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

Pacific Coast Railroad Co. 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 Employes 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

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			1800 1800 1800 1800 1800	50 50 50 50 50 50 50 50 50 50 50 50 50 5	2	No. 28 PASSENGER Daily C. M. & St. P. 15	No. 104 PASSENGER Sunday only	DACCENCED	No. 102 PASSENGER Sunday only	No. 44 PASSENGER Daily C. M. & St. P.	No. 4 PASSENGER Daily except Sunday	No. 26 PASSENGER Daily C. M. & St. P. 17	No. 2 MIXED Daily Except! Sunday	No. 16 PASSENGE Daily C. M. & St. 1	Seattle	Oct S	ober 23, STATIOI	, 1921 NS			Capacity Passing Track	ty Capa Capa Sidir
2 2 2 2 Xp		1100		120		Make at	L 8.00	PM 03	L 5.00 PM		L 3.00 PM	7ex 30	L 10.05 A	1	0	N. P.—OW. R. & N.—C.	attle (Main M. & St. P. 2.0	St.) Crossings	p, Atlantic S	r) &		
		- 2			n y	From OW. R. & N.	8.08	From OW. R. & N.	5.08	OW. R. & N.	3.08	From OW. R. & N.	10.21	OW. R. & 1	2.0		Spekane Si N. P. Crossi 1.5			attle	Y	Yard
				DE PER	8 8 8 8	L 8.40 PM	s 812	L 7.50 PM	s 5.12	L 5.25 PM	s 3.12	L 12.25 PM	s 10.25	L 9.40	AM 3.5	N. P.—OW. R. &		ngs and Si	Slip Crossing	Yard Yard	-	T
	727 11 11	- E		s y		8.43	8.14	7.53	5.15	5.27	3.15	12.28	10.31	9.42	5.4	F	Van Assell		9 X			C
						A 8.53 PM	t 8.22	8.03	1 5.25	f 5.35	f 3.25	A 12.43 PM	10.43	9.50	9.7	Black R OW	iver (Telegr. R. & N. C 2,4	aph office Crossing	e)		Y	ard
	a - 2					C. M. & St. P.	s 8.30	s 8.11	A 5.35 PM	s 5.42	s 3.35	C. M. & St. P.	A 10.55	s 9.57	12.1		Renton N. P. Crossi 2.1				7	Yard
2		-	petiti:				f		To Newcastle Branch	f i	f	8 .	To Newcastle		14.2	N	laplewood F	arm		y r		T
2						×	f 8.39	- 8.19		f 5.50	1 3.45		Branch	10.05	15.5		Elllott 1.5			Yy e		
		201721				Ť.	f 8.42	8.22		1 5.54	1 3.49	- 1		10.09	17.	100	Indian 1.5		2	n wew a g	110	
green a se				3			f 8.47	8.25 PM A 8.35 PM	*	f 5.57	1 3.54 A 4.05 PM		e 2 e e	10.12	18.5 AM 22.3		edar Moun 3.8				40	
		3 2			П 10	7, 1		To C. M. & St. P.	z =	C. M. & St. P.				A 10.20 To C.M. & St.	-43	(Special Rule I)	Maple Vali	ley	e green	25 . E . K	2	Yar
STWARD FIRST CL	ASS No. 84			TIME '	TABLE No. 2	00	Water, Coal, NO	RST CLAS	westwai			T CLASS	NO. 4 MIXED aily except	41	T	AMOND BRANC IME TABLE No. 2 October 23, 1921 STATIONS Religned Crossings	Capacity Passing Track	y Car Canacit Siding	Water, Coal, Wye, Turn- tables, Scales	NO. 1	is in	_
	MIXED Daily except Sunday	Telegraph Calls and Offices D. Day N. Night	from Seattle	S	STATIONS road Crossings	Car Capacity Sidings	Turn- MI	KED Except day		_	S	unday only 8.58 PM L	aily except Sunday	D. Day N. Night MV DN	22,3	Turroug Crossings	90	24	Scales	Daily Except Sunday		_
	L 4.08 M		22.3	- °-	Maple Valley 1.4	90		45 AM	J. S	<u> </u>			2.00			Maple Valley 3.4	1					
	f 4.15					2011-012-10-10-10-10-10-10-10-10-10-10-10-10-10-	-				f	9.11 t	4.21 P	hone	25.7	Wilderness	A STATE OF THE STA	23.00		f 8.35	C 11	
			23.7	1 10	Atkinson 1.8	5	f 8.	34			2 22 2		100	hone hone	25.7	Wilderness 1.9 Henrys		35		f 8.35 f 8.28	-	
	1 4.25	- 51	25.3		1.8 Peacocks 0.8		f 8.	28			1	9.18	4.28 P			Wilderness 1.9 Henrys 2.9 Black Dlamond 1.6	Yard				-	
	f 4.25 s 4.30 A 5.00 P	Phone	25.3 25.9		1.8	12	f 8.				f s	9.18	4.28 P	hone D	27.6	Henrys 2,9 Black Dlamond	Yard			1 8.28		

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	100	55	TIME TABLE No. 20	Water		œ 1		× ,	= 11	20 ²	FI	RST CL	ASS		T CZ F 8				
Tele- graph Offices D. Day N. Night	Tele- graph Calls		October 23, 1921 STATIONS Railroad Crossings	Water Coal, Wye, Turn- table, Scales		NO. 1 PASSENGER Daily except	No. 17 PASSENGER Daily	No. 43 PASSENGER Daily	MIXED Daily except Sunday	NO. 27 PASSENGER Daily C. M. & St. P. 18	NO. 103 PASSENGER Sunday only	PASSENGER Daily		, si °					
DN	DS	5 X		WCT S	C. M. & St. P. 16	A 9.50 AM	C. M. & St. P.	C. M. & St. P.	A 2.30 Pi		A 7.30 Pi	C. M. & St. P.	. * * 6 2 1						
DN	Phone	- [Seattle Y	0W. R. & N.	9.37	OW. R. & N.	OW. R. & N.	2.08	OW. R. & N.	7.21	0W. R. & N.							
DN	Phone	ack	N. P.—OW. R. & N. Crossings and Slip Crossing	Yard	A 9.05 AM	s 9.34	A 11.30 AM	A 11.45 AM	s 2.03	A 7.14 PM	s 7.18	A 8.05 PM	1		9 = 1		and v		
	Phone	le Tr	Van Asselt 4.3		9.02	f 9.31	11.25	f 11.39	1.57	7.08	f 7.13	8.00				12 × 1	= =	A 22 E	
DN	·BI	Double	Black River (Telegraph office) OW. R. & N. Crossing 2. 4		L 8.54 AM	f 9.23	11.16	f 11.30	1.42	L 6.59 PM	f 7.04	7.51	* .= 1		N.A.	12.5 %			
DN	RN		Renton N. P. Crossing 2.1	ws	C. M. & St. P.	s 9.15	11.02	s 11.22	L 1.30 PM	From C. M. & St. P.	L 6.55 PM	7.38	2 0 U	8 0 0 0 0					
	18		Maplewood Farm 1.3	- 1		f		f	From New Castle Branch		From Newcastle Branch						, n = x	1 25	
F 9	Phone	5.00	Elilott 1.5		V _a	f 9.05	10.50	f 11.11	Branch		2	7.28	AIC E			-		5.	
- Y	Phone		Indian 1.5			t 9.02	10.47	f 11.08	Fo 8 2			7.25		700	18	= =		5 8 4 18	
	Phone	1	Cedar Mountain 3.8		ē -	f 8.59	10.44	f 11.04	1 8 1 1 8 g		4, 4	7.22	· .	2100	V 3- A			7	
DN	MV	(Spe	Maple Valley	WY		L 8.49 AM	L 10.35 AM	L 10.55 AM	9			L 7.13 PM					0 50		apac ^a
d	i i	0 0			8 8 1	From Black Diamond Branch	From C. M. & St. P.	From C. M. & St. P.		::27		From C. M. & St. P.			- H	2007 112 = 8 2 000		e e e e e e	

This Railroad Has Adopted the General Rules and Regulations of the Operating Department of the Chicago, Milwaukee & St. Paul R. R.

SPECIAL RULES AND REGULATIONS.

You are warned that all C. M. & St. P. R. R. electrification wires along Pacific Coast Railroad line are energized with high voltage current and contact with these wires will result in serious personal injury.

- A. Register stations: Seattle, Spokane Street, Black River, Renton and Maple Valley. Trains may register by ticket.
 - B. Bulletin stations: Seattle, Black River and Maple Valley.
- C. The General Rules are modified to the extent that irregular trains may be run on double track with the current of traffic without orders, provided they secure clearance upon entering double track. Operators will secure authority from dispatcher before issuing such clearance.
- D. Automatic Block signals between Argo and Maple Valley. Signals 5/2 and 7/2 governing Eastward track between Argo and Black River are set on left-hand side of tracks. Normal position of signal 12/7 (Westward) at the beginning of double track Renton is stop. If the first block section on Westward track is clear this signal will go to clear when the double track switch is lined for the Westward track. Eastward signal 18-6, located at West head block Cedar Mountain, and Eastward signal 19-2, located at East head block Cedar Mountain, are placed on the left-hand side of the track as seen from approaching trains. Trains holding main line at Cedar Mountain will hold signal 17/6 (Eastward) at East Switch, Indian at stop. The system of numbering automatic signals is in miles and tenths from Seattle.

E. RAILROAD CROSSINGS: GENERAL RULE 98.

Atlantic St., Seattle—N. P., O.-W. R. & N. and C., M. & St. P.—No engine or train will go over these crossings, unless they receive a signal from the crossing flagman. One motion of regular proceed signal for N. P.; two motions C. M. & St. P.; three motions P. C. R. R.; four motions O.-W. R. & N. If flagman should be absent flag over crossings.

Spokane St., Seattle—N. P.-controlled by interlocking plant, all engines will be governed by position of signal semaphore arms. Upper arms for straight track call one long blast of whistle, and lower arms for crossovers call four short blasts of whistle.

Argo—N. P. and O.-W. R. & N. and double slip crossing in westward track at O.-W. R. & N. connection. Controlled by interlocking plant. Dwarf signals are provided for "back up" or "against current of traffic" movements. Where two semaphore arms appear on one signal, the upper arm is for main line, or straight track, the lower arm for diverging route. Westward trains sound one long

blast of whistle for straight track and one long one short and one long blast for Crossover to O.-W. R. & N. tracks. Eastward trains need not give whistle signal. There is one home signal Eastward (on signal bridge) that governs for all the crossings. The distant signal for this home signal is located on left hand side of tracks near bridge No. 2. Westward the first home signal (two semaphore arms) governs the O.-W. R. & N. connection and crossings and the second home signal governs the N. P. crossings.

Black River—O.-W. R. & N.-controlled by interlocking plant—The upper semaphore arms control for the through P. C. R. R. tracks, call one long blast of whistle; and the lower semaphore arms control for the diverging routes, call one long one short and one long blast except call for O.-W. R. & N. interchange track, one long and one short blast. Back up movements are controlled by dwarf signals.

Renton—N. P.—Northern Pacific supposed to keep derails in their track each side of our crossings open except when crossing being used by them. This does not relieve trains on P. C. R. R. tracks from complying with Rule 98.

Lake Washington Branch-N. P.

No train will pass an interlocking signal at "stop" except under flag authority of the towerman. Keep your feet away from interlocking derails and switches—dangerous. Engineers must not use sand in any interlocking limits.

F. JUNCTION SWITCHES: RULE 98.

Black River—East leg C. M. & St. P. Tacoma Line Y. Renton—Newcastle Branch. Maple Valley—C. M. & St. P. Main Line and both legs Maple Valley Branch Y. Wye—Kummer Branch. Newcastle Branch—Lake Junction.

G. Derail switches are located at east end interior siding C. & S. Bry.; west end Newcastle Yard; High Line switch and No. 14 Boiler House switch, Black Diamond; Hobart Siding; P. C. R. R. passing tracks at Maple Valley and Sherwood; and Brick track Taylor. At Taylor the Saw Mill spur switch on high line will be left set and locked for saw mill spur. Cars must not be left on high line below saw mill spur switch. West Brick track switch (stub switch) will be left set and locked for brick track so as to act as derail for cars left on main line or passing track beyond. Derails are also on various spurs. The draw bridges across center of

both north and south loading tracks at Renton brick yard are protected by derails. Conductors will see that bridges are up before starting work.

H. Station posts are located one mile or one-half mile, as marked, from depot, or center of passing track where there is no depot.

I. MAPLE VALLEY.—All Westward freight trains on Maple Valley Branch will come to a full stop at upper Y switch, and all Westward freight trains from Black Diamond Branch will come to full stop just east of bridge 13 before pulling down to C. M. & St. P. main line junction switch. The junction must be approached under absolute control (Special Rule F), so stop can be made to clear the west switch of the P. C. R. R. passing track, if necessary, on main line, and to clear the west Y connection with C. M. & St. P. passing track on Maple Valley Branch.

The upper Y switch on Branch will be kept set and locked for the east leg of the Y.

- J. Trains handling logs on double track, unless the logs are secured with chains or cables to prevent rolling off of cars, will not be permitted to meet passenger trains between stations. Conductors of such trains must secure order at first double track station to the effect that passenger trains will be held at next or succeeding station until they have arrived. Logs will not be moved between any points on double track from sunset to sunrise, unless secured with chains or cables as above.
- K. Double-header trains on Maple Valley and Newcastle branches will keep engines at least four cars apart.
- L. Westward freight trains must not leave Newcastle, Taylor, or Black Diamond until thirty minutes after departure of any preceding Westward freight train.
- M. Retainers on air cars must be set up on trains descending grades from Newcastle, Taylor, and Black Diamond—conductors must see that they are set up, and also see that they are released at foot of grades. Brakemen must be out on train on all descending grades.
- N. Surgeon: Montgomery Russell, M. D., office, 608 Leary Block, corner Second and Madison streets. Telephone, office, Main 0090; residence, Capitol 0976.
 - 0. Time Inspector: W. W. HOUGHTON & SON, 215 Yesler Way, Seattle,

P. H. HAYES, Chief Dispatcher.

C. F. EVANS, A. M. WALLICK, G. H. MILLER, Dispatchers.



	anie Valley Branci	24 6	CRAMER	
		18.	PETERSONS	
	B B	16.6	MAY CREEK	-
		14 0	OIL SPUR FOR BRIQUETVILLE	
. 15	**************************************	14.4	LAKE WASHINGTON BUNKERS	_
	Lake Washington Branch	13.9	BRIQUETVILLE	
Branch-11 Miles Long		13.1	LAKE WASHINGTON BRANCH	
28		13.2	NORTH RENTON CAR WORKS	
15	**************************************	32.8	CANNON MINE	
Branch-2 Miles Long	***************************************	31.9	KUMMER BRANCH	
	**************************************	28.2	LAKE SAWYER	
		24.7	LAKE WILDERNESS No. 1 and No. 2	200
	Black Diamond Branch	23 8	SANDSTRUM	
		21.1	STEVENS	
1	***************************************	20.5	CEDAR GROVE	-
20	(Westward)	11 8	EARLINGTON-S. F. & S. CO	
	(Eastward)	11.3	EARLINGTON-TEAM TRACK	
	(Westward)	1.2	UNION STOCK YARDS	_
*		3.7	C. & S. BREWERY-TRANSFER	
CARS		Miles		т—
CAPACITY	LOCATION	Seattle	NAME	
		Distance		-
- The second of	BLIND SIDINGS	BLIN		

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.
West of New Castle.
Lake Washington Branch—West of Briquetville.
Maple Valley Branch—East and West of Hobart.
West of Taylor.

Black Diamond Branch-East of Maple Valley.
East and West of Black Diamond.
West of Pacosco.

