

CAMAS PRAIRIE RAILROAD CO.

Employees' Time Table

Effective July 8, 1917

12:01 A. M. "Pacific Time"

FIRST SUBDIVISION				SECOND SUBDIVISION			
Westward		Eastward		Westward		Eastward	
THIRD CLASS	FIRST CLASS	THIRD CLASS	FIRST CLASS	THIRD CLASS	FIRST CLASS	THIRD CLASS	FIRST CLASS
882	881	880	879	878	877	876	875
7.10	7.45	7.50	8.00	8.30	8.45	8.50	9.00
8.45	9.15	9.20	9.30	9.45	9.55	10.00	10.10
10.45	11.15	11.20	11.30	11.45	11.55	12.00	12.10
1.10	1.30	1.35	1.40	1.50	1.55	2.00	2.10
2.30	2.45	2.50	2.55	3.00	3.05	3.10	3.15
3.45	4.00	4.05	4.10	4.15	4.20	4.25	4.30
5.15	5.30	5.35	5.40	5.45	5.50	5.55	6.00
6.30	6.45	6.50	6.55	7.00	7.05	7.10	7.15
7.50	8.05	8.10	8.15	8.20	8.25	8.30	8.35
9.15	9.30	9.35	9.40	9.45	9.50	9.55	10.00
10.30	10.45	10.50	10.55	11.00	11.05	11.10	11.15
11.45	12.00	12.05	12.10	12.15	12.20	12.25	12.30
1.00	1.15	1.20	1.25	1.30	1.35	1.40	1.45
2.15	2.30	2.35	2.40	2.45	2.50	2.55	2.60
3.30	3.45	3.50	3.55	4.00	4.05	4.10	4.15
4.45	5.00	5.05	5.10	5.15	5.20	5.25	5.30
5.55	6.10	6.15	6.20	6.25	6.30	6.35	6.40
7.10	7.25	7.30	7.35	7.40	7.45	7.50	7.55
8.25	8.40	8.45	8.50	8.55	9.00	9.05	9.10
9.40	9.55	10.00	10.05	10.10	10.15	10.20	10.25
10.55	11.10	11.15	11.20	11.25	11.30	11.35	11.40
12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35
1.05	1.10	1.15	1.20	1.25	1.30	1.35	1.40
2.00	2.05	2.10	2.15	2.20	2.25	2.30	2.35
3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35
4.00	4.05	4.10	4.15	4.20	4.25	4.30	4.35
5.00	5.05	5.10	5.15	5.20	5.25	5.30	5.35
6.00	6.05	6.10	6.15	6.20	6.25	6.30	6.35
7.00	7.05	7.10	7.15	7.20	7.25	7.30	7.35
8.00	8.05	8.10	8.15	8.20	8.25	8.30	8.35
9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35
10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35
11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35
12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35
1.00	1.05	1.10	1.15	1.20	1.25	1.30	1.35
2.00	2.05	2.10	2.15	2.20	2.25	2.30	2.35
3.00	3.05	3.10	3.15	3.20	3.25	3.30	3.35
4.00	4.05	4.10	4.15	4.20	4.25	4.30	4.35
5.00	5.05	5.10	5.15	5.20	5.25	5.30	5.35
6.00	6.05	6.10	6.15	6.20	6.25	6.30	6.35
7.00	7.05	7.10	7.15	7.20	7.25	7.30	7.35
8.00	8.05	8.10	8.15	8.20	8.25	8.30	8.35
9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35
10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35
11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35
12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35

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

by telephone from Joseph. It is impossible to raise North Lapwai block to Dispatcher at Lewiston. Train 314 will take siding at North Lapwai for Train 311.

Mountain grade extends between Riparian and Sweetwater. Details are located as follows: Cottonwood, Voller, Craig Junction, Reubens, Nucay, Culdesac, Bandy, Sweetwater and Fort Lapwai. Except when in use, details must be left open. 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.

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

Trains 5, 6, 7 and 8 will stop on flag or let off passengers at the following places: North Lapwai, Sweetwater, Joseph, Cottonwood, Voller, Craig Junction, Reubens, Nucay, Culdesac, Bandy, Sweetwater and Fort Lapwai.

All passenger trains will stop on flag at the following places: North Lapwai, Sweetwater, Joseph, Cottonwood, Voller, Craig Junction, Reubens, Nucay, Culdesac, Bandy, Sweetwater and Fort Lapwai.

Navigation Co. and be governed by same in the use of tonnage rating of freight engines. 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 tonnage rating of freight engines. 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 tonnage rating of freight engines.

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. 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 tonnage rating of freight engines.

Eastward Trains are superior to Trains of the same class in the opposite direction.

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

REGISTERING STATIONS:		BULLETIN STATIONS:	
Lewiston, Riparian	Lewiston, Riparian	Lewiston, Riparian	Lewiston, Riparian
Joseph and Grangeville	Joseph and Grangeville	Joseph and Grangeville	Joseph and Grangeville

COMMERCIAL SPIGURS		DISTANCE FROM LEWISTON	
First Sub-Division	Second Sub-Division	First Sub-Division	Second Sub-Division
400	400	400	400
300	300	300	300
200	200	200	200
100	100	100	100
50	50	50	50

TONNAGE RATING OF FREIGHT ENGINES	
Class 1	Class 2
1000	1000
800	800
600	600
400	400
200	200
100	100

AUTHORIZED SURGEONS:	
Dr. J. B. Morris, Chief Surgeon, Lewiston, Ida.	Dr. G. S. Stockton, Dist. Surgeon, Grangeville, Ida.

F. N. FINCH,
Manager.

