

official file (y)

CAMAS PRAIRIE RAILROAD CO.

Employes' Time Table

56

Effective September 21, 1924

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

R. E. HANRAHAN, *Manager*

AUTHORIZED SIGNATURES
DR. H. B. MCKENZIE, Chief Engineer, Lewiston, Idaho.
DR. J. C. GIBSON, Chief Engineer, Lewiston, Idaho.
DR. W. H. WELLS, Chief Engineer, Lewiston, Idaho.
DR. W. H. WELLS, Chief Engineer, Lewiston, Idaho.
DR. W. H. WELLS, Chief Engineer, Lewiston, Idaho.

COMMERCIAL SPURS
DISTANCE FROM LEWISTON

Spur	Distance
...	...

TONNAGE RATING OF FREIGHT ENGINES

Subdivision	Class	Rating
...

Westward								FIRST SUBDIVISION								Eastward								Westward								SECOND SUBDIVISION								Eastward							
THIRD CLASS				Second Class		FIRST CLASS				Water, Fuel, Scales, Tables and Wyes.	Station Numbers.	Distance from Grangeville	Time Table No. 56 Effective Sept. 21, 1924 Succeeding No. 55			Distance from Lewiston	Capacity of Side Tracks	FIRST CLASS				Second Class		THIRD CLASS		Water, Fuel, Scales, Tables and Wyes.	Station Numbers	Distance from Lewiston	Time Table No. 56 Effective Sept. 21, 1924 Succeeding No. 55			Distance from Riparia	Capacity of Sidetracks	FIRST CLASS		Second Class											
885	857	871	661	313	311	343	323	STATIONS					312	314	324			344	662	872	858	886	859	5	7				STATIONS					6	8	860											
N. P. Freight	Freight	N. P. Freight	N. P. Freight	N. P. Passenger	N. P. Passenger	Passenger	N. P. Passenger	Ge	Fenn				Co	Rg.	Vo			Craig Junction	Ru	Nucrag	Cu	Jacques	Bundy	Sweetwater	Fi				Joseph	Ni	Gurney			East Lewiston	De Wn	Lewiston	De Wn	Transfer	Wilma	Alpowa	Moses	Indian	Bishop	Truax	Crum	Wawawai	Interior
Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays	Ex. Mon.	Daily	Daily	Daily	Daily	W CY	CP 149	0.0	76.8	60	PM 7.10	AM 7.10	Ex. Sun.	Mondays Wedn'sdys Fridays	Mondays Wedn'sdys Fridays	Mondays Wedn'sdys Fridays	PM 3.00	PM 7.00	AM 9.20	W CY	CP 72	0.0	72.0	450	AM 7.40	AM 3.40	AM 2.30																		
4.30									CP 142	7.1	69.7	35	s 6.47							3.05	7.03	9.23	CP 71	1.0	71.0	15	7.36	3.37	2.24																		
									CP 133	15.6	61.2	50	s 6.22							3.25	7.15	9.34	CP 66	6.1	65.9	70	7.27	3.25	2.07																		
									CP 125	24.2	52.6	20	s 6.00							3.35	7.23	9.42	CP 63	9.5	62.5	7	7.20	3.18	1.53																		
									CP 117	32.1	44.7	30	s 5.40							3.38	7.25	9.44	CP 62	10.3	61.7	70	7.18	3.16	1.49																		
									CP 113	36.6	40.2	9	s 5.27							4.00	7.41	9.59	W CY	CP 55	17.1	54.9	70	7.04	3.02	1.24																	
									CP 109	40.4	36.4	30	s 5.17							4.24	7.53	10.11	CP 50	22.5	49.5	70	6.53	2.51	1.04																		
									CP 102	47.0	29.8	11	4.37							4.32	7.57	10.15	CP 48	24.3	47.7	14	6.49	2.48	12.56																		
									CP 94	54.5	22.3	20	s 4.09							4.52	8.06	10.24	CP 44	28.1	43.9	75	6.41	2.41	12.40																		
									CP 92	57.0	19.8	8	s 3.55							4.57	8.08	10.26	CP 43	29.1	42.9	14	6.39	2.39	12.35																		
									CP 91	58.6	18.2	15	f 3.49							5.01	8.10	10.28	CP 42	30.1	41.9	19	6.37	2.37	12.31																		
									CP 88	61.2	15.6	20	s 3.39							5.25	8.24	10.41	W CY	CP 36	36.0	36.0	70	6.25	2.25	12.11																	
									CP 86	63.0	13.8	25	s 3.30	N. P.	N. P.	N. P.	s 3.30	N. P.	N. P.	5.30	8.40	10.56	CP 29	42.8	29.2	70	6.11	2.11	11.30																		
									CP 83	66.5	10.3	No Sdg.	s 8.22	s 1.04	s 1.40	s 3.20	8.00	7.45	5.10	6.12	8.52	11.08	CP 24	48.1	23.9	70	6.00	2.00	11.10																		
									CP 82	67.4	9.4	50	s 8.20	s 1.00	s 1.35	s 3.15	7.55	7.40	5.00	6.26	9.04	11.20	CP 19	53.3	18.7	12	5.49	1.49	10.55																		
									CP 76	73.5	3.3	2	f 8.06	12.46	f 1.21	f 2.56	7.35	7.20	4.35	6.35	9.10	11.26	CP 16	56.1	15.9	4	5.43	1.43	10.40																		
									O WC T	76.0	0.8	450	8.02	12.42	1.17	2.52	7.30	7.15	4.30	6.47	9.14	11.29	W CY	CP 15	57.5	14.5	70	5.40	1.40	10.35																	
									CP 72	76.8	0.0		8.00	12.40	1.15	2.50	PM L	AM 8.00	AM 12.40	7.08	9.24	11.40	CP 10	62.4	9.6	28	5.30	1.30	10.18																		
													Daily	Daily	Daily	Daily	Ex. Sun.	Mondays Wedn'sdys Fridays	Mondays Wedn'sdys Fridays	7.23	9.31	11.49	CP 6	66.4	5.6	3	5.22	1.22	10.05																		
																			7.50	9.45	12.01	CP 0	72.0	0.0	70	5.10	1.10	9.45																			
																			Daily	Daily	Daily	W CY					Daily	Daily	Daily																		
																			4.50	2.45	2.41						2.30	2.30	4.45																		
																			16.6	26.2	26.2						27.8	27.8	15.2																		

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

In the operation of the Camas Prairie Railroad employes will be governed by the Operating Department Rules and Regulations of the Northern Pacific Railway. Employes 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 Third Division of the Oregon-Washington Railroad & Navigation Lines and be governed by same in the use of terminals at Riparia.

All passenger trains, except No. 314 and No. 313, will stop on flag at the Nez Perce County Poor Farm near Mile Post 130 to pick up and let off passengers.

Time shown for first-class trains at East Lewiston, is the time of departure at the west lead switch to the main track.

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

Mountain grade extends between Reubens and Sweetwater. Derails are located as follows: Cottonwood, Craigmont, Craig Junction, Reubens, Nucrag, Culdesac, Bundy, Sweetwater and Fort Lapwai. Except when in use, derails must be left open. Westward freight trains will stop 10 minutes at Nucrag and 15 minutes at Culdesac to cool wheels. Pusher District between Lewiston and Reubens. No. 859 has right over No. 860 Lewiston to Riparia. No. 7 has right over No. 8 Lewiston to Riparia.

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

TONNAGE RATING OF FREIGHT ENGINES

FIRST SUB-DIVISION	ENGINES													
	Class M		Class S 1-2-3-4, F-1				Class F, F 4		Class E 1		Class E 2-3 D 2-3		Class B, B 1	
	A	B	A	B	A	B	A	B	A	B	A	B	A	B
EASTWARD														
Joseph to Sweetwater	1050	975	700	640	600	540	540	486	480	432	450	405		
Sweetwater to Culdesac	600	550	500	450	400	350	350	300	300	250	250	200		
Culdesac to Reubens	325	250	250	200	200	150	150	130	125	100	100	75		
Reubens to Craigmont	1100	1000	950	900	800	750	700	650	650	600	575	525		
WESTWARD														
Craigmont to Reubens	1100	1000	950	900	800	750	750	700	700	650	625	575		
Reubens to Culdesac														
Culdesac to Sweetwater														
Sweetwater to Joseph														

COMMERCIAL SPURS

DISTANCE FROM LEWISTON		Car Capacity
First Sub-division		
Clicks	39.9 Mi.	8
Second Subdivision		
Hunts	33.8 "	2
Schultz	39.8 "	3

AUTHORIZED SURGEONS

DR. J. B. MORRIS, Chief Surgeon, Lewiston, Idaho.
 DR. O. C. CARSSOW, Local Surgeon, Lewiston, Idaho.
 DR. W. P. HABEL, Local Surgeon, Lewiston, Idaho.
 DR. S. A. ROE, Oculist, Lewiston, Idaho.
 DR. G. S. STOCKTON, Dist. Surgeon, Grangeville, Idaho.

Registering Stations: Lewiston, Riparia, Joseph, Craigmont and Grangeville.
 Bulletin Stations: Lewiston, Riparia, Grangeville.

Standard Clock Dispatcher's Office, Lewiston

E. M. GRANT, Chief Dispatcher.