

CAMAS PRAIRIE RAILROAD CO.

Employees' Time Table

Effective Nov. 4, 1928

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										
		O. W. MK	N. P. W	O. W. 730 768 CLASS	N. P. 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.....	2500	2400	2000	1900	1800	1800	1700	1200	1100	1000	900
	Arrow to Orofino.....	3200	3000	2400	2250	2150	2150	1950	1400	1200	1100	1000
	Orofino to Stites.....								1400	1200	1100	1000
	Orofino to Summit.....	700	600	500	450	425	400	350	200	175	150	125
FIRST WESTWARD	Headquarters to Summit.....	780	660	520	460	435	400	350	200	175	150	125
	Summit to Orofino.....		Train	Limit	Eighty	Five	Cars					
	Stites to Orofino.....		Train	Limit	Sixty	Cars						
	Orofino to Lewiston.....		Train	Limit	Ninety	Nine	Cars					
SECOND EASTWARD	Spalding to Sweetwater.....	1100	1000	900	780	700	700	640	540	480	450	405
	Sweetwater to Culdesac.....	780	760	680	600	500	500	450	350	300	250	200
	Culdesac to Reubens.....	550	500	450	325	250	250	200	150	125	100	75
	Reubens to Craigmont.....	1500	1400	1250	1100	950	950	800	700	650	575	525
SECOND WESTWARD	Craigmont to Reubens.....	1500	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.....	3200	3000	2300		2100	2100	1900	1200	1100	1000	900
THIRD WESTWARD	Lewiston to Riparia.....		Train	Limit	Ninety	Nine	Cars					

SPEED TABLE

Minutes	Time Per Mile		Miles Per Hour
	Minutes	Seconds	
1	-		60
1	1		59
1	2		58
1	3		57.1
1	4		56.2
1	5		55.3
1	6		54.5
1	7		53.7
1	8		52.9
1	9		51.1
1	10		50.4
1	12		50
1	15		48
1	20		45
1	25		42.3
1	30		40
1	40		36
1	45		34.3
1	50		32.7
2	--		30
2	10		27.6
2	15		26.6
2	20		25.7
2	30		24
2	40		22.5
2	45		21.8
2	50		21.1
3	--		20
3	9		19
3	20		18
3	31		17
3	45		16
4	--		15
5	--		12
6	--		10
7	30		8
10	--		6

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					FIRST CLASS					Second Class	THIRD CLASS														
885 Freight	857 Freight	871 N. P. Freight	661 N. P. Freight			313 N. P. Passenger	343 Passenger	311 N. P. Passenger	327 Motor Passenger	323 Passenger	Station Numbers	Distance from Headquarters	Water, Fuel, Scales Tables, Wyes, Yard Limits.	STATIONS	Distance from Lewiston	Capacity of Side Tracks	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	886 Freight					
Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays	Ex. Sun.			Daily	Daily	Daily	Daily	Daily				TELEGRAPH OFFICES and CALLS			Daily	Daily	Daily	Daily	Daily		Ex. Sun.	Mondays Wedn'sdays Fridays	Mondays Wedn'sdays Fridays	Mondays Wedn'sdays Fridays					
AM 6.00										AM 5.20	CS 66		W C T	St STITES D	76.2	46			PM 4.50							PM 2.45					
s 6.20										s 5.28	CS 63	W 2 1/2 M W	Ko KOOSKIA D	73.0	32			s 4.40								s 2.30					
s 7.00										s 5.46	CS 55		Ka KAMIAH D	65.0	26			s 4.14								s 1.55					
f 7.20										f 6.01	CS 49		TRAMWAY	59.2	23			f 3.54								f 1.35					
f 7.30										s 6.06	CS 47		PARDEE	57.8	Spur 8			s 3.49								s 1.28					
s 8.05										s 6.26	CS 40		Gr GREER D	50.8	Spur 26			s 3.28								s 1.05					
S 10.05 328										s 6.57	CS 32	W C T X	Of OROFINO D	42.5	232			s 3.01								s 12.30					
											CH 40	0.0	Hq HEADQUARTERS D	82.7	138																
											CH 34	6.0	SUMMIT	76.7	56																
											CH 32	7.8	DAVID SPUR	74.9	CT Spur																
											CH 31	9.5	KINNEY JCT.	73.2	CT Spur																
											CH 29	11.4	Jp JAYPE D	71.3	110																
											CH 19	20.8	HALEY	61.9	12																
											CH 15	25.6	RUDO	57.1	80																
											CH 10	30.6	CEDAR CANYON	52.1	Spur 15																
s 10.05 328										AM 11.55	CS 32	40.2	Of OROFINO D	42.5	232			AM 10.05 328	s 3.01							PM 12.30					
s 10.30										PM 12.04	CS 28	43.0	AHSAHKA	38.8	88			s 9.53	s 2.47							AM 11.50					
s 10.55										s 12.16	CS 23	48.9	Pk PECK D	33.8	49			s 9.40	s 2.34							s 11.30					
s 11.25										s 12.32	CS 17	55.8	Ln LENORE D	26.9	15			s 9.20	s 2.15							s 10.58					
AM 11.40										f 12.36	CS 15	57.5	AGATHA	25.2	17			f 9.15	f 2.08							f 10.40					
PM 12.10		N. P.	N. P.			N. P.	See Page 4	N. P.	f 12.52	f 8.03	CS 7	65.6	MYRTLE	17.1	14			N. P.	f 8.55	f 1.42	N. P.	See Page 4	N. P.	N. P.	See Page 4	f 10.10					
s 12.35	See Page 4	AM 11.35	L AM 3.20			PM 11.06		PM 1.22 324 314	s 1.00	8.22	CS 3	69.2	Rw ARROW D	13.5	85			AM 8.22 323	s 8.47	s 1.30 311	PM 1.22 311		PM 7.00	AM 6.35		9.50					
s 12.50	PM 12.01	AM 11.50	3.35			s 11.14	AM 10.14	s 1.13 324 314	s 8.31	CP 83	72.4	Y X	SPALDING	10.3	0			s 8.11	s 8.38	s 1.07 327	PM 1.13 327	PM 3.09	6.52	6.25	7.40	9.25					
s 1.22 327 314	12.05	AM 11.55	3.45			f 11.17	f 10.18	F 1.17 885	F 8.35 328	CP 82	73.3	X	No NORTH LAPWAI D	9.4	25			s 8.08	f 8.35 323	f 1.04 885	1.11 885	s 3.05	6.49	6.20	7.35	9.20					
1.42	12.20	PM 12.15	4.00			11.28	10.32	1.52	1.31	8.50		X	FOREBAY	3.1	200			7.56	8.21	12.51	1.00	2.51	6.33	6.05	7.05	9.00					
1.50	12.25 324 314	PM 12.20 324 314	4.05			11.31	10.35	1.55	1.36	8.55 886		O W C T X	Fy EAST LEWISTON D	1.5	450			7.53	8.18	12.48 857 871	12.57 857 871	2.48	6.30	6.00	7.00	8.55 323 314					
						11.35	10.40	2.00	1.40	9.00	CP 72	82.7	Wn De LEWISTON DN	0.0				7.50	8.15	12.45	12.55	2.45									
Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays	Ex. Sun.			Daily	Daily	Daily	Daily	Daily				Time Over District.					Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	
7.50	.24	.45	.45			.29	.26	.38	1.45	3.40								.32	1.50	3.55	.27	.24		.30	.35	.40	5.50				
9.7	22.0	16.0	16.0			27.9	23.8	21.3	24.3	20.8				Average Speed Per Hour				25.3	23.2	19.5	30.0	25.7		24.0	20.5	13.2	12.8				

Eastward Trains Are Superior to Trains of the Same Class in Opposite Direction
 SPECIAL INSTRUCTIONS PAGES 2, 5 AND 6

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Except as otherwise provided enginemen will only be required to consult register at initial station or starting point.
2. Conductors of work trains will issue instructions to their flagmen in writing except when flagman goes back immediately to stop an approaching train.
3. In the State of Washington, conductors of passenger trains consisting of four or more cars, and freight trains consisting of twenty-five or more cars, must know that brakeman has had one year's experience in train service before assigning him to flagging duties.
4. When necessary to take slack of freight trains with helper on rear, it should be done by the helper engine.
5. Before moving a work or wrecking train the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such train.

FIRST SUBDIVISION

1. **AT ARROW**—The time of first class trains applies at the Junction switch. Passing track is located just west of Junction switch, that part west of the cross-over to be used as passing track.
2. **SPEED RESTRICTIONS**—

Between Lewiston and Arrow— 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.

Between Arrow and Stites—Passenger trains thirty (30) miles per hour on tangents, twenty (20) miles per hour on curves of over 3 degrees. Freight trains twenty (20) miles per hour on tangents, fifteen (15) miles per hour on curves of over 3 degrees.

Between Orofino and Jaypee—All trains eighteen (18) miles per hour on descending grade, looking out for slides and washouts wherever they are liable to occur, especially around high bluffs.

Between Jaypee and Headquarters—All trains twelve (12) miles per hour in either direction.

At Lewiston, four (4) miles per hour over 18th street crossing.

At Lewiston, twenty (20) miles per hour over east switch at East Lewiston.

At Orofino, five (5) miles per hour over Johnson Street on Headquarters Line.
3. **BRIDGE RESTRICTIONS**—Speed will be restricted as follows:

Bridge "O" West leg of wye, Arrow: Engines class W-3 and heavier, 15 miles per hour.

Bridge "O-1" East leg of wye, Arrow: Cannot be used.

Bridges 33 Ford Creek, and 50 Clearwater River: Engines class S-4 and F-1 (8) miles per hour. Engines class "T" and heavier not permitted.

Class "W" and heavier Engines must not go East of Junction Switch at Orofino on Clearwater line.

4. **MOUNTAIN GRADES**—Between Orofino and Headquarters—

Westward trains must stop at Rudo fifteen (15) minutes to cool wheels and inspect train.

Spurs in east and west ends of Jaype yard and C. T. Co. spurs between Jaype and Summit must not be used by Camas Prairie engines account track not safe.

5. **PUSHER DISTRICT**—Between Orofino and Headquarters.

6. **SPECIAL STOPS—CONNECTIONS, ETC.**

No. 327 will head in on East leg of Wye Spalding to meet Nos. 324 and 314.

No. 311 will stop at North Lapwai to let off passengers from points east of Arrow.

No. 324 will pull into clear on west leg of wye, Arrow, and allow No. 314 to pass before doing station work.

No. 312 and 328 will wait ten minutes at Lewiston for mail connections from Riparia.

Nos. 311, 323, 327, 312, 328 and 344 will stop on flag at the Nez Perce County Poor Farm near MP 130 to pick up and let off passengers.

Nos. 323 and 324 will stop on flag at Dolomite, Cherrylane, Myrtle, Bridge, Magill, Fir Bluff, Big George, Chapin Spur and Penoyer Spur.

Nos. 327 and 328 will stop on flag at Dolomite, Cherrylane, Myrtle Bridge, Magill and Fir Bluff.

7. **REGISTER STATIONS**—

Lewiston	East Lewiston	Spalding
Arrow	Orofino	Stites
Jaype	Headquarters.	

8. **REGISTER EXCEPTIONS**—East Lewiston—First class trains will not register. Lewiston—Second class and inferior trains will not register.

At Spalding—Trains will not require clearance card.

At Arrow—Trains will not require clearance card when telegraph office is closed.

9. **BULLETIN STATIONS**—Lewiston, East Lewiston, Orofino, Stites.

10. **DERAIL SWITCHES**—

Dolomite—On Spur 423 ft. from head block.

Lenore—West end warehouse track.

Orofino—West end Standard oil spur.

West end material yard spur.

West end run-around track.

Whiskey Spur—West end.

Fohls Spur—West end.

Rudo—West end, in pocket of passing track.

Haley—West end passing track.

Larsen Spur—East end.

Placer Spur—West end.

Malloy Spur—West end.

Rooney Spur—West end.

Three Mile Spur—East end.

Jaype—110 feet East of West Main track switch on West lead track.

Revling—West end of passing track.

Summit—West end in pocket of passing track.

Except when in use, derails must be left open.

11. **COMMERCIAL SPURS**—

	Miles from Lewiston	Car Capacity
Cherrylane	19.4	3
Dolomite	24.2	3
Magill	36.0	7
Jordan	44.3	6
Penoyer	46.8	2
Chapin Spur	51.7	20

12. **STANDARD TIME CLOCKS**—

Lewiston, Orofino, Stites.

13. **WATCH INSPECTORS**—

Lewiston, Idaho, T. J. Morris.

Orofino, Idaho, F. I. Lingren.

SPECIAL INSTRUCTIONS

SECOND SUBDIVISION

1. **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.

2. **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 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.

3. **PUSHER DISTRICT**—Between Lewiston and Reubens.

4. **REGISTER STATIONS**—Spalding, Grangeville.

SPECIAL INSTRUCTIONS

SECOND SUBDIVISION—Continued

5. IMPAIRED CLEARANCE—at tunnel seven.

6. DERAIL SWITCHES

Fort Lapwai—West end passing track.

Sweetwater—West end passing track.

Bundy—West end passing track.

Jacques—West end spur.

Culdesac—West end passing track.

West end House track.

West end Mill spur.

Nucrag—West end passing track.

Reubens—West end passing track.

Craig Junction—West end transfer track.

Craigmont—East end transfer track.

Cottonwood—East end stock track.

Except when in use, derails must be left open.

7. BULLETIN STATIONS—Grangeville.

8. COMMERCIAL SPURS—

Miles from Spalding	Car Capacity
29.6	6

SPECIAL INSTRUCTIONS THIRD SUBDIVISION

1. 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.

2. 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.

3. CONNECTIONS, ETC.—

No. 8 will wait at Riparia for O. W. R. & N. No. 78.

No. 7 will wait ten minutes at Lewiston for No. 343.

4. REGISTER STATIONS—

Riparia, Lewiston, East Lewiston.

5. 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.

6. BULLETIN STATIONS—

Lewiston, Riparia.

7. Train No. 7 has right over No. 8 Lewiston to Riparia. Train No. 859 has right over No. 860 Lewiston to Riparia.

8. STANDARD TIME CLOCKS—

Lewiston.

9. COMMERCIAL SPURS—

Miles from Lewiston	Car Capacity
Schultz 39.8	3