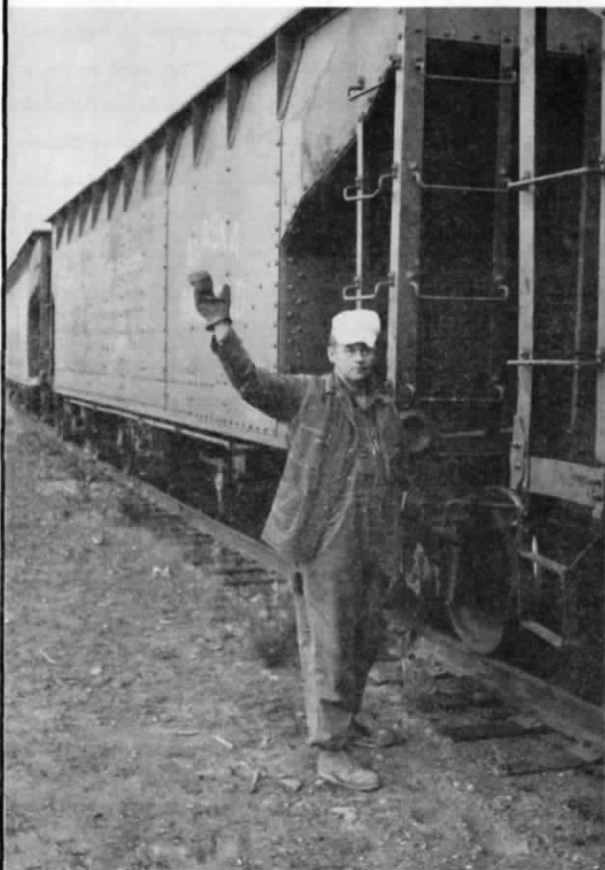


DO something for SAFETY

TODAY



THOSE GIVING SIGNALS MUST LOCATE
THEMSELVES SO AS TO BE PLAINLY
SEEN, AND GIVE THEM SO AS TO
BE PLAINLY UNDERSTOOD.

Department of Transportation
Federal Railroad Administration



TIME TABLE NO. 92

In Effect at 12:01 A.M.

Alaska-Hawaii Standard Time
SUNDAY, SEPTEMBER 30, 1973

SAFETY FIRST

For the Government of Employees Only

W. S. JOHNSTON
General Manager

D. L. ALLEN
Assistant
General Manager

W. C. DAVIDSON
Operations Officer

SOUTHWARD

SEWARD SUB-DIVISION

NORTHWARD

Second Class	First Class	Capacity of Siding	Rule 6-A Signs	TIME TABLE NO. 92 SEPTEMBER 30, 1973		Distance from Seward	First Class	Second Class
				STATIONS				
			BKOP WXYZ	TO	R ANCHORAGE ②①	114.3		
		44			5.0 CAMPBELL	109.3		
		67			3.1 TURNAGAIN	106.2		
		43	P		5.6 POTTER	100.6		
		21			7.1 RAINBOW ②	93.5		
		96			4.8 INDIAN	88.7		
		49			7.0 BIRD	81.7		
		37	P		7.2 GIRDWOOD	74.5		
					4.0 KERN	70.5		
			JPXY		6.5 PORTAGE ②	64.2		
		50 (S)	P		8.4 SPENCER	55.8		
		7 (S)	PY		4.8 TUNNEL	51.0		
		40	P		6.1 GRANDVIEW	44.9		
		88	PY		4.9 HUNTER	40.0		
					6.2 JOHNSON	33.8		
		15	PX		4.5 MOOSE PASS ②①	29.3		
		75	P		4.8 CROWN POINT	24.5		
					1.2 LAWING	23.3		
			P		4.9 PRIMROSE	18.4		
		45	P		6.4 DIVIDE ②	12.0		
		30			5.1 WOODROW	6.9		
			BKOP WXY		6.9 R SEWARD ①	0.0		
					(114.3)			
					Time over Sub-Division Average Speed per Hour			

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

LOCATION OF INDUSTRIAL AND OTHER TRACKS

M.P.		Car Capacity
24.4	Industrial Spur.....	(S) 3
105.05	Industrial Spur.....	(S) 8
105.1	Saw Mill Spur.....	(S) 12
105.6	Industrial Spur.....	(S) 7
108.8	Industrial Spur.....	(S) 24
109.2	Industrial Spur.....	(N) 10
109.3	Industrial Spur.....	(N) 17
109.5	Industrial Spur.....	(N) 20
109.8	Industrial Spur.....	(S) 50
109.9	Industrial Spur.....	(N) 8
110.2	Airport Spur.....	(N)
110.3	South Chugach Spur.....	(S) 11
110.5	North Chugach Siding.....	23
111.1	Industrial Spur.....	(N) 5

SOUTHWARD		ANCHORAGE-HEALY SUB-DIVISION				NORTHWARD				
Second Class	First Class 5		Capacity of Siding	Rule 6-A Signs	TIME TABLE NO. 92 SEPTEMBER 30, 1973		Distance from Seward	First Class 6		Second Class
	Wednesday	Sunday			STATIONS			Tuesday	Saturday	
	L	12:19 PM		BJKOP WXYZ	TO R	HEALY ②①	358.1	A	5:24 PM	
	f	12:29	14	P		2.4 GARNER	355.7	f	5:14	
	s	1:00	50	PXY		7.8 MCKINLEY PARK ②①	347.9	s	4:45	
	f	1:10		P		4.2 LAGOON	343.7	f	4:33	
	f	1:29	25	P		9.3 CARLO	334.4	f	4:13	
	f	1:44	100	PY		7.7 WINDY	326.7	f	3:56	
	s	1:59	36	P		7.2 CANTWELL	319.5	s	3:41	
	f	2:12	20	P		7.0 SUMMIT	312.5	f	3:28	
	f	2:25	83	PXY		8.2 BROAD PASS ②	304.3	f	3:14	
	f	2:35	82	P		7.2 COLORADO	297.1	f	3:01	
	f	2:54	111	P		8.4 HONOLULU	288.7	f	2:46	
	f	3:14	48	P		7.3 HURRICANE ②	281.4	f	2:23	
	f	3:29	42	PY		7.6 CHULITNA	273.8	f	2:01	
	f	3:41	42	P		5.4 CANYON	268.4	f	1:46	
	f	3:51	35	P		5.2 GOLD CREEK	263.2	f	1:35	
	f	4:01	29	P		5.5 SHERMAN	257.7	f	1:25	
	f	4:25	#1-60 #2-50	PWXY		9.2 CURRY ②①	248.5	f	1:08	
	f	4:45	58	P		12.3 CHASE	236.2	f	12:43	
	s	5:02	88	P		9.5 TALKEETNA ②①	226.7	s	12:29	
	f	5:19	80	P		11.4 SUNSHINE	215.3	f	12:11	
	f	5:29	89	P		6.0 MONTANA	209.3	f	12:02 PM	
	f	5:41	27	P		7.0 CASWELL	202.3	f	11:49 AM	
	f	5:55	32	P		8.4 KASHWITNA	193.9	f	11:36	
	f	6:10	80	PXY		8.2 WILLOW ②	185.7	f	11:23	
	f	6:28	50	P		10.8 HOUSTON	174.9	f	11:05	
	f	6:41	33(N)	P		8.4 PITTMAN	166.5	f	10:52	
	s	6:53	62	P	TO	6.7 WASILLA ②①	159.8	s	10:42	
	f	7:18	40	JPXY		9.1 MATANUSKA	150.7	f	10:18	
	f	7:34	33	P		9.5 EKLUKNA	141.2	f	10:00	
	f	7:45	42	P		4.9 BIRCHWOOD	136.3	f	9:50	
	f	8:05	14	P		9.7 EAGLE RIVER	126.6	f	9:30	
	f	8:21	82	PX		7.5 WHITNEY	119.1	f	9:15	
	A	8:40 PM		BKOP WXYZ	TO R	4.8 ANCHORAGE ②①	114.3	L	9:00 AM	
						(243.8)				
		8:23 29:02				Time over Sub-Division Average Speed Per Hour			8:24 29:02	

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
(Additional Stops on Signal - See Following Page)

ANCHORAGE-HEALY SUBDIVISION

ADDITIONAL STOPS ON SIGNAL

No. 5 and 6

M.P. 147.5
 Nancy, M.P. 180.7
 M.P. 188
 Little Willow, M.P. 190.5
 Fishlake, M.P. 221.3
 Gravel Pit, M.P. 232
 M.P. 233.5
 M.P. 238.4
 M.P. 239.5
 Lane, M.P. 241.7
 M.P. 244.6

LOCATION OF INDUSTRIAL AND OTHER TRACKS

M.P.			Car Capacity
131.1	Spur.....	(S)	60
131.4	Spur.....	(N)	75
135.8	Storage Yard.....		284
140.2	Spur.....	(S)	30
142	Spur.....	(N)	70
*147.5	Spur.....	(S)	12
158.7	Spur.....	(S)	9
223.6	Spur.....	(N)	26
226.7	House Track.....		25
231.6	Gravel Pit.....		50
281.4	Spur, off siding....	(N)	3
301.5	Spur.....	(N)	20
304.3	Snow Fleet Track.		29
312.5	Spur, off siding....	(N)	4
319.5	Ramp spur, off siding	(N)	8
326.7	Spur, off siding.....	(S)	20
*350.6	Spur.....	(N)	16

*Unsafe for engines beyond clearance point.

SOUTHWARD

NENANA SUB-DIVISION

NORTHWARD

Second Class	First Class 5		Capacity of Siding	Rule 6-A Signs	TIME TABLE NO. 92	Distance from Seward	First Class 6		Second Class
	Wednesday	Sunday			SEPTEMBER 30, 1973		Tuesday	Saturday	
	L	9:00 AM			TO R FAIRBANKS ①	470.3	A	8:55 PM	
	f	9:15	14(N)		7.3 HAPPY	463.0	f	8:35	
	f	9:30	15(N)	P	6.8 DOME ②	456.2	f	8:20	
	f	9:40	83	P	5.4 SAULICH	450.8	f	8:10	
	f	9:57	41	P	11.3 STANDARD	439.5	f	7:52	
	f	10:08	85	P	7.9 DUNBAR	431.6	f	7:41	
	f	10:24	77	P	11.2 BERG	420.4	f	7:25	
	f	10:32	83	P	5.0 NORTH NENANA ②	415.4	f	7:17	
	s	10:44		PXY	3.7 TO NENANA ①	411.7	s	7:07	
	f	10:59		P	10.4 JULIUS	401.3	f	6:47	
	s	11:14	83	PY	8.4 CLEAR SITE	392.9	s	6:32	
	f	11:33	19	P	11.7 BROWNE	381.2	f	6:12	
	f	11:48 AM	18	P	10.0 FERRY	371.2	f	5:57	
	f	12:01 PM			7.9 LIGNITE	363.3	f	5:44	
	A	12:09 PM		BJKOP WXYZ	5.2 TO R HEALY ② ①	358.1	L	5:34 PM	
					(112.2)				
		3:09 35:62			Time over Sub-Division Average Speed per Hour			3:21 33:49	

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

ADDITIONAL STOPS ON SIGNAL

No. 5 & 6

M.P. 388

M.P. 394.9

Industrial Spur M.P. 453

LOCATION OF INDUSTRIAL AND OTHER TRACKS

M.P.

Car Capacity

362.4	Industrial Siding.....	23
388.0	Outfit Spur.....	(S) 27
	Gravel Pit.....	(S) 70
392.2	Spur.....	(N)
392.9	Industrial Siding.....	
432.6	Spur.....	(N) 3
453	Industrial Spur.....	(N) 37

SOUTHWARD					WHITTIER SUB-DIVISION		NORTHWARD	
Second Class	First Class	Capacity of Siding	Rule 6-A Signs	Distance from Portage	TIME TABLE NO. 92 SEPTEMBER 30, 1973	Distance from Whittier	First Class	Second Class
					STATIONS			
			JPXY	0.0	PORTAGE ② 5.3	12.4		
			P	5.3	MORAINE 7.1	7.1		
			PWXY	12.4	TO WHITTIER ① ②	0.0		

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

LOCATION OF INDUSTRIAL AND OTHER TRACKS
M.P. Car Capacity
8.3 Gravel Pit..... (S) 60

SOUTHWARD					SUTTON SUB-DIVISION		NORTHWARD	
Second Class	First Class	Capacity of Siding	Rule 6-A Signs	Distance from Palmer	TIME TABLE NO. 92 SEPTEMBER 30, 1973	Distance from Matanuska	First Class	Second Class
					STATIONS			
		26	PX	0.0	TO PALMER ① 6.5	6.5		
		37	JPXY	6.5	MATANUSKA	0.0		

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

LOCATION OF INDUSTRIAL AND OTHER TRACKS
M.P. Car Capacity
5.1 Spur..... (S) 14

SOUTHWARD					EIELSON BRANCH		NORTHWARD	
Second Class	First Class	Capacity of Siding	Rules 6-A Signs	Distance from Eielson	TIME TABLE NO. 92 SEPTEMBER 30, 1973	Distance from Fairbanks	First Class	Second Class
					STATIONS			
			XY	0.0	EIELSON 11.7	28.0		
		13	X	11.7	NORTH POLE 12.5	16.3		
			XY	24.2	FT. WAINWRIGHT 3.8	3.8		
			BJKOP WXYZ	28.0	TO R FAIRBANKS ①	0.0		

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

LOCATION OF INDUSTRIAL AND OTHER TRACKS
M.P. Car Capacity
5.9 Airport Spur..... (S)
9.0 Industrial Siding.....
12.9 Green Spur..... (N) 6
24.1 Spur..... (N) 8

SPECIAL INSTRUCTIONS

1. EMPLOYEES ARE FORBIDDEN TO RIDE:

- a. On engine footboard, between engine and car, when cars are being pushed.
- b. Between engine and car, between stations on front end of engines, or on engine pilots.
- c. On buffers, drawbars, brake beams, grab irons, brake wheels and ladders on facing end of cars that are being pushed.
- d. On ends of cars containing loads that might shift.
- e. On footboards of engines or on sides of cars or ends of cars going in or out of depressed tracks.
- f. Not more than two employees are permitted on front footboard of a moving engine and then they must be separated by the drawbar. They must alight to clear before a coupling is made. While riding on the leading footboard crossing over from one footboard to the other by swinging around the face of the drawbar is prohibited.

2. TRAIN AND AIR INSPECTION:

Pressure maintaining feature will be voided during the following air brake tests:

- Rule 420 Yard Plant terminal test.
- Rule 421 Tail hose test.
- Rule 422 Rear end test.
- Rule 446 Terminal test by Car Inspectors.
- Rule 448 Terminal test by Trainmen.
- Rule 449 Road test by Trainmen.

This pressure maintaining feature must also be voided when handling passenger trains in graduated release.

Terminal air tests will be made on all trains before departing the following stations: Seward, Whittier, Anchorage, 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, on freight trains and Rule 449 on passenger trains. Before leaving the following stations, all trains must have the required air brake pressure: DIVIDE, GRANDVIEW, HURRICANE.

When speed of train can be controlled by use of engine throttle and independent engine brakes, no train brakes should be applied during roll-by inspections being conducted by carman or trainman.

Running brake tests in accordance with Rule 447 should be made only after roll-by inspections are completed.

3. 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.

Grandview and Placer River Bridge at M.P. 54.3
Grandview and Woodrow, when train consists of 50% or more loads.

Except: Between M.P. 54.3 and Woodrow, when using 1500, 2000 and 2500 Class engines with dynamic brakes in operation, retainers will be turned up solid on head end of train as follows:

TABLE

With 6 units with dynamic brakes to be turned up on all tonnage	in operation, retainers in excess of 4860 tons.
With 5 units with dynamic brakes to be turned up on all tonnage	in operation, retainers in excess of 4050 tons.
With 4 units with dynamic brakes to be turned up on all tonnage	in operation, retainers in excess of 3240 tons.
With 3 units with dynamic brakes to be turned up on all tonnage	in operation, retainers in excess of 2430 tons.
With 2 units with dynamic brakes to be turned up on all tonnage	in operation, retainers in excess of 1620 tons.
With 1 unit with dynamic brakes to be turned up on all tonnage	in operation, retainers 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 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

	Class
NORTHWARD	1500-1800 2000-2500
Seward to Divide.....	810
Divide to Hunter.....	1420
Hunter to Grandview.....	810
Grandview to Potter.....	4000
Whittier to Portage.....	2600
Potter to Anchorage.....	2000
Anchorage to Canyon.....	1750
Canyon to Honolulu.....	1000
Honolulu to Colorado.....	1000
Colorado to Summit.....	1500
Summit to Healy.....	2500
Healy to Nenana.....	3000
Nenana to North Nenana.....	2500
North Nenana to Eielson.....	2500
Matanuska to Palmer.....	2000
SOUTHWARD	
Eielson to Happy.....	1800
Happy to North Nenana.....	3000
North Nenana to Honolulu.....	1700
Honolulu to Hurricane.....	1300
Hurricane to Anchorage.....	2000
Palmer to Matanuska.....	3000
Anchorage to Turnagain.....	2000
Turnagain to Spencer.....	2500
Portage to Whittier.....	2600
Spencer to Tunnel.....	750
Tunnel to Grandview.....	500
Grandview to Primrose.....	3360
Primrose to Seward.....	690

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

4. TRAIN INSPECTION:

Portage (Except trains originating at Whittier)
Willow (Freight Trains)
Hurricane (Northward Freight Trains)
Honolulu (Southward Freight Trains)
Clear Site (Northward Freight Trains)
Berg (Southward Freight Trains)

When a train stops for any reason at the station on either side of the designated inspection point, train will be inspected and train may pass designated inspection point without stopping for inspection, except Southward Freight Trains Must Make Inspection at Honolulu and Northward Freight Trains at Hurricane. Delay report must indicate place where inspection was made. Mixed trains will perform freight train inspection at freight train inspection points as designated in Time Table Special Instructions.

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 SUBDIVISION

Southbound trains { M.P. 54.3 Placer River Bridge
to Grandview
M.P. 14.5 Snow River Bridge
to Divide

Northbound trains { Woodrow to Divide
Hunter to Grandview

ANCHORAGE HEALY SUBDIVISION

Northbound trains { Canyon to Hurricane
Honolulu to Colorado

Southbound trains Honolulu to Hurricane

NENANA SUBDIVISION

Northbound trains 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.

5. SETTING OUT CARS:

When setting out freight cars and/or passenger cars, the handbrake must be left applied and reservoirs drained.

When freight cars are set out on a grade, a 15-pound application will be made prior to setting the hand brakes and all reservoirs drained, and a 10-pound application will be made before setting hand brakes on passenger cars set out and reservoirs must be drained.

After reservoirs are drained on freight and passenger equipment, set out with hand brake applied, attention must be given to the chain of the hand brake to determine if it has parted.

When cars are set out in sidings intersected by highway crossings, cars are not to be left less than 100 feet each side of crossing in order to provide maximum visibility to vehicles.

When cars are placed into storage (except empty gons, empty hopper and empty flat cars) they are to be separated into groups of five cars with a minimum of fifty feet between the group of five. Cars stored containing flammable material such as cross ties, piling and related material must be separated as above, and in addition, not placed on adjacent tracks where fire could be transmitted from one track to another.

6. DRAGGING EQUIPMENT DETECTOR INDICATORS:

Dragging equipment detector indicators are located at the following locations:

M.P. 107.8 and M.P. 123.0

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

b. 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.

c. 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.

d. 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.

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

f. 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 e and f, the imperfect operation of detector must be reported to the Train Dispatcher

7. MAXIMUM SPEEDS PERMITTED:

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

Trains handling combination freight and passenger equipment will not exceed speed prescribed for freight trains.

Passenger Trains.....	49 MPH
Freight and Mixed Trains.....	49 MPH
Through all crossovers and turnouts.....	8 MPH

SPECIAL INSTRUCTIONS

The above speeds are subject to the restrictions of maximum speeds in miles per hour as shown by zones under each subdivision. 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 engineman's 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.

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

Ice Chipper Car X3000 through tunnels.....	15 MPH
Wrecking Crane No. 55.....	40 MPH
Wrecking Cranes Nos. 56, 57.....	30 MPH
Wrecking Cranes over bridges (except No. 55)	20 MPH
Cranes on Wheels.....	25 MPH
Spreaders operated in snow removal.....	35 MPH
Locomotive Cranes 103, 104 and 105.....	35 MPH
Locomotive Crane 106.....	25 MPH

All diesel engines dead in tow will be placed immediately behind the road engines.

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

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

Under no circumstances should diesel electric locomotives 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).

SEWARD SUBDIVISION

8. SPEED RESTRICTIONS:

Between:	Zone	Maximum Speed Permitted	
		Passenger	Freight
Seward and M.P. 8		35	35
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.....		35	35
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.....		35	35
Portage and Indian.....		30	30
Indian and Potter.....		45	45
Potter and Turnagain.....		49	49
Turnagain and M.P. 108.....		45	45
M.P. 108 and Anchorage.....		30	30

9. CLEARANCE PROVISIONS & EXCEPTIONS RULE 83(B):

ANCHORAGE:

Train order offices Anchorage Passenger Depot and Anchorage Yard Office will not issue wire failure clearances.

PORTAGE:

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

10. TUNNEL RESTRICTIONS:

Tunnel 52.7 - Watch for falling rocks.

11. SEWARD:

Main track begins and ends at switch located at M.P. 2.9. Movements over all tracks south of this switch will be controlled same as other yard tracks.

Cars must not be kicked or dropped on dock tracks.

12. WOODROW:

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

13. CROWN POINT:

Cars set out on this siding must have sufficient hand brakes set in descending direction of grade to prevent uncontrolled movement of cars.

Crossover switch on siding normal position for movement through siding.

Gate across Phillips' Spur 75 feet from frog secured with switch lock, must be opened before performing any switching into spur and must be closed and locked when such switching is completed.

14. HUNTER:

Tail of wye is 300 feet long.

15. TUNNEL:

Tail of wye is 143 feet long.

When cars are set out they must be secured with hand brakes 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:

Inspection point for freight trains in addition to Rule 110 except freight trains originating at Whittier. Normal position of the main track junction switch is for the Whittier Subdivision.

The tail track of the wye is connected with Whittier Subdivision main track. 10 MPH on south leg of wye.

Gauntlet track with side ramp installed on Track No. 1, Old Yard 150 feet south of North Switch and is 400 feet long. Side ramp 65 feet long. Close clearance.

Yard trackage, clearance point to clearance point, Track No. 1 Old Yard is 1,420 feet.

17. ANCHORAGE:

Anchorage-Healy Subdivision special instructions will govern Anchorage Yard.

SPECIAL INSTRUCTIONS

18. DERAILS:

Crown Point - South end of siding.
 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 handbrakes set on each end of cut to safely secure cars, and when derails are not in use rail clamps will be placed on down end of car set out. Crews picking up cars must remove rail clamp, when not in use, must be placed on broom rack by switch stand. Enginemen will make application of air when preparing to set out cars so all ice and snow will be removed from brake shoes.
 Turnagain - North and south end of siding.

WHITTIER SUBDIVISION

19. SPEED RESTRICTIONS:

Between:	Zone	Maximum Speed Permitted	
		Passenger	Freight
Portage and M.P. 7.....		35	35
M.P. 7 and Whittier.....		25	25

20. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B)

PORTAGE:

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

21. EXCEPTION TO RULE 91:

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

22. PORTAGE:

10 MPH on south leg wye track.

Yard trackage, clearance point to clearance point, Present Track No. 1 New Yard is 4,630 feet.

23. PORTAGE AND WHITTIER TUNNELS:

Portage tunnel, M.P. 5.8 and Whittier tunnel, M.P. 2.5 have less than standard vertical clearance. Watch for falling rock in tunnels.

24. WHITTIER

The track extending between lead track switch, north end Whittier Yard, to end of track, known as the main track, will be discontinued as a main track, and movements over this track will be controlled same as other yard tracks. Tail of wye is 400 feet long.

When switching moves are being made over the car barge ramp at Whittier, the following provisions shall apply:

a. Cars or engines will not be placed in car barge ramp unless ramp is at rest on barge or ship.

b. Train line air must be cut in and operating on all cars, however, movement is to be controlled with straight engine air only, (engine brakes) and automatic brakes are not to be used, except in case of emergency.

c. When switching movements are being made over the car barge ramp at Whittier, only one engine is to be used, except when switching the Vessel "Alaska", two units may be used. All other engines will be set out and will not be a part of the engine consist.

d. All movements will be made, so movement can be stopped at any time. A safety stop will be made when one half car length from bumping block on car barge or sea train vessels.

e. When stop is made, one half car length from end of track, throttle will be closed and engine and cars must come to a complete stop.

f. Movement to and from car barges and sea trains will be made, handling not more than 2 tracks of cars, plus what cars are necessary to use as a handle to keep the engine off the bridge.

25. TUNNEL DOORS:

During the period of November 1 to April 15, inclusive, a signal in the form of a switch stand will govern train and engine movements through the tunnels on the Whittier Subdivision. This signal is located to the right of the track in the direction of approach in front of the entrance of each tunnel:

M.P. 2.5 WHITTIER TUNNEL and
 M.P. 5.8 PORTAGE TUNNEL FOR NORTHBOUND TRAINS and
 M.P. 6.7 PORTAGE TUNNEL and
 M.P. 5.0 WHITTIER TUNNEL FOR SOUTHBOUND TRAINS

These signals will display "STOP" indication except they will display "PROCEED" indication when doors are opened on each end of tunnel.

A signal is provided for each tunnel and such signal will display indication for movements through its respective tunnel.

After a train has entered the tunnel, the door must not be closed until after the train has cleared the far end of the tunnel.

Conductors of trains en route to Whittier will arrange to contact the Train Dispatcher via Radio approximately one (1) hour prior to expected arrival at Door 4.

Conductors of trains departing Whittier will arrange to contact the Tunnel Door Operators at Door 4 and Door 2, one (1) hour prior to estimated time of departure from Whittier, when practicable.

When communication fails, trains will proceed to signals and will be governed by signal indication displayed.

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

Door:	End	Normal	Position
No. 1 M.P. 2.5 Whittier tunnel.....	South	*Closed	XOpen
No. 2 M.P. 5.0 Whittier tunnel.....	North	*Closed	XOpen
No. 3 M.P. 5.8 Portage tunnel.....	South	*Closed	XOpen
No. 4 M.P. 6.7 Portage tunnel.....	North	*Closed	XOpen
* - Closed November 1st to April 15 inclusive			
X - Open April 16 to October 31 inclusive			

SPECIAL INSTRUCTIONS

ANCHORAGE-HEALY SUBDIVISION

26. SPEED RESTRICTIONS:

Zone Between	Maximum Speed Permitted	
	Passenger	Freight
Anchorage and M.P. 120.....	25	25
M.P. 120 and M.P. 139.....	35	35
M.P. 139 and M.P. 152.7.....	45	45
M.P. 152.7 and Wasilla.....	25	25
Wasilla and Curry.....	49	49
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.....	35	35
McKinley Park and Healy.....	20	15

27. REGISTER STATION EXCEPTIONS:

Anchorage dispatcher's office for first class or passenger extra trains when originating or terminating at Anchorage passenger station.

Anchorage yard office for all other trains.

28. EXCEPTIONS TO RULE 83(B):

Train order offices Anchorage Passenger Depot and Anchorage Yard Office will not issue wire failure clearances.

29. ANCHORAGE:

Track extending between M.P. 113.9 and M.P. 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 M.P. 113.9 and M.P. 116.5 will be lined for movement into Anchorage freight yard.

Crossing signals are installed on main track crossing at "C" Street, Anchorage. This crossing is equipped with gates which prohibit movement of highway traffic when signals are activated.

Rail movements will not be made over this crossing until crossing gates are in position to halt highway traffic, except as provided by Rule 103, if signals become inoperative.

At Port of Anchorage City Dock, due to curvature of track, engines will not be permitted beyond approach on dock face tracks.

When placing cars for use of the Port of Anchorage City Dock, they are to be left on the approach where they can be moved by dock tractor.

In operation of yard engines between Anchorage and Whitney, air brakes must be cut in and operative.

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

30. DERAIS:

Powder Spur
(M.P. 131.1)..... 363 feet and 1089 feet north of
main track switch.

Gravel Pit
(M.P. 131.4)..... 75 feet from main track.

Birchwood
Storage Yard
(M.P. 136.3)..... 218 feet south of north lead switch

*Chase..... South end of siding
*Canyon..... South end of siding
*Chulitna..... South end of siding
*Hurricane..... South end of siding
Windy..... 150 feet from end of tail track of wye
McKinley Park..... North end ARC track

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

31. CALL-UP STATIONS:

Conductors of northbound First Class trains will call Dispatcher from Whitney and report arrival time. Radio may be used when contact is to Dispatcher direct.

Willow: Conductors of all trains will call Dispatcher.

Matanuska: Conductor of First Class trains will call Dispatcher.

Hurricane: Call-up station for Northward trains.

Honolulu: Call-up station for Southward trains.

32. 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.

33. FORT RICHARDSON:

Fixed signals, manually operated, displaying indications by means of colored lights are located on Elmendorf AFB 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.

Normal position of signal 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.

Derauls 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.

34. WHITNEY:

When cars are left on the Whitney Siding, they are to be placed south of the road crossing.

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.

SPECIAL INSTRUCTIONS

35. BIRCHWOOD

Yard trackage, clearance point to clearance point, Track No. 1 Storage Yard is 5,040 feet.

36. MATANUSKA:

The leaving time at Matanuska of all southward trains on the Anchorage-Healy Subdivision will apply at the Sutton Subdivision Junction Switch.

Junction switch set and locked for Anchorage-Healy Subdivision.

Tail of wye is the main track for Sutton Subdivision.

37. WASILLA:

Freight trains picking up or setting out at Wasilla in such a manner that would leave the highway crossings blocked with train, 10 minutes or more, must stop back a sufficient distance to leave the crossings clear, and perform work with engines or cars as may be necessary, or cut the crossing, whichever is more expeditious.

38. WILLOW:

Freight train inspection point. Tail of wye is 287 feet long.

39. CURRY:

Tail of wye is 359 feet long.

40. CHULITNA:

Tail of wye is 282 feet long.

41. HURRICANE:

Northbound freight train inspection point in addition to Rule 110.

42. HONOLULU:

Southbound freight train inspection point in addition to Rule 110.

43. BROAD PASS:

Tail of wye is 275 feet long.

44. WINDY:

Tail of wye is 300 feet long.

45. CANTWELL:

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

46. McKINLEY PARK:

Tail of wye is 425 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 wye track; blocks and rail clamp must be removed before coupling onto car.

Close side clearance on ramp track.

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

47. BETWEEN HEALY AND McKINLEY PARK:

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

48. HEALY:

Nenana Subdivision special instructions govern.

SUTTON SUBDIVISION

49. SPEED RESTRICTION:

Zone	Maximum Speed Permitted	
	Passenger	Freight
Between Matanuska and Palmer.....	20	20

50. SWITCH LAMPS:

Switch lamps will not be used.

51. MATANUSKA:

Junction switch set and locked for Anchorage-Healy Subdivision.

NENANA SUBDIVISION

(INCLUDING SUNTRANA AND EIELSON BRANCHES)

52. SPEED RESTRICTIONS:

Zone	Maximum Speed Permitted	
	Passenger	Freight
Between Healy and Saulich.....	49	49
Saulich and Fairbanks.....	40	40
Fairbanks to M.P. 5 (Eielson Branch)	10	10
M.P. 5 to Eielson.....	20	20
Airport Spur (Eielson Branch).....	20	20
Healy and Suntrana.....	15	15

53. 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.

54. CALL-UP STATIONS:

CLEAR SITE - Northward Extra Trains call Train Dispatcher.

BERG - Southward Extra Trains call Train Dispatcher.

SPECIAL INSTRUCTIONS

55. HEALY:

Tail of wye is 107 feet long.

Junction switch is set and locked for Nenana Subdivision. Normal position of switch to Suntrana Branch on new storage track is for movements over new storage track.

Crossover switch at the north end of No. 1 track on which derail is located. Close clearance Cripple Creek coal tipple.

a. Suntrana Coal Tipple: Low overhead restricted clearance will not clear an engine or high car under the coal loading chutes on Tracks 2 and 3.

b. Vitro Coal Tipple: Low overhead restricted clearance will not clear an engine or high car under the coal loading chutes on Goat Siding and Cripple Creek Siding.

c. Healy B-R Spur: Low overhead restricted clearance will not clear engine or high car with coal loading chute down.

56. DERAIS:

Murphy Dome (M.P. 453) 100 feet south of frog.

57. CLEAR SITE:

Freight train inspection point for northward freight trains. Tail of wye is 1000 feet long. Coal thaw shed Tracks 1 and 2 will not clear top of locomotive. Close clearance on shed tracks and gas turbine track.

58. BERG:

Freight train inspection point for southward freight trains.

59. NENANA:

Tail of wye is 440 feet long.

Close clearance on Union Oil spur 300 feet south of switch.

Yard trackage, clearance point to clearance point, passing track is 3,250 feet.

60. FAIRBANKS:

Tail of wye is 1000 feet long.

61. BETWEEN FAIRBANKS AND EIELSON AND AT EIELSON:

Close overhead clearance of wires.

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

62. EIELSON:

Tail of wye is 350 feet long.

63. YARD LIMITS:

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

GENERAL INSTRUCTIONS

64. KICKING AND DROPPING OF CARS:

Power cars, cars containing vans or shipping platforms and cars containing vans on wheels are not to be kicked or dropped.

65. LOADING, HANDLING HEAVY EQUIPMENT:

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 Railroad 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. 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.

When loading dozers to well deck cars, the blade of the dozer will set on the elevated portion of the car and be blocked and lashed accordingly.

66. WYES AND DERAIS:

No wye will be blocked with cars unless authorized by the Operations Officer.

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

67. PASSES OF T & T LINEMEN:

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.

68. SNOW PLOW SPEED:

When trains or engines are plowing snow with the plow of the engine in such a manner that snow thrown by the engine plow would damage buildings, cars or outfit cars on adjacent tracks, speed of trains will be reduced in order to avoid any damage.

SPECIAL INSTRUCTIONS

69. 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.

Whenever wild game animals are killed by trains, a report must be made to the Dispatcher.

70. 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.

71. CARS:

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

When necessary to store cars on such tracks where there are bridges, distance between cars and bridge must be not less than 150 feet.

ARR 8000 series box cars measure ATR 16 feet, 9 inches and at the extreme height, 10 feet 2 inches wide.

These cars will not clear for placement to the inside of any warehouse, freight house sheds, or other building doorways.

These cars will not clear roof projections extending from buildings over tracks.

72. 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.

Switch lists must show in the first columns 'Dangerous' or 'Explosive' cars by letter '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.

73. COMMUNICATIONS

- ① Indicates station to train radio installation.
- ② Indicates radio installation establishing contact between train dispatcher and trains.

All on track equipment may establish contact with train dispatcher's office when within range of radio stations designated ② by depressing dispatcher's call switch on radio for five (5) seconds.

Contact and communication is then carried on between train and train dispatcher in a radio-like manner.

Train orders may be transmitted via radio system between train and train dispatcher's office and qualified operating personnel as described by Rules of the Operating Department.

74. TIME SERVICE:

Approved railroad grade watches are:

POCKET WATCHES

16 size, lever set 21 jewel movement, pendant at figure 12

WRIST WATCHES

B.W. Raymond, 23 jewel movement, size 13-0.

Ball, 13 ligne size, 21 jewel movement. Official Railroad Standard, 1604B Model.

Bulova Accutron 202, with railroad dial

Universal Geneve 'Unisonic' RR-52-0

Universal Geneve RR-1205-0

Fancy, decorated watches or those with luminous or radium dial or hands, or gold hands, are prohibited. Nonbreakable crystals must not be used.

Employees must have their railroad grade watches in use, registered with the Office of Transportation on Form 1911. Watches not registered with the Transportation Office on Form 1911 must not be used.

75. POWER CAR ATTENDANTS:

No member of a crew is to give attendants permission to work about trains, vans or cars, without first notifying the Conductor or Engineer, and no train movements are to be made until the Conductor of the train has assured himself of the safety of the attendant.

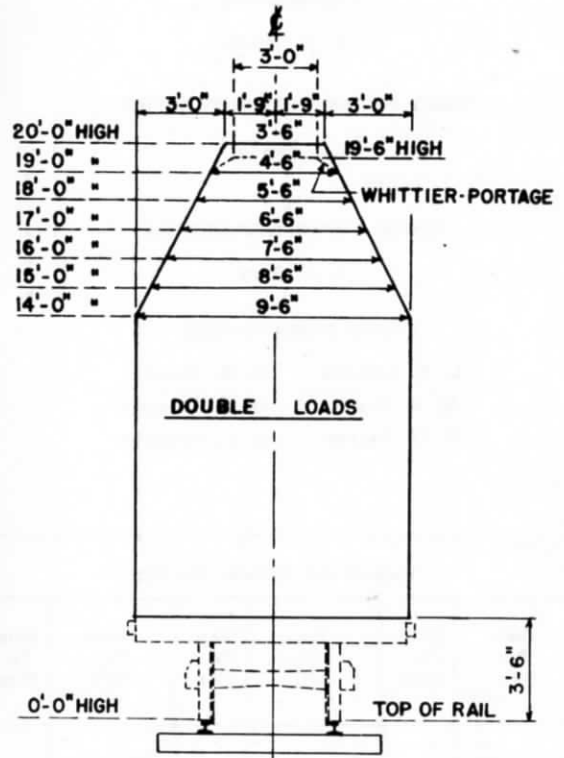
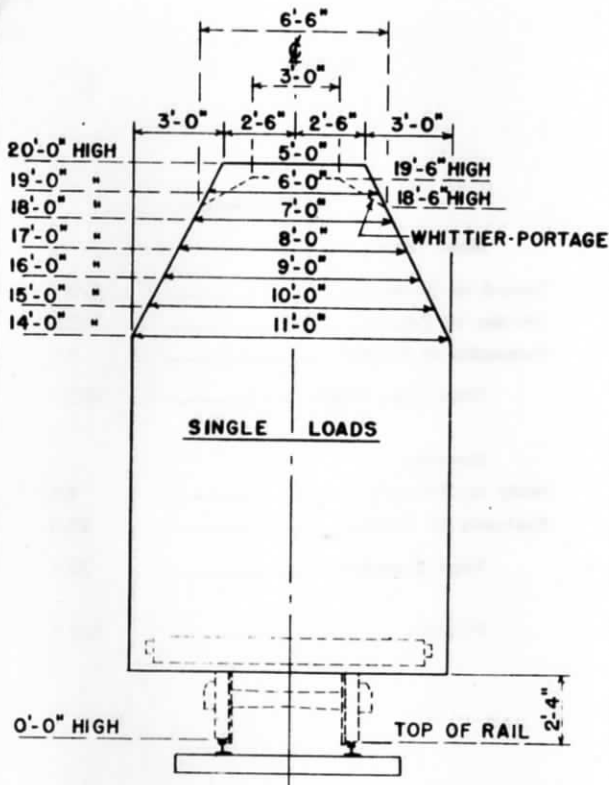
76. HIGHWAY CROSSING SIGNALS:

At locations where crossings at grade are protected by automatic crossing signals, it should be noted that any auxiliary track paralleling the main track and crossing the same crossing, that the auxiliary track is not connected, nor will it activate the automatic highway signal warning device.

Therefore, the use of auxiliary tracks at such locations intersecting crossings at grade, is to be made in accordance with Rule 103 of the Operating Rules governing the protection of public crossings.

SPECIAL INSTRUCTIONS

77. LOADING DIAGRAM:



MAXIMUM LOADING DIAGRAM FOR SINGLE AND DOUBLE LOADS

Above Loading Diagrams are for Full Length Loads over Entire Line except, Maximum permissible height, clearance from top of rail to top of load is 19 feet 6 inches, for unrestricted clearance between McKinley Park and Healy and between Whittier and Portage. Allowances are made for length of load, curvature, Super-Elev., etc.

All Special Cases of Large Loading not within the above diagram limits will be determined by the Chief Engineer, through the Operation Officer's Office.

TRANSPORTATION OFFICERS

W. R. Strong J. L. Lindsey

TRAINMASTER

L. C. Nelson

ROAD FOREMAN-TRAINMASTER

W. E. Franklin

CHIEF TRAIN DISPATCHER

F. F. Price

TRAIN DISPATCHERS

L. E. LeQuire G. E. Bauer
 M. R. Frank D. L. Tempest
 C. H. Fortier J. E. Johnston

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

MILEAGE

Main Track

Seward to Fairbanks..... 470.3
 Whittier to Portage..... 12.4
 Matanuska to Palmer..... 6.5
Total Main Track..... 489.2

Branches

Healy to Suntrana..... 4.4
 Fairbanks to Eielson..... 28.0
Total Branches..... 32.4

TOTAL..... 521.6