

Pacific Coast Railroad Co.

44 TIME TABLE 44

Taking Effect Sunday, February 22nd, 1931, 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 at pleasure.

Destroy all Time Table of previous date.

E. C. WARD,
President

N. D. MOORE,
Vice President

G. W. MERTENS,
Asst. Vice President

G. H. MILLER,
Ass't Superintendent

EASTWARD

MAIN LINE

TIME TABLE No. 44

February 22nd, 1931

STATIONS

Railroad Crossings

SECOND CLASS				FIRST CLASS								Miles from Seattle	TIME TABLE No. 44 February 22nd, 1931 STATIONS Railroad Crossings	Car Capacity Sidings	Car Capacity Com'l. Tracks
No. 88 MIXED Daily except Sunday				No. 16 PASSENGER Daily	No. 24 PASSENGER Daily	No. 36 MIXED Daily except Sunday	No. 18 PASSENGER Daily	No. 28 PASSENGER Daily	No. 4 PASSENGER Daily	No. 2 PASSENGER Daily except Monday					
L 6.15 PM				C. M. St. P. & P.	C. M. St. P. & P.	L 3.00 PM					0	Seattle (Jackson St.) N.P.—O.-W.R. & N.—C.M. St. P. & P. Crossings, Atlantic St. 2.0			
6.35				From O.-W. R. & N.	From O.-W. R. & N.	3.20	From O.-W. R. & N.	From O.-W. R. & N.			2.0	Seattle Yard Spokane St. Tower N. P. Crossing 1.5 Arge Tower N. P.—O.-W. R. & N. Crossings and Slip Crossing 1.9 Van Asselt 4.3 Black River Tower O.-W. R. & N. Crossing 2.4 Renton N. P. Crossing 2.1 Maplewood Farm 1.3 Ellett 1.6 Indian 1.5 Cedar Mountain 3.8 Maple Valley	Yard		
6.40				L 9.54 PM	L 6.49 PM	3.25	L 10.24 AM	L 8.24 AM			3.5				
6.45				9.57	6.52	3.31	10.27	8.27			5.4				
6.55				10.04	A 7.00 PM	3.46	10.34	A 8.36 AM			9.7				
7.05 7.20				10.08	To C.M. St. P. & P.	3.15	10.38	To C. M. St. P. & P.			12.1			80	Yard
											14.2				
7.35				10.15		3.30	10.45				15.5				
8.05				10.17		3.40 4.30	10.47		L 8.00 AM 15	L 12.45 AM	17.		105	6	
8.30				10.19		4.35	10.49		8.05	12.50	18.5		40	10	
A 8.45 PM				A 10.27 PM		A 4.45 PM	A 10.57 AM		A 8.15 AM	A 1.00 AM	23.3				
To Black Diamond Branch				To C.M. St. P. & P.		To Black Diamond Branch	To C.M. St. P. & P.		To Black Diamond Branch	To Black Diamond Branch				Yard	

EASTWARD

BLACK DIAMOND BRANCH

WESTWARD

SPECIAL INSTRUCTIONS

SECOND CLASS				FIRST CLASS				FIRST CLASS				SECOND CLASS			
No. 88 MIXED Daily Except Sunday	No. 36 PASSENGER Daily except Sunday	No. 4 PASSENGER Daily	No. 2 PASSENGER Daily except Monday	Tele-graph Calls	Tele-graph Offices D. Day N. Night	Miles from Seattle	TIME TABLE No. 44 February 22nd, 1931 STATIONS Railroad Crossings	Car Capacity Sidings	Car Capacity Com'l. Tracks	Water, Coal, Wye, Turn-tables, Scales	No. 1 PASSENGER Daily	No. 3 PASSENGER Daily except Sunday	No. 5 PASSENGER Daily except Sunday	No. 87 MIXED Daily except Sunday	
L 8.55 PM	L 4.45 PM	L 8:15 AM	L 1.00 AM	MV	DN	22.3	Maple Valley 5.3	Yard	Yard	WY	A 6.28 AM	A 2.43 PM	A 10.58 PM	A 1.00 PM	
9.13	5.03	8:33	1.18	Phone		27.6	Henrys 0.4		35		6.10	2.25	10.40	12.42	
						28.0	Lake Sawyer Logging Railroad Crossing 2.5		5						
A 9.25 PM	A 5.15 PM	A 8:45 AM	A 1.30 AM	Phone	D	30.5	Black Diamond 1.6	Yard	Yard	WS Y	L 6.00 AM	L 2.15 PM	L 10.30 PM	L 12.30 PM	
						31.9	Kummer Junction 1.7								
						33.6	Kummer								
						31.9	Kummer Junction 1.7								
						33.6	Pacosco								

A. This Railroad has adopted the Book of Rules and Regulations of the Operating Department of the Chicago, Milwaukee, St. Paul & Pacific R. R.

B. Eastward trains are superior to trains of the same class in the opposite direction.

C. All C. M. St. P. & P. electrification wires along P. C. R. R. tracks are energized with high voltage current and contact with these wires will result in serious personal injury. The trolley wires, where they pass under the overhead highway bridge just west of Black River are not at standard clearance.

D. REGISTER STATIONS: Seattle, Black River Tower, Renton and Maple Valley. Trains may register by ticket. All trains and yard engines entering or leaving P. C. R. R. tracks at Spokane Street Tower will leave a memo there showing number of loads and empties.

E. BULLETIN STATIONS: Seattle, Black River Tower and Maple Valley.

F. All trains except Nos. 2 and 4 will secure clearance card Form A or A-1 before leaving their initial station on Main Line between Maple Valley and Seattle.

G. Double track between Spokane Street Tower and 120 feet east of Newcastle Branch Junction Renton. Double track switch at Renton will be controlled by an oil switch and its normal position will be set and locked for westward track movements. Eastward trains may run through this oil switch at a speed not exceeding 8 miles per hour. After running part way through the oil switch, back up movement must not be made without first setting the switch by hand for eastward track movement. Yard engines and irregular trains are not permitted to use Main Tracks within Seattle Yard Limits East of 1st Ave. South overhead bridge except upon authority of dispatcher. Trains and engines using main tracks within Black River yard limits and Seattle yard limits must keep to the right. Westward Yard Engine movements from Harbor Island connection to Spokane Street Tower against the current of traffic may be made upon proceed indication of Spokane Street Tower signal for the route wanted (engines will whistle for route wanted before coming off Harbor Island track). When signals are not visible this move will be made under flag protection.

H. When an engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which he may be overtaken by another train, he must sound whistle signal 14-C.

I. Train Nos. 1, 2, 3, 4 and 5 will lose both class and schedule between Maple Valley and Indian when 30 minutes or more late.

K. Upper arms on train order semaphores at Maple Valley and Black River Tower govern movement of trains on P. C. R. R. tracks.

L. Train 36 will pull through the siding at Indian.

M. MAXIMUM SPEED PERMISSIBLE:

Between	Passenger Trains	Freight Trains
Spokane St. Tower and Maple Valley	50 M. P. H.	30 M. P. H.
Renton and Newcastle	20 M. P. H.	20 M. P. H.
Maple Valley and Taylor	20 M. P. H.	17 M. P. H.
Maple Valley and Pacosco	20 M. P. H.	17 M. P. H.

except

All Eastward trains will reduce speed to 15 miles per hour over West "Tacoma Line" junction switch at Black River Tower and the curve immediately beyond. All trains will move slowly and use extreme care in paved district Renton—(between N. P. R. R. crossing and Double Track Switch). City Ordinance prohibits blocking street crossings at Renton for a longer period than 5 consecutive minutes.

EASTWARD MAPLE VALLEY BRANCH. WESTWARD

SECOND CLASS			TIME TABLE No. 44 February 22nd, 1931 STATIONS Railroad Crossings				SECOND CLASS		
No. 78 MIXED Daily except Sunday	Tele-graph Calls and Offices D. Day N. Night	Miles from Seattle	Car Capacity Sidings	Water, Coal, Wye, Turn-tables, Scales	No. 79 MIXED Daily Except Sunday				
L 1.05 PM	MV DN	22.3	Yard	W Y	A 2.50 PM	Maple Valley 1.4			
f 1.15		23.7		5	f 2.40	Atkinson 1.6			
f 1.30	Phone	25.9		12	f 2.35	Hobart 4.4			
f 1.45	Phone	30.3		12	f 2.15 PM	Sherwood 0.9			
A 1.50 PM	Phone	31.2		50	L 2.10 PM	Taylor	WT		

EASTWARD NEWCASTLE BRANCH. WESTWARD

SECOND CLASS			TIME TABLE No. 44 February 22nd, 1931 STATIONS Railroad Crossings				SECOND CLASS		
	Tele-graph Calls and Offices D. Day N. Night	Miles from Seattle	Car Capacity Sidings	Water, Coal, Wye, Turn-tables, Scales					
	RN DN	12.1	Yard	WS	Renton 1.0				
	Phone	13.1		Y	Lake Junction 1.4				
	Phone	14.5			Lakeside N. P. Crossing				
	Phone	13.1			Lake Junction 2.3				
		15.4		2	Kennydale 3.3				
	Phone	18.7		5	Old New Castle 1.1				
	Phone	20.0	Yard	T	New Castle				

MAIN LINE

WESTWARD

TIME TABLE No. 44

February 22nd, 1931

STATIONS

Railroad Crossings

Tele-graph Offices D. Day N. Night	Tele-graph Calls	Water, Coal, Wye, Turn- table, Scales	FIRST CLASS							SECOND CLASS							
			No 1 PASSENGER Daily	No. 15 PASSENGER Daily C.M.St.P. & P.	No. 23 PASSENGER Daily C.M.St.P. & P. 18	No. 3 PASSENGER Daily except Sunday	No. 7 PASSENGER Daily C.M.St.P. & P.	No. 25 PASSENGER Daily C.M.St.P. & P. 16	No. 5 PASSENGER Daily except Sunday								
DN	DS		Seattle (Jackson St.) N.P.—O.-W.R. & N.—C.M. St.P.&P. Crossings, Atlantic St. 2.0														
DN	Phone	Seattle Yard Double Track	Spokane St. Tower N. P. Crossing 1.5														
DN	Phone		Argo Tower N. P.—O.-W. R. & N. Crossings and Slip Crossing 1.9														
	Phone		Van Asselt 4.3														
DN	BI		Black River Tower O.-W. R. & N. Crossing 2.4														
DN	RN		WS		Renton N. P. Crossing 2.1			s	7.35	From C.M.St.P. & P.	s	6.00	From C.M.St.P. & P.				
				Maplewood Farm 1.3													
	Phone		Elliott 1.5														
	Phone		Indian 1.5														
	Phone		Cedar Mountain 3.8														
DN	MV		WY	L	6.28 AM	L	7.15 AM	L	2.43 PM	L	5.42 PM	L	10.58 PM				
			From Black Diamond Branch														

N. 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. 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 98.

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: RULE 98.

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

RENTON—Newcastle 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.

KUMMER JCT.—Kummer Branch.

LAKE JCT.—Lake Washington Branch.

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 are on left-hand side of that track.

At the beginning of the double track at Renton, the position of the double track switch will not be reflected by signal indication to eastward trains, but when lined up for eastward track movement signal 12/7 (westbound) will indicate stop.

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.

R. 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.

West end Newcastle Yard; also on West end of coal track there.

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 May Creek trestle and Bridge 13.

T. Station posts are located 1 mile or ½ 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 Washington and Kummer Branches. Cars may be left on Main track of these branches without train order authority.

X. All Pacific Coast Railroad first class trains between Spokane St. Tower and Seattle Depot will observe the same restrictions as are required of second class and inferior trains under General Rule 93.

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.

Z. Retainers must be used on descending grades from Newcastle, Taylor and Black Diamond. Double-header trains on Maple Valley and Newcastle Branches will keep engines at least four cars apart.

SURGEON: Drs. Jones & Buckner, 1007 Medical & Dental Bldg., 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, Seattle.

E. W. MAXWELL, Chief Dispatcher
E. L. DEAN, Dispatcher
P. H. HAYES, "
C. F. EVANS, "
H. V. O'NEIL, "
A. L. SHOBERT, "

BLIND SIDINGS

NAME	Distance from Seattle Miles	LOCATION	CAPACITY IN CARS
C. & S. BREWERY—TRANSFER.....	3.7	Main line (Eastward).....	26
UNION STOCK YARDS.....	4.2	" " (Westward).....	3
EARLINGTON—TEAM TRACK.....	11.3	" " (Eastward).....	6
EARLINGTON—S. F. & S. CO.....	11.3	" " (Westward).....	20
STEVENS.....	21.1	" ".....	2
SANDSTRUM.....	23.8	Black Diamond Branch.....	6
WILDERNESS.....	25.	" ".....	2
DANVILLE.....	26.	" ".....	4
CANNON MINE.....	32.8	" ".....	15
BRIQUETVILLE.....	13.9	Lake Washington Branch.....	46
OIL SPUR FOR BRIQUETVILLE.....	14.0	Newcastle Branch.....	3
MAY CREEK.....	16.6	" ".....	5

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 Van Asselt. Yard Limits extend from this board to Seattle. (Seattle 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:

- Newcastle Branch—East of Renton, between Wye Switches. West of New Castle.
- Maple Valley 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.

