CAMAS PRAIRIE RAILROAD CO.

Employes' Time Table

Effective May 2, 1915

12:01 A. M. "Pacific Time"

For the Government and Information of Employes only, and not intended for the use of the public.

The Company reserves the right to vary from this Time Table at pleasure

F. N. FINCH,

Manager.

LEWISTON STATIONERY AND PRINTING CO. 11866

FIRST SUBDIVISION

Time Table No. 25
Effective May 2, 1915
Succeeding No. 24

Westward: Third Class 885 N. P. Freight, Tuesdays Thursdays Saturdays	Third Class 857 Freight, Sundays Tuesdays & Fridays	Third Class 871 N. P. Freight, Ex. Mon.	Second Class 661 N. P. Freight, Ex. Mon.	First Class 313 N. P. Passenger, Daily	First Class 311 N. P. Passenger, Daily	First Class 343 Passenger, Daily	First Class 323 N. P. Passenger, Daily	Water, Fuel, Scales, Tables and Wyes.	Station Numbers.	Distance from Grangeville.	STATIONS — Telegraph Offices and Calls	Distance From Lewiston	Capacity of Side Tracks	First Class 312 N. P. Passenger, Daily	First Class 314 N. P. Passenger, Daily	First Class 324 N. P. Passenger, Daily	First Class 344 Passenger, Daily	Second Class 662 N. P. Freight, Ex. Mon.	Third Class 872 N. P. Freight, Ex. Mon.	Third Class 858 Freight, Mondays Wedns'dys Saturdays	Third Class 886 N. P. Freight, Mondays Wedns'd'ys Fridays
	AM 7.10 L 343					AM s 7.00 L 857		W C Y	C P 149	0.0	Ge GRANGEVILLE D	76.8	60				PM A s6.55			PM A 3.50	
	7.45					s7.20			C P 142	7.1	Fn FENN D (7.1)	69.7	35				s6.30			3.05	
	8.45					s7.45			C P 133	15.6	Co COTTONWOOD D (8.5)	61.2	50				s6.05			2.20	
	9.45					s8.10		W	C P 125	2.2	Rg. FERDINAND D (8.6)	52.6	20				s5.40			1.35	
	10.45					s8.35			C P 117	32.1	Vo VOLLMER D (7.9)	44.7	30				s5.15			12.50	
	11.25					s8.50		W ¾ Mi E	C P 113	36.6	CRAIG JUNCTION P (4.5)	40.2					s5.00			12.25	
	12.01 12.40					s9.00		Y	C P 109	40.4	Ru REUBENS D (3.8)	36.4	30				s4.50			12.05 PM 11.45 AM	
	1.10 1.20					9.25		W	C P 102	47.0	NUCRAG P (6.6)	29.8	11				4.10			10.55	
	2.00					s9.55 858		W	C P 94	54.5	Cu CULDESAC D (7.5)	22.3	20				s3.35			9.55 9.30 343	
	2.20					s10.02			C P 92	57.0	JACQUES (2.5)	19.8	8				s3.24			9.15	
	2.30					s10.07			C P 91	58.6	BUNDY (1.6)	18.2	15				s3.18			9.00	
	2.45					s10.15			C P 88	61.2	SWEETWATER (2.6)	15.6	20				s3.10			8.30	
	2.58 344	N. P.	N P.	N. P.	N. P.	s10.23	N. P.		C P 86	63.0	Fi FORT LAPWAI D (1.8)	13.8	25	N. P.	N. P.	N. P.	s2.58 857	N. P.	N P.	8.00	
PM L 12.05	3.18 311	AM L 10.40 343	AM L 6.10	PM L s9.40	PM L 2.27 857	s10.33 871	AM L s8.48 858-886	Y	C P 83	66.5	JOSEPH P (3.5)	10,3	No Sdg.	AM A s8.23	PM A s1.03	PM A s2.03	s2.50	PM A 7.30	AM A 11.30	7.50 323	AM A 8.48 323
12.10	3.25	10.45 AM A	6.15	s9.45	s 2.32 2.37 344	s10.38 872	s8.53		C P 82	67.4	NORTH LAPWAI D (0.9)	9.4	50	s8.20	s 1.00	s2.00	s 2.45 2.35 311	7.25	11.25 AM 343 L	7.45	8.40
					f	f			C P 76	73.4	GURNEY (6.0)	3.4	2	f	f						
12.40 314 PM A	4.10 PM A		6.45 858 AM A	s10.10 PM A	s 3.05 PM A	s11.00 AM A	s 9.15 AM A	O W C T	C P 72	76.8	De Wn LEWISTON DN (3.4)	0.0	450	s 8.00 886 AM 858 L	s 12.40 PM 885 L	s1.40 PM L	s2.15 PM L	7.00 PM L		7.00 661 312 AM L	8.05 312 AM L
Tuesdays Thursdays Saturdays	Sundays Tuesdays & Fridays	Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily				76.8			Daily	Daily	Day	Daily	Ex. Mon.	Ex. Mon.	Mondays Wedns'dys Saturdays	Mondays Wedns'd'ys Fridays
.35	9.00	.05	.35	.30	.38	4.00	.27				Time Over District			.23	.23	.23	4.40	.30	.05	8.50	-43
17.7	8.5	10.8	17.7	20.6	16.3	19.2	22.9				Average Speed Per Hour			26.9	26.9	26.9	16.5	20.6	10.8	8.7	14.4

SECOND SUBDIVISON

Time Table No. 25
Effective May 2, 1915
Succeeding No. 24

Westward: Second Class 859 Mixed, Daily	First Class 5 Passenger, Daily	Water, Fuel, Scales, Tables and Wyes	Station Numbers	Distance from Lewiston	STATIONS — Telegraph Offices and Calls	Distance From Riparia	Capacity of Side Tracks	First Class 6 O.W.R.&N. Passenger, Daily	Second Class 860 Mixed, Daily
AM L 7.00 6	PM L 7.00	O W C T	C P 72	0.0	De Wn LEWISTON DN (1.0)	72.0	450	AM A s 7.00 859	PM A 5.40
7.03	7.03		C P 71	1.0	TRANSFER (5.1)	71.0	15	6.56	5.37
7.23	f 7.12		C P 66	6.1	WILMA (3.4)	65.9	70	f 6.43	5.20
7.33	f 7.21		C P 63	9.5	ALPOWA (0.8)	62.5	7	f 6.37	5.08
7.35	f 7.23		C P 62	10.3	MOSES (6.8)	61.7	70	f 6.35	5.06
7.56	f 7.39	W	C P 55	17.1	INDIAN (5.4)	54.9	70	f 6.21	4.43
8.14	f 7.50		C P 50	22.5	BISHOP (1.8)	49.5	70	f 6.09	4.25
8.20	f 7.54		C P 48	24.3	TRUAX (3.8)	47 7	14	f 6.05	4.19
8.33	f 8.03		C P 44	28.1	CRUM (1.0)	43.9	75	f 5.58	4.06
8.36	f 8.05		C P 43	29.1	WAWAWAI (1.0)	42.9	14	f 5.56	4.03
8.39	f 8.07		C P 42	30.1	INTERIOR (5.9)	41.9	19	f 5.52	4.00
8.59	s 8.20	W	C P 36	36.0	Ma ALMOTA D (6.8)	36.0	70	s 5.39	3.40
9.22	f 8.36		C P 29	42.8	SWIFT (5.3)	29.2	70	f 5.25	3.17
9.40	f 8.47		C P 24	48.1	PENAWAWA (5.2)	23.9	70	f 5.13	2.59
9.57	f 8.58		C P 19	53.3	PURRINGTON (4.2)	18.7	12	f 5.02	2.42
10.11	f 9.08	W	C P 15	57.5	CENTRAL FERRY P (4.9)	14.5	70	f 4.52	2.28
10.27	f 9.19		C P 10	62.4	RIDPATH (4.0)	9.6	28	f 4.42	2.12
10.40	f 9.28		C P 6	66 4	FLAGPOLE (5,6)	5.6	3	f 4.33	1.59
11.00 AM A	s 9.45 PM A	C Y	C P 0	72.0	Ax RIPARIA DN	0.0	70	s 4.20 AM L	1.40 PM L
Daily	Daily				72.0			Daily	Daily
4.00	2.45				Time Over District			2.40	4.00
18.0	26.2				Average Speed Per Hour			27.0	18.0

Eastward Trains are superior to Trains of the same class in the opposite direction.

In the operation of the Camas Prairie Railroad employees will be governed by the Operating Department Rules and Regulations of the Northern Pacific Railway. Employees must provide themselves with a copy of the Book of Rules and Regulations of the Operating Department of the Northern Pacific Railway Co. They will also provide themselves with copy of rules and current time table of the Fourth Division of the Oregon-Washington Railroad & Navigation Co. and be governed by same in the use of terminals at Riparia.

Trains 5, 6, 859 and 860 will stop on flag to pick up or let off passengers about one mile east of Central Ferry where ferry crosses the river.

When sand is blowing engineers will run with great care and under control where they cannot see track is clear.

Mountain grade extends between Reubens and Sweetwater. Derails are located as follows: Cottonwood, Vollmer, Craig Junction, Reubens, Nucrag, Culdesac, Bundy, Sweetwater and Fort Lapwai. Except when in use, derails must be left open. All trains will move between Joseph and North Lapwai under telephone block — Westward trains will secure block over telephone from agent North Lapwai and Eastward trains will surrender block to agent North Lapwai by telephone from Joseph. If impossible to raise North Lapwai block may be secured from or surrendered to Dispatcher at Lewiston. Train 344 will take siding at North Lapwai for Train 311.

IMPORTANT——Special attention is called to rules 731 to 737, inclusive, regarding operation on mountain grades between Reubens and Sweetwater.

TONNAGE RATING OF FREIGHT ENGINES

FIRST SUB-DIVISION	Class S 1-2-3-4, F-1 A	Class S 1-2-3-4, F-1 B	Class F, F 4 A	Class F, F 4 B	Class E 1 A	Class E 1 B	Class E 2-3 D 2-3 A	Class E 2-3 D 2-3 B	Class B, B 1 A	Class B, B 1 B	Class C A	Class C B
Eastward												
Joseph to Sweetwater	700	640	600	540	540	486	480	432	450	405	360	324
Sweetwater to Culdesac	500	450	400	350	350	300	300	250	250	200	200	150
Culdesac to Reubens	250	200	200	150	150	130	125	100	100	75	75	50
Reubens to Vollmer	950	900	800	750	700	650	650	600	575	525	525	475
Westward												
Vollmer to Reubens	950	900	800	750	750	700	700	650	625	575	550	500
Reubens to Culdesac						Thirty	Cars					
Culdesac to Sweetwater						Sixty	Cars					
Sweetwater to Joseph						Sixty	Cars					

COMMERCIAL SPURS

DISTANCE FROM LEWISTON		Car Capacity
First Sub-division		
Clicks	39.9 "	8
Second Sub-division		
Hunts	33.8 "	2

AUTHORIZED SURGEONS:

DR. J. B. MORRIS, Chief Surgeon, Lewiston, Ida.
DR. G. S. STOCKTON, Dist. Surgeon, Grangeville, Ida.

Registering Stations:
Lewiston, Riparia.
Joseph and Grangeville.

Bulletin Stations:
Lewiston,
Riparia,
Grangeville.