

# **PACIFIC COAST R. R. Co.**

## **TIME TABLE No. 5**

**ALSO**

# **PACIFIC COAST R. R. Co.**

## **SPECIAL RULES No. 5**

**Taking Effect 12:01 A.M., Sunday  
March 4th, 1945**

**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 tables of previous date.**

**G. W. MERTENS,  
President and Gen'l Mgr.**

**E. W. MAXWELL,  
V.P. and Superintendent**

**WM. WOOD,  
Asst. Superintendent**

# PACIFIC COAST R. R. CO.

## SPECIAL RULES NO. 5

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

Rule 14 (k) is modified as follows:

On two or more tracks—to call attention of engine and train crews of trains of the same or inferior class and to yard engines to signals displayed for a following section.

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 impass-

able, 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 1¼ 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 1¼ 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 12/3 suspended from trolley bridge 70 feet east of N. P. crossing 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.

Signal 22/2 located just west of Maple Valley will indicate stop when junction switch at Maple Valley is lined for P.C. Black Diamond Branch. When P.C. trains approach Maple Valley, dispatchers will leave junction switch lined for C.M.St.P. & P. until P.C. train has passed signal 22/2.

P.C. westward signal located on Lakeside Branch at fouling point of main track Renton will govern all movements off Lakeside Branch. Signal is equipped with a light type indicator and two push buttons attached to signal mast.

To enter main track, trains must stop before passing signal. If light indicator is burning they may press push button painted yellow setting eastward and westward signals on main track at Stop. After an interval of approximately two minutes this signal will display a proceed indication if route is clear. If for any reason route is not accepted, immediately press push button painted red to restore main track routes.

Eastward dwarf signal located 200 feet west of Renton Station on westward track governs movements against current of traffic over two-track switch.



## 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 crossing. 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.—All trains will approach this crossing expecting to find crossing gates lined against them. When gates are lined against the P.C.R.R., trains will stop and line them against the N.P. before proceeding over the crossing. Gates may be left as used by either road.

## JUNCTION SWITCHES: RULE 98

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

**MAPLE VALLEY**—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.

## 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). 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.

At junction of Lakeside branch and main track, Renton (normal position set for main track).

## DERAIL SWITCHES

West end siding at Cedar Mountain.

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

West end No. 2 track, Mine 11.

Two Coal Bunker tracks, Seattle Bunkers.

## RESTRICTED CLEARANCES

Switch stand on East Tacoma Line junction switch Black River.

Switch stand at West end Black River yard.

There are restricted clearances at all docks, coal bunkers and ramps and also in the brick yard at Renton. Wires across west lead to Track 4 Renton Brick Yard will not clear man on top of car.

Overhead wires on lead to Boeing Plant at Renton will not clear man on top of car.

## 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.

Trains must come to full stop before passing over grade crossing leading to Shuffleton Plant on Lakeside Line at Renton and flag over the crossing.

Flood lights illuminating the highway crossing at 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 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.

Trolley wires at the following points are not at standard clearance:

Albro Place Viaduct just east of Argo

Highway Bridge just west of Black River

Highway Bridge at Cedar Mountain

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

Two tracks between Spokane Street Tower and N. P. crossing at Renton. Yard engines and extra trains are not permitted to use Main Tracks within Seattle Yard Limits East of Argo Tower 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 tracks when opposition to regular scheduled trains may require emergency stops, and when making movements through

EASTWARD											MAIN LINE											WESTWARD								
SECOND CLASS					FIRST CLASS						Time Table No. 5 March 4, 1945 Stations and Railroad Crossings											FIRST CLASS				SECOND CLASS				
78 FREIGHT Except Sunday	86 Time Freight Daily	92 Time Freight Except Sunday	264 Time Freight Daily	94 Way Freight Except Sunday		16 PASSENGER Daily	28 PASSENGER Daily	Car Capacity Sidings	Car Capacity Com'l. Trucks	Miles from Seattle												Symbols Rule 6(A)	15 PASSENGER Daily	25 PASSENGER Daily		85 Time Freight Daily	91 Way Freight Except Sunday	79 FREIGHT 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 10:00 AM		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 5:10 PM		
10:20		L 2:05 PM				From U. P.	From U. P.			2.0	Spokane St. Tower N.P. Crossing 1.5											IJV	To U. P.	To U. P.			A 12:45 PM	4:55		
10:25		2:10				L 9:38 PM	L 8:29 AM			3.5	Argo Tower N.P.—U.P. Crossings and Slip Crossing 1.9											IJV	A 7:43 AM	A 8:50 PM			12:35	4:50		
10:30	L 3:45 PM	2:15	L 3:30 AM	From C.M.St.P.&P.		9:41	8:32	C.M.St.P.&P. Yard		5.4	Van Asselt 4.3											X	7:40	8:47		A 2:55 AM	12:30	4:45	A 3:35 PM	
10:40	A 3:55 PM	A 2:25 PM	4:15	L 12:01 PM		9:48	A 8:40 AM	Yard		9.7	Black River Tower U.P. Crossing 2.4											BIJRVX	7:32	L 8:39 PM		L 2:30 AM	12:15	4:25	3:01	
A 10:50 L 11:10	To C.M.St.P.&P.	To C.M.St.P.&P.	4:25	A 12:06 PM		S 9:54	To C.M.St.P.&P.	70	Yard	12.1	Benton N. P. Crossing 3.4											BRWXZ	S 7:28	From C.M.St.P.&P.		From C.M.St.P.&P.	L 12:10 PM	L 4:15 A 2:45	2:30	
11:25			4:40							15.5	Elliott 1.5																		2:30	1:44
11:30			4:44			10:03		95		17.0	Indian 1.5												7:08						2:25	1:41
11:35			4:48			10:05		5		18.5	Cedar Mountain 3.3												7:06						2:20	1:38
A 11:50 AM			A 5:00 AM			A 10:12 PM		Yard		22.3	Maple Valley											BJKRVWX	L 7:00 AM					L 2:05 PM	L 1:30 PM	
To Black Diamond Branch			To C.M.St.P.&P.			To C.M.St.P.&P.																	From 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. 5 March 4, 1945 STATIONS Railroad Crossings				SECOND CLASS			
Car Capacity Sidings	Car Capacity Com'l. Tracks	78 FREIGHT Except Sunday	Miles from Maple Valley					79 FREIGHT Except Sunday	Symbols Rule 6(A)		
	Yard	L 11:50 AM	0.	P-DN	Maple Valley 5.3	DS		A 2:05 PM	BJKRVWX		
	35	12:10 PM	5.3		Henrys 2.0			1:45	V		
	25	12:20	7.3	P	Mine 11 0.9			1:35	XY		
	4	A 12:35 PM	8.2	P	Black Diamond			L 1:30 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.

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.

paved section of Renton, switching trains must have the percentage of air brakes required by law, which is not less than 85 per cent.

Air brakes must be used when switching ramp at Briquettville.

Cars must not be kicked at Briquettville or the Boeing Plant at Renton. Hand or air brakes must be set on cars left standing on lead to Boeing Plant or short spur at Plant.

Trains and engines moving from westward track to Harbor Island line before starting crossover movement will call Spokane St. towerman to ascertain whether or not it is all clear to make crossover move. Engines coming off the Harbor Island line will call the Spokane St. Towerman before crossing the N.P. (Colorado St. Line) to ascertain whether or not it is all clear to make such move.

Telephones to provide direct communication with Spokane St. Tower have been installed near east end of facing point crossover and near the N.P. (Colorado Ave.) crossing gate just inside the Harbor Island line switch.

Sand must not be used on spring switches.

Crews eating at Renton must leave their trains to clear west lead to Renton passing track and west lead to Renton Brick Yard.

Cars may be left on the Main track of Lakeside line without train order authority, except that cars must not be left standing within 600 ft. of either side of north Renton highway crossing.

### MAXIMUM SPEED PERMISSABLE

BETWEEN — Argo Tower and	PSCR. TRAINS	FRT. TRAINS
Maple Valley.....	50 MPH	35 MPH

Except

Trains handling logs— 30 MPH.

BETWEEN—Spokane St. Tower and Argo Tower.....10 MPH

15 MPH over West Tacoma line Jct. switch at Black River Tower and curve immediately beyond.

10 MPH through paved district of Renton. Resume normal speed after engine is clear of paved district.

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, except Sundays and legal holidays, 11:00 P.M. to 7:00 A.M.

Sundays and legal holidays, 12:01 A.M. to 3:00 P.M. and 11:00 P.M. to 11:59 P.M.

### TRAINS HANDLING LOGS

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

**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:** Weisfield & Goldberg, Inc.  
414 Pike Street, Seattle.

H. V. O'NEIL,  
Chief Dispatcher.

R. E. OZURA,  
J. C. SHUMAN,  
H. E. LOVELESS,  
Train Dispatchers.