

# CAMAS PRAIRIE RAILROAD CO.

## Employees' Time Table

Effective Jan. 1, 1912

12:01 A. M. "Pacific Time"

For the Government and Information of Employees 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,

*Superintendent.*



WEST BOUND							FIRST DISTRICT			EAST BOUND				WEST BOUND		SECOND DISTRICT			EAST BOUND													
THIRD CLASS		Second Class	FIRST CLASS				Time Table No. 12			FIRST CLASS				THIRD CLASS		Second Class	2nd CLASS		FIRST CLASS	2nd CLASS												
857		855	663	233	231	243	239	Effective Jan. 1, 1912			232	234	240	244	856	858	664	Effective Jan. 1, 1912		Succeeding No. 11												
Night		N. P. Freight	N. P. Freight	N. P. Passenger	N. P. Passenger	Passenger	N. P. Passenger	STATIONS			N. P. Passenger	N. P. Passenger	N. P. Passenger	Passenger	N. P. Freight	Freight	N. P. Freight	STATIONS		Succeeding No. 11												
Ex. Sun. & Wed.		Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Telegraph Offices and Calls			Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Sun. & Wed.	Daily	Telegraph Offices and Calls		Succeeding No. 11												
AM	L					AM	L	W	CP	Distance From Grangeville.	Ge	GRANGEVILLE	D	76.8	60	PM	A	AM	L	PM	A	De	LEWISTON	DN	72.0	180	AM	A	PM	A		
7.10	243					7.00		W	CP 149	0.0	Ge	GRANGEVILLE	D	76.8	60	6.45	3.50					De	LEWISTON	DN	72.0	180	10.40		5.00			
7.45						7.20			CP 142	7.0		FENN		69.8	35	6.20	3.05						TRANSFER		71.0	15	10.37		4.56			
8.45						7.45			CP 133	15.6	Co	COTTONWOOD	D	61.2	50	5.55	2.20						WILMA		65.9	70	10.24		4.40			
9.45						8.10		W	CP 125	24.3		STEUNENBERG	P	52.5	20	5.30	1.85						ALPOWA		62.6		10.17		4.30			
10.45						8.35			CP 117	32.2	Vo	VOLLMER	D	44.6	30	5.05	12.50						MOSES		61.7	70	10.15		4.27			
11.25						8.50		W	CP 113	36.6		CRAIG JUNCTION	P	40.2		4.50	12.25					W	INDIAN		54.9	70	10.01		4.04			
12.01 PM						9.00		Y	CP 109	40.5	Ru	REUBENS	D	36.3	30	4.40	12.05 PM						BISHOP		49.5	70	9.49		3.46			
12.40	858					9.55		W	CP 94	54.8	Cu	CULDESAC	D	22.0	20	3.25	9.55						TRUAX		47.7		9.45		3.40			
2.00						10.07			CP 91	58.6		CALDWELLS		18.2	15	3.08	9.30						CRUM		43.9	75	9.36		3.27			
2.20						10.15			CP 88	61.2		SWEETWATER		15.6	20	3.00	9.15						WAWAWAI		43.0	14	9.34		3.23			
2.43						10.23			CP 86	63.4		FORT LAPWAI		13.4	12	2.48	8.45						INTERIOR		41.9	19	9.32		3.20			
2.48	244	N. P.	N. P.	N. P.	N. P.	10.33	N. P.	Y	CP 83	66.5		JOSEPH	P	10.3		2.40	8.35					W	ALMOTA	D	36.0	70	9.19		3.00			
3.08	855	2.30 AM	6.35	9.44	2.20	10.33	8.43		CP 82	67.4	Ni	NORTH LAPWAI	D	9.4	50	8.15	1.03	1.50	2.40	9.50	8.35	6.30	9.06	9.19	6	7.20		7.36		7.47		
3.15	2.45	6.45	9.47	2.25	10.38	8.48			CP 76	73.3		GURNEY		3.5	2	2.35	2.20	2.31	9.45	8.25	6.25	9.41	9.59	7.36		7.74		7.88		7.95		
4.00	3.25	7.15	10.10	2.50	11.00	9.10			CP 72	76.8	De	LEWISTON	DN	0	180	7.45	12.40	1.25	2.00	9.10	7.50	6.00	10.30	8.08		8.08		8.32		1.48		
Ex. Sun. & Wed.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Sun. & Wed.	Daily	S 11.15	8.45	72.0	8.00	70	1.00				
8.50	.55	.40	.26	.30	4.00	.27										.30	.23	.25	4.45	.40	8.00	.30	Daily	Daily		Daily		Daily		Daily		
8.7	11.2	15.0	23.7	20.4	19.2	22.8										20.4	26.9	24.7	16.1	15.0	9.5	20.4	16.9	26.2		2.40		4.00				
										Average Speed Per Hour																						

East-bound 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 Washington Division of the Oregon-Washington Railroad & Navigation Co. and be governed by same in the use of terminals at Riparia. Trains 859 and 860 will not stop at intermediate stations to pick up passengers.

Trains 5 and 6 will stop on flag to pick up or let off passengers about one mile east of Central Ferry where ferry crosses the river; also at Flagpole spur between M. P. 5 and 6.

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: Craig Junction, Reubens, Culdesac, Caldwell's and Sweetwater. Except when in use, derails must be left open.

All trains will move between Joseph and North Lapwai under telephone block—West bound trains will secure block over telephone from agent North Lapwai and East bound 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 244 will take siding at North Lapwai for Train 231.

**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 DISTRICT	ENGINES											
	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		Class C	
	A	B	A	B	A	B	A	B	A	B	A	B
East Bound												
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
West Bound												
Vollmer to Reubens	950	900	800	750	750	700	700	650	625	575	550	500
Reubens to Culdesac								Twenty				
Culdesac to Sweetwater								Thirty				
Sweetwater to Joseph								Thirty				

**COMMERCIAL SPURS**

DISTANCE FROM LEWISTON		Car Capacity
Jacques	19.9 Miles	
Gwyns	37.8 "	6
Clicks	39.9 "	8
Flagpole	66.3 "	3

**AUTHORIZED SURGEONS:**

DR. J. B. MORRIS, Chief Surgeon, Lewiston, Ida.  
DR. F. A. CAMPBELL, Dist. Surgeon, Grangeville, Ida.

**Registering Stations:**

Lewiston, Riparia.  
Joseph and Grangeville.