

CAMAS PRAIRIE RAILROAD CO.

TIME **73** TABLE

Effective Oct. 22, 1933

at 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

FIRST CLASS							Station Numbers	Distance from Sites	Water, Fuel, Scales Tables, Wyes, Yard Limits.	Time Table No. 73 Effective Oct. 22, 1933 Succeeding No. 72			FIRST CLASS					Second Class
661 N. P. Freight	323 Mixed	323 Passenger	343 Mixed	311 N. P. Passenger		313 N. P. Passenger				Distance from Arrow	Distance from Lewiston	Capacity of Side Tracks	312 N. P. Passenger	324 Passenger	324 Mixed	344 Mixed	314 N. P. Passenger	662 N. P. Freight
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Ex. Sun.			
	PM 12.01 L 324						CS 66	0.0	T	St STITES D	62.7	76.2	46					
	s 12.10						CS 63	3.2	W2 1/2 M W	Ko KOOSKIA D	59.5	73.0	32					
	s 12.40						CS 55	11.2		Ka KAMIAH D	51.5	65.0	26					
	f 12.57						CS 49	17.0		TRAMWAY	45.7	59.2	23					
	f 1.01						CS 47	18.4		PARDEE	44.3	57.8	Spur 8					
	f 1.20						CS 41	24.5		CHAPIN	38.2	51.7	Spur 20					
	s 1.35						CS 40	25.4		Gr GREER D	37.3	50.8	26					
	f 1.45						CS 37	29.4		PENOYER	33.3	46.8	Spur 2					
	f 1.50						CS 34	31.0		JORDAN	31.7	45.2	Spur 6					
	PM 2.07 L A	PM 2.09 L A					CS 32	33.7	W C T X	Of OROFINO P.D	29.0	42.5	232					
	f 2.19						CS 28	37.4		AHSAHKA	25.3	38.8	38					
	f 2.25						CS 26	40.2		MAGILL	22.5	36.0	Spur 3					
	f 2.33						CS 23	42.4		Pk PECK D	20.3	33.8	49					
	s 2.49						CS 17	49.3	W	Ln LENORE D	13.4	26.9	15					
	s 2.53						CS 15	51.0		AGATHA	11.7	25.2	17					
	f 3.06						CS 9	56.8		CHEERYLANE	5.9	19.4	Spur 9					
N. P.	f 3.10			N. P.		N. P.	CS 7	59.1		MYRTLE	3.6	17.1	14	N. P.	N. P.			
AM 3.20 L 314	s 3.22 L 314	See Page 3	PM 1.30 L	AM 2.30 L		AM 2.30 L	CS 3	62.7	Y X	Rw ARROW P.D	0.0	13.5	85	AM 8.12 A	PM 6.00 A			
3.35	s 3.30	PM 1.20 L	s 1.38	s 2.38		s 2.38	CP 83	65.9	Y X	SPALDING P.	10.3	0		AM 8.30 A	s 3.10			
3.45	f 3.33	f 1.30	f 1.41	f 2.41		f 2.41	CP 82	66.8	X	NORTH LAPWAI P	9.4	25	f 7.58	f 8.07	f 8.25			
4.00	3.45	1.48	1.54	2.54		2.54		73.1	X	FOREBAY P.	3.1	200	7.46	7.52	8.02			
4.05 A	3.48	1.51	1.57	2.57		2.57		74.7	OW C T X	Fy EASTLEWISTON P.D N.	1.5	450	7.43	7.49	7.59			
	3.52 A	PM 1.55 A	PM 2.00 A	3.00 A		3.00 A	CP 72	76.2	X	Wn De LEWISTON P. DN	0.0		7.40 L	7.45 L	7.55 L			
Ex. Sun.	Daily	Daily	Daily	Daily		Daily				76.2			Daily	Daily	Daily			
.45	3.41	.35	.30	.30		.30				Time Over District			.32	4.05	.35			
16.0	20.6	17.6	27.0	27.0		27.0				Average Speed Per Hour			25.3	18.6	17.6			

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

Westward SECOND SUBDIVISION Eastward

First Class				Time Table No. 73 Effective Oct. 22, 1933 Succeeding No. 72		First Class			
343 Mixed				STATIONS		344 Mixed			
Daily				Telegraph Offices and Calls		Daily			
AM	L	W	C P	Distance from Grangeville	Ge	Distance from Spalding	Capacity of Side Tracks	PM	A
7.00		Y	C F 149	0.0	Ge GRANGEVILLE D	66.5	60	12.30	
					7.1				
s 7.45			C P 142	7.1	Fi FENN D	59.4	35	s 12.05	
					8.5				
s 8.45			C P 133	15.6	Co COTTONWOOD D	50.9	50	s 11.30	
					2.3				
9.00			C F 131	17.9	ROCK SPUR	48.6	10	11.16	
					2.8				
9.05			C P 128	20.7	SAND SPUR	45.8	10	11.11	
					3.5				
s 9.30	X		C P 125	24.2	Rg. FERDINAND D	42.3	20	s 11.05	
					7.9				
s 10.40	X		C P 117	32.1	Vo CRAIGMONT D	34.4	30	s 10.40	
					4.5			s 10.25	
s 10.51	X		C P 113	36.6	CRAIG JUNCTION P	29.9	9		
					.3				
			C P 112	36.9	CLICKS	29.6	6		
					3.5				
s 11.15	W Y X		C P 109	40.4	Ru REUBENS P D	26.1	30	s 10.15	
					6.6				
AM 11.33	W		C P 102	47.0	NUCRAG P	19.5	11	9.25	
					7.5				
s 12.20	W		C P 94	54.5	Cu CULDESAC D	12.0	20	s 9.05	
					2.5				
f 12.28			C P 92	57.0	JACQUES	9.5	8	f 8.47	
					1.6				
f 12.33			C P 91	58.6	BUNDY	7.9	15	f 8.42	
					2.6				
f 12.45			C P 88	61.2	SWEETWATER	5.3	20	f 8.38	
					1.8				
s 12.55	X		C F 86	63.0	Fi FORT LAPWAI D	3.5	25	s 8.35	
					3.5				
s 1.20	YX		C P 83	66.5	SPALDING P	0.0	No Sdg.	s 8.30	
Daily					66.5			Daily	
See Page 2								See Page 2	
6 20					Time Over District			4.00	
10.5					Average Speed Per Hour			16.6	

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

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Westward THIRD SUBDIVISION Eastward

Second Class		First Class		Time Table No. 73 Effective Oct. 22, 1933 Succeeding No. 72		First Class		Second Class		
859 Freight		73 O. W. Motor		STATIONS		74 O. W. Motor		860 Freight		
Daily		Daily		Telegraph Offices and Calls		Daily		Daily		
PM	L	PM	L	De Wn	Distance from Riparia	Capacity of Side Tracks	AM	A	AM	A
7.00		7.40		P DN	72.0	450	7.30		3.45	
					1.0					
7.03		7.42		P	71.0	15	7.27		3.42	
					5.1					
7.18		f 7.52		P	65.9	70	f 7.18		3.27	
					4.2					
7.31		f 7.58			61.7	70	f 7.11		3.14	
					6.8					
7.51		f 8.08	w	Spur 40	54.9	70	f 6.59		2.54	
					5.4					
8.00		f 8.17		P	49.5	70	f 6.49		2.38	
					1.8					
8.05		f 8.21			47.7	14	f 6.46		2.33	
					3.8					
8.13		f 8.27			43.9	75	f 6.39		2.22	
					1.0					
8.16		f 8.30		P	42.9	14	f 6.37		2.19	
					1.0					
8.19		f 8.32			41.9	19	f 6.35		2.16	
					2.1					
8.25		f 8.37		No Sdg.	39.8	No Sdg.	f 6.30		2.08	
					1.6					
8.30		f 8.39			38.2	2	f 6.28		2.05	
					2.2					
s 8.49		s 8.49	w	P	36.0	70	s 6.25		1.59	
					3.8					
8.56		f 8.51			32.2	3	f 6.10		1.48	
					3.0					
9.06		f 8.57			29.2	70	f 6.05		1.39	
					5.3					
9.21		f 9.07		P	23.9	70	f 5.57		1.24	
					2.0					
9.27		f 9.09		Spur 4	21.9	4	f 5.50		1.18	
					3.2					
9.37		f 9.17			18.7	12	f 5.48		1.09	
					2.8					
9.46		f 9.22			15.9	4	f 5.43		1.01	
					1.4					
9.50		f 9.24	w	P	14.5	70	f 5.41		12.57	
					4.9					
10.06		f 9.32			9.6	28	f 5.34		12.43	
					9.6					
10.30		10.00	C Y WX	P DN	0.0	70	5.20		12.15	
Daily		Daily			72.0		Daily		Daily	
3.30		2.20			Time Over District		2.10		3.30	
20.6		30.9			Average Speed Per Hour		33.2		20.6	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION EXCEPT NO. 859 IS SUPERIOR TO NO. 860.

SPECIAL INSTRUCTIONS PAGES 4, 5 and 6

GENERAL INSTRUCTIONS

Employees will be governed by the Operating Department Rules and Regulations of the Northern Pacific Railway and must provide themselves with a copy of the Book of Rules and Regulations of the Operating Department of that Company. On the tracks of the Oregon-Washington Railroad and Navigation Company at Riparia, employees will be governed by the Transportation Department Rules of that company and current time-table of its Washington division and must provide themselves with a copy of the Transportation Department Rules and current time-table of the Washington Division of the O. W. R. & N. Company.

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. When necessary to take slack of freight trains with helper on rear, it should be done by the helper engine.
4. 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.
5. Derail switches must be kept in derail position when not in use.

FIRST SUBDIVISION

1. **AT ARROW**—Time of trains applies at Junction switch. Unless otherwise specified, right of track and meet orders will be fulfilled at the Junction switch.
2. **AT FOREBAY**—Time of trains applies at cross-over switch.

3 SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Pasgr.	Frts.	
At any point	15	15	Engines running backward.
Between Lewiston and Orofino..	35	25	On tangents.
	25	20	On curves of over 3 degrees.
	20	20	When handling wrecker, ditcher or pile driver.
Between Orofino and Stites	25	15	On tangents, except trains handling poles and refrigerator cars 15 miles per hour.
	15		When handling freight cars.
	20	15	On curves of over 3 degrees.
	12	12	When handling wrecker, ditcher or pile driver.
At Lewiston	4	4	Over 18th Street crossing.
At East Lewiston	15	15	Over east switch.
At Arrow, over Bridge "O"	10	10	Engines OW class "MK" and N. P. class "W" and heavier.
At Orofino, over Bridge 29-1	8	8	Engines OW class "MK" and N. P. class "W."
At Clearwater River, over Bridge 50-1	8	8	Double header engines weighing 135,000 on drivers or heavier.

4. BRIDGE AND ENGINE RESTRICTIONS:

At Magill, OW class "MK" and N. P. class "W" engines, or heavier, not permitted on spur.
 At Orofino, engines heavier than N. P. class "F-1" will not go east of Kerr Gifford Spur.
 On Bridge 29-1, engines heavier than OW class "MK" and N. P. class "W" not permitted.

Westward		FOURTH SUBDIVISION			Eastward				
Water, Fuel, Scales Tables, Wyes and Yard Limits	Station Numbers	Distance from Headquarters	Time Table No. 73 Effective Oct. 22, 1933 Succeeding No. 72			Distance from Orofino	Capacity of Side Track	Canvas Prairie or Industry	
			STATIONS						
TELEGRAPH OFFICES AND CALLS									
WC X Y	CH 40	0.0	HQ HEADQUARTERS P-D			40.0	138		
			2.0						
		CH 38	2.0	DEER CREEK P			38.0	CTCo	
				2.1					
		CH 36	4.1	GRAVEL SPUR			35.9	6	
				1.8					
		CH 34	5.9	SUMMIT P			34.1	56	
				1.5					
		CH 33	7.4	CARDIFF P			32.6	Spur 11	Cardiff
				1.5					
	CH 32	8.9	HELPHREY			31.1	Spur 5		
			.4						
	CH 31	9.3	KINNEY JUNCTION P			30.7		CT Co	
			.7						
	CH 30	10.0	FERGUSON P			30.0		CT Co	
			.1						
	CH 29	10.1	REVLING			29.9	12		
			1.1						
W Y X	CH 28	11.2	JAYPE P			28.8	110		
			6.9						
		CH 22	18.1	PLACER			21.9	Spur 8	
				.3					
		CH 21½	18.4	POORMAN			21.6	Spur 10	CT Co
				2.1					
		CH 19	20.5	HALEY			19.5	12	
				.7					
		CH 18	21.2	COW CREEK P			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			12.2	Spur 2	
				1.2					
		C. H. 11	29.0	LIME MOUNTAIN			11.0	Spur 6	
				1.4					
	CH 10	30.4	CEDAR CANYON			9.6	Spur 15		
			3.6						
	CH 6	34.0	FOHL P			6.0	Spur 12		
			6.0						
WC T X	CS 32	40.0	OROFINO P			0.0			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION
 SPECIAL INSTRUCTIONS PAGES 4, 5 and 6

5. SPECIAL STOPS AND CONNECTIONS:

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

No. 312, 324 and 344 will wait ten minutes at Lewiston for mail connections from Riparia.

Nos. 323 and 324 will stop on flag at Myrtle Bridge, Fir Bluff and Big George.

6. REGISTER STATIONS:

Lewiston—For first class trains and Passenger extras.

East Lewiston—For second class and inferior trains except Passenger extras.

Spalding.

Arrow.

Orofino.

Stites.

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

8. CLEARANCE EXCEPTIONS: At Arrow when no operator on duty, trains will not require clearance card to comply with Rule 83-b.

9. 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 operated as one yard.

Tracks between yard limit signs west of Lewiston and east of Forebay will be operated as one yard.

10. DERAIL SWITCHES:

Lewiston—West end of Northwest Cities Gas spur.

Lenore—West end of warehouse track.

11. STANDARD TIME CLOCKS:

Lewiston, East Lewiston, Orofino, Stites.

12. WATCH INSPECTORS:

Lewiston, M. L. Haines.

Orofino, J. R. Hughes.

**SPECIAL INSTRUCTIONS
SECOND SUBDIVISION**

1. SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Pasgr.	Frts.	
At any point	15	15	Engines running backward.
	20	20	When handling wrecker, ditcher or pile driver.
Between Spalding and Grangeville	35	25	On tangents.
	25	20	On curves of over 3 degrees.
Descending mountain Reubens to Culdesac			Passenger trains any one mile in three (3) minutes, and freight trains any one mile in four (4) minutes.
Through Tunnels 1 and 7	15	15	In both directions.
At Craigmont at grade crossing at west switch near stock yards	5	5	

2. MOUNTAIN GRADES:

Light engines must not run backward.
Westward freight trains will stop as follows to cool wheels:
Nucrag—10 minutes, and longer if wheels are found to be overheated. Culdesac—15 minutes.

At Culdesac and Reubens the normal position of train order signal will be "STOP" while operators are on duty. No eastward train will pass Culdesac nor westward train pass Reubens when operators are on duty, without a Form "A" clearance card authorized by the train dispatcher, except, when communication fails operator may issue clearance card endorsed "Means of communication have failed—Proceed at restricted speed." Clearance card should also show the time of departure of any preceding trains between points named. When operators are not on duty no trains will pass either Culdesac or Reubens in the direction named unless authorized by train order to do so.

Trains must not meet at Nucrag except by train order (Form S-A) and the first train arriving under such order must report its arrival promptly.

Operator at Culdesac will not report any westward train clear at that station until it is clear of the main track 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. BULLETIN STATIONS: Grangeville.

6. YARD LIMITS: Tracks between yard limit signs east of Craig Junction and west of Clicks will be operated as one yard.

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 operated as one yard.

7. IMPAIRED CLEARANCE: Tunnel seven.

8. DERAIL SWITCHES:

Fort Lapwai—West end of siding.

Sweetwater—West end of siding.

Bundy—West end of siding.

Jacques—West end of spur.

Culdesac—West end of siding.

West end of House track.

West end of Mill spur.

West end of Oil track.

Nucrag—West end of siding.

Reubens—West end of siding.

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 of coal incline.

West end of Farmer Union Warehouse track.

9. Grangeville—When cars are being loaded from Farmers Union Warehouse, all trains using this track will spot not less than two cars with brakes securely set, eight car lengths west of this warehouse.

**SPECIAL INSTRUCTIONS
THIRD SUBDIVISION**

1. AT RIPARIA:

N. P. Switch to Camas Prairie main track must be kept locked.

2. BRIDGE AND ENGINE RESTRICTIONS:

At Riparia, on Snake River Bridge engines heavier than 150,000 pounds on drivers not permitted.

3. SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Pasgr.	Frts.	
At any point	With care		At restricted speed when sand is blowing.
	15	15	Engines running backward.
	20	20	When handling wrecker, ditcher or pile driver.
Between Riparia and Lewiston.. Over curve approaches each end of Bridge 71.23 over Clear- water River. Lewiston	40	30	
At Riparia	15	15	On Wye track.

4. REGISTER STATIONS:

Riparia, Lewiston, for first class trains and passenger extras.

East Lewiston, for second class and inferior trains.

5. BETWEEN LEWISTON AND EAST LEWISTON:

Second class and inferior trains must be governed by Rule S-93.

6. BULLETIN STATIONS:

Lewiston, East Lewiston, Riparia.

7. STANDARD TIME CLOCKS:

Lewiston, East Lewiston.

8. WATCH INSPECTOR:

Lewiston, M. L. Haines.

SPECIAL INSTRUCTIONS

FOURTH SUBDIVISION

1. SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Pasgr.	Frts.	
At any point	15	15	Engines running backward.
Between Orofino and Jaype	20	20	When handling wrecker, ditcher or pile driver.
On descending grade between Orofino and Jaype	20	20	Looking out for slides and washouts.
Between Jaype and Headquarters	12	12	
At Orofino, over Johnson Street	5	5	
On curve at M. P. 3 between Orofino and Fohl	8	8	
From M. P. 5 to Bridge 5, between Orofino and Fohl	10	10	
At Rock Crusher, first crossing west of Jaype	5	5	Looking out for tractors crossing track.
On curve at M. P. 35, between Summit and Headquarters ..	8	8	

2. BRIDGE AND ENGINE RESTRICTIONS:

On Spurs in east end of Jaype Yard and C. T. Co., Spurs between Jaype and Headquarters, Camas Prairie engines not permitted.

3. MOUNTAIN GRADES:

Westward trains must stop at Rudo to inspect train.

4. PUSHER DISTRICT: Between Orofino and Headquarters.

5. REGISTER STATIONS: Orofino, Headquarters.

6. BULLETIN STATIONS: Orofino, Headquarters.

7. YARD LIMITS: Tracks between yard limit signs east of Kinney Junction and west of Jaype will be operated as one yard.

8. DERAIL SWITCHES:

Orofino—West end of run around track. West end of material track.
 Standard Oil spur west end.
 Fohl—West end.
 Lime Mountain—West end.
 Rudo—West end, in pocket of siding.
 Haley—West end of siding.
 Poorman—West end.
 Placer—West end.
 Jaype—110 feet East of West Main track switch on West lead track.
 Revling—West end of siding.
 Cardiff—West end.
 Summit—West end in pocket siding.

9. STANDARD TIME CLOCKS:

Orofino.

10. WATCH INSPECTORS:

Orofino, J. R. Hughes.

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		21.8
2	50		21.2
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

TONNAGE RATING OF FREIGHT ENGINES

SUB DIVISION	DISTRICT	CLASS OF ENGINE									
		O. W. MK	N. P. W	O. W. 730 768 CLASS	N. P. 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	1800	1800	1700	1200	1100	1000	900
	Arrow to Orofino	3200	3000	2400	2150	2150	1950	1400	1200	1100	1000
	Orofino to Stites							1400	1200	1100	1000
FIRST WESTWARD	Stites to Orofino		Train	Limit	Sixty	Cars					
	Orofino to Lewiston						No	Limit			
SECOND EASTWARD	Spalding to Sweetwater	1100	1000	900	700	700	640	540	480	450	405
	Sweetwater to Culesac	780	760	680	500	500	450	350	300	250	200
	Culesac to Reubens	550	500	450	250	250	200	150	125	100	75
	Reubens to Craigmont.....	1500	1400	1250	950	950	800	700	650	575	525
SECOND WESTWARD	Craigmont to Reubens	1800	1650	1450	950	950	850	750	700	625	575
	Reubens to Culesac		Fifty cars, maximum 3,000 tons								
	Culesac to Spalding		No limit								
THIRD EASTWARD	Riparia to Lewiston	3200	3000	2300	2100	2100	1900	1200	1100	1000	900
FOURTH EASTWARD	Orofino to Summit	725	600	525	425	400	350	200	175	150	125
FOURTH WESTWARD	Headquarters to Summit	900	750	650	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. B. CHIPMAN, Dist. Surgeon, Grangeville, Idaho.
 DR. R. T. HOPKINS, Dist. Surgeon, Orofino, Idaho.
 DR. J. M. VERBERKMOES, Dist. Surgeon, Kooskia, Idaho

M. C. SMITH,
 Chief Dispatcher.

CAMAS PRAIRIE RAILROAD COMPANY

CIRCULAR LETTER NO. 35

Lewiston, Idaho, June 14th, 1934.

ALL CONCERNED:

Effective Friday, June 15th, 1934, and until further notice, trains 323 and 324 will run on the following schedules:

<u>Train No. 323</u>			<u>Train No. 324</u>	
	Leave			Arrive
	12:30 PM	Stites		12:10 PM
	12:40	Kooskia		11:59 AM
	1:00	Kamiah		11:29
	1:19	Tramway		11:17
	1:24	Pardee		11:15
	1:40	Chapin		10:55
	1:44	Greer		10:52
	1:52	Penoyer		10:42
	1:55	Jordan		10:35
	2:09	Orofino		10:30
	2:19	Ahsahka		10:16
	2:25	Magill		10:09
	2:33	Peck		10:04
	2:49	Lenore		9:46
	2:53	Agatha		9:40
	2:55	Dolomite		9:37
	3:06	Cheerylane		9:25
	3:16	Myrtle		9:19
	3:22	Arrow		9:09
	3:30	Spalding		9:01
	3:33	North Lapwai		8:58
	3:45	Forebay		8:45
	3:48	East Lewiston		8:43
Arrive	3:52	Lewiston		8:40 Leave
	PM			AM

These schedules confer no train rights. They are published for the information of the Post Office Department, Express Company and traveling public.

R. E. Hamrahan
Manager.

CAMAS PRAIRIE RAILROAD COMPANY

CIRCULAR LETTER #39

Lewiston, Idaho, July 25, 1934

ALL CONCERNED:

During the present intensive loading of wheat between Spalding and Grangeville, Nos. 343 and 344 will discontinue handling freight cars and will be operated on the following schedules effective July 26th, 1934:

Read Down	<u>No. 344</u>		<u>No. 343</u>	
	<u>A.M.</u>		<u>P.M.</u>	
Leave	8:45	Lewiston	3:25	Arrive
	9:03	North Lapwai	3:07	
	9:06	Spalding	3:04	
	9:14	Fort Lapwai	2:56	
	9:20	Sweetwater	2:50	
	9:27	Bundy	2:43	
	9:31	Jacques	2:40	
	9:40	Culdesac	2:35	
	10:00	Nucrag	2:12	
	10:24	Roubens	1:54	
	10:34	Craig Junction	1:44	
	10:44	Craigmont	1:34	
	11:01	Ferdinand	1:15	
	11:19	Cottonwood	12:57	
	11:38	Fenn	12:38	
Arrive	12:01	Grangeville	12:21	Read Up
	PM		PM	

These schedules are for information of the Public and the Post Office Department and do not confer any train rights. They will remain in effect during the life of Time Table No. 73 unless sooner terminated.

R. E. Hennahan
Manager.

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CAMAS PRAIRIE RAILROAD COMPANY

Lewiston, Idaho, September 4, 1934.

NOTICE TO THE PUBLIC

- Spalding
- Fort Lapwai
- Sweetwater
- Jacques
- Culdesac
- Reubens
- Craigmont
- Ferdinand
- Cottonwood
- Fenn
- Grangeville

On July 25th, 1934, notice was posted at the above named stations that effective July 26th, 1934 and for the period of heavy loading of wheat between Spalding and Grangeville, trains Nos. 343 and 344 would not handle freight cars. Turnaround schedule was adopted leaving Lewiston 8:45 AM, arriving Grangeville 12:01 PM; leaving Grangeville 12:21 PM, arriving Lewiston 3:25 PM.

Wheat loading has fallen off and the operation of freight train service is no longer necessary and the former mixed train service will be re-established effective September 10, 1934. There follows a time schedule of this service:

	<u>Read Down No. 344</u>		<u>No. 343</u>	
	<u>A.M.</u>			<u>P.M.</u>
Leave	7:55	Lewiston		1:55
	8:25	North Lapwai		1:30
	8:30	Spalding		1:20
	8:35	Fort Lapwai		12:55
	8:38	Sweetwater		12:45
	8:42	Bundy		12:33
	8:47	Jacques		12:28
	9:05	Culdesac		12:20
	9:25	Nucrag		11:33
	10:15	Reubens		11:15
	10:25	Craig Junction		10:51
	10:40	Craigmont		10:40
	11:05	Ferdinand		9:30
	11:30	Cottonwood		8:45
	12:05	Fenn		7:45
Arrive	12:30	Grangeville		7:00
	PM			AM
				Read Up

R. H. Howard
 Manager.

CAMAS PRAIRIE RAILROAD COMPANY

Circular Letter No. 51

Lewiston, Idaho, November 15, 1934

ALL CONCERNED:

Effective Friday, November 16, 1934, and until further notice, trains 323 and 324 will run on the following schedules:

<u>Train No. 323</u>			<u>Train No. 324</u>	
Leave			Arrive	
12:30 PM	Stites		12:10 PM	
12:40	Kooskia		11:59 AM	
1:00	Kamiah		11:29	
1:19	Tramway		11:17	
1:24	Pardee		11:13	
1:40	Chapin		10:55	
1:44	Greer		10:52	
1:52	Penoyer		10:42	
1:55	Jordan		10:35	
2:09	Orofino		10:30	
2:19	Ahsahka		10:16	
2:25	Maggill		10:09	
2:33	Peck		10:04	
2:49	Lenore		9:46	
2:53	Agatha		9:40	
2:55	Dolomite		9:37	
3:06	Cheerylane		9:25	
3:16	Myrtle		9:19	
3:22	Arrow		9:09	
3:30	Spalding		9:01	
3:33	North Lapwai		8:58	
3:45	Forebay		8:45	
3:48	East Lewiston		8:43	
Arrive	3:52	Lewiston	8:40	Leave
	PM		AM	

These schedules confer no train rights. They are published for the information of the Post Office Department, Express Company and traveling public.

R. H. Hancock
 Manager.

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CAMAS PRAIRIE RAILROAD COMPANY

CIRCULAR LETTER NO. 1

Lewiston, Idaho, January 1, 1935

ALL CONCERNED:

Effective Tuesday, January 1st, 1935, and until further notice, trains 323 and 324 will run on the following schedules:

<u>Train No. 323</u>			<u>Train No. 324</u>	
Leave			Arrive	
11:42 AM	Stites		11:22 AM	
11:55	Kooskia		11:11	
12:27 PM	Kaniah		10:45	
12:51	Tramway		10:22	
12:58	Pardee		10:17	
1:28	Chapin		9:58	
1:32	Greer		9:55	
1:48	Penoyer		9:43	
1:54	Jordan		9:38	
2:09	Orofino		9:30	
2:19	Ahsahka		9:23	
2:25	Magill		9:16	
2:33	Peck		9:11	
2:49	Lenore		8:55	
2:53	Agatha		8:50	
3:06	Cheerylane		8:38	
3:10	Myrtle		8:33	
3:22	Arrow		8:26	
3:30	Spalding		8:21	
3:33	North Lapwai		8:18	
3:45	Forebay		8:05	
3:48	East Lewiston		8:03	
Arrive	3:52	Lewiston	8:00	Leave
	PM		AM	

These schedules confer no train rights. They are published for the information of the Post Office Department, Express Company and traveling public.

R.E. HANRAHAN

Manager.

CAMAS PRAIRIE RAILROAD COMPANY

CIRCULAR NO. 31

Lewiston, Idaho, April 25th, 1935

ALL CONCERNED:

Effective Wednesday, May 1st, 1935 and until further notice, trains 343 and 344 will run on the following schedule:

Read Down	<u>No. 344</u>		<u>No. 343</u>	
	<u>A.M.</u>		<u>P.M.</u>	
Leave	8:05	Lewiston	3:25	Arrive
	8:24	North Lapwai	3:07	
	8:28	Spalding	3:04	
	8:37	Fort Lapwai	2:56	
	8:44	Sweetwater	2:50	
	8:52	Bundy	2:42	
	8:57	Jacques	2:38	
	9:07	Culdesac	2:31	
	9:28	Nucrag	2:08	
	9:53	Reubens	1:50	
	10:04	Craig Junction	1:39	
	10:15	Craigmont	1:28	
	10:33	Ferdinand	1:08	
	10:52	Cottonwood	12:49	
	11:15	Fenn	12:26	
Arrive	11:40	Grangeville	12:01	Read Up
	P.M.		P.M.	

These schedules confer no train rights. Are published for the information of the Post Office Department, Express Company and the public.

J. H. ...
 Manager.

CAMAS PRAIRIE RAILROAD COMPANY

Lewiston, Idaho, September 18, 1935

NOTICE TO THE PUBLIC:

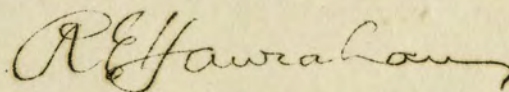
Spalding
 Fort Lapwai
 Sweetwater
 Jacques
 Culdesac
 Reubens
 Craigmont
 Ferdinand
 Cottonwood
 Fenn
 Grangeville

Notice to the Public dated at Lewiston, Idaho, September 4th, 1934 regarding re-establishment of mixed train service effective September 10, 1934 serving stations shown above is hereby cancelled.

Effective Thursday, September 20, 1934 and continuing until further notice, trains 343-344 will be operated as straight passenger trains on the following schedules:

Read Down	<u>No. 344</u>		<u>No. 343</u>	
	<u>A.M.</u>		<u>P.M.</u>	
Leave	8:45	Lewiston	3:25	Arrive
	9:03	North Lapwai	3:07	
	9:06	Spalding	3:04	
	9:14	Fort Lapwai	2:56	
	9:20	Sweetwater	2:50	
	9:27	Bundy	2:43	
	9:31	Jacques	2:40	
	9:40	Culdesac	2:35	
	10:00	Nucrag	2:12	
	10:24	Roubens	1:54	
	10:34	Craig Junction	1:44	
	10:44	Craigmont	1:34	
	11:01	Ferdinand	1:15	
	11:19	Cottonwood	12:57	
	11:38	Fenn	12:38	
Arrive	12:01	Grangeville	12:21	Read Up
	P.M.		P.M.	

This service is again re-established due to an increase in freight traffic, making the operation of mixed trains impractical.



Manager