

CAMAS PRAIRIE RAILROAD CO.

Employees' Time Table

Effective July 2, 1922

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 grades between Reubens and Sweetwater. Mountain grade extends between Reubens and Sweetwater. Details. Westward freight trains will stop 10 minutes at Porter and 15 minutes at Colfax to cool wheels. When sand is blowing engineers will run with great care. Passenger trains will stop on flag to pick up or let off passengers. Time shown for first-class trains at East Lewiston, is the time of departure at the west lead switch to the main track. All passenger trains, except No. 814 and No. 815, will stop on flag at the Nez Perce County Post Farm near Mile Post 130 to pick up and let off passengers. Navigation Lines and be governed by same in the use of terminals at Reubens. Rules and Regulations of the Operating Department of the Northern Pacific Railway Co. They will also print a copy of rules and current time table of the Third and Fourth Divisions of the Oregon-Washington Railroad & Navigation Lines and provide themselves with a copy of the Book of Rules and Regulations of the Operating Department 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. Eastward Trains are superior to Trains of the same class in the opposite direction.

AUTHORIZED SURGEONS:
 DR. J. H. MORTON, Chief Surgeon, Lewiston, Idaho.
 DR. W. C. CALVERT, Local Surgeon, Lewiston, Idaho.
 DR. J. F. WEAVER, Local Surgeon, Lewiston, Idaho.
 DR. S. A. HOE, Dentist, Lewiston, Idaho.
 DR. T. B. KETCHUM, Local Surgeon, Grangeville, Idaho.

Stationery:
 Bulletin Stations:
 Lewiston, Idaho.
 Grangeville, Idaho.

T. J. KERIN, Chief Dispatcher.
 C. H. FARR,
 M. C. SMITH, Dispatcher.
 J. J. WILSON

COMMERCIAL SPURS

DISTANCE FROM LEWISTON

Spur	Distance
First Sub-Division	102
Second Sub-Division	25

R. E. HANRAHAN,
 Manager.

TONNAGE RATING OF FREIGHT ENGINES

First Sub-Division	Class A	Class B	Class C	Class D	Class E	Class F	Class G	Class H	Class I	Class J	Class K	Class L	Class M	Class N	Class O	Class P	Class Q	Class R	Class S	Class T	Class U	Class V	Class W	Class X	Class Y	Class Z	
Eastward	1000	800	600	400	300	200	150	100	80	60	40	30	20	15	10	8	6	4	3	2	1	1	1	1	1	1	1
Westward	1100	900	700	500	400	300	200	150	100	80	60	40	30	20	15	10	8	6	4	3	2	1	1	1	1	1	1

Motor Car fuel in the open 19-23

Westward FIRST SUBDIVISION Eastward Westward SECOND SUBDIVISION Eastward

FIRST SUBDIVISION								SECOND SUBDIVISION													
Westward				Eastward				Westward				Eastward									
THIRD CLASS				FIRST CLASS				FIRST CLASS				SECOND CLASS									
Time Table No. 52				Time Table No. 52				Time Table No. 52				Time Table No. 52									
Effective July 2, 1922				Effective July 2, 1922				Effective July 2, 1922				Effective July 2, 1922									
Succeeding No. 51				Succeeding No. 51				Succeeding No. 51				Succeeding No. 51									
STATIONS								STATIONS													
Telegraph Offices and Calls								Telegraph Offices and Calls													
Distance From Grangeville								Distance From Riparia													
Capacity of Side Tracks								Capacity of Side Tracks													
THIRD CLASS				FIRST CLASS				FIRST CLASS				SECOND CLASS									
885	857	871	661	313	311	343	323	312	314	324	344	662	872	858	886	859	5	7	6	8	860
N. P. Freight	Freight	N. P. Freight	N. P. Freight	N. P. Passenger	N. P. Passenger	Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	Passenger	N. P. Freight	N. P. Freight	Freight	N. P. Freight	Mixed	O.W.R.&N. Passenger	Passenger	Passenger	O.W.R.&N. Passenger	Freight
Tuesdays	Tuesdays	Tuesdays	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Mondays	Mondays	Mondays	Daily	Daily	Daily	Daily	Daily	Daily
Thursdays	Thursdays	Thursdays											Wedn'days	Wedn'days	Wedn'days						
Saturdays	Saturday	Saturday											Fridays	Friday	Fridays						
GRANGEVILLE								LEWISTON													
FENN								TRANSFER													
COTTONWOOD								WILMA													
FERDINAND								ALPOWA													
CRAIGMONT								MOSES													
CRAIG JUNCTION								INDIAN													
REUBENS								BISHOP													
NUCRAG								TRUAX													
CULDESAC								CRUM													
JACQUES								WAWAWAI													
BUNDY								INTERIOR													
SWEETWATER								ALMOTA													
FORT LAPWAI								SWIFT													
JOSEPH								PENAWAWA													
NORTH LAPWAI								PURRINGTON													
GURNEY								CENTRAL FERRY													
EAST LEWISTON								RIDPATH													
LEWISTON								FLAGPOLE													
RIPARIA								RIPARIA													

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 Lines and be governed by same in the use of terminals at Riparia.

All passenger trains, except No. 314 and No. 313, will stop on flag at the Nez Perce County Poor Farm near Mile Post 130 to pick up and let off passengers.

Time shown for first-class trains at East Lewiston, is the time of departure at the west lead switch to the main track.

Passenger Trains 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, particularly at Schultz Spur.

Mountain grade extends between Reubens and Sweetwater. Derails are located as follows: Cottonwood, Craigmont, 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.

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 Craigmont	1100	1000	950	900	800	750	700	650	650	600	575	525
Westward												
Craigmont to Reubens	1100	1000	950	900	800	750	750	700	700	650	625	575
Reubens to Culdesac								Thirty	Cars			
Culdesac to Sweetwater								Sixty	Cars			
Sweetwater to Joseph								Sixty	Cars			

COMMERCIAL SPURS

DISTANCE FROM LEWISTON		Car Capacity
First Sub-division	Second Sub-division	
Clicks.....		8
Hunts.....		2
Schultz.....		3

AUTHORIZED SURGEONS:

DR. J. B. MORRIS, Chief Surgeon, Lewiston, Idaho.
 DR. O. C. CARSSOW, Local Surgeon, Lewiston, Idaho.
 DR. J. F. HARRIS, Local Surgeon, Lewiston, Idaho.
 DR. S. A. ROE, Oculist, Lewiston, Idaho.
 DR. G. S. STOCKTON, Dist. Surgeon, Grangeville, Idaho.

Registering Stations: Lewiston, Riparia, Joseph and Grangeville.

Bulletin Stations: Lewiston, Riparia, Grangeville.

T. F. KERIN, Chief Dispatcher.
 C. B. FANN,
 M. C. SMITH,
 J. J. WILSON, } Dispatchers.