

BNSF Railway

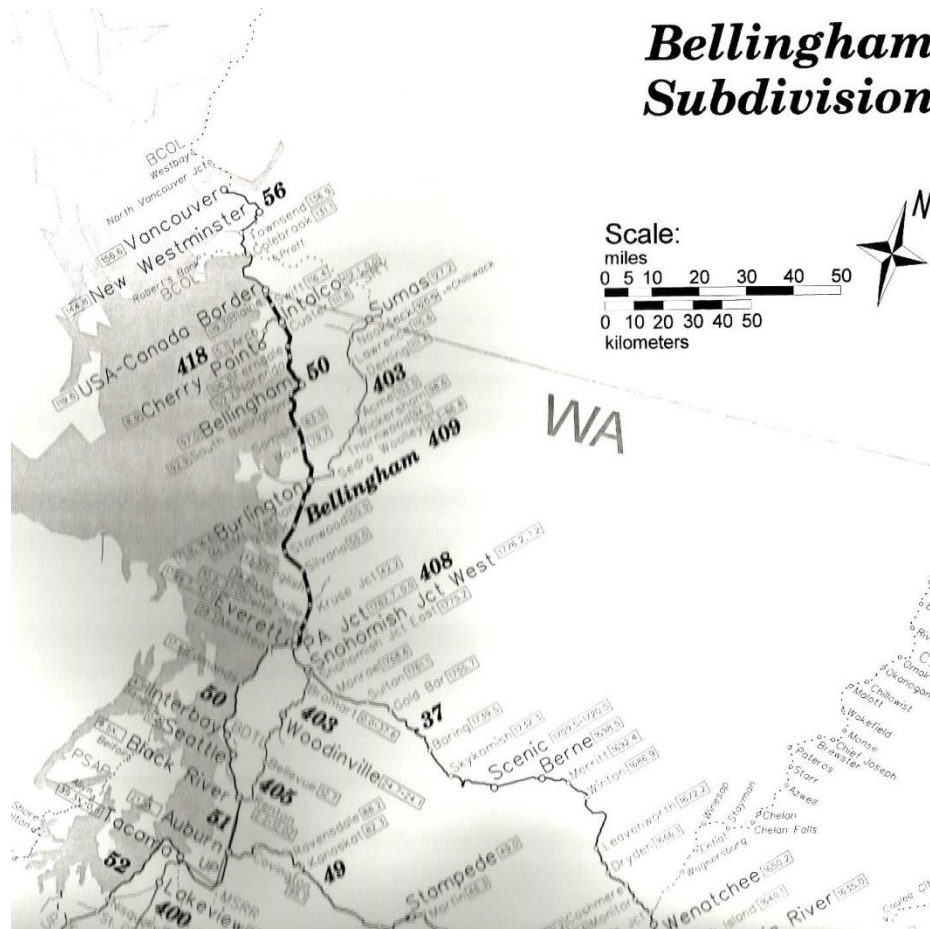


Bellingham Sub Operations



Bob Stafford
Trainmaster 2008-2009
Bellingham, WA

Bellingham Subdivision





The Haulers

Bayside

Burlington

Bellingham

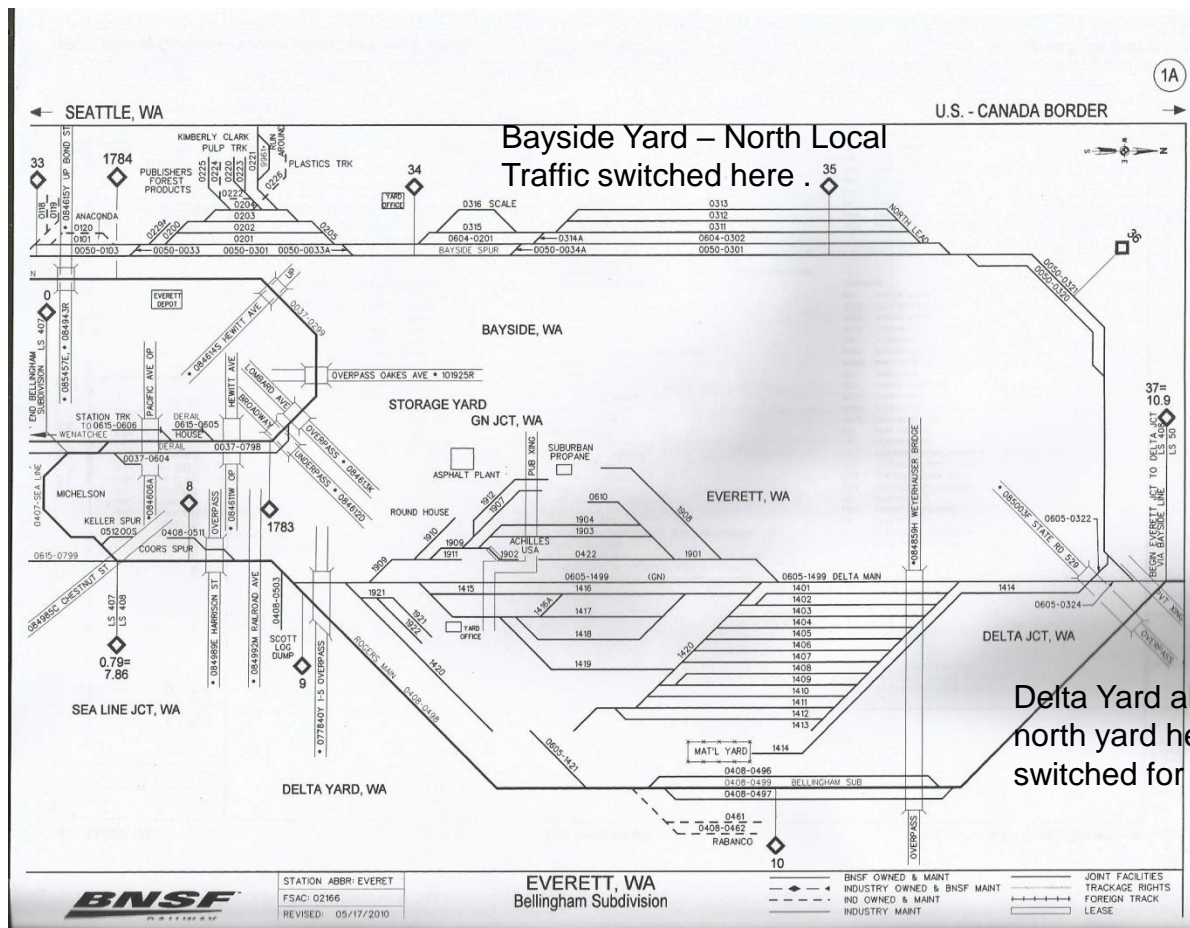
Sumas

Thornwood Turn 10 PM

627 8 PM Bellingham

644 3 PM

Everett Bayside and Delta Yard



The Haulers Thornwood Turn

- **Thornwood Turn on duty 10 PM operates from Bayside Yard Everett to Burlington Yard. Yards train in yard at Burlington. Vans to Whitney to pick up out bound train from 2nd Annie at Whitney. Picks up garbage loads from Robanco and lumber loads from Sierra Pacific. On arrival at Everett yards train at Delta Yard.**



L-NWE6441-15 Bridge 37.8 Everett April 15, 2012

The Haulers 627

- 627 crew on duty at Bellingham Depot. Vans to the Valley Yard in Custer. Combine cars off the branch from the Cherry Local and the New West Local to make train for Everett. Cars for setout at Burlington are switched together on the head end buried behind 5 cars account dangerous. Uses 4 Geep's from the New West Local for power.
- At Bellingham Yard picks up cars switched together by the Bellingham Switch Engine, normally off 4 Track.



New West Local setting out Bellingham Yard 10-22-08

627 Christmas 2007



The Haulers 644

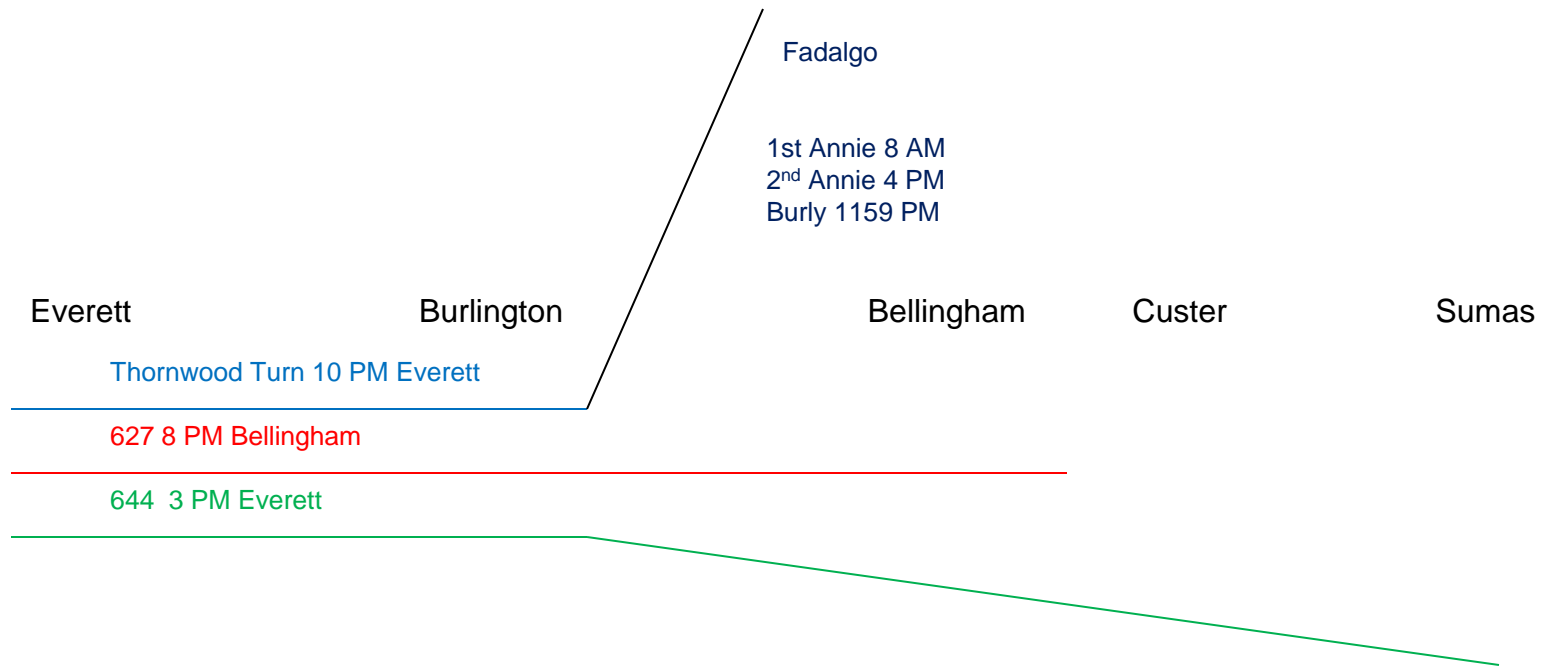
- 644 operates from Bayside Yard, Everett to Sumas. Leaves train at Long Siding on the south end of Sumas on the mainline.
- Picks up outbound train made up by the Sumas Switcher from the Lynden Line and returns to Everett
- On arrival at Everett train yards at Delta Yard.



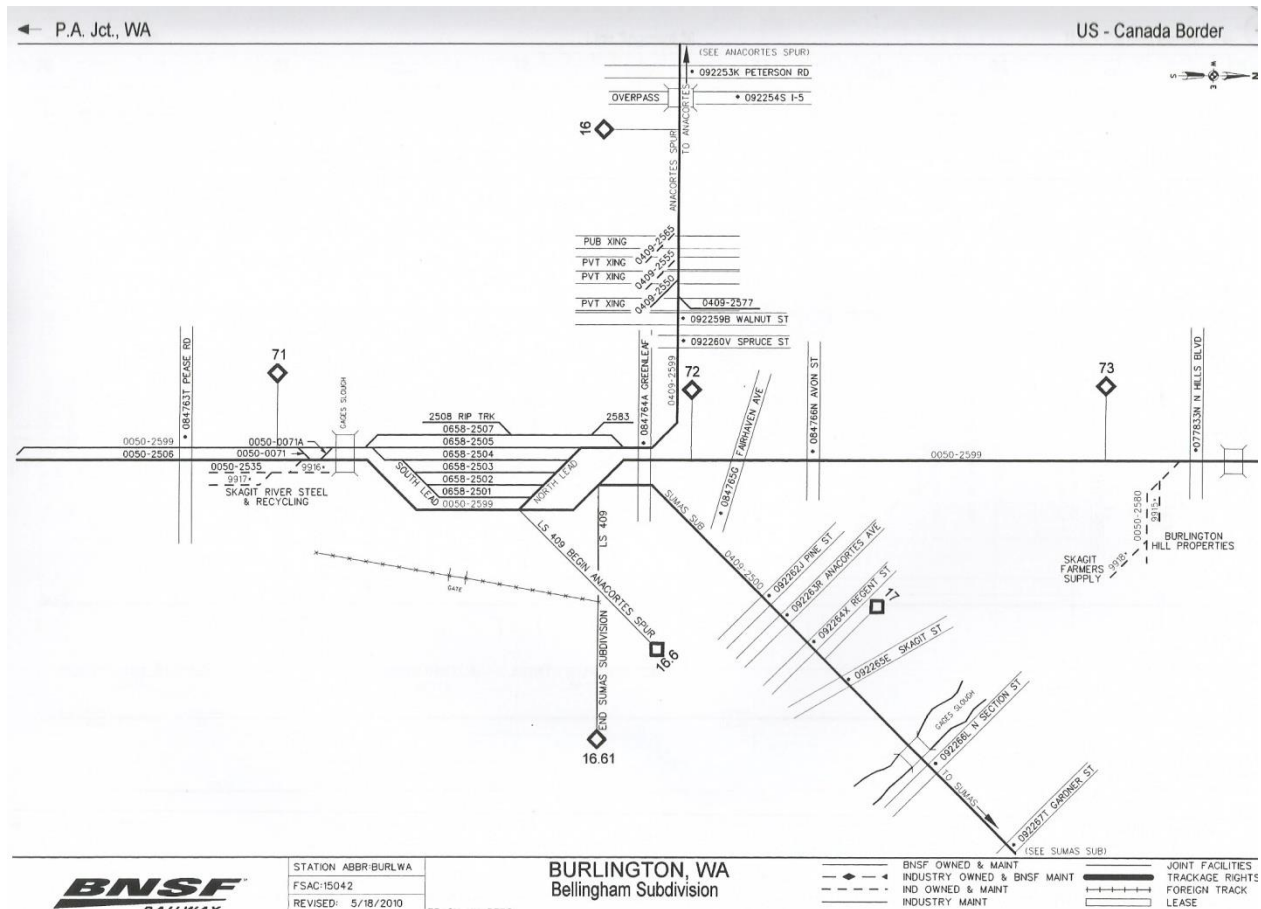
L-NWE6441-08 Aug 8, 2013



Burlington Jobs



Burlington Yard



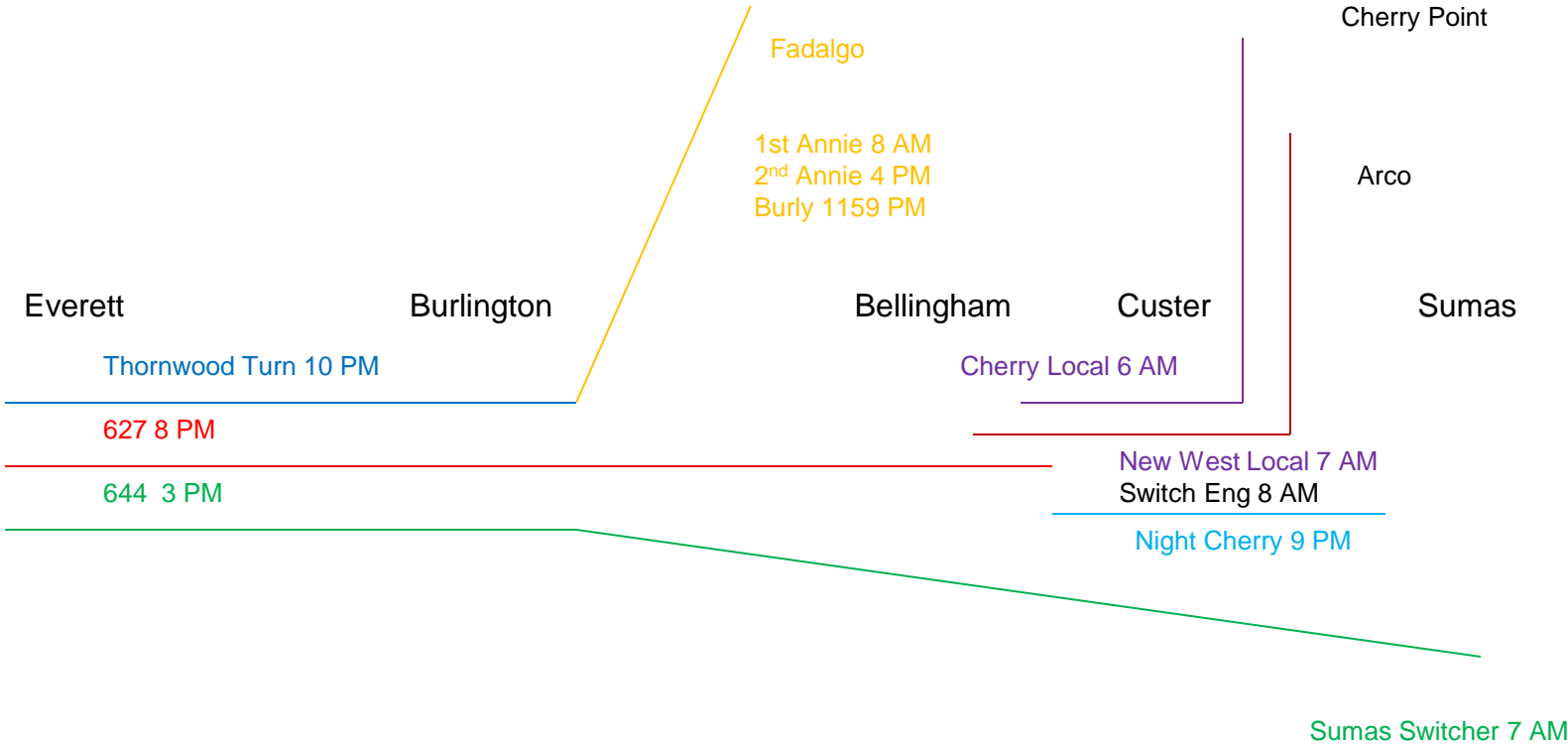
Burlington Jobs

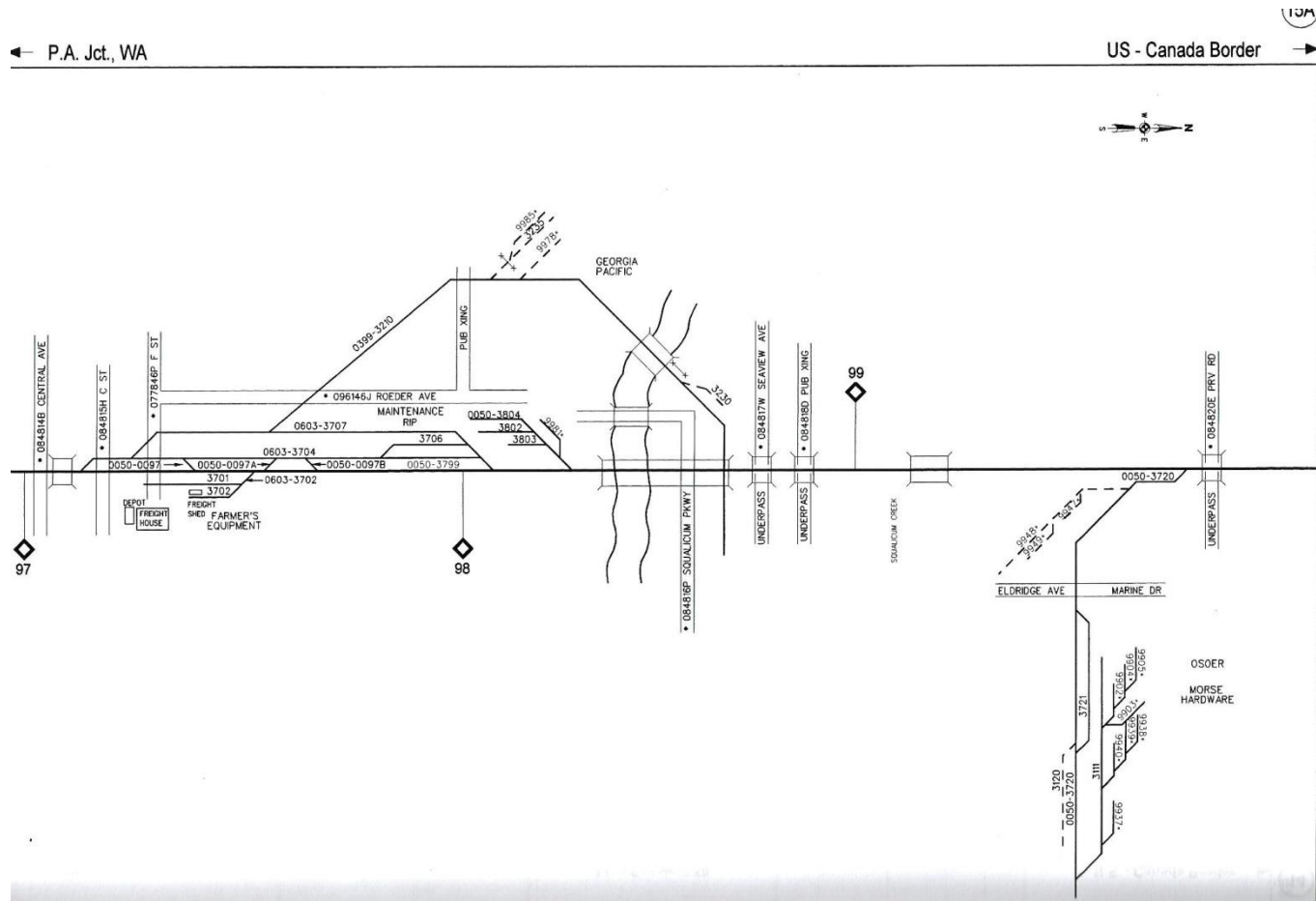
- 1st Annie on duty 8 AM
- Burlington Yard switching.
Makes train for branch.
- Takes train down the branch.
Spots empty center beam cars
at Sierra Pacific.
- Ties down train at Farm House
Crossing in Whitney
- During winter months will spot
propane cars at Mount Vernon.
- 2nd Annie on duty 4 PM
- Vans to Whitney to get train
- Switches Shell and Testoro
Refineries
- Brings train back to Whitney
and ties it down at Farm House
Crossing for Thornwood Turn
crew to take back to Everett
- Burly on duty 1159 PM switches
industries on mainline just
north of Burlington.
- Switches industries on branch.



1st Annie April 14, 2013

Bellingham Jobs





Bellingham Locals Cherry Local

- Cherry Local on duty 6 AM. Gets 2 Geep's tied up in front of the station on Track 5. Picks up cabooses from yard.
- Runs as cabooses hop to Custer. At Custer backs around North Leg of the wye to the ValleyTracks.
- At the Valley Tracks picks up cars for movement to Elliott Yard and Cherry Point.
- Shoves cabooses first up the Cherry Point Branch.
- At Elliott Yard switches out cars needed to spot that day at Cherry Point and leaves cars from train not needed.
- Cherry Point switches Alcoa Aluminum Intalco Works, Chevron Gas Trucks and Conoco Phillips.
- When done returns to Custer. Leaves train in Valley Tracks. Switches out cars for Shell Oil at Fadalgo and puts them on Old Main track between wye legs.



Cherry Local at Elliott Yard July 29, 2008

Bellingham Locals New West Local

- New West Local on duty 7 AM at the Bellingham Depot. Vans to South Bellingham Siding and gets inbound 627 train tied down their on its return from Everett.
- Makes Bellingham setout .
- Takes train to Custer and backs around the North Leg of the wye to the Valley Tracks.
- Switches out train. Lines up cars for the Cherry in one track and cars that it will not take up the branch today for its self on the other track.
- Shoves caboose first up the Cherry Point Branch to Arco Junction. Shoves out on to the Arco Spur. Switches Prax Air and British Petroleum refinery.
- Comes down the branch following the Cherry Turn and ties its train down on the mainline at the Valley Tracks for 627 crew to get.



New West Local at Valley Tracks with Cherry Local on the main July 29, 2008

Bellingham Switcher

- Bellingham Switch Engine on duty 8 AM. Job normally has to wait until after Amtrak trains go by and does not get onto the engine until about 1030 AM.
- Switches set out by New West Local of cars brought into town by train 627.
- Switches industries along the Coal Mine Spur and along the waterfront in Bellingham.
- Goes to Canfor Industries located between Stanwood and Bellingham and switches it. Crew normally runs to Stanwood, runs around its cars using the siding and then returns back south to switch Canfor.
- Makes up pick up for train 627.



Bellingham Switch Eng 7-10-13

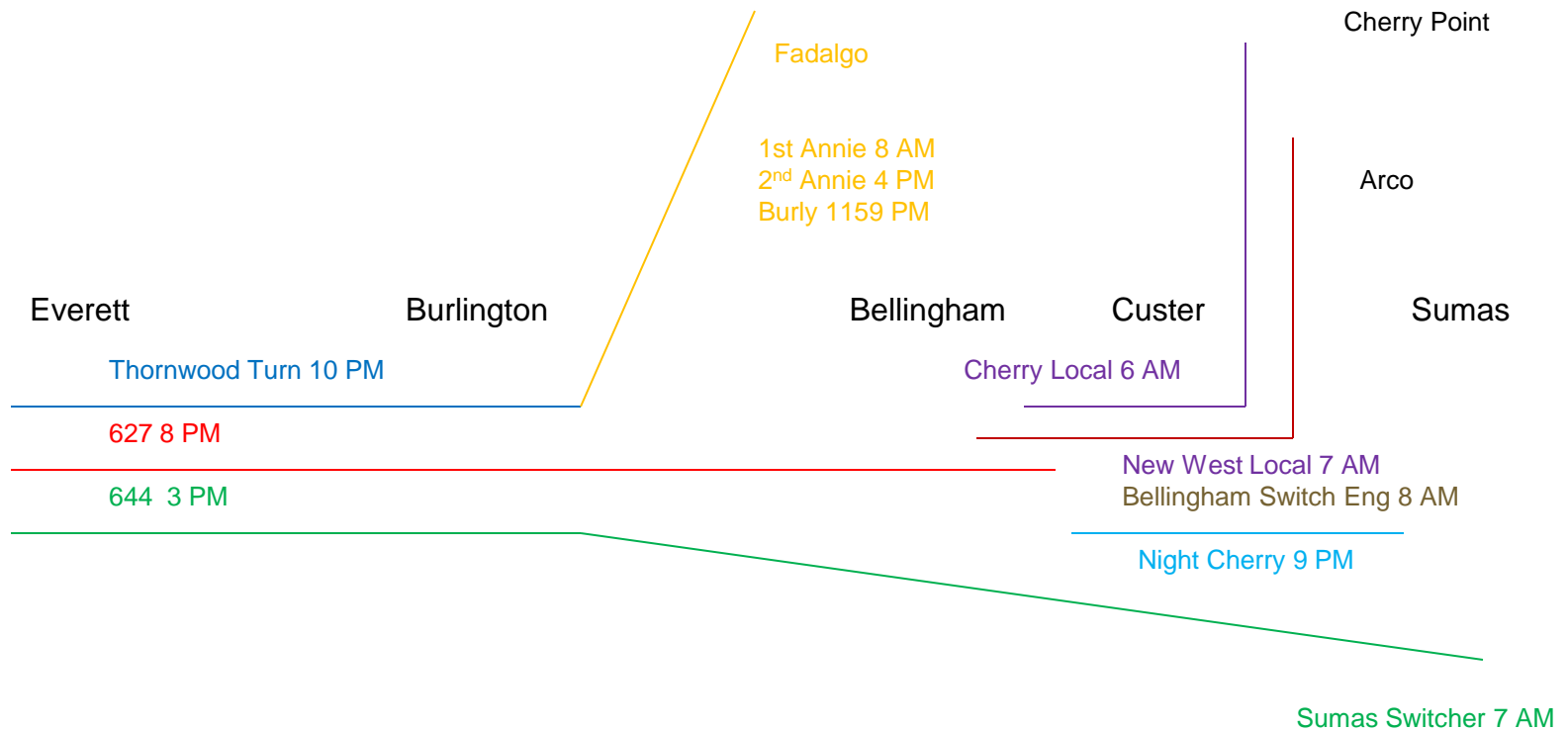
Bellingham Locals Night Cherry

- Night Cherry on duty 8 PM
- Uses same power 2 Geeps that the Day Cherry used.
- Switches at Ferndale, Robanco garbage transload facility, and Ferndale Grain.
- At Swift and Blaine does any switching required for US Customs such as spotting cars to warehouse dock for inspection, picking up cars released by US Customs to forward south to Delta Yard.
- This job spends lots of time in the clear of mainline jobs during the night.



Cherry Local June 12, 2007 Cherry Point Yard

Sumas Jobs



Sumas Switcher

- Sumas Switcher on duty at 7 AM
- Gets cars for SRY from Long Siding and takes them across the border and delivers them to the SRY and brings back cars received from SRY.
- Switches industries in town
- Goes to Nooksack and Lawrence on Mon-Wed-Fri.
- Goes to Lynden Tue-Thur.
- Makes up out bound train for 644 on the Lynden Branch.



Sumas Switcher at downtown yard Sept 13, 2008

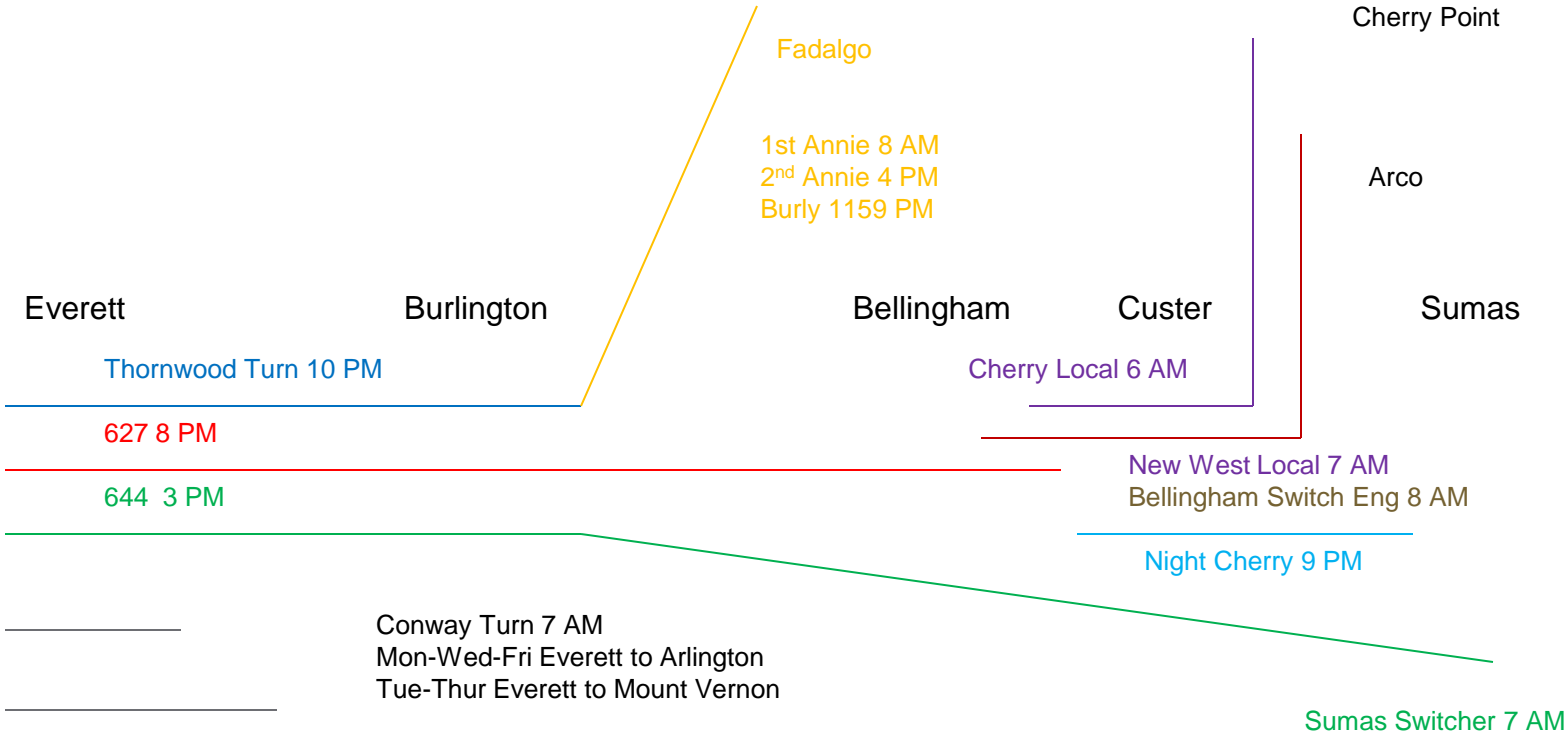


- 644 is the haulage train the supplies traffic for the Sumas Switcher. Train yards on the Main Line between the switches of the Long Siding on the south end of town.
- Picks up outbound train from the Lynden Branch. Puts the crossings together and pulls the train into the Long Siding to make air test.
- Once air test is done departs for Everett.



Train 644 departing Everett crossing Union Slough Aug 8, 2013

Conway Turn



Conway Turn

- **Conway Turn is the road switcher that provides service to customers on the Arlington Branch and the mainline between Marysville and Mount Vernon.**
- **Monday – Wednesday – Friday services the Arlington Branch.**
- **Tuesday and Thursday switches the customers at Marysville, Stanwood, Conway and Mount Vernon.**
- **Crew is also used by Everett Yard to dog catch when no one is on the extra board to call a dog catch crew.**



Conway Turn Edgecomb Sept 2011

Mainline Traffic

- Main line traffic on the Bellingham Sub during this time period normally consisted of 2 northbound and 2 southbound Amtrak Cascade Trains.
- Freight trains consisted of southbound 2 Trains out of the CN Thornton Yard

EDMEVE - Edmonton to Everett

PRGEVE - Prince George to Everett

The EDMEVE and PRGEVE names were more of a marketing department illusion than a reality. The CN carried a block of cars on an existing CN train from Edmonton and Prince George to Thornton Yard. These blocks were set over on a track and cars from the Greater Vancouver Yard that were in the yard added to the track to make outbound train.



Bellingham Aug, 2009

Mainline Traffic

- **VBCEVE – Moved cars received from the barge at Vancouver, local industries and CP at New Westminster, and the BC Rail at Brownsville.**
- **BC Rail Traffic was moved from North Vancouver to Brownsville by a CN transfer crew using CN power. Cars were left in the Old Siding and the Interchange track at Brownsville.**
- **Crew on duty at Vancouver, BC yard. Picked up barge cars from yard then went to New Westminster. At New West set out any New West cars in trains and picked up south cars from the New Yard.**
- **Then went to Brownsville and picked up cars received from the BC rail transfer train.**
- **Any cars not cleared for customs or bad order were set at Brownsville by all trains, normally in the Interchange Track.**



M-PRGEVE1-10 South Bellingham 6-10-13

Mainline Trains

- Mainline trains north during this time normally where two PASVBC trains that went into the CN Thorntown Yard, and one INBVBC train that run from Interbay Yard, Seattle to Vancouver, BC.
- The PASVBC trains carried a BC rail block on the head end to set out in the New Siding at Brownsville. These trains also had a Seattle setout block that included cars for BC Rail, SRY, New West local, and Vancouver Barge cars.
- Interbay Yard built the INBVBC trains with cars received from the Portland area; any cars sent to Interbay by Everett on the EEEEE for Canada, such as coke from the Shell Refinery going to Edmonton, and empty propane and butane cars going back to Alberta; cars received from Pasco on the PASVBC trains and the PASINB.
- INB set out BC Rail cars in the New Siding at Brownsville, SRY, CP and New West proper cars in the New Yard at New West. Train picked Vancouver Barge traffic at New West to add to any Vancouver cars in its train out of Interbay.



M-VBCEVE!-9 April 9, 2011 near Silvana, WA

Coal and Coke Trains

- Coal trains operated primarily from the Decker Mine, in Montana to the Roberts Bank coal dumper in British Columbia.
- Coal trains ran on an as needed basis. When a ship was due to dock about 10 trains would be run to ground store the coal and then transload it onto the ship.
- Most of the time 1 or 2 ships a month loaded coal at Roberts Bank.
- Coke trains operate from Laurel, Mt to Roberts Bank. Ships for coke loading did not dock every month. When one did come trains of black GATX coal hoppers with red stripes handled the coke traffic.



Coal load June 7, 2011 MP 51

Roberts Bank, BC

