

United States Railroad Administration

WALKER D. HINES, Director General of Railroads

CAMAS PRAIRIE RAILROAD

Employees' Time Table

Effective December 14, 1919

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

R. E. HANRAHAN,

Superintendent.

IMPORTANT—Special attention is called to rules 721 to 727, inclusive, regarding operation on mountain grades between Reardon and Sweetwater. Mountain grade extends between Reardon and Sweetwater. When sand is blowing engineers will stop on flat to pick up or let off passengers about one mile east of Central Ferry where they cross the track. Passenger trains will stop on flat to pick up or let off passengers. All passenger trains will stop on flat at the New Ferry County Poor Farm near Mile Post 130 to pick up and let off passengers. Navigation lines and be governed by same in the use of terminals at Reardon. Rates 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 Third and Fourth Divisions of the Oregon-Washington Railroad & Navigation Company 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. In the operation of the Camas Prairie Railroad employees will be governed by 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				COMMERCIAL SPURS				AUTHORIZED SURGEONS			
	A	B	C	D	A	B	C	D	Dr. J. B. Moran, Chief Surgeon, Lewiston, Ida.	Dr. G. S. Swanson, Chief Surgeon, Grangeville, Ida.	Resident Stations: Lewiston, Reardon, Johnson and Grangeville, Grangeville.	Relief Stations: Lewiston, Reardon, Johnson and Grangeville, Grangeville.
Eastward	1000	875	750	625	400	350	300	250				
Westward	1100	975	850	725	450	400	350	300				
Johnson to Reardon	1100	975	850	725	450	400	350	300				
Reardon to Johnson	1100	975	850	725	450	400	350	300				
Johnson to Grangeville	1100	975	850	725	450	400	350	300				
Grangeville to Johnson	1100	975	850	725	450	400	350	300				

Westward								FIRST SUBDIVISION										Eastward			Westward			SECOND SUBDIVISION										Eastward														
THIRD CLASS			Second Class		FIRST CLASS			Water, Fuel, Scales, Tables and Wyes.	Station Numbers.	Distance from Grangeville.	Time Table No. 44										Distance from Lewiston.	Capacity of Side Tracks.	FIRST CLASS			Second Class		THIRD CLASS			Water, Fuel, Scales, Tables and Wyes.	Station Numbers	Distance from Lewiston.	Time Table No. 44										Distance from Riparia.	Capacity of Side Tracks.	FIRST CLASS		Second Class
885 N.P. Freight	857 Freight	871 N.P. Freight	661 N.P. Freight	313 N.P. Passenger	311 N.P. Passenger	343 Passenger	323 N.P. Passenger				Effective Dec. 14, 1919 Succeeding No. 4243												312 N.P. Passenger	314 N.P. Passenger	324 N.P. Passenger	344 Passenger	662 N.P. Freight	872 N.P. Freight	858 Freight	886 N.P. Freight				859 Freight	5 Passenger	7 O.W.R. & N. Passenger	Effective Dec. 14, 1919 Succeeding No. 4243										6 Passenger	8 O.W.R. & N. Passenger
Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays	Ex. Sun.	Ex. Mon.	Daily	Daily	Daily	Daily	STATIONS										Daily	Daily	Daily	Daily	Ex. Mon.	Ex. un.	Mondays Wed'n'sdys Friday	Mondays Wed'n'sdys Friday	Ex. Sun.	Daily	Daily	STATIONS										Daily	Daily	Ex. Sun.							
AM	L					AM	L	Ge	Grangeville	D	76.8	60														AM	L	PM	L	AM	L	De	Wn	DN	72.0	450	AM	PM	AM	PM	AM	PM	AM					
7.35						7.30			GRANGEVILLE																7.30		6.50		9.20				DN				7.30		3.25		5.15							
8.05						7.48			FENN																7.33		6.53		9.23				DN				7.28		3.22		5.12							
8.55						8.10			COTTONWOOD																7.51		7.05		9.34				P				7.17		3.12		4.55							
9.35						8.33			FERDINAND																8.03		7.13		9.42				P				7.10		3.05		4.43							
10.35						8.53			VOLLMER																8.06		7.15		9.44				P				7.08		3.03		4.41							
11.00						9.08			CRAIG JUNCTION																8.30		7.31		9.59				P				6.54		2.49		4.18							
11.30AM 11.45						9.20			REUBENS																8.49		7.43		10.11				P				6.43		2.38		4.00							
12.15PM 12.25PM						9.45			NUCRAG																8.56		7.47		10.15				P				6.39		2.34		3.54							
1.20						10.15			CULDESAC																9.10		7.56		10.24				P				6.31		2.26		3.41							
1.35						10.22			JACQUES																9.13		7.58		10.26				P				6.29		2.24		3.38							
1.45						10.27			BUNDY																9.16		8.00		10.28				P				6.27		2.22		3.35							
2.00						10.35			SWEETWATER																9.37		8.14		10.41				P				6.15		2.10		3.15							
2.10		N.P.	N.P.	N.P.	N.P.	10.43			FORT LAPWAI																10.01		8.30		10.56				P				6.01		1.56		2.52							
11.55	2.20	10.40	6.10	9.40	2.35	10.53	8.48		JOSEPH																10.20		8.42		11.08				P				5.50		1.45		2.34							
12.20	2.35	10.45	6.15	9.45	2.40	10.56	8.53		NORTH LAPWAI																10.39		8.54		11.20				P				5.39		1.34		2.17							
12.50	3.35	6.45	10.10	3.10	11.15	9.15			GURNEY																10.54		9.04		11.29				P				5.30		1.25		2.03							
Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturday	Ex. Sun.	Ex. Mon.	Daily	Daily	Daily	Daily		LEWISTON																11.12		9.15		11.40				P				5.20		1.15		1.47							
.55	8.00	.05	.35	.30	.35	3.45	.27		Time Over District																11.26		9.22		11.49				P				5.12		1.07		1.34							
11.2	9.6	10.8	17.7	20.6	17.7	20.6	22.9		Average Speed Per Hour																11.45		9.35		12.01				P				5.00		1.15		1.15							
																									Ex. Sun.	Daily	Daily						P				2.30		2.30		4.00							
																									4.15	2.45	2.41						P				27.8		27.8		18.0							
																									16.6	26.2	26.8						P															

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

All passenger trains will stop on flag at the Nez Perce County Poor Farm near Mile Post 130 to pick up and let off passengers. Passenger Trains will stop on flag to pick up or let off passengers about one mile east of Central Ferry where ferry crosses the river. No. 859 has right over No. 860 Lewiston to Riparia. When sand is blowing engineers will run with great care and under control where they cannot see track is clear, particularly at Schultz Spur. 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. Westward freight trains will stop 10 minutes at Nucrag and 15 minutes at Culdesac to cool wheels. 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 between Joseph and North Lapwai may be secured from or surrendered to Dispatcher at Lewiston.

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 M		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	
	A	B	A	B	A	B	A	B	A	B	A	B
Eastward Joseph to Sweetwater	1050	975	700	640	600	540	540	486	480	432	450	405
Sweetwater to Culdesac	600	550	500	450	400	350	350	300	300	250	250	200
Culdesac to Reubens	325	250	250	200	200	150	150	130	125	100	100	75
Reubens to Vollmer	1100	1000	950	900	800	750	700	650	650	600	575	525
Westward Vollmer to Reubens	1100	1000	950	900	800	750	750	700	700	650	625	575
Reubens to Culdesac											Thirty	Cars
Culdesac to Sweetwater											Sixty	Cars
Sweetwater to Joseph											Sixty	Cars

COMMERCIAL SPURS		Car Capacity
DISTANCE FROM LEWISTON		
First Sub-division	39.9 Mi.	8
Second Sub-division		
Hunts	33.8 "	2
Schultz	39.8 "	3

AUTHORIZED SURGEONS:
 DR. J. B. MORRIS, Chief Surgeon, Lewiston, Ida.
 DR. G. S. STOCKTON, Dist. Surgeon, Grangeville, Ida.

Registering Stations: Lewiston, Riparia.
Bulletin Stations: Lewiston, Riparia, Grangeville.

T. F. KERIN, Chief Dispatcher.
 C. B. FANN, }
 M. C. SMITH, } Dispatchers.
 J. J. WILSON, }