



GREAT NORTHERN RAILWAY

SCENIC CASCADE MOUNTAIN DIVISION

SEATTLE TOWER, YARD MASTER & HOSTLER JOBS (ALL YOURS)

- YOUR CONTROL PANEL IS ABOVE THE ROUNDHOUSE AREA. THE LOW STOOL IS YOURS. SIT CLOSE TO THE ROUNDHOUSE FOR BETTER AISLE CLEARANCE BEHIND YOU. ALSO, FROM THIS POSITION, YOU CAN SEE SEVERAL MIRRORS THAT WILL MAKE YOUR WORK EASIER. ALL YOUR WORK CAN BE DONE WITHOUT GETTING UP FROM THE STOOL.
- EAST (AND MOST OF THE LAYOUT) IS TO YOUR LEFT WHEN YOU ARE SEATED. YOU CONTROL SEATTLE WITHIN YARD LIMITS. LIMITS ARE KING STREET STATION AROUND THE CORNER TO YOUR LEFT, AND THE DOUBLE SLIP SWITCH NEAR THE CROSSING GATE TO YOUR FAR RIGHT. THIS IS CALLED "BRUZDNBLEEDN CROSSING".
- YOUR ASSISTANT, THE SEATTLE SWITCHER, HAS USE OF ALL TRACKS ON THE FAR SIDE OF MAIN (SEE CONTROL PANEL). HE NEEDS YOUR APPROVAL TO GET ON MAIN OR SIDING AT THE DOUBLE X-OVER.
- THERE ARE THREE TRACKS THAT CURVE AROUND THE CORNER TO YOUR LEFT. THE MIDDLE ONE GOES TO THE READY TRACK (ALSO CALLED KING ST. STA. TK #3) FOR OUTBOUND EASTBOUND TRAFFIC. SPOT THE CABOSES OF ALL OUTBOUND TRAINS NEXT TO THE WASHRACK. (A MIRROR ALLOWS YOU TO SEE AROUND THE CORNER FROM YOUR STOOL.) KING STREET STATION TRACKS #1 & #2 ARE FOR PASSENGER TRAINS ONLY. (#1 IS NEAREST THE WALL.)
- THE OUTSIDE CURVED TRACK IS THE ARRIVAL TRACK (TRAINS ARE INBOUND WEST-BOUND). THIS IS ALSO KING ST STATION TRACK #4. ROAD CREWS STOP AT SECOND AVE VIADUCT, AND YOU BRING TRAINS INTO THE YARD FROM THAT POINT.
- YOU ALSO CONTROL THE WESTERN STAGING BACK IN THE CREW LOUNGE (TO YOUR RIGHT). IT CONNECTS TO THE WEST END OF THE YARD THROUGH BRUZDNBLEEDN CROSSING. YOU CONTROL CLOSING ITS X-ING GATE TO THE OTHER MAINLINE, BUT ONLY AFTER GETTING DISPATCHER APPROVAL. YOU ALSO CONTROL THE CAMERA (WITH DISPATCHER APPROVAL), AND ONLY THE SHORT TIME YOU NEED IT. RETURN BOTH TO NORMAL ASAP. NOTE MIRROR WAY DOWN TO YOUR RIGHT WHERE YOU CAN SEE THE GATE.
- UNCOUPLER MAGNETS ARE INDICATED BY WHITE SMUDGES ON THE GROUND BESIDE THE TRACK. ALSO, THE SILVER LAMP POST AT A DOUBLE CROSSOVER (IN FRONT OF YOU), MARKS AN UNCOUPLER LOCATION.
- YOUR OWN SWITCH ENGINE IS GN-611 (PIN 11) LOCATED IN ROUNDHOUSE STALL #9. NOTE THAT THE GN RUNS ALL THEIR DIESELS "LONG NOSE FORWARD" (ALWAYS).
- THE TURNTABLE RUNS BY HOLDING DOWN THE "UNPAINTED SQUARE" CW OR CCW BUTTONS. LET UP ON THE BUTTON AND THE TURNTABLE WILL ALIGN WITH THE NEXT TRACK IT PASSES. ROUNDHOUSE STALLS 2 THROUGH 8 ARE POWERED THROUGH THE ROTOR SWITCH. ROUNDHOUSE STALL #9 IS ALWAYS POWERED. (POINT ROTOR AT IN/OUT WHEN NOT MAKING ROUNDHOUSE MOVEMENTS.) IF TURNTABLE DOES NOT ALIGH PROPERLY, CALL SUPERINTENTANT. **YOU CAN EXIT THE TURNTABLE BY ONE ENGINE LENGTH. BEYOND THAT, YOU MUST ALIGN THE TURNOUTS ALL THE WAY IN FROM THE MAIN OR THERE WILL BE A SHORT. USE PUSHBUTTONS**  **AND**  **-or- TRACK #25.**
- BE CAREFUL ABOUT MORE THAN ONE THROUGH TRAIN IN THE YARD AT THE SAME TIME. (THERE IS NOT MUCH ROOM TO MOVE.)
- AFTER READING, FILE THIS INSTRUCTION SHEET IN BACK OF CLIPBOARD. WORK YOUR WAY THROUGH THE SWITCHLIST STACK IN ORDER AS MUCH AS POSSIBLE. (INBOUNDS MAY BE EARLY OR LATE, BUT KEEP OUTBOUND SEQUENCE.)

IT'S NOT HARD. YOU'LL DO FINE! - JUST READ