

The Great GREAT NORTHERN RAILWAY

Scenic Cascade Mountain Division

SEATTLE SWITCHER NOTES

INSTRUCTIONS:

1. YOU HAVE CONTROLS FOR THE DOUBLE X-OVER OUT TO THE MAIN, BUT IT FIRST REQUIRES YOU TO GET TOWER APPROVAL TO THROW IT TO EITHER CROSSING ROUTE. THEN ALWAYS RETURN IT TO THE STRAIGHT ROUTE ASAP.
2. YOU HAVE CONTROLS TO ENTER OTHER RED TRACKS, BUT ONLY WITH TOWER'S APPROVAL. SEE CONTROL PANEL TO HELP YOUR ORIENTATION.
3. YOUR SWITCHER IS POWERED BY PIN #12, AND IS DIRECTLY IN FRONT OF YOU. (RED THROWBARS INDICATE MANUAL TURNOUTS - ALL OTHERS ARE REMOTE.)
4. MAX. PULL IS 12-FREIGHT CARS PAST 1st SWITCH (TO RIGHT) AT CURVE. THIS IS SAFE FOR YARD LIMITS AROUND CORNER (AT KING STREET STATION TRACK 1).
5. BLOCKING ALL TRAINS PER SWITCHLIST IS REQUIRED. FOR EASTBOUND TRAINS, FIRST CAR ON LIST IS TO THE RIGHT END OF BLOCK OR TRAIN, & THE LAST CAR OR CABOOSE IS TO THE LEFT END. BLOCK WESTBOUND CUTS JUST THE OPPOSITE. (JUST FOLLOW THE ARROWS)
6. THE SEATTLE TOWER HOSTLES LOCOMOTIVES TO ALL TRAINS.
7. SEATTLE TOWER WILL MOVE ALL TRAINS WITHIN YARD LIMITS. HE WILL ADVISE YOU WHEN INCOMING CARS NEED TO BE PICKED UP AND PUT INTO YOUR CLASS YARD.

JOB #1 MOVE **ANY 2500 SERIES GN BOX CARS** FROM POST OFFICE TO CLASS YARD.
THEY WILL BE NEEDED IN TRAINS YOU BUILD LATER.

JOB #2 **BUILD TRAINS (AND CUTS FOR TRAINS) IN THE ORDER SHOWN ON NEXT PAGES.**
SEE PAGES 2 THROUGH 4.
