

| Instructions for Dispatcher | Instructions for Balmer yardmaster/hostler/switcher | Instructions for Balmer tramp & industry switcher(s) | Instructions for Stacy St. yardmaster/switcher(s) | Instructions for Everett area yardmaster/switcher/register |
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| <p>1. Use the magnetic board, train instructions, train sheet and sequence of trains to anticipate, call and direct train movements.</p> <p>2. Issue verbal or written train orders (warrants) when needed.</p> <p>3. Mark (OS) the arrival and departure times on the train sheet, every chance you get.</p> <p>4. Work closely with the Stacy, Balmer, Bayside, Delta and Burlington crews to minimize bottlenecks.</p> <p>5. Priority of trains: First - passenger trains & #'s 3&4 Second - through freight and perishables Third - local freights and turns Fourth - unit trains (coal, grain, rocks and logs) and MOW moves.</p> <p>6. Maintain a tonnage rating of about ten cars per diesel engine, and max length of 25 cars per train.</p> | <p>1. Oversee the operations of the Interbay/Balmer terminal (zone 12).</p> <p>2. Review detailed instructions document, simplified schematic placard, colored blocking diagrams and priorities placard.</p> <p>3. Work with dispatcher to anticipate and call for train movements. This includes scheduled trains and extras, such as transfer movements to/from Everett Bayside or Seattle Stacy/Argo yds.</p> <p>4. Designate the use of all yard tracks, using labeled tabs in the car card boxes, writing on the overhead magnetic board, and verbally.</p> <p>5. Manage, and conduct as needed, engine and cabooses movements on and off trains to/from the engine service facility, and train make-up, break-down, or classification.</p> <p>6. Weigh cars at scale, as needed.</p> <p style="text-align: right;">S-5</p> | <p>1. Find your engine on the lead to the car repair shed.</p> <p>2. Classify all incoming trains into these blocks (waybill colors): - Southbound thru (red) - Southbound local (pinks) - Northbound thru (dark blue) - Northbound local (light blue) - Eastbound thru (dark purple) - Eastbound local (light purple) - Everett & vicinity (greens) - Ballard (grey) - Local industries (white) - MILW transfer (orange) - UP transfer (yellow).</p> <p>3. As tracks become full, make up outbound trains, working with the yardmaster to get locos, cabooses and crews for them.</p> <p>4. As time allows, service all local (zone 12) industries, including the Terry Ave. line, and the Ballard branch (zone 13).</p> <p style="text-align: right;">S-7</p> | <p>1. Oversee the operations of all yards & industries south of No. Portal (SPINS zones 9 & 10).</p> <p>2. Designate the use of tracks at Stacy St. and Waterfront yards, using the tools provided.</p> <p>3. Call for industry switcher(s) to work all industries in zones 9 & 10, with early priority on Lonestar Cement and Birmingham Steel.</p> <p>4. Weigh cars at scale, as needed.</p> <p>5. Call for transfer runs between Stacy and Balmer when needed.</p> <p>6. Run UP and MILW interchange cars to Argo, returning light.</p> <p>7. Assist BN, UP and MILW trains with setting out and/or picking up blocks.</p> <p>8. Familiarize yourself with the Tacoma staging yard and assist all thru trains with checking their lengths and selecting the correct track to occupy in staging yard.</p> <p style="text-align: right;">S-1</p> | <p>1. Oversee the operations of the main and yard tracks and wye in the Everett vicinity and north.</p> <p>2. Designate the use of tracks in both Bayside and Delta yards: - Everett & vicinity (greens) - Southbound lcl & thru (reds) - Northbound lcl & thru (blues) - Eastbound lcl & thru (purples).</p> <p>3. Keep main track as clear as possible for passing trains, and stay coordinated with dispatcher.</p> <p>4. Run (or call for help with) trains to Delta yard, Marysville, Darrington Br., Woodinville Br., Mukilteo, Boeing and Burlington, per schedule or as needed.</p> <p>5. Support the switching needs of any passing trains or engines.</p> <p>6. Maintain the "Bridge 10 train register" and help the dispatcher monitor all trains operating north of Delta Wye.</p> <p style="text-align: right;">S-9</p> |
| Instructions for Union Pacific South Seattle switcher | Instructions for Stacy St. Industry switcher (Stacy call) | Instructions for Union Pacific transfer turn to Argo | Instructions for Milwaukee transfer turn to Argo | Instructions for Concrete Local/Burlington yardmaster |
| <p>1. Find a UP loco(s) in Argo Yard,</p> <p>2. Run to Legotown with all cars billed to SPINS zones 4 & 5.</p> <p>3. Work all industries in Legotown.</p> <p>4. Deliver picked-up cars to Argo yard, blocked by waybill color and by receiving railroad (BN, UP or MILW).</p> <p>5. Operate (or call for help with) UP transfer and MILW transfer runs between Argo yard and the staging tracks in zone 1, if needed.</p> <p>6. Monitor Argo yard for inbound interchange cars for both UP and MILW, and repeat the above cycle again as needed.</p> <p>7. Assist the BN Stacy St. yardmaster and MILW switcher as needed, keeping in mind that you are their direct competitors for the traffic.</p> <p style="text-align: right;">S-4</p> | <p>1. Find your switch engine in Stacy.</p> <p>2. Pick up cars in Stacy billed to So. Seattle SPINS zone 9.</p> <p>3. Work all industries in zone 9, especially Lonestar Cement and Birmingham Steel.</p> <p>4. Block (sort) your train.</p> <p>5. Run to Stacy yard, leaving blocks on tracks indicated by yardmaster.</p> <p>6. Pick up cars billed to zone 10.</p> <p>7. Work all industries in zone 10, as needed, but <i>not</i> the MILW car barge. Weigh cars on scale if asked.</p> <p>8. Block (sort) your train.</p> <p>9. Run to Stacy yard, leaving blocks on tracks indicated by yardmaster.</p> <p>10. Perform any other switching work requested by the yardmaster.</p> <p>11. Repeat steps 2-9 as needed, or,</p> <p>12. Return engine to service track, report to dispatcher for further assignment.</p> <p style="text-align: right;">S-2</p> | <p>1. Find UP transfer train in Portland staging, in SPINS zone 1.</p> <p>2. Run to Argo yard and exchange your cars with any southbound cars you find in the yard.</p> <p>3. Reverse your train direction, conduct an air brake test on the new train and run south back into Portland staging.</p> <p>4. Recalling that you are in direct competition with the BN, take pains not to cooperate with or assist any BN employee, unless needed in order to maintain at least your own safety.</p> <p style="text-align: right;">S-14</p> | <p>1. Find MILW transfer train either in Portland staging (SPINS zone 1), or in Delta yard (SPINS zone 25).</p> <p>2. Run to Argo yard and exchange your cars with any south or east bound cars you find in the yard.</p> <p>3. Reverse your train direction, conduct an air brake test on the new train and return to your point of origin, unless otherwise directed by the trainmaster.</p> <p>4. Recalling that the MILW is nearing bankruptcy, maintain a maximum speed no greater than 25 MPH, and treat any BN employees with the utmost of respect, so they don't rescind your trackage rights.</p> <p style="text-align: right;">S-13</p> | <p>1. Oversee all operations in the Burlington area (zones 31-34).</p> <p>2. Using your local GP9(s), pick up and set out cars at all industries and storage tracks at: - Burlington yard & vicinity - Concrete Branch - Anacortes Branch - Mt. Vernon staging tracks (hidden behind mine).</p> <p>3. Sort and block all cars as you go, and store in Burlington yard: - Southbound thru (red) - Southbound shorts (Everett area (greens), Seattle (whites & pinks), UP (yellow) & MILW (orange) - Sky or eastbound thru (purples) - Northbound thru (dark blue).</p> <p>4. Assist all passing trains to exchange the appropriate cars.</p> <p>5. Call for transfer runs to Bayside or do them yourself, if needed.L-10</p> |

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| <p>Instructions for “Ship Train” Seattle to Vancouver BC</p> <ol style="list-style-type: none"> Pick up three (4 axle only!) locos and a caboose at the Interbay engine terminal. Run light to Stacy St. yard and pick up a solid block of refrigerator cars bound for Alaska. Pull train forward and tack caboose on rear. Run to Everett/Bayside, picking up any additional loaded reefers. Run directly to Vancouver BC (Bellingham staging). <p>Notes: 1. This is a <i>very</i> high priority perishables train which is scheduled to meet a car ferry operation from Vancouver BC to Alaska. Work with the dispatcher to keep everyone out of your way.</p> <p style="text-align: right;">P-28</p> | <p>Instructions for Train 88 Seattle to St. Paul [5:00am]</p> <ol style="list-style-type: none"> Pick up engines in Interbay engine terminal. Consult with yardmaster, and fill train with high priority eastbound merchandise cars. Run to Everett/Delta yard, taking the “highline” route at Everett Jct. Pick up any high priority eastbound cars from yard, train length permitting. Run to Skykomish Staging. <p>Notes: 1. This is a high priority (2nd class) general merchandise train that will eventually end up in Chicago. Work with the dispatcher to keep everyone out of your way.</p> <p style="text-align: right;">P-5</p> | <p>Instructions for Train 82 Seattle to St. Paul [12:01am]</p> <ol style="list-style-type: none"> Pick up engines in Interbay engine terminal. Consult with yardmaster, and fill train with high priority eastbound cars. Run to Everett/Delta yard, taking the “highline” route at Everett Jct. Pick up any high priority eastbound cars from yard, train length permitting. Run to Skykomish Staging. <p>Notes: 1. This is a high priority (2nd class) general merchandise train that will eventually end up in Chicago. Work with the dispatcher to keep everyone out of your way. 2. This train normally runs at the <i>end</i> of the operating session day.</p> <p style="text-align: right;">P-31</p> | <p>Instructions for Train 77 Laurel to Seattle [1:30am]</p> <ol style="list-style-type: none"> Start run in Skykomish Staging Run to Everett/Milepost Yd. in Mukilteo via the “highline” route out of Delta Yd. Set out any “Everett north” cars (greens & blues on waybills) at Milepost Yd. in Mukilteo. Run to Seattle/Balmer arrival yard per yardmaster instructions. Uncouple engines and run to Interbay engine terminal for servicing. <p>Notes: 1. This is a high priority (2nd class) train (the “Beeliner”) that originated in Texas. Work with the dispatcher to keep everyone out of your way.</p> <p style="text-align: right;">P-3</p> | <p>Instructions for Train 83 St. Paul to Seattle [5:00pm]</p> <ol style="list-style-type: none"> Start run in Skykomish Staging Run to Everett/Milepost Yd. in Mukilteo via the “highline” route out of Delta Yd. Set out any “Everett north” cars (greens & blues on waybills) at Milepost Yd. in Mukilteo. Run to Seattle/Balmer arrival yard per yardmaster instructions. Uncouple engines and run to Interbay engine terminal for servicing. <p>Notes: 1. This is a high priority (2nd class) “time freight” train that started out in Chicago. Work with the dispatcher to keep everyone out of your way.</p> <p style="text-align: right;">P-17</p> |
| <p>Instructions for Train 139 Vancouver BC to LA [6:00a]</p> <p>Part 1:</p> <ol style="list-style-type: none"> Start run in Bellingham Staging. Run to Burlington. Drop local cars (blue waybills) and pick up southbound cars. Run to Everett/Bayside. Drop eastbound and local cars and pick up southbound cars. Run to Balmer arrival yard, per instructions from Interbay yardmaster. Leave engines in place, go off duty, and report to dispatcher for next assignment. <p>Notes: 1. This is a high priority (2nd class) “GWS” train that runs south to the WP. Work with the dispatcher to keep everyone out of your way. 2. Part two of this train departs Balmer at 10:00am.</p> <p style="text-align: right;">P-11</p> | <p>Instructions for Train 139 Vancouver BC to LA [10:00a]</p> <p>Part 2:</p> <ol style="list-style-type: none"> Start run in Balmer yard. Run to Stacy St. yard. Find out from dispatcher which staging track you are going to be entering at Portland. Pick up any southbound thru cars per Stacy yardmaster (if there is room in your train)(maximum length of each staging track can be measured from the Royal Brougham grade crossing to numbered marks behind Lonestar Cement). Run to your designated Portland Staging track and terminate. <p>Notes: 1. This is a high priority (2nd class) “GWS” train that runs south to the WP. Work with the dispatcher to keep everyone out of your way.</p> <p style="text-align: right;">P-12</p> | <p>Instructions for Train 140 LA to Vancouver BC [5:40a]</p> <p>Part 1:</p> <ol style="list-style-type: none"> Start run in Portland Staging. Run to Stacy St. yard. Set out S. Sea cars (pink waybills) and pick up northbound cars. Run to Balmer arrival yard, per instructions from yardmaster(s). Leave engines in place, go off duty, and report to dispatcher for next assignment. <p>Notes: 1. This is a high priority (2nd class) “SWG” train that runs north to the CP in Vancouver BC. Work with the dispatcher to keep everyone out of your way. 2. Part two of this train departs Balmer at 7:00am.</p> <p style="text-align: right;">P-6</p> | <p>Instructions for Train 138 LA to Vancouver BC [6:30p]</p> <p>Part 1:</p> <ol style="list-style-type: none"> Start run in Portland Staging. Run to Stacy St. yard. Set out S. Sea cars (pink waybills) and pick up northbound cars. Run to Balmer arrival yard, per instructions from yardmaster(s). Leave engines in place, go off duty, and report to dispatcher for next assignment. <p>Notes: 1. This is a high priority (2nd class) “SWG” train that runs north to the CP in Vancouver BC. Work with the dispatcher to keep everyone out of your way. 2. Part two of this train departs Balmer at 9:00pm.</p> <p style="text-align: right;">P-19</p> | <p>Instructions for Train 138 LA to Vancouver BC [9:00p]</p> <p>Part 2:</p> <ol style="list-style-type: none"> Start run in Balmer Yard. Run to Everett/Bayside yd. via the “lowline”. Set out any Everett (green) or eastbound (purple) cars. Pick up any northbound thru cars (dark blue waybills only). Run to Burlington yard. Pick up any northbound (dark blue) cars, to 25 car max length. Run to Bellingham Staging (any available track). <p>Notes: 1. This is a high priority (2nd class) “SWG” train that runs north to the CP in Vancouver BC. Work with the dispatcher to keep everyone out of your way.</p> <p style="text-align: right;">P-20</p> |

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| <p>Instructions for Train 140 LA to Vancouver BC [7:00a]</p> <p>Part 2: 1. Start run in Balmer Yard. 2. Run to Everett/Bayside yd. via the “lowline”. 3. Set out any Everett (green) or eastbound (purple) cars. 4. Pick up any northbound thru cars (dark blue waybills only). 5. Run to Burlington yard. 6. Pick up any northbound (dark blue) cars, to 25 car max length. 7. Run to Bellingham Staging (any available track).</p> <p>Notes: 1. This is a high priority (2nd class) “SWG” train that runs north to the CP in Vancouver BC. Work with the dispatcher to keep everyone out of your way.</p> <p style="text-align: right;">P-9</p> | <p>Instructions for 1st Unit Grain Train – Portland to Seattle</p> <ol style="list-style-type: none"> 1. Start run in Portland Staging. 2. Run to Stacy St. arrival yard. 3. Run around train, and shove all cars into the Cargill Grain Terminal receiving tracks. 4. Run engines light to Interbay Engine Terminal. <p>Notes: 1. This is a loaded train – handle slowly. 2. If there is too much congestion in Stacy St. area based on discussing with Stacy St. yardmaster, find the instructions for 2nd Unit Grain train, and continue the run to Skykomish as empties arriving from Harbor Island in So. Seattle.</p> <p style="text-align: right;">P-32</p> | <p>Instructions for 2nd Unit Grain Train–Seattle to St. Paul</p> <ol style="list-style-type: none"> 1. Pick up engines from Interbay engine facility. 2. Run to Stacy St. yard. 3. Collect all empty grain cars from Cargill Grain Terminal and make it into an eastbound train. 4. Obtain clearance from dispatcher. 5. Run to Everett Delta yard, via the “highline” at Everett Jct. 6. Run to Skykomish Staging. <i>7A. If time and traffic permit, back train up ramp to Bellingham Staging and across Samish River Bridge and then return to Portland Staging down the staging ramp; or</i> <i>7B. If time and traffic permit, run train around Skykomish reverse loop and run forward up ramp to Bellingham track 3. Then Run as a southbound loaded grain train to Portland staging via Burlington, Everett, Interbay and S. Seattle, w/ permission from dispatcher.</i> <p style="text-align: right;">P-26</p> | <p>Instructions for Sky Local (SEA-SKY turn) [12:01p]</p> <ol style="list-style-type: none"> 1. Pick up engine from Interbay engine terminal. 2. Couple to shorts in Balmer yard billed to Everett area & Skykomish. 3. Run to Delta yard via highline. 4. Work all spots in Delta yard area, esp. eastbound traffic, as needed. 5. Run to Skykomish. 6. Work all local spurs in SPINS zone 54. 7. Run to Delta yard, noticing if there is any work at the Troublesome Creek Rwy. (TCRy) interchange along the way. 8. Pick up any remaining cars billed for north- or southbound points. (Leave eastbound cars in Delta yd.) 9. Run to Everett/Bayside yard, set out northbound cars and pick up southbound cars. 10. Return to Seattle/Balmer arrival yard, returning engine to Interbay engine terminal. <p style="text-align: right;">L-4</p> | <p>Instructions for the “Oiler” (SEA-Everett turn) [6:30a]</p> <ol style="list-style-type: none"> 1. Pick up engine from Interbay engine terminal. 2. Couple to shorts in Balmer yard billed to Everett area & Skykomish. 3. Run to Mukilteo and work all spots there, as needed. 4. Run to Everett/Bayside via “lowline.” 5. Exchange cars with the Everett Bayside yardmaster. 6. Run to Delta via Delta Wye and leave eastbounds there, if needed. 7. Return to Everett/Bayside yard, set out northbound cars from Delta and pick up southbound cars from Bayside. 8. Run to Mukilteo and work all spots, as needed. 10. Return to Seattle/Balmer arrival yard, returning engine to Interbay engine terminal. <p style="text-align: right;">L-3</p> |
| <p>Instructions for Rock Train Bellingham to Legotown</p> <ol style="list-style-type: none"> 1. Start run on the staging ramp underneath Bellingham Staging. 2. Run to Burlington siding. 3. Pull loads from Burlington mine and add to train. 4. Pull any empties (10 max) from Burlington yard and set them out in the Burlington mine track. 5. Reassemble loaded train in Burlington siding. 6. Obtain clearance from dispatcher 7. Run to Everett, Interbay, and S. Seattle (stay on Main 1 at Argo). 8. Close drawbridge, run around reverse loop, and obtain clearance from Stacy yardmaster to move through waterfront area. 9. Run to end of track in Legotown, on UP trackage rights. <p>Note: Waybills not used on this train. Speed restricted to 40mph. Low priority - expect delays.</p> <p style="text-align: right;">P-27</p> | <p>Instructions for Loaded Coal Train - Portland to B’ham</p> <ol style="list-style-type: none"> 1. Start run on the Point Roberts ramp underneath Bellingham Staging. 2. Obtain clearance from dispatcher. 3. Run downhill to Portland Staging, track 1. 4. Run (slowly) northbound to Point Roberts ramp, via S. Seattle, Interbay, Everett, and Burlington. <p>Note: Waybills not used on this train. Speed restricted to 40mph. Low priority train – expect delays.</p> <p style="text-align: right;">P-25</p> | <p>Instructions for Hill Work Train - S. Sea to SKY</p> <ol style="list-style-type: none"> 1. Start run in S. Seattle Stacy St. yd. Stay out of the way of all other trains at all times. 2. Run empty from S. Seattle to Skykomish, only with dispatcher’s permission. 3. Park entire train in the MOW spur (left side of Skykomish yard, above Lonestar Cement Plant). 4. Load ballast cars by hand, with crushed limestone from cereal container (on floor underneath Argo Yard). 5. Visit dispatcher and request instructions and clearance to become 2nd Hill Work train: Skykomish to Burlington. <p style="text-align: right;">L-13</p> | <p>Instructions for 2nd Hill Work Train - SKY to BUR</p> <ol style="list-style-type: none"> 1. Start run in Skykomish MOW spur. Stay out of the way of all other trains at all times. 2. Run from Skykomish to Burlington, via Delta Wye, only with dispatcher’s permission. 3. Park entire train in the Burlington MOW spur (behind the Anacortes Branch track). 4. If time and traffic permit, visit dispatcher for instructions and clearance to become Coast Line Work Train: Burlington to S. Sea. <p style="text-align: right;">L-13.5</p> | <p>Instructions for Coast Line Work Train – BUR to S. Sea</p> <ol style="list-style-type: none"> 1. Start run in the Burlington MOW spur (behind the Anacortes Branch track). Stay out of the way of all other trains at all times. 2. Reverse direction of train by exchanging caboose and engine on short runaround track. 3. Run from Burlington to S. Seattle, only with dispatcher’s permission. 4. Tie up train in S. Seattle wherever assigned by Stacy St. yardmaster, usually in Coach Yd. <p style="text-align: right;">L-12</p> |

| Instructions for Snow Special (SEA – SKY) | Instructions for Train 137 Vancouver BC to LA [12:30a] | Instructions for Train 137 Vancouver BC to LA [4:00a] | Instructions for Weed Sprayer BUR to Everett | Woodinville Local – Woodinville to Everett/Delta |
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| <p>1. Pick up engines at Seattle Interbay engine terminal.</p> <p>2. Pick up MOW crew cars at Balmer car shops.</p> <p>3. Run to Everett/Bayside via “lowline”.</p> <p>4. Pick up snow plow(s) and place on front of train.</p> <p>5. Run to Skykomish at restricted speed.</p> <p>6. Tie up on any available track in Skykomish.</p> <p style="text-align: right;">L-15</p> | <p>Part 1:</p> <p>1. Start run in Bellingham Staging.</p> <p>2. Run to Burlington.</p> <p>3. Drop local cars (blue waybills) and pick up southbound cars.</p> <p>4. Run to Everett/Bayside.</p> <p>5. Drop eastbound and local cars and pick up southbound cars.</p> <p>6. Run to Balmer arrival yard, per instructions from Interbay yardmaster.</p> <p>7. Leave engines in place, go off duty, and report to dispatcher for next assignment.</p> <p>Notes:</p> <p>1. This is a high priority (2nd class) “GWS” train that runs south to the WP. Work with the dispatcher to keep everyone out of your way.</p> <p>2. Part two of this train departs Balmer at 4:00am.</p> <p style="text-align: right;">P-1</p> | <p>Part 2:</p> <p>1. Start run in Balmer yard.</p> <p>2. Run to Stacy yard.</p> <p>3. Find out from dispatcher which staging track you are going to be entering at Portland.</p> <p>4. Pick up any southbound thru cars per Stacy yardmaster (if there is room in your train)(maximum length of each staging track can be measured from the Royal Brougham grade crossing to numbered marks behind Lonestar Cement).</p> <p>5. Run to your designated Portland Staging track and terminate.</p> <p>Notes:</p> <p>1. This is a high priority (2nd class) “GWS” train that runs south to the WP. Work with the dispatcher to keep everyone out of your way.</p> <p style="text-align: right;">P-2</p> | <p>1. Start run wherever you find the weed sprayer train.</p> <p>2. Get clearance from dispatcher.</p> <p>3. Run to Everett/Bayside, at a maximum speed of 5 MPH.</p> <p>4. Tie up train in Everett, per instructions from yardmaster.</p> <p>Notes:</p> <p>1. Waybills not used on this train.</p> <p>2. Speed restricted to 5 MPH while spraying, 20 MPH at other times (such as crossing bridges).</p> <p>3. Do not spray weed killer on any open water, animals, people or structures.</p> <p>4. Do not spray when being passed by, or passing, trains on adjacent tracks. Wait until any passing train has passed before continuing spraying.</p> <p style="text-align: right;">L-14</p> | <p>1. Start run at end of Woodinville Branch.</p> <p>2. Assemble train from any available spurs.</p> <p>3. Run to Everett/Delta.</p> <p>4. Set out eastbound cars in Delta, run around train, and run rest of train to Everett/Bayside.</p> <p>5. Drop train on track assigned by Bayside yardmaster.</p> <p>6. Take engine and caboose to engine terminal for servicing.</p> <p>7. Return engine and caboose to Bayside yard, and pick up outbound train per yardmaster instructions.</p> <p>8. Run to Everett/Delta.</p> <p>9. Reverse direction of train, and block cars as needed.</p> <p>10. Return up 5% grade to Woodinville Branch.</p> <p style="text-align: right;">L-5</p> |
| Instructions for NRPC 9 <i>Empire Builder</i> (Pass.) [5:00a] | Instructions for Train 793 – <i>International</i> (Pass.) [8:12a] | Instructions for Train 794 – <i>International</i> (Pass.) [5:15p] | Instructions for NRPC 10 <i>Empire Builder</i> (Pass.) [4:30p] | Instructions for CEO Train Seattle to Sumas (Pass.) |
| <p>1. Find train in Skykomish in time for a 5:30am departure.</p> <p>2. Run to Everett Jct., taking the “highline”, hold at station, and depart at 6:50am.</p> <p>3. Run to Ballard Sta., hold at station, and depart at 7:31am.</p> <p>4. Run to King St. Sta., unload all passengers, and depart after a delay of 20 minutes.</p> <p>5. Run past Coach yard on Main track 1, turn on loop, and park train back in Coach Yard, disassembling train as needed to clear the main tracks.</p> <p>6. Uncouple locomotives and run to Interbay engine terminal for servicing.</p> <p style="text-align: right;">PP-1</p> | <p>1. Start run in Bellingham Staging at 8:12pm.</p> <p>2. Run to Burlington Sta., hold 5 min on fast clock.</p> <p>3. Run to Mt. Vernon Sta., depart at 8:49am.</p> <p>4. Run (through Bayside) to Everett Jct, dep. 9:40a.</p> <p>5. Run to Ballard Sta, dep. 10:20a.</p> <p>6. Run to King St. Sta, hold 20 minutes for unloading passengers.</p> <p>7. Run to Coach yard.</p> <p>8. If time permits, turn train on reverse loop, and park train back in Coach Yard facing northbound.</p> <p style="text-align: right;">PP-2</p> | <p>1. Start run in Coach yard in time to depart at 6:15pm from King St. Station.</p> <p>2. Run to King St. Station and pick up passengers for 20 min. on fast clock. Depart at 6:15pm.</p> <p>3. Run to Ballard Sta. and stop for 5 min. on clock. Depart at 6:30p.</p> <p>4. Run to Everett Jct., take the “lowline”, hold at station, and depart at 7:03p.</p> <p>5. Run to Mt. Vernon Sta., hold at station, and depart at 7:55pm.</p> <p>6. Run to Burlington Sta., hold for 5 min.</p> <p>7. Run to Bellingham Staging.</p> <p>8. If time permits, run downgrade to Skykomish, turn on loop track, and return to Bellingham staging track #3 facing southbound.</p> <p style="text-align: right;">PP-4</p> | <p>1. Find suitable (e.g. SDP45) locos in Interbay engine terminal. Run light to Coach yard.</p> <p>2. Build train #10 in Coach yard in time for a 6:00pm departure from King St. Station.</p> <p>2. Run to King St. Station and hold to pick up passengers for 20 minutes on the fast clock. Depart at 6:00pm.</p> <p>3. Run to Ballard Sta. and hold, depart at 6:20pm.</p> <p>4. Run to Everett Jct., take the “highline”, hold at station, and depart at 7:00pm.</p> <p>5. Run to Skykomish, hold for 10 minutes.</p> <p>6. Lower “the rainbow” at 8:10pm and turn train on loop track, terminating in any available staging track.</p> <p style="text-align: right;">PP-3</p> | <p>1. Find suitable loco in Interbay engine terminal. Run light to Coach yard.</p> <p>2. Find suitable passenger car, preferably a business car.</p> <p>3. Run to King St. Station and hold to pick up CEO and entourage for 20 minutes on the fast clock. Depart thereafter.</p> <p>4. Run to Bellingham staging, stopping whenever requested by CEO to inspect plant and equipment. Terminate.</p> <p>Notes:</p> <p>1. This train is intended to be as disruptive to everyone else as possible.</p> <p>2. It is best practice to run a speeder ahead of this train to detect any track problems beforehand.</p> <p style="text-align: right;">PP-5</p> |

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| <p>Instructions for Train 148 Portland to Seattle [6:00a]</p> <ol style="list-style-type: none"> 1. Start run in Portland Staging. 2. Run to Stacy St. arrival yard. 3. Uncouple engines from train. 4. Run light to Interbay engine terminal, per instructions from yardmaster(s). <p style="text-align: right;">P-7</p> | <p>Instructions for MILW Extra (Northbound Detour)</p> <ol style="list-style-type: none"> 1. Start run in Portland Staging. 2. Set out and pick up cars in Argo Interchange yard. 3. Run to Everett/Delta yard. 3. Set out and pick up any MILW billed cars. 4. Run to Bellingham Staging. <p>Notes:</p> <ol style="list-style-type: none"> 1. Recalling that the MILW is nearing bankruptcy, maintain a maximum speed no greater than 25 MPH, and treat any BN employees with the utmost of respect, so they don't rescind your trackage rights. 2. This train, if needed, was usually run in the evening to avoid undue delays to BN traffic. 3. Maximum length 20 cars. <p style="text-align: right;">P-30</p> | <p>Instructions for MILW Extra (Southbound Detour)</p> <ol style="list-style-type: none"> 1. Start run in Bellingham Staging. 2. Run to Everett/Delta yard. 3. Set out any cars for local or eastbound interchange to BN. 4. Pick up any MILW south- or eastbound cars. 5. Run to S. Seattle/Argo yard. 6. Set out any cars for local or BN and UP interchange. 7. Pick up any MILW south- or eastbound cars. 8. Run to Tacoma (Portland staging). <p>Notes:</p> <ol style="list-style-type: none"> 1. Run this train very slowly (under 25 MPH), per trackage rights agreement, to avoid damage to BN mainline. 2. This train, if needed, was usually run in the evening, just before or after the BN rock train. 3. Maximum length 20 cars <p style="text-align: right;">P-29</p> | <p>Instructions for Train 150 Portland to Seattle [3:30a]</p> <ol style="list-style-type: none"> 1. Start run in Portland Staging. 2. Run to Stacy St. yard. 3. Set out S. Sea cars (pink waybills) and pick up northbound cars. 4. Run to Balmer arrival yard, per instructions from yardmaster(s). 5. Return engines to Interbay engine terminal. <p style="text-align: right;">P-4</p> | <p>Instructions for Train 146 Portland to Seattle [10:30p]</p> <ol style="list-style-type: none"> 1. Start run in Portland Staging. 2. Run to Stacy St. yard. 3. Set out S. Sea cars (pink waybills) and pick up northbound cars. 4. Run to Balmer arrival yard, per instructions from yardmaster(s). 5. Return engines to Interbay engine terminal. <p style="text-align: right;">P-22</p> |
| <p>Instructions for Train 160 Portland to Seattle [8:30a]</p> <ol style="list-style-type: none"> 1. Start run in Portland Staging. 2. Run to Stacy St. arrival yard. 3. Uncouple engines from train. 4. Run light to Interbay engine terminal, per instructions from yardmaster(s). <p>Note: This train only operates on Wed., Thu., Fri., & Sun.</p> <p style="text-align: right;">P-10</p> | <p>Instructions for Train 145 Seattle to Portland [11:00p]</p> <ol style="list-style-type: none"> 1. Find your train ready to go in Seattle/Balmer yard. 2. Run to Stacy St. yard. 3. Find out from dispatcher which staging track you are going to be entering at Portland. 4. Pick up any southbound thru cars per Stacy yardmaster (if there is room in your train)(maximum length of each staging track can be measured from the Royal Brougham grade crossing to numbered marks behind Lonestar Cement). 5. Run to your designated Portland Staging track and terminate. <p style="text-align: right;">P-23</p> | <p>Instructions for Train 147 Seattle to Portland [1:00p]</p> <ol style="list-style-type: none"> 1. Start run in Stacy St. yard. 2. Find out from dispatcher which staging track you are going to be entering at Portland. 4. Check your train length with yardmaster. (Maximum length of each staging track can be measured from the Royal Brougham grade crossing to numbered marks behind Lonestar Cement). 5. Run to your designated Portland Staging track and terminate. <p style="text-align: right;">P-15</p> | <p>Instructions for Train 149 Seattle to Portland [11:45p]</p> <ol style="list-style-type: none"> 1. Start run in Stacy St. yard. 2. Find out from dispatcher which staging track you are going to be entering at Portland. 4. Check your train length with yardmaster. (Maximum length of each staging track can be measured from the Royal Brougham grade crossing to numbered marks behind Lonestar Cement). 5. Run to your designated Portland Staging track and terminate. <p style="text-align: right;">P-24</p> | <p>Instructions for Train 130 Seattle to St. Paul [12:01p]</p> <ol style="list-style-type: none"> 1. Pick up engines in Interbay engine terminal. 2. Consult with Balmer yardmaster, who should have filled train with eastbound general merchandise cars. 3. Run to Everett/Delta yard, taking the "highline" route at Everett Jct. 4. Pick up any high priority eastbound cars from yard, train length permitting. 5. Run to Skykomish Staging. <p>Note:</p> <ol style="list-style-type: none"> 1. This is a high priority (2nd class) general merchandise train. Work with the dispatcher to keep everyone out of your way. <p style="text-align: right;">P-14</p> |

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| <p>Instructions for Fern Turn S. Seattle to Ferndale [2:00p]</p> <ol style="list-style-type: none"> 1. Find a 2-loco consist in Interbay. 2. Run to Stacy, pick up any empty gons or flats, billed to Ferndale or unassigned 3. Run to Balmer, and do the same. 4. Run to Bayside, and do same. 5. Run to Bellingham staging and tie up. <p>Notes:</p> <ol style="list-style-type: none"> 1. This train uses a local crew so it can do switching as needed. But it is the most lucrative train on the railroad because of the value of aluminum, so expedite the run as much as possible to maximize revenues from the smelter. 2. Aluminum billet shipments are placed in the next available southbound train, so the return run for this train is usually a light engine move with caboose. <p style="text-align: right;">L-9</p> | <p>Instructions for Darrington Logger (Darr. – Bay. Turn)</p> <ol style="list-style-type: none"> 1. Find train in staging track behind Birmingham Steel (in SPINS zone 9). 2. Close drawbridge and back train around reverse loop to face south. 3. Run to Everett/Bayside 4. Exchange cars with yardmaster. 5. Block train in station order. 6. Return train to Darrington staging track behind Birmingham Steel, backing into the staging track when you get there. <p style="text-align: right;">L-6</p> | <p>Instructions for SB Auburn Transfer (BAY - AUB)[4:00p]</p> <ol style="list-style-type: none"> 1. Find a loco(s) and caboose in Everett/Bayside. 2. Make a train with shorts to Seattle, Auburn and Tacoma. 3. Run to Seattle/Balmer and exchange cars as needed. 4. Run to Seattle/Stacy and exchange cars as needed. 5. Run southbound into any available track in Portland staging. <p>Notes:</p> <ol style="list-style-type: none"> 1. This train uses a local crew so it can do switching as needed. It functions like a “Broom” or “Sweeper” train to move shorts between terminals. Do not pick up cars billed for offline destinations other than Kent, Auburn, Tacoma and vicinity. <p style="text-align: right;">L-8</p> | <p>Instructions for NB Auburn Transfer (Auburn to Bayside)</p> <ol style="list-style-type: none"> 1. Find your train in Portland staging. 2. Run to Seattle/Stacy and exchange cars as needed. 3. Run to Seattle/Balmer and exchange cars as needed. 4. Run to Everett/Bayside and terminate. 5. Return loco(s) and caboose to Everett engine terminal. <p>Notes:</p> <ol style="list-style-type: none"> 1. This train uses a local crew so it can do switching as needed. It functions like a “Broom” or “Sweeper” train to move shorts between terminals. Do not pick up cars billed for offline destinations. <p style="text-align: right;">L-8.5</p> | <p>Instructions for Train 134 SEA to VAN [11:00a]</p> <ol style="list-style-type: none"> 1. Start run in Seattle’s Balmer Yard. 2. Run to Everett/Bayside yd. via the “lowline”. 3. Set out any Everett (green) or eastbound (purple) cars. 4. Pick up any northbound thru cars (dark blue waybills only). 5. Run to Burlington yard. 6. Pick up any northbound (dark blue) cars, to 25 car max length. 7. Run to Bellingham Staging (any available track). <p style="text-align: right;">P-13</p> |
| <p>Instructions for Train 97 Chicago to Seattle [5:00p]</p> <ol style="list-style-type: none"> 1. Start run in Skykomish Staging 2. Run to Everett/Milepost Yd. in Mukilteo via the “highline” route out of Delta Yd. 3. Set out any “Everett north” cars (greens & blues on waybills) at Milepost Yd. 4. Run to Seattle/Balmer arrival yard per yardmaster instructions. 5. Uncouple engines and run to Interbay engine terminal for servicing. <p>Notes:</p> <ol style="list-style-type: none"> 1. This is a high priority (2nd class) merchandise train that originated in Chicago. Work with the dispatcher to keep everyone out of your way. <p style="text-align: right;">P-16</p> | <p>Instructions for Train 133 VAN to SEA [5:30p]</p> <ol style="list-style-type: none"> 1. Start run in Bellingham Staging. 2. Run to Burlington yard. 3. Drop local cars (blue waybills) and pick up southbound cars. 4. Run to Everett/Bayside yd. 5. Drop eastbound and local cars and pick up southbound cars. 6. Run to Balmer arrival yard, via “lowline”, per instructions from Interbay yardmaster. 7. Run engines light to Interbay engine terminal and go off duty. <p style="text-align: right;">P-18</p> | <p>Instructions for Train 3 Chicago to Seattle [6:00a]</p> <ol style="list-style-type: none"> 1. Start run in Skykomish Staging. 2. Run to Seattle/Stacy St. Yd. via the “highline” route off of the main track in Delta Yd. 3. Uncouple engines and run to Interbay engine terminal for servicing. <p>Notes:</p> <ol style="list-style-type: none"> 1. This is a high priority (2nd class) TOFC/COFC/Express mail train “the <i>Pacific Zip</i>” that originated in Chicago. Work with the dispatcher to keep everyone out of your way. 2. This train is normally broken down ASAP by a local job called “crew 6”. If there is no crew 6 available, feel free to assume that job as soon as your engines are parked at Interbay. <p style="text-align: right;">P-8</p> | <p>Instructions for Train 4 Seattle to Chicago [8:00p]</p> <ol style="list-style-type: none"> 1. Find suitable (e.g. F45) locos in Interbay engine terminal. Run light to Stacy St. yard. 1. Couple to train and get expedited clearance from dispatcher. 2. Run to Skykomish Staging, via the “highline” route off of the main track in Delta Yd. <p>Notes:</p> <ol style="list-style-type: none"> 1. This is a high priority (2nd class) TOFC/COFC/Express mail train “the <i>Pacific Zip</i>” that has a very tight schedule. Work with the dispatcher to keep everyone out of your way. 2. This train is normally made up by a local job called “crew 6”. If there is no crew 6 on duty, feel free to assume that job first, and make up the train before taking it over the road. <p style="text-align: right;">P-21</p> | <p>Instructions for “Crew 6” (Stacy St. Local)[7am & 5pm]</p> <p>Morning shift:</p> <ol style="list-style-type: none"> 1. Obtain a GP9 in Stacy St. yard and meet train #3. 2. Pull express cars from train and spot on “house track”. 3. Pull TOFC/COFC cars south and set out in Seattle Intermodal Terminal in SPINS zone 9. 4. Return engine and caboose. <p>Evening shift:</p> <ol style="list-style-type: none"> 1. Obtain GP9 & caboose. 2. Pull eastbound TOFC/COFC from Seattle Intermodal Terminal to Stacy St. yard. 3. Pull express cars from “house track” and tack on south end of cut. 4. Tack caboose on rear of train. 5. Return loco to service track. 6. If no one shows up, get engines from Interbay and run train #4 yourself. It’s high priority! <p style="text-align: right;">L-2</p> |

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| <p>Instructions for Annie Local Everett to Anacortes [6:00a]</p> <ol style="list-style-type: none"> 1. Obtain GP9 & caboose from Everett/Bayside yard. 2. Pick up any cars billed for Anacortes branch (zone 33). 3. Run to Burlington yard. 4. Run around train, pick up and then set out cars to/from Anacortes branch. 5. Put train back together, facing southbound. 6. Fill out train with southbound cars from Burlington yard. 7. Run to Everett Bayside yard, dropping off train per yardmaster instructions. 8. Return engine and caboose to Everett engine terminal. <p>Note: this local train should be run as soon as possible in the operating day.</p> <p style="text-align: right;">L-7</p> | <p>Instructions for Renton Rocket (Renton-Stacy turn)</p> <ol style="list-style-type: none"> 1. Find train in Renton staging (behind Bethlehem Steel in SPINS zone 9). 2. Run to Stacy St. Yard. (or Argo Yard, per Yardmaster’s direction) 3. Exchange cars with Stacy yardmaster. 4. Reverse direction of train and block train per waybills. 5. Run back to Renton staging. <p>Note: this is a daily local job that should be run late enough in the session that there are cars in Stacy St. yd. billed for the Renton branch, especially “sky box” cars for the Boeing 737 factory.</p> <p style="text-align: right;">L-1</p> | <p>Instructions for Burlington Turn (Bayside call)</p> <ol style="list-style-type: none"> 1. Obtain GP9(s) and caboose from Everett/Bayside yard. 2. Make up train with any cars billed for Burlington area (light blue) 3. Run to Burlington yard. 4. Set out train for the Concrete Local to work, and pick up all cars for destinations south and east of Burlington. 5. Run to Everett/Bayside yard. 6. Leave all cars in yard per yardmaster. 7. Return engine and caboose to Everett engine terminal. <p>Note: this is a local job that can be called for by either the Bayside yardmaster or the Concrete Local.</p> <p style="text-align: right;">L-11</p> | <p>Instructions for “Jet Job” (Bayside to Mukilteo turn)</p> <ol style="list-style-type: none"> 1. Find GP9 BN1799 and train in the tunnel south of Mukilteo. 2. Pull forward to clear the mainline switch. 3. Run “caboose first” along the lowline to Everett/Bayside yard. 4. Assist Bayside and Delta yardmasters with any local switching needs, including Sultan. 5. When Bayside YM has your train ready, run engine-first back to the Boeing Spur south of Mukilteo. 6. Back train “up the hill” into the tunnel until only number boards are showing. <p>Note: this is a daily switch job that can be operated later in the afternoon. BN 1799 is equipped with special brakes to handle the unusual 5% grade on the line.</p> <p style="text-align: right;">S-10</p> | <p>Instructions for Ballard Switcher (Balmer call)</p> <ol style="list-style-type: none"> 1. Obtain suitable switch engine at Balmer car shops or Interbay engine terminal. 2. Pick up cars billed to the Ballard branch (limit of six), and tack on a caboose. 3. Run to the Ballard branch, backing into it at MP 6.4. 4. Work all industries as needed. 5. Return to Balmer, running caboose first along mainline. 6. Repeat as necessary during subsequent shifts. <p>Note: this is a switch job that can be operated in combination with other Balmer switch jobs, as needed.</p> <p style="text-align: right;">S-8</p> |
| <p>Instructions for South Balmer Drill & Stacy Transfer</p> <ol style="list-style-type: none"> 1. Obtain suitable engine from Balmer car shops or Interbay engine terminal. 2. Assist Balmer yardmaster as needed to classify cars from the south end ladder. 3. Run to Stacy St. Yard and back to transfer cars between the two yards, as called for by either yardmaster. 4. Work any industry spurs along the way, as needed. <p>Note: this is a switch job that combines drill, industry and transfer duties.</p> <p style="text-align: right;">S-6</p> | <p>Instructions for MILW Car Barge & Industry Switcher</p> <ol style="list-style-type: none"> 1. Hop on a MILW switch engine. 2. Classify cars in the MILW Argo yard tracks into five cuts: car barge, house, MILW mainline, BN interchange and UP interchange. 3. Run the house cut to the Stacy house track (against the wall). 4. Return to Argo with any pickups, and run the car barge cut to Stacy waterfront yard. 5. Unload the car barge and load it with the car barge cut, two at a time, outside tracks first. 6. Return to Argo with any pickups, and move the UP cut to the Argo interchange track (#3). 7. Handle any MILW runs from Portland staging tracks, as needed. 8. Run the BN cut to Stacy St. Yd. 8. Repeat steps 2-6, as needed. <p>Note: caboose optional.</p> <p style="text-align: right;">S-3</p> | <p>Instructions for Milepost Job (BAY-MUK turn)</p> <ol style="list-style-type: none"> 1. Hop on a BN switch engine in Everett/Bayside yard. 3. Run light to Mukilteo/Milepost yard. 4. Pick up whatever is in the yard track, dropped off by the last westbound priority freight(s). 5. Run to Everett/Bayside yard. 6. Leave cars in yard per yardmaster instructions. 7. Tie up engine at engine terminal. <p>Notes:</p> <ol style="list-style-type: none"> 1. The purpose of this job is to expedite high priority loads to move quickly from eastbound transcons to northbound freights passing through Everett Bayside. Do not do other local switching in Mukilteo now, unless instructed by yardmaster. <p style="text-align: right;">S-11</p> | <p>Instructions for Delta Switch Job (Bayside/Delta/Milepost)</p> <ol style="list-style-type: none"> 1. Hop on a BN or MILW engine at Everett/Delta Yd. 2. Work all Delta area industries and interchanges, including Mill B, and drill the yard tracks as needed. 3. Run to Bayside via Delta Wye, with all north- and southbound cars. 4. Return to Delta with all eastbound through cars (purple waybills) and Delta area shorts (green) found in Bayside. 5. Leave eastbound cars in position to be picked up by next passing eastbound priority freight. Assist east- and westbound freights with pickups and setouts as needed. 6. Run to Milepost Yd. and pick up any cars dropped by westbounds. 7. Return to Delta and classify any cars picked up. 8. Repeat steps 2-7 as needed. <p style="text-align: right;">S-12</p> | <p>Instructions for U2 Empties (Legotown-SKY drag)</p> <ol style="list-style-type: none"> 1. Find suitable engine & caboose at Interbay or Stacy. 2. Run light to Legotown. 3. Pick up empty plastic-lined uranium ore jennies and make up train. 4. Run to Skykomish staging. Park train on uphill ramp to avoid contaminating rest of yard. <p>Note: these cars are somewhat radioactive and should be handled with care. Maximum speed 20 MPH.</p> <p style="text-align: right;">L-16</p> |



