

**SCHEDULES
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COMES FIRST

Department of Transportation
Federal Railroad Administration

**THE
ALASKA
RAILROAD**

**TIME
TABLE
NO. 98**

In Effect at 12:01 A.M.
Alaska-Hawaii Standard Time
MONDAY, SEPTEMBER 13, 1976

SAFETY FIRST

W. L. DORCY
General Manager

D. L. ALLEN
Assistant
General Manager

W. C. DAVIDSON
Operations Officer

SOUTHWARD		SEWARD SUBDIVISION				NORTHWARD	
	Capacity of Siding	Rule 6-A Signs	TIME TABLE 98		Mile-Post		
			STATIONS				
			BKOP R WXYZ TO	ANCHORAGE ②①	114.3		
	44			5.0 CAMPBELL	109.3		
	67			3.1 TURNAGAIN	106.2		
	43	P		5.6 POTTER	100.6		
	21			7.1 RAINBOW ②	93.5		
	96			4.8 INDIAN	88.7		
	49			7.0 BIRD	81.7		
	37	P		7.2 GIRDWOOD	74.5		
				4.0 KERN	70.5		
			JPXY	6.3 PORTAGE ②	64.2		
	50	P		8.4 SPENCER	55.8		
				4.8 TUNNEL	51.0		
	40	P		6.1 GRANDVIEW	44.9		
	88	PY		4.9 HUNTER	40.0		
				6.2 JOHNSON	33.8		
	15	PX		4.5 MOOSE PASS ②①	29.3		
	75	P		4.8 CROWN POINT	24.5		
				1.2 LAWING	23.3		
				4.9 PRIMROSE	18.4		
	34	P		6.4 DIVIDE	12.0		
	30			5.1 WOODROW	6.9		
			BKOP R WXY TO	SEWARD ②①	0.0		
				(114.3)			

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

SPEED RESTRICTIONS:

Between:	Zone	Maximum Speed Permitted	
		Passenger	Freight
M.P. 0.0 and M.P. 3.8.....		10	10
M.P. 3.8 and M.P. 8.1.....		35	35
M.P. 8.1 and M.P. 14.5.....		25	25
M.P. 14.5 and M.P. 40.5.....		35	35
M.P. 40.5 and M.P. 47.5.....		25	25
M.P. 47.5 and M.P. 54.0.....		20	20
M.P. 54.0 and M.P. 64.3.....		35	35
M.P. 64.3 and M.P. 88.2.....		30	30
M.P. 88.2 and M.P. 100.0.....		45	40
M.P. 100.0 and M.P. 108.0.....		45	45
M.P. 108.0 and M.P. 113.9.....		30	30
M.P. 113.9 and M.P. 116.5.....		25	25
ANCHORAGE INTERNATIONAL AIRPORT			
M.P. 0.0 and M.P. 2.7.....		15	15

LOCATION OF OTHER TRACKS

M.P.		Switch Location	Car Capacity
24.4	Phillips.....	S	3
51.0	House Track.....	S	7
105.08	Sawmill.....	S	12
105.6	Anchorage Sand & Gravel.....	Both	100
106.8	P.L.C.....	N	15
108.4	ALAGCO.....	Both	35
108.4	Warehouse off ALAGCO Track	S	17
108.8	Gottstein.....	S	24
109.22	Alaska Welding.....	N	17
109.29	N.C.....	N	20
109.37	Grocers' Wholesale.....	N	20
109.5	Barrett.....	N	17
109.63	C.E.A.....	S	50
109.63	Anchorage Dist. Center off C.E.A. Track.....	S	24
109.66	Palmer G. Lewis.....	N	13
109.89	Keystone.....	S	14
109.89	Marketing Assoc. off Keystone Track.....	S	9
110.2	Airport.....	N	
110.3	S.B.S. Truss.....	S	11
110.5	Spenard Builders.....	Both	23
111.1	Alaska Distributors.....	N	

SOUTHWARD

WHITTIER SUBDIVISION

NORTHWARD

		Rule 6-A Signs	TIME TABLE 98	Milepost		
			STATIONS			
		JPXY	PORTAGE ②	12.4		
			5.3 MORAINE	7.1		
		PWXY TO	WHITTIER ② ①	0.0		

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

SPEED RESTRICTIONS

Between:	Zone	Maximum Speed Permitted	
		Passenger	Freight
M.P. 2.4 and M.P. 7.0		25	25
M.P. 7.0 and M.P. 12.4		49	49

LOCATION OF OTHER TRACKS

M.P.		Switch Location	Car Capacity
5.2	Outfit.....	N	6

SOUTHWARD		ANCHORAGE-HEALY SUBDIVISION				NORTHWARD	
First Class 5 SUN & WEDS	Capacity of Siding	Rule 6-A Signs	TIME TABLE 98		Mile- post	First Class 6 TUES & SAT	
			STATIONS				
L 12:19 PM		BJKOP R WXYZ TO	HEALY	Ⓢ	358.1	A 5:24 PM	
f 12:29	14	P	2.4 GARNER	Ⓢ	355.7	f 5:14	
s 1:00	50	PXY	7.8 McKINLEY PARK	Ⓢ	347.9	s 4:45	
f 1:10		P	4.2 LAGOON		343.7	f 4:33	
f 1:29		P	9.3 CARLO		334.4	f 4:13	
f 1:44	100	PY	7.7 WINDY		326.7	f 3:56	
s 1:59	36	P	7.2 CANTWELL		319.5	s 3:41	
f 2:12		P	8.2 SUMMIT		312.5	f 3:28	
f 2:25	83	PXY	BROAD PASS	Ⓢ	304.3	f 3:14	
f 2:35	82	P	7.2 COLORADO		297.1	f 3:01	
f 2:54	111	P	8.4 HONOLULU		288.7	f 2:46	
f 3:14	48	P	7.3 HURRICANE	Ⓢ	281.4	f 2:23	
f 3:29	42	PY	7.6 CHULITNA		273.8	f 2:01	
f 3:41	42	P	5.4 CANYON		268.4	f 1:46	
f 3:51	100	P	5.2 GOLD CREEK		263.2	f 1:35	
f 4:01	29	P	5.5 SHERMAN		257.7	f 1:25	
f 4:25	# 1-60 # 2-50	PWXY	9.2 CURRY	ⓈⓈ	248.5	f 1:08	
f 4:45	58	P	12.3 CHASE		236.2	f 12:43	
s 5:02	88	P	9.5 TALKEETNA	ⓈⓈ	226.7	s 12:29	
f 5:19	80	P	11.4 SUNSHINE		215.3	f 12:11	
f 5:29	82	P	6.0 MONTANA		209.3	f 12:02 PM	
f 5:41	27	P	7.0 CASWELL		202.3	f 11:49 AM	
f 5:55	32	P	8.4 KASHWITNA		193.9	f 11:36	
f 6:10	76	PXY	8.2 WILLOW	Ⓢ	185.7	f 11:23	
f 6:28	50	P	10.4 HOUSTON		175.3	f 11:05	
f 6:41		P	8.8 PITTMAN		166.5	f 10:52	
s 6:53	62	P TO	6.7 WASILLA	ⓈⓈ	159.8	s 10:42	
f 7:18	40	PXY	9.1 MATANUSKA		150.7	f 10:18	
f 7:34	105	P	9.5 EKLUTNA		141.2	f 10:00	
f 7:45	42	P	4.9 BIRCHWOOD		136.3	f 9:50	
f 8:05		P	9.7 EAGLE RIVER		126.6	f 9:30	
f 8:21	82	PX	7.5 WHITNEY		119.1	f 9:15	
A 8:40 PM		BKOP R WXYZ TO	4.8 ANCHORAGE	ⓈⓈ	114.3	L 9:00 AM	
SUN & WEDS			(243.8)			TUES & SAT	

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

ANCHORAGE-HEALY SUBDIVISION

SPEED RESTRICTIONS:

Zone Between:	Maximum Speed Permitted	
	Passenger	Freight
M.P. 113.9 and M.P. 116.5	25	25
M.P. 116.5 and M.P. 121.4	25	25
M.P. 121.4 and M.P. 139.0	35	35
M.P. 139.0 and M.P. 152.7	45	45
M.P. 152.7 and M.P. 160.0	25	25
M.P. 160.0 and M.P. 248.0	49	49
M.P. 248.0 and M.P. 255.0	40	40
M.P. 255.0 and M.P. 261.0	35	35
M.P. 261.0 and M.P. 266.0	40	40
M.P. 266.0 and M.P. 283.8	35	35
M.P. 283.8 and M.P. 288.3	20	20
M.P. 288.3 and M.P. 292.1	45	45
M.P. 292.1 and M.P. 294.4	30	30
M.P. 294.4 and M.P. 303.5	49	49
M.P. 303.5 and M.P. 319.0	45	45
M.P. 319.0 and M.P. 347.1	35	30
M.P. 347.1 and M.P. 360.0	20	15
PALMER BRANCH		
M.P. 0.0 and M.P. 7.0	20	20

LOCATION OF OTHER TRACKS

ADDITIONAL STOPS ON SIGNAL

M.P.	Switch Location	Car Capacity	NO. 5 AND 6
131.1	Powder Spur.....	S 60	
131.4	Gravel Pit.....	N 75	
135.8	Storage Tracks.....	Both 284	
140.2	Gravel Pit.....	S 30	180.7, Nancy
142.0	Rock Pit.....	N 70	188.0
142.0	Ramp, Off Pit Track.....	N	
158.7	Hardwood Spur.....	S 9	190.5, Little Willow
159.8	Track Off Siding.....	Both 3	
223.6	Log Track.....	Both 45	221.3, Fishlake
223.6	Gravel Pit Stub Off Log Track	N	
226.7	Ramp Off House Track.....	S	232.0, Gravel Pit
231.6	Gravel Pit.....	Both 50	
301.5	Gravel Pit.....	N 54	233.5
304.3	Snow Fleet.....	Both 29	
312.5	Summit.....	N 40	238.4
319.5	Ramp, Off Siding.....	N 8	
326.7	Stub, Off Siding.....	S 20	239.5
333.7	House Track.....	N 6	
334.2	Carlo.....	S 25	241.7, Lane
342.7	Outfit.....	Both 26	
350.6	Outfit.....	N 16	244.6

PALMER BRANCH

		Rules 6-A Signs	TIME TABLE 98	Milepost		
			STATIONS			
P	TO		PALMER ① 6.5	6.5		
	PXY		MATANUSKA	0.0		

Rule 93 in effect. Rule 97 does not apply.

LOCATION OF OTHER TRACKS

M.P.	Switch Location	Car Capacity
1.44	ALAGCO.....	S 36
4.92	Armco.....	S 14
4.99	Industrial Park.....	S 59
4.99	Big Three off Industrial Park.	S 19
5.2	Husky.....	S 11

SOUTHWARD		NENANA SUBDIVISION				NORTHWARD	
	First Class 5 SUN & WEDS	Capacity of Siding	Rules 6-A Signs	TIME TABLE 98	Mile- post	First Class 6 TUES & SAT	
				STATIONS			
	L 9:00 AM		BKOP R WXYZ TO	FAIRBANKS ①	470.3	A 8:55 PM	
	f 9:15			7.3 HAPPY	463.0	f 8:35	
	f 9:30		P	6.8 DOME ①	456.2	f 8:20	
	f 9:40	83	P	5.4 SAULICH	450.8	f 8:10	
	f 9:57	41	P	11.3 STANDARD	439.5	f 7:52	
	f 10:08	85	P	7.9 DUNBAR	431.6	f 7:41	
	f 10:24	77	P	11.2 MANLEY	420.4	f 7:25	
	f 10:32	83	P	5.0 NORTH NENANA ①	415.4	f 7:17	
	s 10:44		PXY TO	3.7 NENANA ①	411.7	s 7:07	
	f 10:59		P	10.4 JULIUS	401.3	f 6:47	
	f 11:14	83	PY	8.4 CLEAR SITE	392.9	f 6:32	
	f 11:33	19	P	11.7 BROWNE	381.2	f 6:12	
	f 11:48 AM	18	P	10.0 FERRY	371.2	f 5:57	
	f 12:01 PM	23	X	8.6 LIGNITE	362.6	f 5:44	
	A 12:09 PM		BJKOP R WXYZ TO	4.5 HEALY ①	358.1	L 5:34 PM	
	SUN & WEDS			(112.2)		TUES & SAT	

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

SPEED RESTRICTIONS:

Between:	Zone	Maximum Speed Permitted	
		Passenger	Freight
M.P. 357.5 and M.P. 360.0		20	15
M.P. 360.0 and M.P. 450.0		49	49
M.P. 450.0 and M.P. 468.0		40	40
M.P. 468.0 and end of track		25	25
EIELSON BRANCH			
M.P. 0.0 and M.P. 5.0		10	10
M.P. 5.0 and M.P. 28.8		20	20
FAIRBANKS AIRPORT TRACK:			
M.P. 0.0 and M.P. 10.0		20	20
SUNTRANA BRANCH			
M.P. 0.0 and end of track		15	15

ADDITIONAL STOPS ON SIGNAL

LOCATION OF OTHER TRACKS

NO. 5 AND 6

M.P.	M.P.	Switch Location	Car Capacity
	388.0	Gravel Pit.....	70
	388.0	Outfit Track off Pit Track.....	27
388.0	392.2	Old Clear.....	N
	392.9	Main Base.....	
394.9	392.9	Short Pass.....	Both 21
	432.6	House Track.....	N 3
453.0	456.2	Dome.....	N 15
	463.0	Happy.....	N 14

EIELSON BRANCH

Capacity of Siding	Rules 6-A Signs	TIME TABLE 98		Milepost
		STATIONS		
	Y	EIELSON	28.0	
13		11.7 NORTH POLE	16.3	
	Y	12.5 FT. WAINWRIGHT	3.8	
	BKOP R WXYZ TO	3.8 FAIRBANKS	0.0	Ⓛ

Rule 93 in effect. Rule 97 does not apply.

LOCATION OF OTHER TRACKS

M.P.	Switch Location	Car Capacity
0.8	G.V.E.A. Pole Yard.....	S 11
1.2	TAPS.....	S
1.4	Old Superior Shippers.....	S 11
5.9	Airport.....	S
8.2	Salvage Yard.....	S
9.0	Arctic Ready Mix.....	Both
12.9	Green Construction	N
24.1	Bluff Spur.....	N

SPECIAL INSTRUCTIONS

GENERAL INSTRUCTIONS

ALL SUBDIVISIONS

1. EMPLOYEES ARE FORBIDDEN TO RIDE:

- a. On leading footboards of engines in the direction of travel.
- b. On engine footboards, sides or end of cars, when going in or out of depressed tracks.
- c. On engine footboards or platforms while moving between stations.
- d. On buffers, drawbars, brake beams, brake wheels, grab irons, or ladders on facing end of car.
- e. On ends of cars containing loads that might shift.
- f. Employees are prohibited from working, or moving from one unit to another on outside walkways when train is in motion, except that in case of necessity, or when passing signals, this may be done but speed of train must not exceed 25 MPH.

During severe storms or other adverse weather conditions, train must be brought to a stop before working on or passing from one unit to another on outside walkway.

2. SETTING OUT CARS:

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

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

After reservoirs are drained on freight and passenger equipment 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.

3. KICKING AND DROPPING OF CARS:

The following equipment MUST NOT be kicked or dropped during switching operations:

Cars containing explosives, flammables, poison gases, vans or shipping platforms, vans on wheels, livestock, passenger cars, power cars and outfit cars.

4. LOADING, HANDLING HEAVY EQUIPMENT:

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

It will be the responsibility of the Mechanical Department to inspect and accept such loads as specified above, and place speed restrictions for movement. Agents will advise the Mechanical Department of loading. A representative of the Mechanical Department will advise the Yardmaster or Agent of acceptance for movement, giving car number and maximum speed at which car may be moved. It will be the responsibility of the Yardmaster to see that no loads such as specified above, will be placed in trains for movement until they have been accepted by the Mechanical Department and the Dispatcher has been notified of speed restrictions. Dispatcher will issue train order covering restrictions. Equipment with boom attached must be loaded with boom trailing unless approval from Dispatcher is obtained for movement in forward position. Conductors handling loads with boom in forward position, except on work trains, will be instructed to do so by message or train order.

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

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

5. CARS

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

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

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

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

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

SPECIAL INSTRUCTIONS

6. EXPLOSIVES AND DANGEROUS ARTICLES:

Cars containing explosives and other dangerous articles must not be cut off while in motion and all unnecessary shocks must be avoided, nor may other cars be cut off and allowed to strike a car containing explosives or other dangerous articles. In switching operations, cars with explosives or other dangerous articles must be separated by at least one non-placarded car from the engine.

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

At all terminals or other places where trains are made up by crews other than road crew accompanying the outbound movement of cars containing explosives, the operator on duty shall prepare Form 1340, "Notice of Cars Containing Explosives" showing location in the train of each car containing explosives.

A copy of such notice shall be delivered to the conductor and engineer, and a copy retained on file.

At points where crews are changed, the notice shall be transferred from crew to crew.

When derailment, collision, fire or unforeseen occurrence takes place involving hazardous materials (such as explosives, flammable liquids, liquid petroleum gases, radioactive or fissionable material, poisons or chemicals) conductor or other member of crew must check consist and/or waybills to determine if any such material is involved. If such material is involved, crew members must stay out of the danger area and guard against people entering the area. Call Chief Dispatcher immediately and advise him of the materials and conditions. Be governed by his instructions.

7. GAME ANIMALS:

When trains hit moose, the train will come to a complete stop and train inspection will be made in order to ascertain if any cars are derailed before train proceeds.

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

8. SNOW SERVICE:

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

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

9. WYES:

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

10. PASSES OF T & T LINEMEN:

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

11. COMMUNICATIONS:

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

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

Communication is then carried on between train and train dispatcher as prescribed by Railroad Radio Rules.

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

12. TIME SERVICE:

Approved railroad grade watches are:

POCKET WATCHES

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

WRIST WATCHES

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

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

Bulova Accutron with railroad dial.

Universal Geneve 'Unisonic' RR-52-0.

Universal Geneve RR-1205-0.

Fancy, decorated watches or those with luminous or radium dial or hands, or gold hands, are prohibited.

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

SPECIAL INSTRUCTIONS

13. POWER CAR ATTENDANTS:

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

14. 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.

15. DRAGGING EQUIPMENT DETECTOR INDICATORS:

Dragging equipment detector indicators are located at the following locations:

M.P. 107.8 and M.P. 123.0

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

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

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

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

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

f. When rear of train passes detector and there is no indication (both yellow and red lights extinguished, 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), train must be stopped and an inspection made for dragging equipment.

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

16. TRAIN AND 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.

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.

17. RETAINERS:

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

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

Except: Between M.P. 54.3 and Woodrow, when using 1500, 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.

(Continued)

SPECIAL INSTRUCTIONS

17. RETAINERS: (Continued)

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.

18. RATING OF ENGINES IN TONS

	Class	
	1500, 1600, 1800	2500 3000
NORTHWARD		
Seward to Divide	750	860
Divide to Hunter.....	1400	1500
Hunter to Grandview.....	750	860
Grandview to Portage.....	3000	4000
Whittier to Portage.....	2000	2600
<hr/>		
Portage to Potter.....	3000	4000
Potter to Anchorage.....	1500	2000
Anchorage to Canyon.....	1750	1750
Canyon to Colorado.....	900	1100
Colorado to Summit.....	1500	1500
Summit to Healy.....	2500	2500
<hr/>		
Healy to Nenana	3000	3000
Nenana to Eielson.....	2500	2500
Matanuska to Palmer.....	2000	2000
<hr/>		
SOUTHWARD		
Eielson to Happy.....	1800	1800
Happy to North Nenana.....	3000	3000
North Nenana to Honolulu.....	1700	1700
Honolulu to Hurricane.....	1300	1300
Hurricane to Anchorage.....	2000	2000
<hr/>		
Palmer to Matanuska.....	3000	3000
Anchorage to Turnagain.....	2000	2000
Turnagain to Spencer.....	2500	2500
Portage to Whittier.....	2600	2600
Spencer to Grandview	500	500
Grandview to Primrose.....	3360	3360
Primrose to Seward.....	690	780

19. 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 Honolulu and Northward Freight Trains at Hurricane. Delay report must indicate place where inspection was made. Mixed trains will perform freight train inspection at freight train inspection points.

20. MAXIMUM SPEEDS PERMITTED:

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

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

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.....	30 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.....	35 MPH
Ice Chipper Car X3000 through tunnels...	15 MPH
Air Dump Cars, loaded.....	35 MPH

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

SPECIAL INSTRUCTIONS

21. SNOW PLOW SPEED:

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

22. FLANGERS

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

23. 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.

SEWARD SUBDIVISION

24. SEWARD:

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

Cars must not be kicked or dropped on dock tracks.

25. WOODROW:

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

26. CROWN POINT:

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

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.

27. HUNTER:

Tail of wye is 450 feet long.

28. GRANDVIEW:

Derails installed each end of siding, not to be placed in derail position from November 1st to May 1st. Cars left at Grandview must have sufficient handbrakes set on each end of cut to safely secure cars, and when derails are not in use rail clamps will be placed on down end of car set out. Crews picking up cars must remove rail clamp, when not in use, must be placed on broom rack by switch stand. Enginemen will make application of air when preparing to set out cars so all ice and snow will be removed from brake shoes.

29. TUNNEL:

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

Watch for falling rocks between M.P. 51.8 and M.P. 52.8.

30. PORTAGE:

Normal position of the main track junction switch is for the Whittier Subdivision.

Inspection point for freight trains except freight trains originating at Whittier.

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

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

Call-up station for all trains.

31. CAMPBELL:

Derails installed each end of siding.

32. ANCHORAGE:

Anchorage-Healy Subdivision special instructions will govern Anchorage Yard.

WHITTIER SUBDIVISION

33. PORTAGE:

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.

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

SPECIAL INSTRUCTIONS

34. WHITTIER:

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

Tail of wye is 400 feet long.

Cars must not be kicked or dropped on dock tracks.

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. All movements will be made, so movement can be stopped at any time.
- e. Gates installed across dock tracks 1 and 2 in yard office area.

35. PORTAGE AND WHITTIER TUNNELS:

Watch for falling rocks in Portage and Whittier tunnels.

36. TUNNEL DOORS:

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

M.P. 2.5 WHITTIER TUNNEL and
M.P. 5.8 PORTAGE TUNNEL FOR NORTHWARD
TRAINS and
M.P. 6.7 PORTAGE TUNNEL and
M.P. 5.0 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 en route to Whittier will arrange to contact the Train Dispatcher via Radio approximately one (1) hour prior to expected arrival at Door 4.

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

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

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

Door:		End	Normal	Position
No. 1	M.P. 2.5 Whittier tunnel	South	*Closed	XOpen
No. 2	M.P. 5.0 Whittier tunnel	North	*Closed	XOpen
No. 3	M.P. 5.8 Portage tunnel	South	*Closed	XOpen
No. 4	M.P. 6.7 Portage tunnel	North	*Closed	XOpen

* - Closed November 1st to April 15 inclusive
X - Open April 16 to October 31, inclusive

ANCHORAGE-HEALY SUBDIVISION

37. REGISTER STATION EXCEPTIONS

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

Anchorage Yard Office for all other trains.

SPECIAL INSTRUCTIONS

38. EXCEPTIONS TO RULE 83(B):

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

39. CALL-UP STATIONS:

Whitney: 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.

40. DERAILS:

Derailed installed on south end of sidings Chase, Canyon, Chulitna and Hurricane will not be in use from November 1st to May 1st due to snow conditions.

41. ANCHORAGE:

Track extending between M.P. 113.9 and M.P. 116.5 to and from Passenger Depot is designated as the main track. All switches must be lined and locked for main track movements, except switch at M.P. 113.9 and switch at M.P. 116.5 must be lined and locked for movements thru freight yard.

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

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

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

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

42. WHITNEY:

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

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

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.

43. BIRCHWOOD:

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

44. MATANUSKA:

Tail of wye is the Palmer Branch.

45. WASILLA:

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

46. WILLOW:

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

47. CURRY:

Tail of wye is 359 feet long.

48. CHULITNA:

Tail of wye is 282 feet long.

49. HURRICANE:

Northward freight train inspection point.

50. HONOLULU:

Southward freight train inspection point.

51. BROAD PASS:

Tail of wye is 275 feet long.

52. CANTWELL:

All flat car loads of autos must be spotted to ramp for unloading at time of set out.

53. M.P. 333.7

Close side clearance at ramp.

SPECIAL INSTRUCTIONS

54. WINDY:

Tail of wye is 300 feet long.

55. MCKINLEY 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; blocks and rail clamp must be removed before coupling onto car.

Close side clearance on ramp track.

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

56. BETWEEN HEALY AND MCKINLEY PARK:

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

57. HEALY:

Nenana Subdivision special instructions govern.

NENANA SUBDIVISION

(INCLUDING SUNTRANA AND EIELSON BRANCHES)

58. HEALY:

Tail of wye is 107 feet long.

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

- a. Suntrana Coal Tipple: Low overhead restricted clearance will not clear an engine or high car under the coal loading chutes on Tracks 2 and 3.
- b. Vitro Coal Tipple: Low overhead restricted clearance will not clear an engine or high car under the coal loading chutes on Goat Siding and Cripple Creek Siding.
- c. Close clearance Cripple Creek coal tipple.

59. CLEAR SITE:

Inspection point and call up station for Northward freight trains.

Tail of wye is 1000 feet long.

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

Close clearance on shed tracks and gas turbine track.

60. NENANA:

Tail of wye is 440 feet long.

Close clearance on Union Oil spur 300 feet south of switch. Passing track is 3,250 feet, clearance point to clearance point.

61. MANLEY:

Southward freight train inspection point.

Call up station for southward freight trains.

62. HAPPY:

To be used exclusively for the placing of carloads of explosives. Other cars are not to be placed on this track.

63. FAIRBANKS:

Tail of wye is 1000 feet long.

64. BETWEEN FAIRBANKS AND EIELSON:

Close overhead clearance of wires.

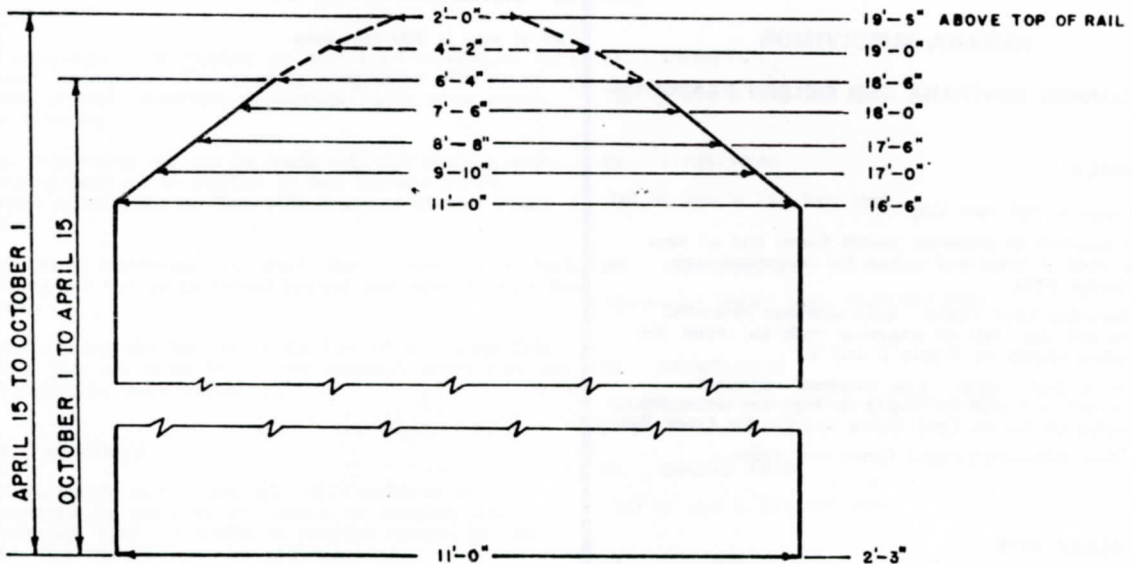
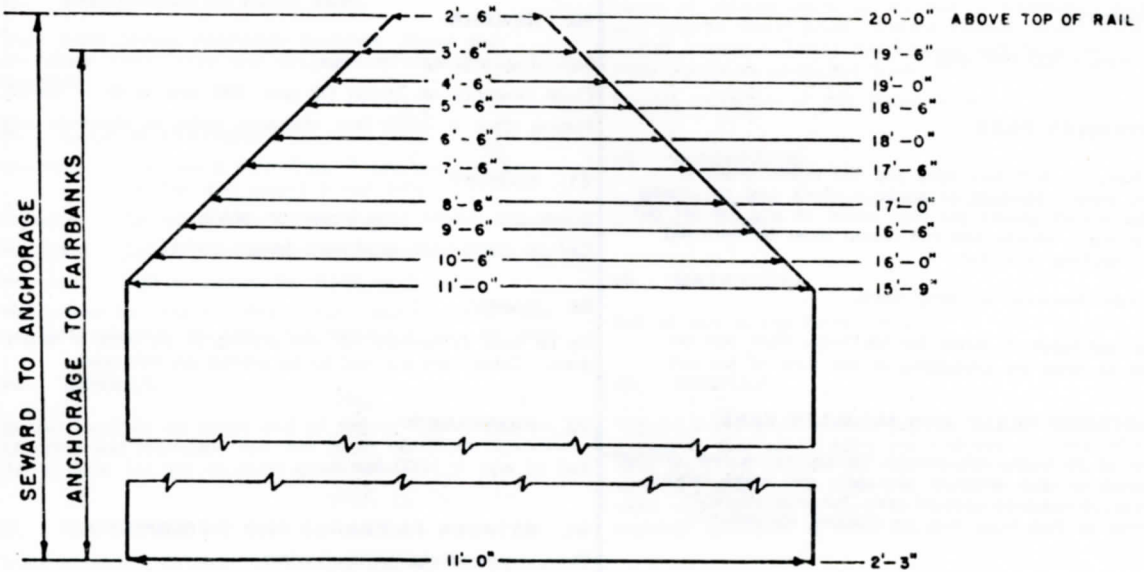
Must expect close side clearance on all tracks.

65. EIELSON:

Tail of wye is 350 feet long.

SPECIAL INSTRUCTIONS

66. LOADING DIAGRAMS



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 Transportation Officer.

SAFETY
IS OF THE
FIRST
IMPORTANCE

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

ASST. OPERATIONS OFFICER

J. L. Lindsey

TRANSPORTATION OFFICER

R. W. Davison

TRAINMASTER - ROAD FOREMAN

W. E. Franklin
G. E. Phillips

TERMINAL TRAINMASTER (ANCHORAGE)

C. L. Drum

RULES OFFICER

M. R. Frank

CHIEF TRAIN DISPATCHER

F. F. Price

TRAIN DISPATCHERS

L. E. LeQuire	J. E. Johnston
C. H. Fortier	R. J. Bucholz
D. L. Tempest	

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