

# **NORTHERN PACIFIC RAILWAY COMPANY.**

## **TACOMA DIVISION**

# **TIME 380 TABLE**

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

**SUNDAY, June 22, 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**

THIRD CLASS.				SECOND CLASS				Time Table 38C Succeeding No. 38B June 22, 1913.	FIRST CLASS.																
973	963	997	965	591	589	691	679		355	363	301	361	321	307	357	391	311	369	333	365	359	313	323	393	
EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
Nor. Pac. Way Freight	Nor. Pac. Way Freight	Gt. Nor. Way Freight	Nor. Pac. Way Freight	Nor. Pac. Mixed	Nor. Pac. Mixed	O.-W. R. & N. Freight	Nor. Pac. Freight	Station Numbers	Distance from Tacoma Wharf	Gt. Nor.	O.-W. R. & N. Portland Express	Nor. Pac. Portland Express	O.-W. R. & N. Portland Passenger	Nor. Pac. Grays Harbor Limited	Nor. Pac. Portland Passenger	Gt. Nor.	Nor. Pac. South Bend Passenger	O.-W. R. & N. Shasta Limited	O.-W. R. & N. Ore-Wash Express	Nor. Pac. Evergreen State Limited	Nor. Pac. Grays Harbor Passenger	Gt. Nor.	Nor. Pac. Portland Special	Nor. Pac. Grays Harbor Express	Nor. Pac. South Bend Limited
L 5.00AM	L 4.50AM	L 7.00AM				L 9.30PM	L 9.00PM	1977	1.4	L 12.01AM	L 12.45AM	L 1.40AM	L 8.55AM	L 9.00AM	L 9.85AM	L 11.80AM		L 12.50PM	L 1.10PM	L 1.40PM	L 1.50PM	L 5.05PM	L 5.45PM	L 6.00PM	

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

Time	973	963	997	965	591	589	691	679	Station	Time	355	363	301	361	321	307	357	391	311	369	333	365	359	313	323	393
5.45 360		5.15	7.45				10.00 356	9.45 356	1981 SU SOUTH TACOMA DN 3.7	5.9	12.15	1.00	1.55	9.09	9.15	9.50	11.44 964		1.04	1.24 362	1.55	2.05	5.19	5.59	6.15	
6.00	5.30 360	5.35	A 8.00AM				10.15	10.00	1985 VA...LAKEVIEW... D 9.6	9.6	12.28	1.07	2.08	9.14	A 9.20AM	9.56	11.50AM 366		1.10 362	1.80	2.05 966	A 2.15PM 358 966	5.25	6.04	A 6.28PM	
6.15	5.55	See page 3					10.35	10.15	1990 HI...HILLHURST... D 14.6	14.6	12.32	1.16	2.10	9.22	See page 3	10.04	12.03PM 308		1.17	1.88	2.17 998 358	See page 3	5.32	6.11	See page 3	
7.00	6.15						10.55	10.38	1996 RY...ROY... DN 20.6	20.6	12.45	1.80	2.21 680	9.33 964		10.15 964	12.15		1.25 998	1.49 998	2.80		5.42	6.20 370		
7.25	6.30						11.15	10.44	2002 YA...YELM... D 26.1	26.1	12.55	1.40 680	2.31 692	9.48		10.24	12.25 998		1.38	1.58 358	2.40 314		5.50	6.29		
8.10 964	6.50						11.35	11.05	2007 RA...RAINIER... DN 31.5	31.5	1.05 680	1.50	2.41	9.54		10.34	12.36 362		1.42 358	2.10	2.50		5.58 370	6.40 312		
8.30	7.05						11.50PM	11.19	2011 JS...McINTOSH... D 35.8	35.8	1.18	1.58 692	2.48	10.02		10.42	12.47		1.48	2.18 314	2.58		6.08	6.50		
9.00	7.20 964	7.45					12.01AM 680	11.81	2015 NO...TENINO... DN 40.4	40.4	1.23 692	2.05	2.55	10.09		10.52 998 308	12.57		1.56 314	2.27	3.08		6.09 312	7.00		
9.20	8.00						12.10	11.41PM	2020 BU...BUCODA... D 43.8	43.8	1.30	2.13	3.00	10.14		10.57	1.05		2.01	2.88	3.10		6.14	7.08		
L 5.80AM	A 10.00AM	8.20 9.00					12.30 1.00	12.05AM 12.30	2025 WABASH... P 48.9	48.9																
6.00	9.30						1.15	12.45	2027 CN...CENTRALIA... DN 50.7	50.7	1.45	2.30	3.15	10.29		11.15	1.28	L 11.45AM	2.15	2.48	3.25		6.27	7.30	L 8.00PM	
									2031 CH...CHEHALIS... DN 54.8	54.8	2.00	2.40	3.25	10.40		11.25	1.35	12.01PM	2.25	3.00	3.85		6.37	7.40	8.10	
									2032 ...CHEHALIS JCT... P 55.8	55.8								A 12.05PM					6.40 394		A 8.15PM	
7.00	10.10						1.55	1.15	2038 NA...NAPAVINE... D 62.2	62.2	2.20	3.00	3.45	11.00		11.40	1.55	See page 6	2.45	3.20	3.55		6.55	7.55	See page 6	
8.00	10.40						2.10	1.80	2044 WI...WINLOCK... D 68.5	68.5	2.35	3.15	4.00	11.18		11.52AM	2.08		2.55	3.38	4.07		7.06	8.05		
8.30	11.02						2.25	2.07	2050 PN...VADER... DN 74.9	74.9	2.52	3.31	4.14	11.26		12.05PM	2.20		3.05	3.45	4.20		7.17	8.15		
9.00	11.10						2.35	2.15	2053 ...OLEQUA... 77.6	77.6	3.00	3.87	4.20	11.38		12.09	2.26		3.10	3.50	4.25		7.28	8.19		
10.15	11.35AM 12.45PM 361 307						3.00 4.58 355 363 301	2.42	2060 CA...CASTLE ROCK... DN 84.4	84.4	3.20 691	3.55 691	4.35 691	11.45AM 997		12.25 997	2.40		3.25	4.08	4.87		7.40	8.32		
10.35	1.00						5.15	2.55	2066 ...OSTRANDER... 90.7	90.7	3.37	4.12	4.49	12.01PM		12.38	2.52		3.36	4.20	4.48		7.55	8.42		
11.30	1.30						5.25	3.02	2071 KS...KELSO... D 94.4	94.4	3.45	4.21	4.58	12.09		12.48	3.00		3.48	4.30	4.58		8.08	8.48		
11.45	1.45						5.40	3.18	2077 ...CARROLLS... 100.1	100.1	4.00	4.87	5.10	12.19		12.58	3.12		3.50	4.40	5.05		8.15	8.56		
11.55AM 12.45PM 361	2.10						5.55	3.35	2081 KA...KALAMA... DN 104.5	104.5	4.15	4.50	5.20	12.30 973		1.05	3.20		4.00	4.55	5.15		8.25	9.04		
1.00	2.20						6.06	4.00	Cx 4...MARTIN'S BLUFF... 108.8	108.8	4.25	5.01	5.81	12.39		1.15	3.28		4.08	5.05	5.23		8.35	9.18		
1.15 1.35	2.40						6.20	4.15	Cx 9WD...WOODLAND... D 113.6	113.6	4.36	5.11	5.40	12.49		1.25 973	3.38		4.18	5.16	5.38		8.45	9.22		
1.55	3.05						6.35	4.31	Cx 15RQ...RIDGEFIELD... D 119.6	119.6	4.49	5.26	5.52	1.00		1.37	3.49		4.30	5.28	5.45		8.58	9.32		
2.10	3.25						6.50	4.46	Cx 21...KNAPPS... 125.2	125.2	5.02	5.40	6.08	1.10		1.48	3.59		4.41	5.40	5.55		9.12	9.41		
2.25	3.35						6.56	4.52	Cx 23...FELIDA... P 127.5	127.5	5.08	5.45	6.18	1.15		1.58	4.04		4.45	5.45	6.00		9.17	9.45		
2.35	3.45						7.05	5.00	Cx 25...VANCOUVER JCT... P 130.3	130.3	5.15	5.50	6.20	1.20		1.58	4.08		4.50	5.50	6.05		9.25	9.50		
A 2.50PM	A 4.00PM						7.15AM	5.15 6.45	Cx 29 MX...VANCOUVER... DN 133.4	133.4	5.25AM 679	6.00AM	6.80	A 1.27PM		2.10	A 4.15PM		A 4.59PM	A 5.58PM	6.15		A 9.35PM	9.55		

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

EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	DAILY	DAILY	DAILY	Station	Time	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
9.20	5.00	11.10	1.00	.15	.13	9.45	9.45	2121 VC...PORTLAND... DN 143.4	143.4	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	Time Over Subdivision		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	
								Average Speed per Hour																	

**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), and station names (TACOMA, PORTLAND, 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 TACOMA, LAKEVIEW, HILLHURST, YELM, RAINIER, McINTOSH, TENINO, BUCODA, WABASH, CENTRALIA, CHEHALIS, NAPAVINE, WINLOCK, VADER, OLBQUA, CASTLE ROCK, OSTRANDER, KELSO, CARROLLS, KALAMA, MARTINS BLUFF, WOODLAND, RIDGEFIELD, KNAPPS, FELIDA, VANCOUVER JCT., and 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, including columns for DAILY, EXCEPT SUNDAY, and EXCEPT MONDAY, with numerical values for time and speed.

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

SECOND SUBDIVISION (GRAY'S HARBOR LINE)

Time Table No. 38C Succeeding No. 38B June 22, 1913

STATIONS Telegraph Offices and Calls

Main table with columns for Station Numbers, Distance from Lakeview, Car Capacity, and train classes (First Class, Second Class, Third Class) with various service codes and times.

Double Track.—Between Aberdeen and Hoquiam, except single track between the passenger station at Hoquiam, and the double track switch located just east of Hoquiam River draw bridge, three-quarters (3/4) of a mile east of Hoquiam. See page 6 for Special Rules governing. EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SEE SPECIAL RULES, PAGE 8.

Eastward

SECOND SUBDIVISION  
GRAY'S HARBOR LINE

Time Table No. 38C  
Succeeding No. 38B  
June 22, 1913

STATIONS. Telegraph Offices and Calls	Distance from Moclips	FIRST CLASS												SECOND CLASS.					THIRD CLASS				
		372	366	380	276	244	352	190	324	300	322	320	278	586	588	694	698	696	978	968	962	966	
		O-WRR&N Passenger	Nor. Pac. Passenger	C.M.&St.P. Passenger	Nor. Pac. Passenger	O-WRR&N Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	Nor. Pac. Passenger	C.M.&St.P. Passenger	Nor. Pac. Passenger	O-WRR&N Passenger	O-WRR&N Passenger	Nor. Pac. Mixed	Nor. Pac. Mixed	Nor. Pac. Freight	C.M.&St.P. Freight	O-WRR&N Way Frt.	C.M.&St.P. Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.	Nor. Pac. Way Frt.
LAKEVIEW DN 2.3	115.6		A 11.51AM																				A 2.00PM s 365
COUNTRY CLUB 0.6	113.3		f 11.48																				
AMERICAN LAKE 1.4	112.7		f 11.47																				f 1.50
COSGROVE 3.7	111.3		f 11.45																				f 1.45
DU PONT 4.5	107.6		s 11.41																				s 8.85
SHERLOCK 3.1	103.1		s 11.27																				f 7.42
COYLESTON 2.3	100.		11.20 965 966																				s 8.17
UNION MILL 1.6	97.7		s 11.15																				s 7.27
LACEY 5.0	96.1		s 11.12																				f 8.10
OLYMPIA 0.7	91.1		s 11.00																				s 8.05
PT. TOWNSEND SOUTHERN C'G. 4.7 (Track Connection)	90.4																						s 7.15
BELMORE 3.5	85.7		f 10.40 321																				s 3.00 365
OVERTON 3.0	82.2		f 10.38																				s 7.12 323
LITTLE ROCK 1.3	79.2		s 10.28																				s 2.45
BORDEAUX JUNCTION 1.9	77.9		10.24																				s 7.00
MIMA 4.1	76.0		f 10.22																				s 2.05 s 2.00
GATE 4.9	71.9		10.15 s 10.10																				s 6.19 s 6.14
OAKVILLE 6.9	67.0		s 10.00 967																				s 6.19 s 6.14
LYTLE 1.1	60.1		9.46																				s 2.29
PORTER 1.5	59.0		s 9.44																				s 2.24
MALONE 5.0	57.5		f 9.37																				s 2.19
ELMA 2.5	52.5		s 9.27																				s 2.16
MACKS 1.2	50.0		f 9.19																				s 2.14
SATSOP 5.6	48.8		s 9.16																				s 6.27
MONTESANO 8.6	43.2		s 9.02																				s 6.88
ABERDEEN JCT 3.1	34.6		s 8.43 399																				f 6.88
ABERDEEN 3.5	31.5		A 8.05AM s 8.35 351																				s 6.80
HOQUIAM 3.3	28.0		L 7.50AM s 8.25 587 380																				s 6.80
GRAY'S HARBOR CITY 4.7	24.1		f 8.02																				s 6.80
GRAY GABLES 1.4	20.0		f 7.49																				s 6.80
CHENOIS CREEK 3.2	18.6		f 7.41																				s 6.80
TULIPS 3.2	15.4		f 7.35																				s 6.80
COPALIS CROSSING 4.3	12.2		f 7.28																				s 6.80
ONSLow 1.8	7.9		f 7.10																				s 6.80
STEARNSVILLE 1.9	6.1		s 7.05																				s 6.80
ALOHA 1.8	4.2		f 6.57																				s 6.80
PACIFIC 1.4	2.4		s 6.51																				s 6.80
SUNSET BEACH 1.0	1.0		f 6.48																				s 6.80
MOCLIPS 0.0	0.0		L 6.45AM																				s 6.80
Time Over Subdivision		.15	5.06	.10	1.00	10.	1.00	.20	3.40	12.	4.50	10.	15.	.15	3.00	3.10	.20	.25	.20	5.10	2.25	5.00	
Average Speed per Hour		14.0	22.6	20.0	24.5	20.	24.5	14.	23.9	14.0	24.0	20.	14.0	12.04	10.3	13.8	10.5	8.3	10.5	8.5	10.0	4.8	

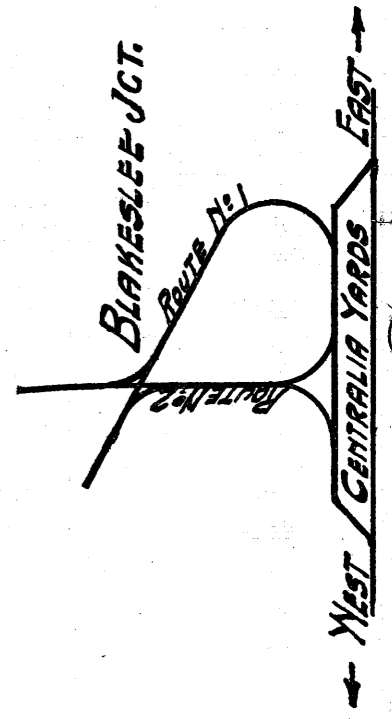
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Registering Stations.—Lakeview, Olympia, Gate, Elma, Aberdeen Junction, Aberdeen, Hoquiam and Moclips.

SEE SPECIAL RULES, PAGE 8

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must never be exceeded.

Westward									THIRD SUBDIVISION (GATE LINE)										Eastward						
THIRD CLASS	SECOND CLASS		FIRST CLASS.						Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Centralia	Time Table No. 38C Succeeding No. 38B June 22, 1913.						Distance from Gate	Car Capacity of Sidings	FIRST CLASS.			SECOND CLASS		THIRD CLASS
967	695	693	387	385	389	383	381	277				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	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	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 3.25PM 384	L 12.05PM	L 10.45AM	L 9.30AM	L 8.00AM	WC 2027	0.0	CN.....CENTRALIA.....DN 1.5	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 11.80PM	A 2.30PM			
7.29	A 8.30AM	1.59	7.87	8.30	A 12.10PM	10.49	9.37	A 8.07AM		1.5	BLAKESLEE JUNCTION..... O-W. R. & N. CO. CROSSING... Track Connection .1	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	7.88	8.31		10.50 382	9.38			1.6	BLAKESLEE..... 4.2	11.4				10.50 383	2.51	6.48	8.47		11.05	s 2.20			
s 7.55		2.15	s 7.45	s 8.39		s 10.58	f 9.48		CK 51	5.8	GRAND MOUND..... 4.2	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 8.47		s 11.08	f 9.58		CK 47	10.0	RH.....ROCHESTER.....D 6.5	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	2.5													
A 8.35AM		A 8.00AM	A 8.05PM 388	A 4.00PM		A 11.15AM	A 10.10AM		WY CK 44	13.0	HK.....GATE.....D	0.0	50			L 10.20AM	A 2.15PM	L 6.15PM	L 8.20PM 387		L 10.80PM	L 1.80PM			
EXCEPT SUNDAY	EXCEPT MONDAY	EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EXCEPT SUNDAY	EXCEPT SUNDAY	EXCEPT MONDAY			
2.05	.10	1.20	.40	.35	.10	.30	.40	.7						.11	.10	.40	.40	.40	.35	.10	.55	1.00			
5.0	.9	9.7	19.5	20.1	.9	26.0	19.5	.10						.9	.9	19.5	19.5	19.5	22.3	.9	14.1	13.0			
										Time Over Subdivision															
										Average Speed per Hour															



**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 3,300 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 forty-five miles per hour. 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					Water, Fuel, Scales, Turntables & Wyes	Station Numbers	Distance from Aberdeen Jct., via Cosmopolis	Time Table No. 38C Succeeding No. 38B June 22, 1913.				Distance from Bay City, via Cosmopolis	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS		
583	581	189	187	185	183	181				182	184	186	188			582	584					
Mixed	Mixed	Conn. with No. 365	Conn. with No. 321	Conn. with Moclips Spl.	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	Mixed	Mixed						
Wednesday Only	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	SUNDAY ONLY	EXCEPT SUNDAY	Wednesday Only						
	L 1.15PM	L 8.20PM	L 5.45PM	L 5.00PM 186	L 12.45PM	L 8.10AM	Y	CM 37	0.0	ABERDEEN JCT..... 0.8	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..... 0.6	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.						CR 1	1.4		COSMOPOLIS JCT..... 1.6	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					W	CG 2	3.0	MP.....COSMOPOLIS.....D 1.6	18.7	90	6.40	8.30	4.40	7.10	L 7.30AM	A 12.15PM				
	9.50		8.25	5.50	5.05	12.50	8.15		4.6	COSMOPOLIS JCT..... 1.1	17.1	No Sdg.	f 6.35	s 8.25	s 4.35	s 7.05	f 12.10					
	f 9.55		s 8.30	s 5.55	s 5.10	s 12.55	s 8.20		5.7	SOUTH ABERDEEN..... 10.5	16.0	90	f 6.35	s 8.25	s 4.35	s 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..... 2.5	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..... 3.0	3.0	10	L 6.00AM	s 7.48	s 3.53 s 8.48	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						.45	1.00	1.10	1.10	.15	1.10				
	6.15	12.0	18.0	18.0	18.0	18.0	18.0						17.2	18.0	17.2	17.2	12.0	16.5				
										Time Over Subdivision												
										Average Speed per Hour												

**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, 1/2 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.  
Trains will not exceed 25 miles per hour on Fourth Subdivision.

Westward

FIFTH SUBDIVISION (YACOLT BRANCH)

Eastward

SECOND CLASS

591 589

Mixed Mixed

EXCEPT SUNDAY DAILY

L 12.30PM L 6.00AM

f 1.00 f 6.14

s 1.20 s 6.19

s 1.40 s 6.24

s 2.10 s 6.35

s 2.40 s 6.50

f 2.45 f 6.54

f 2.50 f 6.57

f 3.00 f 7.00

f 3.20 f 7.05

A 8.35PM A 7.10AM

EX. SUN. DAILY

2.05 1.10

9.0 13.5

Water, Fuel, Scales, Turntables & Wyes

Station Numbers

Distance from Yacolt

Time Table No. 38C

Succeeding No 38B June 22, 1913.

STATIONS.

Telegraph Offices and Calls

YC... YACOLT..... D 27.2

.....WALL..... 20.6

.....HEISON..... 19.2

.....CRAWFORD..... 17.4

BA.....BATTLE GROUND..... D 14.4

.....BRUSH PRAIRIE..... 10.2

.....LAURIN..... 8.6

.....HOMAN..... 7.1

.....BARBERTON..... 6.1

.....HIDDEN..... 3.1

.....VANCOUVER JCT..... P 0.0

Time Over Subdivision

Average Speed per Hour

SECOND CLASS

590 592

Mixed Mixed

EXCEPT SUNDAY DAILY

A 11.00AM A 6.40PM

f 10.80 f 6.18

s 10.20 s 6.18

s 9.50 s 6.06

s 9.30 s 5.56

s 8.50 s 5.46

f 8.85 f 5.40

f 8.82 f 5.36

f 8.80 f 5.30

f 8.20 f 5.22

L 8.10AM L 5.10PM

EX. SUN. DAILY

1.50 1.30

9.00 18.1

Westward

SEVENTH SUBDIVISION (SOUTH BEND BRANCH)

Eastward

THIRD CLASS.

969

Freight

See page 1

EXCEPT SUNDAY

L 6.45AM

s 7.05

s 7.15

f 7.25

s 7.55

s 8.45

s 8.50

s 9.05

s 10.15

s 11.30AM

s 12.05PM

s 12.80

f 12.50

s 1.25

f 1.85

s 1.45

f 2.03

f 2.40

f 3.00

s 3.80

A 3.45PM

EXCEPT SUNDAY

9.00

6.8

FIRST CLASS.

393 391

Passenger Passenger

See page 1 See page 1

DAILY DAILY

L 8.15PM L 12.05PM

s 8.25 s 12.15

s 8.29 s 12.19

f 8.35 f 12.25

f 8.44 f 12.33

s 9.00 s 12.50

s 9.05 s 12.54

s 9.19 s 1.10

s 9.25 s 1.16

s 9.38 s 1.23

f 1.25 s 1.55

f 1.85 s 1.59

s 2.08 s 2.08

s 2.13

s 2.26 s 2.28

s 2.40 s 2.35

s 2.45 s 2.45

s 2.40 s 2.45

s 2.40 s 2.45

s 2.40 s 2.45

s 2.40 s 2.45

s 2.40 s 2.45

s 2.40 s 2.45

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s 2.40 s 2.45

s 2.40 s 2.45

s 2.40 s 2.45

s 2.40 s 2.45

s 2.40 s 2.45

s 2.40 s 2.45

Water, Fuel, Scales, Tables and Wyes

Station Numbers

Distance from Chehalis Junction

Time Table No. 38C

Succeeding No. 38B June 22, 1913.

STATIONS.

Telegraph Offices and Calls

.....CHEHALIS JCT..... 0.0

.....LITTELL..... D 53.1

.....ADNA..... 51.8

.....BUNKER..... 49.3

.....CERES..... 46.4

.....LUEBINGHAUS R. R. CROSSING..... 40.3

.....DRYAD..... D 40.2

.....DOTY..... D 38.9

.....PE ELL..... D 34.2

.....McCORMICK R. R. CROSSING..... 32.8

.....McCORMICK..... 32.2

.....WALVILLE..... 30.4

.....WALVILLE R. R. CROSSING..... 29.2

.....PLUVIUS..... 27.6

.....FRANCES..... D 21.2

.....GLOBE..... 19.9

.....LEBAM..... D 18.5

.....HOLCOMB..... 14.2

.....MENLO..... 10.0

.....WILLAPA..... 6.0

.....RAYMOND..... D 3.4

.....SOUTH BEND..... D 0.0

Time Over Subdivision

Average Speed per Hour

Distance from South Bend

Car Capacity of Sidings

FIRST CLASS.

392 394

Passenger Passenger

See page 2 See page 2

DAILY DAILY

A 9.40AM A 6.52PM

s 9.26 s 6.44

s 9.21 s 6.40

f 9.12 f 6.33

s 9.06 f 6.27

s 8.50 s 6.12

s 8.45 s 6.08

s 8.35 s 5.55

f 8.21 s 5.48

f 8.16 s 5.42

f 8.07 f 5.35

s 7.45 s 5.18

f 7.39 f 5.08

s 7.36 s 5.05

s 7.24 s 4.55

s 7.18 s 4.45

s 7.02 s 4.35

s 6.57 s 4.30

L 6.45AM L 4.20PM

DAILY DAILY

2.55 2.40

19.3 21.2

8.05 6.9

EXCEPT SUNDAY

11.30AM

12.40

1.00

1.30AM

1.30AM

1.30AM

1.30AM

1.30AM

1.30AM

1.30AM

1.30AM

1.30AM

1.30AM

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. Registering Stations—Yacolt and Vancouver Junction. Bulletin Stations—Vancouver and Yacolt. Standard Clocks—Vancouver. Yard Limit Sign—Yacolt. Derail Switches.—Vancouver Junction—East leg of wye 135 feet from the Yacolt end of the wye switch. Crusher, Smith's spur—Yacolt, north leg of wye, switch normal position for north leg of wye. Trains from Fifth Sub-Division must ascertain 1st. Sub-Division Rights before occupying main line at Vancouver Junction. Nos. 589, 590, 591 and 592 will stop on flag at Lucia, Moulton and Crusher for passengers.

Westward

SIXTH SUBDIVISION (ELMA BRANCH)

Eastward

FIRST CLASS

353 351

Passenger Passenger

DAILY DAILY

L 4.10PM L 6.45AM

4.15 6.50

s 4.25 s 7.00

s 4.28 s 7.08

A 4.40PM A 7.15AM

DAILY DAILY

.30 .30

16.6 16.6

Water, Fuel, Scales, Turntables and Wyes

Station Numbers

Distance from Simpson

Time Table No. 38C

Succeeding No. 38B June 22, 1913

STATIONS.

Telegraph Offices and Calls

.....SIMPSON..... 11.6

.....SMITH..... 10.4

.....HILLGROVE..... 9.3

.....McCLEARY JUNCTION..... 9.1

.....McCLEARY..... 8.3

.....McCLEARY JUNCTION..... 7.5

.....RAYVILLE..... 4.9

.....WHITE'S..... 4.0

.....ELMA..... D 0.0

Time Over Subdivision

Average Speed per Hour

FIRST CLASS

352 354

Passenger Passenger

DAILY DAILY

A 1.05PM A 6.20PM

1.00 6.15

s 12.55 s 6.07

s 12.52 s 6.02

L 12.40PM L 5.50

DAILY DAILY

.25 .30

17.0 16.6

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

Register Station.—Chehalis and South Bend. Standard Clock.—Centralia. Bulletin Stations.—South Bend. Derailing Switches.—Bunker, Meskill (East end), Mays, Lebam (mill spur), Nallpee (log spur), Green Creek Spur and Wheaton. Yard Limit Sign.—Chehalis Junction, Raymond and South Bend. Maximum speed of passenger trains forty-five miles per hour. Trains will not exceed 35 miles per hour between Frances and Pe Ell. This limit must never be exceeded. Maximum Grade.—Between Frances and Pe Ell. Helper District.—Between Frances and Pe Ell. Trains will stop 400 feet from draw span over South Fork of Willapa River, at Raymond. Will not proceed until draw is known to be closed. No. 391, No. 392, No. 393 and No. 394, will stop on flag at Meskill, Nallpee, and make regular stop at Ashlock. The double heading of engines over the Chehalis river bridge between Pe Ell and McCormick is prohibited.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. Registering Stations.—Elma and McCleary. Bulletin Station.—Elma. Switch in main track just above head switch leading to siding at Simpson, must be set to act as derail. Trains will not exceed thirty miles per hour on Sixth Subdivision. No. 352 will connect with No. 321 at Elma. Trains from Sixth Subdivision will ascertain Second Subdivision main line rights before occupying main line at Elma. No. 351, No. 352, No. 353 and No. 354 will stop on flag at Church's Crossing. Freight trains authorized to carry adult male passengers when provided with proper transportation, Elma Log Train, between Elma and end of track.

Westward EIGHTH SUBDIVISION (BUCKLEY LINE) Eastward

Table with columns for Third Class (971), First Class (397, 367, 395), and Time Table No. 38C. Includes station names like Kanaskat and Tacoma Wharf.

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

Main table for the Eighth Subdivision with columns for time, station names (Palmer, Bayne, Cumberland, Navy, Veazie, Enumclaw, Buckley, Cascade Jct, South Prairie, Broomfield, Crocker, Orting, McMillin, Alderton, Meeker), and distance from Kanaskat.

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

Table for the segment between Meeker and Tacoma, showing times for Tacoma and Tacoma Wharf, and average speed per hour.

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—Palmer Junction, Rose Marshall Coal Company's Spur...

Westward NINTH SUBDIVISION (GREEN RIVER BRANCH) Eastward

Table with columns for Second Class (579), First Class (395), and Time Table No. 38C. Includes station names like KERRISTON, HEMLOCK, BARNESTON, KANGLEY JCT, SELLECK, KANGLEY JCT, and KANASKAT.

Table for the segment between Meeker and Tacoma, showing times for Tacoma and Tacoma Wharf, and average speed per hour.

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, Dickey-Angel, spur. Hemlock, west end of siding. Kerriston, main line, 1,200 feet west of Mile Post 13. See Special Rules, page 10.

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.



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. 38C, Succeeding No. 38B, June 22, 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.—Burnett, west end of siding, Black Carbon, Coal Company's spur, Spiketown, west end of siding, and main line, 100 feet east of station platform.

Westward TWELFTH SUBDIVISION (ORTING BRANCH) Eastward

Table with columns for Time Table No. 38C, Succeeding No. 38B, June 22, 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

Registering Station.—Orting. Derail Switch.—400 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 THIRTEENTH SUBDIVISION (CROCKER BRANCH) Eastward

Table with columns for Time Table No. 38C, Succeeding No. 38B, June 22, 1913. Stations: WINGATE, CROCKER.

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

Registering Station.—Crocker. Derail Switches.—At Crocker. Wingate, west end of siding. Morse Spur. See Special Rules Page 10. Maximum Grades.—Crocker to Wingate. Restricted Clearance.—Wingate, Coke and Coal Bunkers, side and over-head.

Westward ELEVENTH SUBDIVISION (WILKESON BRANCH) Eastward

Table with columns for Third Class (981), First Class (297, 377), and First Class (378, 298, 982). Includes Time Table No. 38C, Succeeding No. 38B, June 22, 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.

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; Fairfax, on Montezuma line, 2,500 feet east of depot.

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

Switching Limits.—Signs indicate territory within which switching will be performed by yard crews. Switch engines going beyond yard limit boards must secure train rights. Yard Limit Signs.—Olympia, Gate, Aberdeen Jct., Aberdeen. "In Aberdeen passenger station yard limits all trains yard engines and light engines will move under control. Under control means to be able to stop within the distance the track can be seen to be clear."

**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	60	2000	60	1400	47	1200	40	1175	39	1175	39	1050	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 Moclips.**—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.

**Eight 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 $\frac{23\frac{1}{4}}{30}$ 208...	500-540.....	3100	2340	1930	1450	1550	2200	2490	2490	580	1700	1250	3100
M-63 $\frac{20}{28}$ 147...	G. 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.

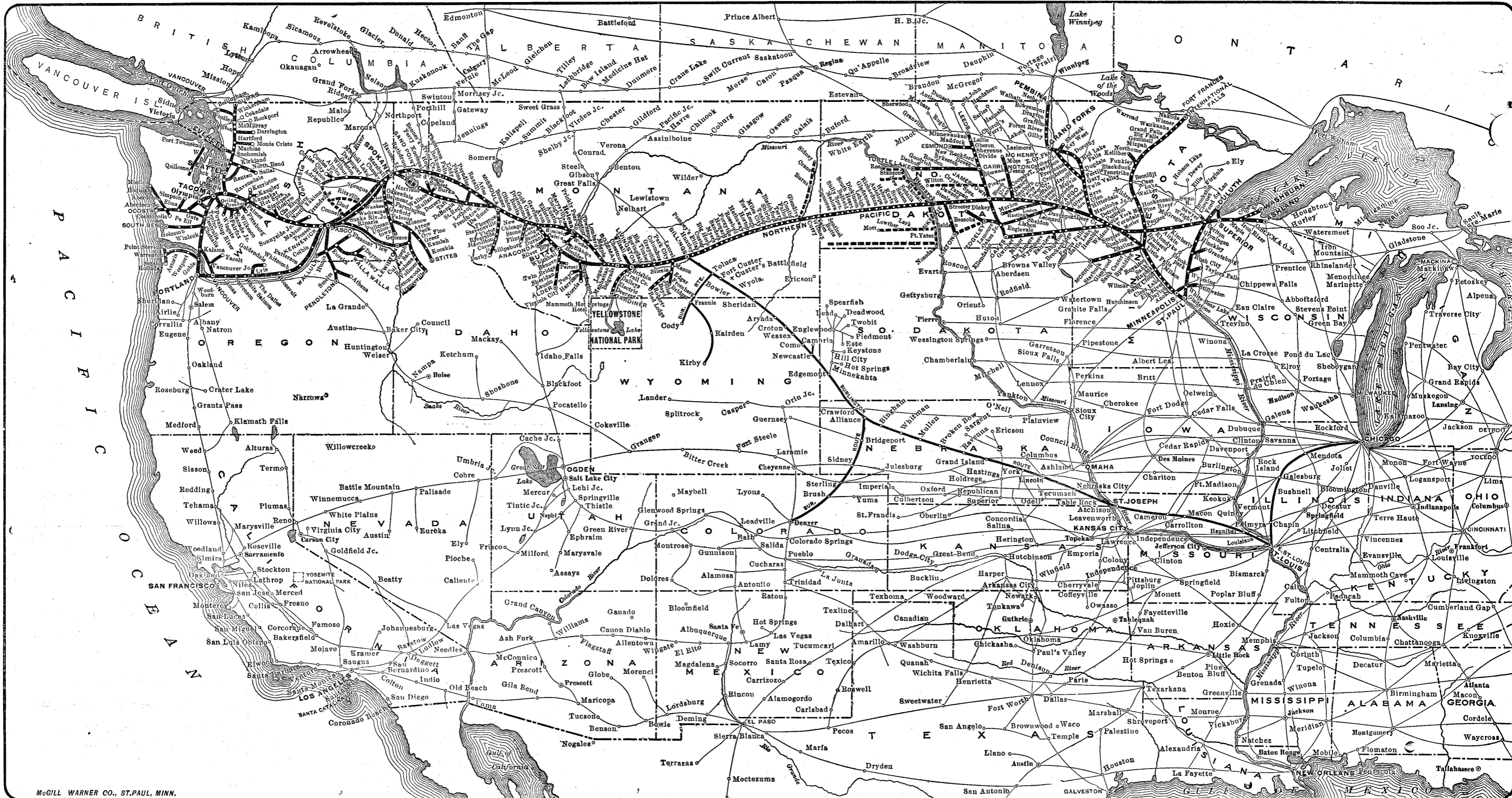
**CLASS**

- "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