CAMAS PRAIRIE RAILROAD CO.

Employes' Time Table

15

Effective December 29, 1912

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 PRINTING & BINDING CO

FIRST SUBDIVISION

Westward: THIRD CLASS 857 — Night, Ex. Mon.	855 N. P. Freight, Ex. Mon.	Second Class 663 N. P. Freight, Daily	FIRST CLASS 233 N. P. Passenger, Daily	231 N. P. Passenger, Daily	243 — Passenger, Daily	239 N. P. Passenger, Daily	Water, Coal, Scales, Tables and Wyes.	Station Numbers.	Distance from Grangeville.	Time Table No. 15 Effective Dec. 29, 1912 Succeeding No. 14 — STATIONS — Telegraph Offices and Calls	Distance From Lewiston	Capacity of Side Tracks	FIRST CLASS 232 N. P. Passenger, Daily	234 N. P. Passenger, Daily	240 N. P. Passenger, Daily	244 — Passenger, Daily	THIRD CLASS 856 N. P. Freight, Ex. Mon.	858 — Freight, Ex. Mon.	Second Class 664 N. P. Freight, Daily
AM 7.10 L 243					AM s7.00 L 857		W C Y	C P 149	0.0	Ge GRANGEVILLE D	76.8	60				PM A s6.45		PM A 3.50	
7.45					s7.20			C P 142	7.0	7.0 — FENN	69.8	35				s6.20		3.05	
8.45					s7.45			C P 133	15.6	8.6 — Co COTTONWOOD* D	61.2	50				s5.55		2.20	
9.45					s8.10		W	C P 125	24.3	8.7 — STEUNENBERG P	52.5	20				s5.30		1.35	
10.45					s8.35			C P 117	32.2	7.9 — Vo VOLLMER D	44.6	30				s5.05		12.50	
11.25					s8.50		W ¾ Mi E	C P 113	36.6	4.4 — CRAIG JUNCTION P	40.2					s4.50		12.25	
12.01 PM 12.40 858					s9.00		Y W 6.1 W	C P 109	40.5	3.9 — Ru REUBENS D	36.3	30				s4.40		12.05 PM 11.45 AM 857	
2.00					s9.55 858		W	C P 94	54.8	14.3 — Cu CULDESAC D	22.0	20				s3.25		9.55 9.50 243	
2.10					s10.02			C P 92	56.9	2.1 — JACQUES	19.9	8				s3.14		9.35	
2.20					s10.07			C P 91	58.6	1.7 — BUNDY	18.2	15				s3.08		9.20	
2.35					s10.15			C P 88	61.2	2.6 — SWEETWATER	15.6	20				s3.00		9.00	
2.43 2.48 244	N. P.	N P.	N. P.	N. P.	s10.23	N. P.		C P 86	63.4	2.2 — Fi FORT LAPWAI D	13.4	12	N. P.	N. P.	N. P.	s2.48 857	N P.	8.20	N. P.
3.08 231	AM 10.40 L 243	AM 6.35 L	PM s9.44 L	PM 2.20 L 857	s10.33 855	AM s8.58 L 858	Y	C P 83	66.5	3.1 — JOSEPH P	10.3	No Sdg.	AM s8.30 A	PM s1.03 A	PM s1.50 A	s2.40	AM 11.40 A	8.10 239	PM 6.30 A
3.15	10.45 AM A	6.45	s9.47	s 2.25 244	s10.38	s9.03		C P 82	67.4	0.9 — Ni NORTH LAPWAI D	9.4	50	s8.25	s1.00	s1.45	s 2.35 2.20 231	11.35 AM L	8.00	6.25
				f	f			C P 76	73.3	5.9 — GURNEY	3.5	2	f	f		f			
4.00 A		7.15 232 858 AM A	s10.10 PM A	s 2.50 PM A	s11.00 AM A	s 9.25 AM A	O W C T	C P 72	76.8	3.5 — De Wn LEWISTON DN	0.0	180	s8.00 663 AM 858 L	s 12.40 PM L	s1.25 PM L	s2.00 PM L		7.20 663 232 AM L	6.00 PM L
Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily				76.8			Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily
8.50	.05	.40	.26	.30	4.00	.27				Time Over District			.30	.23	.25	4.45	.05	8.00	.30
8.7	12.0	15.0	23.7	20.4	19.2	22.8				Average Speed Per Hour			20.4	26.9	24.7	16.1	12.0	9.5	20.4

SECOND SUBDIVISON

Westward: 2nd CLASS 859 Freight, Daily Ex. Sat.	FIRST CLASS 5 — Passenger, Daily	7 — Passenger, Daily	Water, Coal, Scales, Tables and Wyes	Station Numbers	Distance from Lewiston	Time Table No. 15 Effective Dec. 29, 1912 Succeeding No. 14 — STATIONS — Telegraph Offices and Calls	Distance From Riparia	Capacity of Side Tracks	FIRST CLASS 6 — Passenger, Daily	8 — Passenger, Daily	2nd CLASS 860 Freight, Daily Ex. Sat.
AM L 6.15	PM s6.00 L 860	AM s8.30 L	O W C T	C P 72	0.0	De Wn LEWISTON DN	72.0	180	AM s10.40 A	PM s 3.25 A	PM 5.45 A 5
6.19	6.03	8.33		C P 71	1.0	1.0 — TRANSFER	71.0	15	10.37	3.22	5.40
6.38	f 6.12	f 8.42		C P 66	6.1	5.1 — WILMA	65.9	70	f 10.24	f 3.09	5.20
6.50	f 6.21	f 8.51		C P 63	9.4	3.3 — ALPOWA	62.6	4	f 10.17	f 3.02	5.07
6.54	f 6.23	f 8.53		C P 62	10.3	0.9 — MOSES	61.7	70	f 10.15	f 3.00	5.03
7.20	f 6.39	f 9.09	W	C P 55	17.1	6.8 — INDIAN	54.9	70	f 10.01	f 2.46	4.35
7.40	f 6.50	f 9.21		C P 50	22.5	5.4 — BISHOP	49.5	70	f 9.49	f 2.34	4.15
7.47	f 6.54	f 9.25		C P 48	24.3	1.8 — TRUAX	47 7	4	f 9.45	f 2.30	4.08
8.01	f 7.03	f 9.36 6		C P 44	28.1	3.8 — CRUM	43.9	75	f 9.36 7	f 2.21	3.54
8.05	f 7.05	f 9.38		C P 43	29.0	0.9 — WAWAWAI	43.0	14	f 9.34	f 2.19	3.50
8.09	f 7.07	f 9.41		C P 42	30.1	1.1 — INTERIOR	41.9	19	f 9.32	f 2.17	3.46
8.33	s 7.20	s 9.54	W	C P 36	36.0	5.9 — Ma ALMOTA D	36.0	70	s9.19	s 2.04	3.22
9.00 9.05 6	f 7.36	f 10.08		C P 29	42.8	6.8 — SWIFT	29.2	79	f 9.05 859	f 1.50	2.55
9.25	f 7.47	f 10.20		C P 24	48.1	5.3 — PENAWAWA	23.9	70	f 8.53	f 1.38	2.35
10.00	f 8.08	f 10.41	W	C P 15	57.5	9.4 — CENTRAL FERRY	14.5	70	f 8.32	f 1.17	2.00
10.35	f 8.28	f 11.00		C P 6	66 3	8.8 — FLAGPOLE	5.7	3	f 8.13	f12.58	1.25
11.00 AM 7 A	s8.45 PM A	s 11.15 AM 859 A	C Y	C P 0	72.0	5.7 — Ax RIPARIA DN	0.0	70	s 8.00 AM L	s 12.45 PM 860 L	1.00 PM 8 L
Dly. Ex.Sat.	Daily	Daily				72.0			Daily	Daily	Dly Ex.Sat.
4.45	2.45	2.45				Time Over District			2 40	2,40	4.45
15.0	26.2	26.2				Average Speed Per Hour			27.0	27.0	15.0

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 Washington Division of the Oregon-Washington Railroad & Navigation Co. and be governed by same in the use of terminals at Riparia.

Trains 5, 6, 7 and 8 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: Craig Junction, Reubens, Culdesac, Caldwells 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 A	B	Class F, F 4 A	B	Class E 1 A	B	Class E 2-3 D 2-3 A	B	Class B, B 1 A	B	Class C 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	Cars					
Culdesac to Sweetwater						Thirty	Cars					
Sweetwater to Joseph						Thirty	Cars					

COMMERCIAL SPURS

DISTANCE FROM LEWISTON		Car Capacity
Gwyns	37.8 "	6
Clicks	39.9 "	8

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.