CAMAS PRAIRIE RAILROAD CO.

Employes' Time Table

Effective Dec. 13, 1914

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		Second Class	FIRST CLASS				Water, Fuel, Scales, Tables and Wyes.	Station Numbers.	Distance from Grangeville.	Time Table No. 23 Effective Dec. 13, 1914 Succeeding No. 22 — STATIONS		Distance From Lewiston	Capacity of Side Tracks	Eastward: FIRST CLASS				THIRD CLASS		Second Class
857 — Freight	871 N. P. Freight	661 N. P. Freight	313 N. P. Passenger	311 N. P. Passenger	343 — Passenger	323 N. P. Passenger				Telegraph Offices and Calls				312 N. P. Passenger	314 N. P. Passenger	324 N. P. Passenger	344 — Passenger	872 N. P. Freight	858 — Freight	662 N. P. Freight
Sundays Tuesdays & Fridays	Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Ex. Mon.	Mondays Wedns'dys Saturdays	Ex. Mon.
AM L 7.10 343					AM s 7.00 L 857		W C Y	C P 149	0.0	Ge GRANGEVILLE D		76.8	60				PM A s6.55		PM A 3.50	
7.45					s7.20			C P 142	7.1	7.1	Fn FENN D	69.7	35				s6.30		3.05	
8.45					s7.45			C P 133	15.6	8.5	Co COTTONWOOD D	61.2	50				s6.05		2.20	
9.45					s8.10		W	C P 125	24.2	8.6	Rg. FERDINAND D	52.6	20				s5.40		1.35	
10.45					s8.35			C P 117	32.1	7.9	Vo VOLLMER D	44.7	30				s5.15		12.50	
11.25					s8.50		W ¾ Mi E	C P 113	36.6	4.5	CRAIG JUNCTION P	40.2					s5.00		12.25	
12.01 PM 12.40 858					s9.00		Y	C P 109	40.4	3.8	Ru REUBENS D	36.4	30				s4.50		12.05 PM 11.45 AM 857	
1.10 1.20					9.25		W	C P 102	47.0	6.6	NUCRAG P	29.8	11				4.10		10.55	
2.00					s9.55 858		W	C P 94	54.5	7.5	Cu CULDESAC D	22.3	20				s3.35		9.55 9.30 343	
2.20					s10.02			C P 92	57.0	2.5	JACQUES	19.8	8				s3.24		9.15	
2.30					s10.07			C P 91	58.6	1.6	BUNDY	18.2	15				s3.18		9.00	
2.45					s10.15			C P 88	61.2	2.6	SWEETWATER	15.6	20				s3.10		8.30	
2.58 344	N. P.	N P.	N. P.	N. P.	s10.23	N. P.		C P 86	63.0	1.8	Fi FORT LAPWAI D	13.8	25	N. P.	N. P.	N. P.	s 2.58 857	N P.	8.00	N. P.
3.18 311	PM L 12.05	AM L 6.10	PM L s9.38	PM L 2.27 857	s 10.33	AM L s8.48 858	Y	C P 83	66.5	3.5	JOSEPH P	10.3	No Sdg.	AM A s8.23	PM A s 1.03 872	PM A s2.03	s2.50	PM A 12.40 314	7.50 323	PM A 7.30
3.25	12.10 314 PM A	6.15	s9.43	s 2 37 344	s10.38	s8.53		C P 82	67.4	0.9	Ni NORTH LAPWAI D	9.4	50	s8.20	s 1.00 871	s2.00	s 2.45 2.35 311	12.35 PM L	7.45	7.25
				f	f			C P 76	73.4	6.0	GURNEY	3.4	2	f	f		f			
4.10 PM A		6.45 858 AM A	s10.10 PM A	s 3.05 PM A	s11.00 AM A	s 9.15 AM A	O W C T	C P 72	76.8	3.4	De Wn LEWISTON DN	0.0	450	s 8.00 AM 858 L	s 12.40 PM L	s1.40 PM L	s2.15 PM L		7.00 661 312 AM L	7.00 PM L
Sundays Tuesdays & Fridays	Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily				76.8				Daily	Daily	Daily	Daily	Ex. Mon.	Mondays Wedns'dys Saturdays	Ex. Mon.
9.00	.05	.35	.32	.38	4.00	.27				Time Over District				.23	.23	.23	4.40	.05	8.50	.30
8.5	12.0	17.4	19.3	.16	19.2	22.8				Average Speed Per Hour				26.9	26.9	26.9	16.4	12.0	8.7	20.4

SECOND SUBDIVISON

Westward: 2nd CLASS	FIRST CLASS		Water, Fuel, Scales, Tables and Wyes	Station Numbers	Distance from Lewiston	Time Table No. 23 Effective Dec. 13, 1914 Succeeding No. 22 — STATIONS		Distance From Riparia	Capacity of Side Tracks	Eastward: FIRST CLASS			2nd CLASS
859 — Mixed		5 — Passenger				Telegraph Offices and Calls				6 O.W.R.&N. Passenger			860 — Mixed
Daily		Daily								Daily			Daily
AM L 7.00		PM L 7.00	O W C T	C P 72	0.0	De Wn LEWISTON DN		72.0	450	AM A s 7.40			PM A 5.40
7.03		7.03		C P 71	1.0	1.0	TRANSFER	71.0	15	7.36			5.37
7.23 6		f 7.12		C P 66	6.1	5.1	WILMA	65.9	70	f 7.23 859			5.20
7.33		f 7.21		C P 63	9.5	3.4	ALPOWA	62.5	7	f 7.17			5.08
7.35		f 7.23		C P 62	10.3	0.8	MOSES	61.7	70	f 7.15			5.06
7.56		f 7.39	W	C P 55	17.1	6.8	INDIAN	54.9	70	f 7.01			4.43
8.14		f 7.50		C P 50	22.5	5.4	BISHOP	49.5	70	f 6.49			4.25
8.20		f 7.54		C P 48	24.3	1.8	TRUAX	47 7	14	f 6.45			4.19
8.33		f 8.03		C P 44	28.1	3.8	CRUM	43.9	75	f 6.38			4.06
8.36		f 8.05		C P 43	29.1	1.0	WAWAWAI P	42.9	14	f 6.36			4.03
8.39		f 8.07		C P 42	30.1	1.0	INTERIOR	41.9	19	f 6.32			4.00
8.59		s 8.20	W	C P 36	36.0	5.9	Ma ALMOTA D	36.0	70	s 6.19			3.40
9.22		f 8.36		C P 29	42.8	6.8	SWIFT	29.2	70	f 6.05			3.17
9.40		f 8.47		C P 24	48.1	5.3	PENAWAWA	23.9	70	f 5.53			2.59
9.57		f 8.58		C P 19	53.3	5.2	PURRINGTON	18.7	12	f 5.42			2.42
10.11		f 9.08	W	C P 15	57.5	4.2	CENTRAL FERRY	14.5	70	f 5.32			2.28
10.27		f 9.19		C P 10	62.4	4.9	RIDPATH	9.6	28	f 5.22			2.12
10.40		f 9.28		C P 6	66 4	4.0	FLAGPOLE	5.6	3	f 5.13			1.59
11.00 AM A		s 9.45 PM A	C Y	C P 0	72.0	5.6	Ax RIPARIA DN	0.0	70	s 5.00 AM L			1.40 PM L
Daily		Daily				72.0				Daily			Daily
4.00		2.45				Time Over District				2 40			4.00
18.0		26.2				Average Speed Per Hour				27.0			18.0

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

Trains 5, 6, 859 and 860 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: Cottonwood, Vollmer, Craig Junction, Reubens, Nucrag, Culdesac, Bundy, Sweetwater and Fort Lapwai. 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.

TONNAGE RATING OF FREIGHT ENGINES

FIRST SUB-DIVISION	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
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						Thirty	Cars					
Culdesac to Sweetwater						Sixty	Cars					
Sweetwater to Joseph						Sixty	Cars					

COMMERCIAL SPURS

DISTANCE FROM LEWISTON		Car Capacity
First Sub-division		
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.

Bulletin Stations:
Lewiston,
Riparia,
Grangeville.