

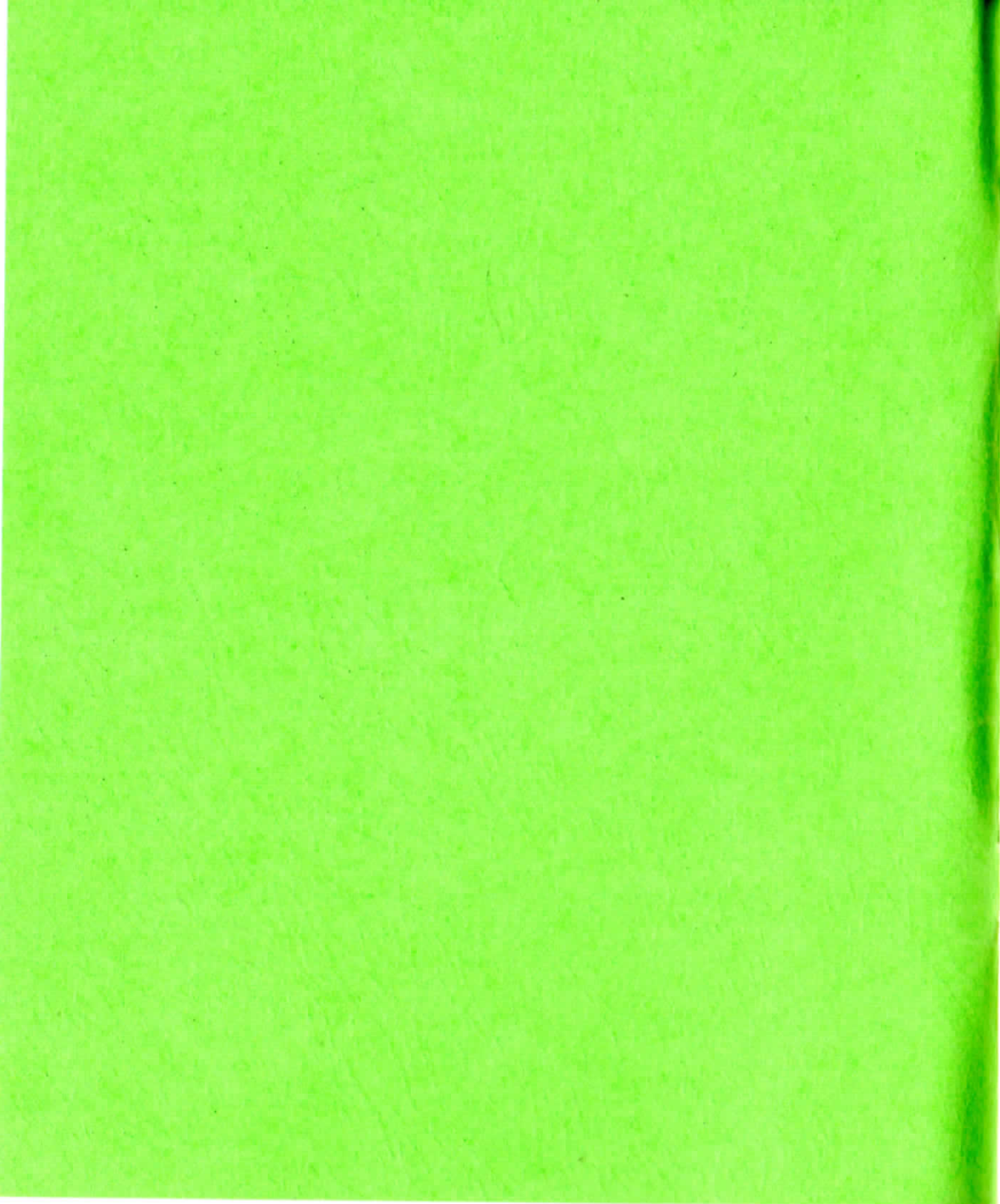
TIME TABLE NO. 115

In Effect at 12:01 A.M.
Alaska Daylight Savings Time
Wednesday, September 21, 1983

FRANK H. JONES
General Manager
and
Chief Executive Officer

A.T. POLANCHEK
Assistant General Manager

J.A. HEPWORTH
Superintendent of Transportation



THE SAFE WAY IS THE RIGHT WAY

Safety Starts With You

Notes

SOUTHWARD		SEWARD SUBDIVISION		NORTHWARD	
Second Class	Capacity of Siding in feet	Rule 6(a) Signs	TIMETABLE 115	Mile-Post	
27			SIGHTINGS		
Sunday, Wednesday, Friday					
L 1:00 PM		BRP R WYZ TO	Anchorage	114.3	
1:12	2720	X	5.0 Campbell	109.3	
1:18	3011	X	3.1 Lunnagin	106.2	
1:27	2176		5.6 Potter	100.6	
1:38	1105		7.1 Rainbow	93.5	
1:45	4826		4.8 Indian	88.7	
2:00	2508		7.0 Bird	81.7	
2:15	1892		7.2 Girdwood	74.5	
2:24			4.0 Kern	70.5	
A 2:37 PM		JPY R	6.3 Portage	64.2	
	3051	P	8.4 Spencer	55.8	
		P	4.8 Tunnel	51.0	
	2240	P	6.1 Grandview	44.9	
	4533	PY	4.9 Hunter	40.0	
			6.2 Johnson	33.8	
	990		4.5 Horse Pass	29.3	
	3706	P	4.8 Crown Point	24.5	
			1.2 Loring	23.3	
			4.9 Primrose	18.4	
	1920		6.4 Divide	12.0	
	1618		5.1 Woodrow	6.9	
		BP R WY	6.9 Seward (114.3)	0.0	

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

Between:

Maximum Authorized Speed
Passenger Freight

MP 2.9 and MP 4.0 (Yard Limit)	—	RULE 93	—
MP 4.0 and MP 8.1	35		35
MP 8.1 and MP 14.6	25		25
MP 14.6 and MP 40.5	35		35
MP 40.5 and MP 47.5	25		25
MP 47.5 and MP 53.6	20		20
MP 53.6 and MP 62.1	49		49
MP 62.1 and MP 65.3 (Yard Limit)	—	RULE 93	—
MP 65.3 and MP 88.2	30		30
MP 88.2 and MP 100.0	45		40
MP 100.0 and MP 105.0	45		45
MP 105.0 and MP 113.9 (Yard Limit)	—	RULE 93	—
ANCHORAGE INTERNATIONAL AIRPORT			
MP 0.0 and MP 2.7 (Yard Limit)	10		10

SEWARD SUBDIVISION

LOCATION OF OTHER TRACKS

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

SOUTHWARD

WHITTIER SUBDIVISION

NORTHWARD

		Rule 6(a) Signs	TIME TABLE 115 STATIONS	Mile- Post		
		JPKYR	Portage 5.3	F 12.4		
			Moraine 7.1	F 7.1		
		FWY	Whittier (12.4)	F 0.0		

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

Between:	Maximum Authorized Speed	
	Passenger	Freight
MP F 2.4 and MP F 7.0.....	25	25
MP F 7.0 and MP F 10.0.....	49	49
MP F 10.0 and MP F 12.4 (Yard Limit)	—RULE 93—	

LOCATION OF OTHER TRACKS

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

SOUTHWARD

ANCHORAGE-HEALY SUBDIVISION

NORTHWARD

First Class 5 Sunday	Capacity of Siding in feet	Rule 6(a) Signs	TIME TABLE 115	Milepost	First Class 6 Saturday
			STATIONS		
L 1:05 PM		BKCP R WXYZ TO	Healy	358.7	A 4:20 PM
f 1:17	745		3.0 Gerner 8.0	355.7	f 4:08
f 1:47	House-2,021 ARC - 2,619	PXY	Denali Park	347.7	f 3:39
f 2:00	1,334		5.0 Oliver	342.7	f 3:27
f 2:16		P	8.3 Carlo	334.4	f 3:11
f 2:31	5,450		7.7 Windy	326.7	f 2:55
f 2:44	1,777	P	7.2 Cantwell	319.5	f 2:42
f 2:53			7.0 Summit 8.2	312.5	f 2:32
f 3:04	# 1-4,159 # 2-1,441	PY	Broad Pass	304.3	f 2:20
f 3:13	4,310		7.7 Colorado	297.1	f 2:12
f 3:26	5,342		8.4 Hoolulu	288.7	f 1:58
f 3:43	2,438	P	7.3 Hurricane	281.4	f 1:41
f 4:00	2,112	Y	7.6 Chulitna	273.8	f 1:22
f 4:09	2,132		5.4 Canyon	268.4	f 1:12
f 4:19	5,274	P	5.8 Gold Creek	263.2	f 1:03
f 4:28	1,470		5.5 Sherman 9.2	257.7	f 12:50
f 4:44	#1-3,016 #2-2,506	WY	Curry	248.5	f 12:34
f 5:07	3,217		12.3 Chase	236.2	f 12:13 PM
s 5:30	4,391	PIO	9.5 Talkeetna	226.7	s 11:52 AM
f 5:44	3,999	P	11.4 Sunshine	215.3	f 11:38
f 5:51	4,143		6.0 Montana	209.3	f 11:31
f 6:00	1,328		7.0 Caswell	202.3	f 11:22
f 6:10	1,607		8.4 Kashwitna	193.9	f 11:12
f 6:22	6,288	Y	8.2 Willow	185.7	f 11:02
f 6:36	2,442		10.4 Houston	175.3	f 10:49
f 6:47			8.8 Pittman	166.5	f 10:38
f 6:55	3,214		6.7 Wasilla	159.8	f 10:26
f 7:16	1,917	JXY	9.1 Malarsuka	150.7	f 10:04
f 7:30	5,200		8.9 Eklutna 5.5	141.8	f 9:52
f 7:40	#1-4,895 #2-4,446 #3-4,283		Birchwood	136.3	f 9:44
f 7:58			9.7 Eagle River	126.6	f 9:29
f 8:12	4,095	X	7.5 Whitney 4.8	119.1	f 9:15
A 8:30 PM		BKCP R WXYZ TO	Anchorage	114.3	L 9:00 AM
(244.4)					

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

(Additional Stops on Signal - See Following Page)

ANCHORAGE-HEALY SUBDIVISION

Between:	Maximum Authorized Speed		LOCATION OF OTHER TRACKS		
	Passenger	Freight	MP		Capac. in feet
MP 117.0 and MP 120.4 (Yard Limit)...	—RULE 93—				
MP 120.4 and MP 139.0.....	35	35		Switch Location	
MP 139.0 and MP 149.8.....	45	45			
MP 149.8 and MP 152.2 (Yard Limit)...	—RULE 93—		131.1	Rowder Spur.....	S 2,896
MP 152.2 and MP 159.6.....	30	25	131.4	Gravel Pit.....	N 2,336
MP 159.6 and MP 246.2.....	49	49	141.5	Alaska Power Authority.....	N 1,100
MP 246.2 and MP 248.8.....	30	30	142.0	Rock Pit.....	N 2,936
MP 248.8 and MP 255.0.....	40	40	142.0	Ramp, off Pit track.....	N 1,006
MP 255.0 and MP 261.0.....	35	35	155.7	Alago.....	S 1,815
MP 261.0 and MP 266.0.....	40	40	155.7	Hardwood Spur.....	S 457
MP 266.0 and MP 285.5.....	35	35	159.8	Track off siding.....	Both 204
MP 285.5 and MP 288.3.....	25	25	161.6	Spensard Builders Supply.....	Both 675
MP 288.3 and MP 292.1.....	45	45	223.6	Log Track.....	Both 2,250
MP 292.1 and MP 294.4.....	30	30	223.6	Gravel Pit Stub, off Log track...	N
MP 294.4 and MP 303.5.....	49	49	226.7	House Track.....	Both 1,408
MP 303.5 and MP 320.0.....	45	45	226.7	Ramp, off House track.....	S 203
MP 320.0 and MP 346.4.....	35	30	231.6	Gravel Pit.....	Both 3,449
MP 346.4 and MP 347.1 (Yard Limit)...	—RULE 93—		248.5	Ramp, off Track 2.....	N 84
MP 347.1 and MP 349.1 (Yard Limit)...	20	15	312.5	Summit.....	N 2,013
MP 349.1 and MP 357.5.....	20	15	319.5	Ramp, off siding.....	N 290
MP 357.5 and MP 358.7 (Yard Limit)...	20	15	326.7	Stub, off siding.....	S 1,252
			333.7	House Track.....	N 330
PALMER BRANCH			334.2	Carlo.....	S 1,213
MP A 0.0 and MP A3.5 (Yard Limit).....	20	20	347.9	Ramp Track, off House Track.....	Both 370
MP A3.5 and End of Track (Yard Limit)	10	10	350.6	Outfit.....	N 743

ADDITIONAL STOPS ON SIGNAL

Nbs. 5 and 6

MP 166.2
MP 190.5
MP 221.3
MP 232.0
MP 233.5
MP 238.4
MP 239.5
MP 241.7
MP 244.6
MP 257.0
MP 266.0
MP 269.0
MP 270.0
MP 275.4

Rainbow Crossing
Little Willow
Fish Lake
Gravel Pit

Lane

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

PALMER BRANCH

Rule 6(a) Signs	TIME TABLE 115	Mile-Post
	STATIONS	
X	Palmer 6.5	A 6.5
XY	Matanuska	A 0.0

Rule 93 in effect. Rule 97 does not apply.

LOCATION OF OTHER TRACKS

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

SOUTHWARD		NENANA SUBDIVISION		NORTHWARD	
First Class 5	Capacity of Siding in feet	Rule 6(a)	TIME TABLE 115	Mile- Post	First Class 6
Sunday		Signs			SIDINGS
L 10:00 AM		BRCP R WXY TO	Fairbanks 7.3	470.3	A 7:30 AM
f 10:20			Happy 6.8	463.0	f 7:10
f 10:33		P	Dome 5.4	456.2	f 6:57
f 10:43	4178		Saulich 11.3	450.8	f 6:47
f 10:59	2061		Standard 7.9	439.5	f 6:31
f 11:11	4260	P	Dunbar 11.2	431.6	f 6:19
f 11:24	3861		Hanley 5.0	420.4	f 6:06
f 11:30	4156		North Nenana 3.7	415.4	f 6:00
s 11:41		PXY	Nenana 10.4	411.7	s 5:49
f 11:55 AM			Julius 8.4	401.3	f 5:32
f 12:08 PM	4016	Y	Clear Site 11.7	392.9	f 5:19
f 12:21	977		Browne 10.0	381.2	f 5:03
f 12:33	980	P	Ferry 8.9	371.2	f 4:51
f 12:44	8417	X	Usibelli Lipple 3.6	362.3	f 4:40
A 12:55 PM		BRCP R WXY TO	Healy	358.7	L 4:30 PM
			(111.6)		

SOUTHWARD TRAINS ARE SUPERIOR TO NORTHWARD TRAINS OF THE SAME CLASS

Between:	Maximum Authorized Speed	
	Passenger	Freight
MP 358.7 and MP 359.4 (Yard Limit)..	20	15
MP 359.4 and MP 364.3 (Yard Limit)..	RULE 93	49
MP 364.3 and MP 410.2	49	49
MP 410.2 and MP 411.35 (Yard Limit)..	RULE 93	49
MP 411.35 and MP 413.4 (Yard Limit)..	25	20
MP 413.4 and MP 415.1	25	25
MP 415.1 and MP 431.8	49	49
MP 431.8 and MP 456.2	40	40
MP 456.2 and MP 463.1	30	30
MP 463.1 and MP 466.9	40	40
EISELSON BRANCH		
MP G 0.0 and MP G 3.2 (Yard Limit)..	20	20
MP G 3.2 and MP G 6.2 (Yard Limit)..	10	10
MP G 6.2 and MP G 28.8 (Yard Limit)..	20	20
FAIRBANKS INTERNATIONAL AIRPORT		
MP H 0.0 and MP H 10.0 (Yard Limit)..	10	10
SUNIRWA BRANCH		
MP D 0.0 and MP D 4.0 (Yard Limit)..	10	10
MP D 4.0 and END OF TRACK (Yard Limit)	5	5

NENANA SUBDIVISION

ADDITIONAL STOPS ON SIGNAL

Nos. 5 and 6

MP
388.0
394.0
453.0

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

LOCATION OF OTHER TRACKS

MP		Location	Capac. in feet
362.6	Outfit Track.....	Both	1,112
371.2	Ramp off Siding.....	S	137
388.0	Gravel Pit.....	S	3,500
388.0	Outfit Track off Pit Track....	S	1,516
392.2	Old Clear.....	N	
392.9	Main Base, off Tail of Wye....		
392.9	Short Pass.....	Both	782
411.7	Long Pass.....	Both	3,250
415.4	Short Pass.....	Both	350
432.6	House Track.....	N	202
456.2	Dome.....	N	750
463.0	Happy.....	N	718

SOUTHWARD

EIELSON BRANCH

NORTHWARD

	Capacity of Siding in feet	Rule 6(a) Signs	TIME TABLE 115	Mile-Post		
			SIGNALS			
		YX	Eielson 12.1	G 28.0		
	1,496	X	North Pole 12.1	G 15.9		
		YX	Ft. Wainwright 3.8	G 3.8		
		BNCP R WXYZ TO	Fairbanks	G 0.0		

Rule 93 in effect. Rule 97 does not apply.

LOCATION OF OTHER TRACKS

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

SPECIAL INSTRUCTIONS

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

GENERAL INSTRUCTIONS ALL SUBDIVISIONS

1. EMPLOYEES ARE FORBIDDEN TO:

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

2. TIME SERVICE:

Approved railroad grade watches are:

POCKET WATCHES:

Ball, 16 size, 435C (21 jewels)
Bulova Quartz, Model 91A00-8W
Elgin, 16 size, BWR (571) (21 jewels)
Hamilton, 16 size, 950B (23 jewels)
Hamilton, 16 size, 992B (21 jewels)
Waltham, 16 size, Vanguard (Ser. Nos. 29, 634, 001, and up (23 jewels)
Zenith, 16 size, RR-56 (21 jewels)
And other 16 size, Lever Set, 21 jewel movement, Pendent at Figure 12

WRIST WATCHES:

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

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

3. SWITCHING RESTRICTIONS:

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

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

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

SPECIAL INSTRUCTIONS

4. HANDLING OF CARS CONTAINING HAZARDOUS MATERIALS:

Employees who must have, while on duty, a copy of the current timetable and timetable special instructions, as prescribed by Rule 4(b) of the Rules and Regulations of the Operating Department, must also have while on duty form 15907, Train Placement-Switching Restrictions for Placarded cars, and must be conversant with instructions contained therein.

For train placement, switching restrictions, emergency actions by train crews, shipping paper information and inspection requirements refer to timetable insert, form 15907.

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

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

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

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

Should an accident occur locate the waybills for cars involved or refer to the number on the placard. This four digit number is referenced in DOT Publication P.5800.2 or subsequent issues, Emergency Response Guidebook. The book utilizing the four digit number will provide vital information, the most significant potential hazards and gives guidance for initial actions to be taken by personnel involved or engaged in the initial response to an accident. Yardmasters, Chief Dispatcher and Trainmasters can provide the necessary response information from the guide book.

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

5. BLOCKING WYES/SIDINGS:

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

6. GAME ANIMALS/LIVESTOCK:

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

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

7. SNOW SERVICE/CONDITIONS:

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

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

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

SPECIAL INSTRUCTIONS

8. LOADING AND HANDLING HEAVY EQUIPMENT:

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

Yardmasters or agents will insure proper placement of steel underframe flat cars of not less than 100,000 pounds capacity for loading of equipment specified above. It will be the responsibility of the Mechanical Department to inspect and accept such loads, advising the Yardmaster or Agent of acceptance, giving car number and maximum speed at which car may be moved. It will be the responsibility of the Yardmaster or Agent to see that no loads such as specified above will be placed in trains for movement until they have been accepted by the Mechanical Department and the Dispatcher has been notified of speed restrictions. Dispatcher will issue train order covering restrictions. Equipment with boom attached must be loaded with boom trailing unless approval from Dispatcher is obtained for movement in forward position. Conductors handling loads with boom in forward position, except on work trains, will be authorized to do so by message from Dispatcher.

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

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

9. SETTING OUT CARS:

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

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

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

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

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

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

SPECIAL INSTRUCTIONS

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

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

The following procedure will constitute inspection compliance for this regulation:

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

11. EXCESSIVE HEIGHT CARS AND LOADS:

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

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

12. HIGHWAY CROSSING SIGNALS:

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

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

13. COMMUNICATIONS:

PROPER COMMUNICATION PROCEDURES MUST BE COMPLIED WITH AT ALL TIMES.

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

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

SPECIAL INSTRUCTIONS

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

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

14. DRAGGING EQUIPMENT DETECTOR INDICATORS:

Dragging equipment detector indicators are located at the following locations:

MP 107.8, MP 123.0, and MP 281.5

- a. Dragging equipment detector indicators will display a yellow light when circuit is activated. Detectors govern train movements in either direction.
- b. Detector is installed in such a manner that when something is dragging from a train, it will trip the detector causing a red light to be displayed and the yellow light will extinguish.
- c. When rear of train passes detector displaying yellow, it is an indication that nothing is dragging from the train that would trip the detector.
- d. As train passes detector displaying red, it is an indication something is dragging from train, tripping detector and train will be stopped and an inspection made of train. When detector is actuated, trainman must reset detector by switch on signal mast.

- e. When rear of train passes indicators and there is no light indication (both yellow and red lights extinguished), and yellow light was displayed when head end of train approached detector, it is an indication something is dragging from train (red light is not operating properly), and train must be inspected in accordance with standard inspection procedures.

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

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

15. TRAIN INSPECTION:

When a train stops for any reason at the station on either side of the designated inspection point, train will be inspected and train may pass designated inspection point without stopping for inspection, except southward freight trains must make inspection at North Nenana and Honolulu. Delay report must indicate place where inspection was made. Mixed trains will perform freight train inspection at freight train inspection points.

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

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

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

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

SPECIAL INSTRUCTIONS

The named speeds are subject to the restrictions of maximum speeds in miles per hour as shown by zones under each subdivision. If speed authorized by zones or speed restriction signs are greater than speed prescribed for certain trains or engines, such trains or engines must not exceed the slower prescribed speed.

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

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

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

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

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

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

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

17. RUNNING THROUGH WATER:

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

18. TRAIN AIR INSPECTION:

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

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

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

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

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

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

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

SPECIAL INSTRUCTIONS

19. RATING OF ENGINES IN TONS:

C L A S S

	1500	
	1600	2500
NORTHWARD	1800	3000

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

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

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

SOUTHWARD

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

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

20. RETAINERS:

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

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

EXCEPT: Between MP 54.3 and Woodrow, when using 1500, 2500, and 3000 class engines with dynamic brakes in operation, retainers will be turned up solid on head end of train as follows:

TABLE

With 5 units with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 4050 tons.

With 4 units with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 3240 tons.

With 3 units with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 2430 tons.

With 2 units with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 1620 tons.

With 1 unit with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 810 tons.

Locomotive units with dynamic brakes inoperative, or locomotive units not equipped with dynamic brakes, will in no way be used to relieve the necessity of turning up retainers under this rule.

EXAMPLE: With 5 units, with only 1 unit equipped with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 810 tons.

On cars equipped with double-pressure retaining valves, the handles must be turned to high pressure position on heavily loaded cars, and low pressure position on empty cars and light loads.

Retainers will be used at other points and under other conditions where, in judgment of the engine or train crew, it is deemed necessary.

SPECIAL INSTRUCTIONS

21. DYNAMIC BRAKING AND BACKWARD MOVEMENTS OF LOCOMOTIVES:

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

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

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

22. MINIMUM FLAGGING DISTANCE:

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

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

23. SLIDE AREAS:

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

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

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

SLIDE AREAS

<u>Zone No.</u>	<u>Between</u>	<u>Reason</u>
11	11.3 to 11.6	Rock/Snow
18	17.9 to 18.5	Snow
21	20.8 to 22.8	Snow
43	42.6 to 43.5	Snow
49	48.8 to 53.6	Snow
68	67.2 to 72.6	Snow
76	75.6 to 80.0	Snow/Rock/Mud
83	82.4 to 83.9	Snow
87	86.9 to 87.2	Rock/Mud
145	143.8 to 146.4	Rock
224	224.7 to 224.9	Sand/Brush/Rocks/Snow
233	232.8 to 233.1	Mud/Rock/Brush/Snow
237	236.5 to 239.0	Mud/Rock/Brush/Snow
240	239.6 to 241.6	Mud/Rock/Brush/Snow
244	243.6 to 244.1	Mud/Rock/Brush/Snow
247	246.2 to 247.9	Mud/Gravel/Rock/Snow
254	253.4 to 254.3	Mud/Rock/Snow
255	255.5 to 255.8	Rock/Snow
259	258.7 to 260.0	Rock/Snow
266	266.1 to 266.3	Gravel/Rock/Snow
269	269.2 to 269.9	Rock/Brush/Snow
286	285.9 to 287.0	Rock/Dirt/Brush/Snow
288	287.9 to 288.1	Snow
294	293.1 to 294.2	Snow/Mud/Brush/Trees
321	320.95 to 321.9	Rock/Mud/Gravel
325	325.6 to 325.75	Rock/Gravel
327	327.1 to 327.80	Rock
328	328.85 to 329	Rock
332	332.5 to 332.7	Snow/Trees/Brush
334	334.05 to 334.15	Rock
336	335.9 to 336.2	Rock
341	340.9 to 341.6	Rock/Trees/Brush
383	382.4 to 383.1	Rock/Gravel
384	384.2 to 384.6	Rock/Gravel
415	414.5 to 415.0	Rock
F7	Door 4 to F7.0	Snow

SPECIAL INSTRUCTIONS

24. PROPER SWITCH ALIGNMENT:

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

25. BLOCKING PUBLIC CROSSINGS:

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

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

26. DEADHEADING:

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

27. DERAILS:

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

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

28. PASSENGER TRAIN MEETING POINTS:

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

SEWARD SUBDIVISION

29. REGISTER STATION EXCEPTIONS:

Portage: Extra trains will not register.

30. CALL-UP STATIONS:

Portage: Call-up station for all trains.

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

31. SEWARD:

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

Cars must not be kicked or dropped on dock tracks.

Register at Seward is located in the Engine House.

32. CROWN POINT:

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

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

Close clearance at side ramp on siding.

33. MOOSE PASS:

Close clearance at side ramps on both sides of siding.

34. HUNTER:

Tail of wye is 450 feet long.

SPECIAL INSTRUCTIONS

35. GRANDVIEW:

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

36. TUNNEL:

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

Close clearance at side ramp on house track.

37. PORTAGE:

Whittier Subdivision Special Instructions will govern Portage.

38. POTTER:

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

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

39. TURNAGAIN:

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

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

40. ANCHORAGE:

Anchorage-Healy Subdivision special instructions will govern Anchorage Yard.

WHITTIER SUBDIVISION

41. PORTAGE:

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

Register at Portage is located in the phone booth.

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

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

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

42. WHITTIER:

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

Tail of wye is 700 feet long.

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

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

SPECIAL INSTRUCTIONS

- b. Train line air must be cut in and operating on all cars; however, movement is to be controlled with straight engine air only (engine brakes) and automatic brakes are not to be used except in case of emergency.
- c. When switching movements are being made over the car barge ramps at Whittier, no more than two engines are to be used. All other engines will be set out and will not be a part of the engine consist.
- d. Employees are prohibited from riding on outboard side of car while car is on outboard track of barge or car barge ramp.
- e. All movements will be made so movement can be stopped at any time.

43. TUNNEL DOORS:

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

MP F 2.46 WHITTIER TUNNEL
 MP F 5.73 PORTAGE TUNNEL FOR NORTHWARD TRAINS
 MP F 6.91 PORTAGE TUNNEL
 MP F 5.18 WHITTIER TUNNEL FOR SOUTHWARD TRAINS

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

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

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

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

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

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

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

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

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

ANCHORAGE - HEALY SUBDIVISION (INCLUDING PALMER BRANCH)

44. REGISTER STATION EXCEPTIONS:

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

Anchorage Yard Office for all other trains and yard engines.

45. CALL-UP STATIONS:

MP 121 Northward First Class Trains will call Dispatcher and report arrival time.
 Willow: Call-up station for all trains.
 Hurricane: Call-up station for Northward trains
 Honolulu: Call-up station for Southward trains

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

SPECIAL INSTRUCTIONS

46. ANCHORAGE:

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

Regular trains arriving and departing Anchorage Passenger Depot will use that track extending between Anchorage Passenger Depot and MP 113.9 and Anchorage Passenger Depot and MP 116.5.

Switch at MP 116.5, when lined for movement to Anchorage Passenger Depot, switch target will indicate green and when lined for movement into freight yard, switch target will indicate red. Switch alignment for train or engine movements at MP 116.5 will be as instructed by Yardmaster.

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

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

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

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

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

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

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

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

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

SPECIAL INSTRUCTIONS

47. WHITNEY:

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

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

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

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

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

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

48. MP 123:

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

49. BIRCHWOOD:

Track No. 1 will be used for siding.

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

Track No. 3 head in from north only.

50. MATANUSKA:

Tail of wye is the Palmer branch.

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

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

51. WASILLA:

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

52. WILLOW:

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

53. CURRY:

Tail of wye is 359 feet long.

54. GOLD CREEK:

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

55. CHULITNA:

Tail of wye is 282 feet long.

56. HONOLULU:

Southward freight train inspection point.

SPECIAL INSTRUCTIONS

57. BROAD PASS:

Tail of wye is 275 feet long.

58. MP 333.7:

Close side clearance at ramp on house track.

59. DENALI PARK:

Tail of wye is 425 feet long and the power plant is off this track. Because of grade, a block and rail clamp must be placed against the lead wheel of any car set out on wye track; block and rail clamp must be removed before coupling onto car.

Close side clearance on ramp track.

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

60. BETWEEN HEALY AND DENALI PARK:

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

61. HEALY:

Nenana Subdivision special instructions govern.

NENANA SUBDIVISION

(INCLUDING SUNTRANA AND EIELSON BRANCHES)

62. REGISTER STATION EXCEPTIONS:

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

Fairbanks Yard Office for all other trains and yard engines.

63. CALL-UP STATIONS:

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

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

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

64. HEALY:

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

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

Tail of wye is 725 feet long.

Ramp Track: Close side clearance.

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

SUNTRANA BRANCH

- a. Suntrana Coal Tipple: Low overhead restricted clearance will not clear an engine or high car under the coal loading chutes on Tracks 2 and 3.
- b. Vitro Coal Tipple:
 - Track 1 - 950 feet
 - Track 2 - 1,270 feet
 - Track 3 - 1,120 feet

65. USIBELLI TIPPLE:

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

Use of this track restricted for industrial use only.

Close clearance 150 feet south of north switch.

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

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

SPECIAL INSTRUCTIONS

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

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

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

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

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

66. CLEAR SITE:

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

Tail of wye is 1,000 feet long.

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

Close clearance on shed tracks and gas turbine rack.

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

67. NENANA:

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

Tail of wye is 440 feet long.

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

68. NORTH NENANA:

Southward freight train inspection point.

69. HAPPY:

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

70. FAIRBANKS:

Main track begins and ends at MP 466.9.

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

Tail of wye is 1,000 feet long.

71. BETWEEN FAIRBANKS AND EIELSON:

Close overhead clearance of wires.

Must expect close clearance on all tracks.

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

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

SPECIAL INSTRUCTIONS

72. CLEARANCE OF HIGH, WIDE AND HEAVY LOADS:

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

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

73. HEAVY LOADS:

Maximum gross weight of car and lading:

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

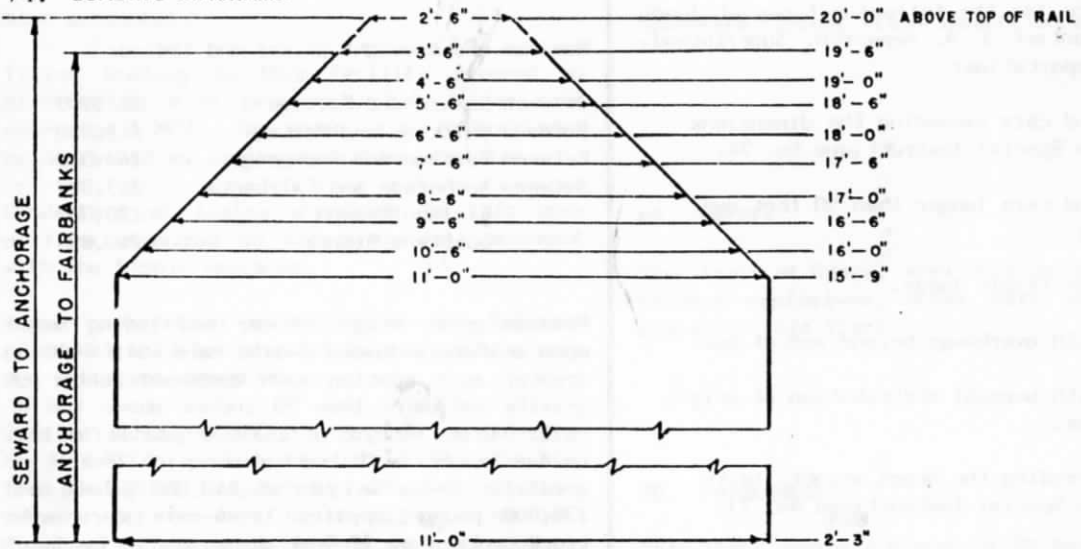
Maximum gross weight of car and lading based upon uniformly loaded 4-axle cars with 5'8" or greater axle spacing with combined center of gravity not more than 90 inches above top of rail. Gross weight of 263,000 pounds applies to 4-axle cars with truck centers of 28 feet or greater. Gross weights of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

KNOW YOUR RULES

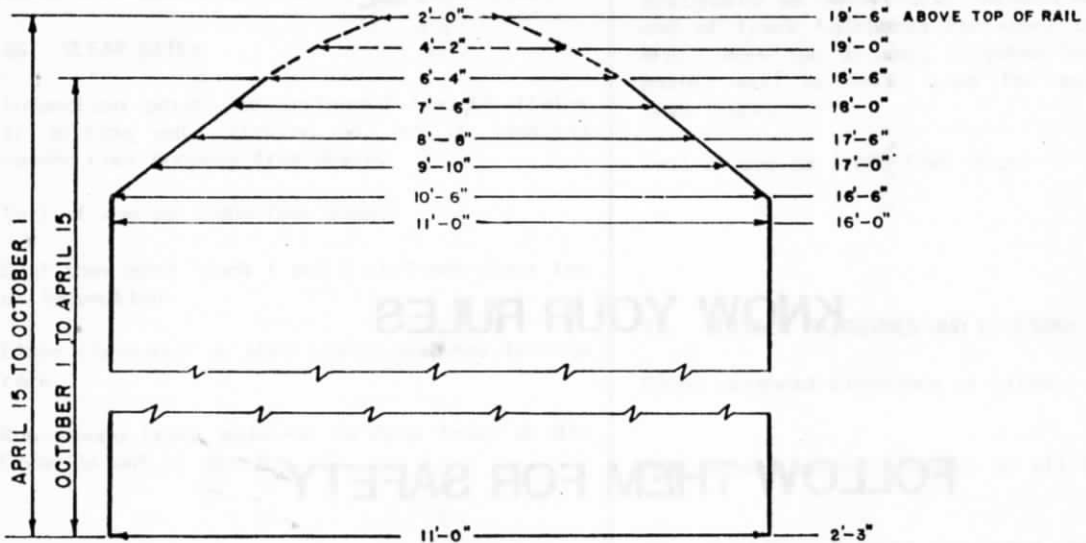
FOLLOW THEM FOR SAFETY

SPECIAL INSTRUCTIONS

74. LOADING DIAGRAMS.



SEWARD TO ANCHORAGE &
ANCHORAGE TO FAIRBANKS



WHITTIER TO ANCHORAGE

MAXIMUM LOADING DIAGRAM FOR SINGLE CARLOADS

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

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

75. TELEPHONES:

* RADIO TELEPHONES:

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

DISPATCHER RADIOS

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

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

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

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

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

I N F O R M A T I O N

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

SEWARD AND WHITTIER SUBDIVISIONS

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

ANCHORAGE-HEALY SUBDIVISION

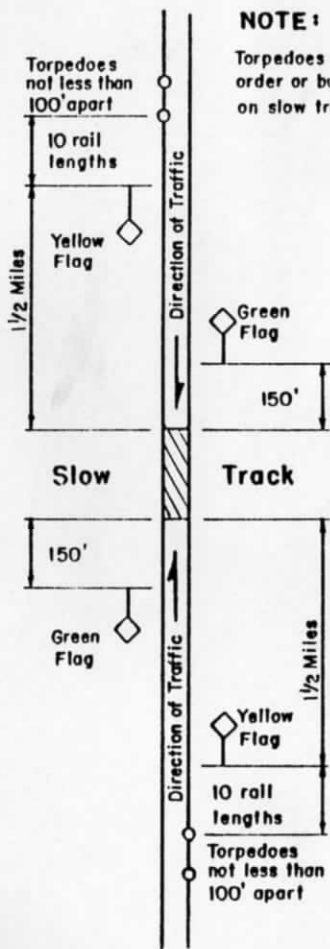
7:20 a.m.
11:50 a.m.

NENANA SUBDIVISION

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

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

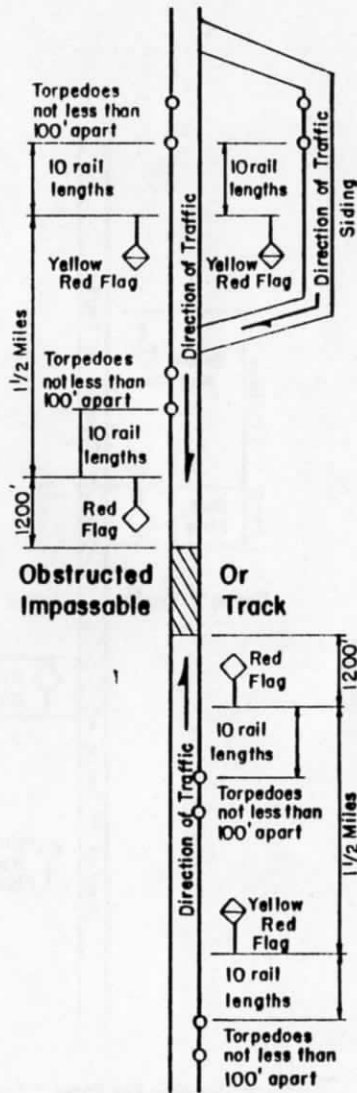
REMEMBER —
THE SAFE WAY
IS THE BEST WAY !



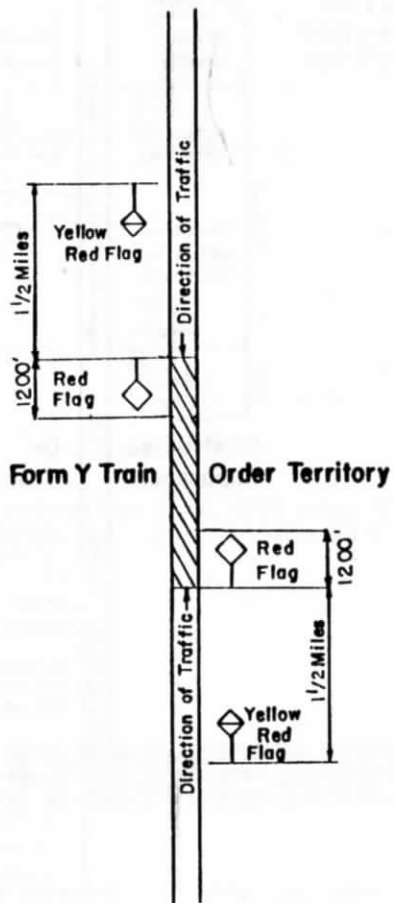
Track Flagging For Slow Track
Single Track
Rule 100a

NOTE :

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



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



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



SPEED TABLE

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

TRAINMASTER/ROAD FOREMAN
P. C. Shake

TRAINMASTER/ROAD FOREMAN
G. E. Phillips

TRAINMASTER
R. E. Lowe

TERMINAL SUPERINTENDENT
ANCHORAGE
M. O. Dodge

TERMINAL SUPERINTENDENT
FAIRBANKS
K. A. Smith

MANAGER, OPERATING RULES
K. H. Greene

CHIEF TRAIN DISPATCHER
D. W. Jubb

TRAIN DISPATCHERS
M. R. Frank J. A. Mumford
D. L. Tempest D. P. Bickers
 R. L. Cazac