

G R E A T N O R T H E R N R A I L W A Y C O M P A N Y
OFFICE OF DIVISION SUPERINTENDENT
CASCADE DIVISION

Seattle, Washington

RE-ISSUE OF BULLETINS

January 1, 1962

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Bulletin No. 1

Time Table No. 93, Cascade Division, effective 12:01 AM Pacific Standard Time, Sunday, October 29, 1961 with special instructions incorporated is in effect.

Employees whose duties require shall provide themselves with copy of Time Table No. 93 and retain same in their possession at all times while on duty.

Item 11 in All Sub-Division Special Instructions this time table is modified to the extent that it is not necessary for a member of the crew to be on the ground at the crossing for a through yard transfer movement, nor for a light engine movement being handled only by hostlers.

Bulletin No. 2

Following trackage out of service: Bluestem Siding, Lamona Siding, Mohler Siding, Waukon Siding, Harrington Eastward Siding, McCue industry track, also main track from Rockport to Mile Post 48 just east of the Puget Sound Saw Mill Company track at VanHorn.

Bulletin No. 3

Long Welded rail and other track material is distributed on both sides of the main track from west end Tunnel #14 about one mile east of Winton to Gaynor Tunnel #14.7 about four miles west of Merritt. Track material is piled along east side of track on east leg of wye, Merritt, and along south side of industry track at Winton.

Bulletin No. 4

C.N. train and engine movements between Tilbury Island and Townsend must receive authority from train dispatcher or control operator, New Westminster, before making move from Dow Chemical Spur to Townsend. At Brownsville C.N. train and engine movements must receive authority from train dispatcher before fouling or entering control siding through cross-over switches between interchange track and siding. Northward C.N. train and engine movements entering Brownsville Siding should notify control operator when clear of control siding and switch is properly relined for siding.

Bulletin No. 5

A positive block is maintained in both directions between the southward interlocking signal, C.N. Junction, and the northward interlocking signal, Still Creek. When a train is stopped by a stop indication of these signals it will be governed by Rule 509.

Between Still Creek and C.N. Junction extra trains will be governed with respect to opposing extra trains by signal indication; this does not modify the provisions of Rule 93.

Item 15 Special Instructions, Third Sub-Division, Time Table No. 93, effective 12:01 AM Pacific Standard Time, October 29, 1961, is cancelled.

R. H. Shober
Superintendent.

RE-ISSUE OF BULLETINS
JANUARY 1, 1962

NAME _____ OCCUPATION _____

TIME AND DATE _____

Detach and send to R.H.Shober, Superintendent, Seattle. I have received and posted Re-Issue of Bulletins, January 1, 1962.

Name of Station Signed Name Occupation

G R E A T N O R T H E R N R A I L W A Y C O M P A N Y
OFFICE OF DIVISION SUPERINTENDENT
CASCADE DIVISION

Seattle, Washington

RE-ISSUE OF CIRCULARS

January 1, 1962

Circular No. 1

Foreman's Train Location Line-ups will be transmitted by the Dispatcher to designated officers at a time prescribed by the Superintendent. These line-ups will be put out to cover a specified district and will list all trains ordered or expected to be run over the territory during the period for which the line-up is intended to cover.

Operators at the designated offices will be available to copy the line-up promptly at the prescribed time. They will make the requisite number of copies of the line-up at one writing and preserve a carbon copy. THIS MUST BE DONE ON FORM 1139.

Operators will then deliver copies to Foreman and other Track Car Operators, having the Track Car Operator sign the file copy.

When a line-up has been transmitted to the stations on a subdivision or district, the Dispatcher will designate one operator to repeat the line-up. All other operators will check as the line-up is repeated and if any errors or omission is noted, they should interrupt. When the line-up has been correctly repeated, the Dispatcher will respond: Okay, the time, and the Superintendent's initials.

Operators will enter this response on the line-up and sign the line-up with their last name in full.

Operators must handle Train Location Line-Up with the same care and completeness as is used in handling Train Orders.

Unless instructed otherwise, Foreman headquartered at an open station must have their morning line-up on Form 1139 before they proceed to the point of work for the day.

R. H. Shober
Superintendent.

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