

United States Railroad Administration

WALKER D. HINES, Director General of Railroads

CAMAS PRAIRIE RAILROAD

Employees' Time Table

Effective April 20, 1919

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,
Superintendent.

Westward								FIRST SUBDIVISION										Eastward								Westward				SECOND SUBDIVISION										Eastward																			
THIRD CLASS				Second Class		FIRST CLASS		Time Table No. 38										SECOND CLASS				FIRST CLASS		Time Table No. 38										FIRST CLASS		Second Class																							
Effective April 20, 1919 Succeeding No. 37				STATIONS										Effective April 20, 1919 Succeeding No. 37				STATIONS										Effective April 20, 1919 Succeeding No. 37		Second Class																													
885 N.P. Freight				857 Freight		871 N.P. Freight		661 N.P. Freight		313 N.P. Passenger		311 N.P. Passenger		343 Passenger		323 N.P. Passenger		312 N.P. Passenger										314 N.P. Passenger		324 N.P. Passenger		344 Passenger		662 N.P. Freight		872 N.P. Freight		858 Freight		886 N.P. Freight		859 Mixed				5 Passenger		6 N.P. Passenger										860 Mixed	
Tuesdays Thursdays Saturdays				Ex. Sun.		Ex. Mon.		Daily		Daily		Daily		Daily		Daily										Ex. Mon.		Ex. Sun.		Mondays Wedn'sdys Friday		Mondays Wedn'sdys Fridays		Daily				Daily		Daily										Daily									
AM 7.35 L 343								AM 7.30 L 857																						PM 3.30 A		PM 3.30 A		AM 7.25 L 6				PM 7.00 L 860		AM 7.25 L 859										PM 5.45 L 5									
8.05								8.10																						7.29		7.03		7.21										5.42															
8.55								8.10																						7.48		7.12		7.08										5.25															
9.35								8.33																						8.00		7.21		7.02										5.13															
10.35								8.53																						8.04		7.23		7.00										5.11															
11.00								9.08																						8.30		7.39		7.46										4.48															
11.30AM 11.45								9.20																						8.49		7.50		6.34										4.30															
12.15PM 12.25PM								9.45																						8.57		7.54		6.30										4.24															
1.20								10.15 858																						9.11		8.03		6.23										4.11															
1.35								10.22																						9.15		8.05		6.21										4.08															
1.45								10.27																						9.19		8.07		6.17										4.05															
2.00								10.35																						9.43		8.20		6.04										3.45															
2.10				N.P.		N.P.		10.43		N.P.																				10.15		8.36		5.50										3.22															
AM 11.55 L 311				AM 10.40 L 343		AM 6.10 L 858		AM 9.40 L 857		AM 2.15 L 857		AM 10.53 L 871		AM 8.48 L 858-886		AM 8.23 L 872										AM 12.55 L 858		AM 1.55 L 857		AM 3.23 L 858		AM 8.00 L 323		AM 11.20 L 323		AM 8.10 L 323				AM 8.48 L 323		AM 10.33 L 323										AM 8.40 L 323							
11.59				10.45		6.15		9.45		2.17		10.56 872		8.53		8.20										12.50		1.50		3.20		7.55		11.15 AM 343 L		8.00				8.40		10.51										8.58							
12.30 314				3.00 344		6.45 858		10.10		2.35 344		11.15 AM		9.15 AM		8.00										12.30		1.30		3.00		7.30		7.30		8.05 312 L				8.05 312 L		11.08										9.08							
Tuesdays Thursdays Saturdays				Ex. Sun.		Ex. Mon.		Daily		Daily		Daily		Daily		Daily										Ex. Mon.		Ex. Sun.		Mondays Wedn'sdys Friday		Mondays Wedn'sdys Fridays		Daily				Daily		11.27										9.19									
35				7.25		.05		.35		.20		3.45		.27		.23										.23		.23		4.15		.30		.05		8.00				.43		11.43										9.28							
17.7				10.4		10.8		17.7		20.6		30.0		20.6		26.9										26.9		26.9		18.1		20.6		10.8		9.6				14.4		12.05										9.45							
Daily				Daily		Daily		Daily		Daily		Daily		Daily		Daily										Daily		Daily		Daily		Daily		Daily				Daily		Daily										Daily									
4.40				2.45																																																							
15.4				26.2																																																							
Average Speed Per Hour																																																											

Eastward 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 Third and Fourth Divisions of the Oregon-Washington Railroad & Navigation Co. and be governed by same in the use of terminals at Riparia.

All passenger trains will stop on flag at the Nez Perce County Poor Farm near Mile Post 130 to pick up and let off passengers.

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. No. 859 has right over No. 860 Lewiston to Riparia.

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: Cottonwood, Vollmer, Craig Junction, Reubens, Nucrag, Culdesac, Bundy, Sweetwater and Fort Lapwai. Except when in use, derails must be left open. Westward freight trains will stop 10 minutes at Nucrag and 15 minutes at Culdesac to cool wheels. All trains will move between Joseph and North Lapwai under telephone block — Westward trains will secure block over telephone from agent North Lapwai and Eastward trains will surrender block to agent North Lapwai by telephone from Joseph. If impossible to raise North Lapwai block between Joseph and North Lapwai may be secured from or surrendered to Dispatcher at Lewiston.

IMPORTANT—Special attention is called to rules 731 to 737, inclusive, regarding operation on mountain grades between Reubens and Sweetwater.

TONNAGE RATING OF FREIGHT ENGINES

FIRST SUB-DIVISION	ENGINES											
	Class M		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	
	A	B	A	B	A	B	A	B	A	B	A	B
Eastward												
Joseph to Sweetwater	1050	975	700	640	600	540	540	486	480	432	450	405
Sweetwater to Culdesac	600	550	500	450	400	350	350	300	300	250	250	200
Culdesac to Reubens	325	250	250	200	200	150	150	130	125	100	100	75
Reubens to Vollmer	1100	1000	950	900	800	750	700	650	650	600	575	525
Westward												
Vollmer to Reubens	1100	1000	950	900	800	750	750	700	700	650	625	575
Reubens to Culdesac												
Culdesac to Sweetwater												
Sweetwater to Joseph												

COMMERCIAL SPURS

DISTANCE FROM LEWISTON		Car Capacity
First Sub-division	Second Sub-division	
Clicks	39.9 "	8
Hunts	33.8 "	2
Schultz	39.8 "	3

AUTHORIZED SURGEONS:

DR. J. B. MORRIS, Chief Surgeon, Lewiston, Ida.
DR. G. S. STOCKTON, Dist. Surgeon, Grangeville, Ida.

Registering Stations:

Lewiston, Riparia.
Joseph and Grangeville.

Bulletin Stations:

Lewiston,
Riparia,
Grangeville.

No. 880 Commenced June 1, 1919 to Camas with Co # 6

No. 37 in permanent file