# Pacific Goast R. R. Uo. TIME TABLE

Taking Effect Sunday, November 15th, 1936, 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 at pleasure.

Destroy all Time Tables of previous date.

N. D. MOORE, President

11-36 LOWMAN & HANFORD CO 65648

G. W. MERTENS, Vice-President and Supt. E. W. MAXWELL, Ass't Superintendent

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				SECOND	CL	AS	<u> </u>	8 9					FI	RST	CLAS	SS				TIME TABLE No.	40	ī	T
		NO. 86 Time Freight Daily C. M. St. P. & P. 283		No. 82 Time Freight Except Sunday  c. M. Si. P. & P. & S.		NO. 78 MIXED Daily except Saturday	·	No. 264 Time Freight Daily C.M.St.P. & F		7.8			8	2	# E #	No. 16 PASSENGER Daily C. M. St. P. & P.	No. 28 PASSENGER Duily C.M.SL.P.4P. 15		November 15th, 1936 STATIONS Railroad Crossings	40	Car Capaci Siding	tty Cape Con Tra	
= ** =			6 E	En   N m	C.M.St.	m P. & P.	L 3:15 PM		3:				1			for op-		İ	0	Seattle (Jackson St.) N.P.—OW.R. & N.—O.M. St.P. & P. Crossings, A			
			9 x	1	L 4:4	5 PM	3:35	13 343				155	a				From OW. R. & N.	Prom OW. R. & N.	2.0	Spokane St. Tower N. P. Crossing 1.5	Seattle		Yard
9 900 18	×		E	\$** *	4:5	0	3:40										L 10:38 PM	L 824 M	2.5				T
	*			L 5:05 PM	4:5		3:45	From C.M.St.P. & P.	L 12:10 A	4	-27	PRO					10:41	8 27	5.4	N. P.—OW. R. & N. Crossings and Slip C	] ā	C.M	_  .St.P.
				A 5:20 ₽M	<b>5:0</b>	5 PM	3:55	L 1:00 PM	12:20				1		ıı .		10:48	A 8.35 A	9.7	Black River Tower OW. R. & N. Crossing		_	Yard Yard
			1 1 2	C.M.St.P. & P.	O.M.St. P	. & P.	4:05 263 5:20 79	4 1:05 PM	12:50			,				-	a 10:54	C. M. St. P. & P.	13.1	Renton N. P. Crossing		80	Y
		i E				_													14.2	Maglewood Farm 1.3	3 : 2 · .	-	$\dagger$
	-				fic so	-	5:35 6:05		1:10	<u> </u>				11 115		1			16.5	Elilett 1.5			8
				g and a		-	6:30		1:15	<u> </u>					_ _		11:02		17.	Indian . 1.5		105	
							6:45 PM		1:30 ^	_					- -		11:04 4 11:12 PM		18.5	Coder Mountain 3.8	~~~~~	40	
							To Maple Valley		To						+	*	To C.M.St.P. & P.		2.5	Maple Valley		-	Yard
				8		ᆚ	Branch		D.M.St.P. & P.					E 17 1		. 10	U.E.SC.P. &P.						
ASTWARD				- 1 × 1		BL	ACK D	IAMOND	BRAN	СН	* :		XR E	g = F	W	ESTWAI	2000000	_ = _ ×	e = e =	SPECIAL INSTRUCTIONS			
12 B1		· E	· I		Tele 1	Tele		E TABLE ovember 15th	No. 48	Car	Car	Water,	1	ī		SECOND	CLASS	Department	Railro	oad has adopted the Book of Rules and Reg Chicago, Milwaukee, St. Paul & Pacific R.	ulations of the R.	Operat	ing
		1 TO	10 EXC	2 22 3	Calls O	raph ffices Day Night		STATIONS Railroad Cross	, 1936 Sings	Car apacity Sidings	Com'l. Cracks	Water, Coal, Wye, Furn- ables, Scales			. *	=		WII OCCIUM.		trains are superior to trains of the san			
				11 11		DN		Maple Valley 5.3		Yard		WY				╬┈		with high voinjury. The west of Blace	ltage c trolley	t. P. & P. electrification wires along P. C. urrent and contact with these wires will wires, where they pass under the overhare not at standard clearance.	result in serious lead highway be	perso	nal
			1 1				27.6	Henrys 0.4		_	35	=	3 12 0 1	_	30			D. REC	ISTER	STATIONS: Seattle, Black River Tower,	ring or leaving !	000	- P
				•			28.0 Log	Lake Sawyer gging Railroad Cr 2.5	rossing		5				æ			empties.	okane s	Street Tower will leave a memo there shows STATIONS: Seattle, Black River Tower	wing number of	loads	and
= "::	e y <sub>a</sub> ,			P	Phone		30.5	Black Diamond 1 8		Yard	Yard	W8 Y	e gr					P. All before leavin	trains e	except Nos. 86 and 264 will secure clears initial station on Main Line between Map	nce card Form	A or .	
	M	[AP]	LE VALL	EY BRA	NCH.	. W	ESTWARD	11	ASTWARI	2		LAKE E	RANCE	[	W	ESTWA	RD	G. Dou Branch June Main Tracks	ble tra tion Re within	ck between Spokane Street Tower and enton. Yard engines and irregular trains Seattle Yard Limits Fast of let the Son	120 feet east are not permitt	of L	use
nd Class	ph .		TIME TAB	LE No. 48		Water	SECOND CLAS	SECO	ا ا	alls		IME TA	BLE No. 4	8 Car	Water, Coal	SECOND	CLASS	yard limits a	nd Seat	tle yard limits must keep to the right. Wes	tracks within Bl itward Yard Eng	lack Ri	iver
V except D. D.	8	Miles from eattle	November STAT	IONS	Car Capacity Sidings	Coal, Wye, Turn- tables,	NO. 79 MIXED Daily Except	10 a so	ID.	ffices   f	rom estile	STAT Railroad	IONS	Car Capacit Sidings	Coal, Wye, Turn- table, Scales		- 1	route wanted track). When	i (engir	nes will whistle for route wanted before (s are not visible this move will be made u	eet Tower sign coming off Harl nder flag protec	al for bor Isl	the
50 PM DS		22.3	Railroad (		Yard	Scales W	Sunday A 1:50 P			RN DN	12.1		nton	Yard	W8			place under sound whistl	e signa		s another train,	, he m	nust
:00 DN		13.7	1.4 Atkin	1 ·		Ÿ	1:40	-    _			13.1	Lake J		7	Y			J. SPR	IIdays, ING TY	graph office closed daily from 11:15 P.M. 11:15 P.M. to 3:15 P.M. PE SWITCHES: At end of double track rains trailing through this switch will m	Panton normal	1	
15 Pho	ne 2	15.9	1.0 Hob	ert	12		1:35	-			14.5	N. P. C	ide rossing	_				witch has b	een thr	rains training through this switch will in a against switch points until train is en own by hand. Trains in either direction w the spring switch.	tirely clear of	awitch	OF
30	- 3	0.8	Sherw 0.6	ood	13	26.4	1:15	-		- -				•				L Upp covern move	ment of	on train order semaphores at Maple Valle trains on P. C. R. R. tracks. Il pull through the siding at Indian.	y and Black Riv	ver To	Wer
35 PM Phot	30 3	1.2	Tayl		50	₩T	L 1:10 P	<u> </u>		1	$\dashv$		• 4 . 4					M. MAX	CIMUM	SPEED PERMISSIBLE:  Between Passenger Tr	ains . Freig	tht Tre	
	<u> </u>				, k		<u> </u>					85 MM V W	, 916,					Hobs	e valle	Tower and Maple Valley 50 M.P. H. y and Hobart 20 M.P. H. Taylor 20 M.P. H.	20 1	M. P. H M. P. H M. P. H	I. II.
											x in a le	F				1 B		All I	Castwar	y and Black Diamond 20 M. P. H. except d trains will reduce speed to 15 miles per	hour over West	M. P. I	
																				on switch at Black River Tower and the c			100000000000000000000000000000000000000

11							7.	IVI	444 3-41			~	11 / T					W E.	SIWARD	
Tele		TIME TABLE No. 48		Water Cos2	FIRST CLASS							SECOND CLASS								
Tele- graph Offices D. Day N. Nigl	Tele- graph Calls	November 15th, 1936 STATIONS Railroad Crossings		Wye, Turn- table, Scales			PASSENGER Daily	,	8			* - * * * * * * * * * * * * * * * * * *	No. 81 Way Freight Except Sunday	No. 79 Mixed Daily	No. 263 Time Freight Daily	1 1	- 100			= ·
DN	S		-		C.M.St.P. & P.	C.M.St. P & P. 16				<u> </u>		C. M. St. P. & P. 94	Except Sunday		C. M. St P. & P. 264	15 11		5		
1		N.POW.R. & NC.M. St. P. &P. Crossings, Atlantic St.	- 1	WCT 8		j l						C.M.St.P. & P.	A 6:30 PM			_ = 2			2 4	
	Phone	Spokane St. Tower N. P. Crossing 1.5	Seattle	[4]	OW. R. & N	0W. R. & N.			= 1			а 1:30 ₽м	6:05			3 8				
DN	Phone		e Yard		A 7:46 AM	А 9:35 РМ	-		- Je g		-	1:20	5:55							
li	Phone	VAN Auseit	۵		7:41	9:32						1:15	5:45	4:50 PM	▲ 11:15 PM					
DN	BI	Black River Tower OW. R. & N. Crossing 2.4			7:32	L 9:24 PM	V				2	1:10	5:30	4:35	L     1:00 PM		8			
DN Rule I	RN	Renton N. P. Crossing 2.1		WS	₽ 7:28	C.M.St.P. & P.	E :		= 1,			L 1:05 PM	5:15 <sup>78</sup> 2:35	4:25 18	From C.M.St.P. & P.					
		Maplewood Farm 1.3												E						
	Phone	Elliott 1 5					*		7				2:20	4:03				=		
	Phone	Indian 1.5			7:18								2:15	3:59						
	Phone	Ceder Mountain 3.8			7:16	is 15		,					2:10	3:55		-				
DN	DS	Maple Valley		WY	7:10 AM				= -	. 1	s — — — — — — — — — — — — — — — — — — —		1:55 PM	L 3:45 PM						
					C.M.St.P. & P.	7 2	3		1 - 5	F 1 Es			From Maple Valley Branch	From C.M.St.P. & P.		1 <sup>21</sup> 5		S 5		

## M. RAILROAD CROSSINGS; RULE 98.

- The Washington State Law governing movement of trains over railroad crossings at grade is as follows: "Trains shall stop at railroad crossings; all railroads and street railroads operating in this state shall cause their trains and cars to come to a full stop at a distance not greater than five hundred (500) feet before crossing the tracks of another railroad crossing at grade, excepting at crossings where there are established signal towers and signal men, interlocking plants or gates."
- ATLANTIC ST., SEATTLE: N. P., O. W. R. & N., and C. M. St. P. & P.—Controlled by crossing flagman with green flag by day and green light by night. One motion of regular proceed signal for N. P., two motions for C. M. St. P. & P., three motions for P. C. R. R.; and four motions for O. W. R. & N. If flagman should be absent, flag over crossings.
- SPOKANE ST. TOWER: N. P.—Controlled by interlocking plant. Upper semaphore arms for straight track—call one long blast of whistle. Lower semaphore arms for crossovers—call four short blasts of whistle.
- ARGO TOWER: N. P. and O. W. R. & N., and double slip crossing in Westward track at O. W. R. & N. connection.—Controlled by interlocking plant.

  EASTWARD—the home signal (on signal bridge) governs for all crossings.

EASTWARD—the home signal (on signal bridge) governs for all crossings. No whistle call required. Distant signal is on left hand side of tracks near bridge No. 2.

WESTWARD—First home signal governs O. W. R. & N. connection and crossing. Upper set of lights for straight track—call one long blast of whistle. Lower set of lights for crossover to O. W. R. & N. tracks—call one long one short and one long blast of whistle. Second home signal governs N. P. crossings.

- BLACK RIVER TOWER: O. W. R. & N.—Controlled by interlocking plant. Upper semaphore arms for through P. C. R. R. tracks—call one long blast of whistle. Lower semaphore arms for diverging routes—call one long one short and one long blast, except for O. W. R. & N. interchange track call one long and one short blast.
- RENTON: N. P.—Derail switches in N. P. track on each side of our tracks to be kept open except when N. P. trains are using the crossing. This does not relieve trains on P. C. R. R. tracks from complying with Rule \$8.

LAKESIDE: N. P.

LAKE SAWYER: Logging RR.—Gates are maintained at this crossing. Normal position of gates "clear" for P. C. R. R. All trains on P. C. R. R. will approach this crossing under full control expecting to find gates set against them.

Keep your feet away from interlocking derails and switches-dangerous.

# O. JUNCTION SWITCHES: BULE 98.

BLACK RIVER—East leg C. M. St. P. & P. Tacoma Line Wye. RENTON—Lake Branch.

MAPLE VALLEY—C. M. St. P. & P. Main track and both legs Maple Valley Branch Wye. The normal position of the C. M. St. P. & P. junction switch Maple Valley is for P. C. R. R. line but it may be left as used.

- P. To permit Westward C. M. St. P. & P. freight trains bound for Tacoma to head in at east end of Black River yard, a facing point crossover has been put in between the two main tracks immediately east of east switch of Black River yard. All trains will approach this facing point crossover under full control and, if there is a train passing over the switch on opposing track, will not pass over the switch until the train on opposing track has cleared the crossover switches. In case a train on eastward track is approaching this facing point crossover simultaneously with a train on westward track ordinary train rights govern as to which has preference. Westward trains using this crossover to enter Black River yard must be fully protected by flag against trains on eastward track—the yard limit board will not protect this movement.
- Q. Automatic Block Signals between Argo and Maple Valley.
  Signals 5/2, 7/2 and 9/0 governing Eastward track between Argo and Black River

Signal 12/7 at beginning of the double track at Renton governs movements over spring type switch in the facing direction. Trains finding this signal at stop in addition to observing other rules will examine the switch to know that points are fully closed before passing over same.

Eastward signals 18/6 and 19/2 at West Switch and East Switch respectively at Cedar Mountain are on left-hand side of track.

Trains holding main track 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.

# B. DERAIL SWITCHES

West end Cedar Mountain siding.

West end P. C. R. R. sidings Maple Valley.

West end Sherwood Siding.

Taylor-On main track immediately west of brick track.

Near West end coal unloading trestle on Taylor high line. The old sawmill switch on high line will also be left set for derail. No cars will be left on high line below this switch.

East of draw-bridges on both loading tracks Renton Brick Yard. Conductors will see that these bridges are up before starting work on these tracks.

# S. TRAINS HANDLING LOGS:

On double track be at stop when passenger trains on opposing track are passing.

Not permitted on Westward track at Renton between double track switch and N. P. crossing.

Come to full stop and examine logs before passing over Bridge 13.

- T. Station posts are located 1 mile or 1/2 mile, as marked, from depot, or center of siding where there is no depot.
- U. That part of Rule 19 and D-19 in the Book of Rules and Regulations pertaining to the kind of marker to be displayed is changed to read "By day a green flag or marker lamps not lighted."
- V. In all long distance yard movements such as to and from the Cement Plant or Van Asselt at Seattle; between Renton and Lake Jct.; and between Black Diamond Station and the Y; also in handling cuts of cars on main line tracks when opposition to regular scheduled trains may require emergency stops, and when making against current of traffic movements at Renton, switching trains must have the percentage of air brakes required by law, which is not less than 85%.
- W. Yard rules govern on Lake Branch. Cars may be left on the Main track of this Branch without train order authority.
  - Y. MAPLE VALLEY: All Westward freight trains on Maple Valley Branch will come to a full stop at upper Wye switch; and all Westward freight trains on Black Diamond Branch will come to a full stop just East of bridge 13 before pulling down to C. M. St. P. & P. junction switch. Stop, if necessary, for this junction switch to be made to clear West switch P. C. R. R. siding from Black Diamond Branch, and West Wye connection with C. M. St. P. & P. siding from Maple Valley Branch. The upper Wye switch on Maple Valley Branch will be kept set and locked for East leg of Wye.
- E. Retainers must be used on descending grades from Taylor and Black Diamond. Double-header trains on Maple Valley Branch will keep engines at least four cars apart.

SURGEON: Drs. Jones & Buckner, 1007 Medical & Dental Bidg., Fifth Ave. and Olive St., Seattle. Telephone Main 6880. (Residence Telephone Ma 6415 - EL 0990.)

TIME INSPECTOR: Arnt Setter, 521 Second Avenue, Seattle. Standard clock in Dispatcher's office, Maple Valley.

H. V. O'NEIL, Chief Dispatcher

A. L. SHOBERT, Dispatcher

P. H. OWEN, Dispatcher

L. G. PRAVITZ, Dispatcher

C. & S. BREWERY—TRANSFER.       3.7       " " " " " " " " " " " " " " " " " " "	NAME Distance from Sentile LOCATION Miles	BLIND SIDINGS	8
**********	CAPACITY IN CARS		

Joint Track Yard Limit Boards are Lacated as Follows: West of Maple Valley.

East and West of Renton.
East and West of Black River.

East of Van Asselt. Yard Limits extend from this board to Seattle. (Scattle Yard). See Special Rule G.

Yard limit boards located on double tracks, cover all tracks.

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

Maple Valley Branch—East of aple Valley.

East and West of Hobart.

West of Taylor.

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

