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for **CAREFUL** HANDLING



**DEFEAT**  
**CLAIM LOSSES**

*remember* THE FACTS *Prevent* IMPACTS



**BURLINGTON**  
**NORTHERN**

**WESTERN**  
**WASHINGTON**

**Shippers Perpetual**  
**Industrial Numbering System**



**SEATTLE, EVERETT,**  
**BELLINGHAM, SKYKOMISH**  
**ZONES 1 - THRU - 54**

**1973**

170526

# NORTH to: BELLINGHAM

ZONE 40  
(dark blue)

MP 92.9

Anacortes  
Branch  
Concrete Branch  
**BURLINGTON**

ZONES 31-34  
(light blue)

MP 73.0

MP 71.9

MP 66.8

Mt. Vernon

Darrington  
Marysville

MP 38.8

MP 1783.9

MP 1782.7

MP 1755.0

T.C.RR

ZONE 54 (purples)

# SKYKOMISH

Delta

Wye

Delta Yd.

DRGW/MILW

**EAST  
to: WENATCHEE**

Bayside  
Yard

MP 37.0

MP 36.6

# EVERETT

ZONES 18-25  
(greens)

Woodinville Branch

MP 32.1

Woodinville Branch

Mukilteo

Everett Jct.

Milepost  
Yard

MP 31.0

Mukilteo/Paine Field

MP 28.3

Ballard  
Branch

MP 6.4

# SEATTLE

ZONE 12-13  
(whites)

Interbay/Balmer Yard

MP 4.9

Legotown  
ZONES 4-5

MP 1.4

King St. Station

MP 0.0

Stacey St. Yards (BN)

MP 3.3X

ZONES 9-10  
(pinks)

Seattle  
Waterfront

MP 6.0X

Argo Yards (MILW & UP)

MP 9.0X

MP 7.9X

**UP & MILW**

# SOUTH

ZONE 1  
(reds)

ZONES  
2-3

**to: TACOMA/PORTLAND**

BURRLINGTON NORTHERN  
INDUSTRIAL SERVICE CENTERS  
(ISC)

GENERAL DESCRIPTION

The Perpetual Car Inventory (PCI) and Shippers Perpetual Industrial Numbering System (SPINS) are mechanical methods of providing car locations in a yard or industry area. This system being mechanical will only have available for future use that information which has been put into the system by the people working with it.

These systems rely on people working together as a team. It is very important that when work is not accomplished or accomplished other than shown on the mechanical listings, the Engine Foreman notifies the yardmaster. The yardmaster, in turn, must notify the superintendent in the case of missing or incorrect car cards and waybills, or faulty equipment.

The actual physical track order location of the cars is maintained through the use of car cards and car card boxes near each track location. Each freight car has a corresponding car card which is moved from one car card box to another as the cars are moved in the Terminal and on the road. The waybills for each car are carried in the pocket of each corresponding car card. The car cards for each train are carried by the conductor and/or engineer, and handed off to intermediate trainmasters and/or placed in car card boxes near each car or train's final destination track.

SPINS NUMBER

The SPINS number will provide the information needed to place a car on an industry track for loading or unloading. The four-to-six digit number that appears on the waybill is divided as follows:

1 <sup>st</sup> & 2 <sup>nd</sup>	Zone Number
3 <sup>rd</sup> & 4 <sup>th</sup>	Track Number
5 <sup>th</sup> & 6 <sup>th</sup>	Industry (spot) number

Examples:

110503	Zone 11, Track 5, Industry Spot #3
5457	Zone 54, Track 57

ZONE NUMBER

All switching areas have been divided into zones as shown in succeeding pages, generally increasing in number as you move towards the north and then towards the east.

TRACK NUMBER

All tracks within a zone have been identified with a four-digit number. First two digits represent the zone number and the second two digits the track number. The track numbers in most cases have been kept in sequence; starting at the point of entry into the zone and increasing to the end of the zone. Track numbers have been skipped to allow for future development. In some cases odd numbered tracks are for facing points and even numbered are trailing points.

BURRLINGTON NORTHERN  
INDUSTRIAL SERVICE CENTERS  
(ISC)

INDUSTRY NUMBERS

All loading and unloading locations used or requested by industries have been identified with either the track number or the track number with an appended spot number. In cases where a track serves more than one industry, the spot number(s) for that industry are shown on the right-hand side of the SPINS page for each zone.

CARS TO INDUSTRY FOR SPOT

When a certain track in the yard is to be pulled for industry spotting, the yardmaster will make certain that the car cards for those cards are placed in the possession of the crew designated to do the work.

CARS RELEASED FROM INDUSTRY

It is the responsibility of all switch crews working in a zone to ascertain the existence of any cars available for pickup, by consulting the car card box associated with each industrial track. The car cards for all pulled cars must be kept in the possession of the crew that pulled them, until they arrive in a yard and can give them to the yardmaster on duty.

OPERATION OF SWITCHES

The Burlington Northern maintains a diverse physical plant, and switch crews must be on the lookout for variations to the standard "Caboose Industries" ground throw switch stands. In some cases turnouts are thrown with mechanical push-pull rods in the front fascia, electrical switches in the front fascia (rotary or toggle) or finger pressure applied directly to the switch-points themselves. In all cases, turnouts must be returned to the "home" position, in order to keep all main lines and branch lines clear for through traffic. Main line home positions are indicated by the color green painted on the hand throw levers, and branch line or local home positions are indicated by yellow, indicating their slower operating speeds.

A switch stand with a green home position ONLY occurs along the main line. Extreme care must be taken to make sure that anyone throwing a main line switch is operating under the proper clearance from the dispatcher and/or the yardmaster in charge of that zone.

SIDING LENGTHS

Numbers in parentheses next to a track in the SPINS map indicate track length in 40' car equivalents, assuming no engines or cabooses are present.

BURRLINGTON NORTHERN  
GENERAL OPERATING INSTRUCTIONS - SEATTLE REGION  
ALL SUBDIVISIONS

TRAIN LENGTH

Mainline trains should generally be limited to 25 cars, except for coast line trains between Everett and Seattle which can be of any length approved by the dispatcher. A ratio of one engine per 10 cars is advised on any routes involving grades.

ENGINE TYPE RESTRICTIONS

Due to onerous per-axle fees charged for crossing the Canadian border, all northbound trains destined for Vancouver BC are restricted to four-axle locomotives only. All Alco locomotives on the property other than switchers are maintained in Portland, OR and should be returned southbound whenever feasible.

CABOOSE OPERATIONS

All mainline and local trains are required to operate with a caboose at the rear of the train whenever running between zones. Industry or tramp switching within a zone does not require a caboose. Transfer runs between yards in adjacent zones may use caboose designated for "transfer service only", when available.

YARD LIMITS

Yard Limits in the Seattle Region extend between Tacoma in the south, Kruse Jct. north of Everett, and the east end of the siding at Delta Yard, and within yard limit signs in all other locations. Within yard limits, trains are required to proceed at restricted speed, allowing them to come to a stop within half the distance from an oncoming train. Obtaining a track warrant from the dispatcher or a verbal clearance from the yardmaster is recommended before entering a particular track zone.

SPEED RESTRICTIONS

	Maximum Speeds
Passenger trains .....	79 MPH
Freight trains .....	65 MPH
All trains and engines through turnouts except as noted by fixed signals .....	12 MPH
Equipment:	
Ore cars	
Loaded .....	40 MPH
Empty .....	20 MPH
Scale test cars .....	35 MPH
Air dump cars (loaded) .....	35 MPH
Wrecking derricks .....	30 MPH
Loco cranes .....	30 MPH
Pile drivers and dozers.....	30 MPH
Clamshells and shovels .....	30 MPH
Jordan spreaders .....	30 MPH
Rotary and wedge plows .....	30 MPH
Trains handling logs (except when log cars are equipped with permanent steel side stakes) .....	30 MPH

BURRLINGTON NORTHERN  
GENERAL OPERATING INSTRUCTIONS - SEATTLE REGION  
ALL SUBDIVISIONS

EQUIPMENT PLACEMENT IN TRAINS

Following equipment loaded or empty must be handled on rear of trains unless otherwise provided:

Outfit cars

Tie flats

Scale test cars (next ahead of caboose)

Wrecking derricks

Pile drivers

Loco cranes

Rotary snow plows, dozers, wedges

Jordan spreaders

Air dump cars loaded or empty

Log flats

Equipment listed below must be handled in the rear 10 cars and as near the caboose as practicable, except that where helper is used on rear of the train a buffer of 5 or more cars of less than 80 foot ahead of the caboose must be maintained:

80-foot or longer flat cars empty or handling either a single loaded trailer, or empty trailers.

80-foot or longer flat cars handling container type units either loaded or empty.

80-foot or longer empty auto racks.

MOUNTAIN GRADE OPERATIONS

Unless otherwise directed, the ascending train will take the siding.

Descending trains holding main track at the meeting point must not pass the upper switch of siding until the ascending train is clear of the main track.

To the extent practical, empty cars must not be handled in head 10 cars of trains descending mountain grades. Unless otherwise specified, conductors of trains using helper engine will determine the location of the helper engine in the train on each trip. Helper engine must not shove against wooden underframe equipment.

LOG INSTRUCTIONS

Conductors must personally know that cars are not overloaded or improperly loaded and are safe to move without loss of lading.

Cable binders or chains must be securely fastened to deck of car to avoid possibility of loss or catching in switch points.

Lost logs must be reported and when they obstruct traffic or other tracks, or damage roadway, train must be stopped and effort made to clear obstruction.

Log Orders are required for any movement of log cars except permanent steel side stake log cars, flat cars with side stakes held together by cables, and gondolas loaded with no more than 1/3 the diameter of the outside logs showing above the top of the car or side stake.

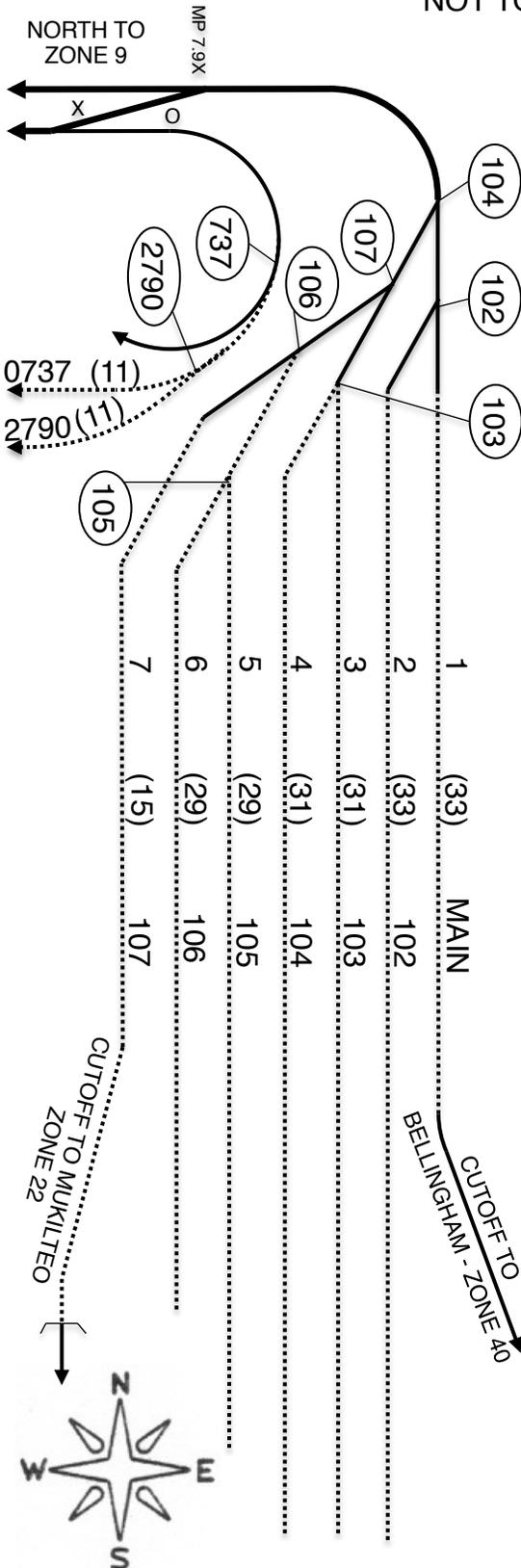
Trains handling cars requiring log orders must be standing when meeting or being passed by another train. If not practical, pull by standing freight trains at reduced speed. When meeting or passing work trains, one train, when practicable, must be standing.

# TACOMA [HIDDEN STAGING YARD], WASH.

ZONES 1, 7 & 27

B.N. SPINS SYSTEM

NOT TO SCALE 2-25-73



SPINS SPOT INDUSTRY  
NO. NO.

0107 Boeing Everett staging  
(from Zone 22)

0737 Renton Branch staging  
(from Zone 9)

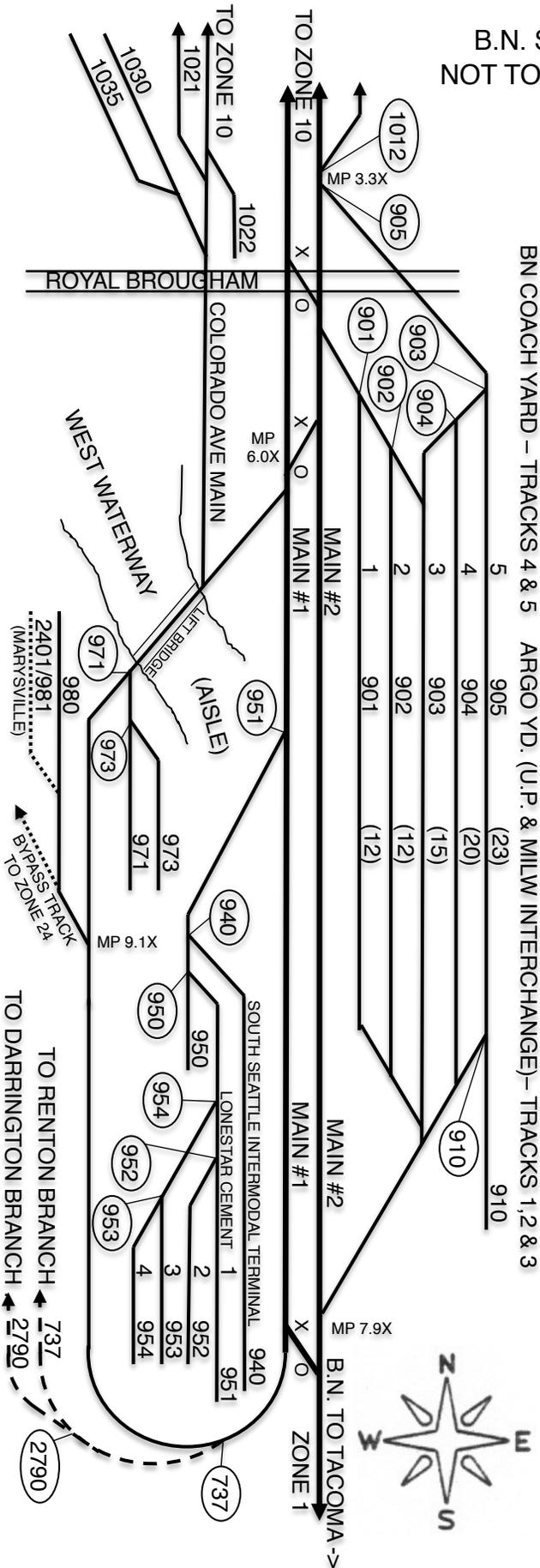
2790 Darrington Branch staging  
(from Zone 24)



# SEATTLE [ROYAL BROUGHAM TO ARGO YD.], WASH.

## ZONE 9

B.N. SPINS SYSTEM  
NOT TO SCALE 10-17-73

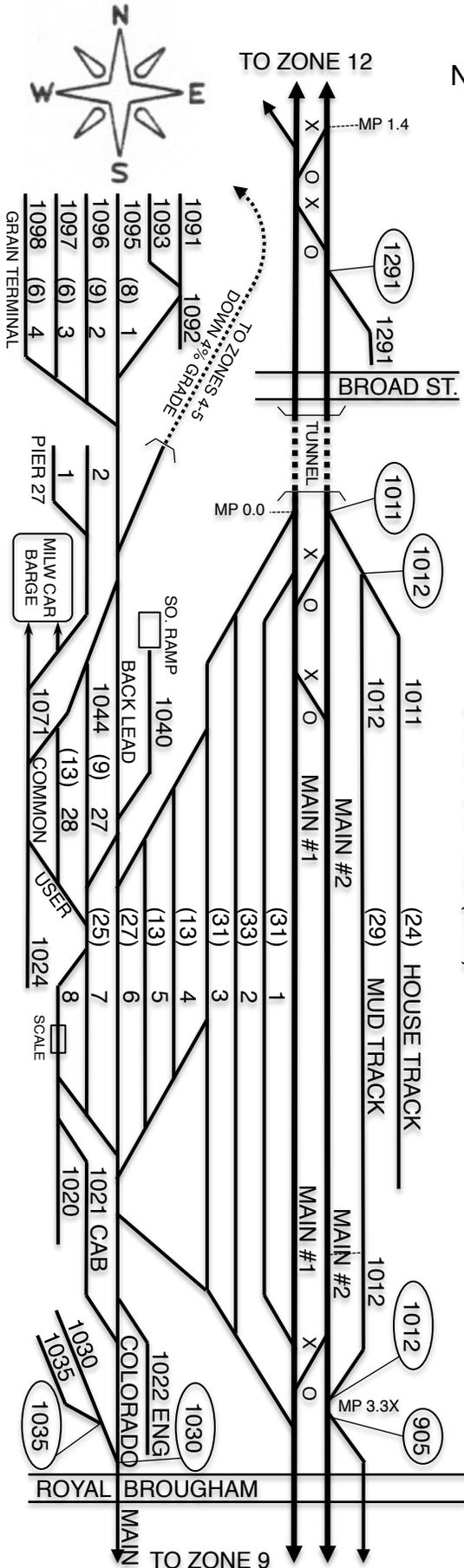


SPINS SPOT INDUSTRY	
NO.	NO.
901-4	Argo Yard (UP & MILW)
901	MILW Interchange
902	MILW Interchange
903	UP/MILW arr/dep track
904	UP Interchange
905	B.N. Coach Yard/UP Intch.
910	1 Rainier Brewery Ship'g.
910	2 Rainier Brewer Rec'v'g.
940	BN TOFC/COFC Terminal
950	1 Pier 10 Wharf
950	2 Fisher Mills Dock Trk.
951	1 Freight House
951	2 General Electric
951	3 Lone Star Cement #1
952	Lone Star Cement #2
953	Lone Star Cement #3
954	Lone Star Cement #4
971	Birmingham Steel
973	1 Eastside Oil/Wycoff
973	2 Birmingham Steel
980	1 Puget Sound Tug & Barge
980	2 Timber Traders
980	3 Foss Alaska
981	1 Alaska Pac. Groc. Inc.
981	2 Adam Messe Scrap
981	3 Chemitron Corp.

# SEATTLE [STACY ST. YARDS & WATERFRONT], WASH.

## ZONE 10

B.N. SPINS SYSTEM  
NOT TO SCALE 10-10-73



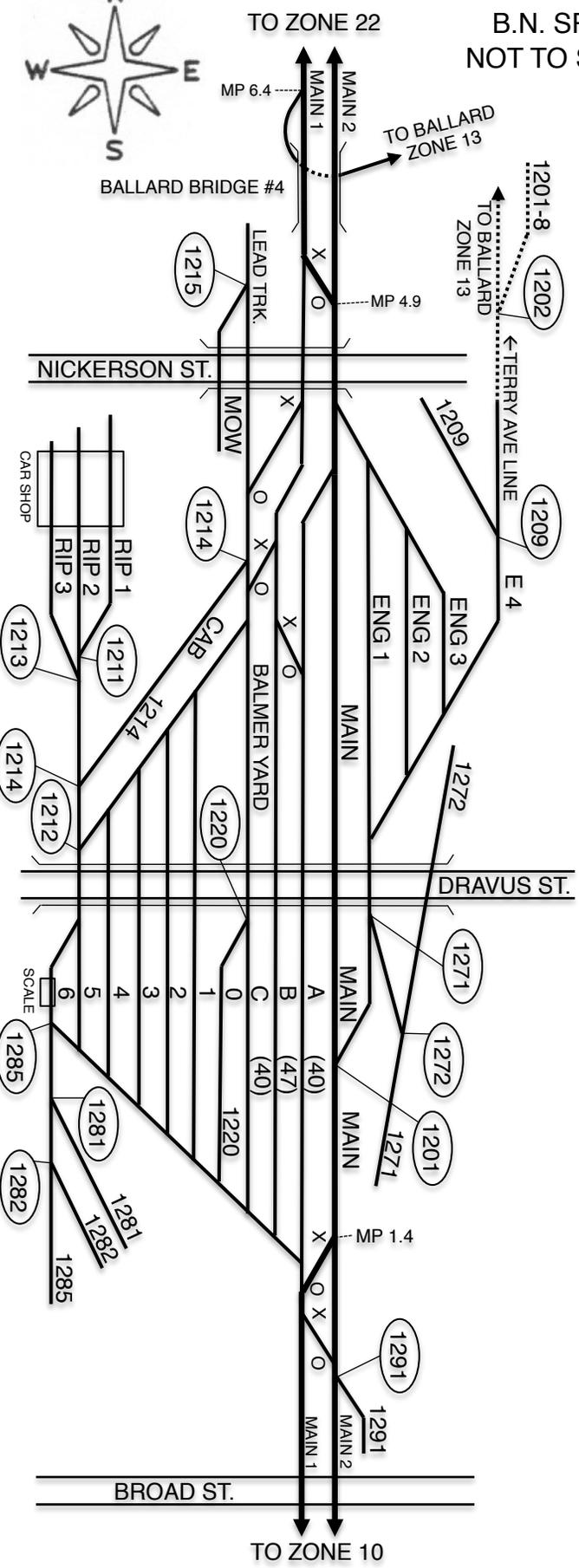
STACY ST. YDS. (B.N.)

SPINS NO.	SPOT NO.	INDUSTRY
1011	1	United Fruit & Prod.
1011	2	Atlantic St. Frt. Hse.
1011	3	MILW TOFC/COFC
1012	1	Sears Roebuck Whse.
1012	3	NW Screw Products
1012	4	Ford Motor Co. lead
1012	6	Fred Meyer Whse.
1020	1	West Coast Dist.
1020	2	C & H Sugar
1021		BN Caboose Service
1022		BN Locomotive Service
1024		Pier 24 Transit Shed
1030		G.A.T.X. Tank Farm
1035		Chevron Oil (Dock)
1040	1	BN M.O.W. supplies
1040	2	South Ramp (Team tr.)
1071		MILW Car Barge Pier 27
1091	1	Seattle Hardware
1091	2	Olympic Cold St. In
1091	3	Fisheries Supply
1091	4	Olympic Cold Stg. Out
1091	5	Trident Imports
1091	6	Northwest Transfer
1092		Seattle Steam
1093	1	Union Oil
1093	2	Blackstock Lumber
1095-8		Cargill Grain Terminal
1291	1	Skyway Luggage
1291	2	Old Spaghetti Fact.

# SEATTLE [INTERBAY/BALMER YD.], WASH.

## ZONE 12

B.N. SPINS SYSTEM  
NOT TO SCALE 2-23-73



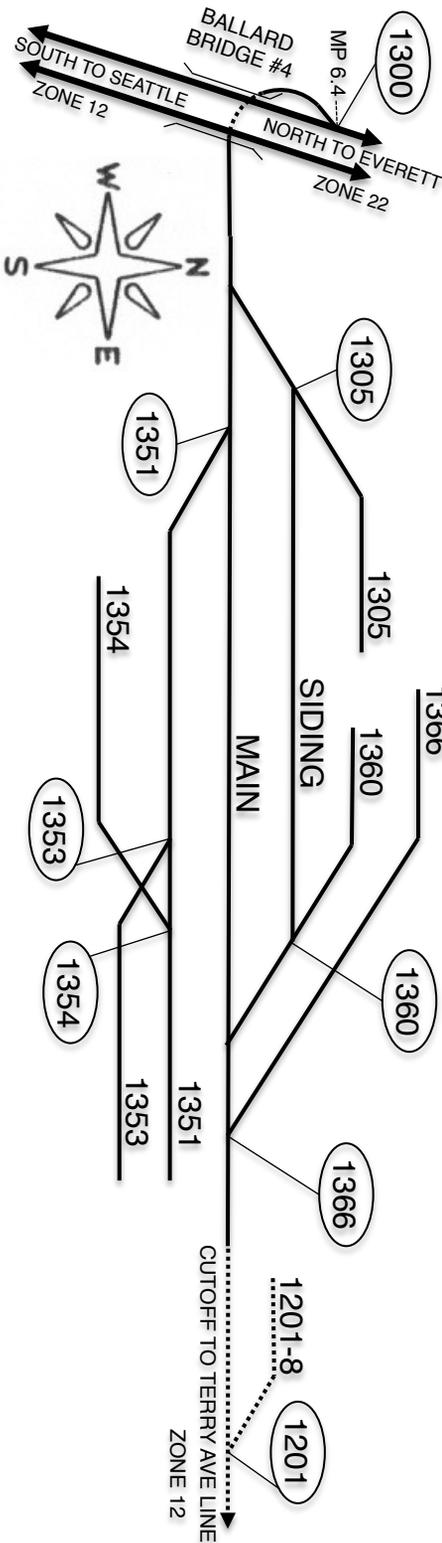
- 1201 Terry Ave. Freight House
- 1202 Richie Holland Candy Co.
- 1203 1 Washington Books
- 1203 2 Craftsman Press
- 1203 3 Seattle Pies
- 1204 1 Vollker Furniture
- 1204 2 Savage Lumber
- 1205 Bellknapp Glass
- 1206 Foss Marine
- 1207 Greystone Concrete
- 1208 U.S. Plywood Co.
- 1209 1 B.N. loco sand
- 1209 2 B.N. fuel dock
  
- 1214 B.N. caboose track
  
- 1215 1 B.N. MOW
- 1215 2 B.N. RIP
  
- 1220 B.N. empty car track
  
- 1271 1 Team track
- 1271 2 Tsubota Steel
  
- 1272 1 Cascade Chemical
- 1272 2 Chempro (chemicals)
- 1272 3 Champion Int'l Lumber
  
- 1281-2 Autorack loading
  
- 1285 Piers 90/91
  
- 1291 1 Skyway Luggage
- 1291 2 Old Spaghetti Fact.

# SEATTLE [BALLARD BRANCH], WASH.

## ZONE 13

B.N. SPINS SYSTEM

NOT TO SCALE 2-23-73



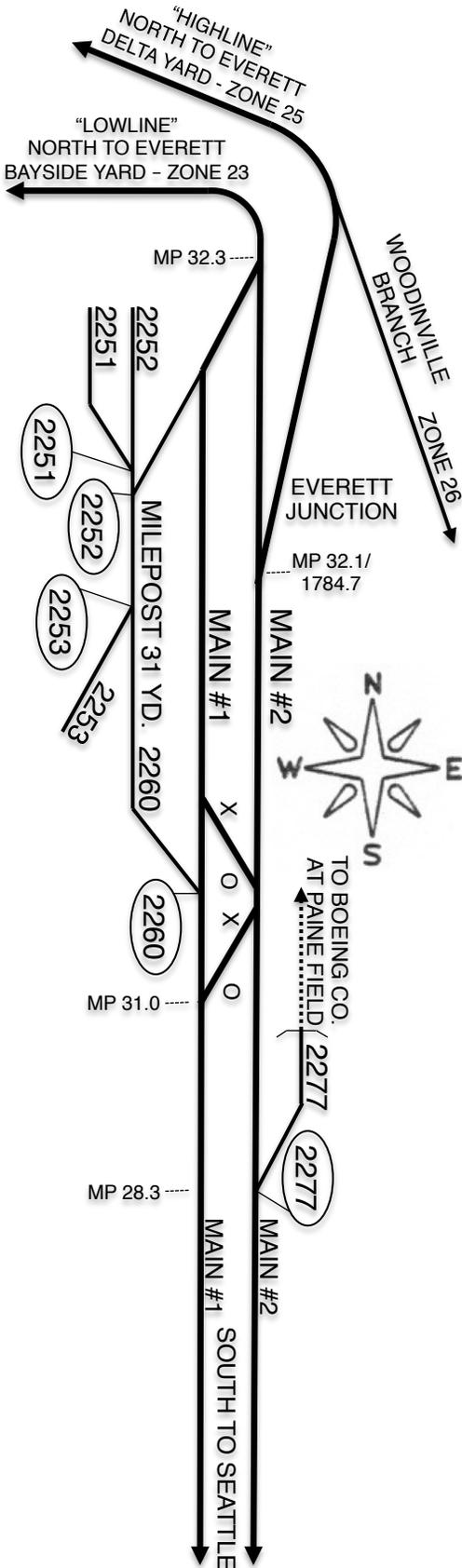
SPINS NO.	SPOT NO.	INDUSTRY
1305	1	Olympic Stain
1305	2	Bardahl
1305	3	Team track
1351	1	NW Steel & Pipe Co.
1351	2	Salmon Bay Steel
1353	1	Northern Lights Mar.
1353	2	Trident Seafoods
1353	3	Seattle Yacht Service
1354		Fentron Industries
1360	1	Seattle Cedar
1360	2	Ballard Hardware
1366	1	Lakeside Industries
1366	2	Salmon Bay Sand & Gvl
1201		Terry Avenue Branch Line

# EVERETT JCT. [MUKILTEO], WASH.

## ZONE 22

B.N. SPINS SYSTEM

NOT TO SCALE 3-10-73



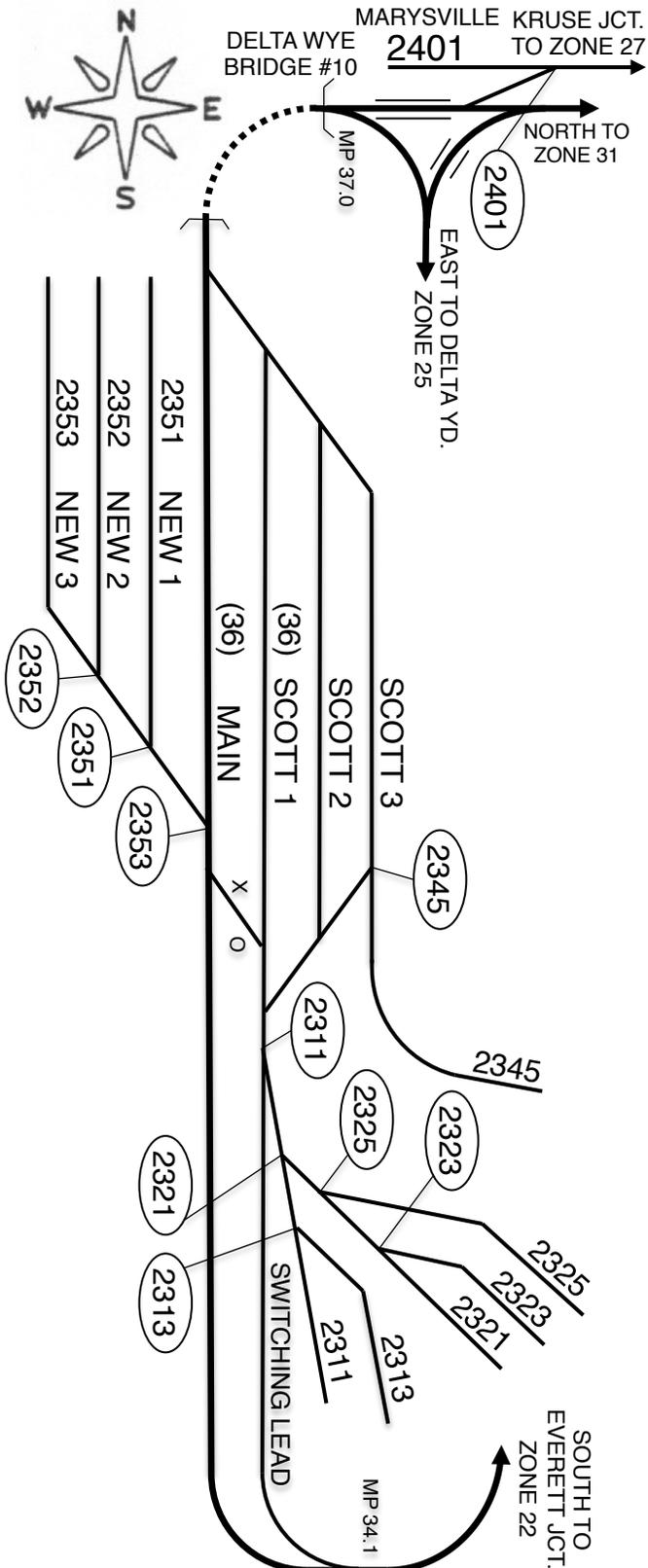
SPINS NO.	SPOT NO.	INDUSTRY
2251	DOD	Tank Farm Wharf
2252	DOD	Munitions Depot
2253	Mukilteo	Team Track
2260	Milepost 31 Yard	
2277	Boeing Co.	— Paine Field

# EVERETT [BAYSIDE YD.], WASH.

## ZONES 23 & 24

B.N. SPINS SYSTEM

NOT TO SCALE 3-11-73



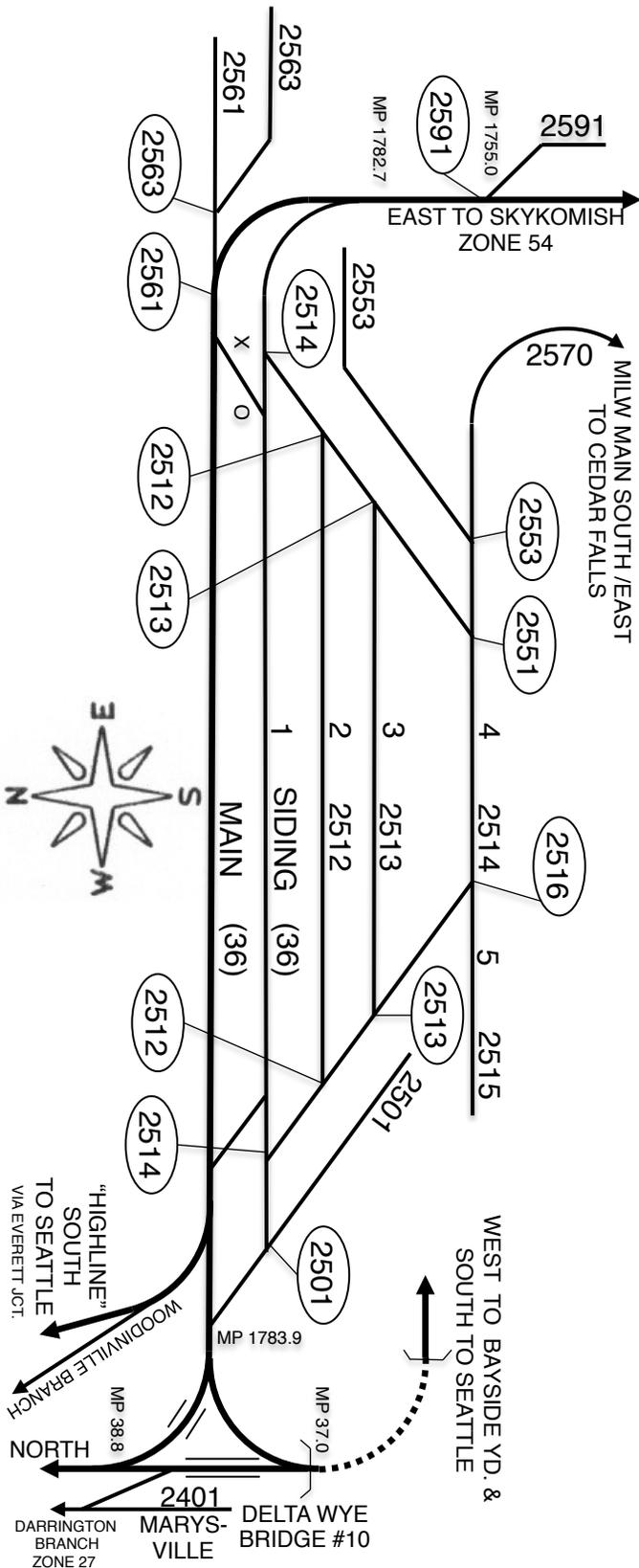
SPINS NO.	SPOT NO.	INDUSTRY
2311	B.N.	caboose service
2313	B.N.	loco service
2321	Scott Paper	woodchips
2323	Scott Paper	woodchips
2325	1 Scott Paper	receiving
2325	2 Scott Paper	shipping
2345	1	Freight House
2345	2	Bay Wood Products
2345	3	Everett team track
2351	BN	empty car track
2351	2	Smith Island Log Dump
2353	1	Port of Everett (POE)
2353	2	Weyerhaeuser Mill A
2353	3	RIP track
2401	1	Snoho. Berry Packers
2401	2	Marysville Team trk.
2401	3	Weiser Lumber reload

# EVERETT [DELTA YARD TO LOWELL JCT.], WASH.

## ZONE 25

B.N. SPINS SYSTEM

NOT TO SCALE 2-25-73



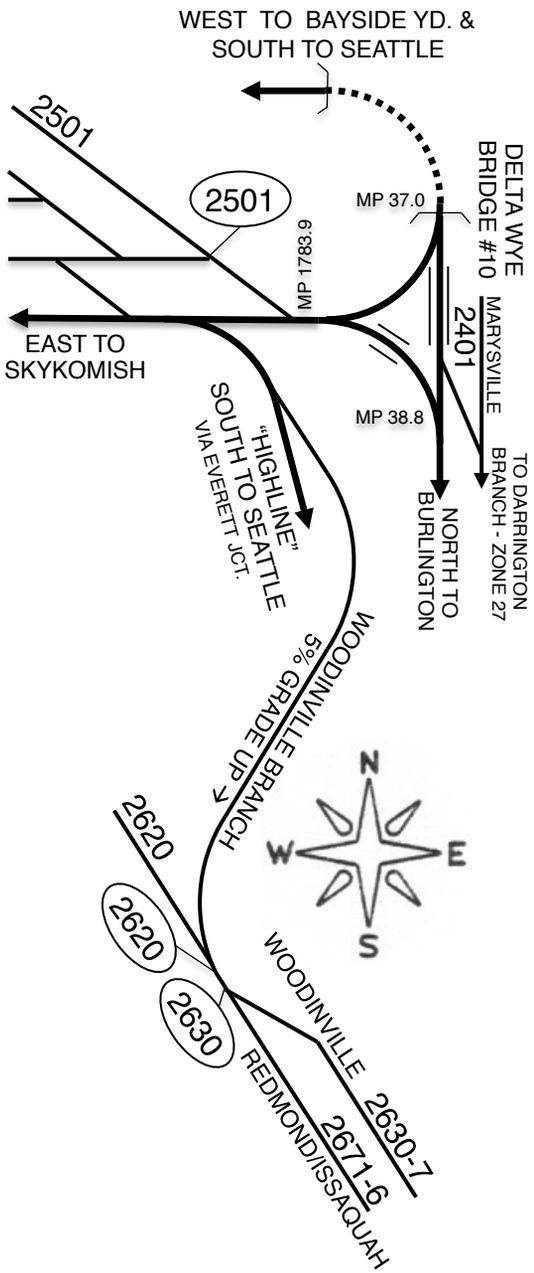
SPINS SPOT INDUSTRY  
NO. NO.

- 2501 1 Union Oil terminal
- 2501 2 Team track/station
- 2514 MILW empty car track
- 2515 B.N./MILW engine pocket
- 2553 1 COFC/Bulk DRGW transfer
- 2553 2 Stock loading
- 2561 Weyerhaeuser Mill B in
- 2563 Weyerhaeuser Mill B out
- 2570 MILW mainline eastward
- 2591 Troublesome Creek Rwy.

# WOODINVILLE BRANCH [EVERETT TO ISSAQUAH], WASH.

## ZONE 26

B.N. SPINS SYSTEM  
NOT TO SCALE 3-11-73

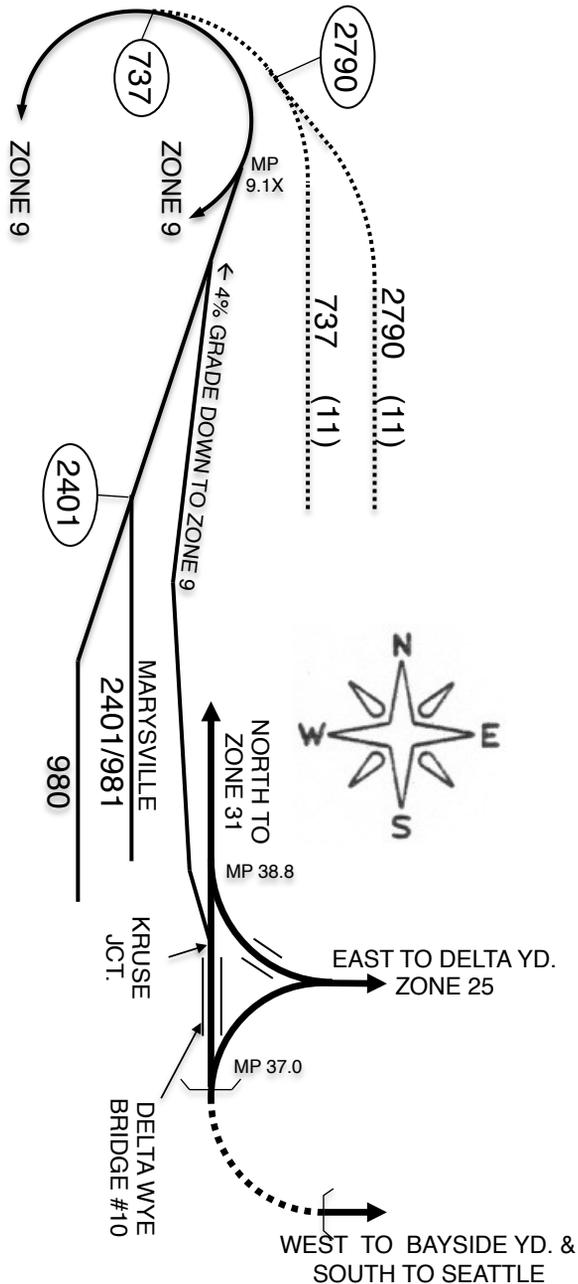


SPINS NO.	SPOT NO.	INDUSTRY
2620		Saginaw Lumber (sawmill)
2630		Woodinville Team Track
2631		SkoFlo Industries
2632		PPG Industries
2633		Flow Control Industries
2634		CREO Industrial Arts
2635		Hardwood Industries
2636		Dogwood Industries
2637		National Glass
2638		Lowell DeYoung Elevator
2672		Redmond Team Track
2675		Redmond grain elevator
2680		Darigold
2681		Issaquah Lumber Yard
2682		Issaquah Team Track

# DARRINGTON BRANCH [KRUSE JCT. TO DARRINGTON], WASH.

## ZONE 27

B.N. SPINS SYSTEM  
NOT TO SCALE 3-11-73



SPINS NO.	SPOT NO.	INDUSTRY
2730		Amer. Prod. (Feed)
2750		Arlington Stone Works
2751		Arlington Bakery
2752		Arlington Cedar Homes
2753		Bob's Automotive
2755		Cascade Machinery
2770		Oso Lumber & Hardware
2771		P.S.E. Pole yard
2780		Summit Lumber
2785		Darrington Team Track
2790		Darrington Staging Yd.

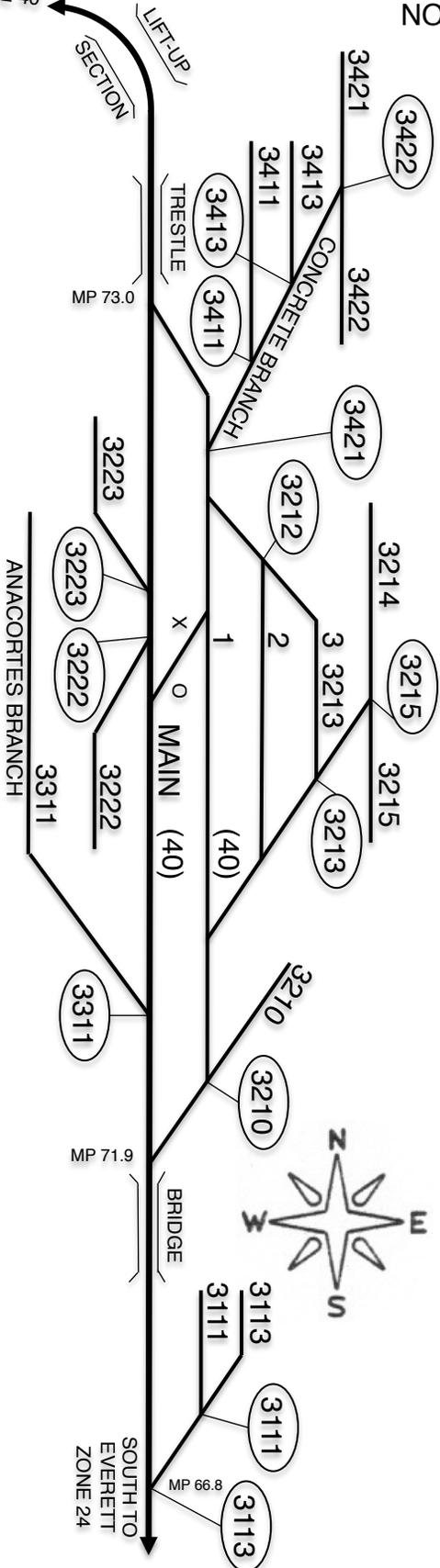
# BURLINGTON [MT. VERNON TO CONCRETE], WASH.

ZONES 31, 32, 33, 34

B.N. SPINS SYSTEM

NOT TO SCALE 10-16-73

NORTH TO  
BELLINGHAM  
ZONE 40

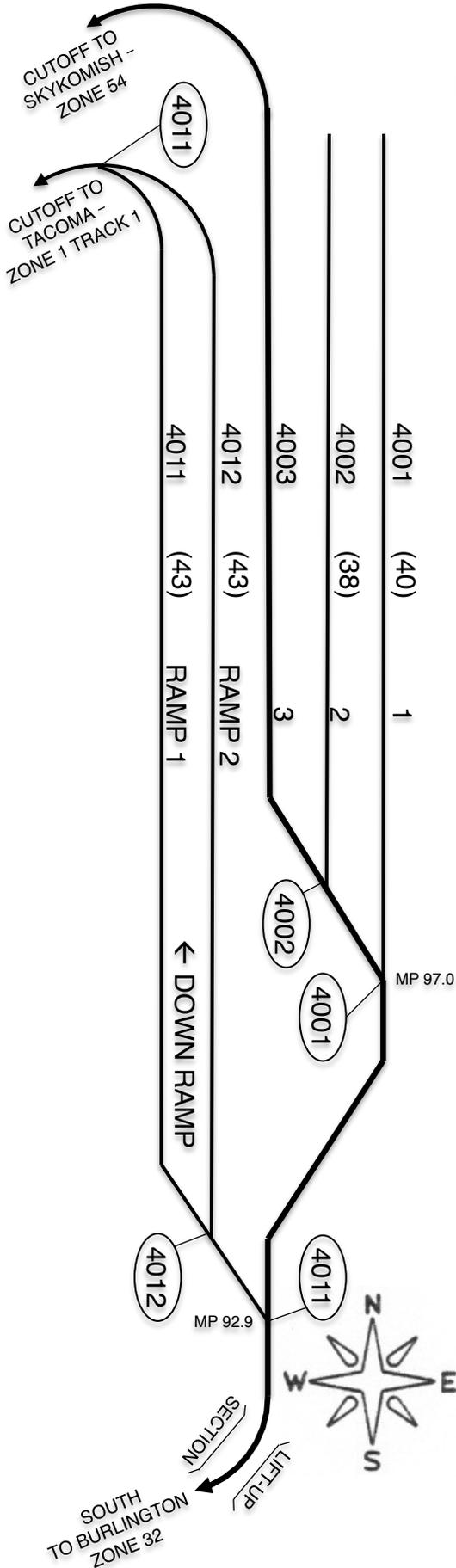


SPINS NO.	SPOT NO.	INDUSTRY
3111	1	Puget Sound Pipe
3111	2	Mt. Vernon team track
3113	1	Wolfkill Elevator
3113	2	Darigold Inc.
3113	3	Pole yard
3210		Limestone quarry
3213		BN empty car track
3214	1	Bow-Edison Foods
3214	2	Fibrex
3214	3	Cascade Piling Co.
3215		B.N. loco service
3222		BN MOW/Ballast loading
3223	1	Grain elevator
3223	2	Farm equip. dealer
3311	1	Port of Anacortes
3311	2	Shell refinery
3311	3	Texaco refinery
3311	4	Anacortes team track
3311	5	Scott Paper Co.
3411	1	Supreme Cedar out
3411	2	Skagit Bulb Co.
3413	1	Supreme Cedar in
3413	2	Blake, Moffitt & To.
3422	1	NW Olivine (fine sand)
3422	2	Skagit Valley Grain
3421		Ross Dam contractor
3421		Superior Portland Cement

# BELLINGHAM [STAGING YARD], WASH.

## ZONE 40

B.N. SPINS SYSTEM  
NOT TO SCALE 2-23-73



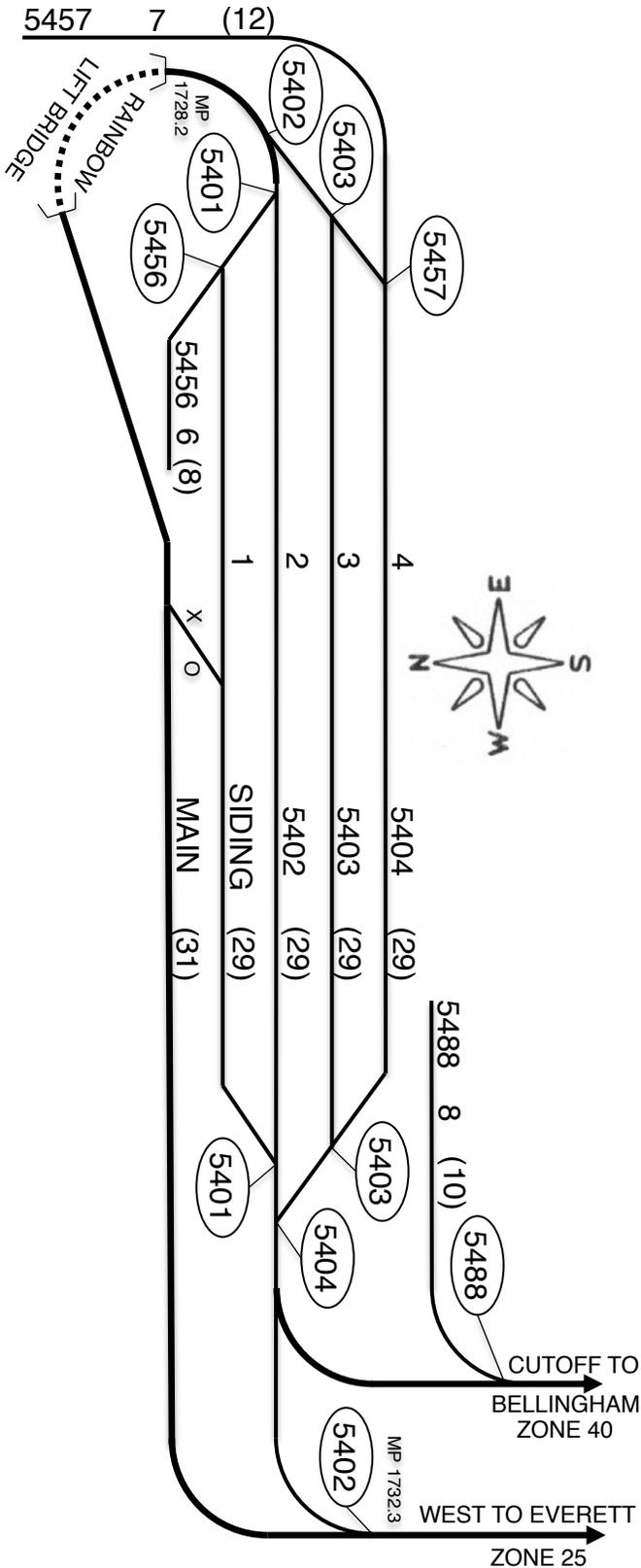
SPINS NO.	SPOT NO.	INDUSTRY
4000	1	Bell Plumbing
4000	2	Chemco
4000	3	American Automobile
4000	5	Hawker Siddeley
4000	10	Alcoa Aluminum/Intalco
4000	20	Sampson Rope
4000	25	Lawrence Feedmill
4000	30	Olde Spag. Fact.
4000	40	Scott Paper Co.
4000	41	Glacier Container Co.
4000	50	BC Intermodal Terminal
4000	61	Calgary Grain Elevator
4001		Bellingham track 1 (rear)
4002		Bellingham track 2 (mid.)
4003		Bellingham track 3 (front)
4011		Bellingham ramp 1 (front)
4012		Bellingham ramp 2 (rear)

# SKYKOMISH [STAGING YARD & IND.], WASH.

## ZONES 54-55

B.N. SPINS SYSTEM

NOT TO SCALE 3-11-73




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SPINS SPOT INDUSTRY  
NO. NO.

- 5456 1 B.N. MOW
- 5456 2 Skykomish team track
- 5457 Sky Timber – log loading
- 5488 1 Gravel quarry
- 5488 2 Oil Exploration Co.
- 5488 3 Sky Coal mine