

# NORTHERN PACIFIC RAILWAY COMPANY.

**TACOMA DIVISION**

# TIME **308** TABLE

**In Effect at 12:01 A. M. Pacific or 120th Meridian Time.**

**SUNDAY, June 15, 1913**

**For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.**

**E. C. BLANCHARD,**  
General Manager.

**I. B. RICHARDS,**  
General Superintendent.

**P. H. McCAULEY,**  
Superintendent of Transportation.

**W. C. ALBEE,**  
Superintendent.

**T. E. COYLE,**  
Assistant Superintendent.

Westward

FIRST SUBDIVISION MAIN LINE

Table with columns for Third Class (973, 963, 997, 965), Second Class (591, 589, 691, 679), and First Class (355, 363, 301, 361, 321, 307, 357, 391, 311, 369, 333, 365, 359, 313, 323, 393). Includes 'Time Table 38B' and 'STATIONS'.

BETWEEN TACOMA AND SOUTH TACOMA TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS

Main schedule table with columns for time (e.g., 5.45, 6.00, 6.15, 7.00, 7.25, 8.10, 8.30, 9.00, 9.20, 10.15, 10.35, 11.15, 11.30, 11.45, 11.55, 1.00, 1.15, 1.55, 2.10, 2.25, 2.85, 2.85, 2.50), station names (e.g., SU SOUTH TACOMA, VA LAKEVIEW, HI HILLHURST, RY ROY, YA YELM, RA RAINIER, JS McINTOSH, NO TENINO, BU BUCODA, CN CENTRALIA, CH CHEHALIS, NA NAPAVINE, WI WINLOCK, PN VADER, OLEQUA, CA CASTLE ROCK, OSTRANDER, KS KELSO, CARROLLS, KA KALAMA, MARTIN'S BLUFF, WD WOODLAND, RG RIDGEFIELD, KNAPPS, FELIDA, VANCOUVER JCT, MX VANCOUVER), and other details like 'W S T' and 'W C S Y'.

BETWEEN VANCOUVER AND PORTLAND TRAINS WILL BE GOVERNED BY SPOKANE, PORTLAND AND SEATTLE RAILWAY TIME TABLE RULES AND REGULATIONS

Table with columns for 'EXCEPT SUNDAY', 'DAILY', and 'AVERAGE SPEED PER HOUR'. Includes values like 9.20, 5.00, 11.10, 1.00, .15, .13, 9.45, 9.45, 5.24, 5.15, 5.20, 4.32, .20, 5.05, 4.45, .20, 4.9, 4.48, 5.05, .25, 4.30, 4.45, .26, .15, 8.7, 10.0, 11.6, 9.6, .20, 14.3, 13.3, 14.8, 24.9, 26.9, 27.8, 24.6, 28.3, 27.6, 12.4, 32.6, 26.9, 27.5, 19.6, 29.5, 30.0, 18.9, 13.2.

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

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must not be exceeded. Double track between Tenino and Vancouver, except single track from the east end of station platform at Centralia to a point 1,700 feet east thereof, and the single track across Lewis River Bridge, three miles east of Ridgefield. See page 6 for Special Rules governing. Trains will provide themselves with current time tables of the Northern Pacific Terminal Co. and be governed by special rules therein while in Portland yard. SEE SPECIAL RULES, PAGES 9 AND 10

FIRST SUBDIVISION. MAIN LINE.

Eastward

Table with columns for train numbers (356, 322, 334, 394, 312, 370, 324, 314, 358, 362, 366, 308, 392, 360, 302, 364), class types (DAILY, EXCEPT SUNDAY, etc.), and station names (Nor. Pac. Grays Harbor Limited, etc.).

BETWEEN TACOMA AND SOUTH TACOMA TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS

Main time table grid showing arrival and departure times for various stations including SU. SOUTH TACOMA, VA. LAKEVIEW, HI. HILLHURST, RY. ROY, YA. YELM, RA. RAINIER, JS. McINTOSH, NO. TENINO, BU. BUCODA, CN. CENTRALIA, CH. CHEHALIS, NA. NAPAVINE, WI. WINLOCK, PN. VADER, OLEQUA, CA. CASTLE ROCK, OSTRANDER, KS. KELSO, CARROLLS, KA. KALAMA, MARTINS BLUFF, WD. WOODLAND, RG. RIDGEFIELD, KNAPPS, FELIDA, VANCOUVER JCT., and MX. VANCOUVER.

BETWEEN VANCOUVER AND PORTLAND TRAINS WILL BE GOVERNED BY SPOKANE, PORTLAND AND SEATTLE RAILWAY TIME TABLE RULES AND REGULATIONS

Summary table for Vancouver and Portland trains with columns for DAILY, EXCEPT SUNDAY, and EXCEPT MONDAY, and rows for Time Over Subdivision and Average Speed per Hour.

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

Automatic Block.—Between Tenino and Vancouver. Manual Block.—Between South Tacoma and Tenino. Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure a clearance, Form "A," from the Operator upon entering double track.

Registering Stations.—South Tacoma, Tenino, Centralia, Vancouver and Portland. Chehalis is registering station for South Bend Branch trains only. Bulletin Stations.—Centralia, Vancouver, Portland.

SEE SPECIAL RULES PAGES 9, AND 10.



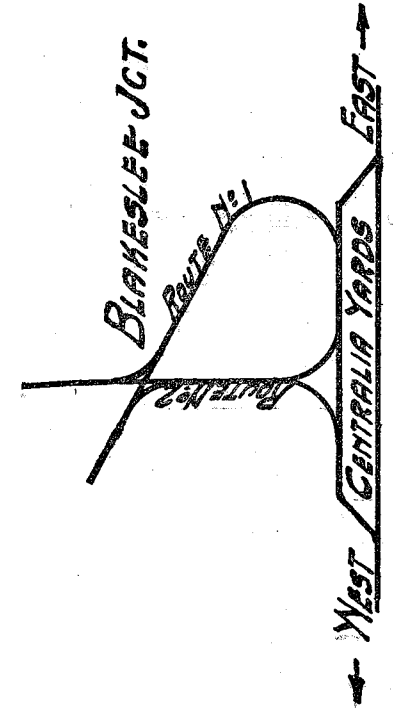


Westward

THIRD SUBDIVISION  
(GATE LINE)

Eastward

THIRD CLASS			SECOND CLASS			FIRST CLASS					STATIONS		FIRST CLASS						SECOND CLASS		THIRD CLASS
967	695	693	387	385	389	383	381	277	Time Table No. 38B Succeeding No. 38A June 15, 1913.			278	390	382	384	386	388	696	694	968	
Nor. Pac. Way Frt.	O-W.R. & N. Freight	Nor. Pac. Freight	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R. & N. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R. & N. Passenger	STATIONS.			O-W.R. & N. Passenger	O-W.R. & N. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	O-W.R. & N. Freight	Nor. Pac. Freight	Nor. Pac. Way Frt.	
EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Telegraph Offices and Calls			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT MONDAY	EXCEPT SUNDAY	EXCEPT MONDAY	
L 6.30AM	L 8.20AM	L 1.00AM	L 7.30PM 386	L 3.30PM 384	L 12.05PM	L 10.45AM	L 9.30AM	L 8.00AM	0.0	CN.....CENTRALIA.....DN	13.0	170	A 1.45AM	A 10.20AM	A 11.00AM	A 3.00PM 385	A 6.55PM 387	A 8.55PM	A 1.10AM	A 11.30PM	A 2.30PM
7.29	A 8.30AM	1.59	7.37	3.37	A 12.10PM	10.49	9.37	A 8.07AM	1.5	BLAKESLEE JUNCTION O-W. R. & N. CO. CROSSING Track Connection	11.5		L 1.84AM	L 10.10AM	10.51	2.52	6.44	8.48	L 12.50AM	11.06	2.21
s 7.30		2.00	7.38	3.38		10.50 382	9.38		1.6	BLAKESLEE	11.4				10.50 383	2.51	6.43	8.47		11.05	s 2.20
s 7.55		2.15	s 7.45	s 3.45		s 10.58	f 9.48		5.8	GRAND MOUND	7.2	90			s 10.40	s 2.41	s 6.35	s 8.38		10.55	s 2.05
s 8.20		2.40	s 7.55	s 3.55		s 11.08	f 9.58		10.0	RH.....ROCHESTER.....D	3.0	75			s 10.80	s 2.27	s 6.25	s 8.30		10.40	s 1.45
									10.5	C. M. & P. S. CROSSING No Track Connection	2.5										
A 8.35AM		A 8.00AM	A 8.05PM 388	A 4.10PM		A 11.15AM	A 10.10AM		13.0	HK.....GATE.....D	0.0	50			L 10.20AM	A 2.15PM	L 6.15PM	L 8.20PM 387		L 10.30PM	L 1.30PM
EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY	
2.05	.10	1.20	.40	.40	.10	.30	.40	.7		Time Over Subdivision			.11	.10	.40	.40	.40	.35	.10	.55	1.00
5.0	.9	9.7	19.5	19.5	.9	26.0	19.5	.10		Average Speed per Hour			.9	.9	19.5	19.5	19.5	22.3	.9	14.1	13.0



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

Registering Stations.—Centralia and Gate.  
Bulletin Stations.—Centralia.  
Standard Clock.—Centralia.  
Yard Limit Sign.—Centralia and Blakeslee. Yard limits at Centralia extend to a point 3,800 feet west of the west switch at Blakeslee.  
When No. 382 and 383 meet at Blakeslee, No. 382 will take siding.  
No. 381 has right over No. 382. No. 383 has right over No. 384. No. 385 has right over No. 386. No. 387 has right over No. 388, Centralia to Gate.  
No. 381 will turn on the Wye on arrival at Gate.  
The maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Between Centralia and Blakeslee Junction trains will be operated as follows:  
Northern Pacific track will be known as Route No. 2, and O-W. R. & N. track as Route No. 1. Northern Pacific yard limit rules will govern and both routes are included in Centralia yard.  
All first class trains in both directions, and all westward second and inferior class trains, westward extras and westward switch engines will use Route No. 2.  
All eastward second and inferior class trains, eastward extras and eastward switch engines, will use Route No. 1.  
Normal position of switches at Blakeslee Junction: Switches connecting with Northern Pacific track, both sides of crossing, be set for Route No. 2.  
Switch on O-W. R. & N. track west of crossing set for connection track leading to Route No. 2. Switch on O-W. R. & N. track east of crossing set for Route No. 1. See diagram of tracks.

Westward

FOURTH SUBDIVISION  
(OCOSTA BRANCH)

Eastward

SECOND CLASS		FIRST CLASS					STATIONS		FIRST CLASS				SECOND CLASS			
583	581	189	187	185	183	181	Time Table No. 38B Succeeding No. 38A June 15, 1913.		182	184	186	188	582	584		
Mixed	Mixed	Conn. with No. 365		Conn. with No. 321		Conn. with Moelips Spl.		STATIONS.		Conn. with No. 366	Conn. with No. 322	Mixed		Mixed		
Wednesday Only	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	Telegraph Offices and Calls		SUNDAY ONLY	EXCEPT SUNDAY	DAILY	SUNDAY ONLY	EXCEPT SUNDAY	Wednesday Only		
L 1.15PM	L 1.15PM	L 8.20PM	L 5.45PM	L 5.00PM 186	L 12.45PM	L 8.10AM	0.0	ABERDEEN JCT.....P	21.7	42	A 6.45AM	A 8.35AM	A 4.45PM 185	L 7.15PM	A 7.45AM	
s 1.18							0.8	JUNCTION CITY.....	20.9					s 7.37		
1.20		No. 181, No. 183, No. 185, No. 187 and No. 189 do not run between Cosmopolis and Cosmopolis Jct.						1.4	COSMOPOLIS JCT.....	20.3	No Sdg.	No. 182, No. 184, No. 186 and No. 188 do not run between Cosmopolis and Cosmopolis Jct.				7.35
L 9.45AM	A 1.30PM						3.0	MP.....COSMOPOLIS.....D	18.7	90			L 7.30AM	A 12.15PM		
9.50		8.25	5.50	5.05	12.50	8.15	4.6	COSMOPOLIS JCT.....	17.1	No Sdg.	6.40	8.30	4.40	7.10	12.10	
f 9.55		s 8.30	s 5.55	s 5.10	s 12.55	s 8.20	5.7	SOUTH ABERDEEN.....	16.0	90	f 6.35	f 8.25	f 4.35	f 7.05	f 12.05PM	
f 10.30		f 9.05	f 6.30	f 5.45	f 1.30	f 8.55	16.2	MARKHAM.....	5.5	10	f 6.05	f 7.50	f 4.00	f 6.30	f 11.30AM	
s 10.40		f 9.12	f 6.37	f 5.52	f 1.37	f 9.02	18.7	OCOSTA.....P	3.0	10	L 6.00AM	s 7.43	s 3.53 s 8.43	s 6.23 s 6.13	f 11.15	
A 11.00AM		A 9.20PM	A 6.45PM	A 6.00PM 188	A 1.45PM	A 9.10AM	21.7	BAY CITY.....	0.0		L 7.35AM	L 8.35PM	L 6.05PM 185	L 11.05AM		
Wednesday Only	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY					SUNDAY ONLY	EXCEPT SUNDAY	DAILY	SUNDAY ONLY	EXCEPT SUNDAY	Wednesday Only
1.15	.15	1.00	1.00	1.00	1.00	1.00		Time Over Subdivision			.45	1.00	1.10	1.10	.15	1.10
6.15	12.0	18.0	18.0	18.0	18.0	18.0		Average Speed per Hour			17.2	18.0	17.2	17.2	12.0	16.5

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

Registering Stations.—Aberdeen Junction, Cosmopolis and Cosmopolis Junction.  
Bulletin Station.—Cosmopolis. No. 583 has right over No. 584, Cosmopolis to Bay City.  
All trains will stop 400 feet from and will not proceed until following draw bridges are known to be closed. Chehalis River, between Aberdeen Junction and Cosmopolis Junction; Johns River, 1/4 mile west of Markham.  
Junction switches will be set for line Junction City to Bay City.  
Trains will come to full stop before passing over grade crossings of O-W. R. & N. Co. at various industry tracks in South Aberdeen and Cosmopolis. See Special Rules, page 10.  
No. 183 has right over No. 186. No. 185 has right over No. 188, Aberdeen Jct. to Bay City.



Westward

EIGHTH SUBDIVISION (BUCKLEY LINE)

Eastward

Westward

NINTH SUBDIVISION (GREEN RIVER BRANCH)

Eastward

Table for EIGHTH SUBDIVISION (BUCKLEY LINE) showing Third Class (971), First Class (397, 367, 395), and Third Class (972) schedules with stations and times.

Table for NINTH SUBDIVISION (GREEN RIVER BRANCH) showing Second Class (579), First Class (395), and Second Class (580) schedules with stations and times.

BETWEEN PALMER JCT. AND KANASKAT TRAINS WILL BE GOVERNED BY SEATTLE DIVISION TIME TABLE RULES AND REGULATIONS

Main schedule table for EIGHTH SUBDIVISION showing station names (e.g., PALMER JCT, PALMER, BAYNE, CUMBERLAND, NAVY, VEAZIE, ENUMCLAW, BUCKLEY, CASCADE JCT, SOUTH PRAIRIE, BROOMFIELD, CROCKER, ORTING, McMILLIN, ALDERTON, MEEKER) and train times for various classes.

Main schedule table for NINTH SUBDIVISION showing station names (e.g., KERRISTON, HEMLOCK, BARNESTON, KANGLEY JCT, SELLECK, KANGLEY JCT, KANASKAT) and train times for various classes.

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

Registering Station—Kanaskat. Maximum Grade—Kangley to Kerriston. Derail Switch—Located 1/2 mile west of Selleck on Kangley Line. Trains will look out for engines of Cascade Timber Co. handling logs between their siding and Kangley.

See Special Rules, page 10.

BETWEEN MEEKER AND TACOMA, TRAINS WILL BE GOVERNED BY PUGET SOUND DIVISION TIME TABLE RULES AND REGULATIONS

Table for MEEKER AND TACOMA section showing schedules for Tacoma and Tacoma Wharf with times and average speeds.

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

Double Track—Between South Prairie and Cascade Junction. Registering Stations—Puyallup, South Prairie, Palmer Junction. Bulletin Stations—South Prairie. Standard Clocks—Tacoma. Derail Switches—At Valley Mill Co.'s Spur, one mile west of Buckley, west end of passing track and at West End House track, at South Prairie, and west end of Crocker yard. East end of Mill siding, Meeker, must be kept in derailing position, when not in use. Yard Limit Signs—Meeker, South Prairie and Cascade Junction. Maximum Grades—Cascade Junction to Buckley. Helper District—South Prairie to Buckley. Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded. At Palmer Junction, all trains register by ticket, and no clearance required unless Stop signal is displayed. Trains will approach Cascade Junction under full control looking out for Branch Line trains. Speed of passenger trains must not exceed thirty miles per hour, and speed of freight trains twenty miles per hour from Buckley to Cascade Junction. Speed must not exceed ten miles per hour within the corporate limits of Puyallup, Orting, Buckley and Enumclaw. No. 396 will register by ticket and need not obtain clearance at South Prairie, unless Stop signal is displayed. No. 398 will wait at Puyallup for connection with Puget Sound Division No. 323. No. 396 will connect with Puget Sound Division No. 321 at Puyallup. No. 368 will connect with Seattle Division No. 280, at Kanaskat. No. 367 will connect with Seattle Division No. 3, and No. 396 will connect with Seattle Division No. 4 at Kanaskat. No. 367 will stop on "Flag" at any station west of Palmer Junction, to let off passengers from Kanaskat, or beyond. Nos. 395 and 398 will stop at Boise Creek, 2.1 miles west of Enumclaw for passengers or express.

Conductors of trains carrying logs, before using double track, will carefully inspect loading, and if insecure, will obtain orders insuring that other trains will not be met while running. Trains will not exceed twenty-five miles per hour around curves on Buckley Loop between Cascade Junction and Buckley. Engines of any class must not be double headed over Bridge No. 228, Buckley Loop, between Cascade Junction and Buckley. At Puyallup, the upper semaphore arms govern movement of trains using double track; lower semaphore arms govern movement to and from Eighth Subdivision. Trains from Eighth Subdivision must ascertain rights, before occupying main line at Puyallup. Eighth Subdivision extends to Puyallup, and the new, or extreme left hand track, coming west, between Meeker and Puyallup, is main line for Eighth Subdivision, and also is passing track, and operated under yard limit rules. Puyallup yard limits extend from Meeker to Puyallup. Eighth Subdivision trains, in either direction, will use eastward main track of double track, in running around water tank at Meeker. All trains must approach this point under full control and be sure track is clear before proceeding. Eighth Subdivision trains will protect by flag when using this gauntlet. Conductors and engineers of trains, from Eighth Subdivision, before leaving Meeker, will obtain from operator at Puyallup, by telephone, block indicating position of trains, on eastward track, between Puyallup and Meeker, and in addition to this, before using gauntlet, will fully protect by flag. Will also obtain from operator, the position of train on Eighth Subdivision, between Puyallup and Meeker. No trains either main line or Eighth Subdivision, will use this portion of track during foggy weather, without obtaining block from operator at Puyallup, and in addition to such precaution, will keep under full control moving at slow speed, taking such precautions, that in case track is occupied, there will be no possibility of accident. Trains from Eighth Subdivision that have loads for Seattle Division, will leave them at Meeker, on siding, located between east and west legs of the wye. Any loads for the industries at Meeker, will be taken to Puyallup, and from there, handled to the industries by using westward main line, for passing track switch, just west of the Jurin Mills, under protection of flag while occupying main track. Block must be obtained, and the work handled in such a way, as to not delay passenger train. Double track switches at Cascade Junction and South Prairie, will be set for eastward track, and cross over switch at west end of westward track, near water tank, will be set for passing track.



Westward

TENTH SUBDIVISION (BURNETT BRANCH)

Eastward

Table with columns for First Class (295, 293, 375, 373) and First Class (374, 376, 294, 296). Includes Time Table No. 38B, Succeeding No. 38A, June 15, 1913. Stations: SPIKETON, BURNETT, CASCADE JCT.

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

Registering Station.—Cascade Junction. Derail Switch—East of station platform at Spiketown must be set for derail when not in use. Speed of trains when backing up must not exceed 20 miles per hour.

Westward

TWELFTH SUBDIVISION (ORTING BRANCH)

Eastward

Table with columns for Time Table No. 38B, Succeeding No. 38A, June 15, 1913. Stations: END OF TRACK, TACOMA & EASTERN CROSS'G, PUYALLUP RIVER, ORTING.

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

Helper District.—South Prairie to Carbonado. Maximum Grades.—Cascade Junction to Fairfax. Registering Stations.—Fairfax and Cascade Junction. Derail Switches.—At west end of coal track, Melmont, and 200 feet east of Cascade Junction.

Westward

THIRTEENTH SUBDIVISION (CROCKER BRANCH)

Eastward

Table with columns for Time Table No. 38B, Succeeding No. 38A, June 15, 1913. Stations: WINGATE, CROCKER.

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

Registering Station.—Orting. Derail Switch—200 feet east of Junction Switch at Orting. Junction switch, one mile east of Orting station will be set for crossover, and track from cross-over to station will be used as a main line passing track.

Westward

ELEVENTH SUBDIVISION (WILKESON BRANCH)

Eastward

Table with columns for Third Class (981) and First Class (297, 377). Includes Time Table No. 38B, Succeeding No. 38A, June 15, 1913. Stations: FAIRFAX, MELMONT, CARBON COAL CO. CROSSING, CARBONADO, WILKESON, CASCADE JCT.

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

Registering Station.—Crocker. Derail Switches.—At Crocker and 500 feet west of depot at Wingate. Freight trains authorized to carry adult male passengers, when provided with proper transportation, Elma Log Train—Between Elma and end of track.

Special Rules Second Subdivision (Gray's Harbor Line).

Switching Limits.—Signs indicate territory within which switching will be performed by yard crews. Yard Limit Signs.—Olympia, Gate, Aberdeen Jct., Aberdeen. Clearance will not be issued at Olympia, Gate, Elma and Aberdeen Jct., unless Stop signal is displayed. Bulletin Stations.—Olympia, Hoquiam and Moolips. Maximum Grades.—3 1/4 miles west of Sherlock; 3 miles east to 2 miles west of Olympia. Speed of trains when backing up must not exceed twenty miles per hour.

**TONNAGE RATINGS—FREIGHT ENGINES—N. P. R. R.**

**EIGHTH SUBDIVISION—EASTWARD.**

	Class Z		Class W		Class Y-5		Class Y-2		Class F-1		Class S		Class E-4		Class E-3 or D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
Tacoma to South Prairie.....			1200	80	1100	80	1000	60	900	60	800	60	500	17	475	16	350	12
South Prairie to Buckley.....			600	20	625	21	500	17	450	15	400	14	250	9	235	8	175	6
Buckley to Palmer Jct.....			1200	80	1100	80	1000	60	900	60	800	60	500	17	475	16	350	12
Tacoma to South Prairie.....			Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 40 Cars	

**EIGHTH SUBDIVISION—WESTWARD.**

Palmer to Tacoma.....			Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 80 Cars		Maximum 60 Cars		Maximum 60 Cars		Maximum 60 Cars	
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**FIRST SUBDIVISION—WESTWARD.**

	Class W		Class Y-2		Class F-1		Class S		Class P		Class E-4		Class E-3		Class D-3		Class C-6	
	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars
South Tacoma to Rainier.....	1600	70	1350	70	1200	60	1150	60	1050	60	850	28	825	27	825	27	700	23
Rainier to Chehalis.....		110		110		60		60		60		60		50		50		40
Chehalis to Napavine.....	1200	70	1000	70	900	60	850	60	750	60	550	18	525	17	525	17	400	13
Napavine to Portland.....		110		110		1500		2000		1400		1200		1175		1175		35

**FIRST SUBDIVISION—EASTWARD.**

Portland to Sopenah.....	2300		2000		1800		1800	45	1250	41	1050	35	1025	34	1025	34	900	30
Sopenah to Napavine.....	1350		1150		1010		960	32	860	29	660	22	635	21	635	21	510	17
Napavine to Rainier.....	1500		1250		1100		1050	35	950	31	750	25	725	24	725	24	600	20
Rainier to Tacoma.....	2500		2100		1750		1700	57	1500	50	1300	43	1275	42	1275	42	1150	38

Hereafter the above table of ratings will govern on ruling grades. These ratings are based on a normal number of cars of thirty tons each.

To find the rating of an engine when train contains more or less than normal number of cars, add five tons to the rating of each car less than the normal, and subtract five tons from

the rating for each car in excess of the normal.

**Restrictions Governing Class of Power That May be Used on Tacoma Division.**

**First Subdivision.**—All classes except engines heavier than S must not go beyond house track switch leading from log dump track at Felida.

**Second Subdivision, Lakeview to Gate.**—No engine heavier than P compound passenger engine and S at slow speed.

**Second Subdivision, Gate to Hoquiam.**—No engine heavier than S-4.

No engine must be run double header over Satsop river bridge No. 29, and over all Howe truss bridges on Grays Harbor Branch no engines heavier than Class D-3 should be double headed and speed limit of engine's run double header must not exceed eight miles per hour over Howe truss bridges.

**Second Subdivision, Hoquiam to Moclipis.**—No engine heavier than F-1.

**Third Subdivision.**—No engine heavier than Class S-4

Double headers will not be run over the following bridges when engines are heavier than Class D-3.

No. 2 and No. 13 between Centralia and Gate.

**Fourth Subdivision, Aberdeen Jct. to Cosmopolis.**—No engine heavier than F-1.

**Cosmopolis Jct. to Ocosta.**—No engine heavier than D-3.

**Fifth Subdivision.**—No engine heavier than F-1.

**Sixth Subdivision.**—No engine heavier than S-4.

**Seventh Subdivision.**—No engine heavier than Class S.

**Eighth Subdivision.**—All classes except Class Z Mallet Engines.

**Ninth Subdivision.**—No engine heavier than F-1.

**Tenth Subdivision.**—All classes except Q, T, W, X, Y, and Z.

**Eleventh Subdivision.**—No engine heavier than F-1.

**Twelfth Subdivision.**—No engine heavier than F-1.

**Thirteenth Subdivision.**—No engine heavier than F-1.

**TONNAGE RATING—ENGINES OF O.-W. R. & N. CO. BETWEEN SEATTLE AND PORTLAND.**

Rating of Locomotives in Tons of 2000 Pounds

CLASSIFICATION	Engine Numbers	EAST BOUND								WEST BOUND				
		Portland to Kalama	Kalama to Olequa	Olequa to Winlock	Winlock to Napavine	Centralia to Rainier	Rainier to So. Tacoma	Tacoma to Seattle	Seattle to Tacoma Jct	Tacoma to So. Tacoma	So. Tacoma to Centralia	Centralia to Napavine	Napavine to Portland	
T-63 $\frac{20}{24}$ 113...	136-146.....	1580	1200	990	720	790	1120	1280	1280	315	900	655	1580	
	170-207.....	1900	1440	1190	870	960	1310	1540	1540	370	1080	800	1900	
T-69 $\frac{22}{28}$ 159...	250-305.....	2200	1680	1380	1000	1110	1560	1790	1790	440	1250	900	2200	
C-57 $\frac{15\frac{1}{2} \times 26}{30}$ 176...	330-349.....	2335	1790	1475	1075	1190	1680	1900	1900	500	1335	985	2335	
C-57 $\frac{22}{30}$ 187...	350-400.....	2940	2250	1860	1360	1490	2120	2380	2380	560	1680	1220	2940	
Mik-57 $\frac{23\frac{3}{4}}{30}$ 208...	500-540.....	3100	2340	1930	1450	1550	2200	2490	2490	580	1700	1250	3100	
M-63 $\frac{20}{28}$ 147...	C. R. Y. y P. 504-526.	2050	1550	1300	940	1035	1500	1710	1710	400	1150	840	2050	
T-57 $\frac{20}{26}$ 132...	720-727.....													
P-77 $\frac{25}{28}$ 170...	208-209.....	2500	1900	1550	1160	1280	1800	2000	2000	500	1420	1050	2500	
S-55 $\frac{19}{26}$ 130...	39-42.....									380				

These ratings include 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.

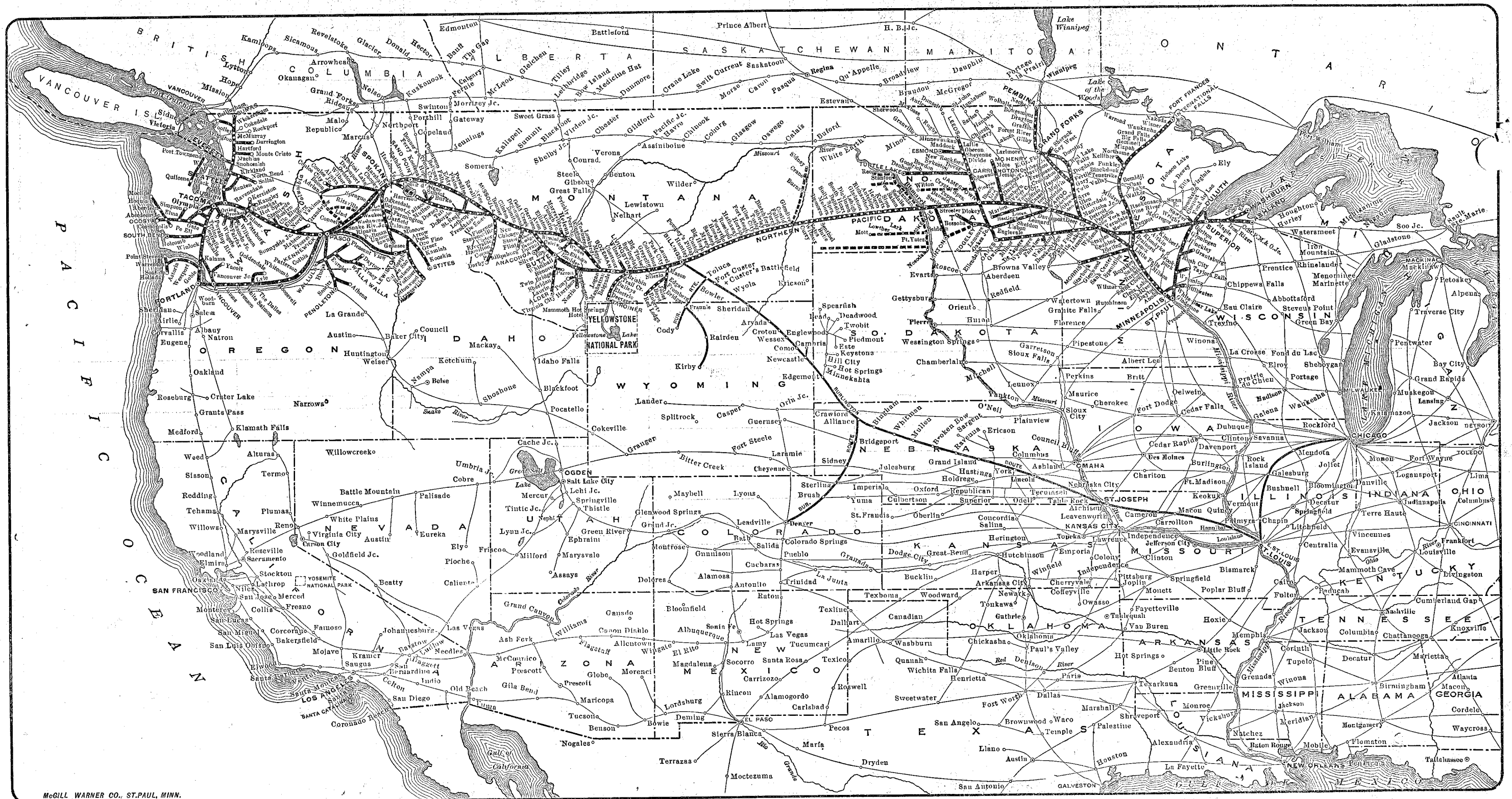
**CLASS**

- "E" —Eight Wheelers
- "A" —Atlantic Type
- "P" —Pacific Type
- "T" —Ten Wheelers
- "M" —Moguls
- "Mik" —Mikado
- "C" —Consolidation Engines
- "TW" —Twelve Wheelers

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





McGILL WARNER CO., ST. PAUL, MINN.

**AUTHORIZED SURGEONS, G. N. RY. CO.**  
DR. J. A. LA GASA, Tacoma

**J. S. DEAN,**  
Train Master, Tacoma

**J. F. ALSIP,**  
Chief Dispatcher, Tacoma