

GGN Rule Book

1. You are here to operate, but not at the expense of having **FUN!**
- 2 You must have dispatcher approval to run anywhere on the GGN. When he gives you clearance to a town, you automatically have "track and time" when you arrive in that town to do your switching. That "track and time" can be rescinded by additional orders. Be sure to check your order board before you go to work.
3. **When you arrive in a town, or when you hear the bell, check the red order board for new orders.**
- 4 **Local Control Panels:** Each town has its own control panel, but must be unlocked for use. Be sure to lock UP the panel before leaving the town. Most switches (turnouts) are remote controlled by pushbuttons on the panel. **Red** indications on the panel and **Red** turnout throw bars indicate manual switches.
- 5 **Contact dispatcher before entering any staging or Seattle.** He will set switches. After you tie up, contact dispatcher and then return pin
- 6 Always run trains out of all staging in **FORWARD** direction. Dispatcher sets switches in & out of Staging & Seattle.
- 7 **SUPERIORITY:** 1st CLASS is superior to 2nd CLASS which is superior to 3rd CLASS. **WESTBOUND is superior** direction between trains of same class.
- 8 Always watch your train up & down the mountain & remember to raise the Cascade Tunnel Portal (before train stalls out). Close the door when clear.
- 9 PSI's Dynatrol carrier system powers the engines according to channel. Sign up sheet lists the channel pin **in RED**, or read lead engine numbers ending between 1 and 16. Channel pins are found above roundhouse area in Seattle. They plug into the bottom **LEFT** hole of any throttle. **Don't get pin for Seattle departures until train is called (ready).** There is no memory, so trains must be stopped before unplugging and moving the throttle to another convenient plug-in.
- 10 **Ignore all trackside signals except on High Bridge. These must be observed**
- 11 RS1's through GP9's run **long nose** forward. GGN engineers are chicken.
- 12 **Alaska Barge** has special loading procedures to prevent sinking. See Rules posted beside Port Puget Control Panel. (Cheaters are publicly lashed.)
- 13 Your engineer's union has obtained your right to a 15 minute (max.) "rest period" between train assignments. Using all this time is optional, however.
- 14 **FOOD & DRINK:** Enjoy them in the crew lounge or kitchen. (Exceptions for Dispatcher and Yard Switcher only.) Refrigerator is ON limits for all drinks within. Rule "G" is in force until 10:30 pm, thereafter, it is suspended.
- 15 NO GREASY FINGERS PLEASE !
- 16 NO GREASY THUMBS PLEASE !
- 17 Magnets are on all spurs and some mainlines. Other uncoupling is done with the pointed wood sticks located above the roundhouse area

Continued Next Page

Print this double sided, cut it out, fold down the middle and you have your own copy of the GGN Rulebook that fits in your shirt pocket.

Write your name on the "issued to" line.

18 PHONE PROTOCOL:

When using phone, don't talk until you know no one else is talking. Don't start by just saying "dispatcher?" Rather, say "Dispatcher, this is (insert train # or town)!" and wait for his response. Be sure and CONFIRM receipt of orders.

19 Staging & Interchange Information

- Alpine staging is a crew change point for all east & west bound through trains.
- Trey and Fortuity staging are the inside tracks of the 3rd and 4th helix levels.
- Ore City staging is seen through 2nd story window of the last building on the left end of Hallsville.
- Dorchester has three Interchange tracks: East, West, and SP&S.
- Hallsville has two: East & West.
- Check them all for "off spot" pickups

20 All Engineers carry a **Rule Book** and clipboard. Clipboards can be hung on screws at each town. A system map is attached to the back to help you understand the railroad

21 Failure to follow rules 2 - 20 can result in two bit fines being levied, however any violation of rule # 1 will result in demotion to school crossing guard. (and they don't get to run trains.)

11/01/08

- **This Random Generated Switchlist Program is written by MMR Jim Long. (Address provided on request)**

**Scenic Cascade
Mountain Division**

Of
The Great
GREAT
NORTHERN
RAILWAY

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