

READ CAREFULLY—IMPORTANT CHANGES HAVE BEEN MADE WHICH MUST
BE UNDERSTOOD ALIKE BY ALL

Pacific Coast Railroad Co.

20

TIME TABLE

20

Taking Effect Sunday, October 23rd, 1921, at 12:01 o'Clock A. M.

(UNITED STATES STANDARD PACIFIC TIME)

This Time Table is for the government and information of Employees only. The Company reserves the right to vary therefrom as circumstances may require. Destroy all Time Tables of previous date.

E. C. WARD,
President

N. D. MOORE,
Vice President

G. W. MERTENS,
Superintendent

E. L. DEAN,
Ass't Superintendent

Double track between Spokane St. and Newcastle Branch Jct. Renton. Trains must keep to right unless otherwise instructed by train order. Switch at Renton will be kept set and locked for Eastward track.

EASTWARD										MAIN LINE									
FIRST CLASS										TIME TABLE No. 20									
										October 23, 1921									
										STATIONS									
										Railroad Crossings									
										Seattle (Main St.)									
										N. P.—O. W. R. & N.—C. M. & St. P. Crossings, Atlantic St.									
										Spokane St.									
										N. P. Crossing									
										Argo									
										N. P.—O. W. R. & N. Crossings and Slip Crossing									
										Van Asselt									
										Black River (Telegraph office)									
										O. W. R. & N. Crossing									
										Renton									
										N. P. Crossing									
										Maplewood Farm									
										Elliott									
										Indian									
										Cedar Mountain									
										Maple Valley									
										(Special Rule 1)									
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Double track between Spokane St. and Newcastle Branch Jct. Renton. Trains must keep to right unless otherwise instructed by train order. Switch at Renton will be kept set and locked for Eastward track.

MAIN LINE																	WESTWARD
		TIME TABLE No. 20			FIRST CLASS												
		October 23, 1921															
		STATIONS															
		Railroad Crossings															

BLIND SIDINGS

NAME	Distance from Seattle Miles	LOCATION	CAPACITY IN CARS
C. & S. BREWERY—TRANSFER.....	3 7	Main Line (Eastward).....	25
UNION STOCK YARDS.....	4 2	" (Westward).....	3
EARLINGTON—TEAM TRACK.....	11 3	" (Eastward).....	6
EARLINGTON—S. F. & S. CO.....	11 3	" (Westward).....	20
CEDAR GROVE.....	20 6	".....	15
STEVENS.....	21 1	".....	2
SANDSTRUM.....	22 8	Black Diamond Branch.....	5
LAKE WILDERNESS No. 1 and No. 2.....	24 7	".....	2
LAKE SAWYER.....	26 3	".....	5
KUMMER BRANCH.....	31 9	".....	15
CANNON MINE.....	32 8	".....	20
NORTH RENTON CAR WORKS.....	33 2	Newcastle Branch.....	15
LAKE WASHINGTON BRANCH.....	33 1	".....	20
BRIQUEVILLE.....	33 9	Lake Washington Branch.....	46
LAKE WASHINGTON BUNKERS.....	34 4	".....	15
OIL SPUR FOR BRIQUEVILLE.....	34 0	Newcastle Branch.....	3
MAY CREEK.....	34 0	".....	3
PETERSONS.....	34 6	".....	2
CRAMER.....	34 6	Maple Valley Branch.....	3

Joint Track Yard Limit Boards are Located as Follows:

- West of Maple Valley.
- East and West of Renton.
- East and West of Black River.
- East of Argo, Yard Limits extend from this board to Seattle.
- Yard limit boards located on double tracks, cover all tracks.

Exclusive P. C. R. R. Yard Limit Boards are Located:

- Newcastle Branch—East of Renton, between Wye Switches.
- Lake Washington Branch—West of Briquetville.
- Maple Valley Branch—East of Maple Valley.
- Black Diamond Branch—East of Maple Valley.
- East and West of Hobart.
- West of Taylor.
- Black Diamond Branch—East of Maple Valley.
- East and West of Black Diamond.
- West of Pacosco.

