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* GREAT NORTHERN RAILWAY COMPANY *

* OFFICE OF DIVISION SUPERINTENDENT *

* CASCADE DIVISION *

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* RE-ISSUE OF BULLETINS *

* JANUARY 1, 1960 *

* NUMBERS 1 TO 26 INCLUSIVE *

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R.H. Shober
Superintendent.

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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, 1960

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ALL SUB-DIVISIONS

Bulletin No. 1

Time Table No. 84, Cascade Division, effective 12:01 AM Pacific Standard Time, Sunday, October 25, 1959, with Special Instructions incorporated.

Employees whose duties require shall provide themselves with copy of Time Table No. 84 and retain same in their possession at all times when on duty.

Bulletin No. 2

Supplementing Rule 108 of Operating Dept. Safety Rules, employees will be governed by the following:

"Passenger cars, Diesel engine booster units, Great Northern express box series 2600-2649, Great Northern express refrigerators series 1900-2249, and certain foreign line express refrigerators are equipped with end diaphragm or wide buffer plates.

"There is close clearance between these diaphragms and buffers when coupled to adjacent cars in freight or passenger service. Employees must stay entirely in the clear while these cars or engines are being coupled."

BULLETIN NO. 3

All train crews must protect passenger cars from freezing. They should consult trainmen's instruction book for heating, Section 2. In case of steam failure enroute, stop train at first station or siding and check to determine cause. If failure is due to steam conduit between cars being broken or knocked off, every effort must be made to renew same by using spare conduit. Two flex rubber steam conduits are in the tool boxes and one flex metallic conduit is in the baggage car of the Western Star and one in the dormitory car of the Empire Builder. Conduit wrenches are in the tool boxes. For further emergency conduit from the rear end of train can be used. In making this repair the conductor should use good judgement and if the steam train line cannot be made serviceable in a reasonable length of time switch defective car to rear to prevent rest of train from freezing. In case steam failure is due to failure or broken steam line that cannot be repaired switch car immediately to the rear of the train and drain.

BULLETIN NO. 4

Effective 12:01 AM December 1st, 1959 Item 23 of All Sub Divisions Special Instructions is cancelled. This item appears at the top of Page 9 in the current Cascade Division Timetable No. 84. Effective 12:01 AM December 1st, 1959 Item 18 in Special Instructions, Second Sub Division, should be corrected to indicate Rule 509 rather than Rule 509-A. Effective same time, Item 18 Special Instructions, Third Sub Division, should be corrected to indicate Rule 509 rather than Rule 509-A.

BULLETIN NO. 5

Effective immediately, Special Instructions in Time Card No. 84 for the Cascade Division should be corrected as follows: Item 18 on Page 8, final paragraph where shown "Consolidated Code Rules 726(c) and 808." These should be corrected to read "Consolidated Code Rules 727 and 811."

FIRST SUB-DIVISION

Bulletin No. 6

Account crossing west of depot Fairchild serving Fairchild Air Base Hospital, crossing should not be blocked if can be avoided. Crossing must be cut if it is to be blocked in excess of ten minutes.

Bulletin No. 7

The bunker on the Union Sand and Gravel Track at Ft. Wright will not clear an engine or a high box car.

Bulletin No. 8

Green signal light located at Geiger Field to protect our trains when crossing runway has been removed and this protection is no longer afforded.

Effective immediately, Agent and Operators at Fairchild have been instructed that, when a train is going into Geiger Field, they will call Control Tower and advise the Tower that a train is coming. The Tower will then handle with landing planes.

Bulletin No. 9

Effective Sunday, September 20, 1959, Quincy was made a regular stop daily for Train No. 4 primarily for the purpose of handling mail.

Bulletin No. 10

Effective at 12:01 PM, Wednesday, October 14, 1959, automatic highway crossing signals will be placed in service at County road crossing, Espanola, Washington.

When trains or engines are standing or switching on the approach control section for the crossing signals, and not fouling the crossing, the signals must be cleared for highway traffic by operating the switch key controller fastened to the side of the instrument case at the crossing. To clear signals, insert the switch key in the controller and turn clockwise toward (R).

If train or engine movements are to be made over the highway crossing after the signals have been cleared by operating the controller, the signals must be placed in stop position before such movements are made. To place signals in stop position, insert switch key in the controller and turn counter clockwise toward (N). Instructions for operation of switch key controller are

Bulletin No. 10 (Cont'd)

posted on the instrument case at the crossing.

SECOND SUB-DIVISION

Bulletin No. 11

All trains and engines using main lines, otherwise known as tunnel tracks 4 and 5, between the hours of 1 PM and 1:30 PM daily use extreme caution when approaching plank crossing directly opposite King St. Passenger Station account passengers and Red Caps with baggage carts using this crossing when transferring from Union Pacific Train 457 arriving Union Station 1 PM to Great Northern train 360 departing King St. Station at 1:30 PM.

Bulletin No. 12

All concerned are advised that four Scott Air Packs have been placed in each of the bays, except three Scott Air Packs in Bay No. one, in Cascade Tunnel #15, and are available for use. Whenever one of these air packs are used, advise Superintendent and Terminal Trainmaster by wire the number of the air pack used, so that it can be recharged immediately.

Bulletin No. 13

Eastbound freight trains handling more than 75 cars must not exceed 17 MPH in Cascade Tunnel.

Bulletin No. 14

Switch movements on trackage serving the Government Oil Docks at Mukilteo, Washington, are restricted to Five (5) miles per hour while inside the plant.

Bulletin No. 15

Temporary standpipe has been installed at Scenic, Wash.

BULLETIN NO. 16

Listed below are locations of emergency telephones, exclusive of those in depots, located in the territory between Wenatchee and Skykomish:

Olds, crossover	Watchman's Cabin
Leavenworth, west switch	Booth
Chumstick, east switch	Booth
Swede Tunnel No. 13.5, East Portal	Booth
Winton, east switch	Booth
Winton, west switch	Booth
Winton, Signal Mtr's House	--
Winton, Section Foreman's House	--
Nason Creek, along industry track	Booth
Gaynor Tunnel No. 14.7, one mile east	Booth
Berne, east switch	Booth
Berne	Depot
Berne, west switch	Booth
Berne, Fan House	--
Cascade Tunnel #15, in all refuge bays	--
Scenic, west switch	Watchman's Cabin
East end Bridge 1724.1, 4 mi. west Scenic	Booth
East end Old Tonga Siding, MP 1721.1	Watchman's Cabin
Skykomish, east switch crossover	Booth

This information is for your use in case of emergencies.

BULLETIN NO. 17

At the Main Street crossing east of Monroe station, switch key controller fastened to the instrument case at the crossing has been placed in service.

Trains or engines on the main track standing or switching on the approach control sections for the automatic highway crossing signals and not fouling the crossing must clear the signals for highway traffic by operating switch key controller. To clear signals, insert switch key in controller and turn clockwise toward "R".

If train or engine movement is to be made over highway crossing after signals have been cleared by operating key controller, before such movement is made signals must be placed in STOP position by inserting key in controller and turning counter-clockwise toward "N".

THIRD SUB-DIVISION

Bulletin No. 18

Hi voltage wires will not clear man on top of car going into Ammunition Depot at Tulalip 1/2mile from main line, at main office. Also brush will not clear cars and engines.

Bulletin No. 19

Spur serving Northern Asbestos Company is located approximately 1.5 miles north of Burnaby on the northward track with the switch opening north and is ready for service. This spur is 699 ft. long. Spur serving Commercial Steel & Metals Limited is located approximately 2.2 miles south of Still Creek on the southward track with the switch opening south and it is permissible for Great Northern engines to enter this spur for a distance of 350 feet. The balance of the trackage is being installed by the industry and has not yet been approved for use by our engines.

Bulletin No. 20

At the Pacific Highway crossing just south of Stanwood Station, switch key controller fastened to the instrument case at the crossing has been placed in service. Trains or engines on the main track standing or switching on the approach control section for the automatic highway crossing signals and not fouling the crossing, must clear the signals for highway traffic by operating switch key controller. To clear signals insert switch key in controller and turn clockwise toward "R". If train or engine movement is to be made over highway crossing after signals have been cleared by operating key controller, before such movement is made signals must be placed in Stop position by inserting switch key in controller and turning counter-clockwise toward "N".

Bulletin No. 21

Effective December 17, 1959, Radio Station at Vancouver depot was put in service. The call letters for this station are CJN-282.

Bulletin No. 22

Requirements of the Canadian Board of Transport Commissioners make it necessary that we be governed by certain Canadian Uniform Code Operating Rules where we operate in Canada. Such rules were carried in the old Consolidated Code of Operating Rules but will not be included in the new book and these rules will be eventually incorporated in the Time Table for the Cascade Division. In the meantime, I will call your attention to these rules as contained on Pages 214 to 220 inclusive in the old Consolidated Code Book. While these rules are not in the 1959 Rule Book, they are applicable and must be complied with in our operations in British Columbia. The rules referred to are quoted below:

"The Board of Transport Commissioners for Canada by its Order No. 76993, dated 17th day of July, 1951, exempted the Great Northern Railway Company from the application of General Order No. 750 relating to the Uniform Code of Operating Rules for Railway Companies subject to the jurisdiction of the Board, so as to permit Great Northern Railway Company to operate under its Consolidated Code of Operating Rules over its lines in British Columbia, Canada, subject to incorporating therein the following Uniform Code Rules:

ENGINE WHISTLE SIGNALS

Rule 14. (k-a) o o —

Answer to 14k

Rule 93. Trains or engines must approach the end of double, three or more tracks, junctions, interlocked railway crossings at grade and interlocked drawbridges prepared to stop unless the switches are properly lined, signals indicate proceed and track is clear.

Trains or engines must stop at the stop signs at non-interlocked railway crossings at grade and at non-interlocked drawbridges and not proceed until the proper signal has been given for that purpose.

When clear signals are given at interlocked railway crossings at grade, unless otherwise provided, the speed of any train must not exceed thirty-five miles per hour until the entire train has passed the crossing.

When clear signals are given at interlocked drawbridges the speed of a passenger train must not exceed twenty-five miles per hour, and of any other train or engine fifteen miles per hour, until the entire train has passed the drawbridge.

Bulletin No. 22 (Cont'd)

Rule 99. When train is moving under circumstances in which it may be overtaken by another train, lighted fusees must be dropped off at proper intervals and such other action taken as may be necessary to ensure full protection.

When a train stops under circumstances in which it may be overtaken by another train, a flagman must go back immediately with flagman's signals a sufficient distance to ensure full protection, at least:

In day time, if there is no down grade toward train within one mile of its rear and there is a clear view of its rear of 2000 yards from an approaching train...1000 yards;

At other times and places, if there is no down grade toward train within one mile of its rear.....1500 yards;

If there is a down grade toward train within one mile of its rear.....2000 yards;

* Omitted *

When a train stops under circumstances in which it may be overtaken by another train the engineman will immediately signal the flagman to protect the rear. When ready to proceed he will recall the flagman.

The flagman must, after going back a sufficient distance from the train to ensure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position and, when necessary, in addition, displaying lighted fusees, and must not return until recalled or relieved and safety of the train will permit. If necessary to go beyond the required distance he will leave the torpedoes at the required distance as an indication of the location of his train, but must, under such conditions, also place torpedoes at the point at which an approaching train is flagged.

If recalled before another train arrives he must, in addition to the torpedoes, leave a fusee burning red at the point from which he returns and while returning to his train a fusee burning red must be placed at such points or times as may be necessary to ensure full protection. When curvature, weather or other conditions require, or when snow/plows or flangers may be running, extra precaution must be taken.

To maintain the proper interval between trains a fusee burning red must be left by the protected train at the point from which it moves.

Bulletin No. 22 (Cont'd)

Flagman must always on the approach of a train display stop signals.

The front of a train must be protected in the same manner when necessary.

Flagmen must each be equipped for day time with

- A red flag on a staff,
- At least eight torpedoes and
- Five red fusees; and

For night time and when weather or other conditions obscure day signals,

- A red light,
- A white light,
- A supply of matches,
- At least eight torpedoes and
- Five red fusees.

A train should not stop between stations at a place where the view from following trains is obstructed if it can be avoided.

Conductors and enginemen are responsible for the protection of their trains.

Canadian Maintenance of Way flagging Rules prescribed by the Board of Transport Commissioners for Canada in General Order No. 750--Uniform Code of Operating Rules.

PROTECTION OF IMPASSABLE OR SLOW TRACK

40. (a) Before undertaking any work which may render the main track unsafe for movements at normal speed, or if rendered unsafe from any cause, trackmen, bridgemen, or other employees must provide protection by sending out a flagman with flagman's signals in each direction at least 2000 yards from the defective or working point.

(b) After going out the required distance, flagman must take up a position where there will be a clear view of him from an approaching train of, if possible, 500 yards, first placing torpedoes not more than 100 nor less than 50 yards apart to cause two explosions at least 200 yards beyond such position.

(c) Flagman must not return until recalled or relieved.

(d) If necessary to go beyond the required distance, flagman will leave the torpedoes at the required distance, but under such conditions must also place torpedoes at the point at which an approaching train is flagged.

(e) On the approach of a train flagman must display stop signals, using lighted fusees at night or in obscure weather.

Bulletin No. 22 (Cont'd)

(f) Trains stopped by a flagman will be governed by his instructions, and on reaching the defective or working point will there be governed by instructions of the foreman in charge.

(g) Flagmen must each be equipped for day time with

- A red flag on a staff,
- At least eight torpedoes and
- Five red fusees; and

For night time and when weather or other conditions obscure day signals,

- A red light,
- A white light,
- A supply of matches,
- At least eight torpedoes and
- Five red fusees.

41. On subdivisions or portions thereof specified in the time table or special instructions, rule 40 may be modified as follows:

(a) By day place a red flag and, in addition, by night a red light between the rails 200 yards in each direction from the defective or working point, and place torpedoes on each rail to cause one explosion 200 yards beyond the red signals, also:

(b) By day place a yellow over red flag and, in addition, by night a yellow light and a red light at least 2000 yards in each direction from the defective or working point on the same side of the track as the engineman of an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals.

(c) Trains approaching the signals prescribed by clause (b) must stop, replace the torpedoes and proceed to the red signal prescribed by clause (a) and there be governed by instructions of the foreman in charge, and must not proceed until the red signal has been removed by the foreman.

(d) When weather or other conditions obscure day signals night signals must be used in addition.

42. When the main track is impassable, and after train order protection has been provided and the foreman so advised, rules 40 and 41 may be modified as follows:

(a) By day place a red flag and, in addition, by night a red light between the rails 200 yards in each direction from the defective or working point, also:

(b) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the defective or working point on the same side of the track as the engineman of an approaching train, where there is a clear view of the

Bulletin No. 22 (Cont'd)

signal of, if possible, 500 yards.

(c) Trains stopped by the red signal prescribed by clause (a) must be governed by instructions of the foreman in charge, and must not proceed until the red signal has been removed by the foreman.

(d) When weather or other conditions obscure day signals night signals must be used in addition.

43. When the nature of the defect does not require stop to be made, and after speed restriction has been placed by train order and the foreman so advised, rules 40 and 41 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light at least 2000 yards in each direction from the defective point on the same side of the track as the engineman of an approaching train, also:

(b) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.

(c) Trains must reduce speed to comply with requirements of the train order, and must not increase speed until the entire train has passed the green signal.

(d) When weather or other conditions obscure day signals night signals must be used in addition.

44. On subdivisions or portions thereof specified in the time table or special instructions, when the main track is found to be unsafe for movements at normal speed but safe for speed of ten miles per hour or more, rule 41 may be modified as follows:

(a) By day place a yellow flag and, in addition, by night a yellow light 200 yards in each direction from the defective point on the same side of the track as the engineman of an approaching train, also:

(b) By day place a yellow over red flag and, in addition, by night a yellow light and a red light at least 2000 yards in each direction from the defective point on the same side of the track as the engineman of an approaching train, and place torpedoes not more than 100 nor less than 50 yards apart to cause two explosions 200 yards beyond these signals, also:

(c) By day place a green flag and, in addition, by night a green light in each direction immediately beyond the defective point.

(d) Trains must stop and replace torpedoes on each side of the defective point, and must reduce speed to ten miles per hour before passing the yellow signal and must not increase speed until the entire train has passed the green signal.

Bulletin No. 22 (Cont'd)

(e) When weather or other conditions obscure day signals night signals must be used in addition.

(f) The foreman must report the condition to the train dispatcher as soon as practicable, and when advised that speed restriction has been placed by train order must mark the defective point as prescribed by rule 43.

45. In providing protection each main track must be regarded as a track upon which trains may run in either direction. Where two main tracks are on the same roadbed, flags and lights required to be placed on the same side of the track as the engineman of an approaching train under rules 41-44 inclusive must be placed to the outside of the track affected and not between the two main tracks. Under this rule, when the two main tracks on the same roadbed are for single track operation their location will be shown in the time table.

46. When flags or lights are placed as set forth in rules 41-45 inclusive they will be mounted on staffs and elevated so as to be clearly in view of the engineman of an approaching train.

47. Where the use of torpedoes is required, duplicates should be placed on the opposite rail to explode simultaneously.

48. Torpedoes must not be placed near stations nor on public crossings at grade.

49. A sign bearing figures indicating permissible speeds, or the word SLOW, placed at the side of the track will indicate a permanent slow order; its location and speeds permitted will be specified in the time table or special instructions."

FOURTH SUB DIVISION

Bulletin No. 23

Effective May 21, 1959, 12:01 AM, spur 2000 ft. long has been completed to serve Zena station. Switch to this spur is located 4.2 miles north of Olds station and switch opens from the south. This track is on a 2 per cent descending grade to Zena and air on all cars must be used.

Bulletin No. 24

The Mill spur at Tonasket is out of service and the switch has been spiked.

From the Archives of the
GREAT NORTHERN RAILWAY HISTORICAL SOCIETY

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ACTUAL SIZE OF
BULLETINS &
CIRCULARS :

8 x 9.5"

ON TAN PAPER