

PEND OREILLE VALLEY RAILROAD

TIME TABLE No. 2

Taking effect at
1:01 a.m. Pacific Standard Time
Monday, July 13, 1987

For the Government and Information
of Employee only

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
60	60	70	51.4
61	59	75	48
62	58.1	80	45
63	57.1	85	42.4
64	56.3	90	40
65	55.4	100	36
66	54.5	120	30
67	53.7	144	25
68	52.9	180	20
69	52.2	240	15
		360	10

D.A. GARRETT

L.B. MAGART

H.A. BOND

PORT BOARD OF COMMISSIONERS

R.L. SHANKLIN
RAILROAD OPERATIONS MANAGER

K.J. TURNER
MGR. OF TRAFFIC AND FINANCE

K.L. NEVITT
ROADMASTER



MEMBER

PEND OREILLE VALLEY RAILROAD

NORTHWARD ↓	Capacity in cars		Distance from Newport	Stations	Distance from Metaline Falls	See Rule S-7	Office Hours	SOUTHWARD ↑
	Sidings	Other Tracks						
	44	77	0.0	Newport	60.8	W B F J K P O Q	7am to 3:30 pm Except Sat/Sun	
			7.1	7.1 Wolfred	53.7			
	13		11.6	4.5 Dalkena	49.2	W		
	28		16.8	5.2 Usk	44.0			
		20	18.9	2.1 Cusick	41.9			
	12		19.1	0.2 Calispell	41.7			
		13	28.4	9.3 Jared	32.4			
	7		36.6	9.2 Blueslide	23.2			
		15	42.0	9.4 Tiger	13.8			
	39	8	51.0	4.0 Ione	9.8			
	17	158	60.8	9.8 Metaline Falls	0.0	B F K P O T Y Z		

Trains must not exceed a maximum speed of 25 Miles Per Hour. A 3 percent ascending grade extends from North end of Vail Tunnel to M.P. 56.2 and a 3 percent descending grade from M.P. 56.2 to M.P. 56.4.

Yard Limits

Newport - Extend from south end of yard tracks, north to 2000 feet north of north passing track switch.

Metaline Falls - Extend from north end of yard tracks, south to 1,800 feet south of south passing track switch.

SPECIAL RULES

Pend Oreille Valley Railroad trains are operated under the Code of Operating and Safety Rules and Regulations, Edition 1985, except when changed or superseded by bulletin or Special Instructions.

This Railroad desires that every precaution shall be taken to prevent injury to its employees and prohibits their doing any work in any manner that will jeopardize their own safety, or that of their fellow employees.

SPECIAL INSTRUCTIONS

S-1 Three yellow discs are mounted on uprights on the bents on the east side of bridge WN-100 over Box Canyon, located between M.P. 54 and M.P. 55 between Ione and Vail Tunnel, to act as a slide warning device.

If any of these signs are missing or disarranged, trains must stop and inspect bridge to know it is safe before passing over it.

S-2 Trains must proceed at restricted speed at the following locations:

- o through Blueslide Tunnel located between M.P. 38 and M.P. 39;
- o over Bridge WN-100 located at Box Canyon between M.P. 54 and M.P. 55;
- o between the north portal of Vail Tunnel to 500 feet north of M.P. 56; and
- o between 2400 ft. North of MP 59 and 1200 ft. North of MP 60

S-3 When flat spots develop enroute on car or engine wheels, speed of train must be reduced. Tests indicate that it is desirable, in order to reduce the impact, to operate cars or engine at a speed under seventeen (17) M.P.H.

S-4 When operating Flanger in snow service it is undesirable to handle more than two (2) loaded revenue cars when flanging snow. Flanger must not be moved when unattended, unless safety chains and locking devices are in place.

S-5 Track car lineups will not be issued. Track cars will be moved as the way is known to be clear.

S-6 When approaching grade crossings protected by automatic signals train, engine or other track equipment which activates signals must approach prepared to stop short of crossing if it is evident signals are not operating. If signals are not operating, crossing must be flagged.

S-7 The following letters placed in the columns provided in the Time Table indicates:

"B" - Bulletins or Special Instructions;

"F" - Fuel;

"J" - Junction;

"K" - Standard Clock;

"O" - Agent or Operator;

"P" - Company Telephones;

"Q" - Radio Installation;

"R" - Train Register;

"T" - Turntable or Wye;

"U" - Railroad Crossing;

"W" - Water;

"X" - Crossover;

"Y" - Yard Limits;

"Z" - Track Scales.

S-8 The railroad radios must be used only in connection with railroad business and in compliance with the operating rules. All transmissions must be preceded by the word "POVA". (example: "POVA Engine 101 calling POVA Base".)

S-9 At Newport, Burlington Northern has operating rights on main line and track #'s 1, 2 and 3. Normal set out for the BN is on track #3. Normal set out for POVA is on track #1.

GENERAL INFORMATION

EMERGENCY PHONE NUMBERS:

Fire:

- Newport/447-3161
- Cusick/447-3161
- Metaline Falls/446-2151
- Ione/442-3600

Police:

- Newport/447-5611 or 447-3151
- Cusick/447-3151
- Metaline Falls/446-2211 or 446-4195
- Ione/442-3600

Sheriff/Pend Oreille County - 447-3151

LOCATION OF HOSPITALS:

Newport Community Hospital/447-2441

Mt. Linton Hospital - Metaline Falls/446-4701

PORT EMPLOYEES PHONE NUMBERS:

- R.L. Shanklin/ 447-4263
- K.J. Turner/ 445-1173 or 445-1103
- K.L. Nevitt/ 447-3663
- J. Bussard/ 446-2057
- R.E. Thomas/ 446-3355
- M. Adams/ 446-2410
- C.W. Bauer/ 445-1585
- S.D. Grass/ 446-4503
- F.A. Mirabal/ 442-3879
- C.G. Robbins/ 447-2296

PORT/RAILROAD OFFICES PHONE NUMBERS:

- General Office - Newport/447-4911
- R.R. Operations Mgr. & Agent/447-2361
- Shop - Metaline Falls/446-2122

GENERAL INFORMATION continued

PUBLIC TELEPHONE BOOTHS LOCATED AT:

- Dalkena/Hide-a-way Cafe
- Usk/Usk General Store
- Cusick/Harv & Pearl's Tavern @ 206 1st Avenue
- M.P. 32/Outpost Resort
- Blueslide/Blueslide Resort
- Ione/Main Street (across from Drift Inn Tavern)

MP
0

B.N. to Sandpoint

B.N.

← To Metaline Falls

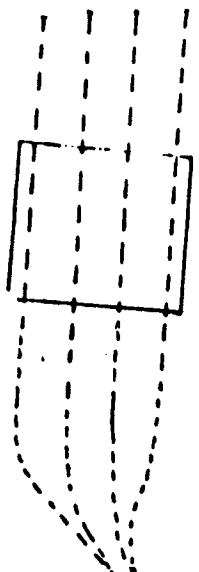
Main Line

1

2

3

Newport Yard



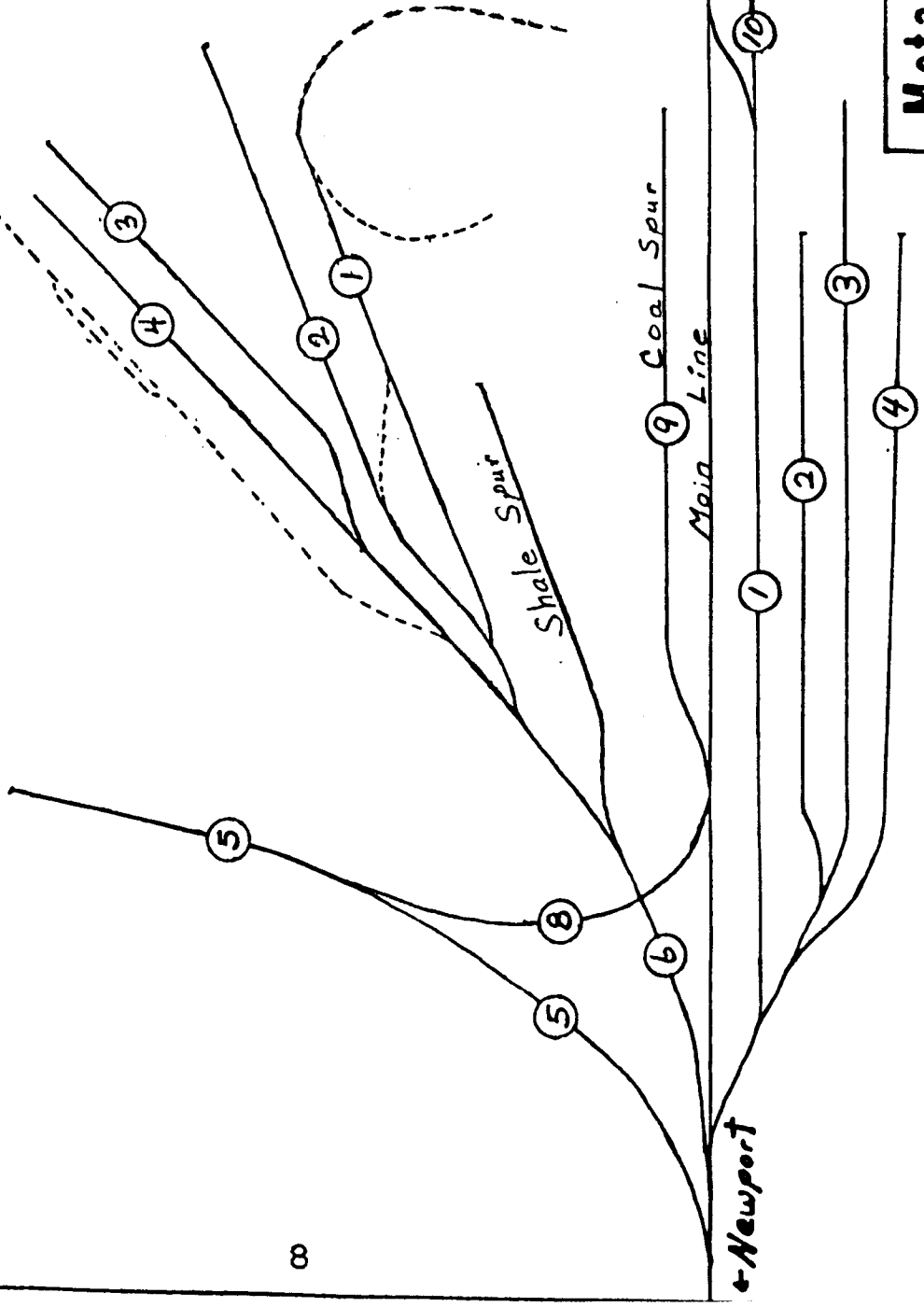
Lehigh Cement Co.

MP
60.8

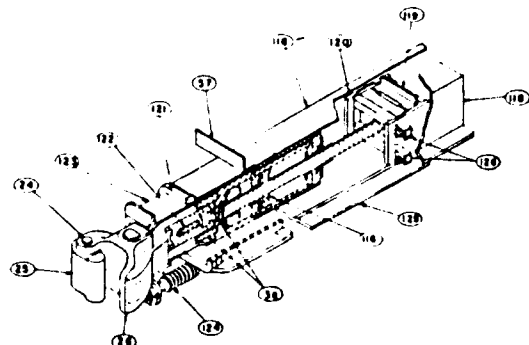
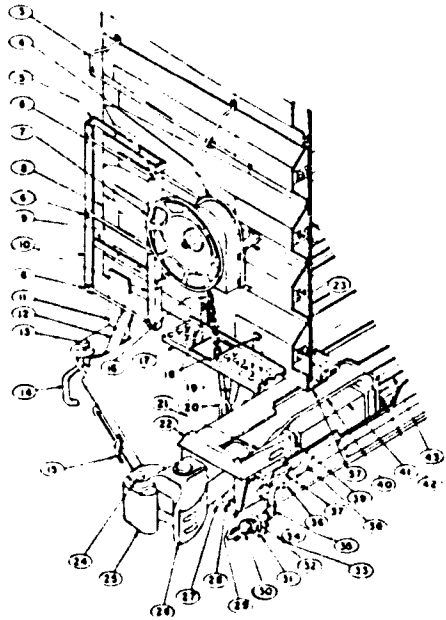
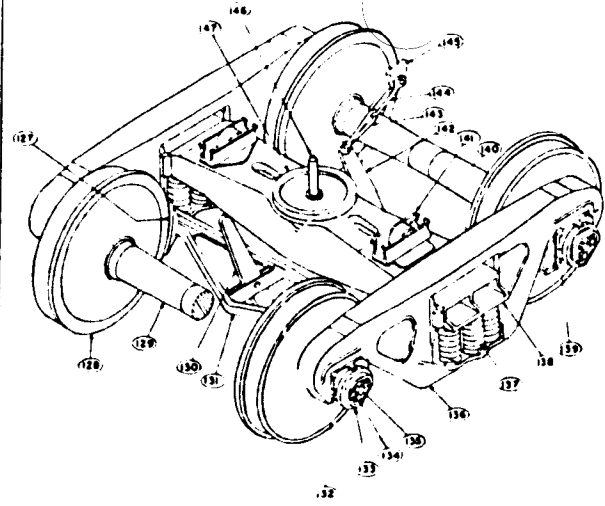
Engine House

Defeat

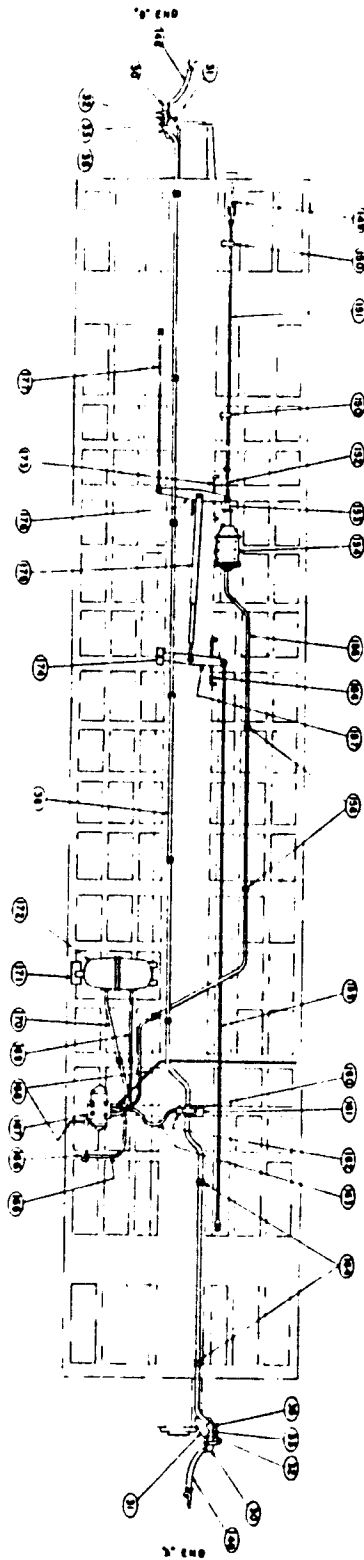
Metaline Falls Yard



CAR CHART



END OF CAR CUSHIONING



3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/2" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolter
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolter
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 3/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 3/4"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/2"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 3/4"
170. Emergency reservoir pipe, 3/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end