

CAMAS PRAIRIE RAILROAD CO.

TIME **84** TABLE

Effective June 20, 1943

at 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*

Westward

SECOND SUBDIVISION

Eastward

First Class		Water, Fuel, Scales, Tables, Wyes and Yard Limits	Station Numbers	Distance from Grangeville	Time Table No. 84 Effective June 20, 1943		Distance from Spalding	Capacity of Side Tracks	First Class		
343 Passenger	Daily				344 Passenger	Daily					
STATIONS											
Telegraph Offices and Calls											
PM	12.35	W	C P 149	0.0	Ge	GRANGEVILLE	D	66.5	60	PM	12.25
		YX				7.0					
s	12.58		C P 142	7.0	Fn	FENN	D	59.5	35	s	12.01
						8.5					
s	1.21		C P 133	15.5	Co	COTTONWOOD	D	51.0	50	s	11.38
						5.3					
	1.34		C P 128	20.8		SAND SPUR		45.7	10		11.24
						3.4					
s	1.42	X	C P 125	24.2	Rg.	FERDINAND	D	42.3	20	s	11.16
						7.9					
s	2.02	XW	C P 117	32.1	Vo	CRAIGMONT	D	34.4	30	s	10.57
						4.5					
f	2.12	X	C P 113	36.6		CRAIG JUNCTION	P	29.9	9	f	10.46
						.3					
		X	C P 112	36.9		CLICKS		29.6	6		
						3.5					
s	2.23	YXW	C P 109	40.4	Ru	REUBENS	P D	26.1	30	s	10.37
						6.6					
	2.42	w	C P 102	47.0		NUCRAG	P	19.5	11		10.14
						7.4					
s	3.05	w	C P 94	54.4	Cu	CULDESAC	D	12.1	20	s	9.53
						2.4					
f	3.12		C P 92	56.8		JACQUES		9.7	8	f	9.46
						1.7					
f	3.16		C P 91	58.5		BUNDY		8.0	15	f	9.42
						2.7					
s	3.22		C P 88	61.2		SWEETWATER		5.3	20	s	9.35
						2.0					
s	3.26		C P 86	63.2	Fi	FORT LAPWAI	D	3.3	25	s	9.31
						3.3					
s	3.34	YX	C P 83	66.5		SPALDING	P	0.0	No Sdg.	s	9.24
PM										AM	
Daily	See Page 2					66.5				Daily	See Page 2
	2.59					Time Over District					3.01
	22.3					Average Speed Per Hour					22.04

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. 84 Effective June 20, 1943		Distance from Riparia	Capacity of Side Tracks	First Class		Second Class	
859 Freight	Daily	73 U. P. Passenger	Daily				74 U. P. Passenger	Daily			860 Freight	Daily		
STATIONS														
Telegraph Offices and Calls														
PM	8.00		PM	7.40	O	LEWISTON	P DN	72.0	450	AM	8.50	AM	3.15	
					WC	1.0								
	8.02			7.43	X	TRANSFER		71.0	15		8.45		3.12	
						5.1								
	8.14		f	7.51		WILMA	P	65.9	60	f	8.34		3.00	
						4.2								
	8.24		f	7.57		MOSES		61.7	60	f	8.26		2.50	
						6.8								
	8.41		f	8.07	w	INDIAN		54.9	Spur 40	f	8.14		2.33	
						5.4								
	8.55		f	8.15		BISHOP	P	49.5	60	f	8.06		2.17	
						1.8								
	8.59		f	8.18		TRUAX		47.7	14	f	8.02		2.13	
						3.8								
	9.08		f	8.24		CRUM		43.9	66	f	7.55		2.03	
						1.0								
	9.10		s	8.26		WAWAWAI	P	42.9	14	s	7.53		2.01	
						3.2								
	9.17		f	8.31		CRAMPTON		39.7	No Sdg.	f	7.47		1.54	
						1.6								
	9.21		f	8.34		BOYART		38.1	2	f	7.44		1.50	
						2.1								
	9.26		s	8.38	w	ALMOTA	P	36.0	60	s	7.39		1.45	
						3.8								
	9.35		f	8.46		SCHULTZ		32.2	3	f	7.33		1.35	
						2.9								
	9.42		f	8.51		SWIFT		29.3	60	f	7.28		1.29	
						5.2								
	9.55		f	8.59		PENAWAWA	P	24.1	67	f	7.17		1.15	
						1.7								
	10.00		f	9.02		PENAWAWA SPUR		22.4	Spur 4	f	7.14		1.10	
						3.5								
	10.08		f	9.07		PURRINGTON		18.9	11	f	7.08		1.02	
						3.0								
	10.15		f	9.11		PEYTON		15.9	2	s	7.03		12.55	
						1.4								
	10.18		f	9.13	w	CENTRAL FERRY	P	14.5	62	f	7.00		12.52	
						4.9								
	10.30		f	9.21		RIDPATH		9.6	26	f	6.51		12.40	
						9.6								
	11.00		f	9.50	C Y	RIPARIA	P DN	0.0	62		6.35		12.15	
PM			PM		WX					AM			AM	
Daily			Daily							Daily			Daily	
	3.00			2.10		Time Over District					2.15		3.00	
	24.0			33.2		Average Speed Per Hour					32		24.0	

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 Consolidated Code of Transportation rules and, except on the Third Subdivision, by the Safety Rules and Special Instructions of the Idaho division of the Northern Pacific Railway. On the third subdivision employees will be governed by the Union Pacific Railroad Special and Safety Rules of the Washington Division and in addition at Riparia will be governed by Union Pacific Washington Division Time Table in use of Union Pacific track. Employees must provide themselves with copies of the above rules and current time-tables.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Light engines observe speed of passenger trains.
Passenger trains handling freight cars will observe speed restrictions for freight trains
2. When necessary to take slack of freight trains with helper on rear, it should be done by the helper engine.
3. Before moving a work or wrecking train, the whistle signal 14(b) or 14(h) must be sounded for protection of men working about such trains. Adequate protection must be given where crane or derrick booms foul adjacent tracks. When trains are seen or known to be closely approaching and while passing on an adjacent track snow plows must not be operated to throw snow on the passing trains; trains unloading ballast or other track material or operating spreaders or other track equipment must stop; booms or cranes, ditchers or other similar equipment or projecting parts of rotating machinery must be secured in position to clear adjacent track and operation stopped, unless properly protected.
4. When a train order is received reading, "Eastward or (westward) extra trains wait atuntil.....," the train addressed is relieved from protecting its rear end against following extra trains until the time named in the order, from point named to next register station.
5. Trains handling logs, when meeting passenger trains will stop at switch, whether train is to take siding or not and will not proceed unless passenger train is standing still or has moved by the logs and will not exceed speed of ten miles per hour until by.

FIRST SUBDIVISION

1. **AT LEWISTON**—When using back track Potlatch Forests, Inc., yard, yardmen must close and lock gate. Under no circumstances should cars be kicked in on single ended tracks. In handling cars ahead of engine on the inclines at the Mutual Creamery, White Bros. & Crum and The Oregon Packing Co., coupling should be made before switch is opened to the incline. In handling refrigerator cars ahead of the engine on these inclines, air should be coupled.
2. **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.
3. **AT FOREBAY**—Time of trains applies at cross-over switch.
4. **SPEED RESTRICTIONS:**
All trains will not exceed speed of ten M.P.H. over highway crossing, serving mill of the Potlatch Forests, Inc., 1,500 feet east of east switch East Lewiston.
Do not exceed speed of five M.P.H. and look out carefully for rocks and slides passing slide area between M.P. 132 and 133 between Forebay and North Lapwai.
Trains handling logs between Stites and Orofino will run at restricted speed through rock cuts, prepared to stop short of projecting rocks, because of impaired clearance to stakes.

Westward		FOURTH SUBDIVISION			Eastward			
Water, Fuel, Scales Tables, Wyes and Yard Limits	Station Numbers	Distance from Headquarters	Time Table No. 84 Effective June 20, 1943			Distance from Orofino	Capacity of Side Track	Camas Prairie or Industry
STATIONS								
TELEGRAPH OFFICES AND CALLS								
WC XY	CH 40	0.0	HQ	HEADQUARTERS	P-D	40.0	138	
				2.0				
X	CH 38	2.0		DEER CREEK	P	38.0	CTCo	
				2.1				
	CH 36	4.1		GRAVEL SPUR		35.9	6	
				1.7				
	CH 34	5.8		SUMMIT	P	34.2	56	
				3.0				
	CH 31	8.8		HELPHREY		31.2	Spur 5	
				1.3				
X	CH 30	10.1		REVLING		29.9	12	
				1.1				
WY X	CH 29	11.2		JAYPE	P	28.8	110	
				.9				
X	CH 28	12.1		NELSON		27.9	4	
				1.5				
	CH 26	13.6		QUARTZ		26.4		
				1.3				
	CH 25	14.9		ROONEY		25.1	20	
				3.1				
	CH 22	18.0		PLACER		22.0	Spur 8	CT Co
				.4				
	CH 21	18.4		POORMAN		21.6	Spur 10	
				2.1				
	CH 20	20.5		HALEY		19.5	12	
				.3				
	CH 19	20.8		OMILL		19.2		
				4.5				
W	CH 15	25.3		RUDO	P	14.7	80	
				3.5				
	C. H. 11	28.8		LIME MOUNTAIN		11.2	Spur 6	
				1.6				
	CH 10	30.4		CEDAR CANYON		9.6	Spur 3	
				9.6				
WC TX	CS 32	40.0	OF	OROFINO	PD	0.0		

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Pasgr.	Frs.	
At any point	15	15	Engines backing.
Between Lewiston and Orofino	40	30	On tangents.
	30	25	On curves over 3 degrees.
	20	20	When handling wrecker, ditcher or pile driver, or engine with side and main rods disconnected.
Between Orofino and Stites	30	20	On tangents.
	20	20	When handling freight cars.
	20	15	On curves of over 6 degrees.
	12	12	When handling wrecker, ditcher, pile driver, poles, refrigerator cars or engines with side and main rods disconnected.
At Lewiston	4	4	Over 18th Street crossing.
At East Lewiston	15	15	Over east switch
At Arrow, over Bridge "O"	10	10	Engines U. P. class "MacA" and N. P. class "W" and heavier.
At Orofino, over Bridge 29-1	8	8	Engines U. P. class "MacA" and N. P. class "W."
At Clearwater River, over Bridge 50-1	8	8	Double header engines weighing 135,000 on drivers or heavier.

5. BRIDGE AND ENGINE RESTRICTIONS:

At Lewiston, the following yard tracks only, may be used by N.P. W-5 power: Two main leads east and west leading to round house and tracks 3, 4, 5, 8, 9 and 10.

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

SPECIAL INSTRUCTIONS SECOND SUBDIVISION

1. SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Pasgr.	Frts.	
At any point	15 20	15 20	Engines backing. When handling wrecker, ditcher, pile driver, or en- gines with side and main rods disconnected.
Between Spalding and Culdesac and Reubens and Cottonwood....	40 20	30 20	On tangents. On curves of over 3 degrees.
Between Culdesac and Reubens Between Cottonwood and Grange- ville	35 20	25 15	
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.
When operators are not on duty, trains will register at
Reubens and No Westward train may follow another train
until one hour after the last preceding train has left Reu-
bens. The operator at Reubens will enter the record of the
last preceding train in the register before going off duty.
Trains must not meet at Nucrag except upon authority of
train order providing for such a meeting point.
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. **CLEARANCE EXCEPTIONS:**
At Grangeville when no operator on duty, trains will not
require clearance card to comply with Rule 83 (B).
7. **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.
8. **IMPAIRED CLEARANCE:** Tunnel seven.
At Craigmont, elevator spout on Lewiston Grain Growers
warehouse at east end of passing track will not clear man
on car when switching Standard Oil Co. spur.
9. **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.

5. (Cont.)

At North Lapwai, N.P. W-5 engines keep off storage track.
At Arrow, N.P. W-5 engines keep off east end storage track.
At Orofino, engines heavier than N.P. class "S-4" will not
go east of Kerr Gifford Spur.

On Bridge 29-1, engines heavier than U.P. class "Mac" and
N.P. class "W" not permitted.

At Chapin, engines must not pass office building on land
side, loading spur.

All trains using N. P. class "W" or U. P. "MacA" when
switching Rochdale Spur reach in with sufficient cars to
keep engines off sharp curve west of highway crossing.
Crossing serving the new bridge across Clearwater river
at Orofino crosses main line of the Stites branch. See that
proper protection is afforded this crossing in switching
operation.

At Jordan, engines must not go beyond impaired clearance
sign.

At Stites, passenger equipment must be kept off house
track, account clearance.

6. 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 at Myrtle Bridge except on Sun-
days and holidays will stop on flag only. No. 323-324 will
stop on flag at Fir Bluff, Big George and Old County Farm
near milepost 130.

No. 323 and 324 stop at Pardee to take on cream or put off
empty cream cans.

7. 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.

8. BULLETIN STATIONS:

Lewiston, East Lewiston, Orofino, Stites.

9. CLEARANCE EXCEPTIONS:

At Arrow and Stites when
no operator on duty, trains will not require clearance card
to comply with Rule 83 (B).

At Spalding, no clearance required.

10. 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 Transfer and east
of Forebay will be operated as one yard.

11. IMPAIRED CLEARANCE:

At Lewiston, loading platform on south side of track at
Northwest Cities Gas spur will not clear man on side of
car. Spur in mill yard Potlatch Forests, Inc., loading
match planks and at wood pile rock spur will not clear
man on side of car.

Loading platform on Snake River Ave. will not clear man
on side of car.

12. DERAILED SWITCHES:

Lewiston—West end of Northwest Cities Gas spur.
West end of old Coal Dock track.

Lenore—West end of warehouse track.
East end of house track.

13. STANDARD TIME CLOCKS:

Lewiston, East Lewiston, Orofino, Stites.

14. WATCH INSPECTORS:

Lewiston, T. E. Dean. Orofino, J. R. Hughes.

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.

10. **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.

11. **Special Stops:** No. 343 will stop on flag at Mallott's Farm
2½ miles east of Culdesac to handle cream shipments to
Lewiston. No. 344 will handle the empty cans back.

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
210,000 pounds on drivers not permitted.

N. P. class W or U. P. MacArthur type engines must not go
in on No. 2 track spur at Riparia. When necessary to use
this track, trains must hang onto sufficient cars. On all
other spurs at Riparia the above engines must not go be-
yond four car lengths beyond switch.

At Indian, engines must not go 500 feet beyond switch on
spur.

3. SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Pasgr.	Frts.	
At any point	With care		At restricted speed when sand is blowing, especially just west of Ridpath.
	15	15	Engines backing.
	20	20	When handling wrecker, ditcher, pile driver or engines with side and main rods disconnected.
Between Riparia and Lewiston..	40	30	Motor trains 50 miles per hour.
Over curve approaches each end of Bridge 71.23 over Clear- water River. Lewiston		25	Trains handling logs.
At Riparia	30	30	
	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. **YARD LIMITS:** Lewiston—Tracks between yard limit
signs west of Transfer and east of Forebay will be oper-
ated as one yard.

6. **IMPAIRED CLEARANCE:**
At Indian, west end track not safe, switch spiked, must not
be used.

7. **BULLETIN STATIONS:** Lewiston, East Lewiston, Riparia.

8. **DERAIL SWITCH:** Almota—East end warehouse track.
Peyton—Both ends of siding.

9. **STANDARD TIME CLOCKS:** Lewiston, East Lewiston.

10. **WATCH INSPECTORS:** Lewiston, T. E. Dean.

SPECIAL INSTRUCTIONS

FOURTH SUBDIVISION

1. SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Pasgr.	Frts.	
At any point	15	15	Engines backing.
Between Orofino and Jaype	15	15	When handling wrecker, ditcher, pile driver or engines with side and main rods disconnected.
On descending grade between Orofino and Jaype	15	15	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 C. T. Co. Spurs between Jaype and Headquarters, Camas Prairie engines not permitted.
 Helper engines must not be placed on rear unless full tonnage is being handled or when helper is needed for switching at rear.
 When handling snow plow, engines must be kept together on head end of train.
 At Fohl, engines must not go beyond clearance point.
 At Rudo, engines must not go beyond frog of spur.

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. CLEARANCE EXCEPTIONS:

At Headquarters when no operator on duty, trains will not require clearance card to comply with Rule 83 (B).

8. YARD LIMITS: Tracks between yard limit signs east of Revling and west of Nelson will be operated as one yard. Deer Creek is within Headquarters yard limits.

9. DERAIL SWITCHES:

Orofino—West end of run around track. West end of material track.
 Standard Oil spur west end, also protects planer track.
 Track serving Cement Plant.
 Track serving National Pole Co.
 Fohl—West end.
 Lime Mountain—West end.
 Rudo—West end, in pocket of siding.
 Omill—West end.
 Haley—West end of siding.
 Poorman—West end.
 Placer—West end.
 Rooney—West end.
 Nelson—West end.

Jaype—120 feet east of west main track switch protecting main track. 110 feet east of west main track switch protecting tracks 1 and 2. 110 feet east of wye lead switch protecting wye.

Revling—West end of siding.
 Summit—West end in pocket siding.

10. STANDARD TIME CLOCKS: Orofino.

SPEED TABLE

Miles Per Hour	Time Per Mile	
	Minutes	Seconds
60	1	--
59	1	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
52.1	1	9
51.4	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
21.8	2	45
21.2	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	----

11. WATCH INSPECTORS: Orofino, J. R. Hughes.

TONNAGE RATING OF FREIGHT ENGINES

SUB DIVISION	DISTRICT	CLASS OF ENGINE									
		U. P. MacA.	N. P. W	U. P. 730 768 CLASS	N. P. T S-4	U. P. 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 Culdesac	780	760	680	500	500	450	350	300	250	200
	Culdesac 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 Culdesac		Fifty cars, maximum 3,000 tons								
	Culdesac 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. F. TOMLINSON, Lewiston, Idaho.
 DR. M. J. McRAE, Lewiston, Idaho.
 DR. D. K. WORDEN, Lewiston, Idaho.
 DR. W. F. GILBERT, Lewiston, Idaho.
 DR. W. F. ORR, Cottonwood, Idaho.
 DR. K. H. COLLINS, Dist. Surgeon, Craigmont, Idaho.
 DR. L. A. WHEELWRIGHT, Dist. Surgeon, Grangeville, Idaho.
 DR. R. T. HOPKINS, Dist. Surgeon, Orofino, Idaho.
 DR. C. H. BRYAN, Dist Surgeon, Kamiah, Idaho.

M. CUMMING,
Train Master—Road Foreman of Engines.

M. C. SMITH,
Chief Dispatcher.

WAT

CAMAS PRAIRIE RAILROAD COMPANY

Camas, April 15, 1943

Lewiston, Idaho, July 13, 1943

TO ALL CONCERNED:

Camas Prairie Railroad Company time table No. 84,

effective at 12:01 AM, June 20, 1943, which was recalled, now becomes effective at 12:01 AM, July 18, 1943 and is being mailed out in the usual manner.

R.E. Hanrahan

Manager ✓

UNION PACIFIC RAILROAD

Camas, April 15, 1943

Embargo No. 9611

Our Service Division, account explanation and our delay, embargo all cargo freight consigned to Mexico routed via Tarabo, Brownsville or other Texas, or consigned to other points intended for export by rail to Mexico.

EXCEPTION - Freight for local delivery at Brownsville, Ariz., or other Texas, may be accepted if bill of lading carries shipper's certification (and waybill is so endorsed) that shipment is not intended for export by rail to Mexico.

This embargo suspends and cancels embargo No. 9611. GSD Embargo No. 9611.

Union Pacific agrees to forward accordingly.

R.E. LYNCH, GENERAL SGT., TRANSPORTATION

GSD Emb. 9611