

# THE OREGON RAILROAD & NAVIGATION Co.

# 106

OREGON DIVISION

## EMPLOYEES' TIME TABLE

To Take Effect Sunday, June 12, 1910

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.										
Second Class.											First Class.										
55 23 21 7 1 5 11 3 9											2 8 4 10 12 6 22 56 24										
Fast Freight Way Freight Shaniko-The Dalles Passenger Chicago Limited Portland Local Oregon and Washington Express Soo Spokane Portland Portland Flyer Fast Mail											Baker City Local Chicago Limited Spokane Flyer Fast Mail Soo Spokane Portland Oregon and Washington Express The Dalles-Shaniko Passenger Eastern Fast Freight Way Freight										
Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily											Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily										
DISTANCES FROM PORTLAND											STATION NUMBERS.										
WFTY											DNR UMATILLA										
2480											D BAILEY										
2480											D IRRIGON										
2780											DN JUDSON										
2770 W											DN COYOTE										
8500											PETERS										
2740											CASTLE ROCK										
8500 T											BOULDER										
T											D HEPPNER JCT.										
2770 W											WILLOWS										
7140 TFW											DN ARLINGTON										
2760 W											BLALOCK'S										
2590											D QUINTON										
2540											SQUALLY HOOK										
2950 W											JOHN DAY'S										
1570											RUFUS										
2610											GRANTS										
6780 Y											DN BIGGS										
2790 W (Rast)											D DESCHUTES										
2860											D CELILO										
2910											SUMMIT										
WFTO											DNR THE DALLES										
Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily											Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily										
6.50 9.0 .45 2.55 3.15 8.45 2.55 2.47 2.50											8.45 3.05 2.50 2.55 2.55 8.55 .45 7.10 10.00										
14.5 11.0 26.6 84.0 30.2 26.3 34.0 85.4 84.8											26.3 31.9 34.8 34.0 34.0 25.3 26.6 18.7 9.9										
Time over District											Average Speed per Hour										

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

WESTWARD.											EASTWARD.											
Length of passing tracks in clear and location of switches, water, fuel and turning stations.	Second Class					First Class					DISTANCES FROM PORTLAND.	First Class						Second Class				
	23	55	7	1	5	13	11	3	9	2		8	14	4	10	12	6	56	24			
	Way Freight	Fast Freight	Chicago Limited	Portland Local	Oregon and Washing'n Express	Portland Local	Soe-Spokane Portland	Portland Flyer	Fast Mail	Baker City Local		Chicago Limited	Dalles Local	Spokane Flyer	Fast Mail	Soe-Spokane Portland	Oregon and Washing'n Express	Eastern Fast Freight	Way Freight			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
WTOF	AM L 6.10	PM L 11.15	PM L 5.00	PM L 3.40	AM L 7.10	AM L 7.00	AM L 6.05	AM L 4.35	AM L 4.00	88.3	DNR THE DALLES	88	AM A 11.20	PM A 12.35	PM A 7.00	PM A 8.40	PM A 9.10	PM A 9.35	AM A 11.15	AM A 4.00	PM A 4.00	
2770	6.20	11.25	5.05	3.45	7.15	7.05	6.10	4.40	4.05	85.5	2.8 CRATES	85	11.15	12.30	f 6.55	8.35	9.05	9.30	11.09	3.40	3.45	
3410	6.40	11.40	5.15	4.00	7.28	f 7.18	6.20	4.50	4.20	79.5	6.0 ROWENA	80	f 11.00	12.20	f 6.45	8.25	8.55	9.20	10.55	3.25	3.05	
4350 W	7.15	11.59	5.30	s 4.15	7.43	s 7.32	6.35	5.05	4.37	72.1	7.4 MOSIER	72	s 10.40	12.07 PM	s 6.30	8.12	8.42	9.05	s 10.40	3.00	2.30	
5240 W	7.45 AM 7.55	12.25	s 5.45	s 4.30	7.55	s 7.45	s 6.50	s 5.20	4.50	65.9	6.2 DN HOOD RIVER	66	s 10.25	s 11.55	s 6.20	s 8.00	s 8.30	s 8.55	s 10.25	2.35	2.00	
2290	8.45	1.00	5.56	f 4.45	8.05	f 7.57	7.00	5.32	5.02	60.0	5.9 MITCHELL	60	f 10.10	11.45	f 6.05	7.50	8.19	8.44	10.09	2.15	1.40	
2010	8.55	1.15	6.00	f 4.50	8.10	f 8.02	7.04	5.36	5.06	58.0	2.0 VIEN TO	58	f 10.00	11.42	f 6.00	7.46	8.15	8.40	10.05	2.05	1.30	
3400	9.15	1.25	6.05	4.55	8.15	8.07	7.09	5.41	5.12	55.4	2.6 LINDSEY	55	9.55	11.37	5.55	7.42	8.10	8.35	10.00	1.55	1.15	
2800 TW	9.40	1.45	6.10	s 5.00	8.21	s 8.14	7.15	5.46	5.17	52.4	3.0 D WYETH	52	s 9.40	11.30	s 5.48	7.38	8.05	8.30	9.54	1.45	1.00	
2900	10.15	2.10	6.25	s 5.14	8.37	s 8.27	7.29	6.00	5.30	45.3	7.1 D CASCADE LOCKS	45	s 9.20	11.15	s 5.35	7.26	7.54	8.18	s 9.40	1.20	12.30	
3560 W	10.30	2.30	6.35	s 5.24	8.48	s 8.37	7.39	6.10	5.40	41.0	4.8 DN BONNEVILLE	41	s 9.10	11.05	s 5.24	7.18	7.44	8.10	s 9.30	1.05	12.10 PM	
2760	10.56	2.45	6.44	f 5.33	8.58	f 8.45	7.47	6.18	5.47	37.0	4.0 DODSON'S	37	f 8.58	10.56	f 5.15	7.12	7.36	8.02	9.20	12.50	11.50	
3230	11.30	3.00	6.50	f 5.42	9.05	f 8.52	7.54	6.25	5.55	33.3	3.7 ONEONTA	33	f 8.52	10.52	f 5.08	7.07	7.31	7.56	9.12	12.40	11.30	
2970 OW	PM 12.30	3.15	7.00	s 5.55	9.15	s 9.03	8.02	6.35	6.02	28.4	4.9 DN BRIDAL VEIL	28	s 8.43	10.45	s 4.57	7.00	7.25	7.50	s 9.00	12.20	10.45	
2280 W	1.00	3.30	7.08	f 6.05	9.25	s 9.12	8.10	6.42	6.10	24.6	3.8 ROOSTER ROCK	25	f 8.36	10.40	f 4.50	6.50	7.20	7.45	8.52	12.10 AM	10.25	
3000	1.15	3.45	7.15	6.15	9.32	9.18	8.15	6.49	6.15	21.3	3.3 TAYLOR	21	8.30	10.35	4.40	6.42	7.15	7.40	8.45	11.59	10.00	
2700	1.30	4.00	7.25	s 6.22	9.40	s 9.28	8.22	6.55	6.22	17.8	3.5 DN TROUTDALE	18	s 8.22	10.30	s 4.35	6.35	7.05	7.35	s 8.40	11.40	9.40 9.28	
2750	1.45	4.15	7.30	s 6.30	9.45	s 9.33	8.27	7.00	6.27	15.4	2.4 D FAIRVIEW	15	s 8.15	10.25	s 4.30	6.30	7.00	7.30	s 8.35	11.25	9.00	
2810	2.15	4.45	7.40	f 6.40	10.00	f 9.45	8.38	7.10	6.36	10.1	5.3 CLARNIE	10	f 8.05	10.15	f 4.20	6.20	6.52	7.20	8.24	11.00	8.38	
2260	2.40	5.05	7.46	6.46	10.10	9.55	8.45	7.18	6.43	6.5	3.6 DN GRAHAM	6	7.55	10.10	4.12	6.12	6.46	7.12	8.15	10.40	8.15	
	3.05	5.20	7.55	6.55	10.25	10.05	8.55	7.25	6.50	2.8	3.7 EAST PORTLAND See Special Instructions No. 9	3	s 7.45	10.05	s 4.05	6.05	6.35	7.05	8.05	10.15	7.50	
			8.00 PM A	7.00 PM A	10.30 AM A	10.15 AM A	9.00 AM A	7.30 AM A	7.00 AM A	1.4	1.4 DNR PORTLAND	1	AM L 7.40	AM L 10.00	PM L 4.00	PM L 6.00	PM L 6.30	PM L 7.00	PM L 8.00			
WOTFY	3.15 PM A	5.40 AM A								0.0	DNR ALBINA	0								10.00 PM L	7.40 AM L	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		88.3	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	9.05	6.25	3.00	3.20	3.20	3.15	2.55	2.55	3.00		Time over District	8.40	2.35	3.00	2.40	2.40	2.35	3.15	6.00	8.20		
	9.7	18.7	29.4	26.4	26.4	27.1	30.2	30.2	29.4		Average Speed per Hour	24.1	34.1	29.4	33.1	33.1	34.1	27.1	14.7	10.5		

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

O. R. & N. and Southern Pacific Junction Switch at East Portland, when not in use, will be left set for O. R. & N. track.

Portland and Albina Junction Switch at East Portland, when not in use, will be left set and locked for the track to Portland.

Passenger trains must reduce speed to 30 miles per hour and freight trains to 20 miles per hour between Eagle Creek and Cascade Locks.

FIRST DISTRICT—Biggs and Shaniko.

Table with columns for EASTWARD, WESTWARD, STATIONS, and STATION NUMBERS. Includes sub-tables for First Class and Time Table No. 106 (June 12, 1910).

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.

FIRST DISTRICT—Arlington and Condon.

Table with columns for EASTWARD, WESTWARD, STATIONS, and STATION NUMBERS. Includes sub-tables for First Class and Time Table No. 106 (June 12, 1910).

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.

Table with columns for EASTWARD, WESTWARD, STATIONS, and STATION NUMBERS. Includes sub-tables for First Class and Time Table No. 106 (June 12, 1910).

Branch Trains will register at Heppner Junction.

SECOND DISTRICT—Pilot Rock Jct. and Pilot Rock.

Table with columns for EASTWARD, WESTWARD, STATIONS, and STATION NUMBERS. Includes sub-tables for First Class and Time Table No. 106 (June 12, 1910).

No. 42 has right over No. 41 Pilot Rock Jct. to Pilot Rock.

SECOND DISTRICT—La Grande and Joseph.

Table with columns for EASTWARD, WESTWARD, STATIONS, and STATION NUMBERS. Includes sub-tables for First Class and Time Table No. 106 (June 12, 1910).

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.

7

- No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**
- No. 2. Referring to Rule 221A, all trains must obtain clearance card at Baker City, Kamela, Pendleton, Arlington and Hood River. 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. Trains 13 and 14 will stop on flag for passengers at Montavilla, Corbetts, Latourelle, Columbia Beach and Ruthton. Train 5 will stop at all points to let off passengers originating on the Washington Division and East of Pendleton. Trains 1 and 2 will stop on flag for passengers at Montavilla, Corbetts, Latourelle, Columbia Beach, Ruthton, Seufert's and Deschutes Jct. Trains 31 and 32 will stop on flag for passengers at Booth's Lane, McCully's and Rondowa.

### MOVEMENTS BETWEEN PORTLAND AND EAST PORTLAND.

- No. 9. The following instructions will govern and be authority for movement of all trains, yard engines and light engines between Portland and East Portland:
- Leave East Portland only on receiving proceed signal from switch tender at Junction Switch.
  - Leave Portland Terminal Passenger Yard only on receiving proceed signal from tower semaphore at Fourth Street, calling for and acknowledging same as per Rule 221-A.
  - Before leaving Portland Terminal Freight Yard, call switch tender at Junction Switch, East Portland, on telephone, and proceed only on permission from him.
  - Trainmen and enginemen are subject to Rules and Regulations of Northern Pacific Terminal Company while in their yard.
  - Trains entering Union Depot, Portland, will be governed by position of semaphore at First Street crossing.
  - All trains and engines must receive proceed signal from the Bridge Tender before going onto the draw of the Willamette River Bridge. Engines must not double-head over this bridge.
  - The railroad crossing at east end of the Willamette River Bridge is protected by automatic block signals.
  - Automatic Block Signals between Portland (Front Street) and East Portland.

### SPEED RESTRICTIONS.

- No. 10. Trains must not exceed a speed of 35 miles per hour around curves 7 to 9 degrees, inclusive, and 30 miles an hour around 10 degree curves. Pacific type engines must not exceed speed of 60 miles per hour, and engines of the 160 class a speed of 25 miles per hour. Consolidation engines (except 160 class) in passenger service must not exceed a speed of 40 miles per hour and in all other service 30 miles per hour.
- No. 11. 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.
- No. 12. Slow boards and caution signals will be erected one-fourth mile from the point which they are intended to cover. Permanent slow boards are erected as follows: First District—Tunnel No. 3 and Mess House curve; Second District—Powder River Canyon.
- No. 13. Passenger trains must not exceed speed of 35 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 Pleasant Valley and Norton, Telocaset and Union, Huron and Duncan and between Graham and East Portland.

### AIR BRAKES.

- No. 14. **East-bound freight trains immediately before leaving Pleasant Valley, and all freight 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.** 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. West bound freight trains which have made no stop between Kamela and Huron must stop at Huron ten minutes to permit wheels to cool off, during which time trainmen must inspect train for overheated and cracked wheels, etc.
- No. 15. 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. 16. 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. 17. **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, Umatilla, Pendleton, Kamela, 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, Corbett Bldg.	O. R. & N. System.	DR. FRANK KISTNER, * Surgeon.	HEPPNER.	Arlington to Pendleton { Including Heppner Branch.
" F. M. TAYLOR, Surgeon.	PORTLAND, Corbett Bldg.	O. R. & N. System.	" O. P. LOW, "	ARLINGTON.	The Dalles to Umatilla { Including Condon Branch.
" DONALD H. JESSOP, Asst. Surgeon.	PORTLAND, Corbett Bldg.	O. R. & N. System.	" J. F. WOOD, "	CONDON.	Arlington to Condon.
" E. B. WAFFLE, Asst. Surgeon.	PORTLAND, Corbett Bldg.	O. R. & N. System.	" VINCENT & COLE, "	PENDLETON.	Arlington to La Grande.
" GEO. AINSLIE, Oculist.	PORTLAND, Oregonian Bldg.	O. R. & N. System.	" BACON & HALL, "	LA GRANDE.	Pendleton to Baker City.
" J. F. DICKSON, J. N. COGHLAN, Nose & Throat.	PORTLAND, Oregonian Bldg.	O. R. & N. System.	" F. W. WHITING "	ELGIN	La Grande to Enterprise
" A. M. WEBSTER	PORTLAND, 1050½ Hawthorne Ave.	E. Portland, South of Sullivan's Gulch.	" MCDANIEL & MCDANIEL, "	BAKER CITY.	La Grande to Huntington.
" C. HOLCOMB, Surgeon.	ALBINA.	Albina to The Dalles.	" W. O. SPENCER, "	HUNTINGTON.	La Grande to Huntington.
" J. F. WATT, "	HOOD RIVER.	Albina to The Dalles.	" G. W. GREGG, "	WALLOWA.	Elgin to Wallowa.
DR. HUGH LOGAN, Surgeon.	THE DALLES.	Albina to Arlington.	" CHAS. A. AULT, "	ENTERPRISE.	Enterprise to Joseph.
DRS. GOFFIN & GOFFIN.	MORO.	Biggs to Shaniko.			

AMBULANCE AT PORTLAND IS LOCATED AT RED CROSS AMBULANCE CO., 391 DAVIS ST., TELEPHONES, MAIN 78 AND A 1211.

## STANDARD CLOCKS.

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

## LICENSED WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector, - - - - -	PORTLAND.
A. & C. FELDENHEIMER, Local Watch Inspectors, - - - - -	PORTLAND.
BELDING BROS., " " " - - - - -	PORTLAND.
H. H. HEIDE, " " " - - - - -	ALBINA.
D. LINDQUIST, " " " - - - - -	THE DALLES.
SIEGRIST & CO., " " " - - - - -	LA GRANDE.
L. W. ROSS, " " " - - - - -	WASCO.
PAULING & KEENE, " " " - - - - -	CONDON.
P. O. BORG, " " " - - - - -	HEPPNER.

W. BOLLONS, Superintendent, - - - - -	Portland, Oregon.
W. H. GUILD, Assistant Superintendent, - - - - -	" "
W. R. LADD, " " - - - - -	" "
F. L. COYKENDALL, " " - - - - -	" "
C. P. A. LONERGAN, " " - - - - -	" "
E. M. RINGER, " " - - - - -	Albina "
W. H. BALL, " " - - - - -	The Dalles, Oregon.
F. F. SPAULDING, Train Dispatcher, - - - - -	Albina "
H. C. ADAMS, " " - - - - -	" "
W. A. MILNER, " " - - - - -	" "
R. C. WESCOTT, " " - - - - -	The Dalles, "
H. D. AULD, " " - - - - -	" "
W. T. WRIGHT, " " - - - - -	" "
E. M. SHALER, " " - - - - -	" "

A. BUCKLEY, Assistant Superintendent, - - - - -	La Grande, Oregon.
J. F. CORBETT, " " - - - - -	" "
J. C. SHEA, " " - - - - -	" "
J. W. EGAN, Train Dispatcher, - - - - -	" "
E. J. WALSH, " " - - - - -	" "
E. WALSH, " " - - - - -	" "
H. W. SWART, " " - - - - -	" "
S. D. IRWIN, " " - - - - -	" "
E. A. HACKETT, " " - - - - -	" "
C. M. ANDREWS, " " - - - - -	" "

# RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS

CLASSIFICATION	ENGINE NUMBERS	PORTLAND and THE DALLES				THE DALLES and UMATILLA			UMATILLA and LA GRANDE					LA GRANDE and HUNTINGTON								
		EASTWARD		WESTWARD		EASTWARD		WEST- WARD	EASTWARD			WESTWARD		EASTWARD			WESTWARD					
		E. Portland to Mountville	Bonneville to Cascade L'ks	The Dalles to Dodson's	Troutdale to Albina	The Dalles to Summit	Squallyhook to Arlington	Umatilla to The Dalles	Umatilla to Pendleton	Pendleton to Gibbon	Gibbon to Duncan	Duncan to Kamela	La Grande to Higard	Higard to Kamela	Union to Telocaset	Baker City to Norton	Norton to Encina	Huntington to Durkee	Durkee to Pl. Valley	Pl. Valley to Encina	No. Powder to Telocaset	
S-51 $\frac{1}{2}$ 98	20.....	580																				
S-51 $\frac{3}{4}$ 128	25 to 27.....	745	1345																			
E-57 $\frac{1}{2}$ 44	50 .. }	330	595	680	680	585	705	820	860	330	310	165	360	165	285	425	235	360	165	235	330	
E-63 $\frac{1}{2}$ 48	52, 54, 55 }																					
E-57 $\frac{1}{2}$ 51	57 to 60 62 64.....	390	710	810	810	700	840	980	430	390	370	195	430	195	280	505	280	430	195	280	390	
E-63 $\frac{1}{2}$ 54	65 to 70 }	350	640	730	730	630	755	885	390	350	335	180	390	180	250	460	250	390	180	250	350	
E-63 $\frac{1}{2}$ 55	71 to 73 }																					
E-64 $\frac{1}{2}$ 68	80 to 87.....	470	850	975	975	840	1010	1180	520	470	445	235	520	235	335	610	335	520	235	335	470	
T-55 $\frac{1}{2}$ 71	112 to 119.....																					
M-57 $\frac{1}{2}$ 91	103 to 111.....	490	895	1020	1020	885	1060	1240	540	490	465	250	540	250	350	640	350	540	250	350	490	
T-63 $\frac{1}{2}$ 92	130 to 135.....	510	925	1060	1060	920	1100	1285	560	510	485	255	560	255	365	665	365	560	255	365	510	
T-63 $\frac{3}{4}$ 113	136 to 147.....	625	1135	1295	1295	1120	1340	1570	685	625	590	315	685	315	445	810	445	685	315	445	625	
O-51 $\frac{1}{2}$ 117	160 to 164.....	700	1270	1455	1455	1255	1505	1765	770	700	665	350	770	350	500	910	500	770	350	500	700	
T-57 $\frac{1}{2}$ 119	170 to 173.....																					
T-64 $\frac{1 1/2}{2 1/2}$ 139	179 to 184.....																					
P-77 $\frac{1 1/2}{2 1/2}$ 123	190 to 193.....	740	1345	1540	1540	1330	1595	1880	815	740	705	370	815	370	530	965	530	815	370	530	740	
P-77 $\frac{1 1/2}{2 1/2}$ 138	194 to 197.....																					
P-77 $\frac{1 1/2}{2 1/2}$ 145	198 to 200.....																					
T-57 $\frac{1}{2}$ 125	174 to 178.....	785	1420	1625	1625	1405	1685	1985	860	785	745	390	860	390	555	1015	555	860	390	555	785	
T-63 $\frac{1}{2}$ 160	205 to 210.....	920	1680	1920	1920	1650	1985	2310	1010	920	870	450	1010	450	650	1195	650	1010	450	650	920	
O-55 $\frac{1}{2}$ 143	240 to 242.....	900	1635	1880	1880	1615	1940	2280	990	900	855	450	990	450	640	1170	640	990	450	640	900	
O-57 $\frac{1 1/2}{2 1/2}$ 176	300 to 304, 306 to 309.....																					
O-57 $\frac{1 1/2}{2 1/2}$ 163	305.....																					
O-57 $\frac{1 1/2}{2 1/2}$ 169	310 to 314.....	1000	1820	2085	2085	1795	2155	2610	1100	1000	950	500	1100	500	710	1300	710	1100	500	710	1000	
O-57 $\frac{1 1/2}{2 1/2}$ 181	340 to 344.....																					
O-57 $\frac{1 1/2}{2 1/2}$ 187	350 to 388.....	1150	2100	2400	2400	2065	2480	2890	1265	1150	1090	560	1265	560	815	1495	815	1265	560	815	1150	

These ratings include the total weight of train, exclusive of engine and tender, which the different classes of locomotives will haul in each direction between the stations shown.

Between stations for which no rating is shown, maximum will apply.

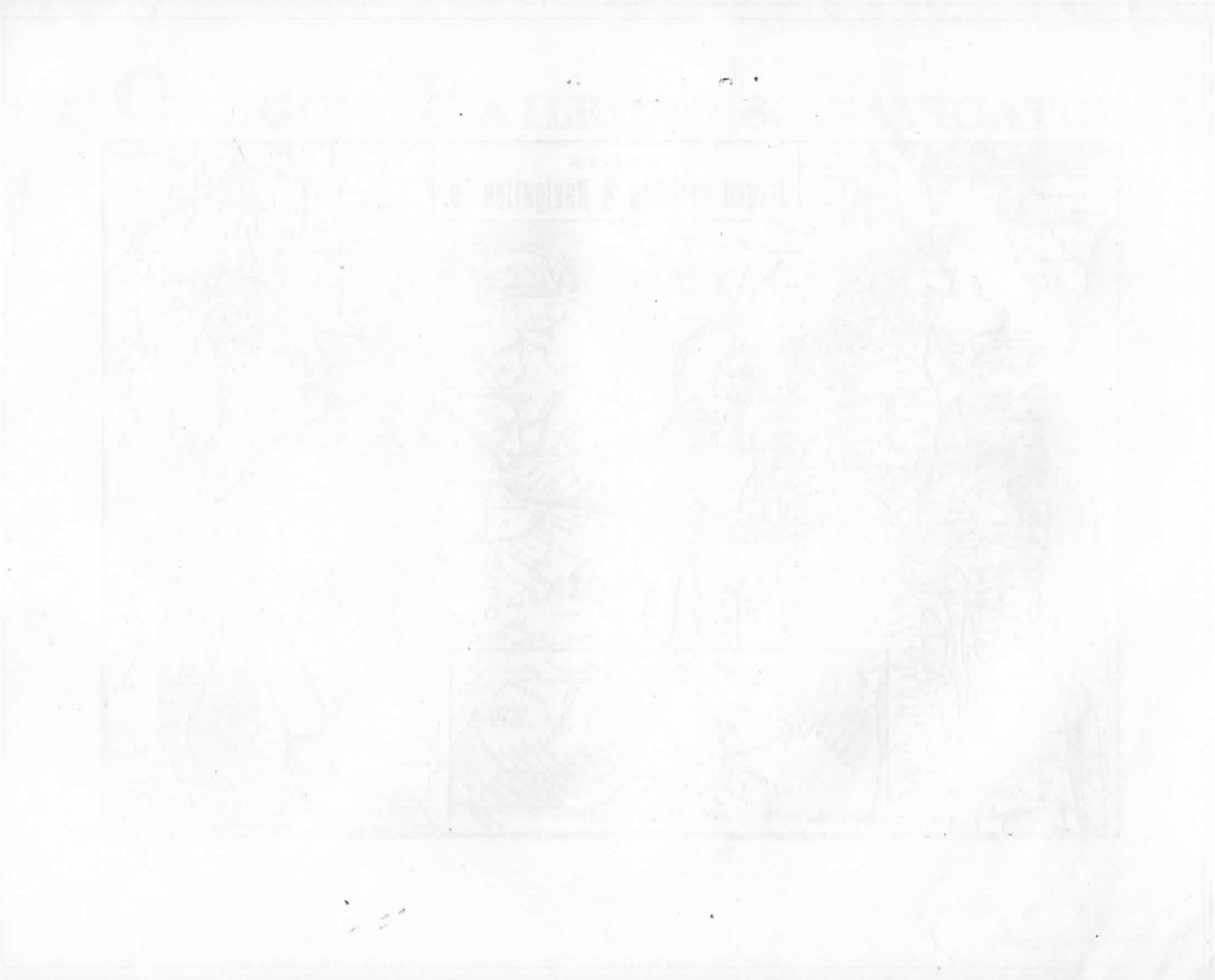
### CLASS.

- "E" — Eight Wheelers.
- "A" — Atlantic Type.
- "P" — Pacific Type.
- "T" — Ten Wheeler.
- "M" — Moguls.
- "C" — Consolidation Engines.
- "TW" — Twelve Wheelers.
- "S" — Switch.

EXAMPLE:—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

$$C-57 \frac{22}{30} 187$$





# MAP OF THE Oregon Railroad & Navigation Co.

