



# GREAT NORTHERN RAILWAY

## SCENIC CASCADE MOUNTAIN DIVISION

### DISPATCHER'S TRAINING MANUAL

DATE: **OCTOBER 5, 1959**

TO: Kelly Russell, NEW DISPATCHER

FROM: Don Bozman, OLD SUPERINTENDENT

1. No train is allowed to run on the railroad without first obtaining an authorization from you. You must record the engineer's name for each train on the Train Departure Sheet, and issue verbal clearance orders.
2. You will provide verbal clearances to all trains (1) to advance from town to town and (2) to switch within a town. This clearance can be withdrawn at any time after you have contacted the train crew (or station agent) with new orders. Before giving clearance orders, however, you must (a) check switches in the area, (b) other traffic in the area. For other traffic, you must consider train classes and superiority of direction.
3. Today, the west bound extra pig train X-468 is the most superior train on the railroad. Then FIRST class is superior to SECOND class which is superior to THIRD class. WESTBOUND is superior direction to trains of the same class.
4. The town station agent (roll playing by engineer) must "OS" each and every train:
  - (1) That arrives to switch in his town.
  - (2) That is passing through.
  - (3) That leaves his town.

This information allows you to use magnets (showing train numbers) to keep track of each train's locations. The Train Departure Sheet lists towns where trains stop or do work. Marking through these town names to keep track of the train's progresses is optional, but may be helpful for you to keep track of their progress plus any special instructions (see 7 below).

5. You must align all switches in and out of staging, as well as in and out of Seattle. Also, you may (from time to time) align other switches throughout the railroad that could help expedite meets, however, this is optional, and it stays the engineer's responsibility to determine his own route (except for staging and Seattle).
6. The Train Departure Sheet lists the approximate order in which trains are to run. Call the Crew Lounge for new crews when these trains are ready to go. It's up to **You** to keep the railroad running.
7. On the Train Departure Sheet, all special instructions have been noted. It is suggested that you mark through these instructions "as they are executed", to prevent any omissions.
7. The **GN Dispatcher Guide** and the **GN Rulebook**, both dated October 5, 1959 are in effect. Copies of both are permanently kept on the dispatcher's desk.