

# CAMAS PRAIRIE RAILROAD CO.

## Employees' Time Table

Effective June 2, 1918

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 731 to 737 inclusive, regarding operation on mountain, Knappton and Sweetwater.

When used in blowing engines will run with great care and under control when they cannot see track in front. Mountain grade extends between Knappton and Sweetwater. Trains are included as follows: Cottonwood, Volcan, Oak Junction, Redmond, Nutter, Caldwell, Sandy, Westport and Fort Lapwai. Keep in use, double track. Westward freight trains will stop 10 minutes at Nutter and 15 minutes at Caldwell to coal wheel. 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 secure block to agent North Lapwai by telephone and Joseph. It is impossible to raise a large block between Joseph and North Lapwai that is secured from an agent at Joseph.

All passenger trains will stop on flag at the Hot Pole Camp. For further particulars see the time table of the Oregon-Navigation Co. and be governed by same in the use of the road. This will also apply to the time table of the Oregon-Navigation Co. and be governed by same in the use of the road. In the operation of the Camas Prairie Railroad employees will be governed by the Operating Department rules and regulations of the Oregon-Navigation Co. Employees must provide themselves with a copy of the Book of Rules and Regulations of the Operating Department of the Oregon-Navigation Co. and be governed by same in the use of the road.

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

AUTHORIZED SURVEYORS:		COMMERCIAL SURVEYS:		TONNAGE RATING OF FREIGHT ENGINES									
Dr. J. R. Moore, Chief Surveyor, Lewiston, Id.		DISTANCE FROM LEWISTON		CLASS									
Dr. C. C. Gassner, Lewiston, Lewiston, Id.		First Sub-Division		CLASS									
Dr. G. S. Stockton, Dr. Simpson, Grangeville, Id.		Second Sub-Division		CLASS									
Baldwin Station		Lewiston Station		CLASS									
Lewiston Station		Joseph and Grangeville		CLASS									
Grangeville				CLASS									

**F. N. FINCH,**  
*Manager.*

Westward

FIRST SUBDIVISION

Eastward

Westward

SECOND SUBDIVISION

Eastward

Main time table grid with columns for Class (Third, Second, First), Stations (Grangeville, Fenn, Cottonwood, Ferdinand, Vollmer, Craig Junction, Reubens, Nucrag, Culdesac, Bundy, Sweetwater, Fort Lapwai, Joseph, North Lapwai, Gurney, Lewiston), and various time slots for different train classes.

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.

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, 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: Cottonwood, Vollmer, Craig Junction, Reubens, Nucrag, Culdesac, Bundy, Sweetwater and Fort Lapwai. Except when in use, derails must be left open.

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

Table with columns for Class M, Class S 1-2-3-4, F-1, Class F, F 4, Class E 1, Class E 2-3 D 2-3, and Class B, B 1. Rows list routes like Eastward Joseph to Sweetwater, Sweetwater to Culdesac, etc.

COMMERCIAL SPURS

Table with columns for First Sub-division and Second Sub-division, listing routes like Hunts Schultz and their respective car capacities.

AUTHORIZED SURGEONS:

DR. J. B. MORRIS, Chief Surgeon, Lewiston, Ida. DR. O. C. CARSSOW, Local Surgeon, Lewiston, Ida. DR. G. S. STOCKTON, Dist. Surgeon, Grangeville, Ida.

Registering Stations:

Lewiston, Riparia. Joseph and Grangeville.

Bulletin Stations:

Lewiston, Riparia, Grangeville.