

PACIFIC COAST R. R. Co.

TIME TABLE No. 7

ALSO

PACIFIC COAST R. R. Co.

SPECIAL RULES No. 7

Taking Effect 12:01 A.M., Monday
April 8th, 1946

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. 7

THE PACIFIC COAST RAILROAD is governed by the Consolidated Code of Operating Rules and General Instructions effective December 1, 1945, except as modified by special rules.

EXCEPTIONS TO GENERAL RULES

In the application of Rule 5 at Renton, time will apply at Renton Siding. Rule D-5 does not apply.

The second paragraph of Rule 17 (B) is modified as follows:

It must be dimmed:

Approaching train order signals, junctions and terminals.

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

Unless otherwise provided, a train must not leave its initial station on 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 double track 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.

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) F, Eng. 66 run extra F to A.

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 S-83 or D-83.

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

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."

AUTOMATIC BLOCK SIGNALS

(C.M.St.P. & P. Automatic Block Signals Rules Apply)

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 11/1 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 double-track switch.

RAILROAD CROSSINGS: RULE 98

(C.M.St.P. & P. Interlocking Signal Rules apply at Spokane Street Tower, Argo Tower and Black River Tower)

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 double track Renton (normally set for westward track). At east end of Black River Yard (normally set for eastward track).

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

DERAIL SWITCHES

West end spur track 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 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.

No clearance for engines or men at coal ramps at Black Diamond, Danville and Renton.

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.

Fire lane signals have been installed at Main Street, Atlantic Street and Horton Street. These signals have been connected with the signal

division of the Seattle Fire Department and will be operated to govern the train movements across these intersections in case of fire along the waterfront or on Harbor Island.

In the event these signals are illuminated, trains approaching these intersections must stop immediately and refrain from blocking the crossing until the signal is clear. When the signal goes on and short trains are already blocking the intersection, they will pull or back off immediately to permit fire apparatus runs. When long trains are occupying these intersections, they will cut the crossing in order to permit the fire runs.

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.

Double track 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 crossovers at east and west ends 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; also in handling cuts of cars on main tracks when opposition to regular scheduled trains may require emergency stops, and when making movements through 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.

EASTWARD											MAIN LINE											WESTWARD										
SECOND CLASS					FIRST CLASS						Time Table No. 7 April 8, 1946 Stations and Railroad Crossings											FIRST CLASS					SECOND CLASS					
78 FREIGHT Except Sunday		92 Time Freight Except Sunday	264 Time Freight Daily	94 Way Freight Except Sunday		16 PASSENGER Daily	28 PASSENGER Daily	Car Capacity Slidings	Car Capacity Com'l. Tracks	Miles from Seattle												Symbols Rule 6(A)	15 PASSENGER Daily	25 PASSENGER 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.		
L 8:30 AM		From C.M.St.P.&P.						Yard		0.	D-P N.P.—U.P.—Seattle (Dearborn St.) SO											BCRTVWZ					To C.M.St.P.&P.	A 5:10 PM				
8:50		L 2:05 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 12:45 PM	4:55				
8:55		2:10				L 9:40 PM	L 8:29 AM			3.5	DN-P Argo Tower N.P.—U.P. Crossings and Slip Crossing 1.9 G											IJV	A 7:35 AM	A 8:39 PM			12:35	4:50				
9:00		2:15	From C.M.St.P.&P.	From C.M.St.P.&P.		9:43	8:32	C.M.St.P.&P. Yard		5.4	P Van Asselt 4.3											X	7:32	8:36			12:30	4:45	To C.M.St.P.&P.			
9:10		A 2:25 PM	L 8:30 AM	L 12:01 PM		9:49	A 8:40 AM	Yard		9.7	DN-P Black River Tower U.P. Crossing 2.4 BI											BIJRVX	7:24	L 8:29 PM			12:15	4:25	A 3:01 PM			
A 9:20 L 11:10		To C.M.St.P.&P.	8:38	A 12:06 PM		S 9:54	To C.M.St.P.&P.	70	Yard	12.1	D-P Renton N. P. Crossing 3.4 RN											BRWXX	S 7:20	From C.M.St.P.&P.			L 12:10 PM	A 4:15 2:45	2:30			
11:25			8:48							15.5	P Elliott 1.5																	2:30	1:44			
11:30			8:53			10:03		95		17.0	P Indian 1.5												7:08					2:25	1:41			
11:35			8:58						5	18.5	P Cedar Mountain 3.8																	2:20	1:38			
A 11:50 AM			A 9:10 AM			A 10:12 PM		Yard		22.3	DN-P Maple Valley DS											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. 7 April 8, 1946 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 4.2	DS		A 2:05 PM	BJKRVWX		
	7	12:05 PM	4.2	P	Danville 1.1			1:50			
	35	12:10	5.3		Henry's 2.0			1:45	V		
	Yard	A 12:20 PM	7.3	P	Black Diamond			L 1:35 PM	XY		

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.

Crews cating at Renton must leave their trains to clear west lead to Renton Siding 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.

Racor ground throw spring lock switches are not spring switches and must always be thrown by hand.

YARD LIMITS

SEATTLE: 1000' east of east end Van Asselt Yard.

BLACK RIVER: $\frac{1}{2}$ mile west of Black River Tower to opposite east crossover switch east end Black River Yard.

RENTON: East end Bridge 5 to 500' west of Bridge 7.

MAPLE VALLEY: West end Bridge 10 to $\frac{1}{2}$ mile east of Bridge 13.

BLACK DIAMOND: 200' west of west Y switch.

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 double track 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,

H. E. LOVELESS,

D. L. VERNOR,

Train Dispatchers.