

MILEAGE

Main Line

Seward to Fairbanks	470.3
Whittier to Portage	12.4
Total Main Line	482.7

Branches

Matanuska to Sutton	18.9
Moose Creek to Premier	3.8
Sutton to Jonesville	2.9
Eska Jct. to Eska	0.5
Healy to Suntrana	4.4
Fairbanks to Eielson	28.0
Total Branches	58.5
TOTAL	541.2

TRAINMASTER

D. L. Allen Anchorage

ASSISTANT SUPERINTENDENT OF OPERATIONS

W. C. Davidson

ROAD FOREMEN OF ENGINES

W. E. Franklin Seward-Curry
H. Nuhse Curry-Fairbanks

CHIEF TRAIN DISPATCHER

F. W. Belgard Anchorage

ASSISTANT CHIEF TRAIN DISPATCHER

J. A. King Anchorage
L. L. Wren Anchorage

TRAIN DISPATCHERS

C. V. Brown	J. D. Grimes
K. M. Frank	P. E. Bickers
	L. E. LeQuire

Department of the Interior THE ALASKA RAILROAD



TIME TABLE No. 56

In Effect at 12:01 A.M.
150th Meridian Standard Time

Thursday, May 30, 1957

SAFETY FIRST

For the Government of Employees only

J. H. LLOYD
General Manager

JOHN E. MANLEY
Assistant
General Manager

R. H. BRUCE
Superintendent of
Operations

SOUTHWARD

SEWARD SUB-DIVISION

NORTHWARD

SECOND CLASS		FIRST CLASS		Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	Time Table No. 56 MAY 30, 1957			Distance from Seward	FIRST CLASS		SECOND CLASS	
27		3			STATIONS				4		28	
Daily		Daily except Sunday										
L 8.30AM		L 9.30AM		Yard BCKOPT WXYZ	TO R	ANCHORAGE	YD PA	114.3	A 5.10PM		A 6.20PM	
8.40		f 9.40	44	P		CAMPBELL		109.3	f 4.59		6.06	
8.45		f 9.45	67	P		TURNAGAIN		106.2	f 4.54		6.01	
8.54		f 9.54	43	P		POTTER		100.6	f 4.45		5.51	
9.04		f 10.04	21	P		RAINBOW		93.5	f 4.35		5.41	
9.15		f 10.15	96	P		INDIAN		88.7	f 4.24		5.32	
9.29		f 10.29	49	P		BIRD		81.7	f 4.10		5.18	
9.44		s 10.44	37	P		GIRDWOOD		74.8	s 3.56		5.04	
9.53		f 10.53		P		KERN		70.5	f 3.47		4.55	
10.10		A11.10AM	Yard JPWXY		TO R	PORTAGE	PG	64.2	L 3.30PM		4.38	
10.23			59	P		SPENCER		55.8			4.24	
10.43				PY		TUNNEL		51.0			4.09	
11.03			40	P		GRANDVIEW		44.9			3.49	
11.16			88	PWY		HUNTER		40.0			3.34	
11.25			36	P		JOHNSON		33.8			3.24	
11.35			3	PX	TO	MOOSE PASS	MS	29.3			3.14	
11.46			75	P		CROWN POINT		24.5			3.03	
11.49				P		LAWING		23.3			3.00	
11.59AM			16	Spur(s) P		PRIMROSE		18.4			2.50	
12.15PM			45	P		DIVIDE		12.0			2.35	
12.29			30	P		WOODROW		6.9			2.15	
A12.45PM			Yard BCKOP WXY		TO R	SEWARD	SP	0.0			L 2.00PM	
						[114.3]			Daily except Sunday		Daily	
4:15		1:40			Time over Sub-division			1:40			4:20	
26.89		30.00			Average Speed per Hour			30.00			24.48	

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

LOCATION OF INDUSTRY AND OTHER TRACKS

M.P.		Car Capacity
14.7	*Outfit Spur	(N) 24
25.6	*Outfit Spur	(N) 22
44.9	*Outfit Spur	(N) 2
105.0	Gravel Pit Spur	(N) 10
110.3	South Chugach Spur	(S) 11
110.5	North Chugach Siding	23

*Unsafe for engines 75 feet beyond clearance point.

LOCATION OF WATER TANKS BETWEEN STATIONS

M.P. 50.5

SOUTHWARD

ANCHORAGE SUB-DIVISION

NORTHWARD

SECOND CLASS		FIRST CLASS		Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	Time Table No. 56 MAY 30, 1957			Distance from Seward	FIRST CLASS		SECOND CLASS	
	21		5		STATIONS				6		22	
	Daily except Sunday		Daily Except Tuesday		TO	R	CU					
			L 4.00PM	Yard	BCKOP		248.5	A	12.35PM			
			f 4.11		WXY							
			f 4.22	89	P	LANE 5.9	242.6	f	12.22			
			s 4.38	88	P	CHASE 6.4	236.2	f	12.12PM			
			f 4.47			TALKEETNA 9.5	226.7	s	11.58AM			
			f 4.56	80	P	FISH LAKE 5.4	221.3	f	11.45			
			f 5.05	89	P	SUNSHINE 6.0	215.3	f	11.35			
			f 5.15	27	P	MONTANA 6.0	209.3	f	11.25			
			f 5.27	32	P	CASWELL 7.0	202.3	f	11.16			
			s 5.41	80	CPXY	KASHWITNA 8.4	193.9	f	11.04			
			f 5.51			WILLOW 8.2	185.7	s	10.53			
			f 6.01	86	P	NANCY 5.0	180.7	f	10.41			
			f 6.14	33	P	HOUSTON 5.8	174.9	f	10.31			
			s 6.29	62	P	PITTMAN 8.4	166.5	f	10.19			
			L 1.50PM	40	JPXY	TO WASILLA 6.7	159.8	s	10.10			
			2.12	33	P	WA 9.1	150.7	s	9.47	A	10.05AM	
			2.25	42	P	MATANUSKA 9.5	141.2	f	9.29		9.41	
			2.50	14	P	EKLUTNA 4.9	136.3	f	9.19		9.30	
			3.08	82	PX	BIRCHWOOD 9.7	126.6	f	8.59		9.09	
					X	EAGLE RIVER 7.5	119.1	f	8.43		8.50	
			A 3.20PM			WHITNEY 2.1	117.0	f	8.38			
			A 8.15PM	Yard	BCKOPT	ELMENDORF 2.7	114.3	L	8.30AM		L 8.30AM	
					WXYZ	TO R ANCHORAGE YD PA			Daily Except Tuesday		Daily except Sunday	
						[134.2]						
	1:30		4:15			Time over Sub-division			4:05		1:35	
	24.27		31.58			Average Speed per Hour			32.89		22.99	

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

ADDITIONAL STOPS ON SIGNAL

No. 6 and No. 5
Montana Red M.P. 221
Montana Creek, M.P. 211.0
Goose Creek, M.P. 207.8
Little Willow, M.P. 190.5
Ellis, M.P. 171.1
Austin, M.P. 168.8
M.P. 147.5

LOCATION OF INDUSTRY AND OTHER TRACKS

M.P.		Car Capacity
131.1	Powder Spur	(S) 28
135.8	Storage Tracks	284
142	Rock Spur	(N) 38

SOUTHWARD

HEALY SUB-DIVISION

NORTHWARD

SECOND CLASS		FIRST CLASS		Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	Time Table No. 56 MAY 30, 1957			Distance from Seward	FIRST CLASS		SECOND CLASS	
			5 Daily Except Tuesday		STATIONS				6			
		L 11.40AM		BCJKOP Yard WXYZ	TO R	HEALY	HX	358.1	A 5.10PM			
		f 11.50		14 P		GARNER		355.7	f 5.00			
		f 11.59AM		Spur 4 (s) P		MOODY		353.2	f 4.51			
		s 12.19PM		39 PXY	TO	McKINLEY PARK	MK	347.9	s 4.32			
		f 12.31		P		LAGOON		343.7	f 4.19			
		f 12.36		P		YANERT		341.7	f 4.14			
		f 12.53		31 P		CARLO		334.4	f 3.57			
		f 1.10		27 PY		WINDY		326.7	f 3.40			
		s 1.27		36 PW		CANTWELL		319.5	s 3.25			
		s 1.39		20 P		SUMMIT		312.5	s 3.11			
		s 1.53		83 CPWXY	TO	BROAD PASS	BR	304.3	s 2.54			
		f 2.04		82 P		COLORADO		297.1	f 2.37			
		f 2.19 ⁶		111 P		HONOLULU		288.7	f 2.19 ⁵			
		f 2.37		48 P		HURRICANE		281.4	f 1.58			
		f 2.53		42 PY		CHULITNA		273.8	f 1.38			
		f 3.06		42 P		CANYON		268.4	f 1.24			
		f 3.17		35 P		GOLD CREEK		263.2	f 1.13			
		f 3.29		29 P		SHERMAN		257.7	f 1.02			
		A 3.50PM		Yard BCKOP WXY	TO R	CURRY	CU	248.5	L 12.45PM			
						[109.6]			Daily Except Tuesday			
		4:10				Time over Sub-division			4:25			
		26.28				Average Speed per Hour			24.80			

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

ADDITIONAL STOPS ON SIGNAL

No. 5 and No. 6
Section House, M.P. 333.5
Hurricane Gulch, M.P. 284.2
Section House, M.P. 258.3

LOCATION OF INDUSTRY AND OTHER TRACKS

M.P. Car Capacity
350.4 Ditcher Spur (N) 16

SOUTHWARD

NENANA SUB-DIVISION

NORTHWARD

SECOND CLASS		FIRST CLASS		Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	Time Table No. 56 MAY 30, 1957			Distance from Seward	FIRST CLASS		SECOND CLASS	
			5 Daily Except Tuesday		STATIONS					6		
		L	8.30AM	BCJKOP Yard WXYZ	TO	FAIRBANKS	FA	470.3	A	8.25PM		
		f	8.44	14 P		HAPPY		463.0	f	8.06		
		f	8.58	Spur 15 (n) P		HOME		456.2	f	7.52		
		f	9.08	83 P		SAULICH		450.8	f	7.43		
		f	9.13	P		CACHE		447.7	f	7.38		
		f	9.25	41 P		STANDARD		439.5	f	7.26		
		f	9.36	85 P		DUNBAR		431.6	f	7.15		
		f	9.50	77 P		BERG		420.4	f	7.01		
		f	9.57	83 P		NORTH NENANA		415.4	f	6.54		
		s	10.09	Yard CPXY	TO	NENANA	NA	411.7	s	6.44		
		f	10.24	55 P		JULIUS		401.3	f	6.26		
		f	10.34	83 P		CLEAR		394.2	f	6.16		
		f	10.54	19 P		BROWNE		381.2	f	5.55		
		f	11.09	18 P		FERRY		371.2	f	5.41		
		f	11.21	P		LIGNITE		363.3	f	5.29		
		A	11.30AM	Yard BCJKOP WXYZ	TO	HEALY	HX	358.1	L	5.20PM		
						[112.2]				Daily Except Tuesday		
			3:00			Time over Sub-division				3:05		
			37.40			Average Speed per Hour				36.43		

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

ADDITIONAL STOPS ON SIGNAL

No. 5 and No. 6
Industrial Siding, M.P. 453
Section House, M.P. 394.8
Army Camp, M.P. 393.0
Roadhouse, M.P. 362.8

LOCATION OF INDUSTRY AND OTHER TRACKS

M.P.		Car Capacity
362.4	Industrial Siding	23
388.9	Wood Spur	5
395	Gravel Pit Spur	60
453	Industrial Spur	37

SOUTHWARD

WHITTIER SUB-DIVISION

NORTHWARD

Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	SECOND CLASS		FIRST CLASS	Distance from Portage	Time Table No. 56 MAY 30, 1957			Distance from Whittier	FIRST CLASS	SECOND CLASS		
			3							4		
			Daily except Sunday			STATIONS						
Yard JPWXY			L 11.10 AM	0.0	TO R	PORTAGE	PG	12.4	A 3.30 PM			
43 P			f 11.21	5.3		5.3 MORaine		7.1	f 3.19			
Yard BCKOP WXY			A 11.40 AM	12.4	TO R	WHITTIER	WR	0.0	L 3.00 PM			
						[12.4]			Daily except Sunday			
			:30 24.80		Time over Sub-division _____ Average Speed per Hour _____				:30 24.80			

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

ADDITIONAL STOPS ON SIGNAL

LOCATION OF INDUSTRY AND OTHER TRACKS

Nos. 3 and 4

M.P.

Car Capacity

Industrial Siding, M.P.9.2

9.2 Industrial Siding

95

SOUTHWARD

SUTTON SUB-DIVISION

NORTHWARD

Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	SECOND CLASS		FIRST CLASS	Distance from Sutton	Time Table No. 56 MAY 30, 1957			Distance from Matanuska	FIRST CLASS	SECOND CLASS		
			21									
			Daily except Sunday			STATIONS						
29 JPXY			L 12.40 PM	0.0		SUTTON		18.9		A 11.15 AM		
21 JPX			1.00	5.7		5.7 MOOSE CREEK		13.2		10.55		
41 PX			s 1.20	12.4	TO	6.7 PALMER	PR	6.5		s 10.35		
40 JPXY			A 1.45 PM	18.9		6.5 MATANUSKA	JN	0.0		L 10.10 AM		
						[18.9]			Daily except Sunday			
			1:05 17.50		Time over Sub-division _____ Average Speed per Hour _____				1:05 17.50			

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

Except No. 22 is Superior to No. 21

LOCATION OF INDUSTRY AND OTHER TRACKS

M. P.

Car Capacity

5.7 Ketchikan Spruce Mills Spur (S) 18

9.3 Ditcher Spur (S) 2

12.3 Premier Spur (S) 26

SOUTHWARD
JONESVILLE BRANCH
NORTHWARD

Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	SECOND CLASS		FIRST CLASS	Distance from Jonesville	Time Table No. 56 MAY 30, 1957		Distance from Sutton	FIRST CLASS	SECOND CLASS	
		21			STATIONS			22		
		Daily except Sunday								
40 PX	L	11.50 AM		0.0	JONESVILLE	2.9		A	11.45 AM	
JX				0.5	0.5 ESKA	2.4				
29 JPXY	A	12.10 PM		2.9	2.4 SUTTON	0.0		L	11.25 AM	
					[2.9]				Daily except Sunday	
		0:20 8.78			Time over Sub-division Average Speed per Hour				0:20 8.78	

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

Except No. 22 is Superior to No. 21

SOUTHWARD
EIELSON BRANCH
NORTHWARD

Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	SECOND CLASS		FIRST CLASS	Distance from Eielson	Time Table No. 56 MAY 30, 1957		Distance from Fairbanks	FIRST CLASS	SECOND CLASS	
					STATIONS					
Yard PXY				0.0	EIELSON	28.0				
15 X				4.0	4.0 BLUFF	24.0				
13 X				11.7	7.7 DAVIS	16.3				
Yard PXY				24.2	12.5 LADD FIELD	3.8				
BCJKOP Yard WXYZ				28.0	3.8 FAIRBANKS	0.0				
					[28.0]					

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

SPECIAL INSTRUCTIONS

1. TRAIN AND AIR INSPECTION

Terminal air tests will be made on all trains before departing the following stations: Seward, Whittier, Anchorage, Fairbanks Yard and Fairbanks.

At other points where train or engine crews are changed, cars set out, picked up, or engine detached, rear end test will be made as per rule 422.

Before leaving the following stations, all trains except first class and passenger extra trains must have the required air brake pipe pressure: **DIVIDE GRANDVIEW HURRICANE.**

Air brake test as prescribed by Rule 420 must be made immediately before leaving Eska and Jonesville. Where a poor holding brake is found and cannot be remedied, it must be cut out and hand brake used on that car, care being taken to avoid overheating and flattening the wheels.

2. RETAINERS

On all trains descending grades between the following stations, retainers must be turned up on all loaded cars and passenger equipment. When train consists of loads and empties, sufficient retainers must be turned up on empty cars to properly control train:

Eska and Sutton; Jonesville and Sutton,
Grandview and Placer River bridge at Milepost 54.3,
Grand View and Woodrow, when train consists of 50% or more loads.

Except: between M.P. 54.3 and Woodrow, when using 1500 Class engines with dynamic brakes in operation, retainers will be turned up solid on head end of train as follows:

TABLE

With 5 units with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 4050 tons.
With 4 units with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 3240 tons.
With 3 units with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 2430 tons.
With 2 units with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 1620 tons.
With 1 unit with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 810 tons.

Locomotive units with dynamic brakes inoperative, or locomotive units not equipped with dynamic brakes will in no way be used to relieve the necessity of turning up retainers under this rule.

EXAMPLE: With 5 units, with only 1 unit equipped with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 810 tons.

On cars equipped with double pressure retaining valves, the handles must be turned to high pressure position on heavily loaded cars, and low pressure position on empty cars and light or merchandise loads.

Retainers will be used at other points and under other conditions where, in judgment of the engine or train crew, it is deemed necessary.

RATING OF ENGINES IN TONS

Northward	500 Class	1000 Class	1500 Class
Seward to Divide	480	480	810
Divide to Hunter	1004	1000	1420
Hunter to Grandview	517	510	810
Grandview to Potter	1643	2084	4000
Whittier to Portage	1265	1550	2000
Potter to Anchorage	1004	1150	2000
Anchorage to Canyon	1004	1150	1750
Canyon to Honolulu	602	710	1000
Honolulu to Colorado	652	710	1000
Colorado to Summit	1004	1030	1500
Summit to Healy	1810	1860	2500
Healy to Nenana	2200	2230	3000
Nenana to North Nenana	1004	1600	2500
North Nenana to Eielson	1887	1960	2500
Matanuska to Sutton	1004	1150	1800
Sutton to Jonesville	105	200	400
Southward			
Eielson to Happy	1004	1200	1800
Happy to North Nenana	1887	2010	3000
North Nenana to Honolulu	1004	1150	1700
Honolulu to Hurricane	710	845	1300
Hurricane to Matanuska	1004	1430	2000
Sutton to Anchorage	2200	2000	3000
Anchorage to Turnagain	1370	1525	2000
Turnagain to Spencer	1643	2084	2500
Portage to Whittier	1420	1710	2000
Spencer to Tunnel	414	414	750
Tunnel to Grandview	300	300	500
Grandview to Primrose	1004	1000	3360
Primrose to Seward	480	480	690

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

RULE 11—ALASKA RAILROAD OPERATIONS DEPARTMENT RULES AND REGULATIONS

As per Rule 11, in territory designated below, trains finding a fusee burning on or near its track may proceed at restricted speed without stopping, when stopping would cause train to double:

SEWARD SUB-DIVISION

Southbound trains between: Miles 54.3 Placer River Bridge to Grandview
Mile 14.5 Snow River Bridge to Divide
Northbound trains between: Woodrow to Divide
Hunter to Grandview

HEALY SUB-DIVISION

Northbound trains between: Canyon to Hurricane
Honolulu to Colorado
Southbound trains between: Honolulu to Hurricane

NENANA SUB-DIVISION

Northbound trains between: Nenana to North Nenana

Trains or employees displaying fusees in the above territories must take this fact into consideration and provide such other protection as may be necessary to insure full protection.

DRAGGING EQUIPMENT DETECTOR INDICATORS

1. Dragging equipment detector indicators normally display a yellow light marking the location of the detector. Detectors govern train movements in either direction.

2. Detector is installed in such a manner that when something is dragging from a train it will trip the detector, causing a red light to be displayed and the yellow light will extinguish.

3. When rear of train passes a detector displaying yellow, it is an indication that nothing is dragging from the train that would trip the detector.

4. As train passes detector displaying red, it is an indication something is dragging from train, tripping detector, and train will be stopped and an inspection made of train. When detector is actuated, trainman must reset detector by switch on signal mast.

5. When trains approach indicators and there is no light indication (both yellow and red light extinguished), train will proceed and, when practicable, engine man will notify rear trainman there was no indication when approaching the detector.

6. When rear of train passes detector and there is no indication (both yellow and red lights extinguished), the yellow light was displayed when head end of train approached detector, it is an indication something is dragging from train (red light is not operating properly), train must be stopped and an inspection made for dragging equipment.

Under paragraphs 5 and 6, the imperfect operation of detector must be reported to the Train Dispatcher.

Dragging equipment detector indicators are located at the following locations:

Mile 107.8 and Mile Post 123.0.

5. Maximum speeds shown below must not be exceeded. Other speed restrictions must be fully complied with. Engine men must use good judgment and handle train at a speed that will insure absolute safety.

MAXIMUM SPEEDS PERMITTED

Passenger trains	49 MPH
Freight and Mixed Trains	49 MPH
Freight Trains handling vans on wheels	40 MPH
Backward, light engine movements, except diesel.....	20 MPH
Through all crossovers and turnouts	8 MPH

The above speeds are subject to the restrictions of maximum speeds in miles per hour as shown by zones under each sub-division. If speed authorized by zones or speed restriction signs are greater than speed prescribed for certain trains or engines, such trains or engines must not exceed the slower prescribed speed.

Flanger signs are placed 100 feet from flanger obstruction on the enginemans side and flangers must be raised at all flanger signs and must not be put down until flangers are opposite the flanger sign on the fireman's side. These signs are black with a white margin and mounted diagonally upwards.

6. The maximum speed of trains handling equipment indicated below will be as follows:

Wrecking cranes Nos. 55, 56, 57	30 MPH
Wrecking cranes over bridges	20 MPH
Pile Driver 7	25 MPH
Pile Driver 8	35 MPH
Cranes on wheels	20 MPH
Rotary snow plows	30 MPH
Rotary snow plows over bridges	20 MPH
Rotary snow plow No. 3 over bridges	15 MPH
Ditcher 104	40 MPH
Ditcher 105	40 MPH

Trains having dead steam engines in tow must not exceed the following speeds:

With rods down or disconnected	15 MPH
With rods up and connected	20 MPH

All diesel engines dead in tow will be placed at least five cars behind road engines of train, if length of train will permit.

Diesel electric engines may be handled dead in trains at not to exceed the authorized speed specified for such trains.

In all cases where lower speed is specified, by train order or bulletin, the lower speed must not be exceeded.

SPECIAL INSTRUCTIONS

The speed of trains must be so controlled before crossing bridges enumerated below that no air application will have to be made when a train is upon these bridges except in emergency cases:

Bridge 284.2	Hurricane Gulch Bridge
Bridge 347.4	Riley Creek Bridge
Bridge 413.7	Tanana River Bridge

7. When a diesel electric engine is used to doublehead with a steam engine, the diesel electric engine must be placed ahead of the steam engine. If necessary to place the steam engine ahead of the diesel electric engine, the diesel electric engine must be placed not less than ten (10) cars behind the steam engine.

8. To avoid possibility of fire or damage to traction motors, diesel electric engines must not be placed or permitted to stand over cinder pits containing live or hot cinders.

Under no circumstances should diesel electric engines pass through water which is deep enough to touch the bottom of the traction motor frame. When passing through water, movement must always be at very slow speed (2 to 3 MPH).

Gas electric or diesel electric motor cars, when handled dead in freight trains, must be behind caboose.

SEWARD SUB-DIVISION

9. Speed Restrictions:

Zone	Pasenger	Freight
Between:		
Seward and M.P. 2.3	25	25
M.P. 2.3 and M.P. 8	45	45
M.P. 8 and M.P. 14.7	25	25
M.P. 14.7 and M.P. 33.1	35	35
M.P. 33.1 and M.P. 40.5	49	49
M.P. 40.5 and M.P. 47.5	25	25
M.P. 47.5 and M.P. 54.0	20	20
M.P. 54.0 and Portage	49	49
Portage and Indian	30	30
Indian and Potter	45	45
Potter and Turnagain	49	49
Turnagain and Anchorage	45	45

10. Tunnel Restrictions

Tunnel 52.7—Watch for falling rock.

11. Engine Restrictions

1000, 1500 and 500 class engines are not permitted on Seward dock or trestle approach.

12. Seward

Cars must not be kicked or dropped on dock tracks. The wye has a tail track 325 feet long.

13. Woodrow

When loaded cars are set for unloading, they are to be spotted on the south end of the siding where they can be driven to.

14. Hunter

The wye has a tail track 710 feet long.

15. Tunnel

The wye has a tail track 143 feet long.

When cars are set out they must be secured with handbrakes and also rail clamps placed on the north end of the car or cars, and when such rail clamps or blocks are used, they must be removed before engines are coupled to cars.

16. Portage

Normal position of the main track junction switch is for the Seward subdivision.

The tail track of the wye is connected with the Whittier Subdivision main track.

The snow fleet spur is just south of the telegraph office, and is to be used exclusively for the snow fleet during snow season.

17. Anchorage

Anchorage subdivision special instructions will govern Anchorage Yard.

18. Derails

Hunter—South end of siding.

Grandview—(2) each end of siding, not to be placed in derail position from November 1st to April 1st. Cars left at Grandview must have sufficient hand brakes set on each end of cut to safely secure cars. Enginemen will make application of air when preparing to set out cars so all ice and snow will be removed from brake shoes.

WHITTIER SUB-DIVISION

20. Speed Restrictions

Zone	Passenger	Freight
Between:		
Portage and Moraine	40	40
Moraine and Whittier	30	30

21. Exception to Rule 91

Trains on the Whittier Sub-Division, in the same direction, must keep not less than twenty (20) minutes apart, except in closing up at stations.

22. Portage

10 MPH on wye tracks. Normal position junction switch lined and locked for Seward subdivision. Track No. 1 new yard to be used for setting northward loads. Portage tunnel (Milepost 6.3) has less than standard side clearance.

SPECIAL INSTRUCTIONS

23. Whittier Tunnel

Whittier Tunnel (Milepost 3.8) has less than standard side clearance.

24. Whittier

Columbia Lumber Mill shed is less than standard clearance. Tail of wye is 327 feet long to derail on the Warehouse Spur and 700 feet long to derail on the Rock Spur.

Coal burning locomotives are not to be used to switch tank farm at Whittier.

All southward first class trains and passenger extra trains, except passenger extra trains handling troop train equipment, will head in the north leg of wye at Whittier and back to depot before discharging passengers.

25. Tunnel Doors

The normal position of doors on each end of the Whittier and Portage tunnels will be as follows:

Door	End	Normal Position
No. 1 MP X2.5 Whittier tunnel	South	*Closed.....xOpen
No. 2 MP X5.0 Whittier tunnel	North	*Closed.....xOpen
No. 3 MP X5.8 Portage tunnel	South	*Closed.....xOpen
No. 4 MP X6.7 Portage tunnel	North	*Closed.....xOpen

*Closed November 1st to April 15th inclusive.

xOpen April 16th to October 31st inclusive.

During the period November 1st to April 15th inclusive, a switch stand displaying Stop or Proceed signal has been placed just outside the north portal of tunnel door No. 4 on the right side going south, and just outside tunnel door No. 1 on the right side going north, governing the movements of trains through these tunnels.

Tunnel door operator at Door No. 4 will be advised by the operator at Portage, and tunnel door operator at Door No. 1 will be advised by the operator at Whittier when a train is leaving or about ready to leave their station after which the door operator will notify door operators at other tunnel doors to open tunnel doors, and when all doors are open, Proceed signal will be displayed.

After a train has passed the portal of the tunnel, the tunnel signal will be turned displaying Stop, but the door must not be closed again until the train for which they were opened has cleared the portal on the opposite end of the tunnel.

Each steam engine in a train must have maximum steam pressure and fire in good condition before train enters tunnels so as to reduce firing to a minimum after entry. If necessary to insure this, train should be stopped outside of tunnel for conditioning of engine to eliminate smoke.

Southward trains stopping at Moraine will stop with engine outside of Portage tunnel.

26. Derails:

MoraineNorth end of siding

ANCHORAGE SUB-DIVISION

27. Speed Restrictions:

ZONE	Maximum Speed Permitted	
Between:	Passenger	Freight
Anchorage and Wasilla	30	30
Wasilla and Curry	49	49

28. Register Station Exceptions:

Anchorage passenger station for first class or passenger extra trains when originating or terminating at Anchorage passenger station.

Anchorage yard office for all other trains.

29. Anchorage

Track extending between Milepost 113.9 and Milepost 116.5 past passenger depot and through freight house yard, Anchorage, will be used as main track. Switches will be lined and locked for movement over this track, except switches at Milepost 113.9, south inside depot track switch and Milepost 116.5 will be lined for movement into Anchorage freight yard.

Trains Nos. 3 and 4, and extra passenger trains on Seward Sub-division will use outside depot track unless otherwise instructed.

30. Movements over "C" Street crossing to and from Freight Station:

Two red and green traffic lights control this crossing and are manually operated from a switch close to the south traffic light, and will be operated by a trainman or a crossing watchman. Engineman will not cross "C" Street crossing when light on signal shows red. After light has changed to green, engine will wait thirty (30) seconds to give highway traffic a chance to clear crossing before proceeding.

Engines are not permitted on Ocean Dock or 100 feet of filled approach.

In operation of yard engines between Anchorage and Whitney, air brakes must be cut in and operative, and the trainman must ride rear car.

Yard crews moving to and from Fort Richardson will secure authority from Yardmaster before commencing movement.

31. Derails:

Powder Spur
(Milepost 131.1) ..492 feet north of main track switch
83 feet south of powder house 6

Birchwood:
Storage Yard
(Milepost 135.8)218 feet south of north lead switch

32. Fort Richardson:

Fixed signals, manually operated, displaying indications by means of colored lights are located on Elmendorf A.F.B. yard track at each side of North and South airplane runway where track crosses runway. Trains and Yard engines will be governed by these signals in using this track.

SPECIAL INSTRUCTIONS

Normal position of signals is green.

Close clearance on all tracks at Elmendorf AFB and Fort Richardson Yard.

Fort Richardson interchange track is reached by loop track branching off north end, Whitney Siding.

Derails are located approximately 200 feet north of Whitney siding switch and approximately 100 feet south of lead switch to yard.

Crossing warning signals must be sounded at all crossings.

33. Whitney:

All southward second class trains and extra trains will call Yardmaster at Anchorage by radio for instructions on handling in Anchorage Yard. If unable to establish contact by radio must call from Whitney by telephone.

34. Matanuska:

Junction switch set and locked for Anchorage sub-division. Wye tail track is the main track for Sutton sub-division.

35. Willow:

Wye tail track is 287 feet long.

36. Curry:

Healy sub-division special instructions will govern Curry Yard.

37. Call-up Stations:

Conductors of North Bound First Class Trains will call Dispatcher from Mile 116.5 and report arrival time.

Conductors of first class and passenger extra trains will call Dispatcher from Willow.

Conductors of first class trains call Dispatcher from Matanuska.

38. Clearance Provisions and Exceptions Rule 83 (B)

Matanuska: Trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

SUTTON SUB-DIVISION

(Including Jonesville and Eska Branches)

Tracks between yard limit sign south of Sutton, end of track Jonesville and end of track at Eska, are operated as one yard.

39. Speed Restrictions:

ZONE Between	Maximum Speed Permitted	
	Passenger	Freight
Matanuska and Sutton	25	25
Sutton, Jonesville and Eska ..	10	10

40. Switch lamps will not be used.

41. Matanuska:

Junction switch set and locked for Anchorage sub-division.

42. Premier Spur:

Derail 400 Ft. from main track switch. Engines not permitted beyond coal tipple.

43. Sutton:

Junction switch, south siding switch, is set and locked for the siding. The wye is connected to the siding and the tail of the wye is the continuation of the Jonesville branch.

44. Eska Junction:

Junction switch is lined and locked for the Jonesville branch.

45. Eska:

Engines not permitted beyond a point 100 feet south of overhead coal tipple.

46. Jonesville:

Close clearance on mine tracks at Jonesville, will not clear man on side of car.

Engines and/or loaded coal cars are not permitted to pass coal tipple on any track.

Engines are not permitted beyond mine track crossing.

Cars are not to be placed beyond road crossing leading to powder house.

47. Call-up Stations:

Conductors of all trains will, unless otherwise instructed, call from Sutton and report their arriving and departing time to Agent at Palmer.

48. Clearance Provisions and Exceptions Rule 83(B)

Matanuska, Jonesville, Eska and Sutton: Trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

Train No. 22 arriving at Sutton is authorized to assume schedule of train No. 21 at Sutton without a clearance.

HEALY SUB-DIVISION

49. Speed Restrictions:

ZONE Between	Maximum Speed Permitted	
	Passenger	Freight
Curry and M.P. 255	40	40
M.P. 255 and M.P. 261	35	35
M.P. 261 and M.P. 266	40	40
M.P. 266 and M.P. 283.8	35	35
M.P. 283.8 and M.P. 288.7	30	30
M.P. 288.7 and M.P. 292.2	45	45
M.P. 292.2 and M.P. 294.4	30	30
M.P. 294.4 and Broad Pass	49	49
Broad Pass and Cantwell	45	45
Cantwell and McKinley Park	30	25
McKinley Park and Healy	20	15

SPECIAL INSTRUCTIONS

50. Engine Restrictions:

Engines not permitted on Power House ramp at Curry. Helper engines may be placed behind caboose Broad Pass to Mile 309.

51. Curry:

Block and rail clamp must be placed against the south lead wheel of any car on power plant high line and must be removed before coupling onto that car.

Close clearance on Power House ramp.

Tail of wye is 239 feet long.

52. Chulitna:

Tail of wye is 282 feet long.

53. Broadpass:

Tail of wye is 300 feet long.

Trains setting out cars at Broadpass will not block gas car sheds.

54. Windy:

Tail of wye is 300 feet long.

55. Cantwell:

All vehicles must be spotted to ramp for unloading at time of set out.

56. McKinley Park:

Tail of wye is 810 feet long and the power plant track is off this track. Because of grade a block and rail clamp must be placed against the lead wheel of any car set out on either track; blocks and rail clamp must be removed before coupling onto car.

All vehicles for McKinley Park will be spotted at ramp for unloading at the time of set out.

57. Between Healy and McKinley Park:

Brakemen of all trains will station themselves on rear platform of caboose, or rear vestibule of coach, and make careful inspection of track rear of train for indications of derailment so that train may be stopped immediately in event of such.

58. Healy:

Nenana sub-division special instructions govern.

59. Helper District:

Between Curry and Windy.

60. Derails:

- *Canyon South end of siding
- *Chulitna South end of siding
- Windy 150 feet from end of
tail track of wye

*Not in use from November 1st to March 1st due to snow conditions.

NENANA SUBDIVISION

(Including Suntrana and Eielson Branches)

61. Speed Restrictions:

ZONE	Maximum Speed Permitted	
	Passenger	Freight
Between		
Healy and Saulich	49	49
Saulich and Fairbanks	40	40
Fairbanks and Eielson	20	20
Healy and Suntrana	15	15

62. Engine Restrictions:

Healy: Engines are not permitted on the power house coal hopper.

Dome: Engines are not permitted beyond a point ten car-lengths from the frog.

63. Healy:

Tail of wye is 107 feet long.

Junction switch is set and locked for Nenana sub-division.

Crossover switch at the north end of No. 1 track is to be kept locked and lined for the lower scale track on which derail is located.

64. Nenana:

Tail of wye is 440 feet long.

65. Fairbanks:

Tail of wye is 1,000 feet long.

In handling cars up Healy River coal bunker incline, not more than two cars are to be handled and air must be cut in and operative.

66. Between Fairbanks and Eielson and at Eielson:

Close overhead clearance of wires.

Must expect close clearance side clearance on all tracks except main track.

67. Ladd Field:

Phones are located on poles near track at north and south edges of Ladd Field runway. These phones are in direct contact with tower dispatcher. Yard and Interchange crews and pilots on light engines will call tower dispatcher for permission to cross the west end of runway. In case of failure of phones, crews will be governed by position of signal lights.

In the loop, all trains must stop short of the two diamond crossings at grade and flag across.

68. Eielson:

Tail of wye is 350 feet long.

69. Yard Limits:

Tracks between yard limit sign south of Fairbanks and to end of track Nenana Sub-division and to end of track at Eielson, operated as one yard.

SPECIAL INSTRUCTIONS

GENERAL INSTRUCTIONS

72. Cranes, draglines, shovels and similar equipment, set up with or without boom attached, must be handled under special arrangement. Steel underframe flat cars of not less than 100,000-pound capacity must be used. Loading, bracing, and blocking must be in accordance with Association of American Railroads loading rules.

It will be the responsibility of the Mechanical Department to inspect and accept such loads as specified above, and place speed restrictions for movement. Agents will advise the Mechanical Department of loading of commercial shipments. Departments responsible for loading of railroad equipment will advise Mechanical Department of loading. A representative of the Mechanical Department will advise the Yardmaster or Agent of acceptance for movement, giving car number and maximum speed at which car may be moved. It will be the responsibility of the yardmaster to see that no loads, such as specified above, will be placed in trains for movement until they have been accepted by the Mechanical Department and the Dispatcher has been notified of speed restrictions.

Dispatcher will issue Train Order covering restrictions.

Equipment with boom attached must be loaded with boom trailing unless approval from Dispatcher is obtained for movement in forward position. Conductors handling loads with boom in forward position, except on work trains, will be instructed to do so by message or train order.

When cranes, draglines, shovels, or similar equipment are picked up at other than inspection points or terminals, train crew will take proper precautions to ensure safe handling to destination or next inspection point.

73. No wye will be blocked with cars unless authorized by the Superintendent of Operations.

Derails are indicated within yard limits by derail signs and purple light.

74. Conductors of all trains will honor passes of T & T linemen when used in discharge of their duties. All trains must stop when flagged with green and white flag by T & T linemen, regardless of whether at a station or between stations.

75. GAME ANIMALS

When trains hit moose, the train will come to a complete stop and train inspection will be made in order to ascertain if any cars are derailed before train proceeds. When moose or other game animals are killed by trains, the carcasses of such animals will be forwarded as listed below:

Between Seward and Girdwood, ship to Alaska Wildlife, Seward.

Between Talkeetna and north of Girdwood, ship to Alaska Wildlife Agent, Anchorage.

Between Fairbanks and north of Talkeetna, ship to St. Mark's Mission, Nenana.

Whenever wild game animals are killed by trains, a report must be made to the dispatcher who will furnish information to the nearest game warden and also notify the engineering Department in order that sectionmen may pick up the carcass and transport it to the nearest station, forwarding to proper destination. Such shipments are to be way-billed on Form AD-129, endorsed free, account B.I. 4-B.

76. PASSENGER TRAINS

On observation cars in regular service the gates and trap doors must be kept closed and latched.

77. SNOW SERVICE

All employees will be under the direction of the conductor. A Roadmaster, when available, will accompany and direct movements.

Pilots of plows will be supplied with copies of all train orders affecting their movements.

Pilots will not use signal 14(g) to answer stop signal 12(a) or reduce speed signal 12(b) of any flagman or trackman but will promptly whistle stop signal 14(a) to pusher engineer. Rotary snow plow wheels must be reduced to idling speed in going on and passing over all bridges and trestles.

78. CARS

Petroleum products and empty containers for petroleum products will only be handled in box cars assigned this service, except LCL shipments may be handled in other cars providing containers do not leak.

79. REFRIGERATOR AND HEATER CARS

Series 11,700-11,749 inclusive, are equipped with an eight-foot wide side door on left side and conventional side door on right side. These cars may be used for either heating or cooling service. When heating service is desired charcoal heaters are supplied in bunkers of cars.

Series 11,750-11,799 inclusive, are equipped with luminator circulating hot water heater, hanging from underframe at center of car. These heaters burn standard briquette fuel. Cars have ice bunker removed from each end, roof hatch sealed shut, and cannot be used for ice or cooling service. These cars also are equipped with eight-foot wide side door on left side and conventional small doors on right side.

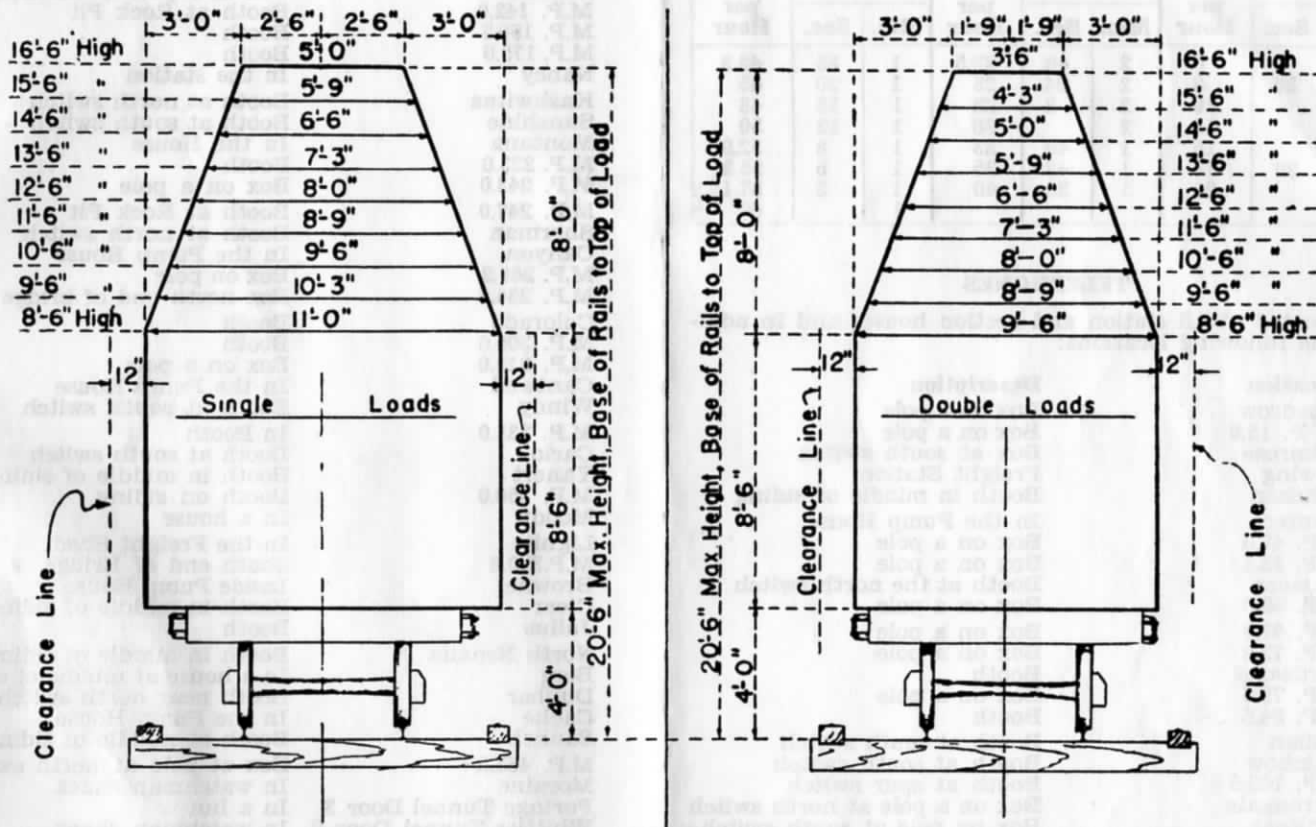
Series 11,800-11,820 inclusive, are equipped with conventional small doors on each side and ice bunkers. Cars may be used for either heating or cooling service, using charcoal heaters in bunkers for the heating service, except 11800-11814 are equipped with coal stoves and are to be used for way freight.

Series 11,600-11,603 inclusive, are equipped with conventional small doors on each side and ice bunkers, and can be used for either heating or cooling service as above. In addition, these cars have one partition across the car at the doorway to separate the car into two compartments, so that both heating and cooling service may be furnished in the same car, if desired. Heating service is obtained through use of charcoal heater.

All refrigerator cars listed above are equipped with complete side and floor racks.

SPECIAL INSTRUCTIONS

80. LOADING DIAGRAM



MAXIMUM LOADING DIAGRAMS FOR SINGLE AND DOUBLE CAR LOADS

NOTE:—Above Loading Diagrams are for Full Length Loads over Entire Line

Allowances made for length of load, curvature, Super-Elev, etc

N.B.—All Special Cases of Large Loading will be determined by the Chief Engineer

81. CONDUCTOR'S REPORT OF DEFECTIVE CARS

Conductors are required to complete Form 1527, Conductor's Report of Defective Cars on Trip. One copy is to be filed with Car Inspector on arrival at terminal; the other copy to be attached to delay report and forwarded to the Trainmaster's office, Anchorage.

This form will also be used to report defects or flat wheels on passenger equipment.

On no occasion will chalk of any kind be used on cars to indicate they are in bad order.

82. EXPLOSIVES AND DANGEROUS ARTICLES

Cars containing explosives when handled must not be cut off while in motion and all unnecessary shocks must be avoided, nor may other cars be cut off and allowed to strike a car containing explosives and in switching must be coupled to engine protected by at least one non-placarded car in between.

83. Switch lists must show in the first column "Dangerous" or "Explosive" cars by the letters "Dgrs" for the cars containing dangerous articles and "Exp" for the cars containing explosives in order that crews may be properly notified of the presence of such cars.

TABLE OF TRAIN SPEEDS

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
10		6	2	40	22.5	1	25	42.3
7	30	8	2	24	25	1	20	45
6		10	2	8	28	1	15	48
5		12	2		30	1	12	50
4		15	1	49	33	1	8	52.9
3	20	18	1	42	35	1	5	55.3
3		20	1	30	40	1	3	57.1
						1		60

TELEPHONES

Located at all station and section houses and in addition the following locations:

Location	Description
Woodrow	Box on a pole
M. P. 15.0	Box on a pole
Primrose	Box at south switch
Lawing	Freight Station
Johnson	Booth in middle of siding
Hunter	In the Pump House
M.P. 47.5	Box on a pole
M.P. 53.1	Box on a pole
Spencer	Booth at the north switch
M.P. 59.0	Box on a pole
M.P. 67.0	Box on a pole
M.P. 72.0	Box on a pole
Girdwood	Booth
M.P. 79.5	Box on a pole
M.P. 84.5	Booth
Indian	Booth at south switch
Rainbow	Booth at south switch
M.P. 105.5	Booth at spur switch
Turnagain	Box on a pole at north switch
Whitney	Box on pole at south switch
Whitney	Box on pole at north switch
M.P. 118.6	Booth
Eagle River	Booth in middle of siding

M.P. 131.1	Booth at powder spur
M.P. 136.0	Booth at south switch
Eklutna	Box on a pole at north switch
M.P. 142.0	Booth at Rock Pit
M.P. 150.7	Booth
M.P. 175.0	Booth
Nancy	In the station
Kashwitna	Booth at north switch
Sunshine	Booth at south switch
Montana	In the House
M.P. 223.0	Booth
M.P. 243.0	Box on a pole
M.P. 247.0	Booth at Rock Pit
Sherman	Booth at north switch
Canyon	In the Pump House
M.P. 269.2	Box on pole
M.P. 284.6	Box north end of bridge
Colorado	Booth
M.P. 306.0	Booth
M.P. 315.0	Box on a pole
Cantwell	In the Pump House
Windy	Booth at south switch
M.P. 331.0	In Booth
Carlo	Booth at south switch
Yanert	Booth in middle of siding
M.P. 350.0	Booth on siding
Moody	In a house
Lignite	In the Freight Shed
M.P. 370.8	South end of Bridge
Browne	Inside Pump House
Clear	Booth in middle of siding
Julius	Booth
North Nenana	Booth in middle of siding
Berg	In a house at middle of siding
Dunbar	Booth near north switch
Cache	In the Pump House
Saulich	Booth at middle of siding
M.P. 453.0	Box at pole at north switch
Moraine	In watchman shack
Portage Tunnel Door 3	In a hut
Whittier Tunnel Door 2	In watchman shack
Whittier Tunnel Door 1	In watchman shack
Whittier	Booth at north leg of the wye
Sutton	Booth at south switch

WATCH INSPECTORS

J. Vic Brown & Sons—Seward, Anchorage, and Fairbanks.
Berts Drug Store—Palmer.