

CAMAS PRAIRIE RAILROAD CO.

Employes' Time Table

Effective Sept. 29, 1929

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

R. E. HANRAHAN, *Manager*

Westward

FIRST SUBDIVISION

Eastward

THIRD CLASS					Second Class	FIRST CLASS					Station Numbers	Distance from Stites	Water, Fuel, Scales Tables, Wyes, Yard Limits.	Time Table No. 68 Effective Sept. 29, 1929 Succeeding No. 67			Distance from Arrow	Distance from Lewiston	Capacity of Side Tracks	FIRST CLASS					Second Class	THIRD CLASS	
885 Freight	857 Freight		661 N. P. Freight		313 N. P. Passenger	311 N. P. Passenger	327 Motor Passenger	343 Passenger	323 Passenger	STATIONS				312 N. P. Passenger	328 Motor Passenger	314 N. P. Passenger				324 Passenger	344 Passenger	662 N. P. Freight	858 Freight	886 Freight			
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'days Fridays	Mondays Wedn'days Fridays									
AM 6.00									AM 5.35	St STITES D									PM 2.20								
6.20									s 5.45	Ko KOOSKIA D				s 4.49					2.10								
7.00									s 6.04	Ka KAMIAH D				s 4.22					1.40								
7.20									f 6.19	TRAMWAY				f 4.08					1.20								
7.30									f 6.24	PARDEE				f 4.03					1.15								
7.57									f 6.40	CHAPIN				f 3.45					12.50								
8.05									s 6.44	Gr GREER D				s 3.43					12.45								
8.30									f 6.52	PENOYER				f 3.33					12.25								
8.45									f 6.55	JORDAN				f 3.26					12.15								
10.00									s 7.04	Of OROFINO P.D	AM 10.00			s 3.21					PM 12.01								
10.30									f 7.09	AHSAHKA		s 9.47		s 3.07					AM 11.10								
10.45									s 11.53	MAGILL		f 9.41		f 3.00					11.00								
10.55									f 11.57	PECK		s 9.35		s 2.54					10.55								
11.25									PM 12.03	Ln LENORE D		s 9.17		s 2.35					10.30								
11.35									s 12.16	AGATHA		f 9.13		f 2.28					10.20								
AM 11.45									f 12.19	DOLOMITE		f 9.10		f 2.25					10.15								
PM 12.00									f 12.21	CHERRYLANE		f 9.01		f 2.08					10.00								
12.10			N. P.		N. P.	N. P.			f 12.29	MYRTLE		f 8.57	N. P.	f 2.02	See Page 3	N. P.	See Page 3		9.50								
12.35	See Page 3		AM 3.20		PM 11.35	L 1.40			f 12.33	Rw ARROW D	AM 8.22	s 8.50	PM 1.32	s 1.40		PM 7.00			9.35								
12.50	PM 12.01		3.35		s 11.43	s 1.53			See Page 3	SPALDING P.	s 8.22	s 8.38	s 1.23	s 1.32	PM 3.29	6.52	AM 7.35		9.20								
1.22	12.05		3.45		f 11.46	f 1.57			s 8.14	No NORTH LAPWAI P.D	f 8.08	f 8.35	1.21	f 1.29	f 3.25	6.49	7.30		9.17								
1.42	12.20		4.00		PM 11.58	2.10	1.16		s 8.31	FOREBAY P.	7.56	8.21	1.10	1.16	3.11	6.33	7.05		9.00								
1.50	12.25		4.05		AM 12.01	2.15	1.21		s 8.31	Fy EAST LEWISTON P.D	7.53	8.18	1.07	1.13	3.08	6.30	7.00		8.55								
Tuesdays Thursdays Saturdays	Tuesdays Thursdays Saturdays		Ex. Sun.		AM 12.05	2.20	1.25		9.00	Wn De LEWISTON P. DN	7.50	8.15	1.05	1.10	3.05												
7.50	.24		.45		AM 12.05	2.20	1.25		9.00	Time Over District	.32	1.45	.27	3.50	.24	.30	.35		5.25								
9.7	22.0		16.0		AM 12.05	2.20	1.25		9.00	Average Speed Per Hour	25.3	24.3	30.0	19.9	25.7	24.0	15.0		13.8								

Eastward Trains Are Superior to Trains of the Same Class in Opposite Directions.

Westward

SECOND SUBDIVISION

Eastward

Third Class		First Class		Water, Fuel, Scales, Tables, Wyes and Yard Limits	Station Numbers	Distance from Grangeville	Time Table No. 68 Effective Sept. 29, 1929 Succeeding No. 67		Distance from Spalding	Capacity of Side Tracks	First Class		Third Class	
857 Freight	343 Passenger	STATIONS					344 Passenger	858 Freight						
Tuesdays Thursdays Saturday	Daily	Telegraph Offices and Calls		Daily	Mondays Wedn'sdys Friday									
AM L	AM L	W C Y	C P	Distance from Spalding	Capacity of Side Tracks	PM A	PM A							
4.30	7.20	C P	149	0.0	60	6.30	3.30							
5.00	7.38	C P	142	7.1	35	6.07	3.00							
5.45	7.57	C P	133	15.6	50	5.47	2.30							
5.55	8.02	C P	131	17.9	10	5.39	2.20							
6.05	8.06	C P	128	20.7	10	5.33	2.10							
6.25	8.15	W	C P	24.2	20	5.27	1.55							
7.25	8.34	C P	117	32.1	30	5.10	1.25							
8.90	8.44	C P	113	36.6	9	4.59	1.00							
8.30 9.35 343	8.54 857	W Y C X	C P	40.4	30	4.49	12.30							
9.56 10.06	9.12	W	C P	47.0	11	4.24	10.30							
10.45 11.00	9.35 858	W	C P	54.5	20	4.03	9.35 343							
11.15	9.40	C P	92	57.0	8	3.54	8.17							
11.25	9.44	C P	91	58.6	15	3.50	8.10							
11.40	9.50	C P	88	61.2	20	3.43	8.00							
AM 11.50	9.56	X	C P	63.0	25	3.37	7.50							
PM 12.01	10.04	Y X	C P	66.5	No Sdg	3.29	7.35							
Tuesdays Thursdays Saturday See Page 2	Daily See Page 2					Daily See Page 2	Mondays Wedn'sdys Friday See Page 2							
7.31	2.44					3.01	7.55							
8.9	24.3					22.2	8.5							

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

SPECIAL INSTRUCTIONS PAGES 4, 5 and 6

Westward

THIRD SUBDIVISION

Eastward

Second Class		First Class		Water, Fuel, Scales, Tables, Wyes and Yard Limits	Station Numbers	Distance from Lewiston	Time Table No. 68 Effective Sept. 29, 1929 Succeeding No. 67		Distance from Riparia	Capacity of Side Tracks	First Class		Second Class	
859 Freight	75 O.W.R.&N. Passenger	7 Motor	STATIONS				76 O.W.R.&N. Passenger	8 Motor			860 Freight			
Daily	Daily	Daily	Telegraph Offices and Calls		Daily	Daily	Daily							
PM L	PM L	AM L	W C T X	C P	Distance from Riparia	Capacity of Side Tracks	AM A	PM A	AM A					
7.00	6.45	9.45	C P	72	0.0	450	7.50	4.35	4.15					
7.05	6.48	9.48	C P	71	1.0	15	7.47	4.29	4.07					
7.20	6.57	9.57	C P	66	6.1	70	7.37	4.15	3.52					
7.30	7.03	10.04	C P	63	9.5	4	7.31	4.06	3.40					
7.33	7.05	10.06	C P	62	10.3	70	7.29	4.04	3.37					
7.55	7.18	10.19	W	C P	55	70	7.17	3.50	3.15					
8.11	7.29	10.30	C P	50	22.5	70	7.07	3.39	2.59					
8.17	7.32	10.33	C P	48	24.3	14	7.04	3.35	2.53					
8.29	7.39	10.41	C P	44	28.1	75	6.58	3.29	2.42					
8.35	7.41	10.44	C P	45	29.1	14	6.56	3.27	2.37					
8.39	7.43	10.46	C P	42	30.1	19	6.54	3.25	2.32					
8.52	7.50	10.53	C P	38	33.8	2	6.47	3.18	2.20					
9.01	7.56	10.58	W	C P	36	70	6.43	3.13	2.14					
9.14	8.04	11.06	C P	32	39.9	3	6.36	3.05	2.00					
9.23	8.09	11.12	C P	29	42.8	70	6.31	2.59	1.51					
9.40	8.19	11.23	C P	24	48.1	70	6.22	2.48	1.35					
9.56	8.29	11.35	C P	19	53.3	12	6.13	2.37	1.19					
10.05	8.34	11.41	C P	16	56.1	4	6.08	2.32	1.10					
10.12	8.37	11.44	W	C P	15	70	6.05	2.29	1.05					
10.27	8.43	11.53	C P	10	62.4	28	5.56	2.19	12.45					
10.40	8.46	12.01	C P	6	66.4	3	5.49	2.11	12.33					
11.00 PM 860 A	9.05 PM 8 A	12.20 PM 8 A	C Y W X	C P	0	70	5.40	2.00	12.15					
Daily	Daily	Daily					Daily	Daily	Daily					
4.00	2.20	2.35					2.10	2.30	4.00					
18.0	30.9	27.9					33.2	27.8	18.0					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

SPECIAL INSTRUCTIONS PAGES 4, 5 and 6

Westward

FOURTH SUBDIVISION

Eastward

Water, Fuel, Scales Tables, Wyes and Yard Limits		Station Numbers	Distance from Headquarters	Time Table No. 68 Effective Sept. 29, 1929 Succeeding No. 67			Distance from Orofino	Capacity of Side Tracks	Camas Prairie or Industry
				STATIONS					
				TELEGRAPH OFFICES AND CALLS					
WC XY	CH 40			HQ	HEADQUARTERS	P-D	40.0	138	
					2.0				
	CH 38		2.0		BIG CUT		38.0		CT Co
					2.1				
	CH 36		4.1		GRAVEL SPUR		35.9	8	
					1.8				
	CH 34		5.9		SUMMIT	P	34.1	56	
					1.5				
	CH 33		7.4		CARDIFF	P	32.6	Spur 11	Cardiff
					.3				
	CH 32		7.7		DAVID		32.3		CT Co
					1.6				
	CH 31		9.3		KINNEY JUNCTION	P	30.7		CT Co
					.7				
	CH 30		10.0		FERGUSON		30.0		CT Co
					.1				
	CH 29		10.1		REVLING		29.9	12	
					1.1				
WY X	CH 28		11.2	J.P.	JAYPE	P	28.8	110	
					1.4				
	CH 27		12.6		THREE MILE		27.4		CT Co
					2.3				
	CH 25		14.9		ROONEY	P	25.1	Spur 9	CT Co
					3.1				
	CH 24		18.0		MOLLOY		22.0	Spur 4	CT Co
					.1				
	CH 23		18.1		PLACER		21.9	Spur 8	
					1.1				
	CH 22		19.2		JOHNSON		20.8	Spur 4	CT Co
					.4				
	CH 21		19.6		SEARS		20.4	Spur 4	CT Co
					.1				
	CH 20		19.7		LARSON	P	20.3	Spur 9	CT Co
					.8				
	CH 19		20.5		HALEY		19.5	12	
					.7				
	CH 18		21.2		COW CREEK		18.8	Spur 8	
					4.2				
W	CH 15		25.4		RUDO	P	14.6	80	
					.1				
	CH 14		25.5		ROSS		14.5	Spur 2	
					1.7				
	CH 13		27.2		OLSON 2		12.8	Spur 3	
					.6				
	CH 12		27.8		OLSON 1	P	12.2	Spur 2	
					2.6				
	CH 10		30.4		CEDAR CANYON	P	9.6	Spur 15	
					3.6				
	CH 6		34.0		FOHL	P	6.0	Spur 12	
					2.4				
	CH 4		36.4		WHISKEY SPUR		3.6	Spur 2	
					3.6				
WC TX	CS 32		40.0		OROFINO	P			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

SPECIAL INSTRUCTIONS PAGES 4, 5 and 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.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Except as otherwise provided enginemen will only be required to consult register at initial 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 Junction switch. Passing track is located just west of Junction switch, that part west of the cross-over to be used as passing track. At Forebay the time of trains applies at cross-over switch.
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.
At Lewiston, four (4) miles per hour over 18th street crossing.
At East Lewiston, fifteen (15) miles per hour over east switch.
At Orofino, five (5) miles per hour over Johnson Street on Headquarters Line.
3. RESTRICTIONS—Speed will be restricted as follows:
Bridge "O", Arrow: Engines class W-3 and heavier, 15 miles per hour.
Bridges 33 Ford Creek, and 50 Clearwater River: Engines class S-4 and F-1 eight (8) miles per hour. Engines class "T" and heavier not permitted.
Orofino—Class "W" and heavier engines must not go East of Bridge 29-1 on Clearwater line.
Chapin—Engines must not go East of West end of lumber loading platform.

4. SPECIAL STOPS—CONNECTIONS, ETC.

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

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, 327, 324 and 328 will stop on flag at Myrtle Bridge, Fir Bluff and Big George.

5. REGISTER STATIONS—

Lewiston	East Lewiston	Stites
Arrow	Orofino	Spalding

6. REGISTER EXCEPTIONS—East Lewiston—First class trains will not register. Lewiston—Second class and inferior trains will not register.
At Arrow—Trains will not require clearance card when telegraph office is closed.

7. BULLETIN STATIONS—Lewiston, East Lewiston, Orofino, Stites.

8. YARD LIMITS—Tracks between yard limit signs east of Spalding on both the first and second subdivisions and yard limit signs west of North Lapwai will be considered and operated as one yard.

Lewiston, East Lewiston and Forebay are within the same yard limits.

9. 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 track.

West end run-around track.

Except when in use, derails must be left to derail.

10. STANDARD TIME CLOCKS—

Lewiston, Orofino, Stites.

11. WATCH INSPECTORS—

Lewiston, Idaho, T. J. Morris.

Orofino, Idaho, H. L. Conrad.

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, No. 343 must not exceed schedule time, other 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.

5. IMPAIRED CLEARANCE—at tunnel seven.

6. DERAIL SWITCHES—

Fort Lapwai—West end of passing track.

Sweetwater—West end of passing track.

Bundy—West end of passing track.

Jacques—West end of Spur.

Culdesac—West end of passing track.

West end of House track.

West end of Mill spur.

West end Oil track.

Nucrag—West end of passing track.

Reubens—West end of passing track.

Clicks—West end.

Craig Junction—West end of transfer track.

Craigmont—East end of transfer track.

Cottonwood—East end of stock track.

Grangeville—West end coal incline.

Except when in use, derail must be left to derail.

7. BULLETIN STATIONS—Grangeville.

8. RESTRICTIONS—Craig Jct. Engines must not go more than one engine length beyond East passing track switch.

Craigmont—Engines must not go beyond bridge on N. & I. transfer track.

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.

Engines heavier than 153,000 lbs. must not go on icing track.

2. SPEED RESTRICTIONS—

Between Riparia and Mile Post 60 passenger trains forty-five [45] miles per hour, freight trains thirty-five [35] miles per hour.

Between Mile Post 60 and Alpowa, passenger trains thirty [30] miles per hour, freight trains eighteen [18] miles per hour.

Between Alpowa and Lewiston—Passenger trains fifty-five [55] miles per hour, freight trains thirty-five [35] 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.

4. REGISTER STATIONS—

Riparia, Lewiston, East Lewiston.

5. REGISTER EXCEPTIONS—

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.

SPECIAL INSTRUCTIONS

FOURTH SUBDIVISION

1. SPEED RESTRICTIONS—

Between Orofino and Jaype—All trains twenty [20] miles per hour on descending grade, looking out for slides and washouts wherever they are liable to occur, especially around high bluffs.

Between Jaype and Headquarters—All trains twelve [12] miles per hour in either direction.

At Orofino, five [5] miles per hour over Johnson Street on Headquarters line.

2. MOUNTAIN GRADES—Between Orofino and Headquarters—

Westward trains must stop at Rudo to inspect train.

3. RESTRICTIONS—

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

Whiskey Spur—Cars left on this spur must be chained to rail.

Cow Creek—Engines must not go beyond point 75 feet back of frog.

Molloy—Engines must not go beyond the derail.

4. PUSHER DISTRICT—Between Orofino and Headquarters.

5. REGISTER STATIONS—

Orofino, Headquarters.

6. BULLETIN STATIONS—

Orofino, Headquarters.

7. DERAIL SWITCHES—

Whiskey Spur—West end.

Fohl—West end.

Olson No. 1—West end.

Rudo—West end, in pocket of passing track.

Haley—West end passing track.

Larson—East end.

Johnson—West end.

Placer—West end.

Molloy—West end.

Rooney—West end.

Three Mile—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 to derail.

8. STANDARD TIME CLOCKS—

Orofino.

9. WATCH INSPECTORS—

Orofino, Idaho, H. L. Conrad.

SPEED TABLE

	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		21.2
2	50		20
3	....		19
3	9		19
3	20		18
3	31		17
3	45		16
4	....		15
5	....		12
6	....		10
7	30		8
10	....		6

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		
		Train				Limit		Sixty		Cars		No		Limit
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		
FIRST WESTWARD	Stites to Orofino													
	Orofino to Lewiston								No	Limit				
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		Forty	Cars										
	Culdesac to Spalding		Sixty	Cars										
THIRD EASTWARD	Riparia to Lewiston	3200	3000	2300		2100	2100	1900	1200	1100	1000	900		
FOURTH EASTWARD	Orofino to Summit	725	600	525	450	425	400	350	200	175	150	125		
FOURTH WESTWARD	Headquarters to Summit	900	750	650	460	525	450	350	200	175	150	125		
	Summit to Orofino		Train	Limit	Eighty	Five	Cars							

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. E. CHIPMAN, Dist. Surgeon, Grangeville, Idaho.
- DR. R. T. HOPKINS, Dist. Surgeon, Orofino, Idaho.
- DR. J. M. VERBERKMOES, Dist. Surgeon, Kooskia, Idaho.

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

M. C. SMITH,
Chief Dispatcher.

CAMAS PRAIRIE RAILROAD COMPANY

BULLETIN No. 9

Lewiston, Idaho, Nov. 18, 1929.

ALL CONCERNED:

Effective Sunday, November 24, 1929, and during the life of time table No. 68, train No. 343 will be operated on following schedule which is one hour and forty-five minutes later than shown in time table No. 68.

Leave	Grangeville	9:05 AM
	Fenn	9:23
	Cottonwood	9:42
	Rock Spur	9:47
	Sand Spur	9:51
	Ferdinand	10:00
	Craigmont	10:19
	Craig Junction	10:29
	Reubens	10:39
	Nuerag	10:57
	Culdesac	11:20
	Jacques	11:25
	Bundy	11:29
	Sweetwater	11:55
	Port Lapwai	11:41
	Spalding	11:49
	North Lapwai	11:55
	Forebay	12:07
	East Lewiston	12:10
Arrive	Lewiston	12:15 PM

The foregoing does not confer any train rights.

R. E. Hanrahan
Manager.