

CAMAS PRAIRIE RAILROAD CO.

EMPLOYEES' TIME TABLE

Effective January 15, 1911

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

IMPORTANT—Special attention is called to rules 306 to 314 inclusive regarding operation on mountain grades between Redbank and Sweetwater. All trains will move between Joseph and North Lapan under the same block—When round trips will occur block over sections from near North Lapan and East bound trains will forward block to near North Lapan by Mountain grade extends between Redbank and Sweetwater. When such a blowing engine will run with great care and speed. Train 5 and 6 will stop on flag to pick up or drop off passengers. In the operation of the Camas Prairie Railroad employees will be governed by the Operating Department Rules and Regulations of the Northern Pacific Railway. Employees 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 Washington Division of the Oregon-Washington Railroad & Navigation Co. and be governed by same in the use of track in connection with the operation of the Northern Pacific Railway.

FIRST DISTRICT		TONNAGE RATING OF FREIGHT ENGINES											
		Class 1-12						Class 13-24					
		A		B		C		A		B		C	
Joseph to Sweetwater	700	600	500	400	300	200	100	100	100	100	100	100	100
Sweetwater to Joseph	600	500	400	300	200	100	100	100	100	100	100	100	100
Joseph to Redbank	500	400	300	200	100	100	100	100	100	100	100	100	100
Redbank to Joseph	400	300	200	100	100	100	100	100	100	100	100	100	100
Joseph to Lewisville	300	200	100	100	100	100	100	100	100	100	100	100	100
Lewisville to Joseph	200	100	100	100	100	100	100	100	100	100	100	100	100
Joseph to Grandville	100	100	100	100	100	100	100	100	100	100	100	100	100
Grandville to Joseph	100	100	100	100	100	100	100	100	100	100	100	100	100

F. N. FINCH,
Superintendent.

AUTHORIZED SURGEONS:
Dr. J. B. Morgan, Chief Surgeon, Lewiston, Ida.
Dr. E. A. Cameron, Chief Surgeon, Grandville, Ida.

Relieving Stations:
Lewiston, Lewiston Jct.
Joseph and Grandville.

WEST BOUND							FIRST DISTRICT			EAST BOUND					WEST BOUND		SECOND DISTRICT			EAST BOUND															
THIRD CLASS		Second Class	FIRST CLASS				Water, Coal, Scales, Tables and Wyes.	Station Numbers.	Distance from Grangeville.	Time Table No. 6		Distance from Lewiston Junction.	Capacity of Side Tracks	FIRST CLASS		THIRD CLASS		Second Class	THIRD CLASS		FIRST CLASS		THIRD CLASS												
857	855	663	233	231	243	239				Effective Jan. 15 1911				Succeeding No. 5		232	234	240	244	856	858	664	859	5	Effective Jan. 15, 1911		Succeeding No. 5								
N. P. Freight	N. P. Freight	N. P. Freight	N. P. Passenger	N. P. Passenger	Passenger	N. P. Passenger				STATIONS				Telegraph Offices and Calls		N. P. Passenger	N. P. Passenger	N. P. Passenger	Passenger	N. P. Freight	Freight	N. P. Freight	Freight	Passenger	STATIONS		Telegraph Offices and Calls								
AM 7.10					AM 7.00		W C Y	CP 149	0.0	Ge	GRANGEVILLE	D	76.8	60						AM 6.30		PM 6.00		De	LEWISTON	N	72.0	180	AM 10.40		PM 5.00				
					7.20			CP 142	7.0		FENN		69.8	35								6.03				TRANSFER		71.0	15	*10.37		4.56			
					7.45			CP 133	15.6	Co	COTTONWOOD	D	61.2	50								6.12				WILMA		65.9	70	f 10.24		4.40			
					8.10		W	CP 125	24.3		STEUNENBERG		52.5	20								6.21				ALPOWA		62.6		f 10.17		4.30			
					8.35			CP 117	32.2	Vo	VOLLMER	D	44.6	30								6.23				MOSES		61.7	70	f 10.15		4.27			
					8.50		W	CP 113	36.6		CRAIG JUNCTION		40.2									6.39		W	CP 55	17.1	54.9	70	f 10.01		4.04				
					9.00		Y	CP 109	40.5	Ru	REUBENS	D	36.3	30								6.50				BISHOP		49.5	70	f 9.49		3.46			
					9.55		W	CP 94	54.8	Cu	CULDESAC	D	22.0	20								6.54				TRUAX		47.7		f 9.45		3.40			
					10.07			CP 91	58.6		CALDWELLS		18.2	15								7.03				CRUM		43.9	75	f 9.36		3.27			
					10.15			CP 88	61.2		SWEETWATER		15.6	20								7.05				WAWAWAI		43.0	14	f 9.34		3.23			
	N. P.	N. P.	N. P.	N. P.	10.23	N. P.		CP 86	63.4		FORT LAPWAI		13.4	12	N. P.	N. P.	N. P.	2.48	N. P.	8.45	N. P.	7.07				INTERIOR		41.9	19	f 9.32		3.20			
2.25	AM 11.00	AM 6.35	PM 9.30	PM 2.15	AM 10.33	AM 8.43	Y	CP 83	66.5		JOSEPH		10.3	No Sdg.	AM 8.15	PM 1.15	PM 1.57	2.40	AM 8.00	PM 8.35	PM 6.30	7.20		W	CP 36	36.0	Ma	ALMOTA	D	36.0	70	9.19		3.00	
2.30	11.10	6.45	9.32	2.20	10.38	8.48		CP 82	67.4	Ni	NORTH LAPWAI	D	9.4	50	8.10	1.12	1.55	2.35	7.50	8.25	6.25	7.36				SWIFT		29.2	70	f 9.05		2.37			
								CP 76	73.3		GURNEY		3.5	2	f	f	f					7.47				PENAWAWA		23.9	70	f 8.53		2.19			
3.10	11.55	7.15	10.00	2.50	11.00	9.10	W C T	CP 72	76.8	De	LEWISTON	N	.0	180	7.45	12.50	1.35	2.00	7.15	7.50	6.00	8.08		W	CP 15	57.5		CENTRAL FERRY		14.5	70	f 8.32		1.48	
Ex. Sun.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Sun.	Daily	8.45		C Y	CP 0	72.0	Ax	LEWISTON JCT.	N	0.0	70	8.00		1.00	
8.00	.55	.40	.30	.35	4.00	.27									.30	.25	.22	4.45	.45	8.00	.30	10.40													
9.5	11.2	15.0	20.4	17.4	19.2	22.8									20.4	24.6	27.6	16.1	13.6	9.5	20.4	4.10													
Average Speed Per Hour																				Average Speed Per Hour															

East-bound Trains are superior to Trains of the same class in the opposite direction.

In the operation of the Camas Prairie Railroad employees will be governed by the Operating Department Rules and Regulations of the Northern Pacific Railway. Employees 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 Washington Division of the Oregon-Washington Railroad & Navigation Co. and be governed by same in the use of terminals at Lewiston Jct.

Trains 5 and 6 will stop on flag to pick up or let off passengers about one mile east of Central Ferry where ferry crosses the river; also 2300 feet east of M. P. 6 at "Riviera".

When sand is blowing engineers will run with great care and under control where they cannot see track is clear.

Mountain grade extends between Reubens and Sweetwater. Derails are located as follows: Craig Junction, Reubens, Culdesac, Caldwell's and Sweetwater. Except when in use, derails must be left open.

All trains will move between Joseph and North Lapwai under telephone block—West bound trains will secure block over telephone from agent North Lapwai and East bound trains will surrender block to agent North Lapwai by telephone from Joseph. If impossible to raise North Lapwai block may be secured from or surrendered to Dispatcher at Lewiston.

IMPORTANT—Special attention is called to rules 500 to 518, inclusive, regarding operation on mountain grades between Reubens and Sweetwater.

TONNAGE RATING OF FREIGHT ENGINES

FIRST DISTRICT	ENGINES											
	Class S 1-2-3-4, F-1		Class F, F 4		Class E 1		Class E 2-3 D 2-3		Class B, B 1		Class C	
	A	B	A	B	A	B	A	B	A	B	A	B
East Bound												
Joseph to Sweetwater	700	640	600	540	540	486	480	432	450	405	360	324
Sweetwater to Culdesac	500	450	400	350	350	300	300	250	250	200	200	150
Culdesac to Reubens	250	200	200	150	150	130	125	100	100	75	75	50
Reubens to Vollmer	950	900	800	750	700	650	650	600	575	525	525	475
West Bound												
Vollmer to Reubens	950	900	800	750	750	700	700	650	625	575	550	500
Reubens to Culdesac						Twenty	Cars					
Culdesac to Sweetwater						Thirty	Cars					
Sweetwater to Joseph						Thirty	Cars					

COMMERCIAL SPURS

DISTANCE FROM LEWISTON		Car Capacity
Jacques	19.9 Miles	
Gwyns	37.8 "	6
Clicks	39.9 "	8

AUTHORIZED SURGEONS:

DR. J. B. MORRIS, Chief Surgeon, Lewiston, Ida.
DR. F. A. CAMPBELL, Dist. Surgeon, Grangeville, Ida.

Registering Stations:

Lewiston, Lewiston Jct.
Joseph and Grangeville.