

SPEED TABLE

Time Per Mile		Miles Per Hr.	Time Per Mile		Miles Per Hr.
Min.	Sec.		Min.	Sec.	
	--	60	2	----	30
	1	59	2	10	27.6
	2	58	2	15	26.6
	3	57.1	2	20	25.7
	4	56.2	2	30	24
	5	55.3	2	40	22.5
	6	54.5	2	45	21.8
	7	53.7	2	50	21.2
	8	52.9	3	----	20
	9	52.1	3	9	19
	10	51.4	3	20	18
	12	50	3	31	17
	15	48	3	45	16
	20	45	4	----	15
	25	42.3	5	----	12
	30	40	6	----	10
	40	36	7	30	8
	45	34.3	10	----	6
	50	32.7			

LOCATION OF STRETCHERS:

Lewiston, Idaho—Union Station
 East Lewiston—Yard Office
 Orofino, Idaho
 Headquarters, Idaho
 Stites, Idaho
 Grangeville, Idaho

AUTHORIZED SURGEONS

DR. J. E. CARSSOW, Chief Surgeon, Lewiston, Idaho
 DR. R. T. HOPKINS, Orofino, Idaho
 DR. K. H. COLLINS, Craigmont, Idaho
 DR. C. H. BRYAN, Kamiah, Idaho

Camas Prairie Railroad Co.

TIME TABLE

97

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

Sunday, June 20, 1954

For the Government of Employees only. The Company reserves the right to vary therefrom at its pleasure. Be positive that you have the Current Time Table, and destroy all previous numbers. Read carefully the Special Instructions and always carry a copy for reference and a copy of OPERATING RULES.

I. A. WOLTERS
Manager

C. L. FARIS
Trainmaster-Road Foreman
of Engines

E. W. RICHEY
Chief Dispatcher

Westward SECOND SUBDIVISION Eastward

FIRST CLASS		Distance from Grangeville		Water, Fuel, Scales, Tables, Wyes and Yard Limits	Time Table No. 97		Distance from Spalding		Capacity of Side Tracks		FIRST CLASS	
343	Passenger	Station Numbers			Effective June 20, 1954		344	Passenger				
Daily					STATIONS						Daily	
AM					Telegraph Offices and Calls							
11.05	C P 149	0.0	W YX		Ge GRANGEVILLE D	66.5	60	AM			10.56	
					7.0							
s 11.18	C P 142	7.0	W		Fn FENN D	50.5	35	s			10.37	
					8.5							
s 11.37	C P 133	15.5	X		Co COTTONWOOD D	51.0	50	s			10.19	
					5.3							
11.47	C P 128	20.8			SAND SPUR	45.7	10				10.10	
					3.4							
s 11.54	C P 126	24.2			Rg. FERDINAND D	42.3	31	s			10.04	
					7.9							
s 12.10	C P 117	32.1	XW		Vo CRAIGMONT D	34.4	30	s			9.49	
					4.5							
f 12.18	C P 113	36.6	X		CRAIG JUNCTION P	29.9	9	f			9.38	
					3							
	C P 112	36.9	X		CLICKS	29.6	6					
					3.5							
s 12.27	C P 109	40.4	YXw		Ru REUBENS P D	26.1	30	s			9.32	
					6.6							
12.50	C P 102	47.0	w		NUCRAG P	19.5	11				9.08	
					7.4							
s 1.10	C P 94	54.4	w		Cu CULDESAC PD	12.1	20	s			8.46	
					2.4							
f 1.13	C P 92	56.8			JACQUES P	9.7	35	f			8.40	
					1.7							
f 1.15	C P 91	58.5			BUNDY	8.0	15	f			8.37	
					2.7							
s 1.20	C P 88	61.2			SWEETWATER	5.3	20	s			8.31	
					2.0							
s 1.23	C P 86	63.2			Fi LAPWAI PD	3.3	25	s			8.26	
					3.3							
s 1.30	C P 83	66.5	YX		SPALDING P	0.0	No Sdg.	s			8.20	
Daily								Daily				
See Page 2								See Page 2				
2.25					Time Over Sub-Division			2.36				
27.52					Average Speed Per Hour			25.58				

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

Special Instructions Pages 5-6

Westward THIRD SUBDIVISION Eastward

SECOND CLASS		FIRST CLASS		Distance from Lewiston		Water, Fuel, Scales, Tables, Wyes and Yard Limits	Time Table No. 97		Distance from Riparia		FIRST CLASS		SECOND CLASS	
859	Freight	73	U. P. Passenger	Station Numbers			Effective June 20, 1954		74	U. P. Passenger	860	Freight		
Daily		Daily			STATIONS			Daily		Daily		Daily		
					Telegraph Offices and Calls									
PM		PM			De Wn LEWISTON P DN	72.0	450	AM		AM		AM		
9.00		7.45		C P 72	1.0			7.30		3.15				
					TRANSFER	71.0	15			3.12				
9.03		7.48		C P 71	1.0			7.24		3.12				
					5.1									
9.14	f	7.55		C P 66	6.1			7.17		3.00				
					4.2									
9.24	f	8.00		C P 62	10.3			7.12		2.50				
					6.8									
9.41	f	8.10		C P 55	17.1	w		7.02		2.33				
					5.4									
9.55	f	8.17		C P 50	22.5			6.55		2.17				
					5.6									
10.08	f	8.26		C P 44	28.1			6.45		2.03				
					1.0									
10.10	s	8.28		C P 43	29.1			6.43		2.01				
					3.2									
10.17	f	8.35		C P 40	32.3			6.37		1.54				
					1.6									
10.21	f	8.37		C P 38	33.9			6.35		1.50				
					2.1									
10.26	s	8.40		C P 36	36.0	w		6.30		1.45				
					3.8									
10.35	f	8.46		C P 32	39.8			6.24		1.35				
					2.9									
10.42	f	8.51		C P 29	42.7			6.19		1.29				
					5.2									
10.55	f	8.57		C P 24	47.9			6.13		1.15				
					1.7									
11.00	f	9.00		C P 22	49.6			6.10		1.10				
					3.5									
11.08	f	9.05		C P 19	53.1			6.05		1.02				
					3.0									
11.15	f	9.09		C P 16	56.1			6.01		12.55				
					1.4									
11.18	f	9.11		C P 15	57.5	w		5.59		12.52				
					4.9									
11.30	f	9.19		C P 10	62.4			5.50		12.40				
					9.6									
12.01	9.40			C P 0	72.0	C Y WX		5.35		12.15				
AM	PM	AM	PM					AM		AM				
Daily	Daily							Daily		Daily				
3.01	1.55							1.55		3.00				
24.0	37.56							37.56		24.0				
					Time Over Sub-Division									
					Average Speed Per Hour									

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

Except No. 859 is Superior to 860

No. 860 may run ahead of No. 74 Riparia until overtaken without train order authority, avoiding delay to the greatest extent.

Special Instructions Page 6 .

Westward

FOURTH SUBDIVISION

Eastward

Station Numbers	Distance from Headquarters	Water, Fuel, Scales Tables, Wyes and Yard Limits	Time Table No. 97			Distance from Orofino	Capacity of Side Track
			Effective June 20, 1954				
			STATIONS				
			Telegraph Offices and Calls				
CH 40	0.0	W C X Y	HQ	HEADQUARTERS	PD	40.0	138
				2.0			
CH 38	2.0	X		DEER CREEK	P	38.0	
				3.8			
CH 34	5.8			SUMMIT	P	34.2	56
				3.0			
CH 31	8.8			HELPHREY		31.2	Spur 5
				1.3			
CH 30	10.1	X		REVLING	P	29.9	12
				1.1			
CH 29	11.2	W Y X		JAYPE	P	28.8	110
				.9			
CH 28	12.1	X		NELSON	P	27.9	4
				1.5			
CH 26	13.6			QUARTZ		26.4	
				1.3			
CH 25	14.9			ROONEY		25.1	10
				3.1			
CH 22	18.0			PLACER		22.0	Spur 8
				.4			
CH 21	18.4			POORMAN		21.6	Spur 10
				2.1			
CH 20	20.5			HALEY		19.5	12
				.3			
CH 19	20.8			OMILL	P	19.2	
				.3			
CH 18	21.1			COW CREEK		18.9	
				4.2			
CH 15	25.3	W		RUDO	P	14.7	60
				5.1			
CH 10	30.4			CEDAR CANYON		9.6	Spur 3
				3.8			
CH 6	34.2			FOHL	P	5.8	Spur 18
				5.8			
CS 32	40.0	W C T X	OF	OROFINO	PD N	0.0	

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

Special Instructions Pages 6-7

GENERAL INSTRUCTIONS

Employees will be governed by the Consolidated Code of Operating Rules and, except on the Third Subdivision, by the Safety Rules and Special Instructions of the Idaho division of the Northern Pacific Railway. On the Third Subdivision employees will be governed by the Union Pacific Railroad Special Instructions and Safety Rules of the Oregon Division and in addition at Ripairia will be governed by Union Pacific Oregon Division Time Table in use of Union Pacific track.

SPECIAL INSTRUCTIONS
ALL SUBDIVISIONS

SPEED RESTRICTIONS—All Trains and Engines:

- When handling wrecker, pile driver, ditcher or similar equipment, or engine with side and main rods disconnected 20 M.P.H.
Engines backing (except Diesel) 15 M.P.H.
Handling logs or gravel..... 25 M.P.H.
Light engines observe speed of passenger trains.
Passenger trains with Gas-electric or Diesel engines may run at speed of ten (10) miles per hour faster than passenger trains with steam engines.
- When necessary to take slack of freight trains with helper on rear, it should be done by the helper engine.
- Trains handling logs, when meeting passenger trains will not proceed unless the passenger train is standing still or has moved by the log cars. Conductors of all trains picking up logs must know personally that cars are not overloaded, or improperly loaded, and are safe to move without loss of lading.
- Wedge snow plows will not be used on passenger trains. When wedge plows are in service only one engine will be used. If two engines in work train service using wedge plows, second engine will only be used to pull plow out when stuck in drift.

FIRST SUBDIVISION

- AT LEWISTON**—Under no circumstances should cars be kicked in on single ended tracks. In handling cars ahead of engine on the inclines at the "Pacific Fruit," "Prairie Flour Mills" and "Frosted Foods," coupling should be made before switch is opened to the incline.
- AT ARROW**—Time of trains applies at Junction switch.
- AT FOREBAY**—Time of trains applies at cross-over switch.
- SPEED RESTRICTIONS:**
All trains will not exceed speed of 10 M.P.H. over highway crossing, serving mill of the Potlatch Forests, Inc., 1,000 feet east of east switch East Lewiston.
Trains handling logs between Stites and Orofino will run at restricted speed through rock cuts, prepared to stop short of projecting rocks, because of impaired clearance to stakes.

LOCATION	Maximum Speed		REMARKS
	Miles Per Hour	Passgr. Ft.	
Between Lewiston and Orofino.....	40	30	
	30	25	On curves over 3 degrees.
Between Forebay and North Lapwai..	10	10	Over bad spots between 4000 feet West and 4500 feet West of MP 132.
Between Orofino and Stites.....	35	25	
At Lewiston	4	4	Over 18th Street crossing.
At East Lewiston.....	15	15	Over east switch.

5. BRIDGE AND ENGINE RESTRICTIONS:

At Lewiston, the following yard tracks only may be used by N.P. "W-5" power: Two main leads east and west leading to round house and tracks 1 to 10 inclusive.

Steam engines heavier than N.P. Class "W" and U.P. Class "MacArthur" not permitted East of Orofino on the First Sub-Division. All trains using N.P. class "W" or U.P. "MacArthur" when switching Rochdale Spur at Orofino reach in with sufficient cars to keep engines off sharp curve west of highway crossing.

Bridge 50-1 one mile west of Kamiah will not clear Ditcher unless stack and hood are removed. Double header engines not permitted.

At Stites, passenger cars not permitted on house track, account clearance.

6. SPECIAL STOPS:

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

Nos. 323 and 324 will stop on flag at Myrtle Bridge, Fir Bluff, Big George and stop at Pardee to take on cream and put off cream cans.

7. REGISTER STATIONS:

Lewiston—For first class trains and passenger extras.

East Lewiston—For second class and inferior trains except passenger extras. First class trains will register when directed to do so by train order.

Spalding. Arrow. Orofino. Stites.

8. BULLETIN STATIONS: Lewiston, East Lewiston, Orofino, Stites.

9. CLEARANCE EXCEPTIONS: At Arrow and Stites when no operator on duty, trains will not require clearance to comply with Rule 83 (B).

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

11. IMPAIRED CLEARANCE:

At Lewiston, loading platform on south side of track at Northwest Cities Gas spur will not clear man on side of car. Spur in mill yard Potlatch Forests, Inc., loading match planks and at wood pile rock spur will not clear man on side of car.

Loading platform on Snake River Ave. will not clear man on side of car.

At Kamiah, Twin Feather Mills Spur located West of Bridge 50-1, will not clear man on side of car.

At Kamiah, Kooskia and Stites—Impaired clearance on house tracks and spurs where lumber is piled for loading into cars.

At Stites—On Potlatch Forest track at Jammer base will not clear man on sides or top of car. Log flats spotted on this track must have stakes down and into clear. Pole gate just east of loading platform must be down before cars are spotted. East switch at Stites must be kept lined for house track.

12. DERAIL SWITCHES:

Lewiston—West end of Northwest Cities Gas spur.
West end of cinder pit track.

338 feet east of switch to cinder pit track. Also on west lead. 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.

Stites—West end of Stockyard track.

13. STANDARD TIME CLOCKS:

Lewiston, East Lewiston, Orofino, Stites.

14. WATCH INSPECTORS:

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

SPECIAL INSTRUCTIONS

SECOND SUBDIVISION

1. SPEED RESTRICTIONS:

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

2. ENGINE RESTRICTIONS:

Steam Engines heavier than N.P. Class "W" and U.P. Class "MacArthur" not permitted East of Culdesac on the Second Sub-Division.

3. MOUNTAIN GRADES:

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

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

The normal position of the train order signal at Reubens is "STOP" for westward trains when operator is on duty and will not be changed to indicate proceed, except for westward trains to pass when block is clear and when there are no orders.

The operator at Reubens and Culdesac will keep a record of when westward trains pass Reubens and Culdesac. The operator at Culdesac will not report westward trains clear at that station until they are into clear on the siding or the rear of the train has passed telegraph office 300 feet.

If communication fails operator at Reubens will issue clearance endorsed "means of communication have failed, proceed after preceding train has gone forty-five (45) minutes." When no operator on duty at Reubens westward trains will register and follow preceding train not less than forty-five (45) minutes. Light engines may proceed under operating rules.

Test of air brakes on westward freight or mixed trains as prescribed by N.P. air brake rule 55 must be made at Reubens. The air brakes must be charged to a maximum of 90 pounds and conductors must know by caboose gauge that this pressure is obtained before making terminal test.

Air test card must be filled out and left with Agent at Culatesac. Enginemen will maintain a working pressure of 90 pounds at Reubens, apply retainers where possible and keep applied until actual foot of grade is reached.

4. **PUSHER DISTRICT:** Between Lewiston and Reubens.
5. **REGISTER STATIONS:** Spalding, Grangeville.
6. **BULLETIN STATIONS:** Grangeville.
7. **CLEARANCE EXCEPTIONS:**
At Spalding, no clearance required.
At Grangeville when no operator on duty, trains will not require clearance to comply with Rule 83 (B).
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. **DERAIL SWITCHES:**
Fort 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.
Culatesac—West end of siding. West end of House track.
West end of Mill spur. West end of Oil track.
Nucrag—West end of siding.
Reubens—West end of siding.
Clicks—West end.
Craig Junction—West end of transfer track.
Craigmont—East end of transfer track.
Craig Mountain Lumber Co. Spur—Between Cottonwood and Fenn.
Cottonwood—East end of stock track.
Haener Spur—East end between Fenn and Grangeville.
Grangeville—West end of Farmer Union Warehouse track.
West end V. C. track.
10. **Grangeville**—When cars are being loaded from Farmers Union Warehouse, all trains using this track will spot not less than two cars with brakes securely set, eight car lengths west of this warehouse.
11. **WATCH INSPECTOR:** Lewiston, Idaho, Deans Jewellery.

SPECIAL INSTRUCTIONS THIRD SUBDIVISION

I. ENGINE RESTRICTIONS:

N.P. class "W" or "MacArthur" type engines must not go in on No. 1 track spur at Riparia. When necessary to use this track, trains must hold onto sufficient cars. On all other spurs at Riparia the above engines must not go beyond four car lengths beyond switch.

2. SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles Per Hour		REMARKS
	Pasgr.	Fr.	
At any point.....	With care		At restricted speed when sand is blowing, especially just west of Ridpath.
Between Riparia and Lewiston	45	35	
Over curve approach each end of Bridge 71.23 over Clearwater River, Lewiston	30	30	

3. SPECIAL STOPS:

Nos. 73 and 74 will stop on flag at Wilma School House M. P. 66.5 Adams Crossing M. P. 57.9 Kelly Ranch M. P. 51.5 Granite Point M. P. 45.5 and seven poles east of M. P. 53 between Indian and Bishop.

No. 74 will stop at Byers Ranch just west of Moses to pick up milk.

4. REGISTER STATIONS:

Riparia.

Lewiston for first class trains and passenger extras.

East Lewiston, for second class and inferior trains, except passenger extras.

5. YARD LIMITS: Lewiston

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

6. IMPAIRED CLEARANCE

Transfer: Loading platform at Troy Pine Mills.

7. BULLETIN STATIONS: Lewiston, East Lewiston, Riparia.

8. DERAIL SWITCH: Almota

—East end warehouse track.

Peyton—Both ends of siding.

9. STANDARD TIME CLOCKS: Lewiston, East Lewiston.

10. WATCH INSPECTORS: Lewiston, Deans Jewellery.

SPECIAL INSTRUCTIONS FOURTH SUBDIVISION

I. SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles Per Hour		REMARKS
	Pasgr.	Fr.	
Between Orofino and Jaype.....	15	15	Looking out for slides and wash-outs.
Between Jaype and Summit	20	20	
Between Summit and Headquarters ..	12	12	
At Orofino, over Johnson Street.....	5	5	
On curve at M. P. 3 between Orofino and Fohl.....	8	8	
From M. P. 5 to Bridge 5, between Orofino and Fohl.....	10	10	
On curve at M. P. 35, between Summit and Headquarters.....	8	8	

Run prepared to stop short of slides in cut 1200 feet east and 2000 feet east of M. P. 29 between Jaype and Revling.

Look out for falling rocks and slides where apt to occur, especially between M. P. 10 and M. P. 12 between Cedar Canyon and Rudo and between M. P. 23 and M. P. 26 between Poorman and Quartz.

2. BRIDGE AND ENGINE RESTRICTIONS:

On P. F. I. spurs between Jaype and Headquarters, Camas Prairie engines not permitted beyond restricted sign. Helper engines must not be placed on rear unless full tonnage is being handled or when helper is needed for switching at rear.

At Fohl, engines must not go beyond clearance point on Rock Spur.

At Rudo, engines must not go beyond frog of spur.

3. MOUNTAIN GRADES:

Westward trains must stop at Rudo to inspect train.

Test of air brakes on freight or mixed trains as prescribed by N.P. air brake rule 55 must be made at Summit in both directions. The air brakes must be charged to a maximum of 90 pounds and Conductors must know by caboose gauge that this pressure is obtained before making terminal test.

Air test card must be filled out and left with Agent at Orofino. Enginemen will maintain a working pressure of 90 pounds at Summit, applying retainers where possible and keep applied until actual foot of grade is reached.

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

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

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

7. CLEARANCE EXCEPTIONS:

At Headquarters when no operator on duty, trains will not require clearance to comply with Rule 83 (B).

8. **YARD LIMITS:** Tracks between yard limit signs east of Revling and west of Nelson will be operated as one yard. Deer Creek is within Headquarters yard limits.

9. DERAIL SWITCHES:

Orofino—West end of run around track. West end of material track. West end log loading track 150 feet east of Standard Oil switch.

Standard Oil spur west end, also protects planer track.

Fohl—280 feet from head block.

Rudo—West end, in pocket of siding.

Omill—West end.

Haley—West end of siding.

Poorman—West end.

Placer—West end.

Rooney—West end.

Quartz—140 feet east of switch.

Jaype—120 feet east of west main track switch protecting main track. 110 feet east of west main track switch protecting tracks 1 and 2. 110 feet east of wye lead switch protecting wye.

Revling—West end of siding.

Summit—West end in pocket siding.

Deer Creek—East end of each interchange track.

10. **STANDARD TIME CLOCKS:** Orofino.

11. **WATCH INSPECTOR:** Orofino, H. W. Servatius.

TONNAGE RATING OF FREIGHT ENGINES

SUB DIVISION	DISTRICT	CLASS OF ENGINE					
		U. P. MacA	N. P. W	U. P. 730 768 CLASS	Diesel GP-9	N. P. T S-4	U. P. 1742-60 707-23 CLASS
FIRST EASTWARD	Lewiston to Arrow	2500	2400	2000	3000	1800	1800
	Arrow to Stites	3200	3000	2400	3750	2150	2150
SECOND EASTWARD	Spalding to Sweetwater	1100	1000	900	1250	700	700
	Sweetwater to Culatesac	780	760	680	950	500	500
	Culatesac to Reubens	550	500	450	625	250	250
	Reubens to Craigmont	1500	1400	1250	1900	950	950
	Craigmont to Grangeville	1800	1650	1450	2100	950	950
SECOND WESTWARD	Grangeville to Ferdinand	1600	1450	1250	2000	800	800
	Ferdinand to Craig Jct.	1800	1650	1450	2200	950	950
	Reubens to Culatesac		Sixty cars, maximum 4,000 tons				
THIRD EASTWARD	Riparia to Lewiston	5000	4800	2300	6000	2100	2100
FOURTH EASTWARD	Orofino to Summit	725	600	525	900	425	400
	Summit to Headquarters		Train	Limit	Eighty	Five	Cars
FOURTH WESTWARD	Headquarters to Summit	900	750	650	1100	525	450
	Summit to Orofino		Train	Limit	Eighty	Five	Cars

