

THE OREGON RAILROAD & NAVIGATION Co.

OREGON DIVISION

EMPLOYEES' TIME TABLE

Effective Sunday, December 6th, 1908

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.

J. P. O'BRIEN,
General Manager.

M. J. BUCKLEY,
General Superintendent.

FIRST DISTRICT—Umatilla and The Dalles.

WESTWARD.

EASTWARD.

Length of passing tracks in to clear and location of scales, water, fuel and turning stations.	WESTWARD.								DISTANCES FROM PORTLAND	STATIONS	STATION NUMBERS.	EASTWARD.														
	Second Class.				First Class.							First Class.				Second Class.										
	55		23		1		7					3		5		8		2		4		6		56		24
Fast Freight		Way Freight		Portland Special		Portland Local		Portland Flyer		Mail and Express		Pendleton Local		Chicago Special		Spokane Flyer		Mail and Express		Eastern Fast Freight		Way Freight				
Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily				
WFTY										187.0		187	PM A 9.00	AM L 4.00							PM A 1.00	PM A 6.00				
2728										179.8		180	9.30	4.30							2.50	3.20	10.55	12.50	12.30	5.25
2974										175.2		175	9.55	4.45							2.35	3.08	10.40	12.35	12.15 PM	5.05
2712 W										170.5		171	10.23	5.05							2.27	3.00	10.31	12.25	11.59	4.50
2687										161.9		171	10.55	5.40							2.20	2.53	10.23	12.15	11.59	4.50
T										152.3		162	11.25	6.30							2.07	2.36	10.08	12.01 AM	11.30	4.15
2715 W										150.9		152	11.43	6.45							1.52	2.18	9.51	11.45	11.07	3.40
2685 TFW										141.8		151	AM 12.15	7.30							1.35	2.15	9.49	11.43	11.03	3.28
2703 W										133.6		142	12.45	8.10							1.15	1.57	9.33	11.30	10.15	2.35
2692										127.1		134	1.10	8.40							12.57	1.40	9.18	11.15	9.45	1.40
2707										123.0		127	1.25	9.05							12.44	1.27	9.06	11.03	9.20	12.44
2755 W										115.9		123	1.55	9.40							12.35	1.18	8.58	10.54	9.05	12.05 PM
										113.2		116	2.10	10.00							12.21	1.03	8.46	10.40	8.40	11.20
2546										111.0		113	2.20	10.15							12.15	12.58	8.41	10.35	8.30	11.05
2655 Y										108.2		111	2.30	10.35							12.11	12.53	8.37	10.30	8.22	10.55
2018 W (East)										104.3		108	2.45	11.10							12.05 PM	12.47	8.32	10.24	8.10	10.35
2780										100.3		104	3.00	11.47							11.56	12.39	8.24	10.15	7.55	10.15
3150										95.9		100	3.15	12.21							11.47	12.31	8.17	10.06	7.40	9.50
WFTO										88.3		96	3.45	1.30							11.37	12.21	8.10	9.57	7.25	9.30
												88	AM A 3.45	PM A 1.30							11.20	12.05	7.55	9.40	6.30	9.00
													Daily	Daily							AM L 11.20	PM L 12.05	PM L 7.55	PM L 9.40	AM L 6.30	AM L 9.00
													6.45	9.30							Daily	Daily	Daily	Daily	Daily	Daily
													14.6	10.4							8.30	3.15	3.00	3.10	6.30	9.00
																					28.2	30.4	32.9	31.1	15.2	11.0
										</																

FIRST DISTRICT—Biggs and Shaniko.

EASTWARD.				WESTWARD.			
First Class				First Class			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.			14	STATION NUMBERS.			13
			Mixed				Mixed
			Daily				Daily
Time Table No. 96 December 6, 1908				Time Table No. 96 December 6, 1908			
STATIONS				STATIONS			
6761 WYF		P M L 12.50	.0	DR	BIGGS	108	A M A 11.30
844		f 1.10	5.4		GIBSON	5	f 11.00
190 Spur		f 1.15	7.0		SINK	7	f 10.50
8266 W		s 1.25	9.8	D	WASCO	10	s 10.35
1199		f 1.40	14.1		KLONDYKE	14	f 10.20
650 Spur		f 1.50	16.1		SANDON	16	f 10.15
3850 Spur W			19.2		HAY CANYON JCT. Tel Box No	19	
898		f 2.10	19.9		MCDONALD	20	f 9.50
1089		f 2.25	23.9		DE MOSS	24	f 9.35
2694 WY		s 2.40	27.0	D	MORO	27	s 9.20
838 Spur		f 3.00	30.4		ERSKINE	30	f 9.00
1908 W		s 3.40	38.5	D	GRASS VALLEY	39	s 8.35
571		f 4.10	45.8		BOURBON	46	f 8.05
1100		s 4.35	52.5		KENT Tel Box	53	s 7.45
891		f 4.55	57.3		WILCOX	57	f 7.30
3885 WYF		6.30 P M A Daily	70.0	DR	SHANIKO	70	7.00 A M L Daily

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 72. No train or engine will go east of the west wye switch at Biggs without clearance card to cover or under flag protection. Trains must not exceed a speed of ten (10) miles per hour between Gibson and Biggs. Branch trains will register at Biggs.

FIRST DISTRICT—Arlington and Condon.

EASTWARD.				WESTWARD.			
First Class.				First Class.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.			12	STATION NUMBERS.			11
			Mixed				Mixed
			Daily Ex. Sun.				Daily Ex. Sun.
Time Table No. 96 December 6, 1908				Time Table No. 96 December 6, 1908			
STATIONS				STATIONS			
2596 WYF		P M L 2.00	0.0	DNR	ARLINGTON	142	A M A 10.45
1471		f 2.15	2.5		EDDY	3	f 10.25
1798		f 2.30	7.8		SHUTLER'S	8	f 10.05
2446 W		s 3.00	16.5		ROCK CREEK	17	s 9.40
1698		f 3.15	20.2		BARNETT	20	f 9.20
2342 W		s 3.35	24.8		MIKKALO	25	s 9.00
1816		s 3.55	29.1		CLEM	29	s 8.40
1783		f 4.10	32.9		SPEECE	33	f 8.20
1576		f 4.25	36.8		GWENDOLEN	37	f 8.05
10005 WY		5.15 P M A Daily Ex. Sun.	45.0	DR	CONDON	45	7.45 A M L Daily Ex. Sun.

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 72. Branch trains will register at Arlington.

FIRST DISTRICT—Heppner Jct. and Heppner.

EASTWARD.				WESTWARD.			
First Class.				First Class.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.			10	STATION NUMBERS.			9
			Mixed Daily Ex. Sun.				Mixed Daily Ex. Sun.
			Daily Ex. Sun.				Daily Ex. Sun.
Time Table No. 96 December 6, 1908				Time Table No. 96 December 6, 1908			
STATIONS				STATIONS			
1258 T		P M L 1.50	0.0	DR	HEPPNER JCT.	152	A M A 10.25
987		f 2.05	6.7		RHEA	H 7	f 10.00
631 W		s 2.25	14.4		CECILS	H15	s 9.40
1082		s 2.40	19.8		MORGAN	H20	s 9.20
2397 W		s 3.00	28.3	D	IONE	H29	s 8.50
1021		s 3.45	36.2		LEXINGTON	H37	s 8.15
4036 WYF		5.00 P M A Daily Ex. Sun.	45.2	DR	HEPPNER	H45	7.45 A M L Daily Ex. Sun.

Branch Trains will register at Heppner Junction.

SECOND DISTRICT—Pilot Rock Jct. and Pilot Rock.

EASTWARD.				WESTWARD.			
Second Class.				Second Class.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.			15	STATION NUMBERS.			16
			Mixed Daily Ex. Sun.				Mixed Daily Ex. Sun.
			Daily Ex. Sun.				Daily Ex. Sun.
Time Table No. 96 December 6, 1908				Time Table No. 96 December 6, 1908			
STATIONS				STATIONS			
2970		A M L 9.00	0.0		PILOT ROCK JCT.	227	P M A 3.00
1500		f 9.25	6.0		SPARKS	Z6	f 2.35
1805 TW		10.00 A M A Daily Ex. Sun.	14.0	DR	PILOT ROCK	Z14	2.00 P M L Daily Ex. Sun.

No. 15 has right over No. 16 Pilot Rock Jct. to Pilot Rock.

SECOND DISTRICT—La Grande and Elgin.

EASTWARD.				WESTWARD.			
First Class.				First Class.			
Length of passing tracks in to clear and location of scales, water, fuel and turning stations.			32	STATION NUMBERS.			31
			Mixed Daily Ex. Sun.				Mixed Daily Ex. Sun.
			Daily Ex. Sun.				Daily Ex. Sun.
Time Table No. 96 December 6, 1908				Time Table No. 96 December 6, 1908			
STATIONS				STATIONS			
10197 WYF		A M L 8.00	0.0	DNR	LA GRANDE	305	P M A 3.00
3235		s 8.05	2.5		ISLAND CITY	K 3	s 2.45
2757		s 8.20	8.3		ALICEL	K 9	s 2.20
2420		s 8.30	12.3		IMBLER	K13	s 2.00
6156 WY		s 8.50	20.9	D	ELGIN	K21	1.30 f 1.00
700		s 10.00	33.2		PALMER JCT.	K33	s 12.05
700		10.05 11.00 P M 12.01 12.30	33.7 47.1 60.0		LOOKING GLASS	K34	12.01 P M 1.00
2400 WY		s 1.15	67.8		WALLOWA	K60	s 10.00
1900		s 2.30	78.0		LOSTINE	K67	s 9.15
1500		3.00 P M A Daily Ex. Sun.	83.8	D	ENTERPRISE	K78	s 8.30
				DR	JOSEPH	K84	8.00 A M L Daily Ex. Sun.

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 72. All Trains must move under control in either direction between Palmer Jct. and Looking Glass, and keep sharp lookout for logging engines switching between these points.

SPECIAL INSTRUCTIONS

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. Referring to Rule 221A, all trains must stop at Baker City, Kamela, Pendleton, Arlington and Hood River and obtain clearance card before proceeding. Unnecessary to whistle for train order signal at these places. Referring to Rule 221, on branch lines train order signal lights will not be kept burning after passage of regular trains for the day. Referring to Rule 504, trains will wait five minutes after flagman has departed.
- No. 3. White flag displayed, will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
- No. 4. 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. 5. A buffer car (**not to be occupied by passengers**) must be used on all passenger trains between the locomotive and coaches.
- No. 6. Helper engineers must be furnished copies of all train orders affecting movements of train while being helped. Conductors will be governed accordingly.
- No. 7. Helping engines on freight trains between Duncan and Durkee must be placed so that each helper will push its own tonnage, and when necessary to slack these trains same must be done by helper on rear of train. Helper engines on passenger trains must be coupled on ahead of the regular engine: this will not apply to switching engines pushing passenger trains on East Portland Hill. 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. 8. Trainmen and enginemen are subject to the Rules and Regulations of the Northern Pacific Terminal Co. while in their yard. Trains in and out of Union Depot, Portland, will be governed by position of semaphones at First and Fourth St. Crossings.
- No. 9. The railroad crossing at East end of Willamette River bridge is protected by automatic block signal. Trains and engines moving in either direction between Portland and East Portland and Albina and East Portland will be governed accordingly. All trains and engines must receive a "Proceed" signal from the Bridge Tender before going onto the draw of the Willamette River bridge. Engines must not double head over this bridge.
- No. 10. Trains 3 and 6 will stop on flag for passengers at Columbia Beach, Latourelle and Corbetts. Train 3 will stop on flag for passengers at Collins Mondays and train 6 on Saturdays. Train 5 will stop at all points to let off passengers originating on the Washington Division and East of Pendleton. Trains 5 and 6 will stop at Perry. Trains 7 and 8 will stop on flag for passengers at Corbetts, Latourelle, Multnomah Falls, Columbia Beach, Collins, Ruthton and Seufert's. Trains 31 and 32 will stop on flag for passengers at River Junction.

SPEED RESTRICTIONS.

- No. 11. All trains (including light engines) must reduce speed to 30 miles per hour on curves of six degrees, and will regulate the speed on other curves proportionately. Pacific type engines in all classes of service must not exceed speed of 50 miles per hour. Consolidation engines in passenger service must not exceed a speed of 40 miles per hour and in all other service 30 miles per hour.
- No. 12. When sand is blowing engineers will run with great care and under control where they cannot see track is clear. The same precautions must be observed in passing points where there is a liability of track being obstructed by falling rock or land slides. Permanent slow boards are erected covering sharp curves and rock bluffs as follows: First District—Mitchell's Point, Tunnel No. 3, Mess House, Cape Horn, Quinn's Hill; Second District—Powder River Canyon.
- No. 13. Slow boards and caution signals will be erected 1000 feet from the point which they are intended to cover.
- No. 14. Passenger trains must not exceed speed of 30 miles per hour descending grades between Huron and Hilgard, Pleasant Valley and Unity, and between Crooks and Union. Freight trains must not exceed 15 miles per hour descending grades between Pleasant Valley and Durkee and between Hilgard and Huron, and 20 miles per hour descending grades between Encina and Norton, Telocaset and Union, Huron and Duncan and between Graham and East Portland.

AIR BRAKES.

- No. 15. 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, Albinad, Umatilla, La Grande and Huntington. **East bound freight trains immediately before leaving Pleasant Valley, and all trains immediately before leaving Kamela, in order to ascertain if air is working through entire train, engineer will sound one long blast of the whistle, then place brake valve in lap position, rear brakeman or conductor will then apply the brakes by opening cock at rear end of last car in train allowing enough air to escape to apply the brakes slowly and firmly. Engineer should watch air gauge, and if proper reduction made in train line, will acknowledge same by two short blasts of the whistle. East bound freight trains leaving Umatilla, and all freight trains leaving La Grande must have air brakes thoroughly inspected and adjusted and must not depart until not less than 80 per cent. of air brakes are in good working order.** Trainmen must provide themselves with a supply of **Defective Air Brake Cards**, Form No. 4365, and **Air Brake Cut-Out Card**, Form No. 4366, and must apply them to brakes cut out or found defective while in their charge. As a general rule the trainman who discovers defective or cut out brakes is aware of the nature of defects, consequently is in a position to furnish all the information required on the tags and should be particular to do so as it is very valuable and necessary information for car inspectors or for other trains handling such cars; otherwise much time is wasted testing for trouble or reason for brakes being defective or cut out. Trainmen must be particular to know that air is cut in on all cars picked up, and before descending heavy grades must know that all good-order air brakes are cut into the train line. Hand brakes must be used on non-air and cut-out cars descending heavy grades.
- No. 16. Pressure Retaining Valves must be used on all freight trains descending grades between:
Montavilla and East Portland, Klondyke and Biggs, Hilgard and Duncan, Condon and Rock Creek,
Nigger Ridge and McDonalds, Sandon and Hay Canyon Junction, Leavitt and Union, Norton and Durkee.
On passenger trains descending grades between Huron and Hilgard, Telocaset and Union, Pleasant Valley and M. P. 381, Wasco and Biggs, Condon and Rock Creek.
- No. 17. 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.

YARDS.

- No. 18. **Movements in Yards.** All trains, yard engines, light engines, etc., must proceed under control in both directions between Portland and East Portland and within yards at Albina, East Portland, The Dalles, Arlington, Umatilla, Pendleton, La Grande, Baker City, Huntington, Palmer Jct. and Looking Glass. **Protection at Other Stations.** 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.

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 } Including Heppner Branch.
" F. M. TAYLOR, Surgeon.	PORTLAND, Dekum Bldg.	O. R. & N. System.	" J. H. HUDSON,	ARLINGTON.	The Dalles to Pendleton }
" E. B. WAFFLE, Asst. Surgeon.	PORTLAND, Oregon.		" J. F. WOOD,	CONDON.	Arlington to Condon.
" GEO. AINSLEE, Oculist.	PORTLAND, Oregonian Bldg.	O. R. & N. System.	" VINCENT & COLE,	PENDLETON.	Arlington to La Grande.
" J. F. DICKSON, J. N. COGLAN, Nose & Throat.	PORTLAND, Oregonian Bldg.	O. R. & N. System.	" BACON & HALL,	LA GRANDE.	Pendleton to Baker City.
" C. HOLCOMB, Surgeon.	ALBINA.	Albina to The Dalles.	" F. W. WHITING	ELGIN	La Grande to Enterprise
" J. F. WATT,	HOOD RIVER.	Albina to The Dalles.	" MCDANIEL & MCDANIEL,	BAKER CITY.	La Grande to Huntington.
DRS. LOGAN & GEISENDORFFER, Surgeons.	THE DALLES.	Albina to Arlington.	" W. O. SPENCER,	HUNTINGTON.	La Grande to Huntington.
DRS. GOFFIN & GOFFIN.	MORO.	Biggs to Shaniko.	" G. W. GREGG,	WALLOWA.	Elgin to Wallowa.
			" ALEX. REID,	LOSTINE.	Wallowa to Enterprise.
			" CHAS. A. AULT,	ENTERPRISE.	Enterprise to Joseph.

AMBULANCE AT PORTLAND IS LOCATED AT FASHION STABLES. TELEPHONES, MAIN 45 AND A 1045.

REGISTERING STATIONS.			STANDARD CLOCKS.		LICENSED WATCHMAKERS.	
PORTLAND,	HEPPNER,	LA GRANDE,	ALBINA, - - - - -	TELEGRAPH OFFICE.	ALBERT FELDENHEIMER, - - - - -	PORTLAND.
ALBINA,	CONDON,	JOSEPH	THE DALLES, - - - - -	DISPATCHER'S "	BELDING BROS., - - - - -	PORTLAND
RAST PORTLAND,	UMATILLA,	PLEASANT VALLEY,	SHANIKO - - - - -	TELEGRAPH "	H. H. HEIDE, - - - - -	ALBINA
THE DALLES,	PENDLETON,	HUNTINGTON.	UMATILLA, - - - - -	TELEGRAPH "	GEORGE BAKER, - - - - -	THE DALLES.
SHANIKO,	KAMELA,		LA GRANDE, - - - - -	DISPATCHER'S "	H. F. SHANKS, - - - - -	ARLINGTON.
			HUNTINGTON, - - - - -	TELEGRAPH "	P. O. BORG, - - - - -	HEPPNER.
					L. HUNZIKER, - - - - -	PENDLETON.
					J. R. SMITH, - - - - -	LA GRANDE.
					B. F. JENNEY, - - - - -	HUNTINGTON.
					L. W. ROSS, - - - - -	WASCO.

D. W. CAMPBELL, Superintendent, - - - - - Portland, Oregon.
 J. D. MATHESON, Trainmaster, - - - - - La Grande, Oregon.
 W. E. BORDEN, Chief Dispatcher, First District, - - - The Dalles, Oregon.

WM. CONNOLLY, Assistant Superintendent, - - - - - Portland, Oregon.
 J. J. FITZGERALD, Assistant Trainmaster, - - - - - Albina, Oregon.
 A. BUCKLEY, Chief Dispatcher, Second District, - - - La Grande, Oregon.

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASS	ENGINE NUMBERS	BOILER PRESSURE	E. Portland to Montavilla	Ononita to Cascade L'ks	The Dalles to Summit	Summit to Squally Hook	Squally Hook to Quinton	Quinton to Umatilla	Umatilla to Summit	The Dalles to Rowena	Viento to Wyeth	Bonneville to Dodson	Troutdale to Clarno	Umatilla to Pendleton	Pendleton to Gibbon	Gibbon to Duncan	Duncan to Kamela	Union to Telocaset	Baker City to Norton	Norton to Encian	Huntington to Durkee	Durkee to Pl. Valley	Pl. Valley to Encian	No. Powder to Telocaset	La Grande to Hilgard	Hilgard to Kamela
S-51	98	150	580																							
S-51	128	180	745	1345																						
E-57	44	135	380	595	585	820	705	820	820	680	680	680	680	360	330	310	165	235	425	235	360	165	235	330	360	165
E-63	48	135	380	595	585	820	705	820	820	680	680	680	680	360	330	310	165	235	425	235	360	165	235	330	360	165
E-57	51	140	390	710	700	980	840	980	980	810	810	810	810	430	390	370	195	280	505	280	430	195	280	390	430	195
E-63	54	140	350	640	630	885	755	885	885	730	730	730	730	390	350	335	180	250	460	250	390	180	250	350	390	180
E-63	55	140	350	640	630	885	755	885	885	730	730	730	730	390	350	335	180	250	460	250	390	180	250	350	390	180
E-64	68	160	470	850	840	1180	1010	1180	1180	975	975	975	975	520	470	445	235	335	610	335	520	235	335	470	520	235
T-55	71	145	470	850	840	1180	1010	1180	1180	975	975	975	975	520	470	445	235	335	610	335	520	235	335	470	520	235
M-57	91	155	490	895	885	1240	1060	1240	1240	1020	1020	1020	1020	540	490	465	250	350	640	350	540	250	350	490	540	250
T-63	92	160	510	925	920	1285	1100	1285	1285	1060	1060	1060	1060	560	510	485	255	365	665	365	560	255	365	510	560	255
T-63	113	180	625	1135	1120	1570	1340	1570	1570	1295	1295	1295	1295	685	625	590	315	445	810	445	685	315	445	625	685	315
C-51	117	160	700	1270	1255	1765	1505	1765	1765	1455	1455	1455	1455	770	700	665	350	500	910	500	770	350	500	700	770	350
T-57	119	180	785	1420	1405	1985	1685	1985	1985	1625	1625	1625	1625	860	785	745	390	555	1015	555	860	390	555	785	860	390
T-64	139	200	920	1680	1650	2310	1985	2310	2310	1920	1920	1920	1920	1010	920	870	450	650	1195	650	1010	450	650	920	1010	450
P-77	123	200	740	1345	1330	1880	1595	1880	1880	1540	1540	1540	1540	815	740	705	370	530	965	530	815	370	530	740	815	370
-77	138	200	740	1345	1330	1880	1595	1880	1880	1540	1540	1540	1540	815	740	705	370	530	965	530	815	370	530	740	815	370
-77	145	200	740	1345	1330	1880	1595	1880	1880	1540	1540	1540	1540	815	740	705	370	530	965	530	815	370	530	740	815	370
T-57	125	190	785	1420	1405	1985	1685	1985	1985	1625	1625	1625	1625	860	785	745	390	555	1015	555	860	390	555	785	860	390
T-63	160	200	920	1680	1650	2310	1985	2310	2310	1920	1920	1920	1920	1010	920	870	450	650	1195	650	1010	450	650	920	1010	450
C-55	143	200	900	1635	1615	2280	1940	2280	2280	1880	1880	1880	1880	990	900	855	450	640	1170	640	990	450	640	900	990	450
C-57	176	200	1000	1820	1795	2510	2155	2510	2510	2085	2085	2085	2085	1100	1000	950	500	710	1300	710	1100	500	710	1000	1100	500
C-57	163	200	1000	1820	1795	2510	2155	2510	2510	2085	2085	2085	2085	1100	1000	950	500	710	1300	710	1100	500	710	1000	1100	500
C-57	169	200	1000	1820	1795	2510	2155	2510	2510	2085	2085	2085	2085	1100	1000	950	500	710	1300	710	1100	500	710	1000	1100	500
C-57	181	200	1150	2100	2065	2890	2480	2890	2890	2400	2400	2400	2400	1265	1150	1090	560	815	1495	815	1265	560	815	1150	1265	560
C-57	187	200	1150	2100	2065	2890	2480	2890	2890	2400	2400	2400	2400	1265	1150	1090	560	815	1495	815	1265	560	815	1150	1265	560

CLASS	ENGINE NUMBERS	BOILER PRESSURE	Albina to St. Johns	St. Johns to Albina	Biggs to Gibson	Gibson to Sandon	Sandon to Grass Valley	Grass Valley to Shaniko	Shaniko to Grass Valley	Grass Valley to Moro	Hay Canyon to Sandon	Arlington to Eddy	Eddy to Rock Creek	Rock Creek to Condon	Condon to Rock Creek	Rock Creek to Arlington	Heppner Jct. to Ione	Ione to Lexington	Lexington to Heppner	Pilot Rock Jct. to Pilot Rock	La Grande to Elgin	LookingGlass to Enterprise	Enterprise to Joseph	LookingGlass to Elgin	Elgin to La Grane	
E-57	44	135	820	680													425	330	310	330	585	330	235	360	725	....
E-63	48	135	820	680													425	330	310	330	585	330	235	360	725	....
E-57	51	140	980	810	100	185	235	310	510	310	215	190	290	125	635	325	505	390	370	890	700	390	280	430	860	....
E-63	54	140	885	730	90	165	210	280	460	280	195	170	260	115	575	295	455	350	335	350	630	350	250	390	780	....
E-63	55	140	885	730	90	165	210	280	460	280	195	170	260	115	575	295	455	350	335	350	630	350	250	390	780	....
E-64	68	160	1180	975	120	220	280	375	615	375	260	230	350	155	765	390	610	470	445	470	845	470	335	520	1030	....
T-55	71	145	1180	975	120	220	280	375	615	375	260	230	350	155	765	390	610	470	445	470	845	470	335	520	1030	....
M-57	91	155	1240	1020	125	230	295	395	645	395	270	240	360	160	800	410	640	490	465	490	885	490	350	540	1080	....
T-63	92	160	1285	1060	130	240	305	410	670	410	280	250	385	170	830	425	665	510	485	510	920	510	365	560	1120	....
M-55	108	170	1570	1295	160	290	370	500	815	500	340	305	470	205	1015	515	810	625	590	625	1120	625	445	685	1365	....
T-63	113	180	1570	1295	160	290	370	500	815	500	340	305	470	205	1015	515	810	625	590	625	1120	625	445	685	1365	....
C-51	117	160	1765	1455	180	325	415	560	910	560	380	345	530	230	1140	580	910	700	665	700	1255	700	500	770	1530	....
T-57	119	180	1880	1540	190	345	440	595	965	595	405	365	560	245	1210	615	965	740	705	740	1330	740	530	815	1620	....
T-64	139	200	1880	1540	190	345	440	595	965	595	405	365	560	245	1210	615	965	740	705	740	1330	740	530	815	1620	....
P-77	123	200	1880	1540	200	365	465	625	1020	625	425	385	590	260	1275	645	965	740	705	740	1330	740	530	815	1620	....
P-77	138	200	1880	1540	200	365	465	625	1020	625	425	385	590	260	1275	645	965	740	705	740	1330	740	530	815	1620	....
P-77	145	200	1880	1540	200	365	465	625	1020	625	425	385	590	260	1275	645	965	740	705	740	1330	740	530	815	1620	....
T-57	125	190	1985	1625	200	365	465	625	1020	625	425	385	590	260	1275	645	1015	785	745	785	1405	785	555	860	1710	....
T-63	160	200	2310	1920	225	416	530	715	1165	715	485	445	695	300	1455	760	1195	920	870	920	1650	920	650	1010	2010	....

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

