

CAMAS PRAIRIE RAILROAD CO.

Employees' Time Table

Effective February 8, 1914

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

IMPORTANT—Special attention is called to rules No. 10, inclusive, regarding operation on mountain grades between Redmond and Westport. It is impossible to raise North Lapsley block to take North Lapsley train. Telephone from Joseph. If impossible to raise North Lapsley block may be secured from Westport to Westport at Lewiston. Train No. 10 will take siding at North Lapsley for Train No. 10. All trains will move between Joseph and North Lapsley under telephone block. — Westward trains will secure block over telephone from agent North Lapsley and Eastward trains will secure block to agent North Lapsley by Mountain grade extends between Redmond and Westport. Details are located in following. Cargoes, baggage, freight, mail and express, except when in use, details must be left open. Whistle and blowing engineers will run with grain cars and an engine. Train No. 10 will take siding at North Lapsley for Train No. 10. 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 the same. Employees 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 the same. Eastward trains are superior to trains of the same class in the opposite direction.

FIRST SUB-DIVISION	TONNAGE RATING OF FREIGHT ENGINES									
	Class 1-3-4 E1		Class 2		Class 3		Class 4		Class 5	
	A	B	A	B	A	B	A	B	A	B
Westport to Redmond	700	640	480	420	320	280	240	200	160	120
Redmond to Westport	700	640	480	420	320	280	240	200	160	120
Westport to Colfax	600	560	420	380	280	240	200	160	120	80
Colfax to Westport	600	560	420	380	280	240	200	160	120	80
Westport to Redmond	500	460	320	280	180	140	100	60	20	0
Redmond to Westport	500	460	320	280	180	140	100	60	20	0
Westport to Colfax	400	360	220	180	80	40	0	0	0	0
Colfax to Westport	400	360	220	180	80	40	0	0	0	0
Westport to Redmond	300	260	120	80	0	0	0	0	0	0
Redmond to Westport	300	260	120	80	0	0	0	0	0	0
Westport to Colfax	200	160	0	0	0	0	0	0	0	0
Colfax to Westport	200	160	0	0	0	0	0	0	0	0
Westport to Redmond	100	60	0	0	0	0	0	0	0	0
Redmond to Westport	100	60	0	0	0	0	0	0	0	0
Westport to Colfax	0	0	0	0	0	0	0	0	0	0
Colfax to Westport	0	0	0	0	0	0	0	0	0	0

F. N. FINCH,
Manager.

AUTHORIZED SURGEONS:
Dr. J. B. MORRIS, Chief Surgeon, Lewiston, Ida.
Dr. G. S. STOCKTON, Chief Surgeon, Grandville, Ida.

REGISTERING STATIONS:
Lewiston, Riparia,
Joseph and Grandville.

