

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

COAST DIVISION

TIME TABLE No. 39

TAKING EFFECT AT 12:01 O'CLOCK A. M.

PACIFIC OR 120th MERIDIAN TIME

SUNDAY, JULY 9TH, 1933

Superseding Time Table No. 38

FOR THE CONVENIENCE AND INFORMATION OF EMPLOYEES ONLY

G. H. HILL,
Asst. Superintendent

T. J. HAMILTON,
Asst. Superintendent

N. A. MEYER,
Superintendent of Transportation

J. L. BROWN,
General Superintendent of Transportation

F. E. DEVLIN,
Superintendent.

C. H. BUFORD,
General Manager.

SECOND CLASS		FIRST CLASS				Capacity of Sidings in Cars		Distance from Plummer Junction	Time Table No. 39 In Effect 12:01 a. m. JULY 9th, 1933				Distance from Marengo	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 5	FIRST CLASS		SECOND CLASS	
63	463		15	217	Sidings	Other Tracks	STATIONS		16	216	464	64								
Time Freight	Time Freight		Passenger	Passenger					Passenger	Passenger	Time Freight	Time Freight								
Ex. Mon.	Daily		Daily	Daily					Daily	Daily	Daily	Ex. Sun.								
L 4.00PM			Lf 8.13PM		10		0.0	PLUMMER JUNCTION.....	102.7	WJ		WYRJ	Af 9.01AM					A 1.15AM		
4.25			s 8.23			15	6.4	6.4 WORLEY.....	96.3	WY	5.00PM to 8.00AM		s 8.51					12.45		
4.30			8.25		06		7.8	1.4 MOZART.....	94.9		No Office	P	8.49					12.35		
4.50			8.35			15	13.1	5.3 SETTERS.....	89.6		No Office		f 8.41					12.15		
5.05			8.40		46	15	15.5	2.4 SAXBY.....	87.2		No Office	P	8.37					12.05AM		
A 5.30PM			A 8.49PM		67	10	19.8	4.3 MANITO.....	82.9	MU	1.00AM to 7.45AM 3.45PM to 5.00PM	RWY	L 8.30AM					L 11.55PM		
							23.0	3.2 FREEMAN.....	79.7											
							25.9	2.9 MICA.....	76.8											
							28.3	2.4 REDLIN.....	74.4											
							31.9	3.6 CHESTER.....	70.8											
							25.0	3.1 DISHMAN.....	67.7											
							38.8	3.8 EAST SPOKANE.....	63.9											
							39.6	0.8 N. P. CROSSING.....	63.1											
(A 8.30PM)	(L 5.30PM)					Yard	40.8	1.2 SPOKANE YARD.....	61.9									(A 2.15AM)		
			(A 9.35PM) (L 10.00PM)	(A 6.10PM)			41.5	0.7 SPOKANE.....	61.2	SN		@WO RTKBZ	(L 7.45AM) (A 7.25AM)	(L 8.05AM)				(L 9.45PM)		
							46.8	5.3 COWLES.....	55.9											
							51.1	4.3 MARSHALL.....	51.6											
							58.3	7.2 CHENEY.....	44.4											
							63.6	5.3 GEIB.....	39.1											
							68.6	5.0 MASON.....	34.1											
							76.0	7.4 CROSKEY.....	26.7											
							80.1	4.1 WELLS.....	22.6											
							86.6	6.5 PALM LAKE.....	16.1											
							91.8	5.2 ASHBY.....	10.9											
							96.0	4.2 ENDEN.....	6.7											
	(A 8.30PM)		(A 11.35PM)				102.7	6.7 MARENGO.....	0.0	RA	2.00AM to 5.00AM 1.00PM to 6.00PM	RWYJK	(L 5.40AM)					(L 11.15PM)		
4.30	3.00		3.22					Schedule Time					3.21					3.00		
9.1	20.6		30.5					Average Speed per Hour					30.7					20.6		

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Between Marengo and Manito, O-W. R. & N. time table and rules will govern.
 The train order signal at Plummer Junction has three arms. The two upper arms govern movements Avery to Malden Subdivision; the lower arm governs movements Plummer Jct. to Marengo Subdivision.
 Switching limits extend from Spokane to 1,000 feet beyond Hill on O-W. R. & N.
 Automatic block system is in use between Manito and Plummer Jct.
 No. 16 will register by card at Manito except that in case they are carrying signals for a following section the train will be stopped and the conductor will register in person.

Industrial tracks not shown as stations:
 Mercer, 3.0 miles west of Plummer Junction.
 Sunday and Holiday Hours
 Manito } 7:45 A.M. to 9:45 A.M.
 } 5:00 P.M. to 8:50 P.M.
 Worley None.
 Plummer Jct. Continuous.
 Marengo } 5:00 A.M. to 7:00 A.M.
 } 6:00 P.M. to 2:00 A.M.

MAXIMUM SPEED PERMISSIBLE—Passenger Trains
 Between Plummer Junction and Manito, 50 miles per hour.
 20 miles per hour around ten degree curve one-half mile west of Plummer Junction.
Freight Trains
 35 miles per hour.
 15 miles per hour around ten degree curve one-half mile west of Plummer Junction.
 See other speed restrictions on page 13.

Table with columns for Second Class (91, 93, 263), First Class (51, 15), and Second Class (92, 264, 94). It includes station names (Seattle, Argo, Van Asselt, Black River, Kent, Auburn, Benroy, Sumner, North Puyallup, Tacoma Jct., Tacoma), distances from Seattle, telegraph calls, and symbols.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Tracks 6, 7 and 8, Seattle Union Station, first two cross-over tracks east of station, Northern Pacific Railway Co. interchange track, Georgetown, tracks 1 and 8 Van Asselt and first cross-over east of Van Asselt are wired.

Trains will not exceed 20 m. p. h. through city limits of Auburn, and 25 m. p. h. through city limits of Kent.

Trains will not exceed 10 m. p. h. over C St., Tacoma.

MAXIMUM PERMISSIBLE SPEED

Passenger Trains and Silk Trains: Between Black River and Tacoma Jct. 55 M. P. H. Between Tacoma Jct. and Tacoma 30 M. P. H.

Freight Trains: Between Black River and Tacoma Jct. 40 M. P. H. Between Tacoma Jct. and Tacoma 10 M. P. H.

See other speed restrictions on page 13.

DRAW BRIDGES

FF-224, located on track leading to St. Paul & Tacoma Lumber Co. mill in Tide Flats Yard at Tacoma.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Hughes 1.4 miles west North Puyallup Inter County 0.3 mile east of Benroy O'Brien 2.8 miles east of Kent Orilla 2.5 miles west of Black River Thomas 1.7 miles west of Kent

Distance Tacoma Jct. to Tide Flats Yard 2.1 miles

This mileage should be included on wheel report.

RULES GOVERNING INTERLOCKING PLANT, NORTHERN PACIFIC RAILWAY CO. CROSSING, BLACK RIVER

All movements are governed by distant and home light signals located as follows:

For Eastward Trains: Distant signal located 2800 feet west of tower Home signal located 800 feet west of tower

For Westward Trains from Seattle: Distant signal located 1500 feet east of tower Home signal located 800 feet east of tower

For Westward Trains from Black River Yard via Wye: Distant signal located 1200 feet east of tower Home signal located 800 feet east of tower

Trains approaching interlocking plant, desiring to use main line to Tacoma or Seattle will sound one long blast of the whistle. Trains desiring to use wye, will sound four long blasts of the whistle.

RULES GOVERNING OREGON-WASHINGTON RAILROAD & NAVIGATION CO. INTERLOCKING PLANT, BLACK RIVER

Train order semaphore is in front of interlocking tower. The following whistle signals will be used:

- Trains to O.-W. R. & N. Co. interchange track—1 long, 1 short.
Trains Tacoma to Argo—1 long, 1 short, 1 long.
Trains Argo to Tacoma—1 long, 1 short, 1 long.
Trains Argo to Renton—1 long.
Trains Renton to Argo—1 long.

The upper semaphore arms and lights control for the through Pacific Coast Railroad Co. Tracks and the second semaphore arms control for the diverging routes to the O. M. St. P. & P. Co. Tacoma line and O.-W. R. & N. Co. Lower semaphore arm controls switching movement. Backup movements are controlled by dwarf signals.

Passenger trains register by card at Tacoma Jct. and Black River.

Automatic Block System is in use between Tacoma and Black River. See Rules 231-B, 311, 363 and 505-B.

Between Black River and Spokane St. Tower, Seattle, Pacific Coast Railroad Co. time table and rules govern.

Between Argo and Union Passenger Station, Seattle, O.-W. R. & N. Co. time table and rules govern.

No. 16 stops on flag North Puyallup, Auburn and Kent for revenue passengers and express.

No. 52 will stop on flag at Sumner and Auburn to receive or discharge revenue passengers to or from points beyond Tacoma or Seattle.

No. 51 will stop on flag at Kent, Auburn, Sumner and North Puyallup to receive and discharge revenue passengers to and from points beyond Tacoma or Seattle.

Double track in use between Tacoma Jct. and Tide Flats Yard. Trains, or engines, on double track between Tacoma Jct. and Tide Flats Yard should use the RIGHTWARD track moving in either direction. Such trains, or engines, will have the right to move on the properly assigned track without train orders, or clearance card.

Railroad crossing of Northern Pacific Railway Co. now in service across our double track line at Lincoln Avenue, East of Tacoma Roundhouse. is protected by gates, and extreme care should be used in approaching this crossing expecting to find gates against movement on our line.

Junction switch at Tacoma Junction should be set and locked for main line leading to passenger station.

Standard Clock, Tide Flats Yard Office, and Roundhouse Office, Tacoma. Standard Clock in Roundhouse Office, Seattle.

SUNDAY HOURS

Table listing Sunday hours for Kent, Auburn, Sumner, North Puyallup, Tacoma Junction, and Tacoma.

WESTWARD

TACOMA AND MORTON—SUBDIVISION

EASTWARD

WESTWARD

PARK JCT. AND ASHFORD—SUBDIVISION

EASTWARD 9

Table with columns for Second Class (863, 791), Third Class (790), Stations, Time Table No. 39, and various freight service details.

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SPECIAL RULES
Eastward Trains are Superior to Westward Trains of the Same Class.
All trains operating over highway crossing on Wye track at Ashford must be preceded by a flagman.
MAXIMUM SPEED PERMISSIBLE
Between Park Jct. and Ashford 30 M. P. H.
Between Park Jct. and Ashford 20 M. P. H.

Table with columns for Freight Tonnage Rating--West Coast Division, listing classes and tonnage for various routes.

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Table with columns for Weight of Locomotive Including Tender, listing locomotive types and weights.

SPECIAL RULES
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
MAXIMUM SPEED PERMISSIBLE
Between Tacoma and Park Jct. 40 M. P. H.
Between Park Jct. and Morton 30 M. P. H.
Between Tacoma and Mineral 25 M. P. H.
Between Mineral and Morton 20 M. P. H.
INDUSTRIAL TRACKS NOT SHOWN AS STATIONS
Cambridge 2.0 miles west of East Creek Jct.
Carlson Lbr. Co. 1.5 miles west of East Creek Jct.
Divide 4.0 miles west of East Creek Jct.
Electron .0.3 mile west of Kapowsin
Everitt Fisher Coal Co. 0.25 mile west of Coal Canyon
Farn Hill Lbr. Co. Harvard
Fitzer 3.0 miles west of Eatonville
Harvard 1.3 miles west of Hillsdale
Kirby 0.6 mile east of Harding
LeRoy Thr. Co. 1 mile east of Alder
Millberg 2.9 miles west of East Creek Jct.
Rock Quarry 3.3 miles west of LaGrande
Tilton River Log. Co. 0.5 mile west of Cowlitz Jct.

The rating shown above may be increased or decreased by order of the Chief Dispatcher.
TONNAGE REDUCTION FOR WEATHER CONDITIONS.
Not Applicable to trains handled by electric power.
10 to 20 above Reduce 10 per cent.
Zero to 10 below Reduce 20 per cent.
Zero to 10 above Reduce 15 per cent.
10 to 20 below Reduce 30 per cent.

