

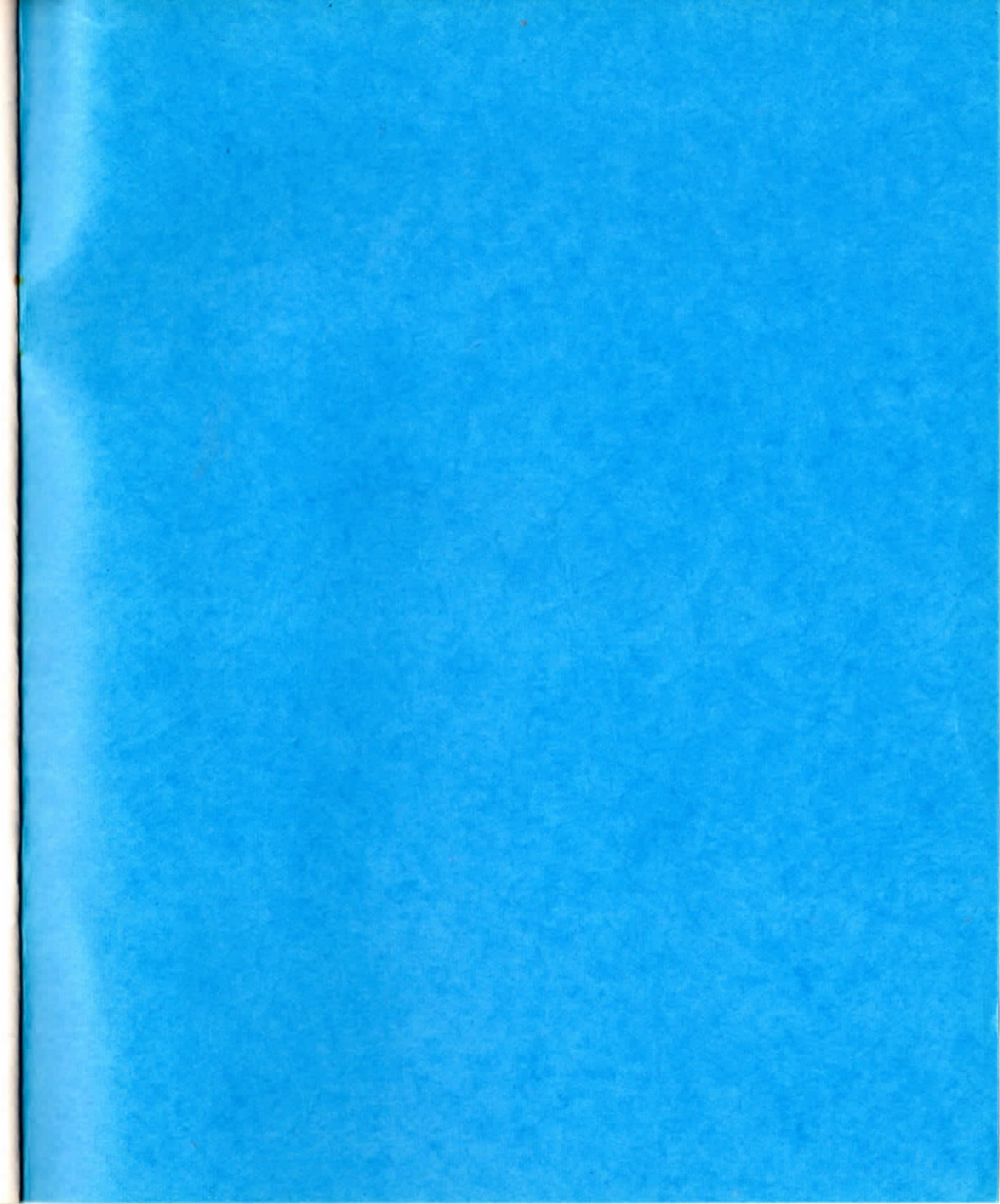
TIME TABLE NO. 114

In Effect at 12:01 A.M.
Alaska Daylight Savings Time
Friday, May 20, 1983

FRANK H. JONES
General Manager
and
Chief Executive Officer

A.T. POLANCHEK
Assistant General Manager

J.A. HEPWORTH
Superintendent of Transportation



THE SAFE WAY IS THE RIGHT WAY

Safety Starts With You

Notes

| SOUTHWARD | | SEWARD SUBDIVISION | | NORTHWARD | |
|--------------|----------------------------|--------------------|--------------------|-----------|--|
| Second Class | Capacity of Siding in feet | Rule 6(a) Signs | TIME TABLE 114 | Mile-Post | |
| 27 Daily | | | SIGNALS | | |
| L 11:00 AM | | BP R WYZ TO | Anchorage 5.0 | 114.3 | |
| 11:12 | 2,720 | X | Campbell 3.1 | 109.3 | |
| 11:18 | 3,011 | X | Turnagain 5.6 | 106.2 | |
| 11:27 | 2,176 | | Rotter 7.1 | 100.6 | |
| 11:38 | 1,105 | | Rainbow 4.8 | 93.5 | |
| 11:45 | 4,826 | | Indian 7.0 | 88.7 | |
| 12:01 PM | 2,508 | | Bird 7.2 | 81.7 | |
| 12:15 | 1,892 | | Girdwood 4.0 | 74.5 | |
| 12:24 | | | Kern 6.3 | 70.5 | |
| A 12:37 PM | | JPKY R | Portage 8.4 | 64.2 | |
| | 3,051 | P | Spencer 4.8 | 55.8 | |
| | | P | Tunnel 6.1 | 51.0 | |
| | 2,240 | P | Grandview 4.9 | 44.9 | |
| | 4,533 | FY | Hunter 6.2 | 40.0 | |
| | 990 | | Johnson 4.5 | 33.8 | |
| | 3,706 | P | Moose Pass 4.8 | 29.3 | |
| | | | Crown Point 1.2 | 24.5 | |
| | | | Loring 4.9 | 23.3 | |
| | 1,920 | | Primrose 6.4 | 18.4 | |
| | 1,618 | | Divide 5.1 | 12.0 | |
| | | BP R WY | Woodrow 6.9 | 6.9 | |
| | | | Seward (114.3) | 0.0 | |

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

| Between: | Maximum Authorized Speed Passenger | Freight |
|------------------------------------|---------------------------------------|---------|
| MP 2.9 and MP 4.0 (Yard Limit) | —RULE 93— | — |
| MP 4.0 and MP 8.1..... | 35 | 35 |
| MP 8.1 and MP 14.6..... | 25 | 25 |
| MP 14.6 and MP 40.5..... | 35 | 35 |
| MP 40.5 and MP 47.5..... | 25 | 25 |
| MP 47.5 and MP 53.6..... | 20 | 20 |
| MP 53.6 and MP 62.1..... | 40 | 40 |
| MP 62.1 and MP 65.3 (Yard Limit) | —RULE 93— | — |
| MP 65.3 and MP 88.2..... | 30 | 30 |
| MP 88.2 and MP 100.0..... | 45 | 40 |
| MP 100.0 and MP 105.0..... | 45 | 45 |
| MP 105.0 and MP 113.9 (Yard Limit) | —RULE 93— | — |
| ANCHORAGE INTERNATIONAL AIRPORT | | |
| MP 0.0 and MP 2.7 (Yard Limit) | 10 | 10 |

SEWARD SUBDIVISION

LOCATION OF OTHER TRACKS

| MP | | Switch Location | Capacity in feet |
|--------|--|-----------------|------------------|
| 24.4 | Phillips..... | S | 370 |
| 29.3 | Ramp Track, off siding..... | N | 236 |
| 51.0 | House Track..... | Both | 563 |
| 55.82 | Gravel Pit..... | N | 3,632 |
| 105.08 | Sawmill..... | S | 600 |
| 105.6 | Anchorage Sand & Gravel..... | Both | 3,180 |
| 106.2 | Team track off south end Turnagain Siding..... | N | 515 |
| 106.8 | P.L.C..... | N | 750 |
| 108.4 | Alago..... | Both | 1,760 |
| 108.4 | Warehouse off Alago Track..... | S | 850 |
| 108.8 | Gottstein..... | S | 1,200 |
| 109.22 | Alaska Welding..... | N | 850 |
| 109.29 | N.C..... | N | 1,000 |
| 109.37 | Grocers' Wholesale..... | N | 1,000 |
| 109.5 | Barrett..... | N | 850 |
| 109.63 | C.E.A..... | S | 2,500 |
| 109.63 | Anchorage Dis. Center off C.E.A. track..... | S | 1,200 |
| 109.66 | Palmer G. Lewis..... | N | 650 |
| 109.73 | Conrock..... | N | 2,750 |
| 109.73 | Stack Steel off Conrock track..... | N | 400 |
| 109.89 | Keystone..... | S | 700 |
| 109.89 | Marketing Assoc. off Keystone track..... | S | 450 |
| 110.37 | Seward Builders..... | S | 2,266 |
| 110.51 | Anchorage International Airport..... | N | |
| 110.52 | S.B.S. Truss..... | S | 550 |
| 111.1 | Alaska Distributors..... | N | 400 |

SOUTHWARD

WHITTIER SUBDIVISION

NORTHWARD

| | Rule 6(a) Signs | TIME TABLE 114 | Mile- Post |
|--|--------------------|--------------------|---------------|
| | | SIGNALS | |
| | JPKYR | Portage 5.3 | F 12.4 |
| | | Moraine 7.1 | F 7.1 |
| | FWKY | Whittier (12.4) | F 0.0 |

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

| Between: | Maximum Authorized Speed | |
|--------------------------------------|--------------------------|---------|
| | Passenger | Freight |
| MP F 2.4 and MP F 7.0..... | 25 | 25 |
| MP F 7.0 and MP F 10.0..... | 40 | 40 |
| MP F 10.0 and MP F 12.4 (Yard Limit) | —RULE 93— | |

LOCATION OF OTHER TRACKS

| MP | | Switch Location | Capacity in feet |
|---------|------------------|-----------------|------------------|
| Portage | New Yard Track 1 | Both | 4,240 |
| | New Yard Track 2 | Both | 3,960 |
| | New Yard Track 3 | Both | 3,785 |
| | New Yard Track 4 | Both | 3,585 |
| F 5.2 | Door #2 | N | 323 |

SOUTHWARD

ANCHORAGE-HEALY SUBDIVISION

NORTHWARD

| Second Class 3 Thurs. & Sun. | First Class 1 Daily | Capacity of Siding in feet | Rule 6(a) Signs | TIME TABLE 114 | Milepost | First Class 2 Daily | Second Class 4 Wed. & Sat. |
|------------------------------------|---------------------------|----------------------------------|--------------------|----------------------|----------|---------------------------|----------------------------------|
| | | | | SIDINGS | | | |
| L 3:26 PM | L 1:19 PM | | BROP R WVYZ TO | Healy 3.0 | 358.7 | A 3:11 PM | A 5:31 PM |
| f 3:35 | 1:27 | 745 | | Garner 8.0 | 355.7 | 3:03 | f 5:20 |
| s 4:10 | s 1:55 | House-2,021 ARC - 2,619 | PXY TO | Denali Park 5.0 | 347.7 | s 2:35 | s 4:56 |
| f 4:20 | 2:09 | 1,334 | P | Oliver 8.3 | 342.7 | 2:21 | f 4:36 |
| f 4:39 | 2:25 | | P | Carlo 7.7 | 334.4 | 2:05 | f 4:17 |
| f 4:54 | 2:40 | 5,450 | P | Windy 7.6 | 326.7 | 1:50 | f 4:02 |
| s 5:09 | 2:52 | 1,777 | P | Copbell 7.0 | 319.5 | 1:38 | s 3:48 |
| f 5:20 | 3:02 | | P | Summit 8.2 | 312.5 | 1:28 | f 3:37 |
| f 5:32 | 3:14 | # 1-4,159 # 2-1,441 | PY | Broad Pass 7.2 | 304.3 | 1:16 | f 3:25 |
| f 5:45 | 3:22 | 4,310 | P | Colorado 8.4 | 297.1 | 1:08 | f 3:15 |
| f 5:59 | 3:35 | 5,342 | P | Hopi 7.3 | 288.7 | 12:55 | f 2:57 |
| f 6:18 | 3:54 | 2,438 | P | Hurricane 7.0 | 281.4 | 12:36 | f 2:38 |
| f 6:33 | 4:08 | 2,112 | PY | Chulitna 6.4 | 273.8 | 12:22 | f 2:23 |
| f 6:45 | 4:19 | 2,132 | P | Canyon 5.4 | 268.4 | 12:11 | f 2:11 |
| f 6:54 | 4:27 | 5,274 | P | Gold Creek 5.5 | 263.2 | 12:02 PM | f 2:02 |
| f 7:04 | 4:36 | 1,470 | P | Sherman 9.2 | 257.7 | 11:53 AM | f 1:52 |
| f 7:20 | 4:51 | #1-3,016 #2-2,506 | WY | Curry 12.3 | 248.5 | 11:38 | f 1:36 |
| f 7:38 | 5:06 | 3,217 | P | Chase 9.5 | 236.2 | 11:23 | f 1:18 |
| s 7:52 | 5:18 | 4,391 | P TO | Talkeetna 11.4 | 226.7 | 11:11 | s 1:04 |
| f 8:07 | 5:32 | 3,999 | P | Sunshine 6.0 | 215.3 | 10:57 | f 12:48 |
| f 8:16 | 5:39 | 4,143 | | Mojana 7.0 | 209.3 | 10:50 | f 12:39 |
| f 8:26 | 5:47 | 1,328 | | Caswell 8.4 | 202.3 | 10:42 | f 12:29 |
| f 8:38 | 5:57 | 1,607 | | Kasawitna 8.1 | 193.9 | 10:32 | f 12:18 |
| f 8:49 | 6:07 | 6,288 | Y | Willow 10.4 | 185.7 | 10:22 | f 12:07 PM |
| f 9:04 | 6:19 | 2,442 | | Houston 8.8 | 175.3 | 10:10 | f 11:52 AM |
| f 9:16 | 6:29 | | | Pictman 6.7 | 166.5 | 10:00 | f 11:40 |
| s 9:26 | 6:37 | 3,214 | | Wasilla 9.1 | 159.8 | 9:52 | s 11:30 |
| f 9:46 | 6:55 | 1,917 | JXY | Matanuska 8.9 | 150.7 | 9:34 | f 11:10 |
| f 10:00 | 7:08 | 5,200 | | Ekvina 5.5 | 141.8 | 9:21 | f 10:57 |
| f 10:09 | 7:16 | #1-4,895 #2-4,446 #3-4,283 | | Birchwood 9.7 | 136.3 | 9:13 | f 10:48 |
| f 10:28 | 7:34 | | | Eagle River 7.5 | 126.6 | 8:55 | f 10:29 |
| f 10:44 | 7:48 | 4,095 | X | Whitney 4.8 | 119.1 | 8:41 | f 10:13 |
| A 11:00 PM | A 8:00 PM | | BROP R WVYZ TO | Anchorage (244.4) | 114.3 | L 8:30 AM | L 10:00 AM |

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

(Additional Stops on Signal - See Following Page)

ANCHORAGE-HEALY SUBDIVISION

| Between: | Maximum Authorized Speed | | LOCATION OF OTHER TRACKS | | | |
|--|--------------------------|---------|--------------------------|-----------------------------------|-----------------|----------------|
| | Passenger | Freight | MP | | Switch Location | Capac. in feet |
| MP 117.0 and MP 120.4 (Yard Limit).. | —RULE 93— | | | | | |
| MP 120.4 and MP 139.0..... | 35 | 35 | | | | |
| MP 139.0 and MP 149.8..... | 45 | 45 | | | | |
| MP 149.8 and MP 152.2 (Yard Limit).. | —RULE 93— | | | | | |
| MP 152.2 and MP 159.6..... | 30 | 25 | 131.1 | Powder Spur..... | S | 2,896 |
| MP 159.6 and MP 246.2..... | 49 | 49 | 131.4 | Gravel Pit..... | N | 2,336 |
| MP 246.2 and MP 248.8..... | 30 | 30 | 142.0 | Rock Pit..... | N | 2,936 |
| MP 248.8 and MP 255.0..... | 40 | 40 | 142.0 | Ramp, off Pit track..... | N | 1,006 |
| MP 255.0 and MP 261.0..... | 35 | 35 | 155.7 | Alago..... | S | 1,815 |
| MP 261.0 and MP 266.0..... | 40 | 40 | 158.7 | Hardwood Spur..... | S | 457 |
| MP 266.0 and MP 285.5..... | 35 | 35 | 159.8 | Track off siding..... | Both | 204 |
| MP 285.5 and MP 288.3..... | 25 | 25 | 161.6 | Spenard Builders Supply..... | Both | 675 |
| MP 288.3 and MP 292.1..... | 45 | 45 | 223.6 | Log Track..... | Both | 2,250 |
| MP 292.1 and MP 294.4..... | 30 | 30 | 223.6 | Gravel Pit Stub, off Log track... | N | |
| MP 294.4 and MP 303.5..... | 49 | 49 | 226.7 | House Track..... | Both | 1,408 |
| MP 303.5 and MP 320.0..... | 45 | 45 | 226.7 | Ramp, off House track..... | S | 203 |
| MP 320.0 and MP 346.4..... | 35 | 30 | 231.6 | Gravel Pit..... | Both | 3,449 |
| MP 346.4 and MP 347.1 (Yard Limit).. | —RULE 93— | | 248.5 | Ramp, off Track 2..... | N | 84 |
| MP 347.1 and MP 349.1 (Yard Limit).. | 20 | 15 | 312.5 | Summit..... | N | 2,013 |
| MP 349.1 and MP 357.5..... | 20 | 15 | 319.5 | Ramp, off siding..... | N | 290 |
| MP 357.5 and MP 358.7 (Yard Limit).. | 20 | 15 | 326.7 | Stub, off siding..... | S | 1,252 |
| | | | 333.7 | House Track..... | N | 330 |
| PALMER BRANCH | | | 334.2 | Carlo..... | S | 1,213 |
| MP A 0.0 and MP A3.5 (Yard Limit)..... | 20 | 20 | 347.9 | Ramp Track, off House Track..... | Both | 370 |
| MP A3.5 and End of Track (Yard Limit) | 10 | 10 | 350.6 | Outfit..... | N | 743 |

ADDITIONAL STOPS ON SIGNAL

Nos. 3 and 4

| | |
|----------|------------------|
| MP 166.2 | Rainbow Crossing |
| MP 190.5 | Little Willow |
| MP 221.3 | Fish Lake |
| MP 232.0 | Gravel Pit |
| MP 233.5 | |
| MP 238.4 | |
| MP 239.5 | |
| MP 241.7 | |
| MP 244.6 | |
| MP 257.0 | |
| MP 266.0 | |
| MP 269.0 | |
| MP 270.0 | |
| MP 275.4 | |

Lane

Stop on flag between stations and designated additional stops on signal.

PALMER BRANCH

| | Rule 6(a) Signs | TIME TABLE 114 | Mile- Post |
|--|--------------------|----------------|---------------|
| | | STATIONS | |
| | X | Palmer 6.5 | A 6.5 |
| | XY | Matanuska | A 0.0 |

Rule 93 in effect. Rule 97 does not apply.

LOCATION OF OTHER TRACKS

| MP | | Switch Location | Capacity in feet |
|--------|-----------------------------------|-----------------|------------------|
| A 1.44 | Alago..... | S | 1,800 |
| A 2.43 | Conrock..... | S | 4,000 |
| A 4.92 | Arcco..... | S | 700 |
| A 4.99 | Industrial Park..... | S | 2,950 |
| A 4.99 | Big Three, off Industrial Park... | S | 950 |
| A 5.2 | Husky..... | S | 550 |

| SOUTHWARD | | NENANA SUBDIVISION | | | NORTHWARD | | |
|-------------------|------------------|----------------------------------|--------------------|------------------------|---------------|------------------|-------------------|
| Second Class 3 | First Class 1 | Capacity of Siding in feet | Rule 6(a) Signs | TIME TABLE 114 | Mile- Post | First Class 2 | Second Class 4 |
| Thurs. & Sun. | Daily | | | STATIONS | | Daily | Wed. & Sat. |
| L 12:30 PM | L 10:30 AM | | BJCP R WKY TO | Fairbanks 7.3 | 470.3 | A 6:00 PM | A 8:30 PM |
| f 12:45 | 10:46 | | | Happy 6.8 | 463.0 | 5:44 | f 8:14 |
| f 12:59 | 11:00 | | P | Done 5.4 | 456.2 | 5:30 | f 8:00 |
| f 1:08 | 11:09 | 4,178 | P | Saulich 11.3 | 450.8 | 5:21 | f 7:51 |
| f 1:24 | 11:26 | 2,061 | P | Standard 7.9 | 439.5 | 5:04 | f 7:35 |
| f 1:35 | 11:37 | 4,260 | P | Dunbar 11.2 | 431.6 | 4:53 | f 7:24 |
| f 1:50 | 11:51 | 3,861 | P | Manley 5.0 | 420.4 | 4:39 | f 7:09 |
| f 1:57 | 11:57 AM | 4,156 | P | North Nenana 3.7 | 415.4 | 4:33 | f 7:02 |
| s 2:08 | 12:06 PM | | PKY | Nenana 10.4 | 411.7 | 4:24 | s 6:52 |
| f 2:24 | 12:19 | | P | Julius 8.4 | 401.3 | 4:11 | f 6:34 |
| f 2:38 | 12:32 | 4,016 | PY | Clear Site 11.7 | 392.9 | 3:58 | f 6:20 |
| f 2:53 | 12:46 | 977 | P | Browne 10.0 | 381.2 | 3:44 | f 6:05 |
| f 3:06 | 12:59 | 980 | P | Perry 8.9 | 371.2 | 3:31 | f 5:51 |
| f 3:17 | 1:09 | 8,417 | X | Usibelli Tipple 3.6 | 362.3 | 3:21 | f 5:40 |
| A 3:26 PM | A 1:19 PM | | BJCP R WKY TO | Healy | 358.7 | L 3:11 PM | L 5:31 PM |
| | | | | (111.6) | | | |

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

Between: Maximum Authorized Speed
Passenger Freight

| | | |
|--|--------------------|---------------|
| MP 358.7 and MP 359.4 (Yard Limit) .. | 20 | 15 |
| MP 359.4 and MP 364.3 (Yard Limit) .. | RULE 93 | 49 |
| MP 364.3 and MP 410.2 | 49 | 49 |
| MP 410.2 and MP 411.35 (Yard Limit) .. | RULE 93 | 25 |
| MP 411.35 and MP 413.4 (Yard Limit) .. | 25 | 20 |
| MP 413.4 and MP 415.1 | 25 | 25 |
| MP 415.1 and MP 431.8 | 49 | 49 |
| MP 431.8 and MP 456.2 | 40 | 40 |
| MP 456.2 and MP 463.1 | 30 | 30 |
| MP 463.1 and MP 466.9 | 40 | 40 |

EISEN BRANCH

| | | |
|--|----|----|
| MP G 0.0 and MP G 3.2 (Yard Limit) .. | 20 | 20 |
| MP G 3.2 and MP G 6.2 (Yard Limit) .. | 10 | 10 |
| MP G 6.2 and MP G 28.8 (Yard Limit) .. | 20 | 20 |

FAIRBANKS INTERNATIONAL AIRPORT

| | | |
|--|----|----|
| MP H 0.0 and MP H 10.0 (Yard Limit) .. | 10 | 10 |
|--|----|----|

SUNIFNA BRANCH

| | | |
|--|----|----|
| MP D 0.0 and MP D 4.0 (Yard Limit) .. | 10 | 10 |
| MP D 4.0 and END OF TRACK (Yard Limit) | 5 | 5 |

NEVANA SUBDIVISION

| ADDITIONAL SIGNS ON SIGNAL | | LOCATION OF OTHER TRACKS | |
|----------------------------|----|--------------------------|---|
| Nos. 3 and 4 | MP | | Capac. in Location feet |
| MP | | 362.3 | Usibelli Loading Tipple..... Both 8,417 |
| | | 362.6 | Outfit Track..... Both 1,112 |
| | | 371.2 | Ramp off Siding..... S 137 |
| 388.0 | | 388.0 | Gravel Pit..... S 3,500 |
| | | 388.0 | Outfit Track off Pit Track... S 1,516 |
| 394.0 | | 392.2 | Old Clear..... N |
| | | 392.9 | Main Base, off Tail of Wye.... |
| | | 392.9 | Short Pass..... Both 782 |
| 453.0 | | 411.7 | Long Pass..... Both 3,250 |
| | | 415.4 | Short Pass..... Both 350 |
| | | 432.6 | House Track..... N 202 |
| | | 456.2 | Dome..... N 750 |
| | | 463.0 | Happy..... N 718 |

Stop on flag between stations and designated additional stops on signal.

| SOUTHWARD | | EIELSON BRANCH | | NORTHWARD | |
|-----------|----------------------------------|--------------------|-----------------------|---------------|--|
| | Capacity of Siding in feet | Rule 6(a) Signs | TIME TABLE 114 | Mile- Post | |
| | | | SIMTONS | | |
| | | YX | Eielson 12.1 | G 28.0 | |
| | 1,496 | X | North Pole 12.1 | G 15.9 | |
| | | YX | Ft. Wainwright 3.8 | G 3.8 | |
| | | BROP R WXYZ TO | Fairbanks | G 0.0 | |

Rule 93 in effect. Rule 97 does not apply.

| LOCATION OF OTHER TRACKS | | | Switch Location | Capacity in feet |
|--------------------------|---------------------------------|--|--------------------|---------------------|
| MP | | | | |
| G 0.8 | G.V.E.A. Pole Yard..... | | S | 550 |
| G 1.2 | TAPS..... | | S | |
| G 6.0 | Fairbanks International Airport | | S | |
| G 8.1 | Salvage Yard..... | | S | |
| G 8.5 | Arctic Ready Mix..... | | Both | 707 |
| G 12.4 | Green Construction..... | | N | 299 |
| G 16.6 | Earth Resources..... | | S | 4,282 |
| G 24.1 | Bluff Spur..... | | N | 422 |

SPECIAL INSTRUCTIONS

NOTE: Changes in the Special Instructions from the previous Timetable will be shown in bold type for the life of the new Timetable only. This practice will in no way relieve employees whose duties are in any way affected by the Timetable from reading and being conversant with all instructions contained herein.

GENERAL INSTRUCTIONS ALL SUBDIVISIONS

1. EMPLOYEES ARE FORBIDDEN TO:

- a. Ride on ladders or grab irons on facing end of car, on drawbars, brake wheels, and on ends of cars containing loads that might shift.
- b. Occupy outside walkways, platforms, or work on locomotives when train is in motion, except that in case of necessity, this may be done but speed of train must not exceed 25 MPH.
- c. Ride on steps or front of locomotive in direction of travel while passing over road crossings, except during switching movements.

2. TIME SERVICE:

Approved railroad grade watches are:

POCKET WATCHES:

Ball, 16 size, 435C (21 jewels)
Bulova Quartz, Model 91A00-BW
Elgin, 16 size, BWR (571) (21 jewels)
Hamilton, 16 size, 950B (23 jewels)
Hamilton, 16 size, 992B (21 jewels)
Waltham, 16 size, Vanguard (Ser. Nos. 29, 634, 001, and up (23 jewels)
Zenith, 16 size, RR-56 (21 jewels)
And other 16 size, Lever Set, 21 jewel movement, Perdent at Figure 12

WRIST WATCHES:

Alpina Quartz, No. 9361
Ball, 13 ligne size, No. 1604B, Official Railroad Standard
Ball, Official Standard Trainmaster
B. W. Raymond, Size 13-0 (23 jewels)
Bulova, Accutron with Railroad Dial (17 jewels)
Bulova, Accutron 218 (Calendar Model) (17 jewels)
Bulova Quartz, RR-9362Q
Girard Perregaux, 431HF & 431HFO (17 jewels)
Hamilton, No. 505RR, 910916, 910917
Longines, RR-280 (17 jewels)
Pulsar Quartz, JG041, JG038
Rodania, RR-2780 Electronic (13 jewels)
Rodania Quartz, No. Q9361
Seiko Quartz, Railroad Approved
Universal Geneve "Unisonic," RR-52 & RR-52-0 (17 jewels)
Universal Geneve, RR-1205 & RR-1205-0 (19 jewels)
Wittnauer, RR-12 WT Electronic (13 jewels)
Wittnauer Quartz, No. 59605-Movement 2Q115C
Wyer Quartz, RR-9361Q
Zenith, 120T (18 jewels)

Employees must have their railroad-grade watches registered with the Transportation Department on Form 1911. Watches not registered with the Transportation Department must not be used. Only the approved railroad-grade watch is to be carried while on duty.

3. SWITCHING RESTRICTIONS:

Locomotives, when coupled to another car or locomotive, must not be coupled with more force than is necessary to make the coupling.

In switching, cars are not to be coupled at a speed of more than four miles per hour--a brisk walk.

The following equipment MUST NOT be kicked or dropped during switching operations: vans, shipping platforms, vans on wheels, livestock, passenger cars, outfit cars, power cars, and repeater air cars.

SPECIAL INSTRUCTIONS

4. SWITCHING RESTRICTIONS AND HANDLING OF CARS CONTAINING HAZARDOUS MATERIALS:

Loaded placarded cars containing "Explosives A," "Poison Gas," "Flammable Gas," and all flat cars carrying any placarded trailers or containers, are restricted as follows:

- a. Must not be cut off while in motion.
- b. Must not be coupled to another car with more force than is necessary to make coupling.
- c. Other free rolling cars must not be allowed to couple directly to these restricted cars.

Switch lists provided to yard switching crews must clearly indicate the presence of these cars. Yard crews must determine whether or not any of these cars are first out on each track to be switched. Before kicking or allowing any car to roll free onto a track having a restricted car first out, a non-restricted car must be shoved to a coupling with the restricted car.

It will be the Yard Conductor's responsibility, after completing any switching movement, to notify the Yardmaster on duty of any cars of the above-mentioned commodities that are not covered up by at least one car as provided for in these instructions.

When handling a car placarded "Explosives A" in a terminal, yard, or on a siding, it must be separated from the engine by at least one non-placarded car.

A rail car placarded "Explosives A," while in a yard or on a siding, must be placed so that it will be safe from all probable danger of fire. A car so placarded may not be placed under a bridge or overhead highway crossing nor in or adjacent to any occupied buildings except for the purpose of loading or unloading.

All hazardous materials must be shown by name, hazard class, and ID number on switch list in order that crews may be properly notified of the presence of such cars. Cars not properly placarded or displayed (each side and each end), are not to be pulled.

In switching operations where the use of hand brakes is necessary, a loaded placarded tank car, or a cut of cars which includes a loaded placarded tank car, must not be cut off until the preceding car or cars have cleared the track. The cut of cars containing the loaded placarded tank car must clear the lead track before another car is allowed to follow. In switching operations where hand brakes are used, it must be determined by trial whether a loaded placarded car or a car occupied by a rider in a cut of cars containing a placarded car, has its hand brakes in proper working condition before it is cut off.

The positioning of placarded cars in trains and shipping documentation must be in compliance with Federal regulations as contained in the Bureau of Explosives Pamphlet No. 20.

A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by these regulations.

The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices (Form 1340) showing the location in each train of each rail car placarded "EXPLOSIVES A" or "POISON GAS." A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew.

Whenever there is a derailment or fire involving or affecting hazardous materials, the conductor must notify the dispatcher's office by the quickest means of communications advising:

SPECIAL INSTRUCTIONS

- a. The nature and circumstances of the incident;
- b. Car number, commodity, location in train, and the manner in which the car or cars containing the hazardous materials is involved or affected; and,
- c. Whether emergency services should be requested.

Crew will verify hazardous materials involved with shipping document and take the necessary precaution to clear danger area and guard against others from entering the area until assistance arrives and crew is released.

5. BLOCKING WYES/SIDINGS:

No siding or wye will be blocked with cars, engines, or on-track equipment unless authorized by the Chief Dispatcher.

6. GAME ANIMALS/LIVESTOCK:

When trains hit any large animals, trains will come to a complete stop and train inspection will be made except when it is known animal is clear of track and will cause no danger to movement of trains.

Whenever any animals are struck or killed by trains, a report must be made to the Dispatcher immediately.

7. SNOW SERVICE/CONDITIONS:

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

Pilots will not use signal 14(g) to answer any stop or proceed signal given by any flagman but will promptly whistle stop signal 14(a) to pusher engineer.

All trains or engines operating in snow conditions where plows are throwing snow in such a manner that damage could occur to buildings, cars, or outfit cars on adjacent tracks, will reduce speed of train or engine to avoid damage.

8. LOADING AND HANDLING HEAVY EQUIPMENT:

Trains handling cranes, draglines, shovels, and similar equipment set up with or without boom attached, must be handled under special arrangement.

Yardmasters or agents will insure proper placement of steel underframe flat cars of not less than 100,000 pounds capacity for loading of equipment specified above. It will be the responsibility of the Mechanical Department to inspect and accept such loads, advising the Yardmaster or Agent of acceptance, giving car number and maximum speed at which car may be moved. It will be the responsibility of the Yardmaster or Agent 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 authorized to do so by message from Dispatcher.

When equipment as specified above is picked up at other than inspection points or terminals, train crew will take proper precautions to insure safe handling to destination or next inspection point.

Dozers loaded to depressed center cars must have the blade of the dozer placed on elevated portion of the car and blade properly secured for movement in train.

9. SETTING OUT CARS:

When setting out freight cars and/or passenger cars, in addition to compliance with Rule 806(a), the handbrake must be left applied and reservoirs drained.

SPECIAL INSTRUCTIONS

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 to be set out with hand brake applied, attention must be given to the chain of the hand brake to determine if it has parted.

The following sidings or auxiliary tracks are on descending grades. When setting out cars or engines on these tracks, if the track is not protected by derail, wheels must be chocked. This does not relieve crews of properly securing cars in accordance with Rules 806(a) and 438 as contained in the Rules and Regulations of the Operating Department.

| <u>Location</u> | <u>Protected Against Movement</u> |
|----------------------------|---------------------------------------|
| Divide | South |
| MP 24.4, Phillips | South |
| Hunter, south leg of wye | South |
| Spencer | North |
| MP 155.6, Alagco Pit Track | South |
| Wasilla | South |
| Kashwitna | North |
| Sunshine | North |
| Talkeetna | South |
| MP 226.7, House Track | South |
| Chase | North |
| Curry, Track 1 | South |
| Curry, Track 2 | South |
| Curry, wye | South & North |
| Sherman | South |
| Gold Creek | South |
| Chulitna, south leg of wye | South |
| Honolulu | South |
| Broad Pass, wye | South & North |
| Cantwell | South |
| Windy | North |
| MP 350.6 Outfit (Cascade) | North |
| Garner | North |
| Manley | South |

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

10. PICKING UP CARS; INSPECTION OF FREIGHT CARS BY TRAINMEN WHERE CARMEN ARE NOT EMPLOYED:

To insure maximum safety to train operations, it is required that freight cars be inspected by trainmen (where carmen are not employed) prior to placing car into train.

The following procedure will constitute inspection compliance for this regulation:

- a. Wheels - Inspect the wheels to note they are not chipped, cracked, or otherwise broken, free of sharp flange and do not have flat spots in excess of two and one-half inches.
- b. Safety Appliances - Note condition of grab irons, stirrups, side ladders, hand brake, and other appurtenances to make sure they are in good condition and working order.
- c. Condition of Running Gear - Note condition of truck side frames, that springs and side bearings are in place, that journal assemblies are free of obvious damage, that car center casting is properly sealed into truck assembly, and that brake rigging is secure and in proper placement.
- d. Air Brakes - Note that air brakes properly apply and release in each car in compliance with Rule 452, Air Brake Rules and Regulations.
- e. Draft Gear - Note that draft gear is free of obvious cracks or missing parts, that height of couplers is such train can remain coupled and that drawbar carrier irons support drawbar, and that cut lever and pin lifter assembly is free of defects.
- f. Securement of Lading - Note that tie down, blocking and other securement of lading is sufficient and in place to properly contain load on car without shifting. On open-top cars, determine that blocking is in place to prevent load from shifting and that securement tie downs are used when required to contain the load in place and within the car. Note that lading on car is not excessive width or height unless proper clearance on that load has been obtained.
- g. TOFC - Inspect fifth wheel locking device to see if properly seated.

SPECIAL INSTRUCTIONS

11. EXCESSIVE HEIGHT CARS AND LOADS:

When handling high cube box cars, loaded bi-level and tri-level auto racks, high cube trailers on flat cars (TOFC), or excess height loads into warehouses, shops, or freight house sheds, or other buildings, the movement of this equipment or load must be protected to prevent damage to buildings, overhead equipment, roof projections, and vehicles loaded on cars being spotted.

When operating conditions require the placing of this equipment to areas of close or restricted clearance, all concerned must protect movement to prevent accident or injury.

12. 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.

13. COMMUNICATIONS:

PROPER COMMUNICATION PROCEDURES MUST BE COMPLIED WITH AT ALL TIMES.

On radios equipped with four channels, communications may be established on these channels as follows:

- CHANNEL 1 - Communications only between stations, trains and on-track equipment.
- CHANNEL 2 - Communications to Train Dispatcher only.
- CHANNEL 3 - Communications for yard movements.
- CHANNEL 4 - Communications for all gravel and coal train loading and unloading. Also, may be used as alternate communicating channel.

Train Dispatcher is received on Channel 1 and Channel 2 only, except in Anchorage area can also be received on Channel 4. Channel 2 or Channel 4 must be selected to communicate with the Train Dispatcher.

To call the Train Dispatcher, remove receiver, select Channel 2, push the change channel button and move dispatcher's call switch either to Disp 1 or Disp 2 and hold in this position for 5 seconds. Communication is then carried on between train and Train Dispatcher as prescribed by Railroad Radio Rules.

14. DRAGGING EQUIPMENT DETECTOR INDICATORS:

Dragging equipment detector indicators are located at the following locations:

MP 107.8, MP 123.0, and MP 281.5

- a. Dragging equipment detector indicators will display a yellow light when circuit is activated. 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 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.

SPECIAL INSTRUCTIONS

e. When rear of train passes indicators and there is no light indication (both yellow and red lights extinguished), and 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), and train must be inspected in accordance with standard inspection procedures.

Train approaching detector displaying no signal or displaying red signal, train to stop short and reset detector. If signal is inoperative, train must be inspected in accordance with standard inspection procedures.

The imperfect operation of detector must be reported to the Train Dispatcher.

15. TRAIN INSPECTION:

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 North Nenana and Honolulu. Delay report must indicate place where inspection was made. Mixed trains will perform freight train inspection at freight train inspection points.

16. MAXIMUM SPEEDS PERMITTED AND INSTRUCTIONS FOR HANDLING SPECIAL EQUIPMENT:

Trains handling combination freight and passenger equipment will not exceed speed prescribed for freight trains, except trains handling passenger equipment with caboose only may proceed at maximum speed permitted for passenger trains.

Passenger Trains.....59 MPH
 Freight and Mixed Trains.....49 MPH
 Through all crossovers and turnouts....8 MPH

Trains and engines using sidings and other auxiliary tracks must not exceed 10 MPH unless otherwise provided.

The named 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.

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

Locomotive cranes
 (Except Locomotive Crane 106).....40 MPH
 Locomotive Crane 106.....35 MPH
 Wrecking Crane No. 55.....40 MPH
 Wrecking Cranes Nos. 56 and 57.....30 MPH
 Wrecking Cranes over bridges
 (except 55).....20 MPH
 Spreaders operated in snow removal.....40 MPH
 Ice Chipper Car X3000 through tunnels...15 MPH
 Air Dump Cars, loaded with sand,
 gravel or riprap35 MPH
 Hopper cars, loaded with gravel,
 between MP 151 and MP 120.4.....35 MPH
 Hopper Cars, either loaded with gravel or
 empty, between MP 115.1 and MP 113....10 MPH
 Shuttle Flats, loaded, in shuttle service
 between Portage and Whittier.....35 MPH

Locomotive Crane No. 40 must not be moved in trains.

Spreader must be handled with nose in direction of travel when handled on all trains except trains in work service.

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

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 cases of emergency.

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

17. RUNNING THROUGH WATER:

Diesel electric locomotives must not pass through water which is over 3 inches above top of rail. When passing through water, movement must not exceed 3 MPH.

18. TRAIN AIR INSPECTION:

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

- Rule 447, Initial terminal road train air brake test.
- Rule 452, Passenger and freight train adding cars.

This pressure maintaining feature must also be voided when handling passenger trains in graduated release except on engines equipped with 26L brake equipment.

Terminal air tests must be made at ALL initial terminals in accordance with applicable air brake rules and regulations. At other points where train or engine crews are changed, cars picked-up or set-out, or engine detached, air test must be made as per Rule 451 or 452.

Before leaving the following stations, all trains must have the required air brake pressure: DIVIDE, GRANDVIEW, HURRICANE AND COLORADO.

When speed on train can be controlled by use of engine throttle and independent engine brakes, train brakes should not be applied during roll-by inspections.

Running brake tests in accordance with Rule 457 should be made only after roll-by inspections are completed.

19. RATING OF ENGINES IN TONS:

C L A S S

| | 1500 | |
|------------------|------|------|
| | 1600 | 2500 |
| NORTHWARD | 1800 | 3000 |

| | | |
|---------------------------|------|------|
| Seward to Divide..... | 750 | 875 |
| Divide to Hunter..... | 1400 | 1600 |
| Hunter to Grandview..... | 750 | 900 |
| Grandview to Portage..... | 3000 | 4000 |
| Whittier to Portage..... | 2000 | 2600 |

| | | |
|----------------------------|------|------|
| Portage to Potter..... | 3000 | 4000 |
| Potter to Anchorage..... | 1500 | 2000 |
| Anchorage to Gold Creek... | 1725 | 1850 |
| Gold Creek to Colorado... | 950 | 1100 |
| Colorado to Summit..... | 1500 | 1800 |
| Summit to Healy..... | 2500 | 2700 |

| | | |
|--------------------------|------|------|
| Healy to Nenana..... | 3000 | 4000 |
| Nenana to Eielson..... | 2500 | 3000 |
| Matanuska to Palmer..... | 1500 | 2000 |

SOUTHWARD

| | | |
|-----------------------------|------|------|
| Eielson to Happy..... | 1800 | 2000 |
| Happy to North Nenana..... | 2500 | 3000 |
| North Nenana to Honolulu... | 1500 | 1800 |
| Honolulu to Hurricane..... | 1200 | 1325 |
| Hurricane to Matanuska..... | 2000 | 2500 |
| Matanuska to Anchorage..... | 2000 | 3000 |

| | | |
|-----------------------------|------|------|
| Palmer to Matanuska..... | 3000 | 4000 |
| Anchorage to Turnagain..... | 2000 | 2500 |
| Turnagain to Spencer..... | 2500 | 3000 |
| Portage to Whittier..... | 2600 | 3000 |
| Spencer to Grandview..... | 500 | 640 |
| Grandview to Primrose..... | 3360 | 4000 |
| Primrose to Divide..... | 690 | 850 |
| Divide to Seward..... | 3000 | 4000 |

SPECIAL INSTRUCTIONS

20. 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 MP 54.3
Grandview and Woodrow, when train consists of 50% or more loads.

EXCEPT: Between MP 54.3 and Woodrow, when using 1500, 2500, and 3000 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 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.

21. DYNAMIC BRAKING AND BACKWARD MOVEMENTS OF LOCOMOTIVES:

In using dynamic brake, ten (10) seconds must elapse after throttle is placed in idle position before any move to initiate dynamic braking, and changes in dynamic braking force must be made gradually. Dynamic brakes will also be restricted to one-half of maximum on trains operating northbound between Denali Park and Healy.

On descending grades, the dynamic brake on trains must be reduced to one-half of maximum 500 feet before entering and 1500 feet after passing through turnout or crossover and during adjustment of slack following release of train air brakes. When backing trains through crossovers, turnouts and on sharp curves, the maximum accumulative amperage of all units combined shall not exceed 2500 amperes.

All other instructions pertaining to dynamic braking shall remain in effect.

22. MINIMUM FLAGGING DISTANCE:

Minimum distance required when flagging as required by Rule 99 as contained in the Rules and Regulations of the Operating Department.

| <u>BETWEEN</u> | <u>NORTHWARD</u> | <u>SOUTHWARD</u> |
|---|------------------|------------------|
| <u>SEWARD SUBDIVISION</u> | | |
| Seward & MP 88.7 | 1 mile | 1 mile |
| MP 88.7 & MP 108 | 1.5 miles | 1.5 miles |
| MP 108 & Anchorage | 1 mile | 1 mile |
| <u>WHITTIER SUBDIVISION</u> | | |
| Whittier & Portage | 1.5 miles | 1.5 miles |
| <u>ANCHORAGE-HEALY SUBDIVISION</u> | | |
| Anchorage & MP 160 | 1 mile | 1 mile |
| MP 160 & MP 248 | 1.5 miles | 1.5 miles |
| MP 248 & MP 288.3 | 1 mile | 1 mile |
| MP 288.3 & MP 294.4 | 1 mile | 1.25 miles |
| MP 294.4 & MP 319 | 1.5 miles | 1.25 miles |
| MP 319 & Healy | 1 mile | 1 mile |
| <u>NENANA SUBDIVISION</u> | | |
| Healy & Nenana | 1.5 miles | 1.5 miles |
| Nenana & Fairbanks | 1.5 miles | 1.5 miles |

SPECIAL INSTRUCTIONS

23. SLIDE AREAS:

Beginning and ending slide zone areas will be indicated by international orange signs with black lettering, reading "BEGIN SLIDE ZONE (NO.)," located on right side of track in direction of approaching train and "END SLIDE ZONE (NO.)," located to the left of track in direction of approaching train.

Advance slide warning signs will be placed 1/2 mile in advance of slide zone sign located on right side of track in direction of approaching train and will be indicated by an international orange sign with the number of the slide zone in black lettering.

When conditions require, train order will be issued advising which slide zones are in effect. On receipt of this train order, speed of train will be restricted to a maximum speed of 10 MPH while train is moving through the affected slide zone, unless track is seen to be clear of obstructions. This restriction ends when engine reaches end of slide zone sign.

SLIDE AREAS

| <u>Zone No.</u> | <u>Between</u> | <u>Reason</u> |
|-----------------|------------------|-----------------------|
| 18 | 17.9 to 18.5 | Snow |
| 21 | 20.8 to 22.8 | Snow |
| 43 | 42.6 to 43.5 | Snow |
| 49 | 48.8 to 53.6 | Snow |
| 68 | 67.2 to 72.6 | Snow |
| 76 | 75.6 to 80.0 | Snow/Rock/Mud |
| 83 | 82.4 to 83.9 | Snow |
| 87 | 86.9 to 87.2 | Rock/Mud |
| 145 | 143.8 to 146.4 | Rock |
| 224 | 224.7 to 224.9 | Sand/Brush/Rocks/Snow |
| 233 | 232.8 to 233.1 | Mud/Rock/Brush/Snow |
| 237 | 236.5 to 239.0 | Mud/Rock/Brush/Snow |
| 240 | 239.6 to 241.6 | Mud/Rock/Brush/Snow |
| 244 | 243.6 to 244.1 | Mud/Rock/Brush/Snow |
| 247 | 246.2 to 247.9 | Mud/Gravel/Rock/Snow |
| 254 | 253.4 to 254.3 | Mud/Rock/Snow |
| 255 | 255.5 to 255.8 | Rock/Snow |
| 259 | 258.7 to 260.0 | Rock/Snow |
| 266 | 266.1 to 266.3 | Gravel/Rock/Snow |
| 269 | 269.2 to 269.9 | Rock/Brush/Snow |
| 286 | 285.9 to 287.0 | Rock/Dirt/Brush/Snow |
| 288 | 287.9 to 288.1 | Snow |
| 294 | 293.1 to 294.2 | Snow/Mud/Brush/Trees |
| 321 | 320.95 to 321.9 | Rock/Mud/Gravel |
| 325 | 325.6 to 325.75 | Rock/Gravel |
| 327 | 327.1 to 327.80 | Rock |
| 328 | 328.85 to 329 | Rock |
| 332 | 332.5 to 332.7 | Snow/Trees/Brush |
| 334 | 334.05 to 334.15 | Rock |
| 336 | 335.9 to 336.2 | Rock |
| 341 | 340.9 to 341.6 | Rock/Trees/Brush |
| 383 | 382.4 to 383.1 | Rock/Gravel |
| 384 | 384.2 to 384.6 | Rock/Gravel |
| 415 | 414.5 to 415.0 | Rock |
| F7 | Door 4 to F7.0 | Snow |

24. PROPER SWITCH ALIGNMENT:

All switches must be lined for the movement in accordance with Rule 104(a). Switches, including Racon "low banner" safety switches, are not designed to be run through, and movement through the turnout when switch is not properly lined results in damage to the switch.

25. BLOCKING PUBLIC CROSSINGS:

Train or yard crews engaged in switching will not prevent the use of any public crossing for purpose of travel for a period of time longer than five minutes.

26. DEADHEADING:

Conductors and/or Engineers called on duty at designated register stations for the purpose of deadheading to a line point location where a train register is not maintained, will register date and time on duty, perform watch comparison, and acknowledge current timetable bulletin in the train register at their respective station from which called.

27. DERAILS:

When a siding or auxiliary track is equipped with a derail, and cars or engines are set to such track, derail must be left in derail position; when siding or track has no cars or engines on such track, derail to be left in off position.

Derails found to be defective or inoperable will be reported to the Chief Dispatcher.

28. PASSENGER TRAIN MEETING POINTS:

Regular trains and passenger extras, when meeting opposing extra trains, must hold the main track.

SPECIAL INSTRUCTIONS

SEWARD SUBDIVISION

29. REGISTER STATION EXCEPTIONS:

Portage: Extra trains will not register.

30. CALL-UP STATIONS:

Portage: Call-up station for all trains.

Radio may be used for this contact, but if contact cannot be established via radio, the telephone must be used.

31. SEWARD:

Main track begins and ends at MP 2.9, Seward Subdivision. Movements over all tracks south of this location will be made the same as other yard tracks.

Cars must not be kicked or dropped on dock tracks.

Register at Seward is located in the Engine House.

32. CROWN POINT:

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

Acid cars must be kept blocked together and separated from propane cars by at least 5 car lengths, with propane cars spotted at the north end of the siding.

Close clearance at side ramp on siding.

33. MOOSE PASS:

Close clearance at side ramps on both sides of siding.

34. HUNTER:

Tail of wye is 450 feet long.

35. GRANDVIEW:

Cars left at Grandview must have sufficient handbrakes set on each end of cut to safely secure cars, and if derails are found to be defective or inoperable, rail clamps will be placed on downhill end of cars set out. Crews picking up cars must remove rail clamp; when rail clamps are not in use, they must be placed on broom rack by switch stand.

36. TUNNEL:

Cars left at Tunnel must have sufficient handbrakes set on north end of cut to safely secure cars. When derails are found to be defective or inoperable, rail clamps will be placed on north end of cars set out. Crews picking up cars must remove rail clamp. When rail clamps are not in use, they must be placed in tool shed.

Close clearance at side ramp on house track.

37. PORTAGE:

Whittier Subdivision Special Instructions will govern Portage.

38. POTTER:

All northward trains will call the Yardmaster at Anchorage by radio for instructions on handling in Anchorage Yard. If contact cannot be established, train will not proceed by Turnagain until contact is established.

Anchorage Natural Gas road crossing not to be blocked with standing cars.

39. TURNAGAIN:

Southward movements over Anchorage Sand and Gravel track at Klatt Road will not activate automatic crossing signal until train or engine is within thirty (30) feet of crossing.

Unless movement is delayed a sufficient time to allow a minimum of thirty (30) seconds advanced warning of automatic crossing signals before proceeding across Klatt Road, crossing must be protected by a member of the crew in accordance with Rule 103, Rules and Regulations of the Operating Department.

SPECIAL INSTRUCTIONS

40. ANCHORAGE:

Anchorage-Healy Subdivision special instructions will govern Anchorage Yard.

WHITTIER SUBDIVISION

41. PORTAGE:

Inspection point for freight trains except freight trains originating at or enroute to Whittier.

Register at Portage is located in the phone booth.

Will not be considered an initial station for through trains moving to or from the Whittier Subdivision, and Rule 83B will not apply.

Normal position of junction switch is for Whittier Subdivision. Movements over this junction switch to and from Whittier is through a turnout and maximum authorized speed is 8 MPH.

Shuttle track side ramp is 65 feet long. Close clearance.

42. WHITTIER:

Main track begins and ends at MP F 2.4 Whittier Subdivision. Movements over all tracks south of this location will be made the same as other yard tracks.

Tail of wye is 700 feet long.

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

- a. Cars or engines will not be placed on car barge ramps 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 ramps at Whittier, no more than two engines are to be used. All other engines will be set out and will not be a part of the engine consist.

- d. Employees are prohibited from riding on outboard side of car while car is on outboard track of barge or car barge ramp.

- e. All movements will be made so movement can be stopped at any time.

43. 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.

MP F 2.46 WHITTIER TUNNEL

MP F 5.73 PORTAGE TUNNEL FOR NORTHWARD TRAINS

MP F 6.91 PORTAGE TUNNEL

MP F 5.18 WHITTIER TUNNEL FOR SOUTHWARD 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 enroute to Whittier will arrange to contact the Train Dispatcher via radio approximately one (1) hour prior to expected arrival at Door 4.

SPECIAL INSTRUCTIONS

Conductors of trains departing Whittier will arrange to contact the Tunnel Door Operator at 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:

| <u>Door</u> | | | <u>End</u> | <u>Normal Position</u> |
|-------------|----------|--------------|------------|------------------------|
| 1 | MP F2.54 | Whit. tunnel | South | *Closed XOpen |
| 2 | MP F5.06 | Whit. tunnel | North | *Closed XOpen |
| 3 | MP F5.78 | Port. tunnel | South | *Closed XOpen |
| 4 | MP F6.73 | Port. tunnel | North | *Closed XOpen |

*-Closed November 1 through April 15 inclusive
X-Open April 16 through October 31 inclusive

ANCHORAGE - HEALY SUBDIVISION (INCLUDING PALMER BRANCH)

44. REGISTER STATION EXCEPTIONS:

Anchorage Passenger Agent's office for regular trains or extra trains when originating or terminating at Anchorage passenger station.

Anchorage Yard Office for all other trains and yard engines.

45. CALL-UP STATIONS:

MP 121 Northward First Class Trains will call Dispatcher and report arrival time.

Willow: Call-up station for all trains.

Hurricane: Call-up station for Northward trains

Honolulu: Call-up station for Southward trains

Radio may be used for this contact, but if contact cannot be established via radio, the telephone must be used.

46. ANCHORAGE:

Conductors of trains moving through Anchorage from one subdivision to another will register at Anchorage by register ticket.

Regular trains arriving and departing Anchorage Passenger Depot will use that track extending between Anchorage Passenger Depot and MP 113.9 and Anchorage Passenger Depot and MP 116.5. Switches between these points will be lined for movement over this track.

Switch at MP 113.9 (OVL), when lined for movement to the Anchorage Passenger Depot, switch target will indicate red; and when lined for movement into freight yard, switch target will indicate green.

Switch at MP 116.5, when lined for movement the Anchorage Passenger Depot, switch target will indicate green and when lined for movement into freight yard, switch target will indicate red.

Switch alignment for train or engine movements at MP 113.9 (OVL) and MP 116.5 will be as instructed by Yardmaster.

Main track begins and ends at MP 113.9 on Seward Subdivision and main track begins and ends at MP 117 on Anchorage-Healy Subdivision. Maximum authorized speed on track (previously designated as main track) between these points and Anchorage Passenger Depot is 20 MPH.

Anchorage Diesel Shop tracks 1, 2, 3, 4, 5 and 6 are designated as locomotive servicing area tracks. The maximum authorized speed on these tracks is restricted to 5 MPH.

The maximum speed on Anchorage Car Shop tracks 1, 2, 3 and 4 is 5 MPH.

Crossing signals are installed on passenger 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.

SPECIAL INSTRUCTIONS

At Port of Anchorage Dock, due to curvature of track, only 1800, 2500 and 3000 class engines are permitted beyond approach on dock face track.

When placing cars on Port of Anchorage Dock, engines must operate on Track 1 (outside track) only and speed must not exceed 4 MPH.

Cars in excess of 80 feet in length and/or with excessive overhang from truck centers to end of cars will not negotiate track curvature on Anchorage City Dock and are not to be handled or placed beyond approach to Dock under any circumstances.

47. WHITNEY:

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

Must expect close clearance on all tracks at Elmendorf AFB and Fort Richardson.

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

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

Fixed signals, manually operated, displaying indications by means of colored lights, are located on Elmendorf AFB at each side of North-South airplane runway where track crosses runway. Trains and engines will be governed by these signals in using this track. Normal indication of this signal is red.

In operation of yard engines between Anchorage and Whitney and during switching operations on Elmendorf AFB and Fort Richardson, air brakes must be cut in and operative.

48. MP 123:

All southward trains will call yardmaster at Anchorage by radio for instructions on handling in Anchorage Yard. If contact cannot be established, train will not proceed by south switch Whitney until contact is established.

49. BIRCHWOOD:

Track No. 1 will be used for siding.

Track No. 2 and No. 3 will be used for setouts and storage.

Track No. 3 heads in from north only.

50. MATANUSKA:

Tail of wye is the Palmer branch.

When opposing trains meet at Matanuska and the northbound train is required to pull by and back into north leg of wye, the southbound train must stop short of MP 152.1 and not proceed until the northbound train's movement south is clear of MP 151.3 to allow highway crossing signals MP 151.6 enough time to reset.

51. WASILLA:

Freight trains picking up or setting out at Wasilla in such a manner that would block the highway crossings, 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.

52. WILLOW:

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

53. CURRY:

Tail of wye is 359 feet long.

54. GOLD CREEK:

Northward freight train inspection point. Close side clearance at side ramp on siding.

55. CHULITNA:

Tail of wye is 282 feet long.

56. HONOLULU:

Southward freight train inspection point.

SPECIAL INSTRUCTIONS

57. BROAD PASS:

Tail of wye is 275 feet long.

58. MP 333.7:

Close side clearance at ramp on house track.

59. DENALI PARK:

Tail of wye is 425 feet long and the power plant 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; block and rail clamp must be removed before coupling onto car.

Close side clearance on ramp track.

All flat car loads of autos for Denali Park will be spotted at ramp for unloading at the time of set out.

60. BETWEEN HEALY AND DENALI PARK:

Flagman on all trains will position themselves in such a manner as to make careful inspection of track to rear of train for indications of derailments so that train may be stopped immediately.

61. HEALY:

Nenana Subdivision special instructions govern.

NENANA SUBDIVISION (INCLUDING SUNTRANA AND EIELSON BRANCHES)

62. REGISTER STATION EXCEPTIONS:

Fairbanks Passenger Station for regular trains or extra trains when originating or terminating at Fairbanks Passenger Station.

Fairbanks Yard Office for all other trains and yard engines.

63. CALL-UP STATIONS:

Clear Site: Call-up station for northward freight trains.

North Nenana: Call-up station for southward freight trains.

Radio may be used for this contact, but if contact cannot be established via radio, the telephone must be used.

64. HEALY:

Conductors of trains moving through Healy from one subdivision to another will register at Healy by register ticket.

Healy Diesel Shop Tracks 1 and 2 are designated as locomotive servicing area tracks. The maximum authorized speed on these tracks is restricted to 5 MPH.

Tail of wye is 725 feet long.

Ramp Track: Close side clearance.

Normal position of crossover switch south end of New Storage Track is lined and locked for movement over New Storage Track.

SUNTRANA BRANCH

- 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:
 - Track 1 - 950 feet
 - Track 2 - 1,270 feet
 - Track 3 - 1,120 feet

65. USIBELLI TIPPLE:

Industry track serving Usibelli coal loading tipple. South switch located at MP 361.51; north switch located at MP 362.92.

Use of this track restricted for industrial use only.

Close clearance 150 feet south of north switch.

Track scale installed in north end of loading tipple. Do not exceed 5 MPH over scale.

Overhead doors have been installed on the tunnel at loading tipple.

SPECIAL INSTRUCTIONS

All trains proceed prepared to stop short of doors. Doors on both ends to be operated by mine personnel.

Trains loading in this facility proceed as directed by mine personnel, but in no case exceeding 5 MPH. The speed is to be increased or decreased as loading operation dictates.

Conductors of trains operating in this area will be required to coordinate all movement with the tipple operator.

Close cooperation between mine and Railroad personnel will be required to make this a safe and efficient operation.

Cars will not be set out or left standing on the Usibelli Tipple track without authorization from the Chief Dispatcher. Should conditions require car or cars to be set out or left standing on the track, brakes must be properly secured and the car(s) chained or chocked.

66. CLEAR SITE:

Inspection point for northward freight trains if setting out, picking up, or if handling loaded coal hoppers from Healy.

Tail of wye is 1,000 feet long.

Coal thaw shed Track 1 and 2 will not clear top of locomotive.

Close clearance on shed tracks and gas turbine rack.

Run-around track adjacent to Ramp Track at Old Clear is out of service.

67. NENANA:

Inspection point for northward freight trains not inspected at Clear Site.

Tail of wye is 440 feet long.

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

68. NORTH NENANA:

Southward freight train inspection point.

69. HAPPY:

Spur track at Happy, when occupied by cars containing explosives, other cars will not be placed on this track.

70. FAIRBANKS:

Main track begins and ends at MP 466.9.

Maximum authorized speed on track (previously designated as main track) between MP 466.9 and end of track Fairbanks Passenger Depot is 20 MPH. When not in use, switches between these points will be left lined for movement over this track.

Tail of wye is 1,000 feet long.

71. BETWEEN FAIRBANKS AND EIELSON:

Close overhead clearance of wires.

Must expect close clearance on all tracks.

In operation of yard movements between Fairbanks and Eielson; Fairbanks and Fort Wainwright; and Fairbanks and Airport Spur, air brakes must be cut in and operative.

Yard crews picking up or setting out at North Pole will leave cars in such a manner as to insure clear passage of vehicular traffic over either 5th or 8th Avenue.

SPECIAL INSTRUCTIONS

72. CLEARANCE OF HIGH, WIDE AND HEAVY LOADS:

For clearance for the following types of loads and cars, contact J. A. Hepworth, Superintendent of Transportation:

1. Loads and cars exceeding the dimensions shown in Special Instructions No. 74.
2. Loads and cars longer than 90 feet over strikers.
3. Double or triple loads.
4. Loads with overhangs beyond end of car.
5. Loads with unequal distribution of weight on trucks.
6. Cars exceeding the gross weight limits shown in Special Instructions No. 73.
7. Shipments having a combined center of gravity of car and lading exceeding 90 inches ATR.

73. HEAVY LOADS:

Maximum gross weight of car and lading:

| | |
|---------------------------------|---------|
| Between Seward and Portage | 263,000 |
| Between Whittier and Portage | 263,000 |
| Between Portage and Anchorage | 263,000 |
| Between Anchorage and Fairbanks | 263,000 |
| Eielson Branch | 220,000 |
| Suntrana Branch | 240,000 |

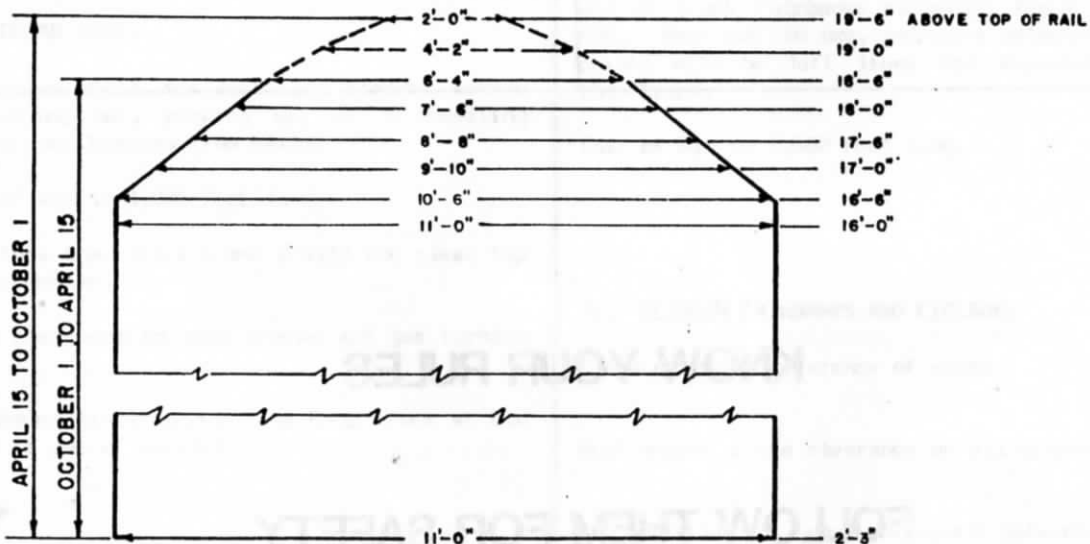
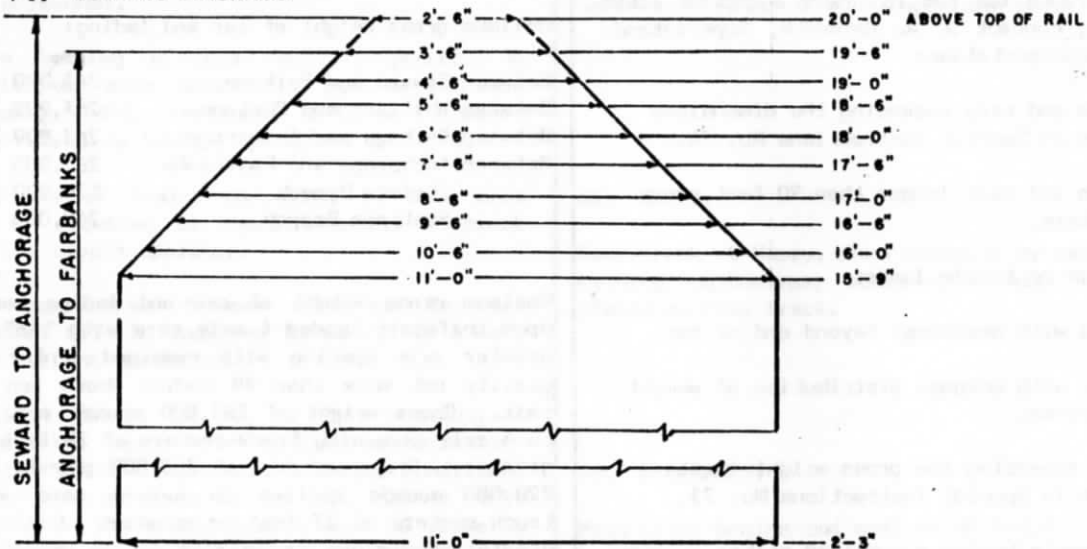
Maximum gross weight of car and lading based upon uniformly loaded 4-axle cars with 5'8" or greater axle spacing with combined center of gravity not more than 90 inches above top of rail. Gross weight of 263,000 pounds applies to 4-axle cars with truck centers of 28 feet or greater. Gross weights of 240,000 pounds and 220,000 pounds applies to 4-axle cars with truck centers of 27 feet or greater. Loads of greater dimensions or weights may be moved by special handling.

KNOW YOUR RULES

FOLLOW THEM FOR SAFETY

SPECIAL INSTRUCTIONS

74. LOADING DIAGRAMS.



MAXIMUM LOADING DIAGRAM FOR SINGLE CARLOADS

Above diagrams are for single carloads without overhangs beyond end of car and are based on cars with a length not exceeding 90 feet over strikers, with truck centers not exceeding 66 feet, and overhangs not exceeding 12 feet.

All loads exceeding the above limits must be cleared by the Chief Engineer through the office of the Superintendent of Transportation.

75. TELEPHONES:

RADIO TELEPHONES:

| <u>LOCATION</u> | <u>DESCRIPTION</u> | <u>LOCATION</u> | <u>DESCRIPTION</u> |
|-----------------------------|--------------------|-----------------|--------------------|
| Seward | Roundhouse | Gold Creek | Section House |
| Crown Point | Booth | Broad Pass | Section House |
| Hunter | Booth | Cantwell | Section House |
| Grandview | Booth | Carlo | Section House |
| Tunnel | Section House | Nenana | Section Shop |
| Mile Post 53 | Box on Pole | Dunbar | Section House |
| Spencer | Booth | Dome | Section Shop |
| Portage | Booth | | |
| Door 2 Whittier Subdivision | Portal | | |

DISPATCHER RADIOS

| | | | | | |
|---------------|----------------------|----|----------------|----|--------------|
| Whittier Dock | North and South Ends | *1 | Seward | *2 | Wasilla |
| Talkeetna | Baggage Room | *2 | Moose Pass | *3 | Talkeetna |
| Hurricane | Section House | *3 | Whittier | *5 | Hurricane |
| Denali Park | Baggage Room | *4 | Portage | *6 | Cantwell |
| Healy | Depot | *5 | MP 92 | *1 | Garner |
| | | *1 | Anchorage | *2 | North Nenana |
| | | *1 | Anchorage Ch 4 | *3 | Fairbanks |

To call dispatcher on radio telephone select Ch 2, key radio microphone and press * then number for the radio wanted, i.e., to call dispatcher on Portage radio, key microphone and press * then 4, you will then get a tone back from the called radio.

76. RADIO BASE AND WAYSIDE STATION LOCATIONS, TIMES ATTENDED AND ASSIGNED CHANNELS:

| <u>Base Station</u> | <u>Channel</u> | <u>Hours in Service & Attended</u> | <u>Wayside Stations</u> | <u>Channel</u> | <u>Hours in Service and Attended</u> |
|---------------------|----------------|---|-------------------------|----------------|--------------------------------------|
| Seward | 1 | 8:00 AM-5:00 PM Mon. thru Fri. | Seward | 2 | 24 hours* |
| Whittier | 3 | 24 hours unattended, except during barge switching operation | Moose Pass | 2 | 24 hours* |
| Anchorage Yard | 3 | 24 hours | Portage | 2 | 24 hours* |
| Talkeetna | 1 | 24 hours unattended | Whittier | 2 | 24 hours* |
| Denali Park | 1 | 9:00 AM-6:00 PM Sun. thru Sat. | MP 92 | 2 | 24 hours* |
| Healy | 1 | 12:01 AM-4:00 PM Mon. thru Fri. | Anchorage | 2 + 4 | 24 hours* |
| Healy | 1 | 10:00 AM- 6:00 PM Sat. and Sun. | Wasilla | 2 | 24 hours* |
| Healy | 1 | 4:00 PM-11:59 PM Mon. thru Wed. | Talkeetna | 2 | 24 hours* |
| Fairbanks | 3 | 24 Hours, Mon. thru Sat. | Cantwell | 2 | 24 hours* |
| Fairbanks | 3 | 8:00 AM-11:59 PM Sunday | Garner | 2 | 24 hours* |
| | | | North Nenana | 2 | 24 hours* |
| | | | Fairbanks | 2 | 24 hours* |

*Attended through "call-in" tone via Anchorage Train Dispatcher's Office

POSITION IN TRAIN AND OTHER

HOW TO USE THIS CHART

To determine where a placarded car can be placed in a train, follow these steps:

- Determine the type of placard that is applied to the car.
- Refer to Column 2 on chart and locate same placard wording.
- Follow horizontally across chart and note which vertical columns apply.
- The symbol "X" indicates wording at top that applies.

See footnotes for explanation of reference marks.

| | | 3 | 4 | 5 | 6 | 7 |
|---|--|----------|---|--|----------------------------|------------------------------|
| 1 | 2 | | When Train Length Permits | When Train Length Does Not Permit | MUST | |
| TYPE OF CAR | PLACARD APPLIED ON CAR | N O | Must not be nearer than sixth car from engine or occupied caboose | Must be placed near middle of train but not nearer than second car from engine or occupied caboose | E N G I N E | Loaded Flat Car (1) |
| ANY CAR (including flat cars carrying trailers or containers) | EXPLOSIVES A | | X | X | X | X |
| ANY CAR EXCEPT TANK CAR | POISON GAS | | | | X | X |
| TANK CAR | POISON GAS | | X | X | X | X |
| ANY CAR | RADIOACTIVE | | | | X | |
| LOADED TANK CAR | ANY PLACARD EXCEPT POISON GAS OR COMBUSTIBLE | | X | X | X | X (2) |
| EMPTY TANK CAR | ANY EMPTY PLACARD EXCEPT EMPTY COMBUSTIBLE | | | | X | |
| ANY CAR | COMBUSTIBLE OR EMPTY COMBUSTIBLE | X | | | | |
| ALL OTHER LOADED CARS | ANY PLACARDS | | | | | |

(1) A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.

(2) Other than a specially equipped car in trailer-on-flat car or container-on-flat car service on a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads.

This exception for cars in trailer-on-flat car service does not apply to loaded flat-bed trucks, loaded flat-bed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

OF CARS CONTAINING EXPLOSIVES HAZARDOUS COMMODITIES

| | | | | | | | | |
|---|---|----|----|----|----|----|----|----|
| 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|----|----|----|----|----|----|----|

NOT BE PLACED NEXT TO:

| Open top car when lading protrudes beyond car ends or when lading extending above car ends is liable to shift | Any car, piggyback, container, or other unit having automatic refrigeration or heating internal combustion engine operating: lighted heaters, stoves, or lanterns | O C C U P I E D Car (3) | O C C U P I E D Caboose (3) | E X P L O S I V E S A | P O I S O N G A S | R A D I O A C T I V E | U N D E R L O P E D Film | Any Loaded P L A C A R D E D Car Except Com- bustible |
|---|---|--|--|---|---|---|--|--|
| X | X | X ⁽³⁾ | X ⁽³⁾ | | X | X | | X |
| X | X | X ⁽³⁾ | X ⁽³⁾ | X | | X | | X |
| X | X | X ⁽³⁾ | X ⁽³⁾ | X | | X | | X |
| | | X | X | X | X | | X | X |
| X | X | X | X | X | X | X | | |
| | | | X | | | | | |
| | | | | X | X | X | | |

(3) A rail car placarded "Explosives A" or "Poison Gas" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "Explosives A" placards.

HAZARDOUS MATERIALS HANDLING

Identifying Hazardous Class by Placard Symbols

| COLOR | SYMBOL | UN CLASS | HAZARD CLASS |
|-------------------------|---|----------|---|
| Red |  | 2 | Flammable Gas |
| Green |  | 2 | Non-Flammable Gas |
| Red |  | 3 | Flammable Liquid |
| Yellow |  | 5 | Oxidizer |
| Red/White |  | 4 | Flammable Solid |
| White and Black |  | 8 | Corrosive Material |
| White |  | 6 | Poison B |
| Red | None | 9 | Irritating Materials (Dangerous Placard) |
| Red (with White Bottom) |  | 3 | Combustible liquid |
| White | None | 9 | ORM-E |

I N F O R M A T I O N

Line-up of trains for those requiring the use thereof will be issued at the following times:

SEWARD AND WHITTIER SUBDIVISIONS

7:00 a.m.
11:20 a.m.

ANCHORAGE-HEALY SUBDIVISION

7:20 a.m.
11:50 a.m.

NENANA SUBDIVISION

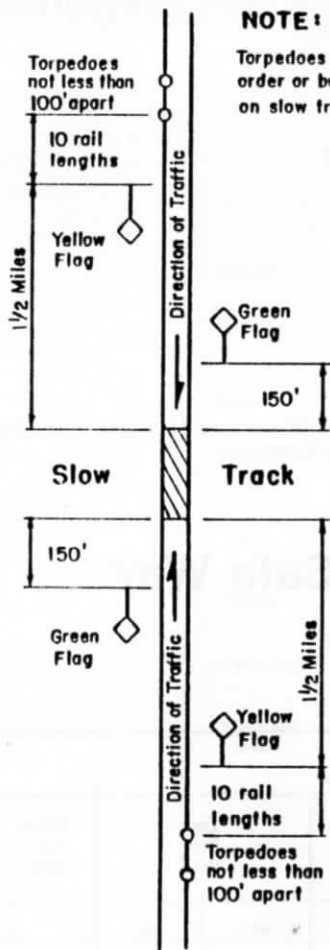
7:10 a.m.
11:30 a.m.

Line-ups are null and void at the first 6:01 a.m., 12:01 p.m., 6:01 p.m., or 11:59 p.m. following their issuance unless otherwise voided or extended by the Train Dispatcher.

Remember - Do It The Safe Way

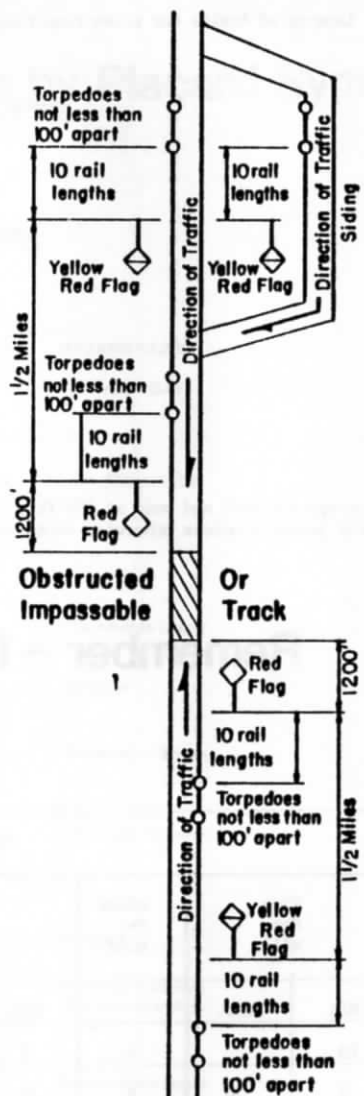
TABLE OF TRAIN SPEEDS

| 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 |

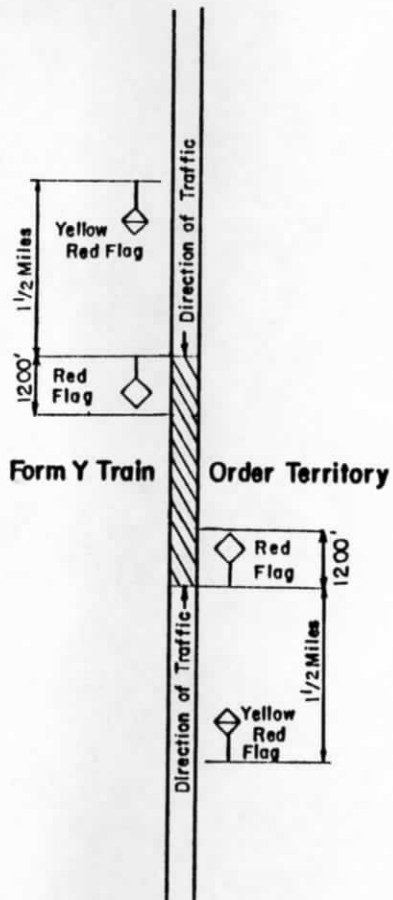


NOTE :
 Torpedoes not required if train order or bulletin has been issued on slow track, as per rule 100b

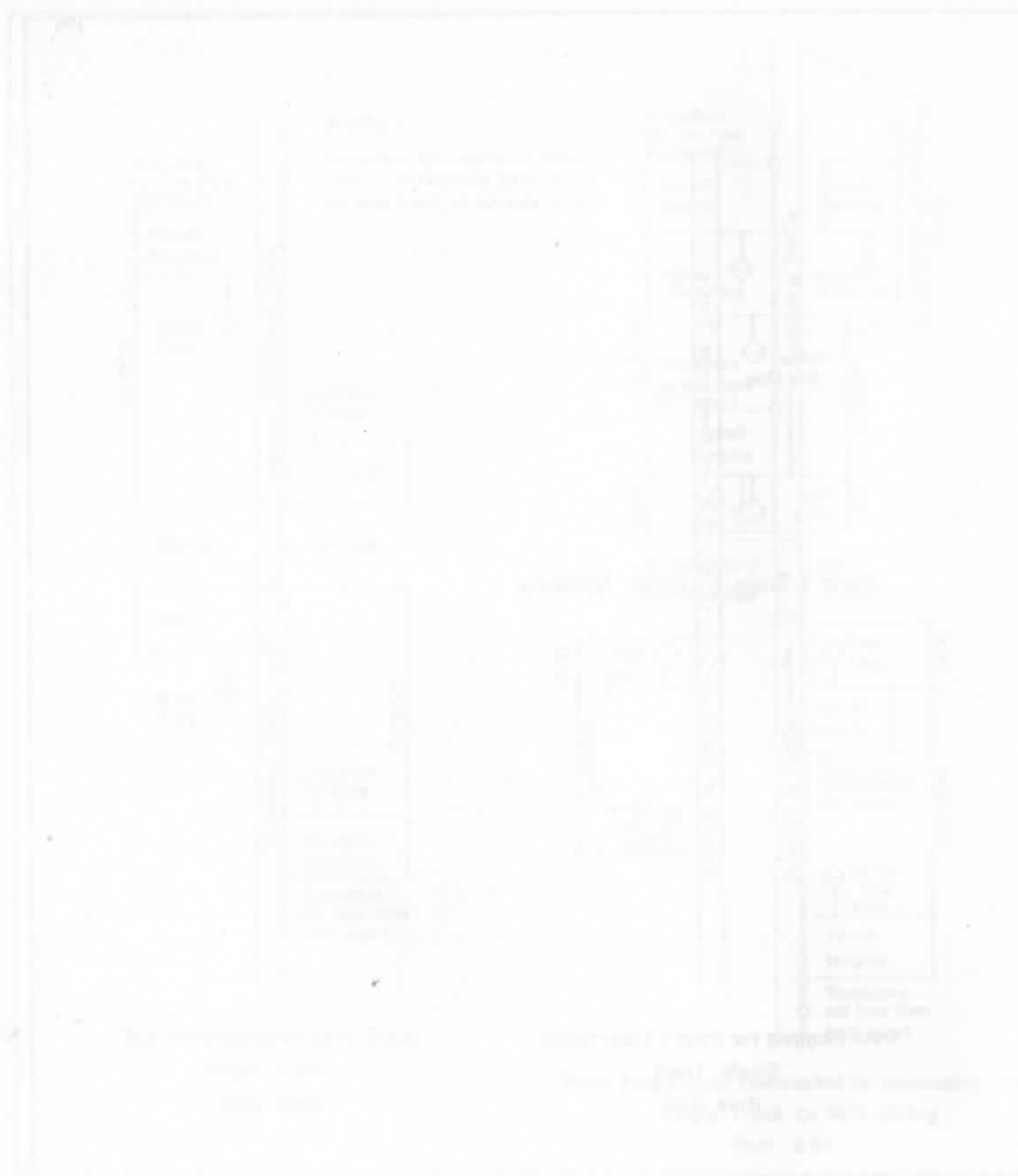
Track Flagging For Slow Track
 Single Track
 Rule 100a



Track Flagging For Obstructed Or Impassable Track
 Single Track Or With Siding
 Rule 99k



Track Flagging For Form Y Train Order
 Single Track
 Rule 99p





TRAINMASTER / ROAD FOREMAN
P.C. Shake

TRAINMASTER / ROAD FOREMAN
G.E. Phillips

TRAINMASTER
R.E. Lowe

TERMINAL SUPERINTENDENT, FAIRBANKS
K.A. Smith

MANAGER, OPERATING RULES
K.H. Greene

CHIEF TRAIN DISPATCHER
D.W. Jubb

TRAIN DISPATCHERS

M.R. Frank

J.A. Mumford

D.L. Tempest

D.P. Bickers

R.L. Cazac