COMPANY SURGEONS

Dr. H. J. Knott, Chief Surgeon.....Seattle, Wash.
Dr. J. C. Wagner.....Renton, Wash.

H. V. O'Neil, Chief Dispatcher
R. N. Whitman, Trainmaster
E. T. Carter, Trainmaster
L. E. Barnes, Trainmaster
E. J. Gardner, Trainmaster
C. A. Keil, Asst. to Superintendent

PACIFIC COAST R.R.CO.

TIME TABLE 13

Effective 12:01 A. M. Pacific Time

Sunday, Feb. 8, 1953

I. E. CLARY, Superintendent

J. D. TAYLOR, General Manager

EASTWARD

CAR CAPACITY Siding	CAR CAPACITY Other Tracks	SECOND CLASS 86 C.M.St.P. &P Daily	SECOND CLASS 94 C.M.St.P. &P Daily Except Sunday	SECOND CLASS 78 Daily Except Sunday	SECOND CLASS 264 C.M.St.P. &P Daily	FIRST CLASS 18 C.M.St.P. &P Daily	FIRST CLASS 16 C.M.St.P. &P Daily	FIRST CLASS 28 C.M.St.P. &P Daily	FIRST CLASS 26 C.M.St.P. &P Daily	Distance from Seattle	FIRST SUBDIVISION TIME TABLE No. 13 Effective February 8, 1953 STATIONS	Telegraph Calls
Yard	500	.....	.....	L 8:30 AM	.....	.....	.....	.....	.....	0.0	SEATTLE Main Street 2.0	.....
Yard	0	.....	L 2:05 PM	8:50	.....	.....	.....	.....	.....	2.0	SPOKANE STREET TOWER N. P. Crossing 1.4	.....
0	0	.....	2:10	8:55	.....	L 10:40 PM	L 2:53 PM	L 10:53 AM	L 7:59 AM	3.4	ARGO TOWER N. P. and U. P. Crossings 2.0	G
CMSt P&P YARD		L 4:25 PM	2:15	9:00	L 5:20 AM	10:43	2:56	10:56	8:02	5.4	VAN ASSELT 4.3	.....
0	13	A 4:35 PM	A 2:45 PM	9:10	6:45	10:49	3:01	A 11:01 AM	A 8:10 AM	9.7	BLACK RIVER TOWER U. P. Crossing 2.4	BI
70	200	.....	.....	15 9:20 11:10	6:55	S 10:54	S 79 3:08	.....	.....	12.1	RENTON N. P. Crossing 3.4	RN
0	0	.....	.....	11:25	7:08	.....	.....	.....	.....	15.5	ELLIOTT 1.7	.....
95	0	.....	.....	11:30	7:15	11:03	263 3:16	.....	.....	17.2	INDIAN 1.3	.....
0	5	.....	.....	11:35	7:19	.....	.....	.....	.....	18.5	CEDAR MOUNTAIN 3.8	.....
79	22	.....	.....	A 11:50 AM	A 7:30 AM	A 11:12 PM	A 3:23 PM	.....	.....	22.3	MAPLE VALLEY	DS
		.10 25.8	.40 11.5	3.20 6.7	2.10 7.8	.32 35.4	.30 37.8	.8 47.4	.11 34.4		Time Over Subdivision Average Speed per Hour	

DOUBLE TRACK

AUTOMATIC BLOCK SIGNALS

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

EASTWARD

CAR CAPACITY Siding	CAR CAPACITY Other Tracks	SECOND CLASS 78 FREIGHT Daily Except Sunday	Distance from Maple Valley	SECOND SUBDIVISION TIME TABLE No. 13 Effective February 8, 1953 STATIONS	Telegraph Calls
Yard	22	L 11:50 AM	0.	MAPLE VALLEY 4.6	DS
	7	12:05 PM	4.6	DANVILLE 1.0	.....
	10	12:10	5.6	HENRYS 2.0	.....
Yard	Yard	A 12:20 PM	7.6	BLACK DIAMOND	.....
		30. 15.2		Time Over Subdivision Average Speed per Hour	

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

WESTWARD

FIRST SUBDIVISION

TIME TABLE No. 13

Effective February 8, 1953

STATIONS

DOUBLE TRACK — AUTOMATIC BLOCK SIGNALS

Distance from Maple Valley	FIRST CLASS 17 C.M.St.P. &P Daily	FIRST CLASS 15 C.M.St.P. &P Daily	FIRST CLASS 27 C.M.St.P. &P Daily	FIRST CLASS 25 C.M.St.P. &P Daily	SECOND CLASS 85 C.M.St.P. &P Daily	SECOND CLASS 93 C.M.St.P. &P Daily Except Sunday	SECOND CLASS 79 Daily Except Sunday	SECOND CLASS 263 C.M.St.P. &P Daily	Signs
SEATTLE Main Street 2.0 — 22.3	.....	.....	.....	.....	.....	.....	A 5:10 PM	.....	PBRVZXJ
SPOKANE STREET TOWER N. P. Crossing 1.4 — 20.3	.....	.....	.....	.....	.....	A 12:45 PM	4:55	.....	DNPIJV
ARGO TOWER N. P. and U. P. Crossings 2.0 — 18.9	A 7:05 AM	A 10:13 AM	A 2:18 PM	A 9:39 PM	.....	12:35	4:50	.....	DNPIJV
VAN ASSELT 4.3 — 16.9	7:00	10:08	2:15	9:36	A 5:05 AM	12:30	4:45	A 4:10 PM	PX
BLACK RIVER TOWER U. P. Crossing 2.4 — 12.6	6:50	9:58	L 2:10 PM	L 9:29 PM	L 4:55 AM	L 12:20 PM	4:25	4:01	DNPBIJ RVX
RENTON N. P. Crossing 3.4 — 10.2	S 6:45	S 78 **9:53**	.....	.....	.....	.....	16 **4:15** **2:45**	3:45	BRWX ZYIP
ELLIOTT 1.7 — 6.8	.....	.....	.....	.....	.....	.....	2:30	3:20	P
INDIAN 1.3 — 5.1	6:37	9:44	.....	.....	.....	.....	2:25	16 **3:16**	P
CEDAR MOUNTAIN 3.8 — 3.8	.....	.....	.....	.....	.....	.....	2:20	2:58	P
MAPLE VALLEY — 0.	L 6:30 AM	L 9:36 AM	.....	.....	.....	.....	L 2:05 PM	L 2:50 PM	DNPBJ KRVX
Time Over Subdivision Average Speed per Hour	.35 32.4	.37 30.7	.08 47.4	.10 37.8	.10 25.8	.25 18.5	3.05 7.02	1.20 12.6	

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

WESTWARD

SECOND SUBDIVISION

TIME TABLE No. 13

Effective February 8, 1953

STATIONS

Distance from Maple Valley	SECOND CLASS 79 FREIGHT Daily Except Sunday	Signs
0. **MAPLE VALLEY** 4.6	A 2:05 PM	BJKRVPDNX
4.6 **DANVILLE** 1.0	1:50	P
5.6 **HENRYS** 2.0	1:45	V
7.6 **BLACK DIAMOND**	L 1:35 PM	XP
Time Over Subdivision Average Speed per Hour	30. 15.2	

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

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS — GENERAL.

(a) Where Automatic Block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movements must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.

(b) Maximum permissible speed of passenger, freight and mixed trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

Except as directly affected by speed restrictions prescribed in Items 1 and 2—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone sign is reached.

When the movement is from a higher to a lower speed zone, the zone sign is located approximately one mile from the point where the lower speed becomes effective. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, the 45 degree sign is located at the point where speed may be increased.

When operating against the current of traffic in double track territory, trains must not exceed the maximum permissible speed prescribed by the 45 degree sign with the current of traffic. This does not modify Rule 93.

The 45 degree sign has two sets of figures. The numerals preceded with letter "P" apply to passenger trains, and letter "F" to freight and mixed trains.

(c) Speed shown on Speed Limit Plate on engines must not be exceeded.

(d) Steam engines backing up ..... 20 MPH
Steam engines in forward motion running light or with caboose only ..... 35 MPH

Diesel and Electric engines light or with caboose only..... 35 MPH

Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc., on Main Lines..... 25 MPH
except on 6 degree curves or sharper, and on Branch Lines 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car on Main Lines..... 30 MPH
except on 6 degree curves or sharper, and on Branch Lines 20 MPH

Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track thru interlockings ..... 15 MPH

Trains or engines moving on main routes actuating points of spring switches ..... 13 MPH

(e) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to Diesel or Electric engines, or immediately next to caboose, occupied outfit cars or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids. In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.

On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Trains handling foreign line steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed 10 MPH.

Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent.

3. Under Rule 24, engine number only will be displayed in indicators on engines so equipped.

4. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.

5. EMPLOYES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS:

Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement. Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected, train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

Cars and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.

6. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.

7. Brakemen with less than one year of experience should not be used as flagmen except in emergency, and then Superintendent will be notified by wire.

8. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.

9. Due to limited overhead clearance at structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

10. The Railway Company is responsible for proper handling of perishable freight on road and at points where Refrigerator Companies do not maintain representatives. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

11. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

    Cars placarded "Explosives," "Inflammable," "Corrosive Liquids," or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

    When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.

    When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

    When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.

    When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

    Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler cars with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

    Terminal or pick-up points enroute must furnish conductor and engineer information showing consecutively location in train of all cars placarded "Explosives." At points other than terminals where crews change, notice will be transferred from crew to crew.

    Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 726(C) and 808.

12. Trains handling flat or skeleton cars loaded with logs must stop at appropriate locations immediately before passing over through-truss bridges and make thorough inspection of all cars of logs in their train, making certain train and lading are in safe condition before proceeding. Extra stops en route will be made for this purpose when in the judgment of the conductor it is necessary.

    Trainmen must maintain watch behind their trains for logs that may have rolled off cars and if main track is fouled take prompt action to protect trains.

    On double track, conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except that when two trains handling logs are passed either one should stop until the other train has pulled by whether on siding or double track.

    On single track, trains handling logs must be at stop when meeting or being passed by passenger and freight trains, except when there are more cars than siding will hold, it is permissible for log train to pull by such trains at restricted speed.

    Logs must be secured to cars by chains or cables.

    Unless conditions require further speed restrictions, trains handling logs must not exceed 25 MPH.

13. LOCATION OF PACIFIC COAST BULLETINS ON OTHER LINES.

G. N. Ry.—Interbay Yard Offices
Interbay Roundhouse
Seattle House Yard

C. M. St. P. & P. RR.—Everett
Cedar Falls
Tacoma
Seattle
Enumclaw
Spokane
Othello

14. EMERGENCY TELEPHONES.

Harbor Island Crossover—Seattle
Davis Private Road Crossing
Boeing Access Viaduct—west end of curve
M.P. 8.—2 miles west of Black River
Renton—Roadmaster House
Renton—Water tank
Renton—East switch passing track
Bridge No. 7—east end
Bridge No. 9—west end
Cedar Grove—west end of curve
M.P. 20.—2 miles west of Maple Valley

15. Pacific Coast R.R. Co. is governed by the Consolidated Code of Operating Rules and General Instructions effective December 1, 1945, and Great Northern Maintenance of Way Rules effective December 1, 1945.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Argo and Maple Valley	50 MPH	35 MPH
Spokane Street and Argo	25 MPH	25 MPH
Trains handling logs		25 MPH

2. SPEED RESTRICTIONS.

Around curve just east of Black River Tower	15 MPH
Renton. Over paved district and all street crossings	10 MPH
North Renton Line	10 MPH
Curve just west of Cedar Mountain switch	45 MPH
All paved streets in Seattle	6 MPH
Unless otherwise provided, through all turnouts	13 MPH
Between home signals of interlockings at Argo and Black River	25 MPH

3. ENGINE RESTRICTIONS.

Seattle Coal Bunkers. Engines must not be put through west crossover.

Seattle Yard. Following tracks are unsafe for Diesel engines:
All rip tracks
Middle Yard track No. 5, except twelve car lengths on east end
Middle Yard track No. 6, except six car lengths on east end

North Renton. Do not exceed 8 miles per hour while using wye tracks.

4. TRAIN REGISTER EXCEPTIONS.

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

5. CLEARANCE PROVISIONS AND EXCEPTIONS.

If the initial station for a train is a non-telegraph station, or a telegraph station at which the operator is not on duty, a clearance will not be required.

6. ELECTRIFIED ZONE INSTRUCTIONS.

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

The wires on the trolley and transmission line poles and supports carry 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.

If wires are found hanging down, or any part of the trolley or transmission system deranged in such a way that a person might come in contact with the wires, the train dispatcher must be notified from the first point of communication.

If conditions are such that train or equipment is unable to pass without touching the wires, the train dispatcher must be notified and he will give necessary instructions.

In case of fire, extinguishers filled with carbon tetrachloride only should be used if it is possible for the extinguishing liquid to come in contact with the wires.

Freight trainmen will not be required to ride on top of train in electrified territory unless some real emergency condition exists, which, in the judgment of the conductor of the train, would require special attention from some member of the crew located on top of the car. However, in no case must trainmen get on top of cars where, on account of lack of clearance, there is danger of contacting any part of energized trolley system.

7. AUTOMATIC BLOCK SIGNALS.

(C. M. St. P. & P. Automatic Block Signal Rules apply)

(a) Automatic Block Signals are numbered in miles and tenths from Seattle. Numbers of signals are painted on instrument case at the base of mast.

(b) 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.

(c) Signal 12.3 suspended from trolley bridge 70 feet east of N.P. crossing at Renton governs westward movement over spring switch in facing point direction. Rule 522 governs.

(d) Signal 22.2 located just west of Maple Valley will indicate stop when junction switch at Maple Valley is lined for Second Subdivision. When eastward 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.

(e) P.C. westward signal located on North Renton Line at fouling point of main track at Renton will govern all movements off North Renton Line. 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 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 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.

8. RESTRICTED CLEARANCES.

Seattle—Restricted clearances at all docks and coal bunkers.
Black River Team Track—Tallow loading platform.
Cedar Mountain—Clay loading ramp.
Renton—Brick Yard.
North Renton—Restricted overhead clearance at Winery spur.
East leg of wye North Renton—No shoulder on East leg of wye Danielson Fuel Yard.
Briquettville—Loading ramps.

9. Seattle—Movements across South Alaskan Way to and from piers and bunkers must be made under flag protection.

   Fire lane signals have been installed at Main St., Atlantic St., and Horton St. These signals have been connected with the signal division of the Seattle Fire Department and will be operated to govern 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 to permit the fire runs.

10. 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 joint 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.

11. Lakeside—Flood lights illuminating the highway crossing at Lake Washington Boulevard must be turned on before trains proceed over crossing and turned off fhen crossing movement has been completed during hours of darkness or foggy weather.

    Trains must come to full stop before passing over grade crossing leading to Shuffleton Plant.

12. 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.

13. 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.

14. 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.

15. There is a drawbridge over Track 4 at the west end of Renton Brickyard. Bridge must be up before track is switched.

16. Air brakes must be used when switching ramp at Briquettville.

17. Cars must not be kicked at Briquettville or the Boeing Plant at Renton. When spotting empties for ramp at Briquettville, slack must be bunched and hand brakes applied on all cars. Hand brakes must also be set on all cars left standing on lead to Boeing Plant.

18. 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.

19. Crews eating at Renton must leave their trains clear of Interlocker Clearance Sign located 350 feet East of West switch to Renton Siding and west lead to Renton Brick Yard. Cars or engines must not be left standing between this sign and N.P. Crossing, Renton.

20. Cars may be left on the running track of North Renton line, except that cars must not be left standing within 600 feet of either side of Sunset Highway crossing.

21. BLACK RIVER ELECTRIC SWITCH LOCKS.

Rules for the use of facing point crossovers near east and west end of Black River yard. Both switches on these crossovers are equipped with electric switch locks.

To operate these locks, open door of the lock and observe indicator. If indicator is clear or the word "Unlocked" is visible, swing small lever upward and to the left as far as it will move and leave in this position. This will release the plunger lock so that the switch may be operated by hand in usual manner for hand throw switches.

On crossover at west end of yard, if indicator does not show clear or unlocked, open door of box marked "Time Release" located at the east end of crossover: Turn handle of time release to the right as far as it will go, then release and wait for time release to run down, which will be approximately four minutes. If indicators then show clear or unlocked, operate the lock as directed in Paragraph Two above.

On crossover at east end of yard, if indicator does not show unlocked, open door of box marked "Time Release" located at the east end of the crossover and push small knob inward as far as it will go, then release and wait approximately four minutes. If indicators then show unlocked, operate locks as directed in Paragraph Two above.

If indicators do not show "Clear" or "Unlocked" after operating time release, an emergency release is provided. This is a push-button located just above the indicator and protected with a standard car seal. After providing flag protection in accordance with the rules, you may break and remove car seal, then push button in as far as it will go, and while holding in this position, operate unlocking lever, as described in Paragraph Two. If necessary to break seals and use emergency release, this must be reported to the dispatcher at the first opportunity.

It will be necessary to operate the time release to release locks for all eastward movements over both these crossovers. Leave doors

of lock and time release (if used) open until movement has been completed. After movements over crossover have been completed the levers for electric locks must be returned to their normal position and all doors closed and locked.

When operating electric locks on switches on crossovers at east and west end of Black River yard, observe the following to prevent damage to equipment and subsequent delay to trains:

When returning lock to normal position lock lever must be pushed slightly to return lever to full normal position. Under no circumstances must door be closed or forced shut when lever is not in full normal position. Door will close only when the above instructions are completed.

22. ATLANTIC ST., SEATTLE:

Movements are controlled by flagman who will use a green flag by day and a green light by night.

N.P. proceed signal—one motion.

C. M. St. P. & P. proceed signal—two motions.

P.C. RR. proceed signal—three motions.

U.P. RR. proceed signal—four motions.

If flagman should be absent it will be necessary to flag over crossings.

LAKESIDE, N.P. RY.

Crossing protected by gate.

23. CROSSOVERS ON DOUBLE TRACK.

FACING POINT:	TRAILING POINT:
Seattle. About 1800 ft. east of Spokane St. Tower.	Seattle. About 400 ft. east of Spokane St. Tower.
Van Asselt. West end of Milwaukee Yard.	Seattle. About 2300 ft. east of Spokane St. Tower.
Black River. About 2300 ft. east of Tower.	Argo. About 1500 ft. east of Tower.
Black River. About 7800 ft. east of Tower.	Van Asselt. East end of Milwaukee Yard.
	Black River. N.P. Transfer.
	Black River. At Tower.
	Renton. West end of Yard.

Crossover between eastward main and westward main tracks one-half mile west of Black River Tower is not provided with trolley wire.

24. SPRING SWITCHES.

Black River. East end of Black River Yard (normally set for eastward track).

Renton. End of double track (normally set for westward track).

Renton. North Renton Line junction (normally set for main track).

25. MANUAL INTERLOCKINGS.

SPOKANE ST. TOWER. N.P.

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.

Eastward: 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.

Upper semaphore arms for through P.C. RR. tracks—call one long sound of whistle.

Diverging routes except U.P. interchange track—call one long and one short and one long sound.

U.P. interchange track—call one long two short and one long sound.

26. AUTOMATIC INTERLOCKINGS.

RENTON. N.P.

Trains must approach the home signals under control and if a proceed indication is obtained may proceed over the crossing at a speed not to exceed 10 MPH.

27. Upper arms on train order signal at Black River Tower governs movements of trains on P.C. RR. tracks.

SECOND SUBDIVISION

(Black Diamond Branch)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between

Maple Valley and Black Diamond ..... 20 MPH

2. SPEED RESTRICTIONS.

Over Bridge 13 Maple Valley..... 10 MPH

Unless otherwise provided—Through all turnouts..... 13 MPH

3. CLEARANCE PROVISIONS AND EXCEPTIONS.

If the initial station for a train is a non-telegraph station, or a telegraph station at which the operator is not on duty, a clearance will not be required.

4. DANVILLE AND BLACK DIAMOND.

Danville—No clearance. Coal loading ramp will not clear engine or caboose.

Black Diamond—No clearance for engines or men at coal ramps. Caboose will not clear coal bunkers.

WATCH INSPECTORS

Weisfields Inc., 414 Pike St., Seattle.

Peter Michael, 223 Pine St., Seattle.

Roy Davidsen, Jeweler, 8524 Greenwood Ave., Seattle.

A. T. Crumpacker, Jeweler, 5325 Ballard Ave., Seattle.