

Scenic Cascade

Mountain Division

of

The Great

GREAT

NORTHERN

RAILWAY

Don & Bettye Bozman
10831 Sagebluff
Houston, TX 77089
(281) 481-0352
don_bozman@att.net

<http://www.donbozman.com/>

03/13/08

**Dispatcher's
Guide
for ProRail Session**

**In Effect
12:01 AM PST
October 5, 1959**

Dispatcher's Guide

- 1 You are here to operate, but not at the expense of having **FUN!**
- 2 **Train Movements** are tracked using **Magnets** with train numbers on them. Most are now in staging around the layout. Trains outbound (East) from Seattle have their magnets in approximate # order. Magnets for westbound trains arriving in Seattle (2nd Ave. Viaduct) stay on the "Inbound Track" until the yard moves the train into the yard. Advise the Yard Tower of this arrival, and request it's movement into the yard. When that is done, move the magnet to the "Seattle Trains Terminated" red lined box at the bottom, clearing the "Inbound Track".
- 3 **Train Superiority:** Superior trains shall switch and move between cities while inferior trains wait. Westbound trains are superior to Eastbound trains of the same class. Superiority is as follows:
Extra #468 is most superior today.
1st.Class: Passenger Trains (#1 – 99)
2nd. Class: Through Freights(# 100 – 199)
3rd. Class: Wayfreights (200 and Higher)

Westbound 113 & 117 (Through Trains) must switch from Mainline.
Eastbound 112 & 116 must switch from Siding.
- 4 **Track Power** for many staging tracks are controlled by green handled toggle switches. Follow directions on Train Departure Sheet for "on" and "off".
- 5 **Track Detection Caution:** Engine always is detected, but rear of train usually is NOT.
- 6 **Bruzdnableeden Xing:** Located in Far Corners, the Seattle Tower operates this gate & X-ing (after getting your permission to block mainline). A blinking light shows the main is blocked.
- 7 **Seattle Yard Limits:**
Westbound trains may be dispatched onto the INBOUND MAIN as far as the 2nd Ave. Viaduct in Seattle.
Eastbound Freight trains from Seattle will depart from the outbound "ready track" also called King Street Station Trk #3.
Passenger trains leave from #1 or #2.
- 8 **Keep Seattle INBOUND track aligned (Green route)** except when allowing Eastbounds to depart.
- 9 **Passenger Station Locations** are shown on dispatcher panel with an "S". Passenger trains must use this track for station stops. Move other trains if necessary to accommodate.
- 10 **NEVER** allow a 2nd train to follow behind a first train between Far Corners and Middletown. (The mainline doubles back on itself over two gauntlet tracks) Forget, and people may die!
- 11 **Dispatcher's Train Departure Sheet:** Fill in the date, start and ending times for the session, your name, the Seattle Tower and Switcher, and the engineer's names of each train. It's optional to cross off the cities as the train passes them, but be sure to watch for special "**dispatcher notes**" on some trains,
- 12 **Order Board Toggles** are used to contact station agent or train.
- 13 You give all trains **clearances** to advance on mainlines, and to do switching work.
- 14 **Crew Calls** are to be made whenever there are off-duty engineers. You are the one that must keep the Railroad running. Last 5 trains are optional depending on time remaining. You make the call.