

PACIFIC COAST R. R. Co.

TIME TABLE No. 1

ALSO

PACIFIC COAST R. R. Co.

SPECIAL RULES No. 1

Taking Effect 12:01 A. M. Saturday
April 1st, 1939

Pacific Standard 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 tables of previous date.

N. D. MOORE,
President

G. W. MERTENS,
Vice-President and Supt.

E. W. MAXWELL,
Asst. Supt.

PACIFIC COAST R. R. CO.

SPECIAL RULES NO. 1

THE PACIFIC COAST RAILROAD is governed by the Consolidated Code of Transportation Rules and General Instructions effective April 1, 1939, except as modified by special rules.

EXCEPTIONS TO GENERAL RULES

The second paragraph of Rule 17 is modified as follows:

It must be dimmed:

- (a) While passing through yards where yard engines are employed;
- (b) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers;
- (c) Approaching train order signals, junctions, terminals, meeting points, or while standing on main track;
- (d) On two or more tracks when approaching train in the opposite direction.

Rule S-83 is modified as follows:

S-83. A train must not leave its initial station on any division, or subdivision, or a junction, or pass from one of two or more tracks to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left.

The first sentence of Rule 83 (B) is modified as follows:

Unless otherwise provided, a train must not leave its initial station on any division, or subdivision, without a clearance, but if the initial station is a non-telegraph station, or a telegraph station at which the operator is not on duty, a clearance will not be required.

93 (A) Within yard limits, trains carrying passengers must be protected at all times as prescribed by Rule 99.

Rule S-96 is modified to read:

96. (Applying on two or more as well as single track) Signals must not be ordered displayed to, nor taken down at, other than a terminal or a register station for the train displaying the signals.

204 (A) Operators must deliver copy of train orders and clearances to flagmen on passenger trains.

217 (C) When the conductor and engineman in whose care an order is addressed as provided by Rule 217 and 217 (A) are to run the train addressed from the point at which the order is to be delivered, the second sentence of Rule 217 (B) will not apply.

221 (F) When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

Train Order Form G (7) is modified as follows:

(7) After Extra 55 West arrives at (or passes) G, Eng. 66 run extra G to B.

Train Order Form V is modified as follows:

This form will be used when it is desired to give a train the information as prescribed by Rule 83 (B).

"All (superior) (first class) (eastward) etc. trains have (passed) (arrived at) (left) C"; as the circumstances may require. This may be modified by adding "except——."

(See definition of superior train.)

This order will be understood to include the trains specified due at the point, or points, designated at or before the time the order is made "complete."

When a check on only one train is required, the following may be used:

"No. 1 has passed B" or "Second 2 has arrived at C with no signals."

Rule 728 is modified as follows:

728. If track is found to be impassable, or is to be made impassable, flagmen must be sent out in both directions. At a distance of 500 feet from the obstruction, the flagman must place a red flag by day, and in addition, a red light by night on the engineman's side. Two torpedoes must be placed 10 rail lengths beyond the red signal.

A yellow flag by day, and in addition, a yellow light by night, must be placed $1\frac{1}{4}$ miles beyond the red signal where they can be plainly seen by an approaching train. Two torpedoes must be placed 10 rail lengths beyond the yellow signal. Flagman will then return to the yellow signal and remain there until he is relieved or recalled by his foreman. On the approach of a train, the flagman will give *Reduce Speed* signal as per Rule 12 (b) until acknowledged by the engineman in accordance with Rule 14 (g). Trains stopped by the red signal must be governed by signal or instructions from the foreman in charge, who, in giving such signal, must use a yellow flag by day and a yellow light by night.

Should a train approach before the flagman has placed the yellow signal $1\frac{1}{4}$ miles beyond the red signal, the flagman must give *Stop* signal as per Rule 12 (a).

On two or more tracks, the required protection must be provided in both directions on the obstructed track.

AUTOMATIC BLOCK SIGNALS

Automatic Block signals are numbered in miles and tenths from Seattle.

Numbers of Stop signals are painted on instrument case at the base of mast.

Signals 5/2, 7/2, and 9/0 governing Eastward track between Argo and Black River are on the left-hand side of that track.

At the east end of Black River yard, movements from yard to Eastward main track are governed by dwarf signal at clearance point, which signal is operated by the same track circuit as Signal 10/4. Dwarf signal 10/7 governing westward movements on eastward track over spring switch has no track circuit and merely indicates whether or not points of spring switch are fully closed. Trains finding this signal at Stop, will examine switch points to know points are fully closed before passing over same.

Signal 12/7 at beginning of two tracks at Renton governs movements over spring switch in facing direction. Trains finding this signal at Stop, in addition to observing other rules, will examine 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.

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., U.P., 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 U.P. If flagman should be absent, flag over crossings.

SPOKANE ST. TOWER: N.P.—Controlled by interlocking. Upper semaphore arms for straight track—call one long sound of whistle. Lower semaphore arms for crossovers—call four short sounds of whistle.

ARGO TOWER: N.P. and U.P., and double slip crossing in Westward track at U.P. connection.—Controlled by interlocking.

EASTWARD—the home signal (on signal bridge) governs for all crossings. No whistle call required. Approach signal is on left-hand side of tracks, 3,000 feet west.

WESTWARD—First home signal governs U.P. connection and cross-

ing. Upper set of lights for straight track—call one long sound of whistle. Lower set of lights for crossover to U.P. tracks—call one long one short and one long sound of whistle. Second home signal governs N.P. crossings.

BLACK RIVER TOWER: U.P.—Controlled by interlocking. Upper semaphore arms for through P.C.R.R. tracks—call one long sound of whistle. Lower semaphore arms for diverging routes—call one long and one short and one long sound, except for U.P. interchange track call one long and two short and one long sound.

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.

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

JUNCTION SWITCHES: RULE 98

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

MAPLE VALLEY—C.M.St.P. & P. Main track and both legs Taylor 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. The normal position of West Taylor Branch junction switch leading from C.M.St.P. & P. siding is for Taylor Branch.

SPRING SWITCHES

At end of two tracks Renton (normally set for westward track) at east end of Black River Yard (normally set for eastward track), also east switch of Maple Valley Wye on Taylor Branch (normally set for east leg of Wye). Trains trailing through these switches will make no movement in the reverse direction or against switch points until train is entirely clear of switch or the switch has been thrown by hand.

DERAIL SWITCHES

West end siding at Cedar Mountain.

West end P.C.R.R. Co. siding at Maple Valley.

West end siding at Sherwood.

Main track opposite Taylor Station.

Two Coal Bunker tracks, Seattle Bunkers.

Baldrige Logging siding at Sherwood inside switch must be left set for Baldrige Logging road to act as a derail for cars on Baldrige siding.

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.

RESTRICTED CLEARANCES

There are restricted clearances at all coal bunkers and ramps and also in the brick yards at Renton and Taylor. Wires across west lead to Track 4 Renton Brick Yard will not clear man on top of car. The switch stand on east switch of Renton House track is not at standard switch stand clearance.

GRADE CROSSINGS

Trains and engines must not exceed six miles per hour crossing over all paved streets in Seattle Yard.

Movements across South Alaskan Way to and from Piers, Bunkers and Roundhouse must be made under flag protection.

Flood lights illuminating the highway crossings at both ends of Indian Mine tracks, at Sunset Highway Crossing on Lakeside Line Renton, and Lake Washington Blvd. at Lakeside must be turned on before trains proceed over crossing and turned off when crossing movement has been completed.

City ordinance prohibits blocking street crossings at Renton for a longer period than five consecutive minutes.

Track circuit controlling highway crossing signals at Main and Walla Walla Streets, Renton, extends from a point just opposite signal 12/6 westerly to the contactor case between Williams Street and Wells Street. Locomotives and cars must not be left standing on either track in this section unless absolutely necessary.

All C.M.St.P. & P. electrification wires along P.C.R.R. tracks are energized with high voltage, contact with them either by person or equipment is liable to cause fatal injury or damage to property. They may be handled only by those who have received specific authority to do so.

The trolley wires, where they pass under the overhead highway bridge just west of Black River are not at standard clearance.

Bridge to West Coast mine at Cedar Mountain is unsafe for engines.

Two tracks between Spokane Street Tower and 120 feet east of Lakeside Line Switch Renton. Yard engines and extra trains are not permitted to use Main Tracks within Seattle Yard Limits East of 1st Ave. South overhead bridge except upon train order authority. 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:

All trains will approach facing point crossover at east end of Black River yard at restricted speed, and, if a train is passing over the switch on the opposing track, will not pass over the switch until the train on the opposing track has cleared the crossover. In case a train on Eastward track is approaching this crossover simultaneously with a train on the westward track, ordinary train rights govern as to which train has preference. Westward trains using this crossover to enter Black River yard must be fully protected as prescribed by Rule 99 against trains on eastward track—Rule 93 will not protect this movement.

In all long distance yard movements such as to and from the Cement Plant or Van Asselt at Seattle; between Renton and Lakeside; 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 per cent.

Retainers must be used on descending grades from Taylor. Double-header trains on Taylor Branch will keep engines at least four cars apart.

TRAINS HANDLING LOGS

On two tracks be at a stop when passenger trains on opposing track are passing.

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

Cars may be left on the Main track of Lakeside Line without train order authority.

SURGEON: Drs. Jones and Buckner, 208 Cobb Bldg., 4th Ave. and University Street, Seattle. Telephone MAin 6880. If no answer call MAin 6901.

WATCH INSPECTOR: Arnt Setter, 521 Second Avenue, Seattle.

H. V. O'NEIL,
Chief Dispatcher

EASTWARD											MAIN LINE											WESTWARD								
SECOND CLASS					FIRST CLASS						Time Table No. 1 April 1st, 1939 Stations and Railroad Crossings											FIRST CLASS				SECOND CLASS				
78 MIXED Except Saturday	86 Time Freight Daily	92 Time Freight Except Sunday	94 Way Freight Except Sunday	264 Time Freight Daily		16 PASSENGER Daily	28 PASSENGER Daily	Car Capacity Sidings	Car Capacity Com'l. Tracks	Miles from Seattle												Symbols Rule 6(A)	15 PASSENGER Daily	25 PASSENGER Daily		85 Time Freight Daily	91 Way Freight Except Sunday	79 MIXED Except Sunday	263 Time Freight Daily	
	C.M.St.P. & P.	C.M.St.P. & P.	C.M.St.P. & P.	C.M.St.P. & P.		C.M.St.P. & P.	C.M.St.P. & P.																C.M.St.P. & P.	C.M.St.P. & P.		C.M.St.P. & P.	C.M.St.P. & P.			C.M.St.P. & P.
L 5:30 PM		From C.M.St.P. & P.						Yard		0.	Seattle (Dearborn St.) N.P.—U.P. —C.M.St. P. & P. Crossings, Atlantic St. 2.0											BCRTVWZ					To C.M.St.P. & P.	A 6:10 PM		
5:50		L 3:10 PM				From U. P.	From U. P.			2.0	DN-P Spokane St. Tower N.P. Crossing 1.5											IJV	To U. P.	To U. P.			A 1:30 PM	5:55		
5:55		3:15				L 10:38 PM	L 8:24 AM			3.5	DN-P Argo Tower N.P.—U.P. Crossings and Slip Crossing 1.9											IJV	A 7:46 AM	A 9:35 PM			1:25	5:50		
6:00	L 4:45 PM	3:20	From C.M.St.P. & P.	L 5:20 AM		10:41	8:27	C.M.St.P. & P. Yard		5.4	P Van Asselt 4.3											X	7:41	9:32		A 5:10 AM	1:20	5:45	A 4:35 PM	
6:10	A 4:55 PM	A 3:30 PM	L 1:00 PM	5:30		10:48	A 8:35 AM	Yard		9.7	DN-P Black River Tower U.P. Crossing 2.4											BJRVX	7:32	L 9:24 PM		L 5:00 AM	1:10	5:25	4:25	
6:20 7:20	To C.M.St.P. & P.	To C.M.St.P. & P.	A 1:05 PM	6:25		S 10:54	To C.M.St.P. & P.	80	Yard	12.1	D-P Renton N. P. Crossing 3.4											RWNZ	S 7:28	From C.M.St.P. & P.		From C.M.St.P. & P.	L 1:05 PM	5:15 2:35 263	4:15 79	
7:35				6:40					Spur	15.5	P Elliott 1.5																		2:20	3:59
7:40				6:44		11:02			105	17.	P Indian 1.5																		2:15	3:56
7:45				6:48		11:04			40	18.5	P Cedar Mountain 3.8																		2:10	3:53
A 8:00 PM				A 7:00 AM 15		A 11:12 PM		Yard		22.3	DN-P Maple Valley											DS	BJKRVWXY	L 7:10 AM 264					L 1:55 PM	L 3:45 PM
To Black Diamond Branch				To C.M.St.P. & P.		To C.M.St.P. & P.																							From Black Diamond Branch	From C.M.St.P. & P.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

EASTWARD				BLACK DIAMOND BRANCH				WESTWARD			
SECOND CLASS				TIME TABLE No. 1				SECOND CLASS			
Car Capacity Sldings	Car Capacity Com'l. Tracks	78 MIXED Except Saturday	Miles from Maple Valley	April 1st, 1939 STATIONS Railroad Crossings				79 MIXED Except Sunday	Symbols Rule 6(A)		
	Yard	L 8:00 PM	0.	P-DN	Maple Valley 5.3	DS		A 1:55 PM	BJKRVWXY		
	35	8:20	5.3		Henry's 2.0			1:35	V		
	25	8:30	7.3	P	Mine 11 0.9			1:25	XY		
	10	A 8:35 PM	8.2	P	Black Diamond			L 1:20 PM	X		

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

MAXIMUM SPEED PERMISSIBLE: Between Maple Valley and Black Diamond.....20 M.P.H.

Industry Track not shown as station: Wilderness, 2.7 miles from Maple Valley, capacity 4 cars.

Westward 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. If necessary to stop for this switch to be lined, trains will stop to clear west switch of P.C.R.R. siding.

MAXIMUM SPEED PERMISSIBLE:

Between Passenger Trains Freight Trains
Spokane St. Tower and Maple Valley.....55 35

except

15 M.P.H. over West Tacoma Line, Junction Switch at Black River Tower and curve immediately beyond.

8 M.P.H. through paved district of Renton.

Trains may register by ticket at Black River, Renton and Maple Valley.

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

Renton telegraph office closed daily from 11:15 P.M. to 7:15 A.M.—Sundays and legal holidays, 11:15 P.M. to 3:15 P.M.

EASTWARD				TAYLOR BRANCH				WESTWARD			
SECOND CLASS				TIME TABLE No. 1				SECOND CLASS			
Car Capacity	76 Freight Except Sunday	Miles from Maple Valley		April 1st, 1939 STATIONS Railroad Crossings				75 Freight Except Sunday	Symbols Rule 6(A)		
Yard	L 4:50 PM	0.		P-DN	Maple Valley 1.4	DS		A 12:40 PM	BJKRVWXY		
5	4:55	1.4			Atkinson 2.2			12:35			
40	5:05	3.6		P	Hobart 4.4			12:25			
40	5:30	8.0		P	Sherwood 0.9			12:05	VX		
50	A 5:35	8.9		P	Taylor			L 12:01 PM	TWX		

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

MAXIMUM SPEED PERMISSIBLE: Between Maple Valley and Taylor.....20 M.P.H.

except

Trains handling logs will not exceed 10 M.P.H. Sherwood to Camp 3. Engines will not exceed 4 M.P.H. backing down High Line at Taylor.

Westward trains on Taylor Branch will come to a full stop at upper Wye switch. If necessary to stop for switches to be lined before entering C.M.St.P. & P. siding, trains will stop to clear junction switch between West Wye and C.M.St.P. & P. siding. The upper Wye switch on Taylor Branch will be kept set and locked for East leg of Wye.