

CAMAS PRAIRIE RAILROAD CO.

Employees' Time Table

Effective January 1, 1928

84

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*

TONNAGE RATING OF FREIGHT ENGINES

SUB DIVISION	DISTRICT	CLASS OF ENGINE									
		N. P. W O. W. MK	O. W. 750 768 CLASS	M	N. P. F-1 T S-4	O. W. 1742-60 707-23 CLASS	S-1 S-2 S-3	E-1	E-2 E-3 D-2 D-3	B	C
FIRST EASTWARD	Lewiston to Arrow.....	2400	2000	1900	1800	1800	1700	1200	1100	1000	900
	Arrow to Orofino.....	3000	2400	2250	2150	2150	1950	1400	1200	1100	1000
	Orofino to Stites.....							1400	1200	1100	1000
	Orofino to Summit.....	550	480	430	400	400	350	200	175	150	125
FIRST WESTWARD	Headquarters to Summit.....	550	480	430	400	400	350	200	175	150	125
	Stites to Orofino.....	Train	Limit	Sixty	Cars						
	Orofino to Lewiston.....	Train	Limit	Ninety	Nine	Cars					
SECOND EASTWARD	Spalding to Sweetwater.....	1000	900	780	700	700	640	540	480	450	405
	Sweetwater to Culdesac.....	760	680	600	500	500	450	350	300	250	200
	Culdesac to Reubens.....	500	425	325	250	250	200	150	125	100	75
	Reubens to Craigmont.....	1400	1250	1100	950	950	800	700	650	575	525
SECOND WESTWARD	Craigmont to Reubens.....	1400	1250	1100	950	950	850	750	700	625	575
	Reubens to Culdesac.....	Thirty	Cars								
	Culdesac to Spalding.....	Sixty	Cars								
THIRD EASTWARD	Riparia to Lewiston.....	3000	2300		2100	2100	1900	1200	1100	1000	900
THIRD WESTWARD	Lewiston to Riparia.....	Train	Limit	Ninety	Nine	Cars					

SPEED TABLE

Miles Per Hour	Time Per Mile	
	Minutes	Seconds
60	--	--
59	1	
58	1	2
57.1	1	3
56.2	1	4
55.3	1	5
54.5	1	6
53.7	1	7
52.9	1	8
51.1	1	9
50.4	1	10
50	1	12
48	1	15
45	1	20
42.3	1	25
40	1	30
36	1	40
34.3	1	45
32.7	1	50
30	2	--
27.6	2	10
26.6	2	15
25.7	2	20
24	2	30
22.5	2	40
24.3	2	45
21.1	2	50
20	3	--
19	3	9
18	3	20
17	3	31
16	3	45
15	4	--
12	5	--
10	6	--
8	7	30
6	10	--

GENERAL INSTRUCTIONS

In the operation of the Camas Prairie Railroad employes will be governed by the Operating Department Rules and Regulations of the Northern Pacific Railway. Employes 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 Division of the Oregon-Washington Railroad & Navigation Lines and be governed by same in the use of Oregon-Washington Railroad and Navigation Co. tracks at Riparia.

AUTHORIZED SURGEONS

DR. O. C. CARSSOW, Chief Surgeon, Lewiston, Idaho.
 DR. W. P. HABEL, Local Surgeon, Lewiston, Idaho.
 DR. S. A. ROE, Oculist, Lewiston, Idaho.
 DR. B. CHIPMAN, Dist. Surgeon, Grangeville, Idaho.
 DR. R. T. HOPKINS, Dist. Surgeon, Orofino, Idaho
 DR. J. M. VERBERKMOES, Dist. Surgeon, Kooskia, Ida.

W. R. PARKER,
Trainmaster and Road Foreman of Engines.

E. M. GRANT,
Chief Dispatcher.

Westward

FIRST SUBDIVISION

Eastward

THIRD CLASS					Second Class	FIRST CLASS					Station Numbers	Distance from Headquarters	Water, Fuel, Scenery, Tables, Wyes, Yard, Limits.	FIRST CLASS					Second Class	THIRD CLASS						
885 Freight	857 Freight	871 N. P. Freight	661 N. P. Freight		313 N. P. Passenger	327 Motor Passenger	311 N. P. Passenger	343 Passenger	323 Passenger									312 N. P. Passenger	328 MOTOR Passenger	324 Passenger	314 N. P. Passenger	344 Passenger		662 N. P. Freight	872 N. P. Freight	858 Freight
Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays	Ex. Sun.		Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily		Ex. Sun.	Mondays Wedn'sdays Fridays	Mondays Wedn'sdays Fridays	Mondays Wedn'sdays Fridays	Mondays Wedn'sdays Fridays	
AM 7.00						PM 2.20			AM 5.20	CS 66	W C T					AM 11.40	PM 4.50								PM 2.45	
s 7.20						s 2.30 ⁸⁸⁶			s 5.28	CS 63	W 2 1/2 M W					s 11.30	s 4.40								s 2.30 ³²⁷	
s 8.05						s 2.51			s 5.46	CS 55						s 11.09	s 4.19								s 1.55	
f 8.25						s 3.06			f 6.01	CS 49						s 10.50	f 4.00								f 1.35	
f 8.30						s 3.10			s 6.06	CS 47						s 10.45	s 3.54								s 1.28	
s 9.00						s 3.31 ³²⁴			s 6.26	CS 40						s 10.27	s 3.31 ³²⁷								s 1.05	
s 10.05 ³²³						s 3.58			s 6.57	CS 32	W C T X					s 10.05 ⁸⁸⁵	s 3.01								s 12.30	
										CH 40	0.0 W C Y															
										CH 34	6.0															
										CH 32	7.8															
										CH 31	9.5															
										CH 29	11.4 W Y X															
										CH 19	20.8															
										CH 15	25.6 W															
										CH 10	30.6															
s 10.05 ³²³						s 3.58			s 6.57	CS 32	40.2 W C T X					s 10.05 ⁸⁸⁵	s 3.01								PM 12.30	
s 10.30						s 4.08			f 7.07	CS 28	43.0					s 9.53	s 2.47								f 11.50	
s 10.55						s 4.22			s 7.20	CS 23	48.9					s 9.40	s 2.34								s 11.30	
s 11.25						s 4.38			s 7.37	CS 17	55.8 W					s 9.20	s 2.15								s 10.58	
AM s 11.40						s 4.43			f 7.42	CS 15	57.5					s 9.15	s 2.08								f 10.40	
PM f 12.10		N. P.	N. P.		N. P.	f 5.06	N. P.	See Page 4	f 8.03	CS 7	65.6				N. P.	f 8.55	f 1.42	N. P.	See Page 4		N. P.	P.	See Page 4	f 10.10		
s 12.35	See Page 4	AM 11.35	L AM 3 20		PM 11.06	L s 5.17	PM 1.22 ^{324 314}		8.22 ³¹²	CS 3	69.2 W X				AM 8.22 ³²³	A s 8.47	S 1.30 ³¹¹	S 1.22 ³¹¹		PM 7.00	AM 6.35				9.50	
s 12.50	PM 12.01	AM 11.50	L 3.35		s 11.14	s 5.27	s 1.35	s 10.46	s 8.31	CP 83	72.4 Y X				s 8.11	s 8.38	s 1.07	s 1.13	PM 3.43		6.52	6.25	7.40	9.25		
s 1.11 ^{324 314}	AM 12.05	AM 11.55	L 3.45		f 11.17	s 5.31	f 1.39	s 10.50	s 8.35 ³²⁸	CP 82	73.3 X				s 8.08	s 8.35 ³²³	s 1.04 ⁸⁸⁵	1.11 ⁸⁸⁵			6.49	6.20	7.35	9.20		
1.26	PM 12.20	PM 12.15	L 4.00		11.28	5.43	1.52	11.03	8.50	CP	79.6 X				7.56	8.21	12.51	1.00	3.21		6.33	6.05	7.05	9.00		
1.35	AM 12.25 ^{324 314}	AM 12.20 ^{324 314}	L 4.05		11.31	5.46 ⁶⁶²	1.55	11.06	8.55 ⁸⁸⁶		81.2 O W C T X				7.53	8.18	12.48 ^{857 871}	12.57 ^{857 871}			6.30 ³²⁷	6.00 ⁶⁶¹	7.00	8.55 ³²³		
					11.35	5.50	2.00	11.10	9.00	CP 72	82.7 X				7.50	8.15	12.45	12.55			PM 3.27	AM 6.61	AM 7.00	AM 8.28	L	
Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays	Ex. Sun.		Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily		Ex. Sun.	Mondays Wedn'sdays Fridays	Mondays Wedn'sdays Fridays	Mondays Wedn'sdays Fridays	Mondays Wedn'sdays Fridays	
6.35	.36	.45	.35		.29	3.30	.38	.24	3.40						.32	3.25	3.55	.27	.32		.30	.35	.40	5.50		
11.6	14.7	16.0	20.6		27.9	21.9	21.3	25.7	20.8						25.3	22.3	19.5	30.0	19.3		24.0	20.6	13.2	13.1		

Time Table No. 64
Effective January 1, 1928
Succeeding No. 63

STATIONS
TELEGRAPH OFFICES and CALLS

St **STITES** D
3.2
Ko **KOOSKIA** D
8.0
Ka **KAMIAH** D
5.8
TRAMWAY
1.4
PARDEE
7.0
Gr **GREER** D
8.3
Of **OROFINO** D
42.5
Q **HEADQUARTERS** D
6.0
SUMMIT
1.8
DAVID SPUR
1.7
KENNY JCT.
1.9
J **JAYPE** D
9.4
HALEY SPUR
4.8
RUDO
5.0
CEDAR CANYON
9.6
Of **OROFINO** D
3.7
AHSAHKA
5.0
Pk **PECK** D
6.9
Ln **LENORE** D
1.7
AGATHA
8.1
MYRTLE
3.6
Rw **ARROW** D
3.2
SPALDING
0.9
No **NORTH LAPWAI** D
6.3
FOREBAY
1.6
Fy **EAST LEWISTON** D
1.5
Wn **LEWISTON** DN
0.0

Time Over District.
Average Speed Per Hour

Eastward Trains Are Superior to Trains of the Same Class in Opposite Direction

Westward

THIRD SUBDIVISION

Eastward

SECOND CLASS			FIRST CLASS			Water, Fuel, Scales, Tables and Wyes	Station Numbers	Distance from Lewiston	Time Table No. 64 Effective Jan. 1st, 1928 Succeeding No. 63		FIRST CLASS		SECOND CLASS	
859 Freight	75 O.W.R. & N. Passenger	7 Motor	76 O.W.R. & N. Passenger	8 Motor	860 Freight				STATIONS	TELEGRAPH OFFICES AND CALLS	Distance from Riparia	Capacity of Sidetracks	Daily	Daily
PM 3.10 ₈	PM 6.45	AM 9.30	AM 7.50	PM 3.10 ₈₅₉	AM 1.45	LEWISTON	DN	72.0	450	7.50	3.10	1.45		
3.15	6.48	9.33	7.45	3.04	1.39	TRANSFER		71.0	15	7.45	3.04	1.39		
3.30	6.58	9.42	7.35	2.50	1.25	WILMA	P	65.9	70	7.35	2.50	1.25		
3.45	7.04	9.49	7.28	2.41	1.14	ALPOWA		62.5	7	7.28	2.41	1.14		
3.48	7.06	9.51	7.26	2.39	1.12	MOSES		61.7	70	7.26	2.39	1.12		
4.10	7.19	10.04	7.14	2.25	12.51	INDIAN		54.9	70	7.14	2.25	12.51		
4.34	7.30	10.15	7.04	2.14	12.35	BISHOP	P	49.5	70	7.04	2.14	12.35		
4.42	7.33	10.18	7.01	2.10	12.29	TRUAX		47.7	14	7.01	2.10	12.29		
5.02	7.41	10.26	6.54	2.04	12.17	CRUM		48.9	75	6.54	2.04	12.17		
5.07	7.44	10.29	6.52	2.02	12.14	WAWAWAI		42.9	14	6.52	2.02	12.14		
5.11	7.16	10.31	6.50	2.00	12.08	INTERIOR		41.9	19	6.50	2.00	12.08		
5.22	7.53	10.38	6.43	1.53	11.56	BOYART		38.2	2	6.43	1.53	11.56		
5.35	7.59	10.43	6.38	1.48	11.50	ALMOTA	D	36.0	70	6.38	1.48	11.50		
6.00	8.13	10.57	6.25	1.34	11.25	SWIFT		29.2	70	6.25	1.34	11.25		
6.22	8.24	11.08	6.15	1.23	11.08	PENAWAWA	P	23.9	70	6.15	1.23	11.08		
6.36	8.35	11.20	6.05	1.12	10.51	PURRINGTON		18.7	12	6.05	1.12	10.51		
6.45	8.40	11.26	6.00	1.07	10.42	PEYTON		15.9	4	6.00	1.07	10.42		
6.57	8.43	11.29	5.57	1.01	10.37	CENTRAL FERRY	P	14.5	70	5.57	1.01	10.37		
7.18	8.53	11.39	5.48	12.54	10.18	RIDPATH		9.6	28	5.48	12.54	10.18		
7.33	9.01	11.48	5.40	12.46	10.05	FLAGPOLE		5.6	3	5.40	12.46	10.05		
8.00	9.15	12.05	5.30	12.35	9.45	RIPARIA	DN	0.0	70	5.30	12.35	9.45		
Daily	Daily	Daily	Daily	Daily	Daily									
4.50	2.30	2.35	2.20	2.35	4.00									
16.6	28.8	27.9	30.8	27.9	18.0									

points named. Trains meeting at Nucrag must do so by train order only and the first train arriving under such meet orders should report their arrival promptly.

The operator at Culdesac will not report westward trains clear at that station until they are in the clear on the siding or the rear end of the train has passed the telegraph office 300 feet.

- PUSHER DISTRICT—Between Lewiston and Reubens.
- REGISTER STATIONS—Spalding, Grangeville.
- IMPAIRED CLEARANCE—at tunnel seven.
- DERAILS—Located at Cottonwood, Craigmont, Craig Junction, Reubens, Nucrag, Culdesac, Bundy, Sweetwater and Fort Lapwai. Except when in use, derails must be left open.
- BULLETIN STATIONS—Grangeville.
- COMMERCIAL SPURS—

Clicks	Miles from Spalding	Car Capacity
	29.6	6

**SPECIAL INSTRUCTIONS
THIRD SUBDIVISION**

- AT RIPARIA—Restrictions on the Snake River bridge do not permit engines heavier than 137,000 pounds on drivers. Do not exceed eight (8) miles per hour on the Wye. N. P. switch to Camas Prairie main track must be kept locked.
- SPEED RESTRICTIONS—Between Riparia and Mile post 50 passenger trains forty-five [45] miles per hour, freight trains thirty [30] miles per hour. Between Mile post 50 and Alpowa, passenger trains thirty [30] miles per hour on tangents, twenty [20] miles per hour on curves of over 3 degrees. Freight trains eighteen [18] miles per hour. Between Alpowa and Lewiston—Passenger trains thirty-five [35] miles per hour, freight trains twenty-five [25] miles per hour. When sand is blowing engineers will run with care and under control where they cannot see track is clear, particularly at Schultz Spur.
- CONNECTIONS, ETC.—No. 8 will wait at Riparia for O. W. R. & N. No. 78. Nos. 7 and 75 will wait ten minutes at Lewiston for Stites connections.
- REGISTER STATIONS—Riparia, Lewiston, East Lewiston.
- REGISTER EXCEPTIONS—At East Lewiston—First class trains will not register.

At Lewiston—Second class and inferior trains will not register, but Eastward second class and inferior trains moving between Lewiston and East Lewiston must check register or secure register check showing that all first class trains due at Lewiston have arrived or left before proceeding to East Lewiston.

- BULLETIN STATIONS—Lewiston, Riparia.
 - Train No. 7 has right over No. 8 Lewiston to Riparia. Train No. 859 has right over No. 860 Lewiston to Riparia.
 - STANDARD TIME CLOCKS—Lewiston.
 - COMMERCIAL SPURS—
- | | Miles from Lewiston | Car Capacity |
|---------|---------------------|--------------|
| Schultz | 39.8 | 3 |

Eastward Trains Are Superior to Trains of the Same Class in the Opposite Direction

**SPECIAL INSTRUCTIONS
SECOND SUBDIVISION**

- SPEED RESTRICTIONS—Between Spalding and Culdesac and between Reubens and Grangeville, passenger trains thirty five [35] miles per hour on tangents, twenty five [25] miles per hour on curves of over 3 degrees. Freight trains twenty five [25] miles per hour on tangents, twenty [20] miles per hour on curves of over 3 degrees.
- MOUNTAIN GRADES—Between Sweetwater and Reubens—Descending mountain Reubens to Culdesac, passenger trains must not exceed any one mile in three [3] minutes, freight trains any one mile in four [4] minutes.

Light engines must not run backing up. Westward freight trains will stop 10 minutes at Nucrag and 15 minutes at Culdesac to cool wheels. The normal position of train order signal will be "STOP" at Culdesac and Reubens while the operators are on duty. No eastward train will pass Culdesac or westward train pass Reubens when operators are on duty without a Form "A" clearance card, authorized by the train dispatcher, and when operators are not on duty no train will pass either Culdesac or Reubens in the direction named unless authorized by train order to do so, when communication fails operator may issue the clearance card endorsed "Means of communication have failed, proceed at restricted speed". Clearance cards should also show the train and time of departure of any trains ahead between