

SOUTHWARD		SEWARD SUBDIVISION				NORTHWARD	
	Second Class 27 Sun., Wed., and Fri.	Capacity of Siding in feet	Rule 6(a) Signs	TIMETABLE 117	Mile- Post		
				STATIONS			
	L 1:00 PM		BKOP R WXYZ TO	Anchorage 5.0	114.3		
	1:12	2,720	X	Campbell 3.1	109.3		
	1:18	3,011	X	Turnagain 5.6	106.2		
	1:27	2,176		Potter 7.1	100.6		
	1:38	1,105		Rainbow 4.8	93.5		
	1:45	4,826		Indian 7.0	88.7		
	2:00	2,508		Bird 7.2	81.7		
	2:15	1,892		Girdwood 4.0	74.5		
	2:24			Kern 6.3	70.5		
	A 2:37 PM		JPXY R	Portage 8.4	64.2		
		3,051	P	Spencer 4.8	55.8		
		563	P	Tunnel 6.1	51.0		
		2,240	P	Grandview 4.9	44.9		
		4,533	PY	Hunter 6.2	40.0		
				Johnson 4.5	33.8		
		990		Moose Pass 4.8	29.3		
		3,706	P	Crown Point 1.2	24.5		
				Lawing 4.9	23.3		
				Primrose 6.4	18.4		
		1,920		Divide 5.1	12.0		
		1,618		Woodrow 6.9	6.9		
			BP R WXY	Seward (114.3)	0.0		
SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS							
Between:		Maximum Authorized Speed		Between		Maximum Authorized Speed	
		Passenger Freight				Passenger Freight	
MP 2.0 and MP 3.5 (Yard Limit).....	20	20	MP 65.3 and MP 70.26.....	30	30		
MP 3.5 and MP 4.0 (Yard Limit).....	35	35	MP 70.26 and MP 73.1.....	30	25		
MP 4.0 and MP 8.1.....	35	35	MP 73.1 and MP 84.05.....	30	30		
MP 8.1 and MP 14.6.....	25	25	MP 84.05 and MP 85.65.....	30	25		
MP 14.6 and MP 40.5.....	35	35	MP 85.65 and MP 88.2.....	30	30		
MP 40.5 and MP 47.5.....	25	25	MP 88.2 and MP 100.0.....	40	40		
MP 47.5 and MP 51.8.....	20	20	MP 100.0 and MP 105.0.....	45	45		
MP 51.8 and MP 53.0.....	15	15	MP 105.0 and MP 106.0 (Yard Limit).....	45	45		
MP 53.0 and MP 53.6.....	20	20	MP 106.0 and MP 113.0 (Yard Limit).....	20	20		
MP 53.6 and MP 62.1.....	49	49	MP 113.0 and MP 113.9 (Yard Limit).....	20	15		
MP 62.1 and MP 64.0 (Yard Limit).....	49	49	MP 113.9 and MP 114.3 (Yard Limit).....	20	10		
MP 64.0 and MP 65.3 (Yard Limit).....	30	30	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
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	Alagco.....	Both	1,760
108.4	Warehouse off Alagco 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	Spensard 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	TIMETABLE 117 STATIONS	Mile- Post		
		JPXYR	Portage 5.3	F 12.4		
			Moraine 7.1	F 7.1		
		PWXY	Whittier (12.4)	F 0.0		

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

Between:	Maximum Authorized Speed Passenger Freight	Between	Maximum Authorized Speed Passenger Freight
MP F 0.0 and MP F 1.3 (Yard Limit).....	10 10	MP F 7.0 and MP F 10.0.....	49 49
MP F 1.3 and MP F 2.0 (Yard Limit).....	20 20	MP F 10.0 and MP F 11.0 (Yard Limit).....	49 49
MP F 2.0 and MP F 2.4 (Yard Limit).....	25 25	MP F 11.0 and MP F 12.4 (Yard Limit).....	20 20
MP F 2.4 and MP F 7.0.....	25 25		

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 SUBDIVISION			NORTHWARD	
	First Class 5 Sunday	Capacity of Siding in feet	Rule 6(a) Signs	TIMETABLE 117 STATIONS	Milepost	First Class 6 Saturday
			s 12:54 PM			BJKOP R WXY TO
	f 1:05	745		Garner 8.0	355.7	f 3:53
	f 1:37	House-2,021 ARC - 2,619	PXY	Denali Park 5.0	347.7	f 3:21
	f 1:52	1,334		Oliver 8.3	342.7	f 3:07
	f 2:08	SPUR 1,213S		Carlo 7.7	334.4	f 2:51
	f 2:23	5,450		Windy 7.2	326.7	f 2:36
	f 2:36	1,777		Cantwell 7.0	319.5	f 2:23
	f 2:46	SPUR 2,013N		Summit 8.2	312.5	f 2:13
	f 2:58	#1-4,159 #2-1,441	Y	Broad Pass 7.2	304.3	f 2:01
	f 3:07	4,310		Colorado 8.4	297.1	f 1:51
	f 3:21	5,342		Honolulu 7.3	288.7	f 1:37
	f 3:40	2,438	P	Hurricane 7.6	281.4	f 1:18
	f 3:54	2,112	PY	Chulitna 5.4	273.8	f 1:04
	f 4:06	2,132	P	Canyon 5.2	268.4	f 12:52
	f 4:16	5,274	P	Gold Creek 5.5	263.2	f 12:42
	f 4:26	1,470		Sherman 9.2	257.7	f 12:32
	f 4:42	#1-3,016 #2-2,506	WY	Curry 12.3	248.5	f 12:16 PM
	f 4:59	3,217		Chase 9.5	236.2	f 11:59 AM
	s 5:13	4,391	P TO	Talkeetna 11.4	226.7	s 11:46
	f 5:27	3,999		Sunshine 6.0	215.3	f 11:32
	f 5:33	4,143		Montana 7.0	209.3	f 11:24
	f 5:42	1,328		Caswell 8.4	202.3	f 11:15
	f 5:53	1,607		Kashwitna 8.2	193.9	f 11:04
	f 6:03	6,288	Y	Willow 10.4	185.7	f 10:54
	f 6:16	2,442		Houston 8.8	175.3	f 10:41
	f 6:27			Pittman 6.7	166.5	f 10:30
	f 6:36	3,214		Wasilla 9.1	159.8	f 10:21
	f 6:56	1,917	JXY	Matanuska 8.9	150.7	f 10:01
	f 7:08	5,200		Eklutna 5.5	141.8	f 9:49
	f 7:17	#1-4,895 #2-4,446 #3-4,283		Birchwood 9.7	136.3	f 9:40
	f 7:33			Eagle River 7.5	126.6	f 9:24
	f 7:44	4,095	X	Whitney 4.8	119.1	f 9:12
	A 8:00 PM		BKOP R WXYZ TO	Anchorage	114.3	L 9:00 AM

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

SOUTHWARD		ANCHORAGE SUBDIVISION (continued)				NORTHWARD	
	First Class 5 Sunday	Capacity of Siding in feet	Rule 6(a) Signs	TIMETABLE 117	Mile- Post	First Class 6 Saturday	
	STATIONS						
	L 10:00 AM		BKOP R WXYZ TO	Fairbanks 7.3	470.3	A 7:00 PM	
	f 10:16	SPUR 718 N		Happy 6.8	463.0	f 6:42	
	f 10:30	SPUR 750 N		Dome 5.4	456.2	f 6:28	
	f 10:40	4,178		Saulich 11.3	450.8	f 6:18	
	f 10:57	2,061		Standard 7.9	439.5	f 6:01	
	f 11:09	4,260		Dunbar 11.2	431.6	f 5:48	
	f 11:23	3,861		Manley 5.0	420.4	f 5:34	
	f 11:29	4,156		North Nenana 3.7	415.4	f 5:28	
	f 11:38		XY	Nenana 10.4	411.7	f 5:19	
	f 11:52 AM			Julius 8.4	401.3	f 5:05	
	f 12:04 PM	4,016	Y	Clear Site 11.7	392.9	f 4:53	
	f 12:20	977		Browne 10.0	381.2	f 4:37	
	f 12:33	980		Ferry 8.9	371.2	f 4:24	
	f 12:45 PM	8,417	X	Usibelli Tipple 3.6	362.3	f 4:12 PM	

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

ADDITIONAL STOPS ON SIGNAL

Nos. 5 and 6

MP 166.2
MP 184.0
MP 190.5
MP 221.3
MP 232.0
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
MP 388.0
MP 394.0
MP 453.0

Rainbow Crossing
Little Willow
Fish Lake
Gravel Pit

Lane

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

ANCHORAGE SUBDIVISION

Maximum Authorized Speed		LOCATION OF OTHER TRACKS		
Between:	Passenger Freight	MP	Switch Location	Capac. in feet
MP 114.3 and MP 115.1 (Yard Limit)....	20 10			
MP 115.1 and MP 117.0 (Yard Limit)....	20 20			
MP 117.0 and MP 119.0 (Yard Limit)....	30 20			
MP 119.0 and MP 120.4 (Yard Limit)....	30 30			
MP 120.4 and MP 139.0	35 35	131.1 Powder Spur.....	S	2,896
MP 139.0 and MP 149.9	45 45	131.4 Gravel Pit.....	N	2,336
MP 149.8 and MP 151.1 (Yard Limit)....	45 45	141.5 Alaska Power Authority.....	N	1,100
MP 151.1 and MP 152.2 (Yard Limit)....	45 25	142.0 Rock Pit.....	N	2,936
MP 152.2 and MP 159.6	25 25	142.0 Ramp, off Pit track.....	N	1,006
MP 159.6 and MP 246.2	49 49	155.7 Alagco.....	S	1,815
MP 246.2 and MP 248.8	30 30	158.7 Hardwood Spur.....	S	457
MP 248.8 and MP 255.0	40 40	159.8 Track off siding.....	Both	204
MP 255.0 and MP 261.0	35 35	161.6 Spenard Builders Supply.....	Both	675
MP 261.0 and MP 266.0	40 40	223.6 Log Track.....	Both	2,250
MP 266.0 and MP 285.5	35 35	223.6 Gravel Pit Stub, off Log track..	N	
MP 285.5 and MP 288.3	25 25	226.7 House Track.....	Both	1,408
MP 288.3 and MP 292.1	45 45	226.7 Ramp, off House track.....	S	203
MP 292.1 and MP 294.5	30 30	231.6 Gravel Pit.....	Both	3,449
MP 294.5 and MP 303.5	49 49	248.5 Ramp, off Track 2.....	N	84
MP 303.5 and MP 320.0	45 45	319.5 Ramp, off siding.....	N	290
MP 320.0 and MP 346.4	35 30	326.7 Stub, off siding.....	S	1,252
MP 346.4 and MP 347.1 (Yard Limit)....	35 30	333.7 House Track.....	N	330
MP 347.1 and MP 349.1 (Yard Limit)....	15 15	347.9 Ramp Track, off House Track..	S	350
MP 349.1 and MP 357.5	15 15	350.6 Outfit.....	N	743
MP 357.5 and MP 357.6 (Yard Limit)....	15 15	362.6 Outfit Track.....	Both	1,112
MP 357.6 and MP 358.7 (Yard Limit)....	20 15	371.2 Ramp off siding.....	S	137
MP 358.7 and MP 360.2 (Yard Limit)....	30 20	388.0 Gravel Pit.....	S	3,500
MP 360.2 and MP 361.2 (Yard Limit)....	40 20	388.0 Outfit Track off Pit Track.....	S	1,516
MP 361.2 and MP 364.3 (Yard Limit)....	49 49	392.2 Old Clear.....	N	
MP 364.3 and MP 410.2	49 49	392.9 Main Base, off Tail of Wye.....		
MP 410.2 and MP 410.8 (Yard Limit)....	49 49	392.9 Short siding.....	Both	782
MP 410.8 and MP 411.4 (Yard Limit)....	30 20	411.7 Long siding.....	Both	3,250
MP 411.4 and MP 413.4 (Yard Limit)....	25 20	415.4 Short siding.....	Both	350
MP 413.4 and MP 415.1	25 25	432.6 House Track.....	N	202
MP 415.1 and MP 431.8	49 49			
MP 431.8 and MP 453.0	40 40			
MP 453.0 and MP 463.1	30 30			
MP 463.1 and MP 466.85	40 40			
MP 466.85 and MP 467.9 (Yard Limit)....	30 30			
MP 467.9 and MP 470.3 (Yard Limit)....	20 20			
EIELSON 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			
SUNTRANA 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 5			
PALMER BRANCH				
MP A 0.0 and MP A 6.7 (Yard Limit)....	10 10			

ANCHORAGE SUBDIVISION

PALMER BRANCH

			Rule 6(a) Signs	TIMETABLE 117	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	Alagco.....	S	1,800
A 2.43	Conrock.....	S	4,000
A 4.92	Armco.....	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

EIELSON BRANCH

		Capacity of Siding in feet	Rule 6(a) Signs	TIMETABLE 117	Mile- Post		
				STATIONS			
			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		
			BKOP R WXYZ TO	Fairbanks	G 0.0		

Rule 93 in effect. Rule 97 does not apply.

LOCATION OF OTHER TRACKS

MP		Switch Location	Capacity in feet
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 91A00-8W
Elgin, 16 size, BWR (571) (21 jewels)
Hamilton, 16 size, 95OB (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, Pendant at Figure 12

WRIST WATCHES

Alpine Quartz, No. 9361
Ball, 13 ligne size, No. 16048, 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
Wyler 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. HANDLING OF CARS CONTAINING HAZARDOUS MATERIALS:

For train placement, switching restrictions, emergency actions by train crews, shipping paper information and inspection requirements, refer to the Hazardous Materials chart in the back of this timetable.

Switching restrictions for cars placarded with Flammable Gas placard and Poison Gas placard apply to empty as well as loaded cars. Switching restrictions for TOFC/COFC also apply to flat cars with any placarded lading.

It will be the yard conductor's responsibility to know if any placarded cars are on a track before releasing any other cars into that track.

Conductors will review train consist for proper placement of all placarded cars. Cars improperly placed will be switched out to obtain proper placement prior to train movement.

The Emergency Response Identification number located in the center of each placard or on each waybill, switch ticket, or other document used to move hazardous materials, provides information and actions to be taken in the event of an accident or unintentional release of hazardous materials.

Should an accident occur locate the waybills for cars involved or refer to the number on the placard. This four digit number is referenced in DOT Publication P.5800.3 or subsequent issues, Emergency Response Guidebook. The book utilizing the four digit number will provide vital information, the most significant potential hazards and gives guidance for initial actions to be taken by personnel involved or engaged in the initial response to an accident. Yardmasters, Chief Dispatcher and Trainmasters can provide the necessary response information from the guide book.

Emergency Response Personnel, police, fire, and/or medical will be assisted and allowed access to accidents and/or incidents involving hazardous materials.

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, train 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 when necessary.

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

SPECIAL INSTRUCTIONS

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 terminal, 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.

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 the 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 155.7, 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
Dunbar	North

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

SPECIAL INSTRUCTIONS

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.

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 building, 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.

SPECIAL INSTRUCTIONS

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 106.5, 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.

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.

f. Trains 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.

SPECIAL INSTRUCTIONS

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 107).....40 MPH

Locomotive Crane 107.....25 MPH

Wrecking Crane No. 55.....40 MPH

Wrecking Cranes Nos. 56 and 57.....30 MPH

Wrecking Crane No. 58.....35 MPH

Wrecking Crane No. 58 over bridges
MP 20, MP 114.3, MP 147.1, MP 147.4, MP 147.5,
MP 351.4, MP 354, MP 355, MP 355.2,
MP G1.02 and MP G3.25.....10 MPH

Wrecking Cranes over bridges
(except 55).....20 MPH

In addition LC 58 must be spaced between cars not exceeding 50 tons apiece.

Spreaders operated in snow removal.....40 MPH

Ice Chipper Car X3000 through tunnels.....15 MPH

Air Dump Cars, loaded with sand,
gravel or riprap.....35 MPH

Hopper cars, loaded with gravel,
between MP 151 and MP 120.4.....35 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.

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 284.2.....Hurricane Gulch Bridge
 Bridge 347.4.....Riley Creek Bridge
 Bridge 413.7.....Tanana 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 of 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.

SPECIAL INSTRUCTIONS

19. RATING OF ENGINES IN TONS:

	<u>C L A S S</u>	
	1500	2800
	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

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, 2800, 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 all 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.

SPECIAL INSTRUCTIONS

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 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
Healy & Nenana	1.5 miles	1.5 miles
Nenana & Fairbanks	1.5 miles	1.5 miles

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>
11	11.3 to 11.6	Rock/Snow
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/Rock/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	340.0 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 F6.91	Snow

SPECIAL INSTRUCTIONS

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.

Police, fire and medical vehicles with flashing lights in operation will not be delayed at crossings. When such vehicles approach crossings the most expeditious method of clearing the crossing shall be used. This may be continued movement or it may require a cut at the crossing. Cars, engines or trains shall not be left unattended blocking crossings.

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, it must be left in derail position at all times.

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

28. PASSENGER TRAIN MEETING POINTS:

At meeting and passing points between passenger carrying trains and other than passenger carrying trains, the passenger carrying train must hold the main track.

29. COPYING TRAIN ORDERS AND CLEARING TRAINS:

Except where Train Order Clerks are employed and on duty at originating points, conductors will copy the train orders for their train. This responsibility will not be delegated to other members of their crew unless there are unusual circumstances.

The conductor and engineer of the train enroute will copy their own train orders except, in the event of loss of communication, conductors or engineers may then copy train orders for one another as long as both have a copy of the orders before they are acted upon as per paragraph #4 of Rule 200 of the Rules and Regulations of the Operating Department.

A fireman or headend brakeman that is qualified to copy train orders will copy train orders for the engineer when the engineer is at the controls of a moving train or engine. If there is no qualified person on the engine to copy train orders for the engineer when the train or engine is moving, movement must be stopped and the engineer shall then copy the train orders.

It is the duty and responsibility of the conductor or engineer to clear trains. This authority can only be delegated to brakemen or firemen who are promoted conductors or engineers when there are unusual circumstances.

30. ROTATING FLASHER BEACONS:

The rotating flasher beacons on engines and cabooses, so equipped, will be operated at all times, day and night, when used in road or yard service.

The beacon may be shut off when used in yard service when standing unattended.

The operating of rotary beacons does not relieve employees of observance of other rules and special instructions.

31. LOCKING CABOOSE AND ENGINE DOORS:

Doors on all cabooses are to be locked at all times when not occupied. The keys will be issued through the Transportation Department.

Doors on all locomotives will be locked, using ARR switch locks, when left unattended.

32. MOVEMENT OF PASSENGER EQUIPMENT:

Before movement of passenger equipment from the Car Shop area, the brake system must be charged to the required air pressure; and, before proceeding, an application and release test of the brakes on the rear car must be made from the locomotive. Trainmen must insure the brakes properly apply and release on the rear car of the passenger equipment prior to movement.

SPECIAL INSTRUCTIONS:

33. LOADING PLACEMENT OF TOFC CONTAINERS:

Single loaded trailers must be located on fifth wheel equipped flat cars with hitch secured at the end of the car so that the trailer wheels are located near the center of the car.

Loaded TOFC flat cars must not be placed next to an occupied caboose. There must also be sufficient buffers used to afford maximum safety to crews in the event of a derailment or malfunction of fifth wheel locking device.

34. HOSTLERS-WATCH COMPARISON AND TIMETABLE BULLETIN REGISTRATION:

When Hostlers and Hostler Helpers report for duty at the Anchorage Engine House, they will record in the book provided for the purpose, the time of watch comparison and the number of the last posted Timetable Bulletin.

35. 1800 CLASS LOCOMOTIVES INDEPENDENT BRAKES:

Engineers, when operating 1800 class locomotives and bailing off independent brakes, must allow sufficient time for air to exhaust from cylinders account greater volume of air in brake cylinders than on other types of motive power. This will prevent excessive heating of wheels which eventually causes thermo cracking.

Particularly when operated in multiple with 1800 class engines in trailing position, engineers are to hold independent in "bail-off position" a sufficient time for trailing 1800 class units to completely release their independent brakes.

A sufficient time will be defined as holding independent in "bail-off position" a minimum of 5 seconds per locomotive unit in engine consist.

SEWARD SUBDIVISION

36. REGISTER STATION EXCEPTIONS:

Portage: Extra trains will not register.

37. 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.

38. 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.

39. 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.

40. MOOSE PASS:

Close clearance at side ramps on both sides of siding.

41. HUNTER:

Tail of wye is 450 feet long.

42. 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.

43. TUNNEL:

Cars left at Tunnel must have sufficient hand brakes 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.

SPECIAL INSTRUCTIONS

44. PORTAGE:

Whittier Subdivision Special Instructions will govern Portage.

45. 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.

46. 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.

47. ANCHORAGE:

Anchorage Subdivision special instructions will govern Anchorage Yard.

WHITTIER SUBDIVISION

48. 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.

49. WHITTIER:

Main track begins and ends at MP F 2.4 Whittier Subdivision. Movements over all track 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.

SPECIAL INSTRUCTIONS

50. 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 NORTH-
 WARD TRAINS
 MP F 6.91 PORTAGE TUNNEL
 MP F 5.18 WHITTIER TUNNEL FOR SOUTH-
 WARD 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.

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:

Door	End	Normal Position
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 SUBDIVISION (INCLUDING PALMER, SUNTRANA AND EIELSON BRANCHES)

51. 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.

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.

Healy for trains originating or terminating only.

52. 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

Clear Site: Call-up station for Northward trains.

North Nenana: Call-up station for Southward trains.

SPECIAL INSTRUCTIONS

53. 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.

Switch at MP 116.5, when lined for movement to 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 116.5 will be as instructed by Yardmaster.

Power switches have been installed at MP 113.9 (OVL) between passenger main and freight main and at MP 116.8 between passenger main and freight main and may be controlled by the Yardmaster or manually thrown. Switch at MP 113.9, 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 116.8, when lined for movement to the Anchorage Passenger Depot, switch target will indicate green; and when lined for movement into freight yard, switch target will indicate red. These switches must be properly lined for movement in accordance with Rule 104(a). Switch alignment for train or engine movements at MP 113.9 and MP 116.8 will be as instructed by the Yardmaster. Rail leading from/to these switches is bonded and marked with white, painted strip on web on rail. When an engine or train enters the area of the bond, or while in the area of the bonded rail, the power switch may not be operated by the Yardmaster and must be manually thrown.

Main track begins and ends at MP 113.9 on Seward Subdivision and main track begins and ends at MP 117 on Anchorage 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 roundhouse lead between the diesel ramp crossing and the old sand house crossing is a designated locomotive servicing area and will be protected by blue flags and derails when motive power is being serviced at the fueling station.

The roundhouse foreman will notify the yardmasters when this area is closed and/or when servicing is completed and movement can be made through this location.

All movement through this location shall not exceed 5 MPH and there must be close observance for mechanical personnel working within this area.

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.

At Port of Anchorage Dock, due to curvature of track, only 1800, 2500, 2800, 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.

SPECIAL INSTRUCTIONS

54. 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.

55. 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.

56. 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 head in from north only.

57. MATANUSKA

Exception to Rule 24 of the Rules and Regulations of the Operating Department: At Matanuska, when visual identification as per Rule 24 cannot be made, oral identification may be made in the following manner - the conductor or engineer of the train or engine required to identify another train may orally communicate with the

other train to ascertain the entire trains location. This information must be repeated back by the conductor or engineer of the train or engine requiring the information.

Tail of wye is the Palmer Branch.

When opposing trains meet at Matanuska and the north-bound 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 trains movement south is clear of MP 151.3 to allow highway crossing signals MP 151.6 enough time to reset.

Conductors of all commercial gravel trains will call the Train Dispatcher when their train is half loaded and give dispatcher ETD from Matanuska.

58. WASILLA:

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

59. WILLOW:

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

60. CURRY:

Tail of wye is 359 feet long.

61. GOLD CREEK:

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

62. CHULITNA:

Tail of wye is 282 feet long.

63. HONOLULU:

Southward freight train inspection point.

SPECIAL INSTRUCTIONS

64. BROAD PASS:

Tail of wye is 275 feet long.

65. MP 333.7:

Close side clearance at ramp on house track.

66. DENALI PARK:

Tail of wye in 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.

67. 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.

68. HEALY:

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

69. 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. Speed of trains operating over scale must not exceed 3 MPH when loading and scaling loads. In the event the movement exceeds 3 MPH it will be necessary to stop the movement and back train south of the operators control room and begin scaling again. The entire loaded portion of the train will have to be re-weighed. Engineers working trains through the tunnel must control speed of train to prevent making an air application during scaling.

SPECIAL INSTRUCTIONS

All trains proceed prepared to stop short of overhead doors on the tunnel at loading tipple. 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 operations dictates.

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

Conductors of coal trains must furnish the tipple operator an accurate consist of all cars picked up on line to be loaded. This consist will be in addition to the pickup and set out report form ARR-401 that is turned into yardmaster or agent.

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.

70. 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.

71. 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.

72. NORTH NENANA:

Southward freight train inspection point.

73. HAPPY:

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

74. FAIRBANKS:

Main track begins and ends at MP 466.85.

Maximum authorized speed on track (previously designated as main track) between MP 466.85 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.

Fairbanks Diesel Shop tracks 4 and 5 are designated as locomotive servicing area tracks. The maximum authorized speed on these tracks is restricted to 5 MPH.

The maximum speed on Fairbanks Car Shop tracks 1 and 2 is 5 MPH.

75. 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

76. 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. 78.
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. 77.
7. Shipments having a combined center of gravity of car and lading exceeding 90 inches ATR.

77. 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

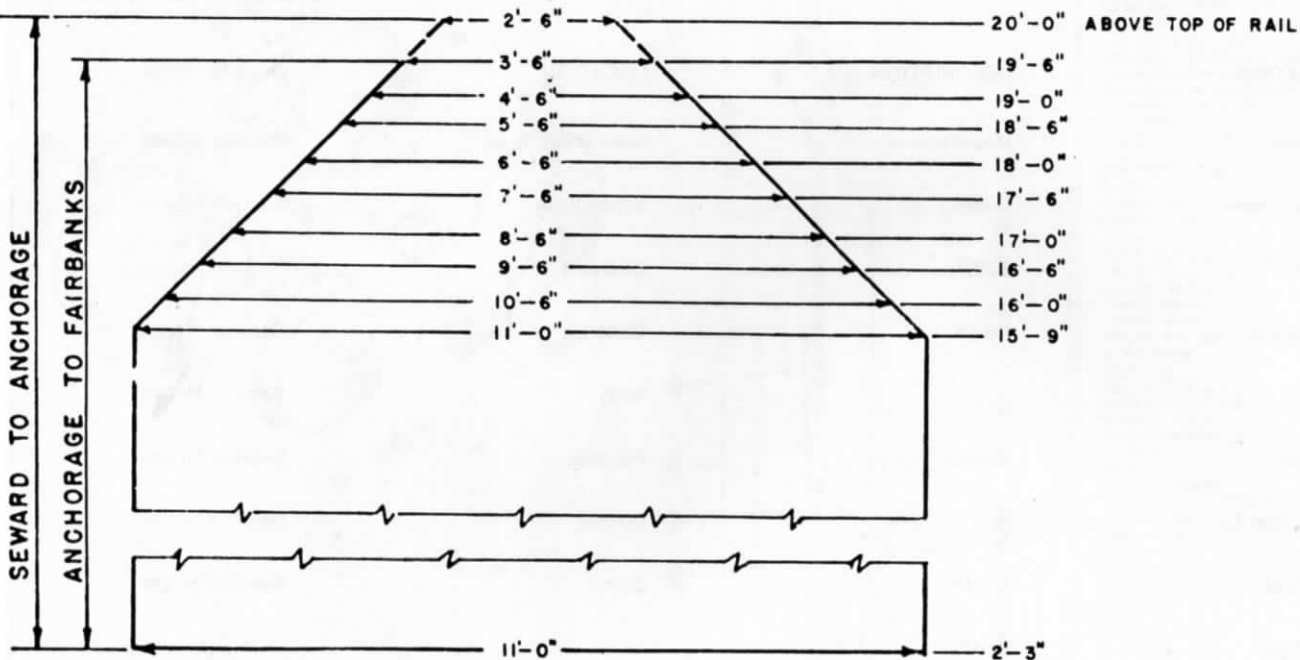
Maximum gross weight of car and lading based upon uniformly loaded 4-axle cars with 5'8" or greater axle spacing with combined center of gravity not more than 90 inches above top of rail. Gross weight of 263,000 pounds applies to 4-axle cars with truck centers of 28 feet or greater. Gross weights of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

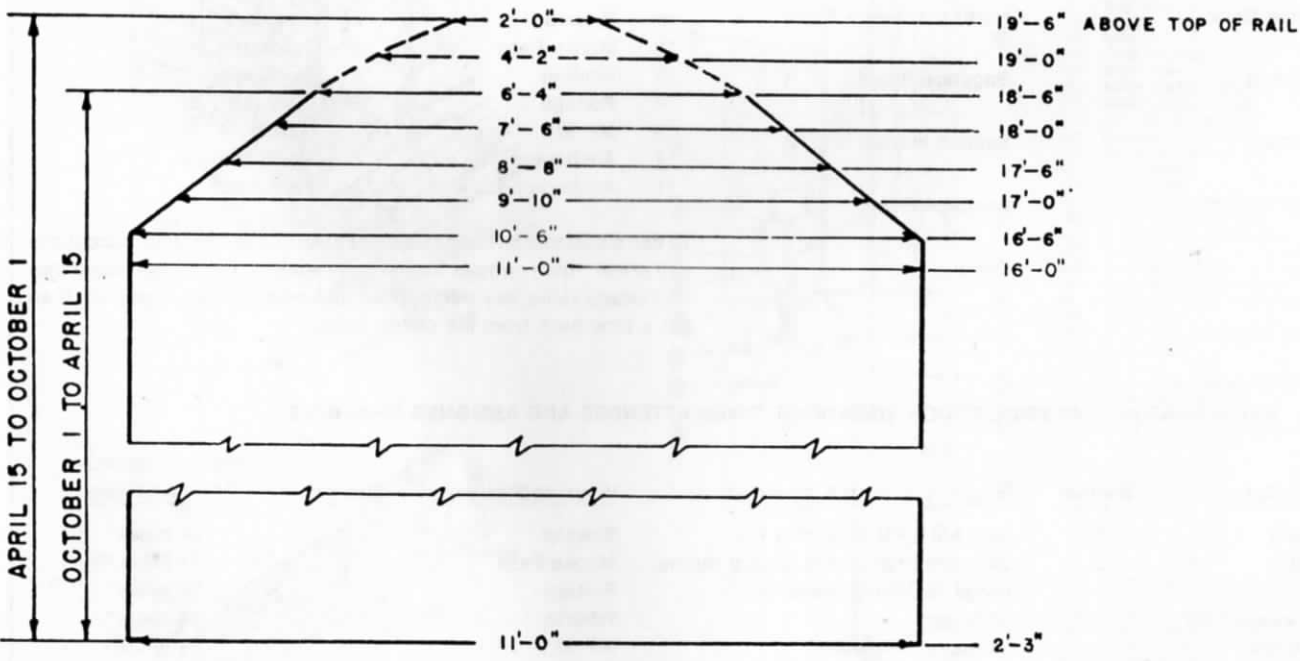
FOLLOW THEM FOR SAFETY

SPECIAL INSTRUCTIONS

78. LOADING DIAGRAMS.



SEWARD TO ANCHORAGE &
ANCHORAGE TO FAIRBANKS



WHITTIER TO ANCHORAGE

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.

SPECIAL INSTRUCTIONS

79. TELEPHONES:

<u>LOCATION</u>	<u>DESCRIPTION</u>
Seward	Roundhouse
Crown Point	Booth
Hunter	Booth
Grandview	Booth
Tunnel	Section House
Mile Post 53	Box on Pole
Spencer	Booth
Portage	Booth
Door 2 Whittier Subdivision	Portal
Whittier Dock	North and South Ends
Talkeetna	Baggage Room
Hurricane	Section House
Denali Park	Baggage Room
Healy	Depot

RADIO TELEPHONES:

<u>LOCATION</u>	<u>DESCRIPTION</u>
Gold Greek	Section House
Broad Pass	Section House
Cantwell	Section House
Carlo	Section House
Ferry	Section House
Nenana	Section House
Dunbar	Section House
Dome	Section House

DISPATCHER RADIOS

*1 Seward	*2 Wasilla
*2 Moose Pass	*3 Talkeetna
*3 Whittier	*5 Hurricane
*4 Portage	*6 Cantwell
*5 MP 92	*1 Garner
*1 Anchorage	*2 North Nenana
*1 Anchorage Ch 4	*3 Fairbanks

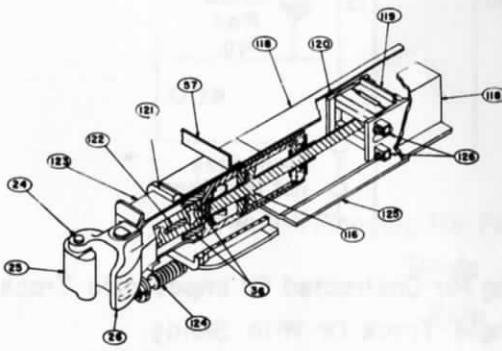
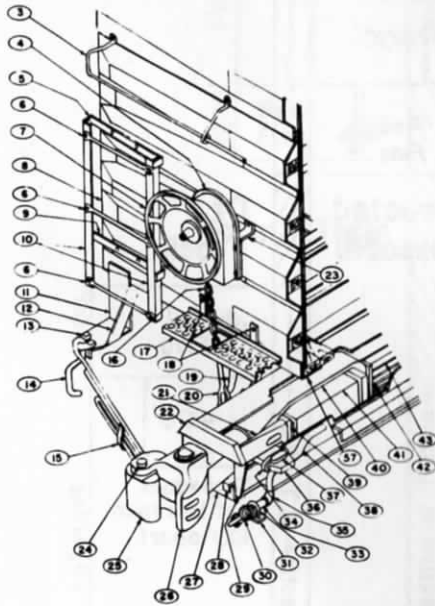
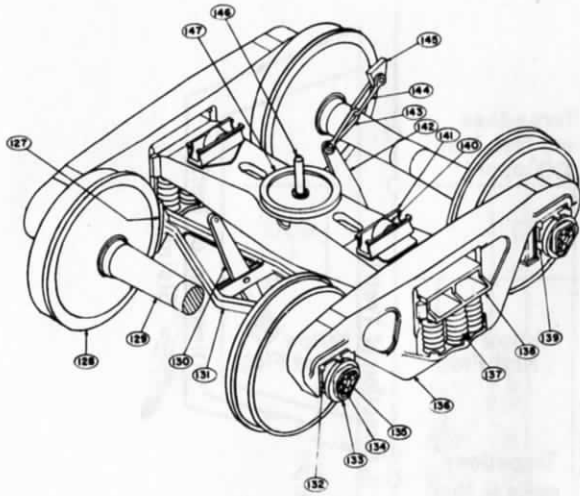
To call dispatcher on radio telephone select Ch 2, key radio microphone and press * then number for the radio wanted, i.e., to call dispatcher on Portage radio, key microphone and press * then 4, you will then get a tone back from the called radio.

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

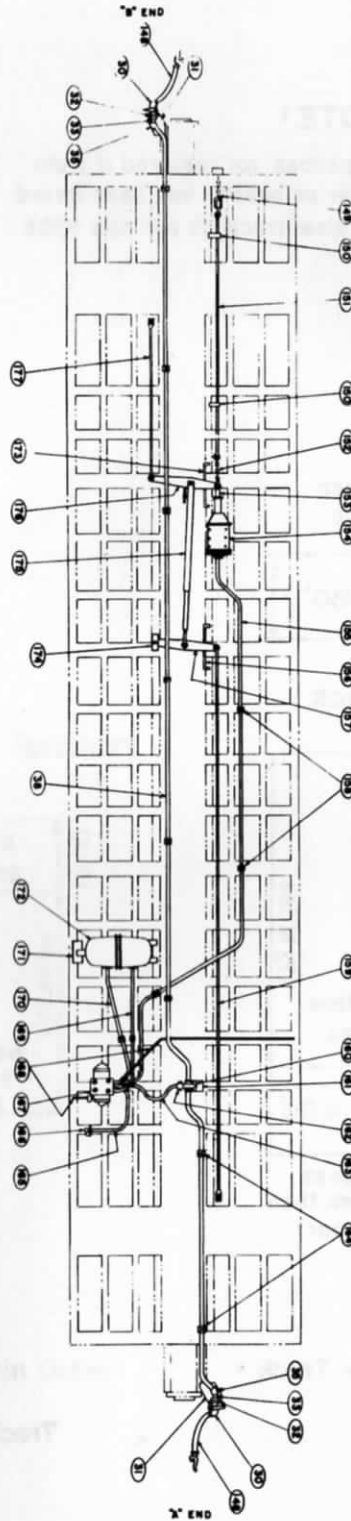
<u>Base Station</u>	<u>Channel</u>	<u>Hours in Service & Attended</u>	<u>Wayside Stations</u>	<u>Channel</u>	<u>Hours in Service And Attended</u>
Seward	1	8:00 AM-5:PM Mon, thru Fri.	Seward	2	24 hours*
Whittier	3	24 hours unattended, except during barge switching operation	Moose Pass	2	24 hours*
Anchorage Yard	3	24 hours	Portage	2	24 hours*
Talkeetna	1	24 hours unattended	Whittier	2	24 hours*
Denali Park	1	24 hours unattended	MP 92	2	24 hours*
Healy	1	5:00 AM-2:00 PM Mon, thru Fri.	Anchorage	2 + 4	24 hours*
			Wasilla	2	24 hours*
			Talkeetna	2	24 hours*
			Hurricane	2	24 hours*
			Cantwell	2	24 hours*
Fairbanks	3	24 hours	Garner	2	24 hours*
			North Nenana	2	24 hours*
			Fairbanks	2	24 hours*

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

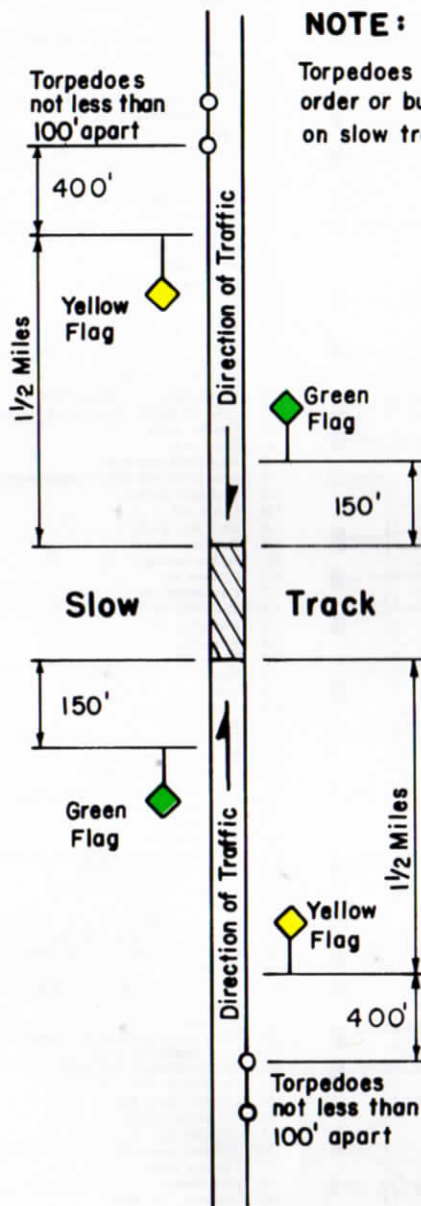
CAR CHART



END-OF-CAR CUSHIONING

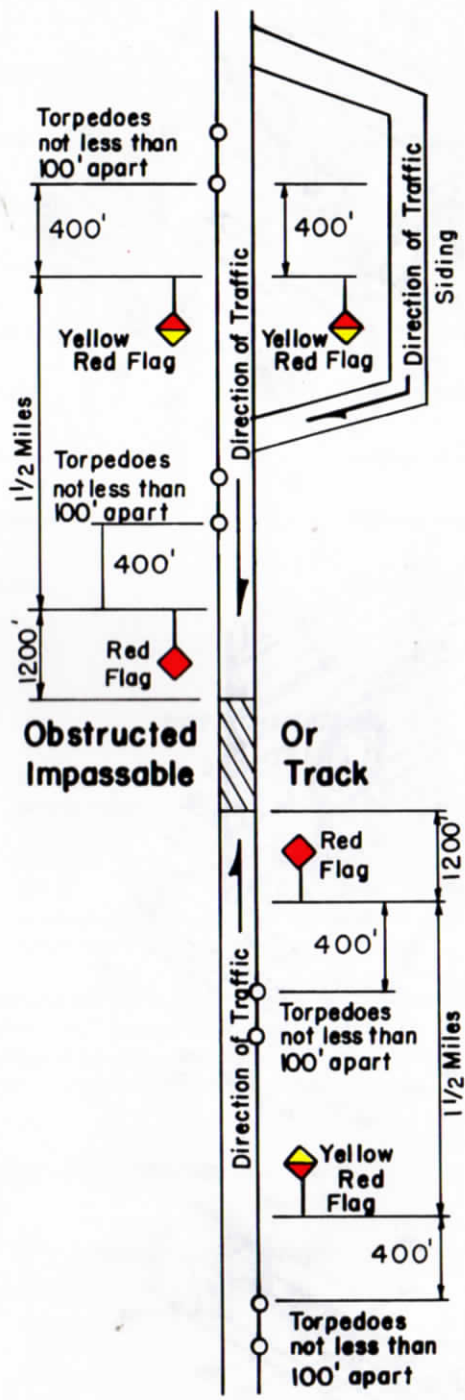


3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45 elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 3/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/2"
165. Retainer pipe
166. Retainer valve
167. A B D control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/2"
170. Emergency reservoir pipe, 1/2"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

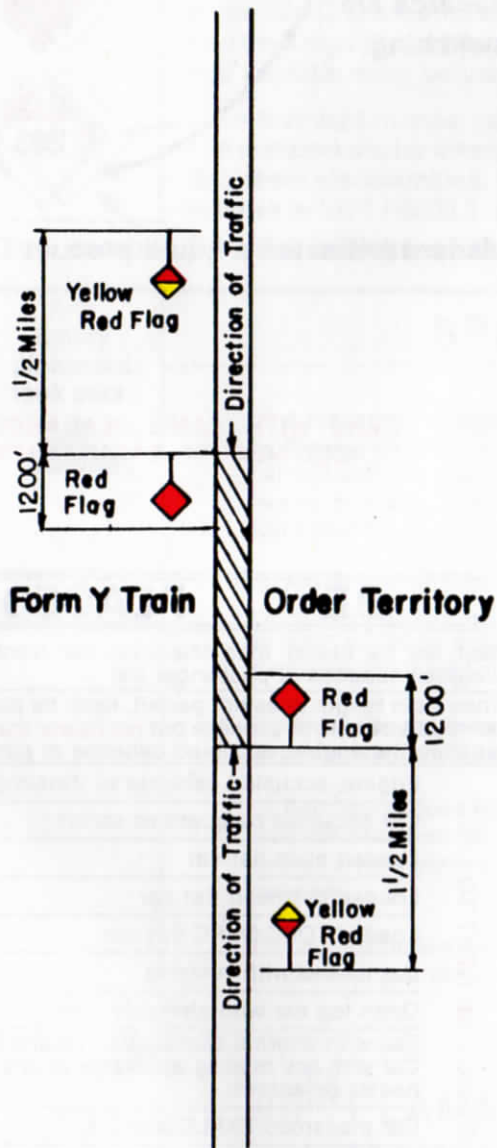


NOTE :
 Torpedoes not required if train order or bulletin has been issued on slow track, as per rule 100b

Track Flagging For Slow Track
 Single Track
 Rule 100a



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



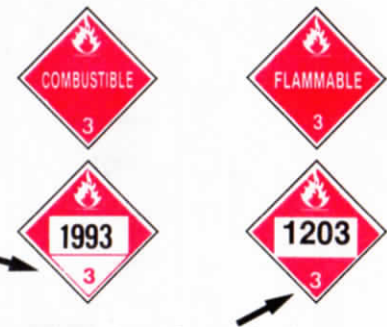
Track Flagging For Form Y Train Order
 Single Track
 Rule 99p

TRAIN PLACEMENT

— SWITCHING

NOTE: The lower quadrant of the combustible placard is white which distinguishes it from the flammable placard which is red.

Cars placarded with combustible placards are not restricted train placement or switching.



(The number 3 at the bottom of the placard indicates a liquid product i.e. Gasoline)

Any Cars placarded:	Any Cars placarded:	Any Placarded Tank Cars:		PLACARDED TOFC/COFC
			NOTE: CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER	
MUST NOT BE PLACED NEXT				
•	•	•	Must not be nearer than the sixth car from the engine occupied caboose or passenger car	
•	•	•	When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car	
•	•	•	Engine, occupied caboose or passenger car	
• (1)	• (1)	• (1)	Car occupied by guard or escort	
•	•	•	Loaded plain flat car	
• (2)	• (2)	• (2)	Loaded bulkhead flat car	
•	•	• (3)	Loaded TOFC/COFC flat car	
•	•	• (4)	Car loaded with vehicles	
• (2)	• (2)	• (2)	Open top car with shiftable load	
•	•	•	Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern.	
•	•	•	Car placarded EXPLOSIVES A	•
•	•	•	Car placarded POISON GAS	•
•	•	•	Car placarded RADIOACTIVE	•
•	•	•	Any loaded placarded car (other than COMBUSTIBLE or same placard)	
SWITCHING RESTRICTIONS				
•	•	(6)	Must not be cut off in motion or be impacted by cars rolling under their own momentum	•
•	•	(6)	Must not be coupled into another car with more force than is necessary to make the coupling	•
•	•	(6)	Must be separated from engine by at least one non-placarded car	
		•	Where use of hand brakes is necessary, must not be cut off in motion until preceding car is clear of lead; also, restricted car must be clear of lead before another car is allowed to follow	

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS ALASKA RAILROAD

ACTION TO BE TAKEN BY TRAIN AND ENGINE CREWS

When derailment or incident occurs in which hazardous materials may be involved:

- a. Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- b. Notify train dispatcher (yardmaster in terminal areas) advising portion of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.
- c. Inspection of trains or cars should be undertaken with caution. If a release of hazardous materials is evident, the area must not be entered except by person(s) with proper protective equipment.
- d. If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- e. When practicable to accomplish without personal risk, determine position of tank cars (upright, on side, on top, etc.), specific information about tank damage (length, depth of dents, gouges, etc.), location and extent of leakage (hole in end, dome, drip, 1/2 inch stream, vapor, etc.) and tank car specification (example: DOT 112J340W) and car number (GATX 41362)

BE SPECIFIC WHEN REPORTING DAMAGE/LEAKAGE INFORMATION

- f. When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- g. Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and conditions of cars. Furnish them all emergency response information available. This position should be maintained until relieved by a supervisor on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads, or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

EMERGENCY RESPONSE PERSONNEL WILL NEED THE INFORMATION CONTAINED ON THE CONSIST, WAYBILLS, CAR MOVEMENT BILLS AND, OR SWITCH TICKETS - THESE DOCUMENTS MUST BE KEPT READILY AVAILABLE AND TAKEN WITH YOU, WHEN PERSONAL SAFETY ALLOWS IN THE EVENT AN ACCIDENT OCCURS.

EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation regulations applying to railroad operation, refer to tariff BOE 6000-C (or subsequent issues), B.E. Pamphlet 20, or 49 CFR Subchapter C.

DEFINITIONS:

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the placards depicted on the reverse side.

"TRAIN" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

§ 174.59 **Marking and placarding of rail cars.** No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified.

Placards shall be displayed on each side and each end of:

- (1) Rail cars containing any amount of hazardous material.
- (2) Each trailer/container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material.
- (3) Each trailer/container containing 1000 lbs. or more of any other hazardous material.

§ 174.24 **Shipping Papers.** (a) No person may accept for transportation by rail any hazardous material unless he has received a shipping paper prepared in the manner specified in subpart C of Part 172 of the regulations, (outlined in 174.25 (b) and (c));

(b) Paragraph (a) does not apply to a material classed as an ORM-A, B, C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

§ 174.25 **Additional Information on waybills, switching orders and other billing.**

(a) Each waybill, switching ticket, switching order or shipping order used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.

(b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switch order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

- (1) The shipping description consisting of—
 - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
 - (ii) The hazard class specified for the material in the same table;
 - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
 - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
- (2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.
- (3) The placard notation.
- (4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.

(c) For an empty tank car that previously contained a hazardous material, other than combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained," followed by the basic description of the hazardous material last contained in the tank car, and the word, "PLACARDED." For example, "EMPTY: SULFURIC ACID, Corrosive Material, UN 1830 Placarded," or "EMPTY: Last Contained SULFURIC ACID, Corrosive Material, UN 1830. Placarded."

§ 174.26 **Notice to train crews of placarded cars.**

(a) At each terminal or other place where trains are made up or switched by crews other than train accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE 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. See paragraph (b) of this section for other placarded cars.

(b) 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.

(c) 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 §§ 172.202 and 172.203 of this subchapter.

INFORMATION

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

SEWARD AND WHITTIER SUBDIVISIONS

6:50 a.m.
11:20 a.m.

ANCHORAGE SUBDIVISION

Anchorage to MP 172

7:00 a.m.
11:30 a.m.

MP 172 to FAIRBANKS

7:10 a.m.
11:50 a.m.

Line-ups are null and void at the first 6:01 a.m., 12:01 p.m., 5:01 p.m., or 11:59 p.m. following their issuance unless otherwise voided or extended by the Train Dispatcher.

**REMEMBER –
THE SAFE WAY
IS THE BEST WAY!**

SPEED TABLE

Time Per Mile		Miles Per Hour
Minutes	Seconds	
0	51	70.6
0	52	69.2
0	53	67.9
0	54	66.6
0	55	65.4
0	56	64.2
0	57	63.1
0	58	62.0
0	59	61.0
1	—	60.0
1	1	59.0
1	2	58.0
1	3	57.1
1	4	56.2
1	5	55.3
1	6	54.5
1	7	53.7
1	8	52.9
1	9	52.1
1	10	51.4
1	12	50.0
1	15	48.0
1	20	45.0
1	25	42.3
1	30	40.0
1	40	36.0
1	45	34.3
1	50	32.7
2	—	30.0
2	10	27.6
2	15	26.6
2	20	25.7
2	30	24.0
2	40	22.5
2	45	21.8
2	50	21.2
3	—	20.0
3	9	19.0
3	20	18.0
3	31	17.0
3	45	16.0
4	—	15.0
5	—	12.0
6	—	10.0
7	30	8.0
10	—	6.0

TRAINMASTER/ROAD FOREMAN
P. C. Shake

TERMINAL SUPERINTENDENT
ANCHORAGE
M. O. Dodge

TERMINAL SUPERINTENDENT
FAIRBANKS
K. A. Smith

TERMINAL TRAINMASTER
SEWARD
R. E. Lowe

SLIPMASTER
WHITTIER
R. D. Singaas

HAZARDOUS MATERIALS SPECIALIST
T.L. Dome

CHIEF TRAIN DISPATCHER
D. W. Jubb

TRAIN DISPATCHERS
M. R. Frank J. A. Mumford
D. L. Tempest D. P. Bickers
R. L. Cazac W. D. Kocher
 V. R. Johnson

MANAGER, OPERATING RULES
K. H. Greene

TIME TABLE NO. 117

In Effect at 12:01 A.M.
Alaska Daylight Savings Time

Tuesday, September 18, 1984

FRANK H. JONES
General Manager
and
Chief Executive Officer

A.T. POLANCHEK
Assistant General Manager
and
Chief Operating Officer

J.A. HEPWORTH
Superintendent of Transportation

