

**MILEAGE**

**Main Line**

|                           |       |
|---------------------------|-------|
| Seward to Fairbanks ..... | 470.3 |
| Whittier to Portage ..... | 12.4  |
| Total Main Line .....     | 482.7 |

**Branches**

|                              |              |
|------------------------------|--------------|
| Matanuska to Sutton .....    | 18.9         |
| Moose Creek to Premier ..... | 3.8          |
| Sutton to Jonesville .....   | 2.9          |
| Eska Jct. to Eska .....      | 0.5          |
| Healy to Suntrana .....      | 4.4          |
| Fairbanks to Eielson .....   | 28.0         |
| Total Branches .....         | 58.5         |
| <b>TOTAL</b> .....           | <b>541.2</b> |

**TRAINMASTERS**

|                      |           |
|----------------------|-----------|
| D. L. Allen .....    | Anchorage |
| W. C. Davidson ..... | Anchorage |

**ROAD FOREMEN OF ENGINES**

|                 |                 |
|-----------------|-----------------|
| Wm. Akers ..... | Seward-Curry    |
| H. Nuhse .....  | Curry-Fairbanks |

**CHIEF TRAIN DISPATCHER**

|                     |           |
|---------------------|-----------|
| F. W. Belgard ..... | Anchorage |
|---------------------|-----------|

**ASSISTANT CHIEF TRAIN DISPATCHER**

|                  |           |
|------------------|-----------|
| J. A. King ..... | Anchorage |
| L. L. Wren ..... | Anchorage |

**TRAIN DISPATCHERS**

|             |                 |
|-------------|-----------------|
| C. V. Brown | J. D. Grimes    |
| K. M. Frank | H. R. Tresidder |

# 1034 8.-  
**Department of the Interior**  
**THE ALASKA RAILROAD**



**TIME**  
**TABLE**  
**No. 55**

**In Effect at 12:01 A.M.**  
**150th Meridian Standard Time**

**Sunday, May 27, 1956**

**SAFETY FIRST**

**For the Government of Employees only**

**R. N. WHITMAN**  
General Manager

**JOHN E. MANLEY**  
Assistant General Manager

**R. H. BRUCE**  
Superintendent of  
Operations

**SOUTHWARD**

**SEWARD SUB-DIVISION**

**NORTHWARD**

| SECOND CLASS  |  | FIRST CLASS         |  | Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations (See Rule 6-A) | Time Table No. 55 |                                    | Distance from Seward | FIRST CLASS |                     | SECOND CLASS |               |
|---------------|--|---------------------|--|---|-------------------|------------------------------------|----------------------|-------------|---------------------|--------------|---------------|
| 27            |  | 3                   |  |   | MAY 27, 1956      |                                    |                      | 4           |                     | 28           |               |
| Daily         |  | Daily except Sunday |  |   | STATIONS          |                                    |                      |             |                     |              |               |
| L 8.30AM      |  | L 9.30AM            |  | Yard BCKOPT WXYZ  | TO R              | ANCHORAGE                          | YD PA                | 114.3       | A 5.10PM            |              | A 6.20PM      |
| 8.40          |  | f 9.40              |  | 44 P  |                   | 5.0 CAMPBELL                       |                      | 109.3       | f 4.59              |              | 6.06          |
| 8.45          |  | f 9.45              |  | 67 P  |                   | 3.1 TURNAGAIN                      |                      | 106.2       | f 4.54              |              | 6.01          |
| 8.54          |  | f 9.54              |  | 43 P  |                   | 5.6 POTTER                         |                      | 100.6       | f 4.45              |              | 5.51          |
| 9.04          |  | f 10.04             |  | 21 P  |                   | 7.1 RAINBOW                        |                      | 93.5        | f 4.35              |              | 5.41          |
| 9.15          |  | f 10.15             |  | 96 P  |                   | 4.8 INDIAN                         |                      | 88.7        | f 4.24              |              | 5.32          |
| 9.29          |  | f 10.29             |  | 49 P  |                   | 7.0 BIRD                           |                      | 81.7        | f 4.10              |              | 5.18          |
| 9.44          |  | s 10.44             |  | 37 P  |                   | 6.9 GIRDWOOD                       |                      | 74.8        | s 3.56              |              | 5.04          |
| 9.53          |  | f 10.53             |  | P   |                   | 4.3 KERN                           |                      | 70.5        | f 3.47              |              | 4.55          |
| 10.10         |  | A11.10AM            |  | Yard JPWXY  | TO R              | PORTAGE                            | PG                   | 64.2        | L 3.30PM            |              | 4.38          |
| 10.23         |  |                     |  | 59 P  |                   | 8.4 SPENCER                        |                      | 55.8        |                     |              | 4.24          |
| 10.43         |  |                     |  | PY  |                   | 4.8 TUNNEL                         |                      | 51.0        |                     |              | 4.09          |
| 11.03         |  |                     |  | 40 P  |                   | 6.1 GRANDVIEW                      |                      | 44.9        |                     |              | 3.49          |
| 11.16         |  |                     |  | 88 PWY  |                   | 4.9 HUNTER                         |                      | 40.0        |                     |              | 3.34          |
| 11.25         |  |                     |  | 36 P  |                   | 6.2 JOHNSON                        |                      | 33.8        |                     |              | 3.24          |
| 11.35         |  |                     |  | 3 PX  | TO                | MOOSE PASS                         | MS                   | 29.3        |                     |              | 3.14          |
| 11.46         |  |                     |  | 75 P  |                   | 4.8 CROWN POINT                    |                      | 24.5        |                     |              | 3.03          |
| 11.49         |  |                     |  | P   |                   | 1.2 LAWING                         |                      | 23.3        |                     |              | 3.00          |
| 11.59AM       |  |                     |  | 16 Spur(s) P  |                   | 4.9 PRIMROSE                       |                      | 18.4        |                     |              | 2.50          |
| 12.15PM       |  |                     |  | 45 P  |                   | 6.4 DIVIDE                         |                      | 12.0        |                     |              | 2.35          |
| 12.29         |  |                     |  | 30 P  |                   | 5.1 WOODROW                        |                      | 6.9         |                     |              | 2.15          |
| A12.45PM      |  |                     |  | Yard BCKOP WXY  | TO R              | SEWARD                             | SP                   | 0.0         |                     |              | L 2.00PM      |
|               |  |                     |  |   |                   | [114.3]                            |                      |             | Daily except Sunday |              | Daily         |
| 4:15<br>26.89 |  | 1:40<br>30.00       |  |   |                   | ..... Time over Sub-division ..... |                      |             | 1:40<br>30.00       |              | 4:20<br>24.48 |
|               |  |                     |  |   |                   | ..... Average Speed per Hour ..... |                      |             |                     |              |               |

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

**LOCATION OF INDUSTRY AND OTHER TRACKS**

| M.P.  |                          | Car Capacity |
|-------|--------------------------|--------------|
| 14.7  | *Outfit Spur .....       | (N) 24       |
| 25.6  | *Outfit Spur .....       | (N) 22       |
| 44.9  | *Outfit Spur .....       | (N) 2        |
| 105.0 | Gravel Pit Spur .....    | (N) 10       |
| 110.3 | South Chugach Spur ..... | (S) 11       |
| 110.5 | North Chugach Spur ..... | (N) 23       |

**LOCATION OF WATER TANKS BETWEEN STATIONS**

M.P. 21.6, M.P. 50.5, M.P. 71.0

\*Unsafe for engines 75 feet beyond clearance point.

**SOUTHWARD**

**ANCHORAGE SUB-DIVISION**

**NORTHWARD**

| SECOND CLASS        |          |          | FIRST CLASS             |          | Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations (See Rule 6-A) | Time Table No. 55 |                                    |             | Distance from Seward | FIRST CLASS |                         | SECOND CLASS              |                     |
|---------------------|----------|----------|-------------------------|----------|---|-------------------|------------------------------------|-------------|----------------------|-------------|-------------------------|---------------------------|---------------------|
|                     |          |          |                         |          |   | MAY 27, 1956      |                                    |             |                      |             |                         |                           |                     |
| 21                  |          |          | 5                       |          |   | STATIONS          |                                    |             |                      | 8           |                         | 22                        |                     |
| Daily except Sunday |          |          | Sunday Wednesday Friday |          |   |                   |                                    |             |                      |             |                         |                           |                     |
|                     |          |          | L 5.25PM                | L 4.00AM | Yard  | BCKOP WXY         | TO R                               | CURRY       | CU                   | 248.5       | A12.35AM                | A 2.00PM                  |                     |
|                     |          |          | f 5.35                  | f 4.11   |   |                   |                                    | LANE        |                      | 242.6       | f 12.22                 | f 1.48                    |                     |
|                     |          |          | f 5.46                  | f 4.22   | 89  | P                 |                                    | CHASE       |                      | 236.2       | f 12.12AM               | f 1.38                    |                     |
|                     |          |          | f 6.01                  | s 4.38   | 88  | P                 |                                    | TALKEETNA   |                      | 226.7       | s 11.58PM               | s 1.26                    |                     |
|                     |          |          | f 6.08                  | f 4.47   |   |                   |                                    | FISH LAKE   |                      | 221.3       | f 11.45                 | f 1.15                    |                     |
|                     |          |          | f 6.16                  | f 4.56   | 80  | P                 |                                    | SUNSHINE    |                      | 215.3       | f 11.35                 | f 1.05                    |                     |
|                     |          |          | f 6.25                  | f 5.05   | 89  | P                 |                                    | MONTANA     |                      | 209.3       | f 11.25                 | f 12.55                   |                     |
|                     |          |          | f 6.35                  | f 5.15   | 27  | P                 |                                    | CASWELL     |                      | 202.3       | f 11.16                 | f 12.46                   |                     |
|                     |          |          | f 6.47                  | f 5.27   | 32  | P                 |                                    | KASHWITNA   |                      | 193.9       | f 11.04                 | f 12.34                   |                     |
|                     |          |          | s 7.00                  | s 5.41   | 80  | CPXY              |                                    | WILLOW      |                      | 185.7       | s 10.53                 | s 12.23                   |                     |
|                     |          |          | f 7.10                  | f 5.51   |   |                   |                                    | NANCY       |                      | 180.7       | f 10.41                 | f 12.11                   |                     |
|                     |          |          | f 7.20                  | f 6.01   | 86  | P                 |                                    | HOUSTON     |                      | 174.9       | f 10.31                 | f 12.01PM                 |                     |
|                     |          |          | f 7.33                  | f 6.14   | 33  | P                 |                                    | PITTMAN     |                      | 166.5       | f 10.19                 | f 11.49AM                 |                     |
|                     |          |          | s 7.48                  | s 6.29   | 62  | P                 | TO                                 | WASILLA     | WA                   | 159.8       | s 10.10                 | s 11.40                   |                     |
|                     | L 1.50PM | s 8.08   | s 6.50                  | 40       | JPXY  |                   |                                    | MATANUSKA   | JN                   | 150.7       | s 9.47                  | s 11.17                   | A10.05AM            |
|                     | 2.12     | f 8.27   | f 7.09                  | 33       | WP  |                   |                                    | EKLUTNA     |                      | 141.2       | f 9.29                  | f 10.59                   | 9.41                |
|                     | 2.25     | f 8.37   | f 7.19                  | 42       | P   |                   |                                    | BIRCHWOOD   |                      | 136.3       | f 9.19                  | f 10.49                   | 9.30                |
|                     | 2.50     | f 8.59   | f 7.40                  | 14       | P   |                   |                                    | EAGLE RIVER |                      | 126.6       | f 8.59                  | f 10.29                   | 9.09                |
|                     | 3.08     | f 9.17   | f 7.57                  | 82       | PX  |                   |                                    | WHITNEY     |                      | 119.1       | f 8.43                  | f 10.13                   | 8.50                |
|                     |          | f 9.25   | f 8.02                  |          | X   |                   |                                    | ELMENDORF   |                      | 117.0       | f 8.38                  | f 10.08                   |                     |
|                     | A 3.20PM | A 9.35PM | A 8.15AM                | Yard     | BCKOPT WXYZ   | TO R              | ANCHORAGE                          | YD PA       |                      | 114.3       | L 8.30PM                | L10.00AM                  | L 8.30AM            |
|                     |          |          |                         |          |   |                   | [134.2]                            |             |                      |             | Sunday Tuesday Thursday | Tuesday Thursday Saturday | Daily except Sunday |
|                     | 1:30     | 4:10     | 4:15                    |          |   |                   | ..... Time over Sub-division ..... |             |                      |             | 4:05                    | 4:00                      | 1:35                |
|                     | 24.27    | 32.18    | 31.58                   |          |   |                   | ..... Average Speed per Hour ..... |             |                      |             | 32.89                   | 33.55                     | 22.99               |

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

**ADDITIONAL STOPS ON SIGNAL**

No. 7, No. 8, No. 6 and No. 5  
 Montana Red M.P. 221  
 Montana Creek, M.P. 211.0  
 Goose Creek, M.P. 207.8  
 Little Willow, M.P. 190.5  
 Ellis, M.P. 171.1  
 Austin, M.P. 168.8  
 M.P. 147.5

**LOCATION OF INDUSTRY AND OTHER TRACKS**

| M.P.  |                      | Car Capacity |
|-------|----------------------|--------------|
| 131.1 | Powder Spur .....    | (S) 28       |
| 135.8 | Storage Tracks ..... | 284          |
| 142   | Rock Spur .....      | (N) 38       |
| 147.5 | Crane Spur .....     | (S) 6        |
| 176.1 | Coal Siding .....    | 11           |
| 176.2 | Coal Spur .....      | (N) 18       |

**SOUTHWARD**

**HEALY SUB-DIVISION**

**NORTHWARD**

| SECOND CLASS |  | FIRST CLASS                   |                               | Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations (See Rule 6-A) | Time Table No. 55<br>MAY 27, 1956 |                              |       | Distance from Seward          | FIRST CLASS                     |   | SECOND CLASS |  |
|--------------|--|-------------------------------|-------------------------------|---|-----------------------------------|------------------------------|-------|-------------------------------|---------------------------------|---|--------------|--|
|              |  | 5                             | 7                             |   | STATIONS                          |                              |       |                               | 8                               | 6 |              |  |
|              |  | Sunday<br>Wednesday<br>Friday | Monday<br>Wednesday<br>Friday |   |                                   |                              |       |                               |                                 |   |              |  |
|              |  | L 1.10PM                      | L 11.40PM                     | BCJKOP<br>Yard WXYZ   | TO R                              | HEALY HX                     | 358.1 | A 5.10AM                      | A 6.30PM                        |   |              |  |
|              |  | f 1.20                        | f 11.50                       | 14 P  |                                   | GARNER                       | 355.7 | f 5.00                        | f 6.20                          |   |              |  |
|              |  | f 1.29                        | f 11.59PM                     | Spur 4 (s) P  |                                   | MOODY                        | 353.2 | f 4.51                        | f 6.11                          |   |              |  |
|              |  | s 1.49                        | s 12.19AM                     | 39 PXY  | TO                                | McKINLEY PARK MK             | 347.9 | s 4.32                        | s 5.53                          |   |              |  |
|              |  | f 2.01                        | f 12.31                       | P   |                                   | LAGOON                       | 343.7 | f 4.19                        | f 5.40                          |   |              |  |
|              |  | f 2.06                        | f 12.36                       | 34 P  |                                   | YANERT                       | 341.7 | f 4.14                        | f 5.35                          |   |              |  |
|              |  | f 2.22                        | f 12.53                       | 31 P  |                                   | CARLO                        | 334.4 | f 3.57                        | f 5.18                          |   |              |  |
|              |  | f 2.39                        | f 1.10                        | 27 PY   |                                   | WINDY                        | 326.7 | f 3.40                        | f 5.01                          |   |              |  |
|              |  | s 2.56                        | s 1.27                        | 36 PW   |                                   | CANTWELL                     | 319.5 | s 3.25                        | s 4.46                          |   |              |  |
|              |  | s 3.08                        | s 1.39                        | 20 P  |                                   | SUMMIT                       | 312.5 | s 3.11                        | s 4.32                          |   |              |  |
|              |  | s 3.22                        | s 1.53                        | 83 CPWXY  | TO                                | BROAD PASS BR                | 304.3 | s 2.54                        | s 4.15                          |   |              |  |
|              |  | f 3.33                        | f 2.04                        | 82 P  |                                   | COLORADO                     | 297.1 | f 2.37                        | f 3.58                          |   |              |  |
|              |  | f 3.47                        | f 2.19                        | 111 PW  |                                   | HONOLULU                     | 288.7 | f 2.19                        | f 3.45                          |   |              |  |
|              |  | f 4.05                        | f 2.37                        | 48 P  |                                   | HURRICANE                    | 281.4 | f 1.58                        | f 3.24                          |   |              |  |
|              |  | f 4.18                        | f 2.53                        | 42 PY   |                                   | CHULITNA                     | 273.8 | f 1.38                        | f 3.02                          |   |              |  |
|              |  | f 4.31                        | f 3.06                        | 42 P  |                                   | CANYON                       | 268.4 | f 1.24                        | f 2.49                          |   |              |  |
|              |  | f 4.42                        | f 3.17                        | 35 P  |                                   | GOLD CREEK                   | 263.2 | f 1.13                        | f 2.38                          |   |              |  |
|              |  | f 4.54                        | f 3.29                        | 29 P  |                                   | SHERMAN                      | 257.7 | f 1.02                        | f 2.27                          |   |              |  |
|              |  | A 5.15PM                      | A 3.50AM                      | Yard BCKOP<br>WXYZ  | TO R                              | CURRY CU                     | 248.5 | L 12.45AM                     | L 2.10PM                        |   |              |  |
|              |  |                               |                               |   |                                   | [109.6]                      |       | Monday<br>Wednesday<br>Friday | Tuesday<br>Thursday<br>Saturday |   |              |  |
|              |  | 4:05<br>26.86                 | 4:10<br>26.28                 |   |                                   | Time over Sub-division ..... |       | 4:25                          | 4:20                            |   |              |  |
|              |  |                               |                               |   |                                   | Average Speed per Hour ..... |       | 24.80                         | 25.31                           |   |              |  |

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

**ADDITIONAL STOPS ON SIGNAL**

No. 7, No. 8, No. 5 and No. 6  
Section House, M.P. 333.5  
Hurricane Gulch, M.P. 284.2  
Section House, M.P. 258.3

**LOCATION OF INDUSTRY AND OTHER TRACKS**

M.P. Car Capacity  
350.4 Ditcher Spur ..... (N) 16

**SOUTHWARD**

**NENANA SUB-DIVISION**

**NORTHWARD**

| SECOND CLASS |  | FIRST CLASS                   |                               | Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations (See Rule 6-A) | Time Table No. 55<br>MAY 27, 1956 |                        |    | Distance from Seward | FIRST CLASS                   |                                 | SECOND CLASS |  |
|--------------|--|-------------------------------|-------------------------------|---|-----------------------------------|------------------------|----|----------------------|-------------------------------|---------------------------------|--------------|--|
|              |  | 5                             | 7                             |   | STATIONS                          |                        |    |                      | 8                             | 6                               |              |  |
|              |  | Sunday<br>Wednesday<br>Friday | Monday<br>Wednesday<br>Friday |   |                                   |                        |    |                      |                               |                                 |              |  |
|              |  | L 10.00AM                     | L 8.30PM                      | Yard  | TO R                              | FAIRBANKS              | FA | 470.3                | A 8.25AM                      | A 9.45PM                        |              |  |
|              |  |                               |                               | BCJKOP<br>Yard WXYZ   | TO R                              | FAIRBANKS YARD         | FB | 468.9                |                               |                                 |              |  |
|              |  | f 10.14                       | f 8.44                        | 14 P  |                                   | H A P P Y              |    | 463.0                | f 8.06                        | f 9.26                          |              |  |
|              |  | f 10.28                       | f 8.58                        | Spur 15 (n) P   |                                   | D O M E                |    | 456.2                | f 7.52                        | f 9.12                          |              |  |
|              |  | f 10.38                       | f 9.08                        | 83 P  |                                   | S A U L I C H          |    | 450.8                | f 7.43                        | f 9.03                          |              |  |
|              |  | f 10.43                       | f 9.13                        | P   |                                   | C A C H E              |    | 447.7                | f 7.38                        | f 8.58                          |              |  |
|              |  | f 10.55                       | f 9.25                        | 41 P  |                                   | S T A N D A R D        |    | 439.5                | f 7.26                        | f 8.46                          |              |  |
|              |  | f 11.06                       | f 9.36                        | 85 P  |                                   | D U N B A R            |    | 431.6                | f 7.15                        | f 8.35                          |              |  |
|              |  | f 11.20                       | f 9.50                        | 77 P  |                                   | B E R G                |    | 420.4                | f 7.01                        | f 8.21                          |              |  |
|              |  | f 11.27                       | f 9.57                        | 83 P  |                                   | N O R T H N E N A N A  |    | 415.4                | f 6.54                        | f 8.15                          |              |  |
|              |  | s 11.39                       | s 10.09                       | Yard CPXY   | TO                                | N E N A N A            | NA | 411.7                | s 6.44                        | s 8.04                          |              |  |
|              |  | f 11.54AM                     | f 10.24                       | 55 P  |                                   | J U L I U S            |    | 401.3                | f 6.26                        | f 7.46                          |              |  |
|              |  | f 12.04PM                     | f 10.34                       | 83 P  |                                   | C L E A R              |    | 394.2                | f 6.16                        | f 7.36                          |              |  |
|              |  | f 12.15                       | f 10.45                       | P   |                                   | R E X                  |    | 387.2                | f 6.05                        | f 7.25                          |              |  |
|              |  | f 12.24                       | f 10.54                       | 19 P  |                                   | B R O W N E            |    | 381.2                | f 5.55                        | f 7.15                          |              |  |
|              |  | f 12.39                       | f 11.09                       | 18 P  |                                   | F E R R Y              |    | 371.2                | f 5.41                        | f 7.01                          |              |  |
|              |  | f 12.51                       | f 11.21                       | P   |                                   | L I G N I T E          |    | 363.3                | f 5.29                        | f 6.49                          |              |  |
|              |  | A 1.00PM                      | A 11.30PM                     | Yard BCJKOP<br>WXYZ   | TO R                              | H E A L Y              | HX | 358.1                | L 5.20AM                      | L 6.40PM                        |              |  |
|              |  |                               |                               |   |                                   | [112.2]                |    |                      | Monday<br>Wednesday<br>Friday | Tuesday<br>Thursday<br>Saturday |              |  |
|              |  | 3:00                          | 3:00                          |   |                                   | Time over Sub-division |    |                      | 3:05                          | 3:05                            |              |  |
|              |  | 37.40                         | 37.40                         |   |                                   | Average Speed per Hour |    |                      | 36.43                         | 36.43                           |              |  |

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

**ADDITIONAL STOPS ON SIGNAL**

- No. 7, No. 8, No. 5 and No. 6
- Industrial Siding, M.P. 453
- Section House, M.P. 394.8
- Army Camp, M.P. 393.0
- Roadhouse, M.P. 362.8

**LOCATION OF INDUSTRY AND OTHER TRACKS**

| M.P.  |                         | Car Capacity |
|-------|-------------------------|--------------|
| 362.4 | Industrial Siding ..... | 23           |
| 388.9 | Wood Spur .....         | 5            |
| 392.5 | Army Spur .....         | 25           |
| 395   | Gravel Pit Spur .....   | 60           |
| 453   | Industrial Siding ..... | 37           |



**SOUTHWARD**

**JONESVILLE BRANCH**

**NORTHWARD**

| Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations<br>(See Rule 6-A) | SECOND CLASS |                     | FIRST CLASS | Distance from Jonesville | Time Table No. 55<br>MAY 27, 1956 |     | Distance from Sutton | FIRST CLASS | SECOND CLASS        |           |  |
|--|--------------|---------------------|-------------|--------------------------|-----------------------------------|-----|----------------------|-------------|---------------------|-----------|--|
|  |              | <b>21</b>           |             |                          |                                   |     |                      |             |                     | <b>22</b> |  |
|  |              | Daily except Sunday |             |                          |                                   |     |                      |             |                     |           |  |
| 40 PX  | L            | 11.50 AM            |             | 0.0                      | JONESVILLE                        | 2.9 |                      | A           | 11.45 AM            |           |  |
| JX   |              |                     |             | 0.5                      | 0.5<br>ESKA                       | 2.4 |                      |             |                     |           |  |
| 29 JPXY  | A            | 12.10 PM            |             | 2.9                      | 2.4<br>SUTTON                     | 0.0 |                      | L           | 11.25 AM            |           |  |
|  |              |                     |             |                          | [2.9]                             |     |                      |             | Daily except Sunday |           |  |
|  |              | 0:20<br>8.78        |             |                          | Time over Sub-division .....      |     |                      |             | 0:20<br>8.78        |           |  |
|  |              |                     |             |                          | Average Speed per Hour.....       |     |                      |             |                     |           |  |

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

**Except No. 22 is Superior to No. 21**

**SOUTHWARD**

**EIELSON BRANCH**

**NORTHWARD**

| Capacity of sidings in car lengths location of scales, fuel, water, turning and telephone stations<br>(See Rule 6-A) | SECOND CLASS |  | FIRST CLASS | Distance from Eielson | Time Table No. 55<br>MAY 27, 1956 |      | Distance from Fairbanks | FIRST CLASS | SECOND CLASS |  |  |
|--|--------------|--|-------------|-----------------------|-----------------------------------|------|-------------------------|-------------|--------------|--|--|
|  |              |  |             |                       |                                   |      |                         |             |              |  |  |
|  |              |  |             |                       |                                   |      |                         |             |              |  |  |
| Yard PXY   |              |  |             | 0.0                   | EIELSON                           | 28.0 |                         |             |              |  |  |
| 15 X   |              |  |             | 4.0                   | 4.0<br>BLUFF                      | 24.0 |                         |             |              |  |  |
| 13 X   |              |  |             | 11.7                  | 7.7<br>DAVIS                      | 16.3 |                         |             |              |  |  |
| Yard PXY   |              |  |             | 24.2                  | 12.5<br>LADD FIELD                | 3.8  |                         |             |              |  |  |
| BCJKOP<br>Yard WXYZ  |              |  |             | 28.0                  | 3.8<br>FAIRBANKS                  | 0.0  |                         |             |              |  |  |
|  |              |  |             |                       | [28.0]                            |      |                         |             |              |  |  |

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

# SPECIAL INSTRUCTIONS

## 1. WATCH INSPECTORS

J. Vic Brown & Sons—Seward, Anchorage, and Fairbanks.  
Berts Drug Store—Palmer.

## 2. TRAIN AND AIR INSPECTION

Terminal air tests will be made on all trains before departing the following stations: Seward, Whittier, Anchorage, Fairbanks Yard and Fairbanks.

At other points where train or engine crews are changed, cars set out, picked up, or engine detached, rear end test will be made as per rule 422.

Before leaving the following stations, all trains except first class and passenger extra trains must have the required air brake pipe pressure: **DIVIDE GRANDVIEW HURRICANE.**

Air brake test as prescribed by Rule 420 must be made immediately before leaving Eska and Jonesville. Where a poor holding brake is found and cannot be remedied, it must be cut out and hand brake used on that car, care being taken to avoid overheating and flattening the wheels.

## 3. 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.

Eska and Sutton,

Jonesville and Sutton,

Grandview and Placer River bridge at Milepost 54.3.

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 or merchandise loads.

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

## RATING OF ENGINES IN TONS

|                                | 500<br>Class | 1000<br>Class | 1500<br>Class |
|--------------------------------|--------------|---------------|---------------|
| <b>Northward</b>               |              |               |               |
| Seward to Divide .....         | 480          | 480           | 810           |
| Divide to Hunter .....         | 1004         | 1000          | 1420          |
| Hunter to Grandview .....      | 517          | 510           | 810           |
| Grandview to Potter .....      | 1643         | 2084          | 4000          |
| Whittier to Portage .....      | 1265         | 1550          | 2000          |
| Potter to Anchorage .....      | 1004         | 1150          | 2000          |
| Anchorage to Canyon .....      | 1004         | 1150          | 1750          |
| Canyon to Honolulu .....       | 602          | 710           | 1000          |
| Honolulu to Colorado .....     | 652          | 710           | 1000          |
| Colorado to Summit .....       | 1004         | 1030          | 1500          |
| Summit to Healy .....          | 1810         | 1860          | 2500          |
| Healy to Nenana .....          | 2200         | 2230          | 3000          |
| Nenana to North Nenana .....   | 1004         | 1245          | 2500          |
| North Nenana to Eielson .....  | 1887         | 1960          | 2500          |
| Matanuska to Sutton .....      | 1004         | 1150          | 1800          |
| Sutton to Jonesville .....     | 105          | 200           | 400           |
| <b>Southward</b>               |              |               |               |
| Eielson to Happy .....         | 1004         | 1200          | 1800          |
| Happy to North Nenana .....    | 1887         | 2010          | 3000          |
| North Nenana to Honolulu ..... | 1004         | 1150          | 1700          |
| Honolulu to Hurricane .....    | 710          | 845           | 1300          |
| Hurricane to Matanuska .....   | 1004         | 1430          | 2000          |
| Sutton to Anchorage .....      | 2200         | 2000          | 3000          |
| Anchorage to Turnagain .....   | 1370         | 1525          | 2000          |
| Turnagain to Spencer .....     | 1643         | 2084          | 2500          |
| Portage to Whittier .....      | 1420         | 1710          | 2000          |
| Spencer to Tunnel .....        | 414          | 414           | 750           |
| Tunnel to Grandview .....      | 300          | 300           | 500           |
| Grandview to Primrose .....    | 1004         | 1000          | 3360          |
| Primrose to Seward .....       | 480          | 480           | 690           |

# SPECIAL INSTRUCTIONS

## ALL SUB-DIVISIONS

5. Maximum speeds shown below must not be exceeded. Other speed restrictions must be fully complied with. Enginemen must use good judgment and handle train at a speed that will insure absolute safety.

### MAXIMUM SPEEDS PERMITTED

|  |        |
|--|--------|
| Passenger trains .....                               | 49 MPH |
| Freight and Mixed Trains .....                       | 49 MPH |
| Backward, light engine movements, except diesel..... | 20 MPH |
| Through all crossovers and turnouts .....            | 8 MPH  |

The above speeds are subject to the restrictions of maximum speeds in miles per hour as shown by zones under each sub-division. 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.

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

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

|   |        |
|---|--------|
| Wrecking cranes Nos. 55, 56, 57 .....     | 30 MPH |
| Wrecking cranes over bridges .....        | 20 MPH |
| Pile Drivers 6, 7, 8 .....                | 25 MPH |
| Shovels on wheels, Cranes, etc. ....      | 20 MPH |
| Rotary snow plows .....                   | 20 MPH |
| Rotary snow plow No. 3 over bridges ..... | 15 MPH |
| Ditcher 104 .....                         | 25 MPH |
| Ditcher 105 .....                         | 40 MPH |

Trains having dead steam engines in tow must not exceed the following speeds:

|                                      |        |
|--------------------------------------|--------|
| With rods down or disconnected ..... | 15 MPH |
| With rods up and connected .....     | 20 MPH |

All diesel engines dead in tow will be placed at least five cars behind road engines of train, if length of train will permit.

Diesel electric engines may be handled dead in trains at not to exceed the authorized speed specified for such trains.

In all cases where lower speed is specified, by train order or bulletin, the lower speed must not be exceeded.

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 emergency cases:

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

7. When a diesel electric engine is used to doublehead with a steam engine, the diesel electric engine must be placed ahead of the steam engine. If necessary to place the steam engine ahead of the diesel electric engine, the diesel electric engine must be placed not less than ten (10) cars behind the steam engine.

8. When diesel electric engines are double headed, they will be placed on the head end except that when five or more units are used, not more than four units are to be used on the head end, and the balance are to be cut in at least twenty cars back. To avoid possibility of fire or damage to traction motors, diesel electric engines must not be placed or permitted to stand over cinder pits containing live or hot cinders.

Under no circumstances should diesel electric engines pass through water which is deep enough to touch the bottom of the traction motor frame. When passing through water, movement must always be at very slow speed (2 to 3 MPH).

Gas electric or diesel electric motor cars, when handled dead in freight trains, must be behind caboose.

## SEWARD SUB-DIVISION

### 9. Speed Restrictions:

| Zone                          | Pasenger | Freight |
|-------------------------------|----------|---------|
| Between:                      |          |         |
| Seward and M.P. 2.3 .....     | 25       | 25      |
| M.P. 2.3 and M.P. 8 .....     | 45       | 45      |
| M.P. 8 and M.P. 14.7 .....    | 25       | 25      |
| M.P. 14.7 and M.P. 33.1 ..... | 35       | 35      |
| M.P. 33.1 and M.P. 40.5 ..... | 49       | 49      |
| M.P. 40.5 and M.P. 47.5 ..... | 25       | 25      |
| M.P. 47.5 and M.P. 54.0 ..... | 20       | 20      |
| M.P. 54.0 and Portage .....   | 49       | 49      |
| Portage and Indian .....      | 30       | 30      |
| Indian and Potter .....       | 45       | 45      |
| Potter and Turnagain .....    | 49       | 49      |
| Turnagain and Anchorage ..... | 45       | 45      |

### 10. Tunnel Restrictions

Tunnel 52.7—Watch for falling rock.

### 11. Engine Restrictions

1000, 1500 and 500 class engines are not permitted on Seward dock or trestle approach.

# SPECIAL INSTRUCTIONS

## 12. Seward

Cars must not be kicked or dropped on dock tracks. The wye has a tail track 325 feet long.

## 13. Woodrow

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

## 14. Hunter

The wye has a tail track 710 feet long.

## 15. Tunnel

The wye has a tail track 143 feet long.

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

## 16. Portage

Normal position of the main track junction switch is for the Seward subdivision.

The tail track of the wye is connected with the Whittier Subdivision main track.

The snow fleet spur is just south of the telegraph office, and is to be used exclusively for the snow fleet during snow season.

## 17. Anchorage

Anchorage subdivision special instructions will govern Anchorage Yard.

## 18. Derails

Hunter—South end of siding.

Grandview—(2) each end of siding, not to be placed in derail position from November 1st to April 1st. Cars left at Grandview must have sufficient hand brakes set on each end of cut to safely secure cars. Enginemen will make application of air when preparing to set out cars so all ice and snow will be removed from brake shoes.

## WHITTIER SUB-DIVISION

### 20. Speed Restrictions

| Zone                       | Passenger | Freight |
|----------------------------|-----------|---------|
| Between                    |           |         |
| Portage and Moraine .....  | 40        | 40      |
| Moraine and Whittier ..... | 30        | 30      |

### 21. Exception to Rule 91

Trains on the Whittier Sub-Division, in the same direction, must keep not less than twenty (20) minutes apart, except in closing up at stations.

## 22. Portage

10 MPH on wye tracks. Normal position junction switch lined and locked for Seward subdivision. Track No. 1 new yard to be used for setting northward loads. Portage tunnel (Milepost 6.3) has less than standard side clearance.

## 23. Whittier Tunnel

Whittier Tunnel (Milepost 3.8) has less than standard side clearance.

## 24. Whittier

Columbia Lumber Mill shed is less than standard clearance. Tail of wye is 327 feet long to derail on the Warehouse Spur and 700 feet long to derail on the Rock Spur.

Coal burning locomotives are not to be used to switch tank farm at Whittier.

All southward first class trains and passenger extra trains, except passenger extra trains handling troop train equipment, will head in the north leg of wye at Whittier and back to depot before discharging passengers.

## 25. Tunnel Doors

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

| Door  | End        | Normal Position   |
|---|------------|-------------------|
| No. 1 MP X2.5 Whittier tunnel .....           | South..... | *Closed.....xOpen |
| No. 2 MP X5.0 Whittier tunnel .....           | North..... | *Closed.....xOpen |
| No. 3 MP X5.8 Portage tunnel .....            | South..... | *Closed.....xOpen |
| No. 4 MP X6.7 Portage tunnel .....            | North..... | *Closed.....xOpen |
| *Closed November 1st to April 15th inclusive. |            |                   |
| xOpen April 16th to October 31st inclusive.   |            |                   |

During the period November 1st to April 15th inclusive, a switch stand displaying Stop or Proceed signal has been placed just outside the north portal of tunnel door No. 4 on the right side going south, and just outside tunnel door No. 1 on the right side going north, governing the movements of trains through these tunnels.

Tunnel door operator at Door No. 4 will be advised by the operator at Portage, and tunnel door operator at Door No. 1 will be advised by the operator at Whittier when a train is leaving or about ready to leave their station after which the door operator will notify door operators at other tunnel doors to open tunnel doors, and when all doors are open, Proceed signal will be displayed.

After a train has passed the portal of the tunnel, the tunnel signal will be turned displaying Stop, but the door must not be closed again until the train for which they were opened has cleared the portal on the opposite end of the tunnel.

Each steam engine in a train must have maximum steam pressure and fire in good condition before train enters

## SPECIAL INSTRUCTIONS

tunnels so as to reduce firing to a minimum after entry. If necessary to insure this, train should be stopped outside of tunnel for conditioning of engine to eliminate smoke.

Southward trains stopping at Moraine will stop with engine outside of Portage tunnel.

### 26. Derails:

Moraine .....North end of siding

## ANCHORAGE SUB-DIVISION

### 27. Speed Restrictions:

| ZONE                        | Maximum Speed Permitted |         |
|-----------------------------|-------------------------|---------|
| Between:                    | Passenger               | Freight |
| Anchorage and Wasilla ..... | 30                      | 30      |
| Wasilla and Curry .....     | 49                      | 49      |

### 28. Register Station Exceptions:

Anchorage passenger station for first class or passenger extra trains when originating or terminating at Anchorage passenger station.

Anchorage yard office for all other trains.

### 29. Anchorage

Track extending between Milepost 113.9 and Milepost 116.5 past passenger depot and through freight house yard, Anchorage, will be used as main track. Switches will be lined and locked for movement over this track, except switches at Milepost 113.9, south inside depot track switch and Milepost 116.5 will be lined for movement into Anchorage freight yard.

Trains Nos. 3 and 4, and extra passenger trains on Seward Sub-division will use outside depot track unless otherwise instructed.

### 30. Movements over "C" Street crossing to and from Freight Station:

Two red and green traffic lights control this crossing and are manually operated from a switch close to the south traffic light, and will be operated by a trainman or a crossing watchman. Engineman will not cross "C" Street crossing when light on signal shows red. After light has changed to green, engine will wait thirty (30) seconds to give highway traffic a chance to clear crossing before proceeding.

Engines are not permitted on Ocean Dock or 100 feet of filled approach.

In operation of yard engines between Anchorage and Whitney, air brakes must be cut in and operative, and the trainman must ride rear car.

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

### 31. Derails:

Powder Spur  
(Milepost 131.1) ..492 feet north of main track switch  
83 feet south of powder house 6

#### Birchwood:

Storage Yard  
(Milepost 135.8) ....218 feet south of north lead switch  
Coal Mine Spur  
(Milepost 176.2) ....315 feet south of main track switch

### 32. Fort Richardson:

Fixed signals, manually operated, displaying indications by means of colored lights are located on Elmendorf A.F.B. yard track at each side of North and South airplane runway where track crosses runway. Trains and Yard engines will be governed by these signals in using this track.

Normal position of signals is green.

Close clearance on all tracks at Elmendorf AFB and Fort Richardson Yard.

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

Derails are located approximately 200 feet north of Whitney siding switch and approximately 100 feet south of lead switch to yard.

Crossing warning signals must be sounded at all crossings.

### 33. Whitney:

All southward second class trains and 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.

### 34. Matanuska:

Junction switch set and locked for Anchorage sub-division. Wye tail track is the main track for Sutton sub-division.

### 35. Willow:

Wye tail track is 287 feet long.

### 36. Curry:

Healy sub-division special instructions will govern Curry Yard.

### 37. Call-up Stations:

Conductors of North Bound First Class Trains will call Dispatcher from Mile 116.5 and report arrival time.

Conductors of first class and passenger extra trains will call Dispatcher from Willow.

Conductors of first class trains call Dispatcher from Matanuska.

# SPECIAL INSTRUCTIONS

## 38. Clearance Provisions and Exceptions Rule 83 (B)

Matanuska: Trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

## SUTTON SUB-DIVISION

(Including Jonesville and Eska Branches)

Tracks between yard limit sign south of Sutton, end of track Jonesville and end of track at Eska, are operated as one yard.

### 39. Speed Restrictions:

| ZONE                           | Maximum Speed Permitted |         |
|--------------------------------|-------------------------|---------|
|                                | Passenger               | Freight |
| Between                        |                         |         |
| Matanuska and Sutton .....     | 25                      | 25      |
| Sutton, Jonesville and Eska .. | 10                      | 10      |

40. Switch lamps will not be used.

### 41. Matanuska:

Junction switch set and locked for Anchorage sub-division.

### 42. Premier Spur:

Derail 400 Ft. from main track switch. Engines not permitted beyond coal tipple.

### 43. Sutton:

Junction switch, south siding switch, is set and locked for the siding. The wye is connected to the siding and the tail of the wye is the continuation of the Jonesville branch.

### 44. Eska Junction:

Junction switch is lined and locked for the Jonesville branch.

### 45. Eska:

Engines not permitted beyond a point 100 feet south of overhead coal tipple.

### 46. Jonesville:

Close clearance on mine tracks at Jonesville, will not clear man on side of car.

Engines and/or loaded coal cars are not permitted to pass coal tipple on any track.

Engines are not permitted beyond mine track crossing.

Cars are not to be placed beyond road crossing leading to powder house.

### 47. Call-up Stations:

Conductors of all trains will, unless otherwise instructed, call from Sutton and report their arriving and departing time to Agent at Palmer.

### 48. Clearance Provisions and Exceptions Rule 83(B)

Matanuska, Jonesville, Eska and Sutton: Trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

Train No. 22 arriving at Sutton is authorized to assume schedule of train No. 21 at Sutton without a clearance.

## HEALY SUB-DIVISION

### 49. Speed Restrictions:

| ZONE                             | Maximum Speed Permitted |         |
|----------------------------------|-------------------------|---------|
|                                  | Passenger               | Freight |
| Between                          |                         |         |
| Curry and M.P. 255 .....         | 40                      | 40      |
| M.P. 255 and M.P. 261 .....      | 35                      | 35      |
| M.P. 261 and M.P. 266 .....      | 40                      | 40      |
| M.P. 266 and M.P. 283.8 .....    | 35                      | 35      |
| M.P. 283.8 and M.P. 288.7 .....  | 30                      | 30      |
| M.P. 288.7 and M.P. 292.2 .....  | 45                      | 45      |
| M.P. 292.2 and M.P. 294.4 .....  | 30                      | 30      |
| M.P. 294.4 and Broad Pass .....  | 49                      | 49      |
| Broad Pass and Cantwell .....    | 45                      | 45      |
| Cantwell and McKinley Park ..... | 30                      | 25      |
| McKinley Park and Healy .....    | 20                      | 15      |

### 50. Engine Restrictions:

Engines not permitted on Power House ramp at Curry. Helper engines may be placed behind caboose Broad Pass to Mile 309.

### 51. Curry:

Block and rail clamp must be placed against the south lead wheel of any car on power plant high line and must be removed before coupling onto that car.

Close clearance on Power House ramp.

Tail of wye is 239 feet long.

### 52. Chulitna:

Tail of wye is 282 feet long.

### 53. Broadpass:

Tail of wye is 300 feet long.

Trains setting out cars at Broadpass will not block gas car sheds.

### 54. Windy:

Tail of wye is 300 feet long.

### 55. Cantwell:

All vehicles must be spotted to ramp for unloading at time of set out.

### 56. McKinley Park:

Tail of wye is 810 feet long and the power plant track 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 either track; blocks and rail clamp must be removed before coupling onto car.

All vehicles for McKinley Park will be spotted at ramp for unloading at the time of set out.

### 57. Between Healy and McKinley Park:

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

## SPECIAL INSTRUCTIONS

### 58. Healy:

Nenana sub-division special instructions govern.

### 59. Helper District:

Between Curry and Windy.

### 60. Derails:

\*Canyon .....South end of siding

\*Chulitna .....South end of siding

Windy .....150 feet from end of

tail track of wye

\*Not in use from November 1st to March 1st due to snow conditions.

## NENANA SUBDIVISION

(Including Suntrana and Eielson Branches)

### 61. Speed Restrictions:

| ZONE                        | Maximum Speed Permitted |         |
|-----------------------------|-------------------------|---------|
| Between                     | Passenger               | Freight |
| Healy and Saulich .....     | 49                      | 49      |
| Saulich and Fairbanks ..... | 40                      | 40      |
| Fairbanks and Eielson ..... | 20                      | 20      |
| Healy and Suntrana .....    | 15                      | 15      |

### 62. Engine Restrictions:

**Healy:** Engines are not permitted on the power house coal hopper.

**Dome:** Engines are not permitted beyond a point ten car-lengths from the frog.

### 63. Healy:

Tail of wye is 107 feet long.

Junction switch is set and locked for Nenana sub-division.

Crossover switch at the north end of No. 1 track is to be kept locked and lined for the lower scale track on which derail is located.

### 64. Nenana:

Tail of wye is 440 feet long.

### 65. Fairbanks:

Tail of wye is 1,000 feet long.

In handling cars up Healy River coal bunker incline, not more than two cars are to be handled and air must be cut in and operative.

### 66. Between Fairbanks and Eielson and at Eielson:

Close overhead clearance of wires.

Must expect close clearance side clearance on all tracks except main track.

### 67. Ladd Field:

Phones are located on poles near track at north and south edges of Ladd Field runway. These phones are in direct

contact with tower dispatcher. Yard and Interchange crews and pilots on light engines will call tower dispatcher for permission to cross the west end of runway. In case of failure of phones, crews will be governed by position of signal lights.

In the loop, all trains must stop short of the two diamond crossings at grade and flag across.

### 68. Eielson:

Tail of wye is 350 feet long.

### 69. Yard Limits:

Tracks between yard limit sign south of Fairbanks and to end of track Nenana Sub-division and to end of track at Eielson, operated as one yard.

### 70. Register Station exceptions:

Fairbanks passenger station for first class and passenger extra trains.

Fairbanks yard office for second class, extra trains and passenger extra trains.

Passenger extra trains may register at Fairbanks Yard office or Fairbanks passenger station, as designated originating or terminating station.

### 71. Clearances:

Fairbanks station for first class and passenger extra trains.

Fairbanks yard office for second class, extra trains and passenger extra trains.

Passenger extra trains may be cleared at Fairbanks Yard office or Fairbanks station, as designated originating station.

## GENERAL INSTRUCTIONS

72. 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-pound capacity must be used. Loading, bracing, and blocking must be in accordance with Association of American Railroads 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 of commercial shipments. Departments responsible for loading of railroad equipment will advise 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.

## SPECIAL INSTRUCTIONS

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.

73. No wye will be blocked with cars unless authorized by the Superintendent of Operations.

Derails are indicated within yard limits by derail signs and purple light.

74. 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 green and white flag by T & T linemen, regardless of whether at a station or between stations.

### 75. 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. When moose or other game animals are killed by trains, the carcasses of such animals will be forwarded as listed below:

Between Seward and Girdwood, ship to Alaska Wildlife, Seward.

Between Talkeetna and north of Girdwood, ship to Alaska Wildlife Agent, Anchorage.

Between Fairbanks and north of Talkeetna, ship to St. Mark's Mission, Nenana.

Whenever wild game animals are killed by trains, a report must be made to the dispatcher who will furnish information to the nearest game warden and also notify the engineering Department in order that sectionmen may pick up the carcass and transport it to the nearest station, forwarding to proper destination. Such shipments are to be way-billed on Form AD-129, endorsed free, account B.I. 4-B.

### 76. PASSENGER TRAINS

On observation cars in regular service the gates and trap doors must be kept closed and latched.

### 77. SNOW SERVICE

All employees will be under the direction of the conductor.

A Roadmaster, when available, will accompany and direct movements.

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

Pilots will not use signal 14(g) to answer stop signal 12(a) or reduce speed signal 12(b) of any flagman or trackman but will promptly whistle stop signal 14(a) to pusher engineer.

Rotary snow plow wheels must be reduced to idling speed in going on and passing over all bridges and trestles.

### 78. CARS

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

### 79. REFRIGERATOR AND HEATER CARS

Series 11,700-11,749 inclusive, are equipped with an eight-foot wide side door on left side and conventional side door on right side. These cars may be used for either heating or cooling service. When heating service is desired charcoal heaters are supplied in bunkers of cars.

Series 11,750-11,799 inclusive, are equipped with luminator circulating hot water heater, hanging from underframe at center of car. These heaters burn standard briquette fuel. Cars have ice bunker removed from each end, roof hatch sealed shut, and cannot be used for ice or cooling service. These cars also are equipped with eight-foot wide side door on left side and conventional small doors on right side.

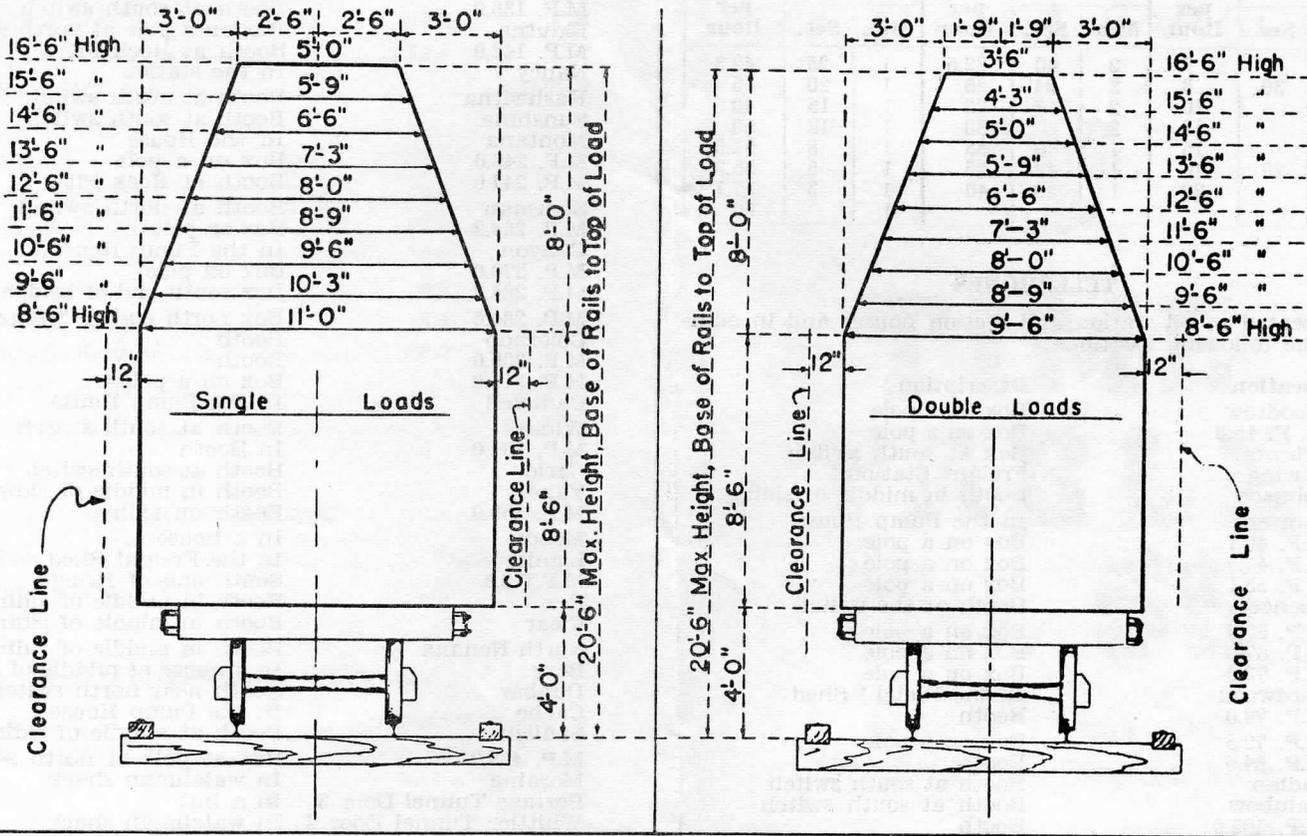
Series 11,800-11,820 inclusive, are equipped with conventional small doors on each side and ice bunkers. Cars may be used for either heating or cooling service, using charcoal heaters in bunkers for the heating service, except 11800-11814 are equipped with coal stoves and are to be used for way freight.

Series 11,600-11,603 inclusive, are equipped with conventional small doors on each side and ice bunkers, and can be used for either heating or cooling service as above. In addition, these cars have one partition across the car at the doorway to separate the car into two compartments, so that both heating and cooling service may be furnished in the same car, if desired. Heating service is obtained through use of charcoal heater.

All refrigerator cars listed above are equipped with complete side and floor racks.

# SPECIAL INSTRUCTIONS

## 80. LOADING DIAGRAM



### MAXIMUM LOADING DIAGRAMS FOR SINGLE AND DOUBLE CAR LOADS

**NOTE:**—Above Loading Diagrams are for Full Length Loads over Entire Line  
 Allowances made for length of load, curvature, Super-Elev., etc  
**N.B.**—All Special Cases of Large Loading will be determined by the Chief Engineer

#### 81. CONDUCTOR'S REPORT OF DEFECTIVE CARS

Conductors are required to complete Form 1527, Conductor's Report of Defective Cars on Trip. One copy is to be filed with Car Inspector on arrival at terminal; the other copy to be attached to delay report and forwarded to the Trainmaster's office, Anchorage.

This form will also be used to report defects or flat wheels on passenger equipment.

On no occasion will chalk of any kind be used on cars to indicate they are in bad order.

#### 82. EXPLOSIVES AND DANGEROUS ARTICLES

Cars containing explosives when handled 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 and in switching must be coupled to engine protected by at least one non-placarded car in between.

83. Switch lists must show in the first columns "Dangerous" or "Explosive" cars by the 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.