7 switch.
- J. Do not spot cars any closer than forty (40) feet from the east end of Tracks 7 and 8
- K. 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 switching is complete.
- L. If ammonia becomes a problem, notify the yard master or call 799-1298 or 799-1553, and advised them of a possible leak at the Clearifiers.
- M. Crews finding blue light at chemical spur switch in operation and nobody working on chlorine cars, will notify yardmaster.

**4. AT FOREBAY:**

- A. Between the hours of 6:00 a.m. and 6:00 p.m., Monday through Friday, approach middle crossing at M.P. 133.7 with caution account log trucks operating over this crossing.
- 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 switchlocks. These switchlocks shall be lined and locked for straight tracks or leads when not in immediate use.

**5. AT SPALDING:**

Normal position of junction switch is set for 1st subdivision

**6. AT ARROW:**

Normal position of junction switch is set for Camas Prairie 1st Subdivision.

**7. AT OROFINO:**

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

**8. SPEED RESTRICTIONS:**

- A. Leading movement of trains and engines will not exceed speed of 10 m.p.h. over main Potlatch Crossing.
- B. Trains handling loaded covered hoppers between M.P. 41 and M.P. 42, between Greer and Kamiah, which cannot maintain minimum speed of 21 m.p.h., must reduce speed to not exceed 13 m.p.h. between M.P. 41 and M.P. 42.
- C. Do not exceed 25 m.p.h. between Lewiston and M.P. 61.
- D. At Kamiah - Leading movement must not exceed 15 m.p.h. between 500-feet west and 500-feet east of U.S. Highway 12 crossing.
- E. At Kooskia - Leading movement must not exceed five (5) m.p.h. over crossings adjacent to tracks.

**9. BRIDGE AND ENGINE RESTRICTIONS:**

- A. At Kamiah - Bridge 50, Diesel Units will not be coupled in multiple, and cars weighing over 177,000 pounds must be separated from engine.
- B. All movements over Bridge 50 restricted to 8 m.p.h.
- C. Cars under 40 ft. long weighing between 177,000 and 220,000 lbs.: No restriction when preceded and followed by car weighing 177,000 lbs. or less:

When coupled in groups of two or more:  
 Not permitted over Bridge 50.  
 Over Bridges 25, 29.1 and 38 ..... 10 m.p.h.

- D. Cars 67 ft. long weighing between 220,000 lbs. and 315,000 lbs.,  
 and with truck centers of 53' 7 1/8":  
 Not permitted if coupled in groups of two or more.

**10. RULE 99:**

Unless otherwise provided, protection against following trains is not required between Spalding and M.P. 61. When required, distance will be one (1) mile.

**11. REGISTER STATIONS:**

East Lewiston and when so directed by train order.

**12. YARD LIMITS:**

Track between yard limits 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.

**13. CLEARANCE EXCEPTIONS:**

At Orofino - No clearance required.

**SPECIAL INSTRUCTIONS  
 Second Subdivision**

**1. RADIO FREQUENCY**

CPRR Channel 2.

**2. AT SPALDING:**

Normal position of junction switch is set for 1st Subdivision.

**3. AT GRANGEVILLE:**

- A. Main track may be used for industrial purposes.
- B. Movements over spur to Idapine Lumber Company, must be made with air cut in and operative. Air must be cut in during switching operations.

**4. SPEED RESTRICTIONS:**

- A. Leading movement over highway grade crossing at Craigmont must not exceed 5 m.p.h.
- B. Idapine Lumber Company Spur - 5 m.p.h.
- C. Do not exceed 25 m.p.h. between Spalding and Culdesac.
- D. Do not exceed 15 m.p.h. between Culdesac and Reubens.
- E. Do not exceed 25 m.p.h. between Reubens and Grangeville.

**5. CLEARANCE EXCEPTIONS:**

At Grangeville ..... No clearance required  
 At Spalding ..... No clearance required

**6. MOUNTAIN GRADE OPERATION:**

- A. When required, westward freight trains will stop to cool wheels between Reubens and Jaquees.

## SPECIAL INSTRUCTIONS Fourth Subdivision

- B. Leakage test of westward trains must be performed at Reubens or at Craigmont and Maintaining Feature must be found to be operative.
- C. Whenever heavy braking is anticipated, track crews must be notified to follow train on descending mountain grades.
- D. 85-foot or longer cars not permitted east of Culdesac.

### 7. RULE99:

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

## SPECIAL INSTRUCTIONS Third Subdivision

### 1. RADIO FREQUENCY

UPRR Dispatcher 2 - (2727)

### 2. SPEED RESTRICTIONS:

- A. Do not exceed 40 m.p.h., between Riparia and Lewiston.
- B. Do not exceed 25 m.p.h., between M.P. 10 and M.P. 115 between Riparia and Central Ferry, account falling rock.
- C. Trains handling friction-bearing switch engines dead in train must not exceed 35 m.p.h.
- D. 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 15 miles.

### 4. YARD LIMITS:

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

### 5. INTERLOCKING SIGNALS AND SIGNS

Displaying approach thereto for the Clearwater River Bridge at M.P. 69.87, between Lewiston and Transfer, have been placed in service as follows:

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

Eastward Absolute Signal at Mile Post 69.77.

Westward Distant Signal at Mile Post 137.08.

Westward Absolute Signal at Mile Post 69.87.

### 6. ALL LOADS OF COMPANY MATERIAL

billed Camas Prairie Railroad - Riparia, Washington, will be handled to Lewiston unless otherwise directed.

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

### 1. RADIO FREQUENCY

CPRR Channel 2

### 2. AT OROFINO

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

### 3. SPEED RESTRICTIONS:

- A. Leading movement over Johnson Street Crossing at Orofino, must not exceed 5 m.p.h.
- B. Do not exceed 15 m.p.h. between Orofino and Jaype.

### 4. RULE99:

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

### 5. BRIDGE AND ENGINE RESTRICTIONS:

- A. Cars under 40 ft. long weighing between 177,000 lbs. and 220,000 lbs., must be preceded and followed by a car weighing less than 177,000 lbs. Cars 67 ft. long with truck centers 53' 7 1/8" and weighing between 263,000 lbs. and 315,000 lbs. must be preceded and followed by an empty car.
- B. 85 ft. or longer cars not permitted east of Konkolville.

### 6. MOUNTAIN GRADE OPERATION:

- A. When required, westward trains must stop at Rudo to cool wheels.
- B. Whenever heavy braking is anticipated, track crews must be notified to follow trains on descending mountain grades.

### 7. YARD LIMITS:

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

### 8. CLEARANCE EXCEPTIONS:

At Orofino no clearance required.



## INDUSTRIAL AND OTHER TRACKS

Sta. No.	Location	Track	Length In Feet	Switch Opens
<b>1st SUBDIVISION</b>				
CP 82	N. LAPWAI	PASS	1246	BOTH
CP 82	N. LAPWAI	STOCK	1911	BOTH
CP 82	N. LAPWAI	LOG SPUR	1053	EAST
CS 3	ARROW	PASS	2705	BOTH
CS 17	LENORE	ELEVATOR	1155	BOTH
CS 17	LENORE	OUTFIT	300	EAST
CS 28	AHSAHKA	PASS	1710	BOTH
CS 32	OROFINO	YARD	-	-
CS 40	GREER	PASS	1487	BOTH
CS 40	GREER	ELEVATOR	660	BOTH
CS 43	ROCK SPUR	SPUR	495	EAST
CS 55	KAMIAH	POTLATCH PASS	1122	BOTH
CS 55	KAMIAH	LOG SPUR	1650	WEST
CS 55	KAMIAH	OLD LOG SPUR	1414	WEST
CS 55	KAMIAH	LUMBER DOCK	913	WEST
CS 55	KAMIAH	POLE SPUR	1860	WEST
CS 55	KAMIAH	PASS	1122	BOTH
CS 55	KAMIAH	HOUSE	1848	BOTH
CS 55	KAMIAH	CLEARWATER SPUR	472	WEST
CS 63	KOOSKIA	POLE SPUR	1320	WEST
CS 63	KOOSKIA	HOUSE	858	BOTH
CS 63	KOOSKIA	BENNETT'S	1480	BOTH
CS 63	KOOSKIA	C.F.I.	957	BOTH

Sta. No.	Location	Track	Length In Feet	Switch Opens
<b>2nd SUBDIVISION</b>				
CP 86	LAPWAI	HOUSE	1420	BOTH
CP 88	SWEETWATER	FERTILIZER	840	BOTH
CP 88	SWEETWATER	PASS	1020	BOTH
CP 92	JACQUES	PASS	1650	BOTH
CP 94	CULDESAC	HOUSE	495	BOTH
CP 94	CULDESAC	PASS	1617	BOTH
CP 102	NUCRAG	PASS	475	BOTH
CP 109	REUBENS	LGG	891	BOTH
CP 109	REUBENS	FERTILIZER	745	WEST
CP 109	REUBENS	PASS	2240	BOTH
CP 113	CRAIG JCT.	SPUR	165	WEST
CP 117	CRAIGMONT	CHANNEL	286	WEST
CP 117	CRAIGMONT	VC	594	WEST
CP 117	CRAIGMONT	UNION	560	EAST
CP 117	CRAIGMONT	INTERIOR	860	EAST
CP 117	CRAIGMONT	PASS	1353	BOTH
CP 117	CRAIGMONT	THOMASON	132	EAST
CP 117	CRAIGMONT	LGG	1089	BOTH
CP 117	CRAIGMONT	RAMP	231	WEST
CP 117	CRAIGMONT	MTL. TRK.	1051	EAST
CP 125	FERDINAND	OUTFIT	195	WEST
CP 125	FERDINAND	ELEVATOR	825	WEST
CP 133	COTTONWD	HOUSE	1980	BOTH

## INDUSTRIAL AND)OTHER TRACKS

Sta. No.	Location	Track	Length In Feet	Switch Opens
<b>2nd SUBDIVISION</b>				
CP 133	COTTONWD	FERTILIZER	153	WEST
CP 133	COTTONWD	PASS	1711	BOTH
CP 142	FENN	PASS	1056	BOTH
CP 142	FENN	HOUSE	1140	BOTH
CP 149	GRANGEVILLE	McGREGOR	330	WEST
CP 149	GRANGEVILLE	IDAPINE 1	3828	EAST
CP 149	GRANGEVILLE	IDAPINE 2	1300	EAST
CP 149	GRANGEVILLE	IDAPINE 3	550	EAST
CP 149	GRANGEVILLE	UNION	1453	WEST
CP 149	GRANGEVILLE	PASS	2520	BOTH
CP 149	GRANGEVILLE	VC	1110	BOTH
CP 149	GRANGEVILLE	FERTILIZER	115	WEST
CP 149	GRANGEVILLE	HOUSE	450	BOTH
<b>3rd SUBDIVISION</b>				
CP 0	RIPARIA	TRACK 1	7800	BOTH
CP 0	RIPARIA	TRACK 2	6700	BOTH
CP 0	RIPARIA	TRACK 3	5700	BOTH
CP 15	CENTRAL FERRY	PASS	5228	BOTH
CP 22	PENAWAWA	PASS	4538	BOTH
CP 35	ALMOTA	PASS	495	BOTH
CP 45	CRUM	PASS	3685	BOTH
CP 50	BALLAST TRACK	SPUR	1900	EAST
CP 59	MOSES	PASS	538	BOTH

Sta. No.	Location	Track	Length In Feet	Switch Opens
CP 69	TRANSFER	PASS	4015	BOTH
CP 69	TRANSFER	MATERIAL TRACK	1135	EAST
<b>4th SUBDIVISION</b>				
CH 3	KONKOLVILLE	SPUR	1200	WEST
CH 10	CEDAR CANYON	SPUR	234	WEST
CH 15	RUDO	PASS	2930	BOTH
CH 15	RUDO	POCKET	290	WEST
CH 20	HALEY	PASS	726	BOTH
CH 25	ROONEY	PASS	528	BOTH
CH 29	JAYPE	TRACK 1	2376	BOTH
CH 29	JAYPE	TRACK 2	2244	BOTH
CH 29	JAYPE	TRACK 3	726	WEST
CH 29	JAYPE	TRACK 4	1220	WEST
CH 29	JAYPE	CHIP	580	WEST
CH 29	JAYPE	MILL	1280	WEST
CH 29	JAYPE	MUSSEL-SHELL	330	EAST
CH 29	JAYPE	HOUSE	150	EAST
CH 30	REVLING	SPUR	2800	WEST

