

THE OREGON RAILROAD & NAVIGATION Co.

EMPLOYES' TIME TABLE.

To Take Effect Sunday, May 20th, 1906, 12:01 A. M.

91

PACIFIC TIME

This Time Table is for the use and guidance of employes only, and is not intended for the information of the public, or as an advertisement of time of any train. The Company reserves the right to vary from it at pleasure.

J. P. O'BRIEN,
General Manager.

M. J. BUCKLEY,
General Superintendent.

OREGON DIVISION.

D. W. CAMPBELL, Superintendent, - - - - - Portland, Oregon.	WM. CONNOLLY, Assistant Superintendent, - - - - - Portland, Oregon.
J. D. MATHESON, Trainmaster, - - - - - La Grande, Oregon.	
W. M. GLEASON, Chief Dispatcher, First District, - - - - - The Dalles, Oregon.	A. BUCKLEY, Chief Dispatcher, Second District, - - - - - La Grande, Oregon.

REGISTERING STATIONS.

PORTLAND, ALBINA, EAST PORTLAND,	THE DALLES, HEPPNER, UMATILLA,	PENDLETON, KAMELA, LA GRANDE,	ELGIN, PLEASANT VALLEY, HUNTINGTON.
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LIST OF SURGEONS.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
DR. K. A. J. MACKENZIE, Chief Surgeon.	PORTLAND, Tel. 267	O. R. & N. System.	DR. FRANK KISTNER, Surgeon	HEPPNER.	Arlington to Pendleton
" F. M. TAYLOR, Surgeon.	" Oregonian Bldg	" "	" J. H. HUDSON, "	ARLINGTON.	The Dalles " "
" GEO. AINSLEE, Oculist.	" Oregonian Bldg	" "	" F. W. VINCENT, "	PENDLETON.	Arlington to LaGrande.
" J. F. DICKSON, J. N. COGHLAN, Nose & Throat.	" Oregonian Bldg	" "	" W. G. COLE, "	PENDLETON.	Arlington to LaGrande.
" C. HOLCOMB, Surgeon.	ALBINA.	Albina to The Dalles.	" BACON & HALL, "	LAGRANDE.	Pendleton to Baker City.
" J. F. WATT, "	HOOD RIVER.	Albina to The Dalles.	" E. B. MCDANIEL, "	BAKER CITY.	LaGrande to Huntington
DRS. LOGAN & GEISENDORFFER, Surgeons.	THE DALLES.	Albina to Arlington.	" W. O. SPENCER, "	HUNTINGTON.	" "

STANDARD CLOCKS.

ALBINA, - - - - -	TELEGRAPH OFFICE.
THE DALLES, - - - - -	DISPATCHER'S "
UMATILLA, - - - - -	TELEGRAPH "
LA GRANDE, - - - - -	DISPATCHER'S "
HUNTINGTON, - - - - -	TELEGRAPH "

LICENSED WATCHMAKERS.

ALBERT FELDENHEIMER, - - - - -	PORTLAND.
H. H. HEIDE, - - - - -	ALBINA.
H. C. LIEBE, - - - - -	THE DALLES.
P. O. BORG, - - - - -	HEPPNER.
L. HUNZIKER, - - - - -	PENDLETON.
J. R. SMITH, - - - - -	LA GRANDE.
B. F. JENNEY, - - - - -	HUNTINGTON.

SPECIAL INSTRUCTIONS

GENERAL

- No. 1. **Special Instructions supersede "Rules and Regulations of the Operating Department."**
- No. 2. **Initial Stations.** The starting point of a regular train as per time table schedule is its Initial Station. The Dalles, Umatilla, La Grande, Tekoa and Starbuck will be Initial Stations for all regular trains and Grange City Jct. for trains 3, 4, 21, 22, 25 and 26.
- No. 3. Enginemen will check registers. See Rule 83.
- No. 4. Referring to Rule 221, effective October 15th, 1904, all trains must stop at Baker City, Kamela, Pendleton, Hood River, Winona, Colfax and Walla Walla, and obtain clearance card before proceeding.
- No. 5. Caution Signals as per Rule 10 (Rules and Regulations) will be placed 1000 feet from the point which they are intended to cover.
- No. 6. Slow boards will be erected 1000 feet from the point which they are intended to cover. Instructions thereon governing speed of trains must be strictly observed.
- No. 7. Under control: To be able to stop within the distance track is seen to be clear.
- No. 8. All trains (except passenger) consisting of more than 15 cars will cut off engine to take water, and will also cut off way cars before spotting.
- No. 9. A buffer car (**not to be occupied by passengers**) must be used on all passenger trains between the locomotive and coaches.
- No. 10. Trainmen, Yardmen and Enginemen will provide themselves with a copy of Instructions and Rules governing the use of the Automatic Block System.
- No. 11. Helper engineers must be furnished copies of all train orders affecting movement of train while being helped. Train dispatchers and conductors will be governed accordingly.
- No. 12. In order to avoid damage to equipment in stopping trains and to avoid excessive speed over light grades and through sags, helper engineers located intermediately or on rear of trains will work only sufficient steam to keep up the slack.
- No. 13. When sand is blowing, engineers will run with great care. They will run slowly and with train under full control where they cannot see track is clear. The same precautions must be observed in passing rock points where there is a possibility of the track being obstructed by falling rocks or landslides.
- No. 14. A white flag displayed at a blind siding will indicate cars or freight to be moved. Trains doing local work will be governed accordingly.
- No. 15. Enginemen of mail trains will sound three short blasts of the whistle approaching Mail Cranes between sidings to call mail clerks attention to same.
- No. 16. Referring to paragraphs L and M, Audible Signals, rule 14, page 13, Rules and Regulations, the following is substituted:
 (L) ——— o o (Two long and two short whistles), approaching public crossings at grade, tunnels, snow sheds, rock sheds and where view is obstructed.
 (M) ——— (One long whistle), approaching stations, junctions and rairoad crossings at grade.
- No. 17. Water Brake and Pressure Retaining Valves must be used on all freight trains descending grades between:
- | | | |
|--|--|--|
| Pleasant Valley and Durkee, | Alto and Starbuck, | Watts and Chatcolet, |
| Encina and Norton, | Meeker and Hay (Retainers only), | Sierra Nevada Mine and Sierra Nevada Jct., |
| Telocaset and Union, | Crest and Colfax, | Burke and Wallace, |
| Hilgard and North Fork, | Mica and Chester (Retainers only), | Summit and Thornton (Pleasant Valley Branch) (Retainers only), |
| Montavilla and East Portland (Retainers only), | Summit (M. P. 419½) and Rockford (Retainers only), | Mile Post 365 and Sunset |
| Downing and Mile Post 263 (Retainers only), | | |

AIR BRAKES.

- No. 18. Train line must be charged to maximum pressure and brakes set with full service application of not less than 20 pounds reduction and left set when engine is cut off from all trains arriving at Portland, Umatilla, La Grande, Huntington, Tekoa and Spokane.
- Air must be tested by applying same from rear air car on all trains made up at terminals or starting points, also on all **East** bound trains immediately before leaving Kamela, Pleasant Valley Alto, Crest; and on all **West** bound trains immediately before leaving Kamela, Burke, and Sierra Nevada Mine, in order to ascertain if air is working through entire train.
- West** bound freight trains leaving La Grande, and Second District freight trains leaving Umatilla must have air brakes thoroughly inspected and adjusted and **must not depart until not less than 80 per cent of the air brakes on cars destined East of Kamela on East bound trains and West of Hilgard on West bound trains are in good working order.**
- Air brake cars on which air is not working will be tagged with **Bad Order Air Cards**, Form 2399, and conductors must see that hand brakes are used on such cars (when loaded) descending heavy grades.
- The air brakes on Oregon Division passenger trains will be inspected and adjusted on **West** bound trains at Huntington, and on **East** bound trains at Pendleton. Washington Division, **East** bound trains at Pendleton.
- When more than one engine is used on a train, the air will be handled from the leading engine.
- The braking power on engines helping or pushing trains must be cut into the train line and particular attention must be given to cutting in of driving brakes. When helpers are used ahead of regular engine the regular engineer will set air on train to be released by helper engineer, and vice versa when this helper cuts off.

MOVEMENTS IN YARDS.

- No. 19. **All trains, yard engines, light engines, etc., must proceed under control within yards** at Albina, East Portland, The Dalles, Arlington, Umatilla, Pendleton, La Grande, Baker City, Huntington, Walla Walla, Wallula, Colfax, Riparia, Grange City, Grange City Junction, La Crosse, Winona, Tekoa, Harrison, Wardner, Wallace and Spokane.

PROTECTION AT OTHER STATIONS.

- No. 20. Where yard limit signs are not erected, the station (S) whistling posts will be considered the yard limits. Stations referred to are those shown on the face of time table schedule. Extra trains must approach such stations expecting to find main track occupied without flag protection, and should any collision occur, the responsibility will rest upon the extra train approaching the station. Trains occupying main track at such stations must protect against regular trains and will also be governed by rules in regard to meeting and right-of-track orders.

SPECIAL INSTRUCTIONS

OREGON DIVISION

Passengers presenting permits Form 208 accompanied by proper transportation may be carried by regular freight trains between points at which they stop, subject to Rules 1007, 1008 and 1009.

Train 3 will stop on flag for passengers at Seufert's Cannery, Menominee, (Collins Mondays) Columbia Beach, McGowans, Latourelle and Corbetts and will stop at all points to **let off** passengers originating on Washington Division.

Train 4 will stop on flag for passengers at Collins (Saturdays) and Seufert's Cannery and will stop on flag at any **telegraph** station to **pick up** passengers for Washington Division.

Train 5 will stop on flag for passengers at Thorn Hollow, and will **stop** at Perry.

Train 6 will stop on flag for passengers at Corbetts, Latourelle, McGowans, Columbia Beach, Menominee and Thorn Hollow and will **stop** at Perry.

Trains 7 and 8 will stop on flag for passengers at Corbetts, Latourelle, Multnomah Falls, McGowans, Columbia Beach, Collins, Menominee and Seufert's Cannery

Within corporate limits of The Dalles speed must not exceed 4 miles per hour.

The maximum speed for freight trains descending grades from Kamela to Hilgard, Kamela to Huron and from Pleasant Valley to Durkee will be 15 miles per hour. If for any reason this speed is exceeded, conductors must wire Superintendent's office from first open telegraph office informing him of the fact, and cause or reason for so doing. Light engines or other trains following freight trains within above limits will take notice of above speed requirements and be governed accordingly.

Draw Bridge is located at Willamette River between Portland and East Portland.

Freight and stock trains will head in on No. 16 lead at Portland.

Engines of 179, 300, and 192 classes under steam must reduce speed to four miles per hour, over bridges crossing the Umatilla (at Umatilla), John Day, Des Chutes, Hood River and Sandy (Troutdale) Rivers, and other engines or loaded cars heavier than 40 gross tons each must not be placed less than four cars from above classes of engines, while passing over these bridges.

Helping engines on freight trains between North Fork and Durkee shall be placed so that each helper will push its own tonnage and when necessary to slack these trains same shall be done by helper on rear of train.

Helper engines on passenger trains must be used on the head-end of train and coupled on ahead of the regular engine, except when the train consists of eleven cars or more, when the helper should be placed on the rear end of the train ascending grades between North Fork and Hilgard, Telocaset and Union, and Durkee and Encina. When helper engines are placed behind the train as above, both regular and helper engineers must exercise good judgment in the matter of speed and in working their engines across the flats between Meacham and Murdock Spur, Durkee and Horse-shoe Curve, and through Unity Station. The speed between these points should not exceed 20 miles per hour, and the helper engineers should work their engines as lightly as possible; in fact, only sufficient to keep up the slack or maintain the speed of 20 miles per hour. Helper engineers should also take into consideration the stops and slow-downs for these trains, and when same are being made ease off their engines accordingly; in fact, push only hard enough at these times to keep up the slack.

WASHINGTON DIVISION.

Passengers presenting permits Form 208 accompanied by proper transportation may be carried by regular freight between points at which they stop, subject to Rules 1007, 1008 and 1009.

Trains 21 and 22 will carry passengers between Riparia and Umatilla subject to Rules 1007, 1008 and 1009.

Trains 3 and 4 will stop on flag for passengers at Attalia (just east of W. & C. R. Crossing near Wallula).

Trains 7 and 8 will stop on flag for passengers at Saxe.

Trains 11 and 12 will stop for passengers at Medimont, Kingston and Rose Lake.

Trains 14 and 15 will stop on flag for passengers at Warners and Summit.

DR. Wreckers must not be run to exceed 25 miles per hour at any time.

Trains 57 and 58 will stop on flag for passengers at Russels.

Draw Bridges are located at Riparia (east of station) and at St. Joe River (one-half mile east of Chatcolet).

West-bound trains between Crest and Colfax will register at Crest.

Passenger trains must not exceed 15 miles per hour between Crest and Colfax. All other trains 8 miles per hour.

East-bound train will leave Crest until 20 minutes after the departure of any preceding train.

When it is necessary to protect rear of east-bound trains between Crest and Colfax the flagman will return to Crest as quickly as possible

Helping engines may return from Crest to Colfax ahead of delayed east-bound freight trains.

All trains occupying Colfax yard (Moscow Branch District) will report at telegraph office for clearance on Crest Hill before coming out on main line (Second District).

Passenger trains must not exceed schedule time and freight trains 15 miles per hour Alto to Starbuck.

West-bound trains must be reduced in speed to eight miles per hour at the east approach to bridge 132 (Alto trestle), and air brakes fully released while crossing the bridge.

At Northern Pacific crossing Spokane trains will be governed by semaphore signals and will not stop when signals denote proceed.

At S. F. & N. crossing, Spokane, and Northern Pacific crossing, Farmington, trains will be governed by position of the crossing gates. The normal position of which are at right angles to the S. F. & N. and N. P. tracks respectively. When S. F. & N. and N. P. trains are using these crossings the gates will be set at right angles to the O. R. & N. track. O. R. & N. trains must approach these crossings under control and **stop** when the gates are turned against them, and must not proceed until they have been returned to their normal positions and the crossings are clear. Trains must not exceed ten (10) miles per hour over these crossings.

THIRD DISTRICT—Pendleton and Starbuck—WASHINGTON DIVISION.

THIRD DISTRICT—Walla Walla and Walla Walla }
FIRST DISTRICT—Umatilla and Grange City Jct. } — WASHINGTON DIVISION

EASTWARD.				DISTANCES FROM PENDLETON.	TIME TABLE No. 91. May 20, 1906.	STATIONS.	WESTWARD.						
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class				STATION NUMBERS	First Class		Second Class			
	58 Mixed Daily	42 Mixed Daily Ex. Sun.	8 Spokane Passenger Daily					7 Pendleton Passenger Daily	41 Mixed Daily Ex. Sun.	57 Mixed Daily			
WCTY		PM LV 5.50	AM LV 9.00	0.0	N	PENDLETON Fd	231	PM AR 5.35	PM AR 1.40				
662		f 6.15	f 9.16	7.6		Havana	B7	f 5.16	f 1.15				
810		f 6.25	f 9.23	10.6		Eastland	B10	f 5.10	f 1.05				
1618		s 6.40	s 9.30	13.3	D	Adams Md	B13	s 5.05	s 12.55				
1585 W		s 7.05	s 9.42	18.6	D	Athens Cn	B17	s 4.53	s 12.30				
1250		s 7.20	s 9.50	21.6	D	Weston W	B21	s 4.45	s 12.10				
1082		f 7.30	f 9.55	24.1		Downing	B23	f 4.35	f 11.55				
2650		f 7.45	f 10.02	27.3		Blue Mountain	B27	f 4.20	f 11.35				
741		f 8.00	f 10.12	31.0		Bates	B30	f 4.00	f 11.20				
1157 W		s 8.30	s 10.25	36.7	D	Milton Co	B36	s 3.45	s 11.00				
958		f 8.45	f 10.33	40.4		Spofford	B40	f 3.35	f 10.33				
619				42.5		State Line	B42						
WCTO	AM LV 8.00	PM AR 9.10	s 10.50	47.4	N	WALLA WALLA Z	B47	s 3.15	10.00 AM LV	PM AR 6.30			
				47.7		W. & C. R. Crossing							
1112	f 8.20		f 11.10	54.2		Valley Grove	B54	f 3.00		f 6.15			
1047	f 8.30		f 11.15	57.0		Hadley	B57	f 2.50		f 6.05			
545	f		f	60.8		Berryman	B60	f		f			
600	f		f	61.5		Ennis	B61	f		f			
1857	s 9.10		s 11.37	67.2	D	Prescott Sy	B67	s 2.30		s 5.40			
1374 WT	9.25 AM AR		s 11.50 PM	72.0	D	BOLLES Ga	B72	s 2.20		5.20 PM LV			
975			f 12.01	76.1		Menoken	B76	f 2.07					
1418			s 12.23	83.6		Alto	B83	s 1.50					
1170				89.3		Relief	B89						
WCTY			12.50 PM AR	94.8	N	STARBUCK Sa	B95	1.20 PM LV					
	Daily	Daily Ex. Sun.	Daily			94.8		Daily		Daily Ex. Sun.	Daily		
	1.25	3.20	3.50			Time over District		4.15		3.40	1.10		
	17.4	14.2	24.7			Average Speed per Hour		23.0		12.9	21.1		

EASTWARD.				DISTANCES FROM UMATILLA.	TIME TABLE No. 91. May 20, 1906.	STATIONS.	WESTWARD.						
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	Second Class		First Class				STATION NUMBERS	First Class		Second Class			
	22 Fast Freight Daily	44 Mixed Daily	4 Spokane Flyer Daily					3 Portland Flyer Daily	43 Mixed Daily	21 Fast Freight Daily			
WCTY		PM LV 1.30	AM LV 12.40	0.0	N	UMATILLA Cs	187	AM AR 1.15	AM AR 9.00				
1996		2.00	12.55	7.7		Riverview	A195	12.55	8.30				
375 W 3/4 E				11.0		Cold Springs	A198						
2814		2.40	1.10	19.5		Juniper	A207	12.25	7.45				
2134 WY		3.15	s 1.25	27.2	N	Walla Walla Jn	A214	s 12.05 AM	7.20				
2134 WY			AM LV 1.45	27.2	N	WALLULA Jn	A214		PM AR 11.30				
250				37.2		Divide	N10						
1509			f 2.40	42.1		Touchet	N15	f 10.25					
500			f	46.3		Lowdens	N19	f					
606			f 3.15	51.2		Whitman	N24	f 9.50					
WCTO			3.45 AM AR	58.4	N	WALLA WALLA Z	B47		9.30 PM LV				
2134 OWY		3.15	s 1.25	27.2	N	Walla Walla Jn	A214	s 12.05 AM	7.20				
				29.2		N. P. Crossing							
				29.8		W. & C. R. R. Crossing							
2657		4.30	1.51	36.8		Humorist	A224	11.45	6.40				
2719		4.50	2.04	42.7		Snake River	A230	11.34	6.05				
2707 W		5.15	f 2.15	49.8	N	Page MS	A237	f 11.22	5.30				
2716		5.40	f 2.29	57.9		Simmons	A245	f 11 08	5.00				
315		5.52		60.5		Walkers	A247						
2614		6.08	2.45	66.7		Scott	A254	10.52	4.30				
2689 W		6.30	f 2.59	74.4		Moore	A262	f 10.38	4.00				
2747		7.00	3.15	83.2		Ayer	A270	10.22	3.15				
2054				92.2		Grange City	A279						
Y		7.30 PM AR	3.35 AM AR	93.0	N	Grange City Jct. GC	A280	10.05 PM LV	2.15 AM LV				
		Daily	Daily	Daily		93.1		Daily	Daily	Daily			
		6.00	2.00	2.55		Time over District.		3.10	2.00	6.45			
		15.5	15.6	31.9		Average Speed per Hour		31.0	15.6	18.8			

West-bound Trains are superior to trains of the same class in the opposite direction.—See Rule 81.

All Trains moving in either direction between the Junction Switches and Depots at Pendleton and Walla Walla must keep under control.

All West-bound Trains will come to a STOP 200 feet east of Junction Switch at Pendleton. Junction Switch at Walla Walla will be left set for the line to Pendleton.

West-bound Trains are superior to trains of the same class in the opposite direction.—See Rule 81.

Junction Switches at Wallula and Grange City Jct. will be left set for Main Line (First District). Junction Switch at Umatilla will be left set for Second District, Oregon Division.

SECOND DISTRICT—Starbuck and Spokane—WASHINGTON DIVISION.

ARD.

cond Class

EASTWARD.

Second Class.

First Class.

DISTANCES FROM UMATILLA.

TIME TABLE No. 91. May 20, 1906.

STATIONS.

WESTWARD.

First Class.

Second Class.

STATION NUMBERS.

Main table containing train schedules with columns for station numbers, class types (Way Freight, Fast Freight, Mixed, Passenger, Flyer), and arrival/departure times for various stations like Starbuck, Grange City, Riparia, Canyon, Hay, Meeker, La Crosse, Winona, Endicott, Lee, Diamonds, Mockonema, Crest, Colfax, Glenwood, Elberton, Garfield, N. P. Crossing, Walters, Selstice, Tekoa, Latah, Fairfield, Darknell, Rockford, Buckleys, Freeman, Mica, Chester, and Spokane.

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 81.

Junction Switches at Winona and Selstice will be left set and locked for Main Line, Second District.

Junction Switch at Grange City Jct. will be left set for Main Line, First District.

Trains 14 and 15 will register at La Crosse.

The Waverly Branch Line between Cross-over Switch and Junction Switch at Fairfield will be used as a passing track.

THIRD DISTRICT—Bolles and Turner—WASHINGTON DIVISION.

Table for Third District—Bolles and Turner—WASHINGTON DIVISION. Includes Eastward and Westward sections with Time Table No. 91, May 20, 1906. Lists stations from Bolles to Turner and includes distance and speed data.

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 81.

No. 58 has right over No. 51 Bolles to Dayton. No. 52 has right over No. 53 Bolles to Dayton.

THIRD DISTRICT—Starbuck and Pomeroy—WASHINGTON DIVISION.

Table for Third District—Starbuck and Pomeroy—WASHINGTON DIVISION. Includes Eastward and Westward sections with Time Table No. 91, May 20, 1906. Lists stations from Starbuck to Pomeroy and includes distance and speed data.

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 81.

FOURTH DISTRICT—La Crosse and Connell—WASHINGTON DIVISION.

Table for Fourth District—La Crosse and Connell—WASHINGTON DIVISION. Includes Eastward and Westward sections with Time Table No. 91, May 20, 1906. Lists stations from La Crosse to Connell and includes distance and speed data.

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 81.

Trains 71 and 72 will register at La Crosse.

FOURTH DISTRICT—Colfax and Moscow—WASHINGTON DIVISION.

Table for Fourth District—Colfax and Moscow—WASHINGTON DIVISION. Includes Eastward and Westward sections with Time Table No. 91, May 20, 1906. Lists stations from Colfax to Moscow and includes distance and speed data.

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 81.

No. 84 has right over No. 81 Colfax to Moscow.

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS. OREGON DIVISION.

STATIONS		CLASSES OF ENGINES															
FROM	TO	30 56	57 64	65 73	80 87 112 119	103 111	130 135	20	136 147	160 164	25 27	170 173 179 184	174 178 190 196	200 202	300 344	350 365	
Albina	E. Portland	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.
East Portland	Montavilla	330	390	350	470	490	510	580	625	700	745	740	785	900	1000	1150	
Montavilla	Oneonta	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Oneonta	Cascade Locks	595	710	640	850	895	925	.....	1135	1270	1345	1345	1420	1635	1820	2100
Cascade Locks	The Dalles	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
The Dalles	Summit	585	700	630	840	885	920	.....	1120	1255	.....	1330	1405	1615	1795	2065
Summit	Squally Hook	820	980	885	1180	1240	1285	.....	1570	1765	.....	1880	1985	2280	2510	2890
Squally Hook	Quinton	705	840	755	1010	1060	1100	.....	1340	1505	.....	1595	1685	1940	2155	2480
Quinton	Umatilla	820	980	885	1180	1240	1285	.....	1570	1765	.....	1880	1985	2280	2510	2890
Umatilla	Summit	820	980	885	1180	1240	1285	.....	1570	1765	.....	1880	1985	2280	2510	2890
Summit	The Dalles	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
The Dalles	Rowena	680	810	730	975	1020	1060	.....	1295	1455	.....	1540	1625	1880	2085	2400
Rowena	Viento	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Viento	Wyeth	680	810	730	975	1020	1060	.....	1295	1455	.....	1540	1625	1880	2085	2400
Wyeth	Bonneville	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Bonneville	Dodson	680	810	730	975	1020	1060	.....	1295	1455	.....	1540	1625	1880	2085	2400
Dodson	Troutdale	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Troutdale	Clarnie	680	810	730	975	1020	1060	.....	1295	1455	.....	1540	1625	1880	2085	2400
Clarnie	Portland and Albina	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	
Umatilla	Pendleton	360	430	390	520	540	560	.....	685	770	.....	815	860	990	1100	1265
Pendleton	Bingham Springs	330	390	350	470	490	510	.....	625	700	.....	740	785	900	1000	1150
Bingham Springs	North Fork	310	370	335	445	465	485	.....	590	665	.....	705	745	855	950	1090
North Fork	Huron	235	280	250	335	350	365	.....	445	500	.....	530	555	640	710	816
Huron	Kamela	165	195	180	235	250	255	.....	315	350	.....	370	390	450	500	560
Kamela	Union	Max.	Max.	Max.	Max.	Max.	Max.	.....	Max.	Max.	.....	Max.	Max.	Max.	Max.	Max.
Union	Telocaset	235	280	250	335	350	365	.....	445	500	.....	530	555	640	710	816
Telocaset	Baker City	Max.	Max.	Max.	Max.	Max.	Max.	.....	Max.	Max.	.....	Max.	Max.	Max.	Max.	Max.
Baker City	Norton	425	505	460	610	640	665	.....	810	910	.....	965	1015	1170	1300	1495
Norton	Encina	235	280	250	335	350	365	.....	445	500	.....	530	555	640	710	816
Encina	Huntington	Max.	Max.	Max.	Max.	Max.	Max.	.....	Max.	Max.	.....	Max.	Max.	Max.	Max.	Max.
Huntington	Durkee	360	430	390	520	540	560	.....	685	770	.....	815	860	990	1100	1265
Durkee	Pleasant Valley	165	195	180	235	250	255	.....	315	350	.....	370	390	450	500	560
Pleasant Valley	Encina	235	280	250	335	350	365	.....	445	500	.....	530	555	640	710	816
Encina	North Powder	Max.	Max.	Max.	Max.	Max.	Max.	.....	Max.	Max.	.....	Max.	Max.	Max.	Max.	Max.
North Powder	Telocaset	330	390	350	470	490	510	.....	625	700	.....	740	785	900	1000	1150
Telocaset	La Grande	Max.	Max.	Max.	Max.	Max.	Max.	.....	Max.	Max.	.....	Max.	Max.	Max.	Max.	Max.
La Grande	Hilgard	360	430	390	520	540	560	.....	685	770	.....	815	860	990	1100	1265
Hilgard	Kamela	165	195	180	235	250	255	.....	315	350	.....	370	390	450	500	560
Kamela	Umatilla	Max.	Max.	Max.	Max.	Max.	Max.	.....	Max.	Max.	.....	Max.	Max.	Max.	Max.	Max.
Albina	St. Johns	820	980	885	1180	1240	1285	.....	1570	1765	.....	1880	1985	2280	2510	2890
St. Johns	Albina	680	810	730	975	1020	1060	.....	1295	1455	.....	1540	1625	1880	2085	2400
Heppner Jct.	Ione	425	505	455	610	640	665	.....	810	910	.....	965	1015	1170	1300	1495
Ione	Lexington	330	390	350	470	490	510	.....	625	700	.....	740	785	900	1000	1150
Lexington	Heppner	310	370	335	445	465	485	.....	590	665	.....	705	745	855	950	1090
Heppner	Heppner Junction	Max.	Max.	Max.	Max.	Max.	Max.	.....	Max.	Max.	.....	Max.	Max.	Max.	Max.	Max.
La Grande	Elgin	585	700	630	845	885	920	.....	1120	1255	.....	1330	1405	1615	1795	2065
Elgin	La Grande	725	860	780	1030	1080	1120	.....	1365	1530	.....	1620	1710	1965	2185	2480

OFFICIAL

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS.

WASHINGTON DIVISION.

STATIONS		CLASSES OF ENGINES														
FROM	TO	30 56	57 64	65 73	80 87 112 119	103 111	130 135	136 147	160 164	170 173 179 184	174 178 190 197	200 202	300 344	350 365		
Walla Walla	Walla Walla	695	830	750	1000	1050	1090	1330	1495	1585	1670	1920	2000	2455		
Walla Walla	Page	705	840	755	1010	1060	1100	1340	1510	1600	1685	1940	2000	2480		
Walla Walla	Grange City	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Page	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Walla Walla	935	1115	1005	1340	1405	1450	1770	1980	2100	2215	2550	2650	3255		
Walla Walla	Umatilla	660	790	710	950	995	1030	1260	1420	1505	1590	1830	2000	2305		
Walla Walla	Riparia	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Hay	360	425	385	515	540	560	680	765	810	855	980	1080	1240		
Walla Walla	Winona	215	255	230	305	320	330	405	455	480	510	575	640	720		
Walla Walla	Mockonema	325	390	350	470	490	510	625	700	740	785	900	1000	1150		
Walla Walla	Crest	240	285	255	345	360	375	460	515	545	575	660	735	845		
Walla Walla	Colfax	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Elberton	435	520	465	625	655	680	830	930	985	1040	1195	1325	1525		
Walla Walla	Garfield	285	340	290	410	415	435	555	620	670	715	825	900	1035		
Walla Walla	Farmington	335	400	360	480	505	525	640	715	760	800	920	1025	1180		
Walla Walla	Tekoa	365	435	390	520	550	570	695	780	825	870	1000	1110	1275		
Walla Walla	Latah	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Freeman	320	380	340	460	480	510	620	695	770	810	930	1035	1190		
Walla Walla	Spokane	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Chester	375	445	400	535	560	580	710	800	845	890	1025	1135	1305		
Walla Walla	Fairfield	215	255	230	310	325	335	410	460	485	515	590	655	735		
Walla Walla	Latah	360	425	385	515	540	560	680	765	810	855	980	1080	1240		
Walla Walla	Tekoa	620	740	665	890	930	965	1180	1325	1405	1480	1705	1890	2175		
Walla Walla	Garfield	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Walla Walla	Colfax	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Crest	120	145	130	175	185	190	230	260	275	290	335	370	425		
Walla Walla	Winona	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Meeker	365	435	395	525	550	570	700	785	830	875	1005	1115	1285		
Walla Walla	Grange City	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Athena	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Walla Walla	Walla Walla	330	395	355	475	500	515	630	710	750	790	910	1010	1160		
Walla Walla	Bolles	270	320	290	385	405	420	510	575	610	640	740	820	945		
Walla Walla	Alto	235	280	250	335	350	365	445	500	530	565	675	725	835		
Walla Walla	Starbuck	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Alto	120	145	130	175	185	190	230	260	275	290	335	370	425		
Walla Walla	Menoken	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Walla Walla	325	390	350	470	490	510	625	700	740	783	900	1000	1150		
Walla Walla	Athena	165	200	180	240	250	260	315	350	370	390	450	500	560		
Walla Walla	Pendleton	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Walla Walla	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Walla Walla	Walla Walla	675	810	730	975	1020	1060	1295	1455	1540	1625	1880	2085	2400		
Walla Walla	Dayton	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Walla Walla	Turner	270	320	290	385	405	420	510	575	610	640	740	820	945		
Walla Walla	Dayton	470	560	485	680	685	710	900	1000	1090	1155	1325	1345	1545		
Walla Walla	Bolles	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Pomeroy	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Walla Walla	Starbuck	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Oakesdale	240	290	260	350	360	385	470	530	560	590	675	755	870		
Walla Walla	Tekoa	365	435	390	520	550	565	695	780	825	870	1000	1110	1275		
Walla Walla	Winona	345	415	370	500	520	540	660	740	785	830	950	1060	1220		
Walla Walla	Connell	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Walla Walla	La Crosse	320	380	340	460	480	510	620	695	770	810	930	1035	1190		
Walla Walla	Moscow	345	415	370	500	520	540	660	740	785	830	950	1055	1210		
Walla Walla	Colfax	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Watts	255	300	275	365	380	395	480	540	570	605	695	770	885		
Walla Walla	Wardner	620	740	665	890	930	965	1180	1325	1405	1480	1705	1890	2175		
Walla Walla	Wallace	365	435	390	520	550	570	695	780	825	870	1000	1110	1275		
Walla Walla	Chatcolet	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Watts	230	270	245	325	340	355	430	485	515	540	625	690	795		
Walla Walla	Tekoa	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.	Max.		
Walla Walla	Sierra Nevada Mine															
Walla Walla	Sierra Nevada Junction															
Walla Walla	Burke															
Walla Walla	Wallace															
Walla Walla	Waverly	270	320	290	385	405	420	510	575	610	640	740	820	945		
Walla Walla	Fairfield	225	270	245	325	340	355	430	485	515	540	625	690	795		

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WASHINGTON DIVISION

