

## SEATTLE TERMINALS / TACOMA TERMINALS

### SEATTLE TERMINALS

The Milwaukee Railroad operation into Seattle Terminal is by way of Black River Junction and into Van Asselt Yard, which appears in the lower left hand corner of the Seattle Terminal map.

Road crews bring trains into Van Asselt Yard and then switch crews, which are headquartered at Stacey Street, perform transfer service from Van Asselt Yard into Stacey Street where trains are normally broken up and then switched either through the interchange to various industries or by our own switch engines to various industries. The Seattle area, shortly after World War I, was broken up into zones and by mutual agreement, each railroad was assigned a zone to switch. The Milwaukee Railroad switches only Zone 3. In Zone 3 we have the Hanford Street Elevator, the major port grain facility and also Pier 27, which is the location for the handling of the car ferries. The Milwaukee Railroad operates this car ferry slip in conjunction with the Foss Launch & Tug and movements are made to and from Pier 27 to Bremerton, Port Townsend, Shelton, Port Gamble and North Vancouver, British Columbia.

Most of the interchange movements between the railroads in Seattle are accomplished at Duwamish Avenue Interchange Yard, which is a part of the Union Pacific facility, and is located in the lower left hand corner of the map.

The small map in the right hand corner gives the relative position of Black River Junction, Van Asselt Yard and Stacey Street Yard. All movements from Black River Junction to Van Asselt are such that if you pull into Van Asselt from Black River Junction you must then make a reverse movement back out to Black River Junction, as the main line between Tacoma and Renton and then on east by-passes the Seattle operation. As a result, you make a side trip into Van Asselt Yard to either leave Seattle cars or pick up Seattle cars.

The United States Navy operates a major facility in the vicinity of Pier 91, shown in the upper right hand corner of the map. This area is open to all of the carriers under a reciprocal switching arrangement. Most of the industries in the Seattle area are open on a zone switching arrangement or, in other words, a pro-rata cost based upon cars handled.

### TACOMA TERMINALS

The Milwaukee Railroad operates a substantial switching yard at Tacoma from which point several outlying branches are served. These lines include the lines to Aberdeen and Hoquiam, Raymond, Morton and Longview. The major industry at Tacoma is the St. Regis Paper Company. They also operate the subsidiary, St. Paul and Tacoma Lumber Company. At Tacoma we maintain a major Car Department Shop and Locomotive Shop for the handling of our equipment.

At Tacoma we interchange with the GN, NP and UP, as well as the Municipal Belt Line, and the Port of Tacoma. The interchange between the GN, NP, UP and Milwaukee occurs in an interchange yard adjacent to our main line within a half mile of our yard operation and is a very good location insofar as the Milwaukee Railroad is concerned. On the map at the center on the right hand side, is shown Tacoma Junction. The main line of the railroad Seattle south on to Longview and perhaps some day to Portland, actually by-passes the Tacoma Yard and a main line operation between Chicago and Portland could be maintained without entering into the Tacoma Yard.

### SPOKANE CUT-OFF

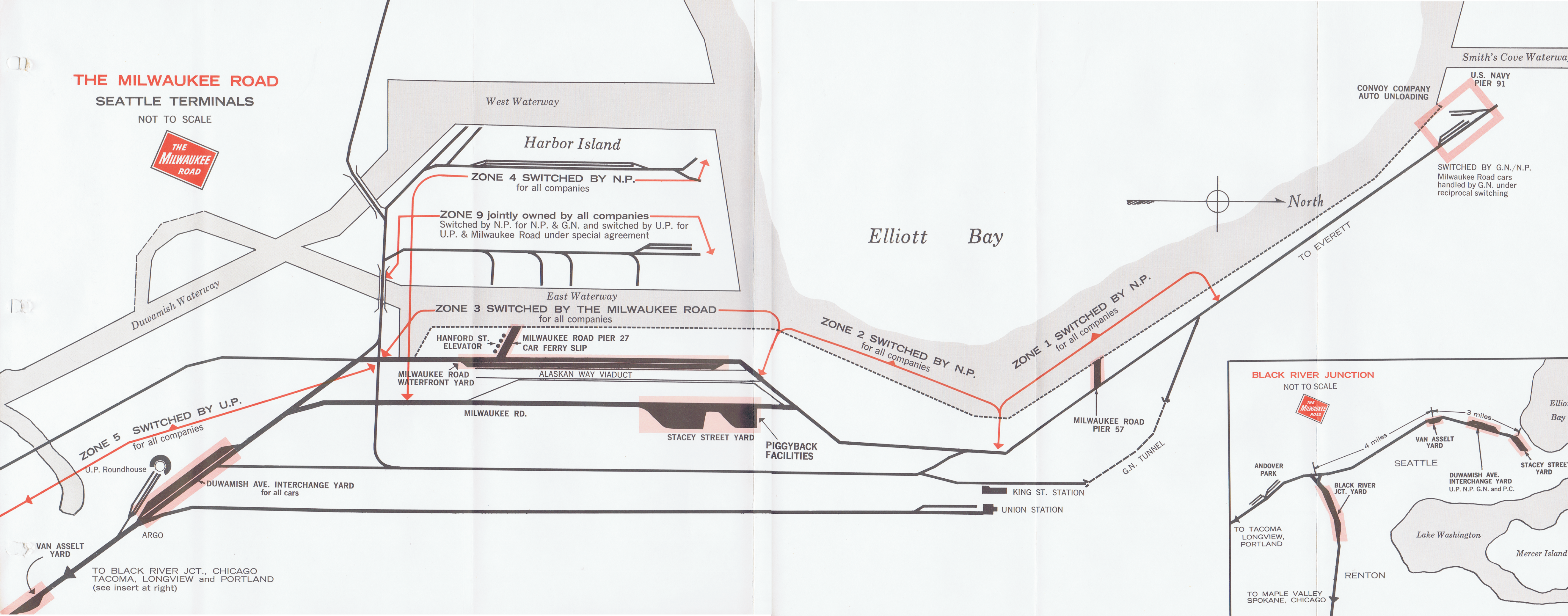
The small scale map of the Spokane area shows that Plummer Junction, Spokane and Marengo form a triangle. Our main line freight trains #261, #262, #263 and #264 operate by way of the freight main line Plummer Junction to Marengo and thence west to Othello. The map also shows the relative location of the Columbia River Basin, namely, Othello, Warden and Moses Lake. The relative distance between Plummer Junction and Marengo is about 100 miles and between Marengo and Othello, about 50 miles.

Cars destined to or from Spokane moving between Spokane and Plummer Junction are handled between these two points on the so-called Plummer Turn. This assignment is normally done in the early hours of the morning at Spokane and goes to Plummer Junction in time to connect with Train #261 and bring the Spokane block of cars back to Spokane. At the same time, this train takes to Plummer Junction all cars moving east or west of the main line out of Plummer Junction. These would be cars for Trains #262, #263 and #264.

# THE MILWAUKEE ROAD

## SEATTLE TERMINALS

NOT TO SCALE



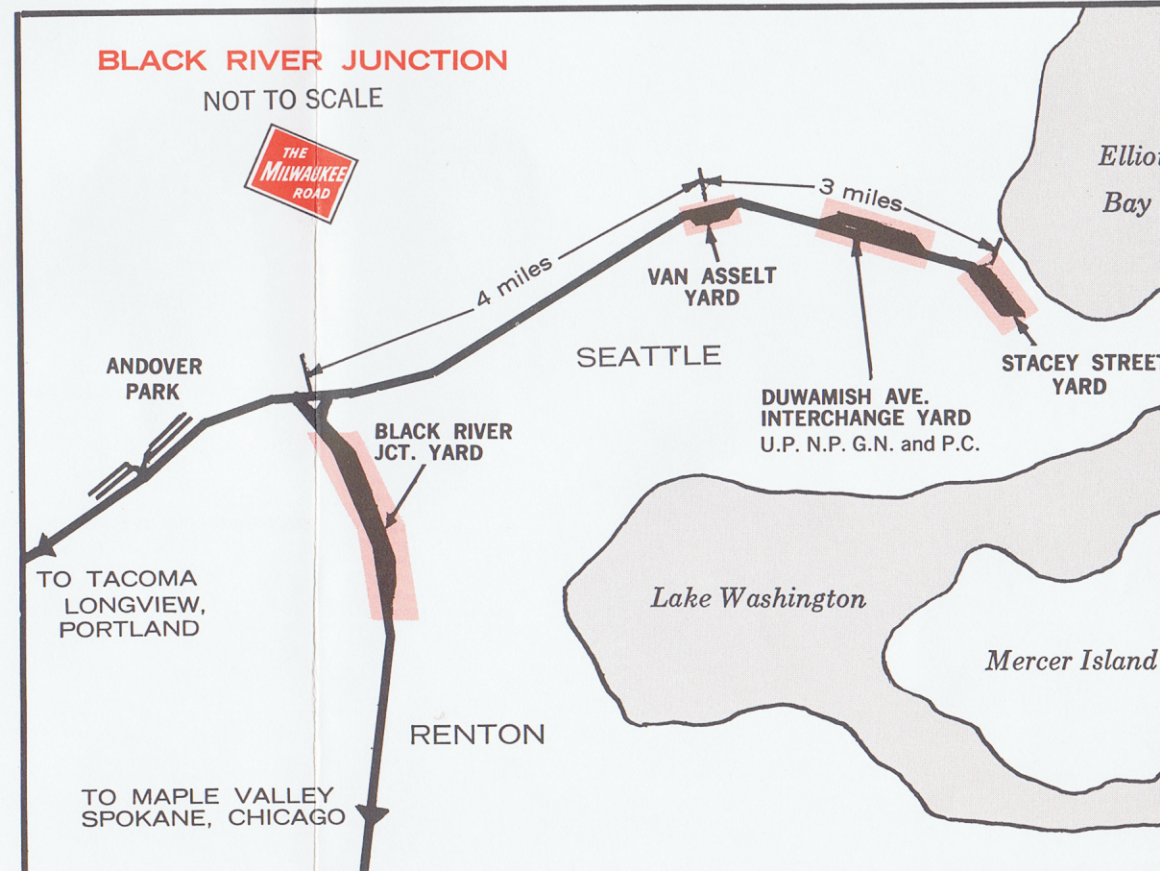
CONVOY COMPANY AUTO UNLOADING

U.S. NAVY PIER 91

SWITCHED BY G.N./N.P. Milwaukee Road cars handled by G.N. under reciprocal switching

## BLACK RIVER JUNCTION

NOT TO SCALE



ZONE 5 SWITCHED BY U.P. for all companies

ZONE 4 SWITCHED BY N.P. for all companies

ZONE 9 jointly owned by all companies Switched by N.P. for N.P. & G.N. and switched by U.P. for U.P. & Milwaukee Road under special agreement

ZONE 3 SWITCHED BY THE MILWAUKEE ROAD for all companies

ZONE 2 SWITCHED BY N.P. for all companies

ZONE 1 SWITCHED BY N.P. for all companies

U.P. Roundhouse  
DUWAMISH AVE. INTERCHANGE YARD for all cars  
ARGO  
VAN ASSELT YARD  
TO BLACK RIVER JCT., CHICAGO TACOMA, LONGVIEW and PORTLAND (see insert at right)

HANFORD ST. ELEVATOR

MILWAUKEE ROAD PIER 27 CAR FERRY SLIP

MILWAUKEE ROAD WATERFRONT YARD

ALASKAN WAY VIADUCT

MILWAUKEE RD.

STACEY STREET YARD

PIGGYBACK FACILITIES

MILWAUKEE ROAD PIER 57

KING ST. STATION

UNION STATION

G.N. TUNNEL

BLACK RIVER JCT. YARD

SEATTLE

RENTON

DUWAMISH AVE. INTERCHANGE YARD U.P. N.P. G.N. and P.C.

3 miles

4 miles

Mercer Island

Elliott Bay

Smith's Cove Waterway

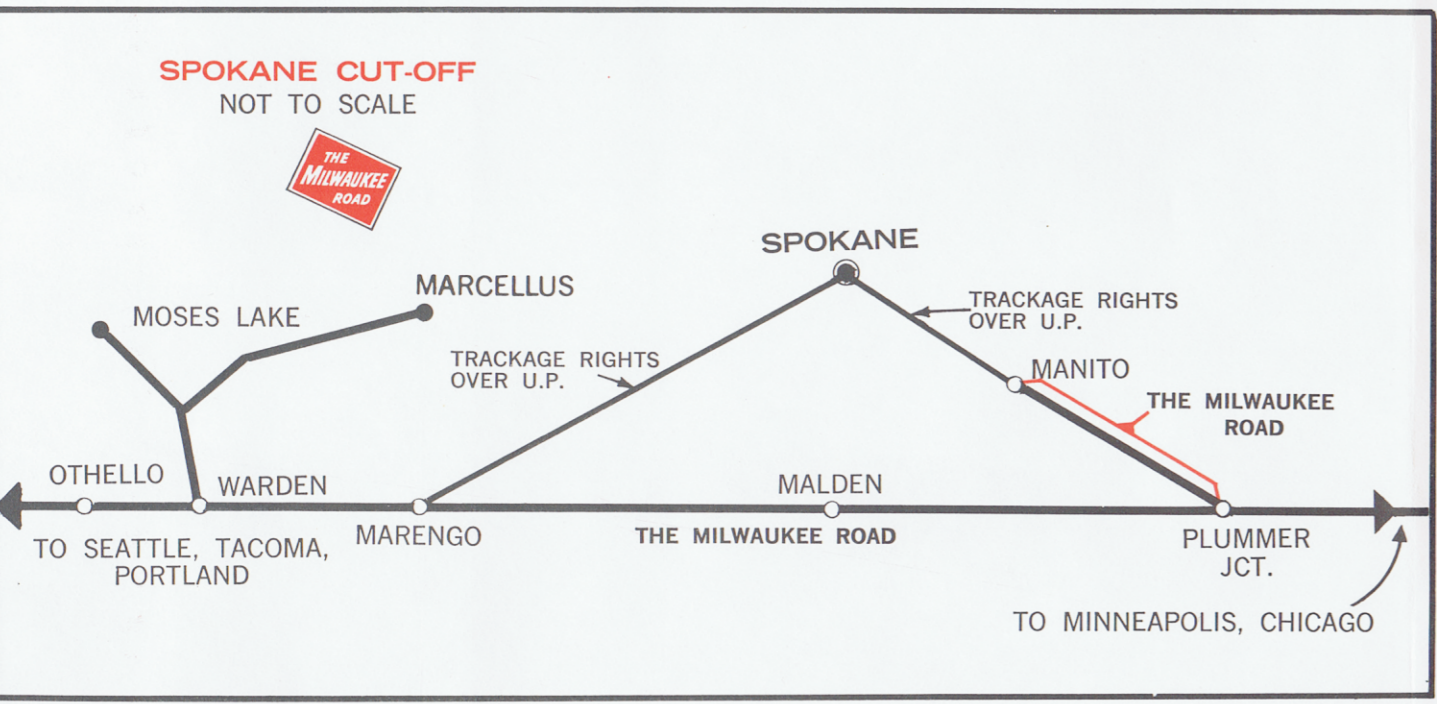
North

TO EVERETT

Puget Sound

BROWN'S POINT

North



Commencement Bay

Hylebos Waterway

Wapato Waterway

Sitcum Waterway

TIDE FLATS YARD

MILWAUKEE WATERWAY

Puyallup Waterway

Middle Waterway

City Waterway

THE MILWAUKEE ROAD

TACOMA TERMINALS

NOT TO SCALE



MUNICIPAL

BELT LINE

J I I C

MILWAUKEE SHOPS

THE MILWAUKEE ROAD

INTERCHANGE WITH G.N. N.P. AND U.P.

TACOMA JCT.

Puyallup

River

TO SEATTLE—CHICAGO  
VIA BLACK RIVER JCT.

THE MILWAUKEE ROAD  
FREIGHT HOUSE

THE MILWAUKEE ROAD

TO LONGVIEW AND PORTLAND