

CAMAS PRAIRIE RAILROAD CO.

Employees' Time Table

65
Effective May 6, 1928
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, *Manager*

TONNAGE RATING OF FREIGHT ENGINES

| SUB DIVISION | DISTRICT | CLASS OF ENGINE | | | | | | | | | | |
|-----------------|-----------------------------|-----------------|---------|---------------------|---------|-----------------|----------------------------|-------------|------|-----------------|------|------|
| | | O. W. MK | N. P. W | O. W. 730 768 CLASS | N. P. M | N. P. F-1 T S-4 | O. W. 1742-60 707-23 CLASS | S-1 S-2 S-3 | E-1 | E-2 E-3 D-2 D-3 | B | C |
| FIRST EASTWARD | Lewiston to Arrow..... | 2500 | 2400 | 2000 | 1900 | 1800 | 1800 | 1700 | 1200 | 1100 | 1000 | 900 |
| | Arrow to Orofino..... | 3200 | 3000 | 2400 | 2250 | 2150 | 2150 | 1950 | 1400 | 1200 | 1100 | 1000 |
| | Orofino to Stites..... | | | | | | | | 1400 | 1200 | 1100 | 1000 |
| | Orofino to Summit..... | 700 | 600 | 500 | 450 | 425 | 400 | 350 | 200 | 175 | 150 | 125 |
| FIRST WESTWARD | Headquarters to Summit..... | 780 | 660 | 520 | 460 | 435 | 400 | 350 | 200 | 175 | 150 | 125 |
| | Stites to Orofino..... | | Train | Limit | Sixty | Cars | | | | | | |
| | Orofino to Lewiston..... | | Train | Limit | Ninety | Nine | Cars | | | | | |
| SECOND EASTWARD | Spalding to Sweetwater..... | 1100 | 1000 | 900 | 780 | 700 | 700 | 640 | 540 | 480 | 450 | 405 |
| | Sweetwater to Culdesac..... | 780 | 760 | 680 | 600 | 500 | 500 | 450 | 350 | 300 | 250 | 200 |
| | Culdesac to Reubens..... | 550 | 500 | 450 | 325 | 250 | 250 | 200 | 150 | 125 | 100 | 75 |
| | Reubens to Craigmont..... | 1500 | 1400 | 1250 | 1100 | 950 | 950 | 800 | 700 | 650 | 575 | 525 |
| SECOND WESTWARD | Craigmont to Reubens..... | 1500 | 1400 | 1250 | 1100 | 950 | 950 | 850 | 750 | 700 | 625 | 575 |
| | Reubens to Culdesac..... | | Thirty | Cars | | | | | | | | |
| | Culdesac to Spalding..... | | Sixty | Cars | | | | | | | | |
| THIRD EASTWARD | Riparia to Lewiston..... | 3200 | 3000 | 2300 | | 2100 | 2100 | 1900 | 1200 | 1100 | 1000 | 900 |
| THIRD WESTWARD | Lewiston to Riparia..... | | Train | Limit | Ninety | Nine | Cars | | | | | |

SPEED TABLE

| | Time Per Mile | | Miles Per Hour |
|----|---------------|---------|----------------|
| | Minutes | Seconds | |
| 1 | - | 60 | |
| 1 | 1 | 59 | |
| 1 | 2 | 58 | |
| 1 | 3 | 57.1 | |
| 1 | 4 | 56.2 | |
| 1 | 5 | 55.3 | |
| 1 | 6 | 54.5 | |
| 1 | 7 | 53.7 | |
| 1 | 8 | 52.9 | |
| 1 | 9 | 51.1 | |
| 1 | 10 | 50.4 | |
| 1 | 12 | 50 | |
| 1 | 15 | 48 | |
| 1 | 20 | 45 | |
| 1 | 25 | 42.3 | |
| 1 | 30 | 40 | |
| 1 | 40 | 36 | |
| 1 | 45 | 34.3 | |
| 1 | 50 | 32.7 | |
| 2 | -- | 30 | |
| 2 | 10 | 27.6 | |
| 2 | 15 | 26.6 | |
| 2 | 20 | 25.7 | |
| 2 | 30 | 24 | |
| 2 | 40 | 22.5 | |
| 2 | 45 | 21.8 | |
| 2 | 50 | 21.1 | |
| 3 | -- | 20 | |
| 3 | 9 | 19 | |
| 3 | 20 | 18 | |
| 3 | 31 | 17 | |
| 3 | 45 | 16 | |
| 4 | -- | 15 | |
| 5 | -- | 12 | |
| 6 | -- | 10 | |
| 7 | 30 | 8 | |
| 10 | -- | 6 | |

GENERAL INSTRUCTIONS

In the operation of the Camas Prairie Railroad employes will be governed by the Operating Department Rules and Regulations of the Northern Pacific Railway. Employes 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 Division of the Oregon-Washington Railroad & Navigation Lines and be governed by same in the use of Oregon-Washington Railroad and Navigation Co. tracks at Riparia.

AUTHORIZED SURGEONS

- DR. O. C. CARSSOW, Chief Surgeon, Lewiston, Idaho.
- DR. W. P. HABEL, Local Surgeon, Lewiston, Idaho.
- DR. S. A. ROE, Oculist, Lewiston, Idaho.
- DR. B. CHIPMAN, Dist. Surgeon, Grangeville, Idaho.
- DR. R. T. HOPKINS, Dist. Surgeon, Orofino, Idaho
- DR. J. M. VERBERKMOES, Dist. Surgeon, Kooskia, Ida.

W. R. PARKER,
Trainmaster and Road Foreman of Engines.

E. M. GRANT,
Chief Dispatcher.

| Westward | | SECOND SUBDIVISION | | | | Eastward | |
|--|---------------------|---|----------------|---|-------------|------------------------|---|
| THIRD CLASS | FIRST CLASS | Time Table No. 65 Effective May 6th, 1928 Succeeding No. 64 | | | | FIRST CLASS | THIRD CLASS |
| 857 Freight | 343 Passenger | STATIONS | | | | 344 Passenger | 858 Freight |
| Tuesdays Thursdays Saturdays | Daily | TELEGRAPH OFFICES AND CALLS | | | | Daily | Mondays Wedn' sdays Fridays |
| AM 4.30 | AM 7.20 | Ge | GRANGEVILLE | D | 66.5 60 | PM 6.30 | PM 3.30 |
| | | | 7.1 | | | | |
| | s 7.38 | Fn | FENN | D | 59.4 35 | s 6.06 | 3.00 |
| | s 7.58 | Co | COTTONWOOD | D | 50.9 50 | s 5.45 | 2.30 |
| | s 8.17 | Rg. | FERDINAND | D | 42.3 20 | s 5.24 | 1.55 |
| | s 8.37 | Vo | CRAIGMONT | D | 34.4 30 | s 5.07 | 1.25 |
| | s 8.48 | | CRAIG JUNCTION | P | 29.9 9 | s 4.54 | 1.00 |
| 8.30 9.35 343 | s 8.59 | Ru | REUBENS | D | 26.1 30 | s 4.44 | PM 12.30 |
| 9.56 10.06 | 9.19 | | NUCRAG | P | 19.5 11 | 4.11 | AM 10.50 |
| 11.00 | s 9.45 | Cu | CULDESAC | D | 12.0 20 | s 3.50 | 9.45 343 |
| 11.15 | s 9.50 | | JACQUES | | 9.5 8 | s 3.36 | 8.37 |
| 11.25 | f 9.54 | | BUNDY | | 7.9 15 | f 3.32 | 8.30 |
| 11.40 | s 10.00 | | SWEETWATER | | 5.3 20 | s 3.24 | 8.15 |
| AM 11.50 | s 10.06 | Fi | FORT LAPWAI | D | 3.5 25 | s 3.17 | 8.00 |
| PM 12.01 | s 10.14 | | SPALDING | P | 0.0 No Sdg. | s 3.09 | 7.40 |
| PM A | AM A | | | | | PM L | AM L |
| Tuesdays Thursdays Saturdays See Page 3 | Daily See Page 3 | | | | | Daily See Page 3 | Mondays Wedn' sdays Fridays See Page 3 |
| 7.31 | 2.54 | | | | | 66.5 | |
| | | | | | | Time Over District | 7.50 |
| | | | | | | Average Speed Per Hour | 8.5 |

Eastward Trains Are Superior to Trains of the Same Class in Opposite Direction
SPECIAL INSTRUCTIONS PAGES 2, 5 and 6

| Westward | | THIRD SUBDIVISION | | | | Eastward | | | |
|----------------|--------------------------------|---|-----------------------------|------------------------|----|-------------|--------------------------------|---------------|----------------|
| SECOND CLASS | FIRST CLASS | Time Table No. 65 Effective May 6th, 1928 Succeeding No. 64 | | | | FIRST CLASS | SECOND CLASS | | |
| 859 Freight | 75 O.W.R. & N. Passenger | 7 Motor | STATIONS | | | | 76 O.W.R. & N. Passenger | 8 Motor | 860 Freight |
| Daily | Daily | Daily | TELEGRAPH OFFICES AND CALLS | | | | Daily | Daily | Daily |
| PM 3.00 | PM 6.45 | AM 10.50 | De | LEWISTON | DN | 72.0 450 | AM 7.50 | PM 4.45 | AM 1.45 |
| | | | | 1.0 | | | | | |
| | 3.05 | 6.48 | | TRANSFER | | 71.0 15 | 7.47 | 4.39 | 1.39 |
| | 3.20 | f 6.58 | | 5.1 | | | | | |
| | 3.35 | f 7.04 | | WILMA | P | 65.9 70 | f 7.37 | f 4.25 | 1.25 |
| | 3.38 | f 7.06 | | 3.4 | | | | | |
| | 4.00 8 | f 7.19 | | ALPOWA | | 62.5 4 | f 7.31 | f 4.16 | 1.14 |
| | 4.34 | f 7.30 | | 0.8 | | | | | |
| | 4.42 | f 7.33 | | MOSES | | 61.7 70 | f 7.19 | f 4.14 | 1.12 |
| | 5.02 | f 7.41 | | 6.8 | | | | | |
| | 5.07 | f 7.44 | | INDIAN | | 54.9 70 | f 7.17 | f 4.00 859 | 12.51 |
| | 5.11 | f 7.46 | | 5.4 | | | | | |
| | 5.22 | f 7.53 | | BISHOP | P | 49.5 70 | f 7.07 | f 3.49 | 12.35 |
| | 5.35 | s 7.59 | | 1.8 | | | | | |
| | 6.00 | f 8.13 | | TRUAX | | 47.7 14 | f 7.04 | f 3.45 | 12.29 |
| | 6.22 | f 8.24 | | 3.8 | | | | | |
| | 6.36 | f 8.35 | | CRUM | | 43.9 75 | f 6.58 | f 3.39 | 12.17 |
| | 6.45 | f 8.40 | | 1.0 | | | | | |
| | 6.57 | f 8.43 | | WAWAWAI | | 42.9 14 | f 6.56 | f 3.37 | 12.14 |
| | 7.18 | f 8.53 | | 1.0 | | | | | |
| | 7.33 | f 9.01 | | INTERIOR | | 41.9 19 | f 6.54 | f 3.35 | AM 12.08 |
| | 8.00 | 9.15 | | 3.7 | | | | | |
| | 8.00 | 9.15 | | BOYART | | 38.2 2 | f 6.47 | f 3.28 | PM 11.56 |
| | 8.00 | 9.15 | | 2.2 | | | | | |
| | 8.00 | 9.15 | | ALMOTA | D | 36.0 70 | s 6.43 | s 3.23 | 11.50 |
| | 8.00 | 9.15 | | 6.8 | | | | | |
| | 8.00 | 9.15 | | SWIFT | | 29.2 70 | f 6.31 | f 3.09 | 11.25 |
| | 8.00 | 9.15 | | 5.3 | | | | | |
| | 8.00 | 9.15 | | PENAWAWA | P | 23.9 70 | s 6.22 | f 2.58 | 11.08 |
| | 8.00 | 9.15 | | 5.2 | | | | | |
| | 8.00 | 9.15 | | PURRINGTON | | 18.7 12 | f 6.13 | f 2.47 | 10.51 |
| | 8.00 | 9.15 | | 2.8 | | | | | |
| | 8.00 | 9.15 | | PEYTON | | 15.9 4 | f 6.08 | f 2.42 | 10.42 |
| | 8.00 | 9.15 | | 1.4 | | | | | |
| | 8.00 | 9.15 | | CENTRAL FERRY | P | 14.5 70 | f 6.05 | f 2.39 | 10.37 |
| | 8.00 | 9.15 | | 4.9 | | | | | |
| | 8.00 | 9.15 | | RIDPATH | | 9.6 28 | f 5.56 | f 2.29 | 10.18 |
| | 8.00 | 9.15 | | 4.0 | | | | | |
| | 8.00 | 9.15 | | FLAGPOLE | | 5.6 3 | f 5.49 | f 2.21 | 10.05 |
| | 8.00 | 9.15 | | 5.6 | | | | | |
| | 8.00 | 9.15 | | RIPARIA | DN | 0.0 70 | 5.40 | 2.10 | 9.45 |
| | 8.00 | 9.15 | | | | | | | |
| | 8.00 | 9.15 | | 72.0 | | | Daily | Daily | Daily |
| | 8.00 | 9.15 | | Time Over District | | | 2.10 | 2.35 | 4.00 |
| | 8.00 | 9.15 | | Average Speed Per Hour | | | 33.2 | 27.9 | 18.0 |

Eastward Trains Are Superior to Trains of the Same Class in the Opposite Direction
SPECIAL INSTRUCTIONS PAGES 2, 5 and 6

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Except as otherwise provided enginemen will only be required to consult register at initial station or starting point.
2. Conductors of work trains will issue instructions to their flagmen in writing except when flagman goes back immediately to stop an approaching train.
3. In the State of Washington, conductors of passenger trains consisting of four or more cars, and freight trains consisting of twenty-five or more cars, must know that brakeman has had one year's experience in train service before assigning him to flagging duties.
4. When necessary to take slack of freight trains with helper on rear, it should be done by the helper engine.
5. Before moving a work or wrecking train the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such train.

FIRST SUBDIVISION—

1. SPEED RESTRICTIONS—

Between Lewiston and Arrow— Passenger trains thirty-five (35) miles per hour on tangents, twenty-five (25) miles per hour on curves of over 3 degrees. Freight trains twenty-five (25) miles per hour on tangents, twenty (20) miles per hour on curves of over 3 degrees.

Between Arrow and Stites—Passenger trains thirty (30) miles per hour on tangents, twenty (20) miles per hour on curves of over 3 degrees. Freight trains twenty (20) miles per hour on tangents, fifteen (15) miles per hour on curves of over 3 degrees.

Between Orofino and Headquarters—All trains twelve (12) miles per hour in either direction.

At Lewiston, four (4) miles per hour over 18th street crossing.

At Lewiston, twenty (20) miles per hour over east switch at East Lewiston.

At Orofino, five (5) miles per hour over Johnson Street on Headquarters Line.

2. BRIDGE RESTRICTIONS—Speed will be restricted as follows:

Bridge "O" West leg of wye, Arrow: Engines class W-3 and heavier, 15 miles per hour.

Bridge "O-1" East leg of wye, Arrow: Cannot be used.

Bridges 33 Ford Creek, and 50 Clearwater River: Engines class S-4 and F-1 (8) miles per hour. Engines class "T" and heavier not permitted.

Class "W" and heavier Engines must not go East of Junction Switch at Orofino on Clearwater line.

3. MOUNTAIN GRADES—Between Orofino and Headquarters—

Light engines must not run backing up.

Westward trains must stop at Haley between MP 19 and 20, and at Cedar Canyon between MP 9 and 10 fifteen (15) minutes to cool wheels and inspect train.

Card train order form AB will govern movement of trains between Jaype and Kinney Junction.

Westward trains must obtain card order form AB at Kinney Junction from dispatcher and turn same in to operator at Jaype.

Eastward trains must obtain card order form AB at Jaype and report by telephone at Kinney Junction when clear at that point.

Spurs in east and west ends of Jaype yard and spurs between Jaype and Summit must not be used by Camas Prairie engines account track not safe.

4. PUSHER DISTRICT—Between Orofino and Headquarters.

5. SPECIAL STOPS—CONNECTIONS, ETC.

No. 324 will pull into clear on west leg of wye, Arrow, and allow No. 314 to pass before doing station work.

No. 312 and 328 will wait ten minutes at Lewiston for mail connections from Riparia.

Nos. 311, 323, 327, 312, 328 and 344 will stop on flag at the Nez Perce County Poor Farm near MP 130 to pick up and let off passengers.

Nos. 323, 324, 327, and 328 will stop on flag at Dolomite, Cherrylane, Myrtle Bridge, Magill Spur, Fir Bluff, Big George, Chapin Spur, and Penoyer Spur.

6. REGISTER STATIONS—

| | | |
|----------|---------------|----------|
| Lewiston | East Lewiston | Spalding |
| Arrow | Orofino | Stites |
| Jaype | Headquarters. | |

7. REGISTER EXCEPTIONS—East Lewiston—First class trains will not register. Lewiston—Second class and inferior trains will not register.

At Spalding—Trains will not require clearance card.

At Arrow—Trains will not require clearance card when telegraph office is closed.

8. BULLETIN STATIONS—Lewiston, East Lewiston, Orofino, Stites.

9. DERAIL SWITCHES—

Lenore—West end warehouse track.

Orofino—West end Standard oil spur.

West end material yard spur.

West end run-around track.

Whiskey Spur—West end.

Fohls Spur—West end.

Rudo—West end, in pocket of passing track.

Haley—West end passing track.

Larsen Spur—East end.

Placer Spur—West end.

Malloy Spur—West end.

Rooney Spur—West end.

Three Mile Spur—East end.

Jaype—On main line 389 feet west of west passing track switch.

Revling—West end of passing track.

Summit—West end in pocket of passing track.

Except when in use, derails must be left open.

10. COMMERCIAL SPURS—

| | Miles from Lewiston | Car Capacity |
|-------------|------------------------|--------------|
| Cherrylane | 19.4 | 3 |
| Dolomite | 24.2 | 3 |
| Magill | 36.0 | 7 |
| Jordan | 44.3 | 6 |
| Penoyer | 46.8 | 2 |
| Chapin Spur | 51.7 | 20 |

11. STANDARD TIME CLOCKS—

Lewiston, Orofino, Stites.

12. WATCH INSPECTORS—

Lewiston, Idaho, T. J. Morris.

Orofino, Idaho, F. I. Lingren.

SPECIAL INSTRUCTIONS

SECOND SUBDIVISION

1. SPEED RESTRICTIONS—

Between Spalding and Culdesac and between Reubens and Grangeville, passenger trains thirty five [35] miles per hour on tangents, twenty five [25] miles per hour on curves of over 3 degrees. Freight trains twenty five [25] miles per hour on tangents, twenty [20] miles per hour on curves of over 3 degrees.

2. MOUNTAIN GRADES—

Between Sweetwater and Reubens—Descending mountain Reubens to Culdesac, passenger trains must not exceed any one mile in three [3] minutes, freight trains any one mile in four [4] minutes.

Light engines must not run backing up.

Westward freight trains will stop 10 minutes at Nucrag and 15 minutes at Culdesac to cool wheels.

The normal position of train order signal will be "STOP" at Culdesac and Reubens while the operators are on duty.

No eastward train will pass Culdesac or westward train pass Reubens when operators are on duty without a Form "A" clearance card, authorized by the train dispatcher, and when operators are not on duty no train will pass either Culdesac or Reubens in the direction named unless authorized by train order to do so, when communication fails operator may issue the clearance card endorsed "Means of communication have failed, proceed at restricted speed". Clearance cards should also show the train and time of departure of any trains ahead between points named. Trains meeting at Nucrag must do so by train order only and the first train arriving under such meet orders should report their arrival promptly.

The operator at Culdesac will not report westward trains clear at that station until they are in the clear on the siding or the rear end of the train has passed the telegraph office 300 feet.

3. PUSHER DISTRICT—Between Lewiston and Reubens.

4. REGISTER STATIONS—Spalding, Grangeville.

SPECIAL INSTRUCTIONS

SECOND SUBDIVISION—Continued

5. IMPAIRED CLEARANCE—at tunnel seven.

6. DERAIL SWITCHES

Fort Lapwai—West end passing track.

Sweetwater—West end passing track.

Bundy—West end passing track.

Jacques—West end spur.

Culdesac—West end passing track.

West end House track.

West end Mill spur.

Nucrag—West end passing track.

Reubens—West end passing track.

Craig Junction—West end transfer track.

Craigmont—East end transfer track.

Cottonwood—East end stock track.

Except when in use, derails must be left open.

7. BULLETIN STATIONS—Grangeville.

8. COMMERCIAL SPURS—

| Clicks | Miles from Spalding | Car Capacity |
|--------|---------------------|--------------|
| | 29.6 | 6 |

SPECIAL INSTRUCTIONS THIRD SUBDIVISION

1. AT RIPARIA—

Restrictions on the Snake River bridge do not permit engines heavier than 137,000 pounds on drivers.

Do not exceed eight (8) miles per hour on the Wye.

N. P. switch to Camas Prairie main track must be kept locked.

2. SPEED RESTRICTIONS—

Between Riparia and Mile post 50 passenger trains forty-five [45] miles per hour, freight trains thirty [30] miles per hour. Between Mile post 50 and Alpowa, passenger trains thirty [30] miles per hour on tangents, twenty [20] miles per hour on curves of over 3 degrees.

Freight trains eighteen [18] miles per hour.

Between Alpowa and Lewiston—Passenger trains thirty-five [35] miles per hour, freight trains twenty-five [25] miles per hour.

When sand is blowing engineers will run with care and under control where they cannot see track is clear, particularly at Schultz Spur.

3. CONNECTIONS, ETC.—

No. 8 will wait at Riparia for O. W. R. & N. No. 78.

No. 75 will wait ten minutes at Lewiston for No. 327.

No. 7 will wait ten minutes at Lewiston for No. 343.

4. REGISTER STATIONS—

Riparia, Lewiston, East Lewiston.

5. REGISTER EXCEPTIONS—At East Lewiston—First class trains will not register.

At Lewiston—Second class and inferior trains will not register, but Eastward second class and inferior trains moving between Lewiston and East Lewiston must check register or secure register check showing that all first class trains due at Lewiston have arrived or left before proceeding to East Lewiston.

6. BULLETIN STATIONS—

Lewiston, Riparia.

7. Train No. 7 has right over No. 8 Lewiston to Riparia. Train No. 859 has right over No. 860 Lewiston to Riparia.

8. STANDARD TIME CLOCKS—

Lewiston.

9. COMMERCIAL SPURS—

| | Miles from Lewiston | Car Capacity |
|---------|---------------------|--------------|
| Schultz | 39.8 | 3 |