# CAMAS PRAIRIE RAILROAD CO.

## Employes' Time Table

Effective April 27, 1913

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**

F. N. FINCH,

*Manager.*

LEWISTON PRINTING & BINDING CO.

## FIRST SUBDIVISION

### Westward

| THIRD CLASS | | Second Class | FIRST CLASS | | | | Water, Coal, Scales, Tables and Wyes. | Station Numbers. | Distance from Grangeville. |
|---|---|---|---|---|---|---|---|---|---|
| 857 Freight | 855 N. P. Freight | 663 N. P. Freight | 233 N. P. Passenger | 231 N. P. Passenger | 243 Passenger | 239 N. P. Passenger | | | |
| Ex. Mon. | Ex. Mon. | Daily | Daily | Daily | Daily | Daily | | | |
| AM 7.10 L 243 | | | | | AM s7.00 L 857 | | W C Y | CP 149 | 0.0 |
| 7.45 | | | | | s7.20 | | | C P 142 | 7.0 |
| 8.45 | | | | | s7.45 | | | C P 133 | 15.6 |
| 9.45 | | | | | s8.10 | | W | C P 125 | 24.3 |
| 10.45 | | | | | s8.35 | | | C P 117 | 32.2 |
| 11.25 | | | | | s8.50 | | W ¾ Mi E | C P 113 | 36.6 |
| 12.01 PM 12.40 858 | | | | | s9.00 | | Y W 6.1 W | C P 109 | 40.5 |
| 2.00 | | | | | s9.55 858 | | W | C P 94 | 54.8 |
| 2.10 | | | | | s10.02 | | | C P 92 | 56.9 |
| 2.20 | | | | | s10.07 | | | C P 91 | 58.6 |
| 2.35 | | | | | s10.15 | | | C P 88 | 61.2 |
| 2.43 2.48 244 | N. P. | N P. | N. P. | N. P. | s10.23 | N. P. | | C P 86 | 63.4 |
| 3.08 231 | AM 10.40 L 243 | AM 6.35 L | PM s9.38 L | PM 2.10 L 857 | s10.33 855 | AM s8.48 L 858 | Y | C P 83 | 66.5 |
| 3.15 | 10.45 AM A | 6.45 | s9.43 | 2.15 s 2.20 244 | s10.38 | s8.53 | | C P 82 | 67.4 |
| | | | | f | f | | | C P 76 | 73.3 |
| 4.00 A A | | 7.15 232 858 AM A | s10.10 PM A | s 2.50 PM A | s11.00 AM A | s 9.15 AM A | O W C T | C P 72 | 76.8 |
| Ex. Mon. | Ex. Mon. | Daily | Daily | Daily | Daily | Daily | | | |
| 8.50 | .05 | .40 | .32 | .40 | 4.00 | .27 | | | |
| 8.7 | 12.0 | 15.0 | 19.3 | 15.4 | 19.2 | 22.8 | | | |

## Time Table No. 16

Effective Apr. 27, 1913
Succeeding No. 15

| STATIONS | Telegraph Offices and Calls | Distance From Lewiston | Capacity of Side Tracks |
|---|---|---|---|
| Ge GRANGEVILLE D | | 76.8 | 60 |
| 7.0 | | | |
| FENN | | 69.8 | 35 |
| 8.6 | | | |
| Co COTTONWOOD D | | 61.2 | 50 |
| 8.7 | | | |
| Rg. STEUNENBERG D | | 52.5 | 20 |
| 7.9 | | | |
| Vo VOLLMER D | | 44.6 | 30 |
| 4.4 | | | |
| CRAIG JUNCTION P | | 40.2 | |
| 3.9 | | | |
| Ru REUBENS D | | 36.3 | 30 |
| 14.3 | | | |
| Cu CULDESAC D | | 22.0 | 20 |
| 2.1 | | | |
| JACQUES | | 19.9 | 8 |
| 1.7 | | | |
| BUNDY | | 18.2 | 15 |
| 2.6 | | | |
| SWEETWATER | | 15.6 | 20 |
| 2.2 | | | |
| Fi FORT LAPWAI D | | 13.4 | 12 |
| 3.1 | | | |
| JOSEPH P | | 10.3 | No Sdg. |
| 0.9 | | | |
| Ni NORTH LAPWAI D | | 9.4 | 50 |
| 5.9 | | | |
| GURNEY | | 3.5 | 2 |
| 3.5 | | | |
| De Wn LEWISTON DN | | 0.0 | 180 |
| 76.8 | | | |
| Time Over District | | | |
| Average Speed Per Hour | | | |

### Eastward

| FIRST CLASS | | | | THIRD CLASS | | Second Class |
|---|---|---|---|---|---|---|
| 232 N. P. Passenger | 234 N. P. Passenger | 240 N. P. Passenger | 244 Passenger | 856 N. P. Freight | 858 Freight | 664 N. P. Freight |
| Daily | Daily | Daily | Daily | Ex. Mon. | Ex. Mon. | Daily |
| | | | PM A s6.45 | | PM A 3.50 | |
| | | | s6.20 | | 3.05 | |
| | | | s5.55 | | 2.20 | |
| | | | s5.30 | | 1.35 | |
| | | | s5.05 | | 12.50 | |
| | | | s4.50 | | 12.25 | |
| | | | s4.40 | | 12.05 PM 11.45 AM 857 | |
| | | | s3.25 | | 9.55 9.50 243 | |
| | | | s3.14 | | 9.35 | |
| | | | s3.08 | | 9.20 | |
| | | | s3.00 | | 9.00 | |
| N. P. | N. P. | N. P. | s 2.48 857 | N P. | 8.20 | N. P. |
| AM A 8.23 | PM A s1.03 | PM A s1.47 | s2.40 | AM A 11.40 | 8.10 239 | PM A 6.30 |
| s8.20 | s1.00 | s1.44 | s 2.35 2.20 231 | 11.35 AM L | 8.00 | 6.25 |
| f | f | | f | | | |
| s 8.00 663 AM 858 L | s 12.40 PM L | s1.25 PM L | s2.00 PM L | | 7.20 663 232 AM L | 6.00 PM L |
| Daily | Daily | Daily | Daily | Ex. Mon. | Ex. Mon. | Daily |
| .23 | .23 | .22 | 4.45 | .05 | 8.00 | .30 |
| 26.8 | 26.9 | 28.0 | 16.1 | 12.0 | 9.5 | 20.4 |

**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 Washington Division of the Oregon-Washington Railroad & Navigation Co. and be governed by same in the use of terminals at Riparia.

Trains 5, 6, 7 and 8 will stop on flag to pick up or let off passengers about one mile east of Central Ferry where ferry crosses the river.

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, Caldwells 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. Train 244 will take siding at North Lapwai for Train 231.

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

## SECOND SUBDIVISON

### Westward

| 2nd CLASS | FIRST CLASS | | Water, Coal, Scales, Tables and Wyes | Station Numbers | Distance from Lewiston |
|---|---|---|---|---|---|
| 859 Freight | 5 Passenger | 7 Passenger | | | |
| Daily Ex. Tues. | Daily | Daily | | | |
| AM L 6.15 | PM L s6.00 860 | AM L s8.30 | O W C T | C P 72 | 0.0 |
| 6.19 | 6.03 | 8.33 | | C P 71 | 1.0 |
| 6.38 | f 6.12 | f 8.42 | | C P 66 | 6.1 |
| 6.50 | f 6.21 | f 8.51 | | C P 63 | 9.4 |
| 6.54 | f 6.23 | f 8.53 | | C P 62 | 10.3 |
| 7.20 | f 6.39 | f 9.09 | W | C P 55 | 17.1 |
| 7.40 | f 6.50 | f 9.21 | | C P 50 | 22.5 |
| 7.47 | f 6.54 | f 9.25 | | C P 48 | 24.3 |
| 8.01 | f 7.03 | f 9.36 6 | | C P 44 | 28.1 |
| 8.05 | f 7.05 | f 9.38 | | C P 43 | 29.0 |
| 8.09 | f 7.07 | f 9.41 | | C P 42 | 30.1 |
| 8.33 | s 7.20 | s 9.54 | W | C P 36 | 36.0 |
| 9.00 9.05 6 | f 7.36 | f 10.08 | | C P 29 | 42.8 |
| 9.25 | f 7.47 | f 10.20 | | C P 24 | 48.1 |
| 10.00 | f 8.08 | f 10.41 | W | C P 15 | 57.5 |
| 10.35 | f8.28 | f 11.00 | | C P 6 | 66 3 |
| 11.00 AM 7 A | s8.45 PM A | s 11.15 AM 859 A | C Y | C P 0 | 72.0 |
| Dly. Ex. Tus | Daily | Daily | | | |
| 4.45 | 2.45 | 2.45 | | | |
| | 26.2 | 26.2 | | | |

## Time Table No. 16

Effective Apr. 27, 1913
Succeeding No. 15

| STATIONS | Telegraph Offices and Calls | Distance From Riparia | Capacity of Side Tracks |
|---|---|---|---|
| De Wn LEWISTON DN | | 72.0 | 180 |
| 1.0 | | | |
| TRANSFER | | 71.0 | 15 |
| 5.1 | | | |
| WILMA | | 65.9 | 70 |
| 3.3 | | | |
| ALPOWA | | 62.6 | 4 |
| 0.9 | | | |
| MOSES | | 61.7 | 70 |
| 6.8 | | | |
| INDIAN | | 54.9 | 70 |
| 5.4 | | | |
| BISHOP | | 49.5 | 70 |
| 1.8 | | | |
| TRUAX | | 47 7 | 4 |
| 3.8 | | | |
| CRUM | | 43.9 | 75 |
| 0.9 | | | |
| WAWAWAI | | 43.0 | 14 |
| 1.1 | | | |
| INTERIOR | | 41.9 | 19 |
| 5.9 | | | |
| Ma ALMOTA D | | 36.0 | 70 |
| 6.8 | | | |
| SWIFT | | 29.2 | 70 |
| 5.3 | | | |
| PENAWAWA | | 23.9 | 70 |
| 9.4 | | | |
| CENTRAL FERRY | | 14.5 | 70 |
| 8.8 | | | |
| FLAGPOLE | | 5.7 | 3 |
| 5.7 | | | |
| Ax RIPARIA DN | | 0.0 | 70 |
| 72.0 | | | |
| Time Over District | | | |
| Average Speed Per Hour | | | |

### Eastward

| FIRST CLASS | | 2nd CLASS |
|---|---|---|
| 6 Passenger | 8 Passenger | 860 Freight |
| Daily | Daily | Daily Ex. Tues. |
| AM A s10.40 | PM A s 3.25 | PM A 5.45 5 |
| 10.37 | 3.22 | 5.40 |
| f 10.24 | f 3.09 | 5.20 |
| f 10.17 | f 3.02 | 5.07 |
| f 10.15 | f 3.00 | 5.03 |
| f 10.01 | f 2.46 | 4.35 |
| f 9.49 | f 2.34 | 4.15 |
| f 9.45 | f 2.30 | 4.08 |
| f 9.36 7 | f 2.21 | 3.54 |
| f 9.34 | f 2.19 | 3.50 |
| f 9.32 | f 2.17 | 3.46 |
| s9.19 | s 2.04 | 3.22 |
| f 9.05 859 | f 1.50 | 2.55 |
| f 8.53 | f 1.38 | 2.35 |
| f 8.32 | f 1.17 | 2.00 |
| f8.13 | f12.58 | 1.25 |
| s 8.00 AM L | s 12.45 PM 860 L | PM 1.00 8 L |
| Daily | Daily | Dly Ex. Tus |
| 2 40 | 2.40 | 4.45 |
| 27.0 | 27.0 | 15.0 |

## TONNAGE RATING OF FREIGHT ENGINES

| FIRST DISTRICT | ENGINES Class S 1-2-3-4, F-1 A | Class S 1-2-3-4, F-1 B | Class F, F 4 A | Class F, F 4 B | Class E 1 A | Class E 1 B | Class E 2-3 D 2-3 A | Class E 2-3 D 2-3 B | Class B, B 1 A | Class B, B 1 B | Class C A | Class C 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 |
|---|---|
| Gwyns 37.8 " | 6 |
| Clicks 39.9 " | 8 |

## 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.