

# CAMAS PRAIRIE RAILROAD CO.

## Employees' Time Table

Effective July 24, 1921

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,  
Manager.

**IMPORTANT**—Special attention is called to rules 131 to 137, inclusive, regarding operation on mountain grades between Keokuk and Sweetwater. Mountain grade extends between Keokuk and Sweetwater. When sand is blowing engineers will run with great care. Passenger trains will stop on sag to pick up or let off passengers about one mile east of Central Point where they cross the first. Time shown for first-class trains at East Lewiston, is the time of departure at the west end switch to the main track. All passenger trains, except No. 314 and No. 315, will stop on sag at the Nez Perce County Post Farm near Mile Post 130 to pick up and let off passengers. Navigation lanes and be governed by same in the use of terminals at Keokuk. Rules and Regulations of the Operating Department of the Northern Pacific Railway Co. That will also be found in the time table of the Third and Fourth Divisions of the Oregon-Washington Railroad & Navigation Company. 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. This will also be found in the time table of the Third and Fourth Divisions of the Oregon-Washington Railroad & Navigation Company. Eastward Trains are superior to Trains of the same class in the opposite direction.

| FIRST SUB-DIVISION   | TONNAGE RATING OF FREIGHT ENGINES |     |         |     |
|----------------------|-----------------------------------|-----|---------|-----|
|                      | Class 1-2-3-4-5                   |     | Class 6 |     |
|                      | A                                 | B   | A       | B   |
| Keokuk to Sweetwater | 1050                              | 875 | 700     | 625 |
| Sweetwater to Keokuk | 900                               | 750 | 600     | 525 |
| Keokuk to Keokuk     | 750                               | 625 | 500     | 450 |
| Keokuk to Keokuk     | 600                               | 500 | 400     | 350 |
| Keokuk to Keokuk     | 450                               | 375 | 300     | 275 |
| Keokuk to Keokuk     | 300                               | 250 | 200     | 175 |
| Keokuk to Keokuk     | 150                               | 125 | 100     | 75  |

**AUTHORIZED SURGEONS:**  
 DR. J. R. MORTON, Keokuk, Idaho.  
 DR. C. E. CANNON, Lewiston, Idaho.  
 DR. J. P. HARRIS, Keokuk, Idaho.  
 DR. B. A. HODGSON, Lewiston, Idaho.  
 DR. E. B. STOKES, Keokuk, Idaho.

**COMMERCIAL SPURS:**  
 DISTANCE FROM LEWISTON  
 First Sub-division  
 Second Sub-division



Effect Aug 22

| Westward     |              |              |              |                |                |                |                |                             |  | FIRST SUBDIVISION |  |  |                |                |                   |                |              |              |              | Eastward     |          |                     |           |                             |              |  |  |  |           | Westward            |          |                             |  |  |              |  |           |                     |          | SECOND SUBDIVISION |  |  |  |  |                   |  |  |  |  | Eastward    |  |  |  |  |              |  |  |  |  |
|--------------|--------------|--------------|--------------|----------------|----------------|----------------|----------------|-----------------------------|--|-------------------|--|--|----------------|----------------|-------------------|----------------|--------------|--------------|--------------|--------------|----------|---------------------|-----------|-----------------------------|--------------|--|--|--|-----------|---------------------|----------|-----------------------------|--|--|--------------|--|-----------|---------------------|----------|--------------------|--|--|--|--|-------------------|--|--|--|--|-------------|--|--|--|--|--------------|--|--|--|--|
| THIRD CLASS  |              |              |              |                | Second Class   |                |                |                             |  | FIRST CLASS       |  |  |                |                | Time Table No. 50 |                |              |              |              | FIRST CLASS  |          |                     |           |                             | Second Class |  |  |  |           | THIRD CLASS         |          |                             |  |  | SECOND CLASS |  |           |                     |          | FIRST CLASS        |  |  |  |  | Time Table No. 50 |  |  |  |  | FIRST CLASS |  |  |  |  | Second Class |  |  |  |  |
| 885          | 857          | 871          | 661          | 313            | 311            | 343            | 323            | STATIONS                    |  |                   |  |  | 312            | 314            | 324               | 344            | 662          | 872          | 858          | 886          | 859      | 5                   | 7         | STATIONS                    |              |  |  |  | 6         | 8                   | 860      | STATIONS                    |  |  |              |  | 6         | 8                   | 860      |                    |  |  |  |  |                   |  |  |  |  |             |  |  |  |  |              |  |  |  |  |
| N.P. Freight | N.P. Freight | N.P. Freight | N.P. Freight | N.P. Passenger | N.P. Passenger | N.P. Passenger | N.P. Passenger | Telegraph Offices and Calls |  |                   |  |  | N.P. Passenger | N.P. Passenger | N.P. Passenger    | N.P. Passenger | N.P. Freight | N.P. Freight | N.P. Freight | N.P. Freight | Mixed    | O.W.R.&N. Passenger | Passenger | Telegraph Offices and Calls |              |  |  |  | Passenger | O.W.R.&N. Passenger | Freight  | Telegraph Offices and Calls |  |  |              |  | Passenger | O.W.R.&N. Passenger | Freight  |                    |  |  |  |  |                   |  |  |  |  |             |  |  |  |  |              |  |  |  |  |
| Tuesdays     | Tuesdays     | Tuesdays     | Ex. Mon.     | Daily          | Daily          | Daily          | Daily          |                             |  |                   |  |  | Daily          | Daily          | Daily             | Daily          | Ex. Mon.     | Mondays      | Mondays      | Mondays      | Daily    | Daily               | Daily     |                             |              |  |  |  | Daily     | Daily               | Daily    |                             |  |  |              |  | Daily     | Daily               | Daily    |                    |  |  |  |  |                   |  |  |  |  |             |  |  |  |  |              |  |  |  |  |
| AM 7.35      | AM 8.05      | AM 8.55      |              | AM 9.35        | AM 10.35       | AM 11.00       | AM 11.30       |                             |  |                   |  |  | AM 12.15       | AM 1.20        | AM 1.35           | AM 1.45        | AM 2.00      | AM 2.10      | AM 2.25      | AM 2.35      | AM 2.50  | AM 3.10             | AM 3.25   |                             |              |  |  |  | AM 3.40   | AM 3.55             | AM 4.10  |                             |  |  |              |  | AM 4.25   | AM 4.40             | AM 4.55  |                    |  |  |  |  |                   |  |  |  |  |             |  |  |  |  |              |  |  |  |  |
| PM 12.30     | PM 12.35     | PM 1.10      | PM 2.50      | PM 2.10        | PM 6.45        | PM 10.08       | PM 2.25        |                             |  |                   |  |  | PM 10.55       | PM 9.10        | PM 1.10           | PM 2.30        | PM 11.00     | PM 9.15      | PM 1.10      | PM 2.30      | PM 11.00 | PM 9.15             | PM 1.10   |                             |              |  |  |  | PM 1.10   | PM 2.30             | PM 11.00 |                             |  |  |              |  | PM 1.10   | PM 2.30             | PM 11.00 |                    |  |  |  |  |                   |  |  |  |  |             |  |  |  |  |              |  |  |  |  |
| 15.3         | 9.6          | 15.4         | 17.7         | 20.6           | 24.7           | 20.6           | 20.6           |                             |  |                   |  |  | 28.0           | 24.7           | 24.7              | 17.5           | 20.6         | 20.6         | 9.6          | 15.7         | 14.4     | 26.2                | 26.5      |                             |              |  |  |  | 27.8      | 27.8                | 15.2     |                             |  |  |              |  | 27.8      | 27.8                | 15.2     |                    |  |  |  |  |                   |  |  |  |  |             |  |  |  |  |              |  |  |  |  |

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, except No. 314 and No. 313, will stop on flag at the Nez Perce County Poor Farm near Mile Post 130 to pick up and let off passengers.

Time shown for first-class trains at East Lewiston, is the time of departure at the west lead switch to the main track.

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.

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, Craigmont, 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. Train movement between Joseph and North Lapwai is made under block instructions. Block rights over this district takes precedence over all other rights. 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.

**TONNAGE RATING OF FREIGHT ENGINES**

| FIRST SUB-DIVISION     | 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 Craigmont   | 1100    | 1000 | 950                  | 900 | 800          | 750 | 700       | 650 | 650               | 600  | 575          | 525 |
| Westward               |         |      |                      |     |              |     |           |     |                   |      |              |     |
| Craigmont 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**

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

**AUTHORIZED SURGEONS:**

DR. J. B. MORRIS, Chief Surgeon, Lewiston, Idaho.  
 DR. O. C. CARSSOW, Local Surgeon, Lewiston, Idaho.  
 DR. J. F. HARRIS, Local Surgeon, Lewiston, Idaho.  
 DR. S. A. ROE, Oculist, Lewiston, Idaho.  
 DR. G. S. STOCKTON, Dist. Surgeon, Grangeville, Idaho.

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

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