

CAMAS PRAIRIE RAILROAD CO.

Employees' Time Table

Effective March 1st, 1914

12:01 A. M. "Pacific Time"

IMPORTANT—Special attention is called to 131 to 137 inclusive, regarding operation on mountain grades between Reubens and Sweetwater. It is impossible to raise North Laramie block may be secured from an authorized Dispatcher at Lewiston. Train 314 will take siding at North Laramie for Train 311. All trains will move between Joseph and North Laramie under telephone block—Westward trains will secure block over telephone from agent North Laramie and Eastward trains will secure block to agent North Laramie by Mountain grade extends between Reubens and Sweetwater. Details are located as follows: Craig Junction, Reubens, Culbass, Hundt and Sweetwater. Except when in use, details must be left open. When sand is blowing engineers will run with great care and an authorized engineer will run with great care and an authorized engineer will run with great care and an authorized engineer will run with great care. Trains 2, 6, 7 and 8 will stop on lay to pick up or let off passengers about one mile east of North Laramie. Navigation Co. and be governed by same in the use of telephone block. They will also provide themselves with copy of rates and current time table of the Washington Division of the Oregon-Washington Railroad & Navigation Co. Rules and Regulations of the Operating Department of the Northern Pacific Railway Co. Employees must provide themselves with a copy of the Book of Rules and Regulations of the Operating Department 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. Eastward trains are superior to trains of the same class in the opposite direction.

FIRST SUB-DIVISION		TONNAGE RATING OF FREIGHT ENGINES											
		Class 1 14-24-T-1				Class 2 14-24-T-2				Class 3 14-24-T-3			
		A		B		A		B		A		B	
Eastward to Sweetwater	700	640	600	540	480	440	400	360	320	280	240	200	160
Sweetwater to Culbass	500	450	400	350	300	250	200	150	100	50	0	0	0
Culbass to Reubens	350	300	250	200	150	100	50	0	0	0	0	0	0
Reubens to Volturn	250	200	150	100	50	0	0	0	0	0	0	0	0
Volturn to Reubens	150	100	50	0	0	0	0	0	0	0	0	0	0
Reubens to Culbass	50	0	0	0	0	0	0	0	0	0	0	0	0
Culbass to Sweetwater	0	0	0	0	0	0	0	0	0	0	0	0	0
Sweetwater to Joseph	0	0	0	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, Dist. Surgeon, Grangeville, Ida.

Registering Stations:
Lewiston, Riparian.
Joseph and Grangeville.

Westward							FIRST SUBDIVISION										Eastward			Westward							SECOND SUBDIVISION										Eastward		
THIRD CLASS		Second Class	FIRST CLASS				Water, Coal, Scales, Tables and Wyes.	Station Numbers.	Distance from Grangeville.	Time Table No. 21	Effective Mar. 1, 1914	Succeeding No. 20	STATIONS	Telegraph Offices and Calls	Distance from Lewiston	Capacity of Side Tracks	FIRST CLASS		THIRD CLASS		Second Class	2nd CLASS		FIRST CLASS		Water, Coal, Scales, Tables and Wyes.	Station Numbers	Distance from Lewiston	Time Table No. 21	Effective Mar. 1, 1914	Succeeding No. 20	STATIONS	Telegraph Offices and Calls	Distance from Riparia	Capacity of Side Tracks	FIRST CLASS		2nd CLASS	
857	871	661	313	311	343	323			Time Table No. 21			312	314	324	344	872	858	662	2nd CLASS		FIRST CLASS		5	7				Time Table No. 21			6	8	860						
Freight	N. P. Freight	N. P. Freight	N. P. Passenger	N. P. Passenger	Passenger	N. P. Passenger			Effective Mar. 1, 1914			N. P. Passenger	N. P. Passenger	N. P. Passenger	Passenger	N. P. Freight	Freight	N. P. Freight	Freight	Passenger	Passenger	Passenger	O. W. R. & N. Passenger	O. W. R. & N. Passenger				Effective Mar. 1, 1914			O. W. R. & N. Passenger	Passenger	Freight						
Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily			Succeeding No. 20			Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	Daily Ex. Tues.	Daily	Daily	Daily	Daily	Daily				Succeeding No. 20			Daily	Daily	Daily Ex. Tues.						
AM 7.10					AM 7.00		W	CP	0.0	Ge	GRANGEVILLE	D	76.8	60					PM 3.50			AM 7.00			W	CP	0.0	De	LEWISTON	DN	72.0	180	AM 7.40	PM 6.40					
					857		CY	149			7.0											860			WT	72			1.0				PM 4.20						
7.45					7.20			142	7.0	Fh	FENN	D	69.8	35								7.03	9.17			CP	71	71.0	15			7.36	4.17	6.35					
								133	8.6	Co	COTTONWOOD	D	61.2	50								7.23	9.27			CP	66	65.9	70			7.23	4.04	6.15					
8.45					7.45			125	8.7	Rg.	FERDINAND	D	52.5	20								6	9.27			CP	63	62.6	7			4.04		6.15					
9.45					8.10		W	117	7.9	Vo	VOLLMER	D	44.6	30								7.35	9.36			CP	62	61.7	70			7.35	3.57	6.02					
10.45					8.35			113	4.4		CRAIG JUNCTION	P	40.2									7.39	9.38			CP	55	54.9	70			7.39	3.55	5.58					
11.25					8.50		W	109	3.9	Ru	REUBENS	D	36.3	30								8.05	9.54			CP	50	54.9	70			7.01	3.41	5.30					
12.01 PM					9.00		Y	109	6.1	W	6.1											8.24	10.06			CP	48	49.5	70			6.49	3.29	5.07					
12.40 PM					9.55		W	94	2.1	Cu	CULDESAC	D	22.0	20								8.32	10.10			CP	44	47.7	14			6.45	3.25	4.58					
2.00					10.02			92	1.7		JACQUES		19.9	8								8.46	10.21			CP	43	43.9	75			6.38	3.16	4.43					
2.20					10.07			91	2.6		BUNDY		18.2	15								8.50	10.23			CP	42	43.0	14			6.36	3.14	4.39					
2.30					10.15			88	2.2		SWEETWATER		15.6	20								8.54	10.26			CP	42	41.9	19			6.32	3.12	4.31					
2.58	N. P.	N. P.	N. P.	N. P.	10.23	N. P.		86	3.1	Fi	FORT LAPWAI	D	13.4	12	N. P.	N. P.	N. P.	\$ 2.58	N. P.	8.20	N. P.	9.18	10.40		W	CP	36	36.0	70			6.19	2.59	4.07					
3.18	AM 10.40	AM 6.55	PM 9.38	PM 2.27	AM 10.33	AM 8.48	Y	83	0.9		JOSEPH	P	10.3	54.6	AM 8.23	PM 1.03	PM 2.03	\$ 2.50	AM 11.40	PM 8.10	PM 6.30	9.50	10.53			CP	29	29.2	70			6.05	2.45	3.40					
3.25	10.45	7.00	9.43	2.37	10.38	8.53		82	5.9	Ni	NORTH LAPWAI	D	9.4	50	\$ 8.20	\$ 1.00	\$ 2.00	\$ 2.45	11.35	8.00	6.25	10.08	11.05			CP	24	23.9	70			5.53	2.33	3.25					
								76	3.5		GURNEY		3.5	2	f	f	f					10.26	11.16			CP	19	18.9	12			5.42	2.22	3.00					
4.10		7.30	10.10	3.05	11.00	9.15	O	72	0.0	De	LEWISTON	DN	0.0	180	\$ 8.00	\$ 12.40	\$ 1.40	\$ 2.10	7.30	6.00		10.43	11.26		W	CP	15	14.5	70			5.32	2.12	2.46					
Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily			76.8						Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily	11.02	11.37			CP	10	9.6	28			5.22	2.02	2.25					
9.05	.05	.35	.32	.38	4.00	.27			Time Over District				.23	.23	.23	4.45	.05	8.00	.30			11.18	11.45			CP	6	5.7	3			5.13	1.53	2.10					
12.0	17.4	19.3	.16	19.2	22.8				Average Speed Per Hour				26.9	26.9	26.9	16.1	12.0	9.5	20.4			11.40	12.01		CY	CP	0	0.0	70			5.00	1.40	1.45					
																						Dly. Ex. Tu.	Daily	Daily							Daily	Daily	Dly Ex. Tu.						
																						4.40	2.45	2.46						2.40	2.40	4.55							
																						15.4	26.2	25.9						27.0	27.0	14.6							

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, Bundy and Sweetwater. 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.

FIRST SUB-DIVISION	TONNAGE RATING OF FREIGHT ENGINES											
	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
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.....						Twenty	Cars					
Culdesac to Sweetwater.....						Thirty	Cars					
Sweetwater to Joseph.....						Thirty	Cars					

COMMERCIAL SPURS	
DISTANCE FROM LEWISTON	
First Sub-division	Car Capacity
Gwyns.....37.8 Miles	6
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.