

COMPANY SURGEONS

Dr. F. K. REMINGTON Seattle, Wash.

Dr. C. A. REGAN Seattle, Wash.

R. E. OZURA, *Chief Dispatcher*
J. W. WICKS, *Trainmaster*
R. C. TANGUY, *Trainmaster*
T. W. MACKENROTH, *Master Mechanic*
D. R. SMART, *Traveling Engineer*

PACIFIC COAST R.R.CO.

**TIME
TABLE
21**

Effective 12:01 A.M. Pacific Standard Time

Sunday, June 30, 1963

R. H. SHOBER, *Superintendent*
P. T. RUDLANG, *General Manager*

EASTWARD**WESTWARD**

CAR CAPACITY		SECOND CLASS		Distance from Seattle	FIRST SUBDIVISION TIME TABLE No. 21 EFFECTIVE Sunday, June 30, 1963 STATIONS	Telegraph Calls	Distance from Maple Valley	SECOND CLASS		Signs
Siding	Other Tracks	86 C.M.St.P. &P Daily	94 C.M.St.P. &P Daily except Sunday					93 C.M.St.P. &P Daily except Sunday	263 C.M.St.P. &P Daily	
0	500			0.0	SEATTLE Main Street 2.0		22.3			PBRVZXJ
0	0		L 2:05 PM	2.0	SPOKANE STREET N.P. Crossing 1.4		20.3	A 12:45 PM		DNPIJ VX
0	0		2:10	3.4	ARGO N.P. and U.P. Crossings 2.0	G	18.9	12:35		DNPIJ VX
CM St YARD	P&P YARD	L 8:25 PM	2:15	5.4	VAN ASSELT 4.3		16.9	12:30	A 8:20 PM	PX
0	13	A 8:35 PM	A 2:35 PM	9.7	BLACK RIVER U.P. Crossing 2.4	BI	12.6	L 12:20 PM	8:01	DNPBIJRVX
70	200			12.1	RENTON N.P. Crossing 5.1	RN	10.2		7:55	DPBRXZYI
95	0			17.2	INDIAN 5.1		5.1		7:43	P
0	17			22.3	MAPLE VALLEY	DS	0.0		L 7:30 PM	DNPBJKRVX
		.10 25.8	.30 15.4		Time Over Subdivision Average Speed per Hour			.25 18.5	50 20.2	

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

EASTWARD**WESTWARD**

CAR CAPACITY		Distance from Maple Valley	SECOND SUBDIVISION TIMETABLE No. 21 EFFECTIVE Sunday, June 30, 1963 STATIONS	Telegraph Calls	Distance from Black Diamond	Signs
Siding	Other Tracks					
0	17	0.0	MAPLE VALLEY 5.6	DS	7.6	DNPBJKRVX
0	10	5.6	HENRYS 2.0		2.0	V
0	Yard	7.6	BLACK DIAMOND		0.0	XP
			Time Over Subdivision Average Speed per Hour			

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS – GENERAL

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

30 MPH – On main lines, when handling the following equipment in trains not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also loaded air dump cars.

25 MPH – Trains handling logs.

20 MPH – Trains handling scale test car or loaded air dump cars on Branch Lines or on 6 degree or sharper curves of Main Lines.

15 MPH – Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.

Trains or engines moving thru interlockings against the current of traffic on double track; trains or engines thru all turnouts, unless otherwise provided.

2. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber timber, pipe, or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car, passenger car or another unprotected car containing commodities which might be subject to damage. Loaded trailer-on-flat cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when have more cars than siding will hold, it is permissible for such trains to pull by each other at restricted speed.

Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.

2. (a) Trains handling flat or skeleton cars loaded with logs will not exceed 10 MPH passing over through-truss bridges, or through tunnels. Thorough inspection of all cars of logs in train must be made at appropriate locations when train is stopped for meeting trains and other purposes, making certain train and lading are in safe condition before proceeding. Extra stops enroute will be made for this purpose when in the judgement of the conductor it is necessary. Members of the crew must maintain a watch for logs that may have rolled off cars and if a 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 when both trains are handling logs, either one should be at stop until the other train pulls by, whether on siding or double track.

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

In double track territory, logs must be secured to cars by chains or cables.

3. Due to limited overhead clearance at tunnels and structures, employees 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 zones, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

4. Rule 2 of the Consolidated Code of Operating Rules is modified to the extent that it is not necessary to renew the watch certificate and file it with watch inspector during month of August each year. Inspection of watches will be made by officers of the company.

Rule 3 (C) of the Consolidated Code of Operating Rules is amended as follows: Employees governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type. The approved type wrist watches are Elgin, P. W. Raymond model, 13/0 size, 23 jewels; Ball Official Standard 1604B, 13/0 Ligne, 21 jewels and Bulova Accutron RR model.

5. Regarding Consolidated Code Rule 103. In addition to complying with the provisions of this rule, members of a crew will be governed by the following:

When an engine with or without cars is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection, except for through yard transfer movement or light engine movement being handled only by hostlers.

6. Pacific Coast R.R.Co. is governed by the Consolidated Code of Operating Rules Edition of 1959 and Great Northern Maintenance of Way Rules Edition of 1960.

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

2. SPEED RESTRICTIONS.

Renton. Over paved district and all street crossings	10 MPH
North Renton Line	10 MPH
All paved streets in Seattle	6 MPH
Between home signals of interlockings at Argo and Black River	25 MPH

3. TRAIN REGISTER EXCEPTIONS.

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

4. 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.

5. ELECTRIFIED ZONE INSTRUCTIONS – ARGO TO MAPLE VALLEY.

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.

In case of electric shock, resulting in apparent unconsciousness, application of the *Back Pressure Arm Lift Method* of Resuscitation must proceed immediately; the knowledge of this method is required of all persons having duties within the electrified zone.

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. These instructions are not to be considered as relieving trainmen from the necessity of getting on top of cars while switching operations are carried on when conditions require. 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.

Due to settling of trolley poles on fills, raising of track when ballast is applied, and other similar causes over a period of years, the height of trolley wire above top of rail is variable; and in some locations, it is less than standard height of 24' 2".

6. AUTOMATIC BLOCK SIGNALS.

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

(a) 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.

(b) Westward home signal suspended from trolley bridge 374 feet east of NP crossing Renton governs westward movements over spring switch. Rule 104B governs.

(c) Indication of eastward lower color light signal unit on signal 22.2, located 2600 feet west of junction switch at Maple Valley, displays lunar when junction switch is lined for P.C.R.R. Rule 240K governs.

Junction switch is equipped with electric lock.

(d) Signal located on North Renton Line at fouling point is equipped with a light type indicator and two push buttons attached to signal mast.

To enter main track, train or engine must stop before passing signal. If light indicator is burning press button painted yellow. 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.

7. CROSSOVERS ON DOUBLE TRACK.

FACING POINT:

Seattle. 1800 ft. east
of Spokane St
Tower
Van Asselt. West end of
Milwaukee Yard.
Black River. 2300
ft. east of Tower.
Black River. 7800
ft. east of Tower.

TRAILING POINT:

Seattle. 400 ft. east of
Spokane St. Tower.
Seattle. 2300 ft. east of
Spokane St. Tower.
Argo. 1500 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.

8. 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).

9. 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.

10. Engine must not go over switch points on inside movement to Bunker Track No. 2 Pier 43 at switch located in street Alaskan Way, Seattle. No loaded cars may be spotted on Coal Bunkers by running thru the outside track called "Log Spur Track". This track for empty cars only. Look out for close side clearance from the street at Alaskan Way for the entire length of coal bunkers, and no overhead clearance where car shaker is hanging over the track at the coal pit.

11. 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.

12. Renton city ordinance prohibits blocking street crossings for a period longer than five consecutive minutes.

13. Cars must not be kicked at the Boeing Plant at Renton and hand brakes must be set on all cars left standing on lead.

Engine must not enter Boeing zone between the hours of 11:45 AM and 12:35 PM also 3:45 PM and 4:45 PM.

14. Renton, flood lights illuminating the highway crossing at Lake Washington Boulevard must be turned on before proceeding over crossing and turned off when crossing movement has been completed during hours of darkness or foggy weather.

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

Renton, N.P.RY. Crossing near Lake Washington Boulevard protected by gate.

15. INTERLOCKINGS.**SPOKANE ST.**

Upper set of lights for straight track, Lower set of lights for crossovers.

Whistle Signals:

Straight track – One Long
Crossovers – Four Short

ARGO.

Eastward on Main Track – Approach signal is on left hand side of tracks 3000 feet West.

Westward on Main Track – First home signal governs U.P. connection and crossing.

Upper set of lights for straight track.

Lower set of lights for crossover to U.P. tracks.

Second home signal governs N.P. crossings.

Westward entering P.C. main tracks from N.P. Colorado Avenue Line: Stop on Colorado Avenue line at crossover and phone operator Argo notifying him route desired.

Whistle Signals:

Eastward on Main Track – One Long
Eastward from Main Track to N.P. Colorado Avenue Line – One Long, One Short, One Long.
Westward on Main Track – One Long
Westward for Crossover to U.P. Tracks – One Long, One Short, One Long.

BLACK RIVER

Upper set of lights for through P.C. RR. tracks.

Whistle Signals:

P.C. Main Tracks – One Long
Diverging routes except U.P. Interchange Track – One Long, One Short, One Long.
U.P. Interchange Track – One Long, Two Short, One Long.

Upper arms on train order signal govern movements of trains on P.C. RR. tracks.

16. AUTOMATIC INTERLOCKINGS.**RENTON, N.P. CROSSING**

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

SECOND SUBDIVISION

(Black Diamond Branch)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between

Maple Valley and Black Diamond 20 MPH

2. SPEED RESTRICTIONS.

Over Bridge 22.8 Maple Valley 10 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. RESTRICTED CLEARANCES.

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