

# CAMAS PRAIRIE RAILROAD CO.

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## **TIME 78 TABLE**

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**Effective December 3, 1939**

**at 12:01 A. M. Pacific Time**

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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

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R. E. HANRAHAN, *Manager*



Westward

SECOND SUBDIVISION

Eastward

First Class		Water, Fuel, Scales, Tables, Wyes and Yard Limits	Station Numbers	Distance from Grangeville	Time Table No. 78 Effective December 3rd, 1939 Succeeding No. 77		Distance from Spalding	Capacity of Side Tracks	First Class		
343 Passenger	Daily				344 Passenger	Daily					
STATIONS											
Telegraph Offices and Calls											
AM	11.44	W	C P 149	0.0	Ge	GRANGEVILLE	D	66.5	60	AM	11.34
		YX				7.1					
PM	12.08		C P 142	7.1	Fn	FENN	D	59.4	35	S	11.10
						8.5					
s	12.31		C P 133	15.6	Co	COTTONWOOD	D	50.9	50	S	10.47
						1.0					
	12.34		C P 132	16.6		AGNEW		49.9	12		10.43
						1.3					
	12.37		C P 131	17.9		ROCK SPUR		48.6	10		10.40
						2.8					
	12.44		C P 128	20.7		SAND SPUR		45.8	10		10.33
						3.5					
s	12.52	X	C P 125	24.2	Rg.	FERDINAND	D	42.3	20	S	10.25
						7.9					
s	1.12	X	C P 117	32.1	Vo	CRAIGMONT	D	34.4	30	S	10.05
						4.5					
f	1.23	X	C P 113	36.6		CRAIG JUNCTION	P	29.9	9	f	9.54
						.3					
		X	C P 112	36.9		CLICKS		29.6	6		
						3.5					
s	1.36	W	C P 109	40.4	Ru	REUBENS	P D	26.1	30	S	9.45
		YX				6.6					
	1.55	W	C P 102	47.0		NUCRAG	P	19.5	11		9.22
						7.5					
s	2.17	W	C P 94	54.5	Cu	CULDESAC	D	12.0	20	S	9.01
						2.5					
f	2.24		C P 92	57.0		JACQUES		9.5	8	f	8.54
						1.6					
f	2.28		C P 91	58.6		BUNDY		7.9	15	f	8.50
						2.6					
s	2.34		C P 88	61.2		SWEETWATER		5.3	20	S	8.43
						1.8					
s	2.38	X	C P 86	63.0	Fi	FORT LAPWAI	D	3.5	25	S	8.39
						3.5					
s	2.46	YX	C P 83	66.5		SPALDING	P	0.0	No Sdg.	S	8.32
										AM	
Daily	See Page 2					66.5				Daily	See Page 2
	3.02					Time Over District					3.02
	21.9					Average Speed Per Hour					21.9

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION

SPECIAL INSTRUCTIONS PAGES 4, 5 and 6

Westward

THIRD SUBDIVISION

Eastward

Second Class		First Class		Water, Fuel, Scales, Tables, Wyes and Yard Limits	Station Numbers	Distance from Lewiston	Time Table No. 78 Effective December 3rd, 1939 Succeeding No. 77 And Supplement No. 1		Distance from Riparia	Capacity of Side Tracks	First Class		Second Class	
859 Freight	Daily	73 U. P.	Daily				74 U. P.	Daily			860 Freight	Daily		
STATIONS														
Telegraph Offices and Calls														
PM	8.00		PM	7.50	O	C P 72	0.0	De	72.0	450	AM	7.30	AM	3.15
					W			Wn			A		A	
	8.02			7.53	X	C P 71	1.0		71.0	15		7.25		3.12
	8.14		f	8.01		C P 66	6.1		65.9	70	f	7.14		3.00
	8.24		f	8.07		C P 62	10.3		61.7	70	f	7.06		2.50
	8.41		f	8.17	W	C P 55	17.1		54.9	Spur 40	f	6.55		2.33
	8.55		f	8.25		C P 50	22.5		49.5	70	f	6.47		2.17
	8.59		f	8.28		C P 48	24.3		47.7	14	f	6.43		2.13
	9.08		f	8.34		C P 44	28.1		43.9	75	f	6.37		2.03
	9.10		f	8.36		C P 43	29.1		42.9	14	f	6.35		2.01
	9.12		f	8.38		C P 42	30.1		41.9	19	f	6.33		1.59
	9.17		f	8.41		C P 40	32.2		39.8	No Sdg.	f	6.29		1.54
	9.21		f	8.44		C P 38	33.8		38.2	2	f	6.26		1.50
	9.26		s	8.48	W	C P 36	36.0		36.0	70	s	6.21		1.45
	9.35		f	8.56		C P 32	39.9		32.2	3	f	6.15		1.35
	9.42		f	9.01		C P 29	42.8		29.2	70	f	6.10		1.29
	9.55		f	9.09		C P 24	48.1		23.9	70	f	6.00		1.15
	10.00		f	9.12		C P 20	50.1		21.9	Spur 4	f	5.57		1.10
	10.08		f	9.17		C P 19	53.3		18.7	12	f	5.51		1.02
	10.15		f	9.21		C P 16	56.1		15.9	2	f	5.46		12.55
	10.18		f	9.23	W	C P 15	57.5		14.5	70	f	5.43		12.52
	10.30		f	9.31		C P 10	62.4		9.6	28	f	5.35		12.40
	11.00		f	9.31		C P 10	62.4		0.0	70	f	5.20		12.15
PM	10.00		PM	10.00	C Y	C P 0	72.0	XS	0.0	70	AM	5.20	AM	12.15
					WX									
Daily	3.00		Daily	2.10							Daily	2.10	Daily	3.00
	24.0			33.2								33.2		24.0
Average Speed Per Hour														

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION EXCEPT NO. 859 IS SUPERIOR TO NO. 860.

SPECIAL INSTRUCTIONS PAGES 4, 5 and 6

Westward		FOURTH SUBDIVISION			Eastward			
Water, Fuel, Scales Tables, Wyes and Yard Limits	Station Numbers	Distance from Headquarters	Time Table No. 78 Effective December 3rd, 1939 Succeeding No. 77			Distance from Orofino	Capacity of Side Track	Camas Prairie or Industry
			STATIONS					
TELEGRAPH OFFICES AND CALLS								
	WC XY	CH 40	0.0	HQ HEADQUARTERS P-D		40.0	138	
	X	CH 38	2.0	DEER CREEK P		38.0	CTCo	
		CH 36	4.1	GRAVEL SPUR		35.9	6	
		CH 34	5.9	SUMMIT P		34.1	56	
		CH 33	7.4	CARDIFF P		32.6	Spur 11	Cardiff
		CH 32	8.9	HELPHREY		31.1	Spur 5	
	X	CH 29	10.1	REVLING		29.9	12	
	WY X	CH 28	11.2	JAYPE P		28.8	110	
	X	CH 27	12.3	NELSON		27.7	4	
		CH 26	14.0	QUARTZ		26.0		
	X	CH 25	15.0	ROONEY		25.0	20	
		CH 22	18.1	PLACER		21.9	Spur 8	CT Co
		CH 21½	18.4	POORMAN		21.6	Spur 10	
		CH 19	20.5	HALEY		19.5	12	
		CH 18½	21.0	OMILL		19.0		
	W	CH 15	25.4	RUDO P		14.6	80	
		C. H. 11	29.0	LIME MOUNTAIN		11.0	Spur 6	
		CH 10	30.4	CEDAR CANYON		9.6	Spur 15	
		CH 6	34.0	FOHL P		6.0	Spur 12	
	WC TX	CS 32	40.0	OROFINO P		0.0		

### GENERAL INSTRUCTIONS

Employees will be governed by the Operating Department Rules and Regulations of the Northern Pacific Railway (except on the Third Sub-Division) and must provide themselves with a copy of the Book of Rules and Regulations of the Operating Department of that Company. On the Third Sub-Division and on the tracks of the Union Pacific Railroad Company at Riparia, employees will be governed by the Transportation Department Rules of that company and current time-table of its Washington division and must provide themselves with a copy of the Transportation Department Rules and current time-table of the Washington Division of the Union Pacific Railroad Company.

- ### SPECIAL INSTRUCTIONS ALL SUBDIVISIONS
1. Except as otherwise provided enginemen will only be required to consult register at initial 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. When necessary to take slack of freight trains with helper on rear, it should be done by the helper engine.
  4. 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.
  5. Derail switches must be kept in derail position when not in use.
  6. When a train order is received reading, "Eastward (or westward) extra trains wait at ..... until .....", the train addressed is relieved from protecting its rear end against following extra trains until the time named in the order, from point named to next register station.

- ### FIRST SUBDIVISION
1. **AT ARROW**—Time of trains applies at Junction switch. Unless otherwise specified, right of track and meet orders will be fulfilled at the Junction switch.
  2. **AT FOREBAY**—Time of trains applies at cross-over switch.
  3. **SPEED RESTRICTIONS:**  
Passenger trains handling freight cars will observe speed restrictions for freight trains.

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Pasgr.	Frt.	
At any point .....	15	15	Engines backing.
Between Lewiston and Orofino ..	35	25	On tangents.
	25	20	On curves of over 3 degrees.
	20	20	When handling wrecker, ditcher or pile driver, or engine with side and main rods disconnected.
Between Orofino and Stites .....	25	15	On tangents.
	15		When handling freight cars.
	20	15	On curves of over 3 degrees.
	12	12	When handling wrecker, ditcher, pile driver, poles, refrigerator cars or engines with side and main rods disconnected.
At Lewiston .....	4	4	Over 18th Street crossing.
At East Lewiston .....	15	15	Over east switch.
At Arrow, over Bridge "O" .....	10	10	Engines U. P. class "MK" and N. P. class "W" and heavier.
At Orofino, over Bridge 29-1 .....	8	8	Engines U.P. class "MK" and N.P. class "W."
At Jim Fords Creek Bridge.....		5	5S-4 Engines.
At Clearwater River, over Bridge 50-1 .....	8	8	Double header engines weighing 135,000 on drivers or heavier.

4. **BRIDGE AND ENGINE RESTRICTIONS:**  
At North Lapwai, N. P. W-5 engines keep off storage track.  
At Arrow, N. P. W-5 engines keep off east end storage track.  
At Magill, U. P. class "MK" and N. P. class "W" engines, or heavier, not permitted on spur.  
At Orofino, engines heavier than N. P. class "S-4" will not go east of Kerr Gifford Spur.  
On Bridge 29-1, engines heavier than U. P. class "MK" and N. P. class "W" not permitted.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION  
SPECIAL INSTRUCTIONS PAGES 4, 5 and 6

## SPECIAL INSTRUCTIONS SECOND SUBDIVISION

**1. SPEED RESTRICTIONS:**

Passenger trains handling freight cars will observe speed restrictions for freight trains.

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Pasgr.	Frt.	
At any point .....	15	15	Engines backing.
	20	20	When handling wrecker, ditcher, pile driver, or engines with side and main rods disconnected.
Between Spalding and Grangeville	35	25	On tangents.
	25	20	On curves of over 3 degrees.
Descending mountain Reubens to Culdesac .....			Passenger trains any one mile in three (3) minutes, and freight trains any one mile in four (4) minutes.
Through Tunnels 1 and 7 .....	15	15	In both directions.
At Craigmont at grade crossing at west switch near stock yards	5	5	

**2. MOUNTAIN GRADES:**

Light engines must not run backward.  
Westward freight trains will stop as follows to cool wheels:  
Nucrag—10 minutes, and longer if wheels are found to be overheated. Culdesac—15 minutes.  
At Culdesac and Reubens the normal position of train order signal will be "STOP" while operators are on duty. No eastward train will pass Culdesac nor westward train pass Reubens when operators are on duty, without a Form "A" clearance card authorized by the train dispatcher, except, when communication fails operator may issue clearance card endorsed "Means of communication have failed—Proceed at restricted speed." Clearance card should also show the time of departure of any preceding trains between points named. When operators are not on duty no trains will pass either Culdesac or Reubens in the direction named unless authorized by train order to do so.  
Trains must not meet at Nucrag except by train order (Form S-A) and the first train arriving under such order must report its arrival promptly.  
Operator at Culdesac will not report any westward train clear at that station until it is clear of the main track or the rear end of the train has passed the telegraph office 300 feet.

**3. ENGINE RESTRICTIONS:** At Agnew, engines must not go beyond stop sign.

**4. PUSHER DISTRICT:** Between Lewiston and Reubens.

**5. REGISTER STATIONS:** Spalding, Grangeville.

**6. BULLETIN STATIONS:** Grangeville.

**7. YARD LIMITS:** Tracks between yard limit signs east of Craig Junction and west of Clicks will be operated as one yard.

Tracks between yard limit signs east of Spalding on both the first and second subdivisions and yard limit signs west of North Lapwai will be operated as one yard.

**8. IMPAIRED CLEARANCE:** Tunnel seven.

**9. DERAIL SWITCHES:**

Fort Lapwai—West end of siding.  
Sweetwater—West end of siding.  
Bundy—West end of siding.  
Jacques—West end of spur.

**4. (Cont.)**

All trains using N. P. class "W" or U. P. "MK" when switching Rochdale Spur reach in with sufficient cars to keep engines off sharp curve west of highway crossing.

At Jordan, engines must not go beyond impaired clearance sign.

At Stites, passenger equipment must be kept off house track, account clearance.

At Ahsahka, trains must not go beyond crossing on Thompson's Spur.

East of Greer, class S-4 engines not permitted.

**5. SPECIAL STOPS AND CONNECTIONS:**

No. 311 will stop at North Lapwai to let off passengers from points east of Arrow.

No. 312, 324 and 344 will wait ten minutes at Lewiston for mail connections from Riparia.

Nos. 323 and 324 will stop on flag at Myrtle Bridge, Fir Bluff, Big George and Old County Farm near milepost 132.

**6. REGISTER STATIONS:**

Lewiston—For first class trains and Passenger extras.

East Lewiston—For second class and inferior trains except Passenger extras.

Spalding.

Arrow.

Orofino.

Stites.

**7. BULLETIN STATIONS:** Lewiston, East Lewiston, Orofino, Stites.

**8. CLEARANCE EXCEPTIONS:** At Arrow when no operator on duty, trains will not require clearance card to comply with Rule 83-b.

At, Spalding, no clearance required.

**9. YARD LIMITS:** Tracks between yard limit signs east of Spalding on both the first and second subdivisions and yard limit signs west of North Lapwai will be operated as one yard.

Tracks between yard limit signs west of Transfer and east of Forebay will be operated as one yard.

**10. DERAIL SWITCHES:**

Lewiston—West end of Northwest Cities Gas spur.

West end of old Coal Dock track.

Lenore—West end of warehouse track.

East end of house track.

**11. STANDARD TIME CLOCKS:**

Lewiston, East Lewiston, Orofino, Stites.

**12. WATCH INSPECTORS:**

Lewiston, M. L. Haines.

Orofino, J. R. Hughes.

Culdesac—West end of siding. West end of House track.  
West end of Mill spur. West end of Oil track.  
Nucrag—West end of siding.  
Reubens—West end of siding.  
Clicks—West end.  
Craig Junction—West end of transfer track.  
Craigmont—East end of transfer track.  
Cottonwood—East end of stock track.  
Grangeville—West end of coal incline.  
West end of Farmer Union Warehouse track.

**10. Grangeville**—When cars are being loaded from Farmers Union Warehouse, all trains using this track will spot not less than two cars with brakes securely set, eight car lengths west of this warehouse.

**11. Special Stops:** No. 343 will stop on flag at Mallott's Farm 2½ miles east of Culdesac to handle cream shipments to Lewiston. No. 344 will handle the empty cans back.

## SPECIAL INSTRUCTIONS THIRD SUBDIVISION

**1. AT RIPARIA:**

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

**2. BRIDGE AND ENGINE RESTRICTIONS:**

At Riparia, on Snake River Bridge engines heavier than 150,000 pounds on drivers not permitted.

**3. SPEED RESTRICTIONS:**

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Pasgr.	Frt.	
At any point .....	With care		At restricted speed when sand is blowing, especially just west of Rldpath.
	15	15	Engines backing.
	20	20	When handling wrecker, ditcher, pile driver or engines with side and main rods disconnected.
Between Riparia and Lewiston..	40	30	Motor trains 50 miles per hour.
Over curve approaches each end of Bridge 71.23 over Clearwater River. Lewiston .....		25	Trains handling logs.
At Riparia .....	30	30	
	15	15	On Wye track.

**4. REGISTER STATIONS:**

Riparia.

Lewiston for first class trains and passenger extras.

East Lewiston, for second class and inferior trains.

**5. YARD LIMITS:** Lewiston—Tracks between yard limit signs west of Transfer and east of Forebay will be operated as one yard.

Second class and inferior trains must be governed by N.P. Rule S-93, which reads as follows:

"Within yard limits the track may be used, protecting against first class trains.

Second and third class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear."

At Interior Warehouse will not clear man on side of car. At Indian, west end track not safe, switch spiked, must not be used.

**6. BULLETIN STATIONS:** Lewiston, East Lewiston, Riparia.

**7. DERAIL SWITCHES:** Peyton—Both ends of siding.

**8. STANDARD TIME CLOCKS:** Lewiston, East Lewiston.

**9. WATCH INSPECTORS:** Lewiston, M. L. Haines.

# SPECIAL INSTRUCTIONS

## FOURTH SUBDIVISION

### 1. SPEED RESTRICTIONS:

LOCATION	Maximum Speed Miles per Hour		REMARKS
	Pasgr.	Frts.	
At any point .....	15	15	Engines backing.
Between Orofino and Jaype .....	15	15	When handling wrecker, ditcher, pile driver or engines with side and main rods disconnected.
On descending grade between Orofino and Jaype .....	15	15	Looking out for slides and washouts.
Between Jaype and Headquarters	12	12	
At Orofino, over Johnson Street	5	5	
On curve at M. P. 3 between Orofino and Fohl .....	8	8	
From M. P. 5 to Bridge 5, between Orofino and Fohl .....	10	10	
At Rock Crusher, first crossing west of Jaype .....	5	5	Looking out for tractors crossing track.
On curve at M. P. 35, between Summit and Headquarters ..	8	8	

### 2. BRIDGE AND ENGINE RESTRICTIONS:

On Spurs in east end of Jaype Yard and C. T. Co., Spurs between Jaype and Headquarters, Camas Prairie engines not permitted.  
 Helper engines must not be placed on rear unless full tonnage is being handled or when helper is needed for switching at rear.  
 When handling snow plow, engines must be kept together on head end of train.  
 At Fohl, engines must not go beyond clearance point.  
 At Rudo, engines must not go beyond frog of spur.

### 3. MOUNTAIN GRADES:

Westward trains must stop at Rudo to inspect train.

### 4. PUSHER DISTRICT: Between Orofino and Headquarters.

### 5. REGISTER STATIONS: Orofino, Headquarters.

### 6. BULLETIN STATIONS: Orofino, Headquarters.

### 7. YARD LIMITS: Tracks between yard limit signs east of Revling and west of Nelson will be operated as one yard. Deer Creek is within Headquarters yard limits.

### 8. DERAIL SWITCHES:

Orofino—West end of run around track. West end of material track.  
 Standard Oil spur west end, also protects planer track.  
 Track serving Cement Plant.  
 Track serving National Pole Co.  
 Fohl—West end.  
 Lime Mountain—West end.  
 Rudo—West end, in pocket of siding.  
 Omill—West end.  
 Haley—West end of siding.  
 Poorman—West end.  
 Placer—West end.  
 Rooney—West end passing track. West end spur.  
 Nelson—West end.  
 Jaype—110 feet East of West Main track switch on West lead track.  
 Revling—West end of siding.  
 Cardiff—West end.  
 Summit—West end in pocket siding.

### 9. STANDARD TIME CLOCKS:

Orofino.

### 10. WATCH INSPECTORS:

Orofino, J. R. Hughes.

### 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		52.1
1	10		51.4
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		21.2
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

## TONNAGE RATING OF FREIGHT ENGINES

SUB DIVISION	DISTRICT	CLASS OF ENGINE										
		U. P. M. K.	N. P. W	U. P. 730 768 CLASS	N. P. T S-4	U. P. 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		1800	1800	1700	1200	1100	1000	900
	Arrow to Orofino .....	3200	3000	2400		2150	2150	1950	1400	1200	1100	1000
	Orofino to Stites .....								1400	1200	1100	1000
FIRST WESTWARD	Stites to Orofino .....		Train	Limit	Sixty	Cars						
	Orofino to Lewiston .....						No	Limit				
SECOND EASTWARD	Spalding to Sweetwater .....	1100	1000	900		700	700	640	540	480	450	405
	Sweetwater to Culdesac .....	780	760	680		500	500	450	350	300	250	200
	Culdesac to Reubens .....	550	500	450		250	250	200	150	125	100	75
	Reubens to Craigmont.....	1500	1400	1250		950	950	800	700	650	575	525
SECOND WESTWARD	Craigmont to Reubens .....	1800	1650	1450		950	950	850	750	700	625	575
	Reubens to Culdesac .....		Fifty cars, maximum 3,000 tons									
	Culdesac to Spalding .....		No limit									
THIRD EASTWARD	Riparia to Lewiston .....	3200	3000	2300		2100	2100	1900	1200	1100	1000	900
FOURTH EASTWARD	Orofino to Summit .....	725	600	525		425	400	350	200	175	150	125
FOURTH WESTWARD	Headquarters to Summit .....	900	750	650		525	450	350	200	175	150	125
	Summit to Orofino .....		Train	Limit	Eighty	Five	Cars					

### AUTHORIZED SURGEONS

DR. O. C. CARSSOW, Chief Surgeon, Lewiston, Idaho.  
 DR. W. P. HABEL, Local Surgeon, Lewiston, Idaho.  
 DR. J. E. CARSSOW, Lewiston, Idaho.  
 DR. W. F. ORR, Cottonwood, Idaho.  
 DR. K. H. COLLINS, Dist. Surgeon, Craigmont, Idaho.  
 DR. L. A. WHEELWRIGHT, Dist. Surgeon, Grangeville, Idaho.  
 DR. R. T. HOPKINS, Dist. Surgeon, Orofino, Idaho.  
 DR. J. M. VERBERKMOES, Dist. Surgeon, Kooskia, Idaho.  
 DR. C. H. BRYAN, Dist Surgeon, Kamiah, Idaho.  
 DR. H. W. WENTWORTH, Dist. Surgeon, Stites, Idaho.

M. C. SMITH,  
Chief Dispatcher.