

SAFETY IS BUT
A WORD
UNTIL PRACTICED



**AVOID DAMAGE--SWITCH CUSTOMERS CARS CAREFULLY
OVERSPEED Couplings are DAMAGING**

Here's what happens:

| | SAFE COUPLING SPEED* |
|--|----------------------------------|
| 4 miles per hour <input type="checkbox"/> _____ | Damage Begins |
| 5 miles per hour <input type="checkbox"/> _____ | 2 1/4 times as damaging as 4 MPH |
| 6 miles per hour <input type="checkbox"/> _____ | 3 times as damaging as 4 MPH |
| 7 miles per hour <input type="checkbox"/> _____ | 4 times as damaging as 4 MPH |
| 8 miles per hour <input type="checkbox"/> _____ | 5 times as damaging as 4 MPH |
| 9 miles per hour <input type="checkbox"/> _____ | 6 times as damaging as 4 MPH |
| 10 miles per hour <input type="checkbox"/> _____ | |

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

*This does **not** apply when coupling locomotives to cars or each other as damage to locomotives will result.

**HANDLE FREIGHT CAREFULLY AND KEEP OUR
CUSTOMERS.**

IT'S EVERYBODY'S JOB ON THE ALASKA RAILROAD.

Department of Transportation
Federal Railroad Administration

THE ALASKA RAILROAD

TIME TABLE NO. 105

In Effect at 12:01 A.M.

Alaska Standard Time

SUNDAY, MAY 20, 1979

SAFETY FIRST

W. L. DORCY
General Manager

W. C. DAVIDSON
Operations Officer

SOUTHWARD

SEWARD SUBDIVISION

NORTHWARD

| | Capacity of Siding in feet | Rule 6(a) Signs | TIME TABLE 105 | Mile-Post |
|--|----------------------------|-------------------|----------------|-----------|
| | | | STATIONS | |
| | | BKOP R WXYZ TO | ANCHORAGE | 114.3 |
| | | | 5.0 | |
| | 2720 | | CAMPBELL | 109.3 |
| | | | 3.1 | |
| | 3011 | | TURNAGAIN | 106.2 |
| | | | 5.6 | |
| | 2176 | P | POTTER | 100.6 |
| | | | 7.1 | |
| | 1105 | | RAINBOW | 93.5 |
| | | | 4.8 | |
| | 4826 | | INDIAN | 88.7 |
| | | | 7.0 | |
| | 2508 | | BIRD | 81.7 |
| | | | 7.2 | |
| | 1892 | P | GIRDWOOD | 74.5 |
| | | | 4.0 | |
| | | | KERN | 70.5 |
| | | | 6.3 | |
| | | JPXY | PORTAGE | 64.2 |
| | | | 8.4 | |
| | 3051 | P | SPENCER | 55.8 |
| | | | 4.8 | |
| | | P | TUNNEL | 51.0 |
| | | | 6.1 | |
| | 2240 | P | GRANDVIEW | 44.9 |
| | | | 4.9 | |
| | 4533 | PY | HUNTER | 40.0 |
| | | | 6.2 | |
| | | | JOHNSON | 33.8 |
| | | | 4.5 | |
| | 990 | P | MOOSE PASS | 29.3 |
| | | | 4.8 | |
| | 3706 | P | CROWN POINT | 24.5 |
| | | | 1.2 | |
| | | | LAWING | 23.3 |
| | | | 4.9 | |
| | | P | PRIMROSE | 18.4 |
| | | | 6.4 | |
| | 1991 | P | DIVIDE | 12.0 |
| | | | 5.1 | |
| | 1618 | | WOODROW | 6.9 |
| | | | 6.9 | |
| | | BP R WXY | SEWARD | 0.0 |
| | | | (114.3) | |

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

SPEED RESTRICTIONS:

| Between: | Zone | Maximum Speed Permitted | |
|---------------------------------|-------|-------------------------|---------|
| | | Passenger | Freight |
| M.P. 2.9 and M.P. 4.0 | 4.0 | 30 | 20 |
| M.P. 4.0 and M.P. 8.1 | 8.1 | 35 | 35 |
| M.P. 8.1 and M.P. 14.6 | 14.6 | 25 | 25 |
| M.P. 14.6 and M.P. 40.5 | 40.5 | 35 | 35 |
| M.P. 40.5 and M.P. 47.5 | 47.5 | 25 | 25 |
| M.P. 47.5 and M.P. 53.6 | 53.6 | 20 | 20 |
| M.P. 53.6 and M.P. 62.1 | 62.1 | 49 | 49 |
| M.P. 62.1 and M.P. 88.2 | 88.2 | 30 | 30 |
| M.P. 88.2 and M.P. 100.0 | 100.0 | 45 | 40 |
| M.P. 100.0 and M.P. 108.0 | 108.0 | 45 | 45 |
| M.P. 108.0 and M.P. 112.7 | 112.7 | 30 | 30 |
| M.P. 112.7 and M.P. 117.6 | 117.6 | 25 | 20 |
| ANCHORAGE INTERNATIONAL AIRPORT | | | |
| M.P. 0.0 and M.P. 2.7 | 2.7 | 10 | 10 |

SEWARD SUBDIVISION

LOCATION OF OTHER TRACKS

| M.P. | | Switch Location | Capacity in feet |
|--------|--|--------------------|---------------------|
| 24.4 | Phillips..... | S | 370 |
| 29.3 | House Track..... | N | 259 |
| 29.3 | Ramp Track..... | N | 236 |
| 51.0 | House Track..... | Both | 563 |
| 55.82 | Gravel Pit..... | N | 3632 |
| 105.08 | Sawmill..... | S | 600 |
| 105.6 | Anchorage Sand & Gravel..... | Both | 3180 |
| 106.2 | Team Track off south end Turnagain Siding..... | N | 515 |
| 106.8 | P.L.C..... | N | 750 |
| 108.4 | Alagco..... | Both | 1760 |
| 108.4 | Warehouse off Alagco Track..... | S | 850 |
| 108.8 | Gottstein..... | S | 1200 |
| 109.22 | Alaska Welding..... | N | 850 |
| 109.29 | N.C..... | N | 1000 |
| 109.37 | Grocers' Wholesale..... | N | 1000 |
| 109.5 | Barrett..... | N | 850 |
| 109.63 | C.E.A..... | S | 2500 |
| 109.63 | Anchorage Dis. Center off C.E.A. track..... | S | 1200 |
| 109.66 | Palmer G. Lewis..... | N | 650 |
| 109.73 | Stack Steel off Conrock track..... | N | 400 |
| 109.73 | Conrock..... | N | 2750 |
| 109.89 | Keystone..... | S | 700 |
| 109.89 | Marketing Assoc. off Keystone track..... | S | 450 |
| 110.37 | Spennard Builders..... | S | 1266 |
| 110.51 | Anchorage International Airport..... | S | 1150 |
| 110.52 | S.B.S. Truss..... | S | 550 |
| 111.1 | Alaska Distributors..... | N | 400 |

SOUTHWARD

WHITTIER SUBDIVISION

NORTHWARD

| | | | Rule 6(a) Signs | TIME TABLE 105 | Milepost | | |
|--|--|--|--------------------|------------------|----------|--|--|
| | | | | STATIONS | | | |
| | | | JPXY | PORTAGE — 5.3 | 12.4 | | |
| | | | | MORAINÉ — 7.1 | 7.1 | | |
| | | | PWXY | WHITTIER | 0.0 | | |

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

SPEED RESTRICTIONS

| Zone Between: | Maximum Speed Permitted | |
|-------------------------|-------------------------|---------|
| | Passenger | Freight |
| M.P. 2.4 and M.P. 7.0 | 25 | 25 |
| M.P. 7.0 and M.P. 10.0 | 49 | 49 |
| M.P. 10.0 and M.P. 12.4 | 20 | 20 |

LOCATION OF OTHER TRACKS

| M.P. | | Switch Location | Capacity in feet |
|------|-------------|--------------------|---------------------|
| 5.2 | Outfit..... | N | 323 |

SOUTHWARD

ANCHORAGE-HEALY SUBDIVISION

NORTHWARD

| | First Class 5 DAILY | Capacity of Siding in feet | Rule 6(a) Signs | TIME TABLE 105 | Mile Post | First Class 6 DAILY |
|---|---------------------------|----------------------------------|--------------------|----------------------|--------------|---------------------------|
| | | | | STATIONS | | |
| | L 12:26 PM | | BKOP R WXYZ TO | HEALY | 358.1 | A 4:58 PM |
| | 12:35 | 745 | P | 2.4 GARNER | 355.7 | 4:50 |
| s | 1:10 | #1-2619 #2-2021 | PXY TO | 7.8 McKINLEY PARK | 347.9 | s 4:26 |
| | 1:20 | | P | 4.2 LAGOON | 343.7 | 4:06 |
| f | 1:39 | | P | 9.3 CARLO | 334.4 | f 3:47 |
| | 1:54 | 5450 | PY | 7.7 WINDY | 326.7 | 3:32 |
| s | 2:09 | 1777 | P | 7.2 CANTWELL | 319.5 | s 3:18 |
| | 2:20 | | P | 7.0 SUMMIT | 312.5 | 3:07 |
| f | 2:32 | #1-4159 #2-1441 | PY | 8.2 BROAD PASS | 304.3 | f 2:55 |
| f | 2:45 | 4310 | P | 7.2 COLORADO | 297.1 | f 5 2:45 |
| | 2:59 | 5342 | P | 8.4 HONOLULU | 288.7 | 2:27 |
| | 3:18 | 2438 | P | 7.3 HURRICANE | 281.4 | 2:08 |
| f | 3:33 | 2112 | PY | 7.6 CHULITNA | 273.8 | f 1:53 |
| f | 3:45 | 2132 | P | 5.4 CANYON | 268.4 | f 1:41 |
| f | 3:54 | 5274 | P | 5.2 GOLD CREEK | 263.2 | f 1:32 |
| f | 4:04 | 1470 | P | 5.5 SHERMAN | 257.7 | f 1:22 |
| f | 4:20 | #1-3016 #2-2506 | PWXY | 9.2 CURRY | 248.5 | f 1:06 |
| f | 4:38 | 3217 | P | 12.3 CHASE | 236.2 | f 12:48 |
| s | 4:52 | 4391 | P TO | 9.5 TALKEETNA | 226.7 | s 12:34 |
| | 5:07 | 3999 | P | 11.4 SUNSHINE | 215.3 | 12:18 |
| f | 5:16 | 4143 | P | 6.0 MONTANA | 209.3 | f 12:09 PM |
| | 5:26 | 1328 | P | 7.0 CASWELL | 202.3 | 11:59 AM |
| | 5:38 | 1607 | P | 8.4 KASHWITNA | 193.9 | 11:48 |
| f | 5:49 | 6288 | PY | 8.2 WILLOW | 185.7 | f 11:37 |
| | 6:04 | 2442 | P | 10.4 HOUSTON | 175.3 | 11:22 |
| | 6:16 | | | 8.8 PITTMAN | 166.5 | 11:10 |
| s | 6:26 | 3214 | P | 6.7 WASILLA | 159.8 | s 11:00 |
| | 6:46 | 1917 | PXY | 9.1 MATANUSKA | 150.7 | 10:40 |
| f | 7:01 | 5200 | P | 9.5 EKLUTNA | 141.2 | f 10:26 |
| f | 7:09 | #1-4895 #2-4446 #3-4283 | P | 4.9 BIRCHWOOD | 136.3 | f 10:18 |
| | 7:28 | | | 9.7 EAGLE RIVER | 126.6 | 9:59 |
| | 7:44 | 4095 | PX | 7.5 WHITNEY | 119.1 | 9:43 |
| A | 8:00 PM | | BKOP R WXYZ TO | 4.8 ANCHORAGE | 114.3 | L 9:30 AM |
| | DAILY | | | (243.8) | | DAILY |

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

ANCHORAGE-HEALY SUBDIVISION

SPEED RESTRICTIONS:

| Between: | Zone | Maximum Speed Permitted | |
|---------------------------|------|-------------------------|---------|
| | | Passenger | Freight |
| M.P. 112.7 and M.P. 117.6 | | 25 | 20 |
| M.P. 117.6 and M.P. 120.6 | | 30 | 30 |
| M.P. 120.6 and M.P. 139.0 | | 35 | 35 |
| M.P. 139.0 and M.P. 149.8 | | 45 | 45 |
| M.P. 149.8 and M.P. 159.2 | | 30 | 25 |
| M.P. 159.2 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. 285.5 | | 35 | 35 |
| M.P. 285.5 and M.P. 288.3 | | 25 | 25 |
| 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. 359.4 | | 20 | 15 |
| PALMER BRANCH | | | |
| M.P. 0.0 and M.P. 7.0 | | 20 | 20 |

LOCATION OF OTHER TRACKS

| M.P. | | Switch Location | Capacity in feet |
|-------|--------------------------------|-----------------|------------------|
| 131.1 | Powder Spur..... | S | 2896 |
| 131.4 | Gravel Pit..... | N | 2336 |
| 140.2 | Gravel Pit..... | S | 2108 |
| 142.0 | Rock Pit..... | N | 2936 |
| 142.0 | Ramp, off Pit track..... | N | 1006 |
| 158.7 | Hardwood Spur..... | S | 457 |
| 159.8 | Track off siding..... | Both | 204 |
| 161.6 | Spenard Builders Supply..... | Both | 675 |
| 223.6 | Log Track..... | Both | 2250 |
| 223.6 | Gravel Pit Stub, off log track | N | |
| 226.7 | House Track..... | Both | 1408 |
| 226.7 | Ramp, off House track..... | S | 203 |
| 231.6 | Gravel Pit..... | Both | 3449 |
| 312.5 | Summit..... | N | 2013 |
| 319.5 | Ramp, off siding..... | N | 290 |
| 326.7 | Stub, off siding..... | S | 1252 |
| 333.7 | House Track..... | N | 330 |
| 334.2 | Carlo..... | S | 1213 |
| 342.7 | Oliver Outfit Track..... | Both | 1334 |
| 347.9 | Ramp Track, off House track | Both | 370 |
| 350.6 | Outfit..... | N | 743 |

ADDITIONAL STOPS ON SIGNAL DAILY

No. 5 and 6

| M.P. | Station |
|-------|---------------|
| 190.5 | Little Willow |
| 221.3 | Fishlake |
| 232.0 | Gravel Pit |
| 241.7 | Lane |
| 244.6 | |

ADDITIONAL STOPS ON SIGNAL

No. 5 Wednesday and Sunday only
No. 6 Tuesday and Saturday only

| M.P. | Station | M.P. | Station |
|-------|------------------|-------|--------------|
| 150.7 | Matanuska | 269 | |
| 166.2 | Rainbow Crossing | 270 | |
| 175.3 | Houston | 275.4 | |
| 193.9 | Kashwitna | 281.4 | Hurricane |
| 202.3 | Caswell | 288.7 | Honolulu |
| 215.3 | Sunshine | 297.1 | Colorado |
| 233.5 | | 312.5 | Summit |
| 238.4 | | 326.7 | Windy |
| 239.5 | | 342.7 | Outfit Track |
| 266 | | 355.7 | Garner |

PALMER BRANCH

| | | Rule 6(a) Signs | TIME TABLE 105 | Milepost | | |
|--|--|-----------------|----------------|----------|--|--|
| | | | STATIONS | | | |
| | | PX | PALMER 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 | Capacity in feet |
|------|------------------------------------|-----------------|------------------|
| 1.44 | Alago..... | S | 1800 |
| 2.43 | Conrock..... | S | 4000 |
| 4.92 | Armco..... | S | 700 |
| 4.99 | Industrial Park..... | S | 2950 |
| 4.99 | Big Three, off Industrial Park.... | S | 950 |
| 5.2 | Husky..... | S | 550 |

SOUTHWARD

NENANA SUBDIVISION

NORTHWARD

| FIRST CLASS 5 DAILY | Capacity of Siding in feet | Rule 6(a) Signs | TIME TABLE 105 | | Mile- post | FIRST CLASS 6 DAILY |
|---------------------------|----------------------------------|--------------------|---------------------|-------|---------------|---------------------------|
| | | | STATIONS | | | |
| L 9:30 AM | | BKOP R WXYZ TO | FAIRBANKS | 470.3 | A 8:00 PM | |
| 9:45 | | | 7.3 HAPPY | 463.0 | 7:44 | |
| 9:59 | | P | 6.8 DOME | 456.2 | 7:30 | |
| f 10:08 | 4178 | P | 5.4 SAULICH | 450.8 | f 7:21 | |
| f 10:24 | 2061 | P | 11.3 STANDARD | 439.5 | f 7:05 | |
| f 10:35 | 5250 | P | 7.9 DUNBAR | 431.6 | f 6:54 | |
| 10:50 | 3861 | P | 11.2 MANLEY | 420.4 | 6:39 | |
| 10:57 | 4156 | P | 5.0 NORTH NENANA | 415.4 | 6:32 | |
| s 11:08 | | KPXY TO | 3.7 NENANA | 411.7 | s 6:22 | |
| 11:24 | | P | 10.4 JULIUS | 401.3 | 6:04 | |
| f 11:38 | 4016 | PY | 8.4 CLEAR SITE | 392.9 | f 5:50 | |
| 11:53 AM | 977 | P | 11.7 BROWNE | 381.2 | 5:35 | |
| 12:06 PM | 980 | P | 10.0 FERRY | 371.2 | 5:21 | |
| 12:17 | 1112 | P | 8.6 LIGNITE | 362.6 | 5:10 | |
| A 12:25 PM | | BJKOP R WXYZ TO | 4.5 HEALY | 358.1 | L 5:01 PM | |
| | | | (112.2) | | | |
| DAILY | | | | | DAILY | |

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

SPEED RESTRICTIONS:

| Zone | Maximum Speed Permitted | |
|--|-------------------------|---------|
| | Passenger | Freight |
| Between: | | |
| M.P. 357.5 and M.P. 359.4..... | 20 | 15 |
| M.P. 359.4 and M.P. 361.3..... | 30 | 20 |
| M.P. 361.3 and M.P. 411.4..... | 49 | 49 |
| M.P. 411.4 and M.P. 415.1..... | 25 | 25 |
| M.P. 415.1 and M.P. 431.8..... | 49 | 49 |
| M.P. 431.8 and M.P. 456.2..... | 40 | 40 |
| M.P. 456.2 and M.P. 463.1..... | 30 | 30 |
| M.P. 463.1 and M.P. 466.9..... | 40 | 40 |
| M.P. 466.9 and end of track..... | 25 | 20 |
| EIELSON BRANCH | | |
| M.P. 0.0 and M.P. 3.2..... | 20 | 20 |
| M.P. 3.2 and M.P. 5.0..... | 10 | 10 |
| M.P. 5.0 and M.P. 28.8..... | 20 | 20 |
| FAIRBANKS INTERNATIONAL AIRPORT | | |
| M.P. 0.0 and M.P. 10.0..... | 20 | 20 |
| SUNTRANA BRANCH | | |
| M.P. 0.0 and end of track..... | 15 | 15 |

NENANA SUBDIVISION

ADDITIONAL STOPS ON SIGNAL

NO. 5, 6, 7 and 8

M.P.

388.0

394.0

453.0

M.P.

371.2

388.0

388.0

392.2

392.9

392.9

415.4

432.6

456.2

463.0

LOCATION OF OTHER TRACKS

Switch
Location Capacity
in
feet

| | | |
|--------------------------------|------|------|
| Ramp off Siding..... | S | 137 |
| Gravel Pit..... | S | 3500 |
| Outfit Track off Pit Track.... | S | 1516 |
| Old Clear..... | N | |
| Main Base, off Tail of Wye... | | |
| Short Pass..... | Both | 782 |
| Short Pass..... | Both | 350 |
| House Track..... | N | 202 |
| Dome..... | N | 750 |
| Happy..... | N | 718 |

EIELSON BRANCH

| | Capacity of Siding in feet | Rule 6(a) Signs | TIME TABLE 105 | Milepost | |
|--|-------------------------------------|---------------------------------|---------------------------|----------|--|
| | | | STATIONS | | |
| | | YX | EIELSON — 11.7 — | 28.0 | |
| | 650 | X | NORTH POLE — 12.5 — | 16.3 | |
| | | YX | FT. WAINWRIGHT — 3.8 — | 3.8 | |
| | | BKOP R WXYZ TO | FAIRBANKS | 0.0 | |

Rule 93 in effect. Rule 97 does not apply.

LOCATION OF OTHER TRACKS

| M.P. | | Switch Location | Capacity in feet |
|------|---------------------------------|--------------------|------------------------|
| 0.8 | G.V.E.A. Pole Yard..... | S | 550 |
| 1.2 | TAPS..... | S | |
| 1.4 | Old Superior Shippers..... | S | 550 |
| 6.0 | Fairbanks International Airport | S | |
| 8.2 | Salvage Yard..... | S | |
| 9.0 | Arctic Ready Mix..... | Both | |
| 12.9 | Green Construction..... | N | |
| 17.0 | G.V.E.A. and Refinery..... | S | |
| 24.1 | Bluff Spur..... | N | |

SPECIAL INSTRUCTIONS

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

GENERAL INSTRUCTIONS ALL SUBDIVISIONS

1. EMPLOYEES ARE FORBIDDEN TO RIDE:

- a. On engine footboards.
- b. On buffers, drawbars, brake beams, brake wheels, grab irons, or ladders on facing end of car.
- c. On ends of cars containing loads that might shift.
- d. 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. TIME SERVICE:

Approved railroad grade watches are:

POCKET WATCHES

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

WRIST WATCHES

Alpina Model 9361 Quartz

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

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

Bulova Accutron with railroad dial.

Hamilton Model 505RR.

Hamilton Model 910916.

Hamilton Model 910917.

Rodania Model Q9361RR.

Seiko Quartz, Railroad approved.

Universal Geneve 'Unisonic' RR-51-O.

Universal Geneve RR-1205-O.

Battery powered watches must have the energy cell (battery) replaced every twelve months.

Fancy, decorated watches or those with luminous or radium dial, 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.

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, outfit cars, power cars and repeater air cars.

4. WYES:

No wye will be blocked with cars unless authorized by the Chief Dispatcher.

5. 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 columns '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.

6. 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.

7. SNOW SERVICE:

Pilots 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.

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

SPECIAL INSTRUCTIONS

8. 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.

9. 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.

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

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

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

The following procedure will constitute inspection compliance for this regulation:

- a. Wheels - Inspect the wheels to note they are not chipped, cracked, or otherwise broken, free of sharp flange and do not have flat spots in excess of two and one-half inches.
- b. Safety Appliances - Note condition of grab irons, stirrups, side ladders, hand brake, and other appurtenances to make sure they are in good condition and working order.
- c. Condition of Running Gear - Note conditions 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 seated 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.

11. HI-CUBE BOX CARS:

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 and will not clear roof projections extending from buildings over tracks.

12. 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.

13. HIGHWAY CROSSING SIGNALS:

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

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

SPECIAL INSTRUCTIONS

14. COMMUNICATIONS

On radios equipped with three 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.

Train Dispatcher is received on Channel 1 and Channel 2 only. Channel 2 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.

A light on the channel selector will indicate which channel the radio is operating on. If the selector is on Channel 2 and the indicator light is on Channel 1, in order to communicate on Channel 2, the change channel button must be pressed and the indicator light will then change to Channel 2.

When receiver is placed back on radio control, the radio will automatically revert to Channel 1, except for radio control heads that are equipped with a two-position switch marked road or yard. When switch is in yard position and receiver is replaced, radio will revert to Channel 3.

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.

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 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 lights extinguished), train will be inspected in accordance with procedure used at designated inspection points.

f. 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), train must be inspected in accordance with standard inspection procedures referred to in e. above.

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

16. 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.

17. RADIO CONTROL LOCOMOTIVE EQUIPMENT

Trainmen and enginemen operating radio controlled locomotive equipment must, while on duty, have in their possession Operating Instructions 600 through 624 issued as an addendum to Rules and Regulations of the Operating Department.

18. MAXIMUM SPEEDS PERMITTED AND INSTRUCTIONS FOR HANDLING SPECIAL EQUIPMENT

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.

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

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..... | 40 MPH |
| Ice Chipper Car X3000 through tunnels..... | 15 MPH |
| Air Dump Cars, loaded..... | 35 MPH |
| Hopper Cars, loaded with gravel between MP 151 and MP 105.5..... | 35 MPH |
| Shuttle Flats, loaded, in shuttle service be- tween Portage and Whittier..... | 35 MPH |

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

SPECIAL INSTRUCTIONS

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

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

19. 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.

20. 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.

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.

21. RATING OF ENGINES IN TONS

| NORTHWARD | Class | |
|------------------------------|---------------------|--------------|
| | 1500, 1600, 1800 | 2500 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 |

22. 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.

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

23. 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.

Changes in dynamic braking force must be made gradually. 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.

Dynamic brakes will also be restricted to one-half of maximum on train operating northbound between McKinley Park and Healy.

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.

24. 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> |
|----------------|------------------|------------------|
|----------------|------------------|------------------|

SEWARD SUBDIVISION

| | | |
|--------------------|-----------|-----------|
| 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 |

WHITTIER SUBDIVISION

| | | |
|--------------------|-----------|-----------|
| Whittier & Portage | 1.5 miles | 1.5 miles |
|--------------------|-----------|-----------|

ANCHORAGE-HEALY SUBDIVISION

| | | |
|---------------------|-----------|------------|
| 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 |

NENANA SUBDIVISION

| | | |
|--------------------|-----------|-----------|
| Healy & Nenana | 2 miles | 1.5 miles |
| Nenana & Fairbanks | 1.5 miles | 1.5 miles |

SEWARD SUBDIVISION

25. SEWARD:

Main track begins and ends at M.P. 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.

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.

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.

27. MOOSE PASS:

Close clearance at side ramp on house track.

28. HUNTER:

Tail of wye is 450 feet long.

29. 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.

30. TUNNEL:

Derail installed on north end of siding, not to be placed in derail position from November 1 to May 1. Cars left at tunnel must have sufficient handbrakes set on north end of cut to safely secure cars. When derails are not in use, rail clamps will be placed on north end of car set out. Crews picking up cars must remove rail clamp. When rail clamps are not in use, they must be placed in tool shed. Enginemen will make application of air when preparing to set out cars so all ice and snow will be removed from brake shoes.

Close clearance at side ramp on house track.

Watch for falling rocks between MP 51.8 and MP 52.8.

31. PORTAGE:

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

Inspection point for freight trains except freight trains originating at or enroute to 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 **1,495** feet, clearance point to clearance point.

Call-up station for all trains.

SPECIAL INSTRUCTIONS

32. CAMPBELL:

All northward trains will call Yardmaster at Anchorage by radio for instructions on handling in Anchorage Yard.

33. ANCHORAGE:

Anchorage-Healy Subdivision special instructions will govern Anchorage Yard.

WHITTIER SUBDIVISION

34. 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.

Track No. 1 New Yard is **4,662** feet, clearance point to clearance point.

35. WHITTIER:

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

Tail of wye is 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. 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.
- f. Dock Tracks 1 and 2 are out of service.

36. PORTAGE AND WHITTIER TUNNELS:

Watch for falling rocks in Portage and Whittier tunnels.

37. 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 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 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 | X Open |
| No. 2 | M.P. 5.0 Whittier tunnel | North | * Closed | X Open |
| No. 3 | M.P. 5.8 Portage tunnel | South | * Closed | X Open |
| No. 4 | M.P. 6.7 Portage tunnel | North | * Closed | X Open |

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

ANCHORAGE-HEALY SUBDIVISION

38. REGISTER STATION EXCEPTIONS:

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

Anchorage Yard Office for all other trains.

39. EXCEPTIONS TO RULE 83(B):

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

SPECIAL INSTRUCTIONS

40. CALL-UP STATIONS:

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

Willow: Call-up station for all trains.

Hurricane: Call-up station for Northward trains.

Honolulu: Call-up station for Southward trains.

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

41. DERAILS:

Deraills 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.

42. ANCHORAGE:

Track extending between MP 113.9 and MP 116.4 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 MP 113.9 and switch at MP 116.4 must be lined and locked for movements thru freight yard.

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

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

Crossing signals are installed on 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 only 1800, 2500, and 3000 class engines are permitted beyond approach on dock face track.

When placing cars on Anchorage City 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.

43. WHITNEY:

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

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 this 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.

44. BIRCHWOOD:

Track No. 1 will be used for siding.

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

Track No. 3 heads in from north only.

45. MATANUSKA:

Tail of wye is the Palmer Branch.

MP 3.1 AS&G overhead conveyor gravel loading facility.

46. 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.

47. WILLOW:

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

48. CURRY:

Tail of wye is 359 feet long.

49. CHULITNA:

Tail of wye is 282 feet long.

50. HURRICANE:

Northward freight train inspection point.

51. HONOLULU:

Southward freight train inspection point.

52. BROAD PASS:

Tail of wye is 275 feet long.

53. WINDY:

Tail of wye is 300 feet long.

54. M.P. 333.7

Close side clearance at ramp.

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.

SPECIAL INSTRUCTIONS

NENANA SUBDIVISION

(INCLUDING SUNTRANA AND EIELSON BRANCHES)

58. REGISTER STATION EXCEPTIONS:

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

Fairbanks Yard Office for all other trains.

59. EXCEPTIONS TO RULE 83(B):

Train order offices Fairbanks Passenger Depot, Fairbanks Yard Office, and Healy will not issue wire failure clearances.

60. 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 600 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.

61. CLEAR SITE:

Call up station for Northward freight trains and inspection point if setting out or picking up.

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 rack.

62. 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.

Passing track is 3250 feet, clearance point to clearance point.

63. NORTH NENANA:

Southward freight train inspection point.

Call up station for Southward freight trains.

64. HAPPY:

Southward First Class Trains will call dispatcher and report arrival time.

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

65. FAIRBANKS:

Tail of wye is 1000 feet long.

66. 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.

67. CLEARANCE OF HIGH, WIDE AND HEAVY LOADS:

For clearance for the following types of loads and cars,
contact R. W. Davison, Transportation Officer:

1. Loads and cars exceeding the dimensions shown in
Special Instructions No. 69.
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. 68.
7. Shipments having a combined center of gravity of
car and lading exceeding 90 inches ATR.

68. HEAVY LOADS

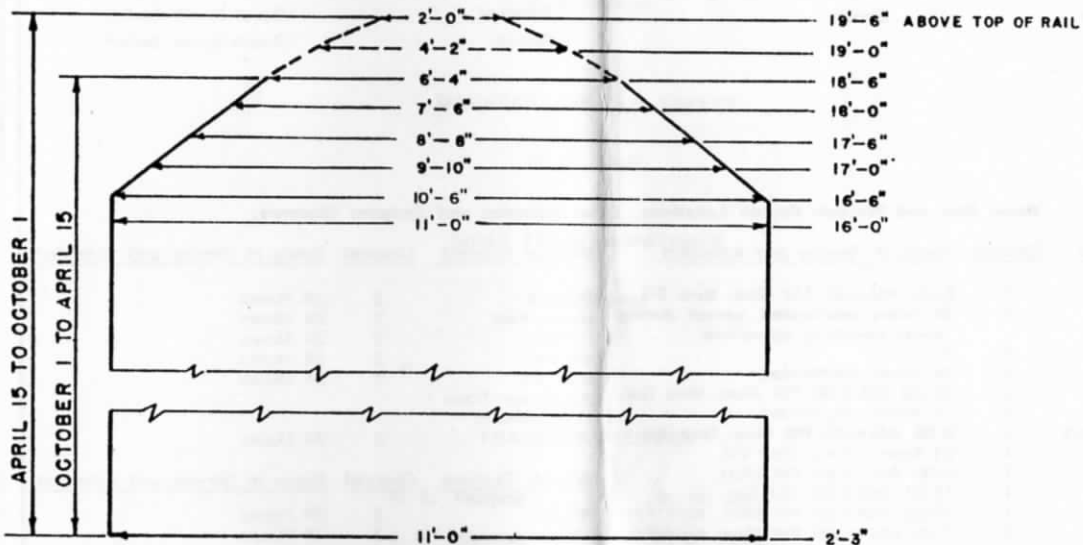
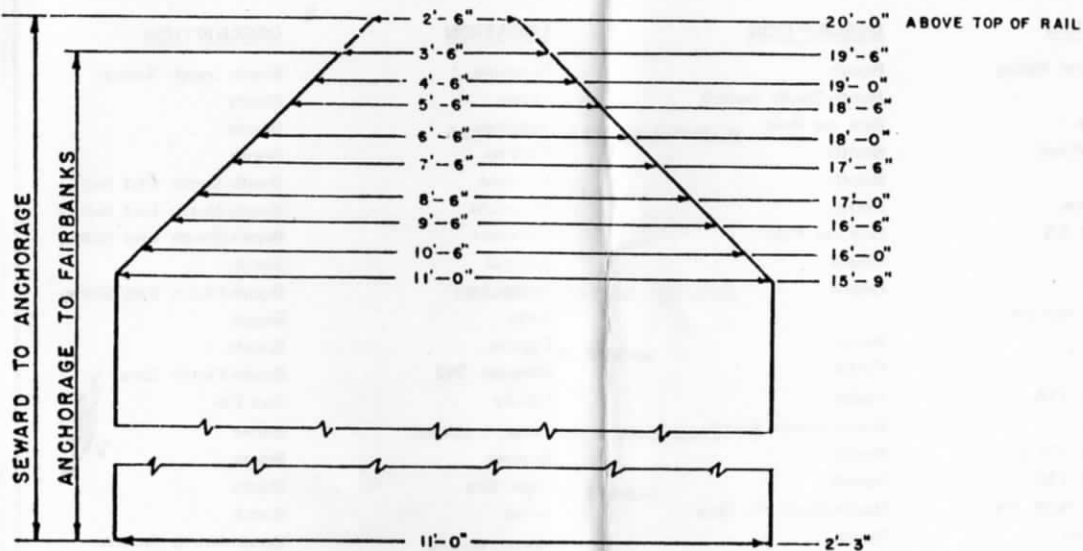
Maximum gross weight of car and lading:

| | |
|---------------------------------|---------|
| Between Seward and Portage | 240,000 |
| Between Whittier and Portage | 263,000 |
| Between Portage and Anchorage | 263,000 |
| Between Anchorage and Fairbanks | 240,000 |
| 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 26
feet or greater. Gross weight of 240,000 pounds applies
to 4-axle cars with truck centers of 41 feet or greater.
Gross weight of 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.

SPECIAL INSTRUCTIONS

69. LOADING DIAGRAMS



MAXIMUM LOADING DIAGRAM FOR SINGLE CARLOADS

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

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

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 |