# ALASKA RAILROAD CORPORATION


# Timetable No. 136

**Effective**
**00:00 Sunday**
**March 13, 2011**

**Christopher Aadnesen**
**President and Chief Executive Officer**

**Patrick C. Shake**
**Vice President, Transportation and Mechanical**

**David F. Greenhalgh**
**Director, Passenger Operations and Transportation Services**

**David A. Blazejewski**
**Superintendent, Transportation**

**Douglas E. Engebretson**
**Chief Mechanical Officer**

**Mark A. Mitchell**
**Director, Safety**

In preparation for the Alaska Railroad's Collision Avoidance System, a survey of the Alaska Railroad has been made. As a result of this survey, many of the traditional mile post locations have been corrected in this Timetable. When discrepancies are noticed — and you think they are in error — notify a supervisor who will confirm the data.

# Timetable No. 136

To make an emergency phone call from a radio telephone to FIRE/POLICE/MEDICAL, enter **∗1**, wait for dial tone, enter **9** for commercial dial tone, then enter **911**. You will be connected to Emergency Services in Anchorage. It may take up to ten seconds for the operator to answer — DO NOT HANG UP.

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Dispatcher, Maintenance of Way, and Yard (except channel 6) radio frequencies all have **911 emergency** call-in capability. Once activated, the radio will answer back with a short tone, followed by three beeps, then another short tone, acknowledging the call has been received by the dispatcher radio system.

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ARRC Command Center (when activated)..... 265-2581.

Chief Train Dispatcher..... 265-2421.
District 1 Train Dispatcher (Seward to Pittman)..... 265-2315.
District 2 Train Dispatcher (Pittman to Fairbanks)..... 265-2316.

ARRC Special Agent ..... 265-2462 or through the Dispatcher.

Please address any comments, corrections or additions to the Chief Train Dispatcher at 265-2421 or e-mail ChiefDSP@akrr.com.

# Timetable No. 136

## INITIAL ACTIONS CHECKLISTS FOR HAZMAT EMERGENCIES:

1. FIRST - ASSESS YOUR SAFETY
2. Determine the safety of other crew members
3. Notify Train Dispatcher
4. Locate the source if safe to do so
5. Assess the situation for safety and risk factors - CONSIDER WIND DIRECTION
6. Stop the flow if safe to do so (fuel & oil only)
7. Contain the release as much as possible
8. Evacuate the area and keep the public away from the site
9. Document your actions
10. Collect any further information and update the Train Dispatcher
11. Prepare any information in written format for Emergency Responders as they arrive

## SAFETY BRIEFING CHECKLIST:

HAZMAT Train Incident

SITUATION

- ❑ Crew members names – Employee in Charge
- ❑ Local conditions, weather, geographical considerations
- ❑ Material carried, hazards and type of container
- ❑ Medical needs?
- ❑ Time to receive backup/assistance
- ❑ Local population concerns

COMMUNICATIONS

- ❑ Method of communication
- ❑ Radio channel to use
- ❑ Cell phone numbers

GOALS/PLAN

- ❑ Immediate prioritization for team
- ❑ Risk factors during execution
- ❑ Possible failure points
- ❑ Backup plans for contingency
- ❑ Preparation for support en route

QUESTIONS?

❑ _____

❑ _____

## INITIAL ACTIONS CHECKLIST FOR PASSENGER SERVICES EMERGENCIES:

1. Remain Calm
2. Assess Personal Safety
3. Notify the entire crew of the situation
4. Assess passenger and crew safety
5. Notify Train Dispatcher
6. Evacuate passengers and crew unless greater hazard is presented outside of the cars
7. Inform passengers of situation details, what is being done, and update as necessary
8. Locate any medically trained passengers who might provide help
9. Arrange first aid for ill or injured passengers, advise Train Dispatcher and first responders of injuries
10. Provide on-board medical equipment to trained passengers/crew.
11. Identify need for emergency medical evacuation, ambulance, life flight
12. Coordinate with Train Dispatcher for helicopter traffic, ambulance traffic

## SAFETY BRIEFING CHECKLIST:

Passenger Train Incident

SITUATION

- ❑ Crew members names – Employee in Charge
- ❑ Local conditions, weather, geographical considerations
- ❑ Number of passengers on the train
- ❑ Medical needs?
- ❑ Time to receive backup/assistance
- ❑ Local population concerns
- ❑ Access points

COMMUNICATIONS

- ❑ Method of communication
- ❑ Radio channel to use
- ❑ Cell phone numbers

GOALS/PLAN

- ❑ Immediate prioritization for team
- ❑ Risk factors during execution
- ❑ Possible failure points
- ❑ Backup plans for contingency
- ❑ Preparation for support en route

EVACUATION TEAMS

- ❑ Evacuation concerns
- ❑ Rally points
- ❑ Number of teams, Team Leaders

QUESTIONS?

❑ _____

❑ _____

## AUTHORITY

1. Do you have main track authority?
2. Have you checked your DTC authority and bulletins for accuracy?
   - Engine or OTE number
   - Date
   - Content

## EQUIPMENT INSPECTION

1. Are locomotives daily inspections current?
2. Is everything functioning according to ARRC and FRA requirements?
   - Radio
   - Headlight
   - Alerter
   - Horn, Bell
   - Wipers
   - Sanders
3. Do you have the necessary supplies in the consist?
   - First Aid Kit
   - Fire Extinguisher
   - Tools, Hoses, Knuckles, Moose Rope
   - Crew Supplies
   - Water
   - Spill Kit

## TRAIN DOCUMENTATION

1. Do you have all of the necessary documentation for this train?
   - Wheel Report
   - Waybills
   - Hazardous Material Shipping Papers
   - Dimensional Shipping Documentation
2. Are restricted cars properly positioned? (Defective Cars, Train Make-Up)
3. Have other crew members been advised?

## WORK REQUIRED EQUIPMENT/DUTIES

1. Do you have the required watch and time comparison?
2. Portable Radio?
3. Lantern, Flashlight, Batteries?
4. Switch Key?
5. **Avalanche Pack?**
6. Do you have the required books?
   - General Code of Operating Rules
   - Timetable
   - Air Brake & Train Handling Manual
   - Hazardous Material Instructions for Rail
   - Emergency Response Guidebook
   - Have you reviewed the General Orders

## JOB BRIEFING

1. Plan the job briefing:
   - Develop your own work plan
   - Consider existing and potential hazards
   - Consider how work assignments will be made
2. Conduct the job briefing:
   - Explain work or task to involved employees
   - Discuss existing or potential hazards
   - Make definite work assignments
   - Issue all instructions clearly and concisely
3. Job brief for special conditions:
   - Complex jobs
   - Change in job conditions
   - Special tools, equipment, or methods
4. Follow up: Supervisor:
   - Make frequent checks
5. Individual Responsibility:
   - All individuals are responsible
6. Debriefing

Constant communication is necessary and required.

**See detailed job briefing instructions near back of Timetable.**

## DISCUSS EXISTING OR POTENTIAL HAZARDS AND WAYS TO ELIMINATE OR PROTECT AGAINST THEM

1. Temperature
2. Wind
3. Precipitation
4. Vegetation
5. Walking Conditions
6. Time of Day
7. Traffic Conditions & Visibility

## CHECK THE JOB LOCATION AND WORK AREA

Know the condition of equipment, switches, derails, tracks, close clearances, footing, and that cars are secured before coupling or uncoupling.

## CHANGE IN JOB CONDITIONS

When it becomes necessary to change plans and procedures as the job progresses, brief employees on these changes. (As examples: the weather conditions change, or someone enters or leaves your work area.)

All employees are responsible to see that the work plan is carried out according to the Job Briefing or modified when conditions change.

## PASSENGER SERVICE

Determine the number of cars in the train, cars with vestibules, train make-up, (push/pull, bi-level, dome) location of baggage car, power car, or any other special equipment.

## OPERATIONAL

1. Manifest number of passengers departing
2. Scheduled Stops locations to board or detrain passengers
3. From which cars will passengers board or detrain
4. Who will operate doors
5. Will baggage be handled

## SAFETY

1. Locate the Minor First Aid Kits
2. Locate the Major Medical Kits
3. Locate AED, if equipped
4. Locate Emergency Response Kits
5. Locate Fire Extinguishers
6. Locate emergency lighting
7. Locate emergency exit widows
8. Other emergency exit methods

## TRAIN OR MEDICAL EMERGENCY

In the event of a train or medical emergency the Conductor or other crew member will:

1. Report the location of the incident or emergency to the Train Dispatcher
2. Evaluate the situation and provide emergency first aid
3. Request emergency medical services as warranted
4. Determine availability of on-board medical assistance
5. Determine types of assistance required
6. Determine state of injuries, if any
7. Determine age (approximate) and gender of any injured persons
8. Report location in train of emergency (car number/name of car, position of car in train)

## TRAIN EVACUATION

Necessary steps to protect train:

1. Before evacuating check area for downed power lines, natural gas leaking, traffic, ground conditions (bridges, tunnels, deep cuts alongside roadway, sharp sloping embankments, water)
2. Announcement to evacuate is made
3. Passengers are made aware of the evacuation and are directed to designated exits
4. Keep passengers clear of adjacent tracks and off right of way
5. Advise passengers to leave carry on baggage and personal belongings
6. Assign crew member to remain outside of train to direct passengers away from train
7. Search cars, including lavatories, to ensure all passengers have evacuated

## METHODS OF EVACUATION

The method of evacuation to be selected is the one that offers maximum passenger safety and minimum inconvenience. Evacuation to roadbed should be avoided unless no other means of evacuation is possible. The preferred methods of evacuation, in priority order are:

1. From one car to another
2. From train to station platform
3. From train to public or private crossing
4. From one train to another
5. From train to roadbed
6. Emergency window exits will be used only as a last resort

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## STATION COLUMN ABBREVIATIONS

The following letters, when placed in the columns provided in Timetable, indicate:

| | | |
|---|---|---|
| A — Automatic Switch | B — General Orders | J — Junction |
| L — Loop Track | W — Water | Y — Wye |
| Z — Track Scale | | |

# 80.0 ALASKA DIVISION

## 80.1 ALASKA DIVISION STATIONS

| SOUTH↑ | | MAIN TRACK | | | ↓NORTH | |
|---|---|---|---|---|---|---|
| Call Code | Siding Length | Station | Mile Post | Meth of Opr | TWD Type | HB to Apply |
| 00 | | Seward BWY | 3.4 | DTC | | B |
| | 1,903 | 8.6 Divide | 12.0 | | 14.3 A | B |
| | 3,707 | 12.5 Crown Point | 24.5 | | 18.4 B | B |
| 02 | 999 | 4.8 Moose Pass | 29.3 | | 29.4 B | B |
| 01 | 4,527 | 10.7 Hunter | 40.0 | | | B |
| | **2,240** | 4.9 Grandview | 44.9 | | 42.2 A | C |
| | 1,251 N | 5.2 Tunnel W | 51.1 | | | D |
| | 3,054 | 4.7 Spencer | 55.8 | | | B |
| 04 | | 8.4 Portage JY | 64.2 | | 63.0 B | B |
| | 1,855 | 10.3 Girdwood | 74.5 | | 75.0 C | B |
| | 2,511 | 7.2 Brookman | 81.7 | | | B |
| 05 | 4,822 | 7.0 Indian | 88.7 | | 88.7 B | A |
| | 792 | 4.5 Rainbow | 93.2 | | | B |
| | 2,179 | 7.4 Potter | 100.6 | | | B |
| 05 | 27,742 | 8.6 Coastal JYL | 108.0 | CTC | 104.6 B | B |
| 00 | | 6.3 Anchorage ABWYZ | 114.3 | | | B |
| | 23,533 | 4.7 Elmendorf | 119.0 | | 121.3 B | B |
| | 5,748 | 9.0 Reves | 128.0 | | 128.0 D | B |
| | 6,163 | 8.3 Birchwood | 136.3 | | | B |
| | 5,531 | 5.5 Eklutna | 141.8 | | 145.5 B | B |
| | 4,566 SDG<br>3,850 MT | 9.2 Matanuska JY | 151.0 | | | B |
| 02 | | 8.8 Wasilla | 159.8 | | | B |
| | 6,183 | 5.8 Pittman | 165.6 | | 162.2 B | B |
| 01 | 2,493 | 9.7 Houston | 175.3 | DTC | | B |
| 06 | **6,273** | 10.4 Willow Y | 185.7 | | 182.7 C | B |
| | **1,615** | 8.2 Kashwitna | 193.9 | | | B |
| | **1,322** | 8.4 Wolf | 202.3 | | | B |
| | **4,144** | 7.0 Montana | 209.3 | | **206.2 B** | B |
| | **5,823** | 6.0 Sunshine | 215.3 | | | B |
| | **2,322** | 8.0 McKinley | 223.3 | | 223.5 B | C |
| 03 | **1,518** | 3.4 Talkeetna BW | 226.7 | | | B |
| | **6,235** | 9.5 Chase | 236.2 | | | B |
| **20** | | 12.3 Curry L | 248.5 | | | B |
| | **6,758** | 2.5 Deadhorse | 251.0 | | 252.0 D | B |
| | **1,447** | 6.7 Sherman | 257.7 | | 258.5 D | B |
| 04 | **5,223** | 5.5 Gold Creek | 263.2 | | 261.2 B | B |
| | **1,819** | 5.2 Canyon | 268.4 | | 270.4 D | B |
| | **2,105** | 5.4 Chulitna | 273.8 | | 276.0 D | B |

| SOUTH↑ | | MAIN TRACK | | | ↓NORTH | |
|---|---|---|---|---|---|---|
| Call Code | Siding Length | Station | Mile Post | Meth. of Opr | TWD Type | HB to Apply |
| | **2,105** | 7.6 Chulitna | 273.8 | DTC | 276.0 D | B |
| 05 | 5,976 | Hurricane BW | 281.4 | CTC | 281.1 B | B |
| | **5,338** | 7.3 Honolulu | 288.7 | DTC | 290.5 A | B |
| | **10,074** | 8.4 Colorado | 297.1 | | 294.8 D | B |
| | **7,530** | 7.2 Broad Pass | 304.3 | | | B |
| | **2,867** | 8.2 Summit | 312.5 | | 313.9 B | B |
| 06 | **6,200** | 7.0 Cantwell BW | 319.5 | | **322.5 D** | B |
| | **5,470** | 7.2 Windy | 326.7 | | 328.1 D | B |
| 03 | **2,191** | 7.7 Carlo | 334.4 | | 332.9 D | B |
| | **6,202** | 8.3 Oliver | 342.7 | | **339.7 D** | C |
| 01 | **2,618** | 5.0 Denali Park W | 347.7 | | 348.2 B | C |
| | | 8.0 Garner | 355.7 | | 356.4 A | B |
| 00 | **8,769** Love<br>**5,881** Otto | 3.0 Healy BJWY | 358.7 | | 358.0 D | B |
| | **8,479** | 3.6 Usibelli | 362.3 | | | B |
| | | 8.9 Ferry | 371.2 | | 370.1 B | B |
| | **6,197** | 3.4 Grizzly | 374.6 | | | B |
| 05 | | 6.6 Browne | 381.2 | | | B |
| | **6,212** | 11.7 Clear Site Y | 392.9 | | 395.2 C | B |
| | **3,195** | 20.8 Nenana W | 411.7 | | 413.1 D | B |
| | **4,172** | 3.7 Harding | 415.4 | | 417.8 B | B |
| 02 | **6,088** | 5.0 Manley | 420.4 | | | B |
| | **6,230** | 11.2 Dunbar | 431.6 | | | B |
| | | 7.9 Standard | 439.5 | | | B |
| | **6,374** | 11.3 Saulich | 450.8 | | | B |
| | | 5.4 Dome | 456.2 | | 456.2 B | A |
| | **6,727** | 2.8 Ester | 459.0 | | | B |
| | | 4.0 **Happy** | **463.0** | | | **B** |
| 03 | | 3.8 Fairbanks BJLWZ | 466.8 | | | A |

### 80.1.1 METHOD OF OPERATION

| LOCATION | | METHOD OF OPERATION |
|---|---|---|
| MP 3.43 | CP 1051 | DTC |
| CP 1051 | CP NSS Pittman | CTC |
| CP NSS Pittman | CP SSS Hurricane | DTC |
| CP SSS Hurricane | CP NSS Hurricane | CTC |
| CP NSS Hurricane | **MP 466.78** | DTC |

## 80.1.2 DTC BLOCK NAMES AND LIMITS

### MAIN TRACK DTC BLOCKS

| South Limit | Block Name | Approved Abbreviation | North Limit | Length in Miles |
|---|---|---|---|---|
| 3.43 | Marathon | MARA | 6.00 | 2.57 |
| 6.00 | Woodrow | WOOD | 11.71 | 5.71 |
| 11.76 | Divide | DIVI | 12.11 | .35 |
| 12.23 | Primrose | PRIM | 19.00 | 6.77 |
| 19.00 | Lawing | LAWI | 24.45 | 5.45 |
| 24.50 | Crown Point | CROW | 25.18 | .68 |
| 25.22 | Sawmill | SAWM | 29.24 | 4.02 |
| 29.28 | Moose Pass | MOOS | 29.46 | .18 |
| 29.49 | Johnson | JOHN | 38.00 | 8.51 |
| 38.00 | Trail | TRAI | 39.20 | 1.20 |
| 39.25 | Hunter | HUNT | 40.10 | .85 |
| 40.15 | Snoring | SNOR | 44.81 | 4.66 |
| 44.86 | Grandview | GRAN | 45.30 | .44 |
| 45.35 | Tunnel | TUNN | 51.23 | 4.88 |
| 51.29 | Carpathian | CARP | 51.52 | .23 |
| 51.52 | Placer | PLAC | 55.01 | 3.49 |
| 55.05 | Spencer | SPEN | 55.65 | .60 |
| 55.69 | Luebner | LUEB | 62.00 | 6.31 |
| 62.00 | Hooligan | HOOL | 63.83 | 1.83 |
| 63.90 | Portage | PORT | 64.21 | .31 |
| 64.29 | Tidewater | TIDE | 66.00 | 1.71 |
| 66.00 | Peterson | PETE | 70.00 | 4.00 |
| 70.00 | Kern | KERN | 74.50 | 4.50 |
| 74.55 | Girdwood | GIRD | 74.90 | .35 |
| 74.95 | Whiskey | WHIS | 81.42 | 6.47 |
| 81.48 | Brookman | BROO | 81.96 | .48 |
| 82.01 | Bird | BIRD | 88.22 | 6.21 |
| 88.27 | Indian | INDI | 89.20 | .93 |
| 89.26 | Falls | FALL | 93.04 | 3.78 |
| 93.09 | Rainbow | RAIN | 93.25 | .16 |
| 93.30 | Beluga | BELU | 100.16 | 6.86 |
| 100.23 | Potter | POTT | 100.73 | .50 |
| 100.79 | Rabbit | RABB | 105.07 | 4.28 |
| **166.23** | Meadow | MEAD | 175.07 | **8.84** |
| 175.12 | Houston | HOUS | 175.60 | .48 |
| 175.65 | Nancy | NANC | 185.17 | 9.52 |
| 185.22 | Willow | WILL | 186.43 | 1.21 |
| 186.48 | Deception | DECE | **193.55** | **7.07** |
| **193.60** | Kashwitna | KASH | 193.89 | **.29** |
| 193.95 | Knobs | KNOB | 201.93 | 7.98 |
| 201.98 | Wolf | WOLF | 202.24 | .26 |
| 202.29 | Sheep | SHEE | 208.55 | 6.26 |
| 208.61 | Montana | MONT | 209.38 | .77 |
| 209.44 | Luthman | LUTH | 214.41 | 4.97 |
| 214.47 | Sunshine | SUNS | 215.60 | 1.13 |
| 215.65 | Ruth | RUTH | **223.05** | **7.40** |
| 223.10 | McKinley | MCKI | 223.54 | .44 |
| 223.59 | Twister | TWIS | 226.61 | 3.02 |
| 226.67 | Talkeetna | TALK | 226.98 | .31 |
| 227.03 | Billion | BILL | 235.12 | 8.09 |
| 235.18 | Chase | CHAS | 236.36 | 1.18 |

### PARALLEL TRACK DTC BLOCKS

| South Limit | Block Name | Approved Abbreviation | North Limit | Length in Feet |
|---|---|---|---|---|
| 11.76 | Divide Siding | DIVI SDG | 12.11 | 1,903 |
| 24.50 | Crown Point Siding | CROW SDG | 25.18 | 3,707 |
| 29.28 | Moose Pass Siding | MOOS SDG | 29.46 | 999 |
| 39.25 | Hunter Siding | HUNT SDG | 40.10 | 4,527 |
| 44.86 | Grandview Siding | GRAN SDG | 45.30 | **2,240** |
| 49.98 | Tunnel Siding | TUNN SDG | 51.23 | 1,251 |
| 55.05 | Spencer Siding | SPEN SDG | 55.65 | 3,054 |
| 74.55 | Girdwood Siding | GIRD SDG | 74.90 | 1,855 |
| 81.48 | Brookman Siding | BROO SDG | 81.96 | 2,511 |
| 88.27 | Indian Siding | INDI SDG | 89.20 | **4,822** |
| 93.09 | Rainbow Siding | RAIN SDG | 93.25 | 792 |
| 100.23 | Potter Siding | POTT SDG | 100.73 | 2,179 |
| 175.12 | Houston Siding | HOUS SDG | 175.60 | **2,493** |
| 185.22 | Willow Siding | WILL SDG | 186.43 | **6,273** |
| **193.60** | Kashwitna Siding | KASH SDG | 193.89 | **1,615** |
| 201.98 | Wolf Siding | WOLF SDG | 202.24 | **1,322** |
| 208.61 | Montana Siding | MONT SDG | 209.38 | **4,144** |
| 214.47 | Sunshine Siding | SUNS SDG | 215.60 | **5,823** |
| 223.10 | McKinley Siding | MCKI SDG | 223.54 | **2,322** |
| 226.67 | Talkeetna Siding | TALK SDG | 226.98 | **1,518** |
| 235.18 | Chase Siding | CHAS SDG | 236.36 | **6,235** |

## MAIN TRACK DTC BLOCKS

| South Limit | Block Name | Approved Abbreviation | North Limit | Length in Miles |
|---|---|---|---|---|
| 236.42 | Lane | LANE | 242.00 | 5.58 |
| 242.00 | Bluffs | BLUF | 246.00 | 4.00 |
| 246.00 | Curry | CURR | 250.17 | 4.17 |
| 250.23 | Deadhorse | DEAD | **251.51** | **1.28** |
| 251.57 | Hammond | HAMM | 257.38 | 5.81 |
| 257.43 | Sherman | SHER | 257.71 | .28 |
| 257.76 | Troublesome | TROU | **262.33** | **4.57** |
| 262.40 | Gold Creek | GOLD | 263.42 | 1.02 |
| 263.47 | Valentine | VALE | **268.13** | **4.66** |
| 268.20 | Canyon | CANY | 268.58 | 0.38 |
| 268.64 | Miami | MIAM | 273.60 | 4.96 |
| 273.65 | Chulitna | CHUL | 274.04 | .39 |
| 274.10 | Pass | PASS | 279.00 | 4.90 |
| 279.00 | Rock | ROCK | 281.15 | 2.15 |
| 282.38 | Gulch | GULC | 285.00 | 2.62 |
| 285.00 | Ohio | OHIO | **288.41** | **3.41** |
| 288.47 | Honolulu | HONO | 289.50 | 1.03 |
| 289.55 | Antimony | ANTI | 296.51 | 6.96 |
| 296.57 | Colorado | COLO | **298.47** | **1.90** |
| **298.54** | July | JULY | 303.60 | **5.06** |
| 303.65 | Broad Pass | BROA | 305.06 | 1.41 |
| 305.13 | Igloo | IGLO | 312.10 | 6.97 |
| 312.15 | Summit | SUMM | 312.69 | .54 |
| 312.74 | Mirror | MIRR | **318.38** | **5.64** |
| **318.45** | Cantwell | CANT | 319.62 | **1.17** |
| 319.68 | Jack | JACK | 325.78 | 6.10 |
| 325.83 | Windy | WIND | 326.86 | 1.03 |
| 326.92 | Slime | SLIM | 334.17 | 7.25 |
| 334.23 | Carlo | CARL | 334.64 | .41 |
| 334.69 | Yanert | YANE | 341.64 | 6.95 |
| 341.70 | Oliver | OLIV | 342.82 | 1.12 |
| 342.87 | Lagoon | LAGO | **347.50** | **4.63** |
| **347.55** | Denali Park | DENA | 348.05 | **.50** |
| 348.10 | Cascade | CASC | 351.00 | **2.90** |
| 351.00 | Moody | MOOD | 355.00 | 4.00 |
| 355.00 | Garner | GARN | 358.25 | 3.25 |
| **358.30** | Healy | HEAL | 358.80 | **.50** |
| 358.85 | Otto | OTTO | 359.90 | 1.05 |
| 359.97 | Poker | POKE | 361.43 | 1.46 |
| 361.49 | Usibelli | USIB | 362.91 | 1.42 |
| 362.96 | Bison | BISO | 364.00 | 1.04 |
| 364.00 | Panguingue | PANG | **369.00** | **5.00** |
| **369.00** | Ferry | FERR | **373.98** | **4.98** |
| **374.03** | Grizzly | GRIZ | 375.20 | **1.17** |
| 375.26 | Cody | CODY | 381.00 | 5.74 |
| 381.00 | Browne | BROW | 387.00 | 6.00 |
| 387.00 | Gravel | GRAV | 391.64 | 4.64 |
| 391.71 | Clear Site | CLEA | **392.88** | **1.17** |
| 392.94 | Anderson | ANDE | 395.00 | **4.06** |
| 395.00 | Julius | JULI | 402.00 | 7.00 |
| 402.00 | Fish | FISH | 411.86 | 9.86 |

## PARALLEL TRACK DTC BLOCKS

| South Limit | Block Name | Approved Abbreviation | North Limit | Length in Feet |
|---|---|---|---|---|
| 250.23 | Deadhorse Siding | DEAD SDG | **251.51** | **6,758** |
| 257.43 | Sherman Siding | SHER SDG | 257.71 | **1,447** |
| 262.40 | Gold Creek Siding | GOLD SDG | 263.42 | **5,223** |
| 268.20 | Canyon Siding | CANY SDG | 268.58 | **1,819** |
| 273.65 | Chulitna Siding | CHUL SDG | 274.04 | **2,105** |
| 288.47 | Honolulu Siding | HONO SDG | 289.50 | **5,338** |
| 296.57 | Colorado Siding | COLO SDG | **298.47** | **10,074** |
| 303.65 | Broad Pass Siding | BROA SDG | 305.06 | **7,530** |
| 312.15 | Summit Siding | SUMM SDG | 312.69 | **2,867** |
| **318.45** | Cantwell Siding | CANT SDG | 319.62 | **6,200** |
| 325.83 | Windy Siding | WIND SDG | 326.86 | **5,470** |
| 334.23 | Carlo Siding | CARL SDG | 334.64 | **2,191** |
| 341.70 | Oliver Siding | OLIV SDG | 342.82 | **6,202** |
| **347.55** | Denali Park Siding | DENA SDG | 348.05 | **2,618** |
| **358.30** | Love Siding | LOVE SDG | 359.90 | **8,769** |
| 358.85 | Otto Siding | OTTO SDG | 359.90 | **5,881** |
| 361.49 | Usibelli Siding | USIB SDG | 362.91 | **8,479** |
| 391.71 | Clear Site Siding | CLEA SDG | **392.88** | **6,212** |

# Alaska Division Special Instructions

## MAIN TRACK DTC BLOCKS

| South Limit | Block Name | Approved Abbreviation | North Limit | Length in Miles |
|---|---|---|---|---|
| 411.91 | Nenana | NENA | 412.53 | .62 |
| 412.59 | Tanana | TANA | 415.07 | 2.48 |
| 415.13 | Harding | HARD | 415.98 | .85 |
| 416.03 | Ptarmigan | PTAR | 420.06 | 4.03 |
| 420.12 | Manley | MANL | 421.21 | 1.09 |
| 421.28 | Berg | BERG | 430.42 | 9.14 |
| 430.49 | Dunbar | DUNB | 431.70 | 1.21 |
| 431.76 | Glacier | GLAC | 438.00 | 6.24 |
| 438.00 | Standard | STAN | 444.00 | 6.00 |
| 444.00 | Cache | CACH | 450.19 | 6.19 |
| 450.24 | Saulich | SAUL | **451.41** | **1.17** |
| **451.48** | **Lincoln** | **LINC** | **455.00** | **3.52** |
| **455.00** | Dome | DOME | **458.23** | **3.23** |
| 458.30 | Ester | ESTE | 459.66 | 1.36 |
| 459.74 | Happy | HAPP | 462.98 | 3.24 |
| 462.98 | University | UNIV | **466.78** | **3.80** |

## PARALLEL TRACK DTC BLOCKS

| South Limit | Block Name | Approved Abbreviation | North Limit | Length in Feet |
|---|---|---|---|---|
| 411.91 | Nenana Siding | NENA SDG | 412.53 | **3,195** |
| 415.13 | Harding Siding | HARD SDG | 415.98 | **4,172** |
| 420.12 | Manley Siding | MANL SDG | 421.21 | **6,088** |
| 430.49 | Dunbar Siding | DUNB SDG | 431.70 | **6,230** |
| 450.24 | Saulich Siding | SAUL SDG | **451.41** | **6,374** |
| 458.30 | Ester Siding | ESTE SDG | 459.66 | **6,727** |

## 80.1.3 MAXIMUM AUTHORIZED SPEEDS

### 80.1.3.1 NORTHWARD SPEEDS

| Maximum Authorized Speed Between: | | | | In MPH For: Frt | Psgr |
|---|---|---|---|---|---|
| MP | 3.43 | and MP | 8.06 | 35 | 35 |
| MP | 8.06 | and **MP** | **20.42** | **25** | **25** |
| MP | 20.42 | and MP | 22.93 | 35 | 35 |
| MP | 22.93 | and MP | 23.39 | 25 | 25 |
| MP | 23.39 | and MP | 25.56 | 35 | 35 |
| MP | 25.56 | and MP | 29.48 | 25 | 25 |
| MP | 29.48 | and MP | 29.55 | 10 | 10 |
| MP | 29.55 | and MP | 33.16 | 25 | 25 |
| MP | 33.16 | and MP | 40.53 | 35 | 40 |
| MP | 40.53 | and MP | 42.56 | 25 | 25 |
| MP | 42.56 | and MP | 44.51 | 20 | 20 |
| MP | 44.51 | and MP | 47.49 | 25 | 25 |
| MP | 47.49 | and MP | 51.85 | 15 | 15 |
| MP | 51.85 | and MP | 53.00 | 10 | 10 |
| MP | 53.00 | and MP | 53.63 | 20 | 20 |
| MP | 53.63 | and MP | 63.77 | 49 | 49 |
| MP | 63.77 | and MP | 65.99 | 30 | 30 |
| MP | 65.99 | and MP | 66.82 | 25 | 25 |
| MP | 66.82 | and MP | 69.37 | 30 | 30 |
| MP | 69.37 | and MP | 69.51 | 25 | 25 |
| MP | 69.51 | and MP | 70.27 | 30 | 30 |
| MP | 70.27 | and MP | 70.45 | 25 | 25 |
| MP | 70.45 | and MP | 71.48 | 25 | 30 |
| MP | 71.48 | and MP | 72.98 | 25 | 25 |
| MP | 72.98 | and MP | 74.00 | 30 | 30 |
| MP | 74.00 | and MP | 75.00 | 35 | 35 |
| MP | 75.00 | and MP | 81.00 | 40 | 40 |
| MP | 81.00 | and MP | 85.00 | 35 | 35 |
| MP | 85.00 | and MP | 85.69 | 25 | 25 |
| MP | 85.69 | and MP | 89.54 | 30 | 30 |
| MP | 89.54 | and MP | 93.11 | 40 | 40 |
| MP | 93.11 | and MP | 93.85 | 35 | 35 |
| MP | 93.85 | and MP | 100.00 | 40 | 40 |
| MP | 100.00 | and MP | 105.00 | 45 | 45 |
| MP | 105.00 | and MP | 110.56 | 40 | 40 |
| MP | 110.56 | and MP | 112.00 | 25 | 25 |
| MP | 112.00 | and MP | 113.82 | 15 | 25 |
| MP | 113.82 | and MP | 115.59 | 20 | 20 |
| MP | 115.59 | and **MP** | **117.47** | 35 | 35 |
| **MP** | **117.47** | **and MP** | **119.75** | 45 | 45 |
| **MP** | **119.75** | **and MP** | **132.51** | 60 | 60 |
| **MP** | **132.51** | and MP | 133.00 | 50 | 50 |
| MP | 133.00 | and **MP** | **139.48** | 35 | 35 |
| **MP** | **139.48** | and MP | 146.00 | 45 | 45 |
| MP | 146.00 | and **MP** | **147.64** | **30** | **30** |
| **MP** | **147.64** | **and MP** | **148.51** | 45 | 45 |
| **MP** | **148.51** | **and MP** | **152.32** | **55** | **55** |
| **MP** | **152.32** | **and MP** | **153.81** | **40** | **40** |
| **MP** | **153.81** | **and MP** | **154.08** | 25 | 25 |
| **MP** | **154.08** | **and MP** | **156.79** | **35** | **35** |
| **MP** | **156.79** | **and MP** | **157.56** | 25 | 25 |
| **MP** | **157.56** | **and MP** | **159.62** | **30** | **30** |
| **MP** | **159.62** | **and MP** | **159.88** | 49 | 49 |
| **MP** | **159.88** | **and MP** | **159.88 HER** | 25 | 25 |
| **MP** | **159.88** | and MP | 172.00 | 49 | 49 |
| MP | 172.00 | and **MP** | **181.07** | 60 | 65 |
| **MP** | **181.07** | **and MP** | **183.58** | 40 | 40 |
| **MP** | **183.58** | and MP | 193.20 | 60 | 65 |
| MP | 193.20 | and **MP** | **193.51** | 49 | 49 |
| **MP** | **193.51** | **and MP** | **207.28** | **49** | **59** |
| **MP** | **207.28** | and MP | 211.25 | 49 | 49 |
| MP | 211.25 | and **MP** | **213.54** | 40 | 40 |
| **MP** | **213.54** | **and MP** | **218.09** | 49 | 49 |
| **MP** | **218.09** | **and MP** | **223.45** | 60 | 65 |
| **MP** | **223.45** | **and MP** | **224.57** | 49 | 49 |
| **MP** | **224.57** | **and MP** | **224.91** | 40 | 40 |
| **MP** | **224.91** | and MP | 226.00 | 49 | 49 |
| MP | 226.00 | and **MP** | **227.65** | 40 | 40 |
| **MP** | **227.65** | **and MP** | **232.51** | 60 | 65 |
| **MP** | **232.51** | **and MP** | **236.45** | **60** | **60** |
| **MP** | **236.45** | **and MP** | **240.00** | **50** | **50** |
| **MP** | **240.00** | **and MP** | **243.06** | **40** | **40** |
| **MP** | **243.06** | **and MP** | **244.20** | **35** | **35** |
| **MP** | **244.20** | **and MP** | **246.24** | **40** | **40** |
| **MP** | **246.24** | **and MP** | **247.49** | 30 | 30 |
| **MP** | **247.49** | **and MP** | **249.15** | **40** | **40** |
| **MP** | **249.15** | **and MP** | **252.36** | **60** | **60** |
| **MP** | **252.36** | and MP | 255.00 | 40 | 40 |
| MP | 255.00 | and MP | 258.00 | 35 | 35 |
| MP | 258.00 | and MP | 261.00 | 30 | 30 |
| MP | 261.00 | and MP | 266.00 | 40 | 40 |
| MP | 266.00 | and **MP** | **266.48** | 35 | 35 |
| **MP** | **266.48** | **and MP** | **266.89** | 25 | 25 |
| **MP** | **266.89** | **and MP** | **269.17** | 35 | 35 |
| **MP** | **269.17** | **and MP** | **270.31** | 20 | 20 |
| **MP** | **270.31** | **and MP** | **277.12** | 30 | 30 |
| **MP** | **277.12** | **and MP** | **278.47** | 25 | 25 |
| **MP** | **278.47** | **and MP** | **283.96** | 35 | 35 |
| **MP** | **283.96** | and MP | 284.27 | 10 | 10 |
| MP | 284.27 | and **MP** | **288.21** | 25 | 25 |
| **MP** | **288.21** | **and MP** | **292.23** | 60 | 65 |
| **MP** | **292.23** | **and MP** | **294.53** | 30 | 30 |
| **MP** | **294.53** | and MP | 303.50 | 60 | 65 |
| MP | 303.50 | and **MP** | **305.72** | **60** | **60** |
| **MP** | **305.72** | **and MP** | **306.11** | **50** | **50** |
| **MP** | **306.11** | **and MP** | **308.18** | **55** | **55** |
| **MP** | **308.18** | **and MP** | **313.61** | **60** | **60** |
| **MP** | **313.61** | **and MP** | **316.32** | **50** | **50** |
| **MP** | **316.32** | **and MP** | **316.52** | 45 | 45 |
| **MP** | **316.52** | **and MP** | **321.46** | **50** | **50** |
| **MP** | **321.46** | **and MP** | **322.21** | 25 | 25 |
| **MP** | **322.21** | **and MP** | **327.05** | 30 | 30 |
| **MP** | **327.05** | **and MP** | **327.81** | 25 | 25 |
| **MP** | **327.81** | **and MP** | **331.42** | 30 | 30 |
| **MP** | **331.42** | **and MP** | **332.82** | 25 | 25 |
| **MP** | **332.82** | **and MP** | **339.75** | 30 | 30 |
| **MP** | **339.75** | **and MP** | **341.65** | 25 | 25 |
| **MP** | **341.65** | **and MP** | **347.16** | 30 | 30 |
| **MP** | **347.16** | **and MP** | **352.71** | 25 | 25 |
| **MP** | **352.71** | **and MP** | **357.48** | 15 | 15 |
| **MP** | **357.48** | and MP | 358.00 | 20 | 20 |
| MP | 358.00 | and MP | 361.15 | 45 | 45 |
| MP | 361.15 | and **MP** | **363.12** | 49 | 49 |
| **MP** | **363.12** | **and MP** | **369.68** | **49** | **59** |
| **MP** | **369.68** | **and MP** | **371.67** | 49 | 49 |
| **MP** | **371.67** | **and MP** | **377.49** | **49** | **59** |
| **MP** | **377.49** | **and MP** | **378.93** | 49 | 49 |
| **MP** | **378.93** | **and MP** | **379.54** | 35 | 35 |
| **MP** | **379.54** | **and MP** | **385.61** | 40 | 40 |
| **MP** | **385.61** | **and MP** | **388.75** | **49** | **59** |
| **MP** | **388.75** | **and MP** | **390.76** | 49 | 49 |
| **MP** | **390.76** | **and MP** | **393.89** | **49** | **59** |
| **MP** | **393.89** | **and MP** | **411.07** | 49 | 49 |
| **MP** | **411.07** | **and MP** | **411.55** | 20 | 20 |
| **MP** | **411.55** | **and MP** | **415.09** | 25 | 25 |
| **MP** | **415.09** | and MP | 416.00 | 40 | 40 |
| MP | 416.00 | and **MP** | **431.76** | 49 | 49 |
| **MP** | **431.76** | **and MP** | **452.86** | 40 | 40 |
| **MP** | **452.86** | **and MP** | **463.05** | 30 | 30 |
| **MP** | **463.05** | **and MP** | **466.78** | 40 | 40 |

## 80.1.3.2 SOUTHWARD SPEEDS

| Maximum Authorized Speed Between: | | | | In MPH For: Frt | Psgr |
|---|---|---|---|---|---|
| **MP 466.78** | **and MP** | **463.05** | | 40 | 40 |
| **MP 463.05** | **and MP** | **452.86** | | 30 | 30 |
| **MP 452.86** | **and MP** | **431.76** | | 40 | 40 |
| **MP 431.76** | **and MP** | **416.03** | | 49 | 49 |
| **MP 416.03** | **and MP** | **415.09** | | 40 | 40 |
| **MP 415.09** | **and MP** | **411.55** | | 25 | 25 |
| **MP 411.55** | **and MP** | **411.07** | | 20 | 20 |
| **MP 411.07** | **and MP** | **393.89** | | 49 | 49 |
| **MP 393.89** | **and MP** | **390.76** | | **49** | **59** |
| **MP 390.76** | **and MP** | **388.75** | | 49 | 49 |
| **MP 388.75** | **and MP** | **385.61** | | **49** | **59** |
| **MP 385.61** | **and MP** | **379.54** | | 40 | 40 |
| **MP 379.54** | **and MP** | **378.93** | | 35 | 35 |
| **MP 378.93** | **and MP** | **377.49** | | 49 | 49 |
| **MP 377.49** | **and MP** | **371.67** | | **49** | **59** |
| **MP 371.67** | **and MP** | **369.68** | | 49 | 49 |
| **MP 369.68** | **and MP** | **363.12** | | **49** | **59** |
| **MP 363.12** | and MP | 361.15 | | 49 | 49 |
| MP 361.15 | and MP | 358.00 | | 45 | 45 |
| MP 358.00 | and | **MP** | **357.48** | 20 | 20 |
| **MP 357.48** | **and MP** | **352.71** | | 15 | 15 |
| **MP 352.71** | **and MP** | **347.15** | | 25 | 25 |
| **MP 347.15** | **and MP** | **341.65** | | 30 | 30 |
| **MP 341.65** | **and MP** | **339.75** | | 25 | 25 |
| **MP 339.75** | **and MP** | **332.82** | | 30 | 30 |
| **MP 332.82** | **and MP** | **331.42** | | 25 | 25 |
| **MP 331.42** | **and MP** | **327.81** | | 30 | 30 |
| **MP 327.81** | **and MP** | **327.05** | | 25 | 25 |
| **MP 327.05** | **and MP** | **322.21** | | 30 | 30 |
| **MP 322.21** | **and MP** | **321.46** | | 25 | 25 |
| **MP 321.46** | **and MP** | **316.52** | | **50** | **50** |
| **MP 316.52** | **and MP** | **316.32** | | 45 | 45 |
| **MP 316.32** | **and MP** | **313.61** | | **50** | **50** |
| **MP 313.61** | **and MP** | **308.18** | | **60** | **60** |
| **MP 308.18** | **and MP** | **306.11** | | **55** | **55** |
| **MP 306.11** | **and MP** | **305.72** | | **50** | **50** |
| **MP 305.72** | and MP | 303.50 | | **60** | **60** |
| MP 303.50 | and | **MP** | **294.53** | 60 | 65 |
| **MP 294.53** | **and MP** | **292.22** | | 30 | 30 |
| **MP 292.22** | **and MP** | **288.21** | | 60 | 65 |
| **MP 288.21** | **and MP** | **284.25** | | 25 | 25 |
| **MP 284.25** | **and MP** | **283.96** | | 10 | 10 |
| **MP 283.96** | **and MP** | **278.47** | | 35 | 35 |
| **MP 278.47** | **and MP** | **277.12** | | 25 | 25 |
| **MP 277.12** | **and MP** | **270.31** | | 30 | 30 |
| **MP 270.31** | **and MP** | **269.17** | | 20 | 20 |
| **MP 269.17** | **and MP** | **266.89** | | 35 | 35 |
| **MP 266.89** | **and MP** | **266.48** | | 25 | 25 |
| **MP 266.48** | and MP | 266.00 | | 35 | 35 |
| MP 266.00 | and MP | 261.00 | | 40 | 40 |
| MP 261.00 | and MP | 258.00 | | 30 | 30 |
| MP 258.00 | and MP | 255.00 | | 35 | 35 |
| MP 255.00 | and | **MP** | **252.36** | 40 | 40 |
| **MP 252.36** | **and MP** | **249.15** | | **60** | **60** |
| **MP 249.15** | **and MP** | **247.49** | | **40** | **40** |
| **MP 247.49** | **and MP** | **246.24** | | 30 | 30 |
| **MP 246.24** | **and MP** | **244.20** | | **40** | **40** |
| **MP 244.20** | **and MP** | **243.06** | | **35** | **35** |
| **MP 243.06** | **and MP** | **240.00** | | **40** | **40** |
| **MP 240.00** | **and MP** | **236.45** | | **50** | **50** |
| **MP 236.45** | **and MP** | **232.51** | | **60** | **60** |
| **MP 232.51** | **and MP** | **227.65** | | 60 | 65 |
| **MP 227.65** | and MP | 226.00 | | 40 | 40 |
| MP 226.00 | and | **MP** | **224.91** | 49 | 49 |
| **MP 224.91** | **and MP** | **224.57** | | 40 | 40 |
| **MP 224.57** | **and MP** | **223.45** | | 49 | 49 |
| **MP 223.45** | **and MP** | **218.09** | | 60 | 65 |
| **MP 218.09** | **and MP** | **213.54** | | 49 | 49 |
| **MP 213.54** | and MP | 211.25 | | 40 | 40 |
| MP 211.25 | and | **MP** | **207.28** | 49 | 49 |
| **MP 207.28** | **and MP** | **193.51** | | **49** | **59** |
| **MP 193.51** | and MP | 193.20 | | 49 | 49 |
| MP 193.20 | and | **MP** | **183.58** | 60 | 65 |
| **MP 183.58** | **and MP** | **181.07** | | 40 | 40 |
| **MP 181.07** | and MP | 172.00 | | 60 | 65 |
| MP 172.00 | and | **MP** | **159.62** | 49 | 49 |
| **MP 159.62** | **and MP** | **157.56** | | **30** | **30** |
| **MP 157.56** | **and MP** | **156.79** | | 25 | 25 |
| **MP 156.79** | **and MP** | **154.08** | | **35** | **35** |
| **MP 154.08** | **and MP** | **153.81** | | 25 | 25 |
| **MP 153.81** | **and MP** | **152.32** | | **40** | **40** |
| **MP 152.32** | **and MP** | **148.51** | | **55** | **55** |
| **MP 148.51** | **and MP** | **147.64** | | 45 | 45 |
| **MP 147.64** | and MP | 146.00 | | **30** | **30** |
| MP 146.00 | and | **MP** | **139.48** | 45 | 45 |
| **MP 139.48** | and MP | 133.00 | | 35 | 35 |
| MP 133.00 | and | **MP** | **132.51** | 50 | 50 |
| **MP 132.51** | **and MP** | **119.75** | | 60 | 60 |
| **MP 119.75** | **and MP** | **117.47** | | 45 | 45 |
| **MP 117.47** | and MP | 115.59 | | 35 | 35 |
| MP 115.59 | and MP | 113.82 | | 20 | 20 |
| MP 113.82 | and MP | 112.00 | | 15 | 25 |
| MP 112.00 | and MP | 110.56 | | 25 | 25 |
| MP 110.56 | and MP | 105.00 | | 40 | 40 |
| MP 105.00 | and MP | 100.00 | | 45 | 45 |
| MP 100.00 | and MP | 93.85 | | 40 | 40 |
| MP 93.85 | and MP | 93.11 | | 35 | 35 |
| MP 93.11 | and MP | 89.54 | | 40 | 40 |
| MP 89.54 | and MP | 85.69 | | 30 | 30 |
| MP 85.69 | and MP | 85.00 | | 25 | 25 |
| MP 85.00 | and MP | 81.00 | | 35 | 35 |
| MP 81.00 | and MP | 75.00 | | 40 | 40 |
| MP 75.00 | and MP | 74.00 | | 35 | 35 |
| MP 74.00 | and MP | 72.98 | | 30 | 30 |
| MP 72.98 | and MP | 71.47 | | 25 | 25 |
| MP 71.47 | and MP | 70.45 | | 25 | 30 |
| MP 70.45 | and MP | 70.27 | | 25 | 25 |
| MP 70.27 | and MP | 69.51 | | 30 | 30 |
| MP 69.51 | and MP | 69.36 | | 25 | 25 |
| MP 69.36 | and MP | 66.81 | | 30 | 30 |
| MP 66.81 | and MP | 65.99 | | 25 | 25 |
| MP 65.99 | and MP | 63.77 | | 30 | 30 |
| MP 63.77 | and MP | 53.63 | | 49 | 49 |
| MP 53.63 | and MP | 53.00 | | 20 | 20 |
| MP 53.00 | and MP | 47.49 | | 15 | 15 |
| MP 47.49 | and MP | 44.51 | | 25 | 25 |
| MP 44.51 | and MP | 42.56 | | 20 | 20 |
| MP 42.56 | and MP | 40.53 | | 25 | 25 |
| MP 40.53 | and MP | 33.16 | | 35 | 40 |
| MP 33.16 | and MP | 29.55 | | 25 | 25 |
| MP 29.55 | and MP | 29.48 | | 10 | 10 |
| MP 29.48 | and MP | 25.56 | | 25 | 25 |
| MP 25.56 | and MP | 23.39 | | 35 | 35 |
| MP 23.39 | and MP | 22.93 | | 25 | 25 |
| MP 22.93 | and MP | 20.43 | | 35 | 35 |
| MP 20.43 | and MP | 8.06 | | **25** | **25** |
| MP 8.06 | and MP | 3.43 | | 35 | 35 |

## 80.1.4 DESIGNATED SIDINGS, SWITCH LOCATIONS, AND SPEEDS

| Siding | MP South Switch | MP North Switch | MP South Turnout | In MPH For: Siding | In MPH For: North Turnout |
|---|---|---|---|---|---|
| Divide | 11.73 | 12.15 | **10** | **10** | **10** |
| Crown Point | 24.47 | 25.20 | **10** | **10** | **10** |
| Moose Pass | 29.26 | 29.48 | **10** | **10** | **10** |
| Hunter | 39.22 | 40.13 | **10** | **10** | **10** |
| Grandview | 44.83 | 45.33 | **10** | **10** | **10** |
| Tunnel | | 51.27 | | **10** | **10** |
| Spencer | 55.02 | 55.68 | **10** | **10** | **10** |
| Girdwood | 74.51 | 74.93 | **10** | **10** | **10** |
| Brookman | 81.44 | 81.99 | **10** | **10** | **10** |
| Indian | 88.24 | 89.24 | **10** | **10** | **10** |
| Rainbow | 93.06 | 93.28 | **10** | **10** | **10** |
| Potter | 100.18 | 100.76 | **10** | **10** | **10** |
| Coastal | 105.08 | 110.61 | **See *SI Coastal*** | | |
| Elmendorf | 117.00 | 121.31 | **See *SI Elmendorf*** | | |
| Reves | 127.96 | 129.16 | **10** | **10** | **10** |
| Birchwood | 135.02 | 136.24 | **25** | **25** | **25** |
| Eklutna | 140.92 | 142.10 | **10** | **10** | **10** |
| Matanuska | 150.55 | 151.50 | **10** | **10** | **10** |
| Pittman | 164.98 | 166.22 | **15** | **15** | **15** |
| Houston | 175.09 | 175.63 | **10** | **10** | **10** |
| Willow | 185.19 | 186.46 | **15*** | **15*** | **15*** |
| Kashwitna | 193.56 | 193.93 | **10** | **10** | **10** |
| Wolf | 201.95 | 202.27 | **10** | **10** | **10** |
| Montana | 208.57 | **209.41** | **10** | **10** | **10** |
| Sunshine | 214.43 | 215.63 | **15*** | **15*** | **15*** |
| McKinley | 223.07 | 223.57 | **10** | **10** | **10** |
| Talkeetna | 226.63 | 227.01 | **10** | **10** | **10** |
| Chase | 235.14 | **236.39** | **15*** | **15*** | **15*** |
| Deadhorse | 250.19 | 251.55 | **15*** | **15*** | **15*** |
| Sherman | 257.40 | 257.74 | **10** | **10** | **10** |
| Gold Creek | 262.36 | 263.45 | **10** | **10** | **10** |
| Canyon | **268.15** | 268.62 | **10** | **10** | **10** |
| Chulitna | 273.62 | 274.08 | **10** | **10** | **10** |
| Hurricane | 281.17 | **282.37** | **15** | **15** | **15** |
| Honolulu | 288.44 | 289.53 | **10** | **10** | **10** |
| Colorado | 296.53 | **298.52** | **15*** | **25*** | **25*** |
| Broad Pass | 303.62 | 305.11 | **15*** | **25*** | **25*** |
| Summit | 312.12 | 312.72 | **15*** | **15*** | **15*** |
| Cantwell | **318.40** | 319.66 | **25*** | **25*** | **15*** |
| Windy | 325.80 | 326.90 | **10** | **10** | **10** |
| Carlo | 334.19 | 334.67 | **10** | **10** | **10** |
| Oliver | 341.66 | 342.85 | **10** | **10** | **10** |
| Denali Park | **347.52** | 348.08 | **10** | **10** | **10** |
| Love | 358.27 | **359.96** | **10** | **10** | **10** |
| Otto | 358.82 | **359.93** | **10** | **10** | **10** |
| Usibelli | 361.45 | 362.94 | **10** | **10**** | **10** |
| Grizzly | 374.00 | 375.24 | **15*** | **15*** | **15*** |
| Clear Site | 391.66 | 392.92 | **25*** | **25*** | **15*** |
| Nenana | 411.88 | 412.57 | **10** | **10** | **10** |
| Harding | 415.09 | 416.01 | **10** | **10** | **10** |
| Manley | **420.07** | 421.26 | **25*** | **25*** | **25*** |
| Dunbar | 430.44 | 431.74 | **25*** | **25*** | **15*** |
| Saulich | 450.21 | **451.46** | **10** | **10** | **10** |
| Ester | 458.25 | **459.71** | **25*** | **25*** | **25*** |

*DTC Siding Blocks and turnouts for trains exceeding 100 tons per operative brake, and trains handling loaded petroleum car(s) (excluding passenger trains) ..... 10 MPH

** restricted speed

## 80.2 ROUTE SPECIAL INSTRUCTIONS

Auxiliary track information is listed first. If there are additional instructions they will be listed or referenced to the nearest station or location in Special Instructions.

## 80.2.1 LOCATION OF OTHER TRACKS

| MP | Name | Switch Location | Capacity in Feet |
|---|---|---|---|
| 24.44 | Phillips Spur | S | **337** |
| 25.17 | Propane Spur, off Crown Point Siding | N | **218** |
| **29.46** | Engineering Spur, off Moose Pass Siding | N | **156** |
| 55.72 | Spencer Pit Track | N | **4,714** |
| | Ramp Track, off Spencer Pit Track | N | **662** |
| 62.72 | Snow Fleet Track | S | **372** |
| 63.78 | South Switch Shuttle Track | S | **2,446** |
| 63.85 | South Switch Portage/ South Leg of Wye | S | |
| 64.27 | North Switch Portage/ North Leg of Wye | N | |
| **64.32** | North Switch Shuttle Track | N | **2,446** |
| 105.58 | Klatt Road Side Ramp, off Coastal Siding | N | **385** |
| 105.60 | Anchorage Sand & Gravel, off Coastal Siding | S | **3,202** |
| | Cement Spur, off Anchorage Sand and Gravel Track | S | **277** |
| 106.27 | Anchorage Sand & Gravel, off Coastal Siding | N | **3,202** |
| 106.57 | Galco | S | 287 |
| 106.75 | Univar Outside, off Coastal Siding | N | 328 |
| | Univar Inside, off Univar Outside | N | 335 |
| 107.03 | Alaska Metal Recycling, off Coastal Siding | N | **1,381** |
| 107.05 | Run Around Track, off Coastal Siding | S | **353** |
| | **Unique Machine Spur, off Run Around Track** | **S** | **2,235** |
| 107.21 | Run Around Track, off Coastal Siding | N | **353** |
| 108.52 | QAP, off Coastal Siding | S | **1,726** |
| | **QAP Spur, off QAP** | S | **310** |
| 108.86 | QAP, off Coastal Siding | N | **1,710** |
| 109.28 | N.C. CAT, off Coastal Siding | N | **1,165** |
| | Ramp off N.C. CAT | N | **233** |
| 109.35 | Air Liquide, off Coastal Siding | N | **1,047** |
| 109.72 | CPP Lead, off Coastal Siding | N | 750 |
| | CPP Outer Loop Track | | **4,159** |
| | CPP Inner Loop Track | | 1,170 |
| | Alaska Steel, off CPP Lead | N | 500 |
| 110.13 | Anchorage International Airport Branch/ S. Leg Airport Wye, off CP 1102 | S | |
| 110.49 | Anchorage International Airport Branch/ N. Leg Airport Wye, off CP 1107 | N | |
| 113.85 | Passenger 1 | S | 4,096 |
| | Passenger 2, off Passenger 1 | S | 2,760 |
| | Passenger 3, off Passenger 2 | S | 2,334 |
| | OVL 2, off Passenger 1 | S | **790** |
| | OVL 2 ½, off OVL 2 | S | 390 |
| 113.92 | South Yard Lead | S | |

| | | | |
|---|---|---|---|
| 114.76 | Passenger 3 | N | 2,334 |
| | Passenger 1, off Passenger 3 | N | 4,096 |
| | Passenger 2, off Passenger 1 | N | 2,760 |
| 114.89 | APU Spur | S | |
| 114.92 | House Track 4 | N | **1,051** |
| 115.54 | Gravel Lead | S | 8,264 |
| 117.00 | Gravel Lead | N | 8,264 |
| 119.85 | Fort Richardson | S | |
| 131.02 | Powder Spur | S | 2,896 |
| 135.10 | Track 2, off South Ladder | S | 5,192 |
| | Track 3, off South Ladder | S | 4,877 |
| | Track 4, off South Ladder | S | **4,564** |
| | Track 5, off South Ladder | S | **4,559** |
| | **Gravel Track, off Track 5** | **S** | **2,564** |
| 136.18 | Spenard Builder's Supply, **off North Ladder** | S | **1,035** |
| | Suburban Propane Track, off Spenard Builder's Supply | N | **616** |
| | Track 5, off North Ladder | N | **4,559** |
| | Track 4, off North Ladder | N | **4,564** |
| | Track 3, off North Ladder | N | 4,877 |
| | Track 2, off North Ladder | N | 5,192 |
| 142.03 | Engineering Spur, off Eklutna Siding | N | **141** |
| 145.62 | Ramp Track | N | **227** |
| 147.66 | Bridge Spur | S | **310** |
| 150.55 | Palmer Branch | S | |
| 150.91 | Engineering Track, off Matanuska Siding | N | **1,088** |
| 151.18 | North Leg of Wye, **off Matanuska Siding** | N | **970** |
| **158.78** | Spenard Builder's Supply | S | **378** |
| 160.24 | Wasilla | N | **1,114** |
| 161.82 | Spenard Builder's Supply | N | **563** |
| 164.38 | QAP | S | **8,897** |
| 165.07 | QAP Crossover, off Pittman Siding | S | |
| **166.14** | QAP, off Pittman Siding | N | **8,897** |
| 185.73 | South Leg Willow Wye | S | **376** |
| 185.88 | North Leg Willow Wye | N | **361** |
| **223.45** | Pit Track, off McKinley Siding | N | 2,575 |
| **226.88** | House Track | N | 700 |
| **247.87** | Curry Spur Track.. | S | 2,926 |
| 248.06 | Curry Loop | S | 6,015 |
| | Side Ramp, off Curry Loop | S | 378 |
| | Fuel Track, off Curry Loop | N | 167 |
| **263.38** | Carr Outfit Track, off Gold Creek Siding | N | 1,735 |
| **281.39** | Engineering Track, off Hurricane Siding | N | 940 |
| **298.28** | Engineering Spur, off Colorado Siding | N | 1,000 |
| 304.46 | Engineering Spur, off Broad Pass Siding | N | |
| **319.50** | **Set Out Track, off Cantwell Siding** | **S** | **800** |
| **319.57** | Ramp, off Cantwell Siding | N | **249** |
| **319.61** | Engineering Spur, off Cantwell Siding | N | **416** |
| **326.01** | Outfit Track, off Windy Siding | S | **1,165** |
| **350.52** | Cascade Outfit Track | N | **682** |
| **355.82** | Garner | **N** | **724** |
| **358.30** | East 2, off Love Siding | S | **2,430** |
| | East 3, off East 2 | S | 1,283 |
| 358.69 | Old Rip Track | N | **420** |
| | Roundhouse 1, off North Ladder | N | **286** |
| | Roundhouse 2, off North Ladder | N | **118** |
| | Crane Track, off North Ladder | N | **140** |
| | New Rip Track, off North Ladder | N | **367** |
| **358.85** | **East 2, off Love Siding** | **N** | **2,430** |
| **358.87** | West 2, off Otto Siding | S | **5,472** |
| | Outfit Track, off South Ladder | S | **552** |
| | Ramp Track, off South Ladder | S | **135** |
| **359.24** | Suntrana Branch, off Love Siding | N | |
| **350.90** | **West 2, off Otto Siding** | **N** | **5,472** |
| **360.28** | **South Leg Healy Wye** | **S** | **751** |
| **360.53** | **North Leg Healy Wye** | **N** | **742** |
| | **Tail of Wye** | | **658** |
| **371.32** | **Ramp Track** | **N** | **834** |
| **381.06** | Browne | **S** | **988** |
| **381.31** | Browne | **N** | **988** |
| **388.01** | South Leg of Wye, 388 Pit | S | **1,232** |
| | Ramp Track off South Leg of Wye | S | **312** |
| **388.27** | North Leg of Wye, 388 Pit | N | **885** |
| | **Tail of Wye** | | **855** |
| **392.09** | Engineering Spur, off Clear Site Siding | S | |
| 392.63 | South Leg Clear Site Wye | S | **605** |
| | Short Siding, off Wye | Both | **781** |
| | Main Base, off Tail of Wye | **N** | |
| 392.89 | North Leg Clear Site Wye | N | **732** |
| **411.08** | Engineering Spur | S | 440 |
| | Track 1, Lower Yard | S | **1,146** |
| | Track 2, Lower Yard | S | **890** |
| | Track 3, Lower Yard | Both | **846** |
| | New Ramp, off Track 3, Lower Yard | S | 397 |
| | Old Ramp, off Track 3, Lower Yard | S | 509 |
| | Hi-line, off Track 3, Lower Yard | S | **198** |
| 411.34 | Waterfront Track | S | 3,300 |
| | House Track, off Waterfront Track | N | 1,240 |
| 411.80 | Waterfront Track | N | 3,300 |
| **411.92** | Union Oil Spur, off **Nenana Siding** | N | **233** |
| **415.49** | Spur, off Harding Siding | S | **373** |
| 420.47 | Spur, off Manley Siding | N | 240 |
| **430.94** | Engineering Spur, off Dunbar Siding | S | **140** |
| **439.21** | Standard | S | **1,778** |
| **451.03** | **Engineering Spur, off Saulich Siding** | **N** | |
| **456.25** | **Engineering Spur** | **N** | **669** |
| **459.59** | Engineering Spur, off Ester Siding | S | **499** |

## 80.2.2 FRA EXCEPTED TRACK

The tracks listed below are designated as **FRA** Excepted Track as provided in GCOR 6.12.

| | |
|---|---|
| Spencer | **See *SI Spencer*** |
| Anchorage | See *SI Anchorage* |
| MP 131.02 | Powder Spur |
| **McKinley** | **See *SI McKinley*** |
| **MP 326.01** | Outfit Track, off Windy Siding |
| **MP 350.52** | Cascade Outfit Track |
| **Healy** | **See *SI Healy*** |
| **Suntrana Branch** | **See *SI Suntrana Branch*** |
| **MP 388.01** | **388** Pit Track, Ramp Track and Wye |
| **Clear Site** | **See *SI Clear Site*** |
| **Nenana** | **See *SI Nenana*** |
| Fairbanks | See *SI Fairbanks* |

## 80.2.3 OUT OF SERVICE TRACK

Below are tracks that are out of service or reference to instructions that contain out of service track(s).

| | |
|---|---|
| **Moose Pass** | **See *SI Moose Pass*** |
| **Spencer** | See ***SI Spencer*** |
| **MP 106.57** | **Galco, see also *SI Coastal*** |
| **AIAB** | See *SI Anchorage International Airport Branch* |
| MP 131.02 | Powder Spur from 1000 feet from switch |
| **Palmer Branch** | **See** *SI Palmer Branch* |
| **McKinley** | **See *SI McKinley*** |
| **MP 355.82** | Garner from 400 feet from switch |
| **Nenana** | **See *SI Nenana*** |
| **MP 439.21** | Standard from 100 feet from switch |
| MP 456.25 | **Engineering Spur** |

## 80.2.4 PROHIBITED REPORT CLEAR TRACK

The tracks listed below are not exceptions to GCOR 10.2. Trains must not clear the main track in these tracks:

| | |
|---|---|
| MP 106.57 | Galco |
| MP 131.02 | Powder Spur |
| MP 145.62 | Ramp Track |
| MP 147.66 | Bridge Spur |
| **MP 158.78** | Spenard Builder's Supply |
| MP 160.24 | Wasilla |
| **MP 161.82** | Spenard Builder's Supply |

## 80.2.5 CLOSE CLEARANCE

Close clearance at following locations.

| | |
|---|---|
| **Seward** | **See *SI Seward*** |
| **Portage** | **See *SI Portage*** |
| **MP 106.57** | **Galco, see also *SI Coastal*** |
| **Coastal** | **See *SI Coastal*** |
| **AIAB** | See *SI Anchorage International Airport Branch* |
| **Anchorage** | **See *SI Anchorage Historic Depot and Intermodal*** |
| Fort Richardson | **See *SI Fort Richardson*** |
| **Birchwood** | **See *SI Birchwood*** |
| **Palmer Branch** | See *SI Palmer Branch* |
| **QAP** | See *SI QAP* |
| **Curry** | **See *SI Curry*** |
| **Gold Creek** | **See *SI Gold Creek*** |
| **Hurricane** | See ***SI Hurricane*** |
| **Cantwell** | **See *SI Cantwell*** |
| **Healy** | See *SI Healy* |
| **Usibelli** | See *SI Usibelli* |
| **Nenana** | See *SI Nenana* |

## 80.2.6 SD70MAC PROHIBITED TRACK

Unless otherwise noted, restrictions in *SI Station or Location Special Instructions* and ***SI Branch Lines*** are for SD70MAC locomotives handling cars.

SD70MAC locomotives are prohibited from operating on the following tracks, with or without cars. To determine whether a track, not listed below, is suitable for SD70MAC locomotive operations - measure the rail from the base of the rail to the top of the rail; do not operate on rail measuring less than six inches.

**Exceptions: SD70MAC locomotives may operate on Seward Roundhouse tracks and Anchorage Tour Track.**

| | |
|---|---|
| **MP 114.89** | APU Spur |
| **MP 115.63** | Suburban Propane |
| Fort Richardson | **See *SI Fort Richardson*** |
| **MP 131.02** | **Powder Spur** |
| **Palmer Branch** | See *SI Palmer Branch* |
| **Willow** | **See *SI Willow*** |

In addition, SD70MAC locomotives handling cars are prohibited from operating on the following tracks.

| | |
|---|---|
| **Seward** | **See *SI Seward*** |
| **Spencer** | **See *SI Spencer*** |
| MP 62.72 | Snow Fleet Track |
| **Portage** | **See *SI Portage*** |
| Matanuska | **See *SI Matanuska*** |
| **Palmer** | ***SI Palmer Branch*** |
| **MP 158.78** | Spenard Builder's Supply |
| MP 160.24 | Wasilla |
| **MP 161.82** | Spenard Builder's Supply |
| **McKinley** | **See *SI McKinley*** |
| **Gold Creek** | **See *SI Gold Creek*** |
| **Hurricane** | **See *SI Hurricane*** |
| **Cantwell** | See *SI Cantwell* |
| **MP 326.01** | Outfit Track, off Windy Siding |
| **MP 350.52** | **Cascade Outfit Track** |
| **MP 355.82** | Garner |
| **Healy** | See *SI Healy* |
| **Suntrana Branch** | See *SI Suntrana Branch* |
| MP 388.10 | 388 Pit Track, 300 feet from South Leg of Wye Switch through the Tail of Wye |
| **Nenana** | See *SI Nenana* |
| **Harding** | **See *SI Harding*** |
| **MP 439.21** | Standard |
| MP 456.25 | **Engineering Spur** |
| **FAIB** | See *SI Fairbanks International Airport Branch* |
| **Eielson Branch** | See *SI Eielson Branch* |

## 80.2.7 HAND BRAKE GRADE

In addition to the information in the station column, the following locations on the Alaska Division are provided for determining number of handbrakes to apply. There may be additional instructions in the Special Instructions at the station name or location.

| Location | Row B applies |
|---|---|
| MP 114.30 | Within Anchorage Yard |
| MP 119.85 | Fort Richardson |
| MP 131.02 | Powder Spur |
| MP 145.62 | Ramp Track |
| MP 158.77 | Spenard Builder's Supply |
| **MP 161.82** | Spenard Builder's Supply |
| MP 388.10 | 388 Pit and Wye Tracks |

| Location | Row C applies |
|---|---|
| **MP 223.45** | McKinley Siding and Pit Track |

## 80.2.8 MEASURED MILES

These miles are designated measured miles to check accuracy of locomotive speed indicators:

| | | | | | |
|---|---|---|---|---|---|
| MP 4 | to | MP 5 | MP 290 | to | MP 291 |
| MP 37 | to | MP 38 | MP 306 | to | MP 307 |
| MP 57 | to | MP 58 | MP 344 | to | MP 345 |
| MP 76 | to | MP 77 | **MP 356** | **to** | **MP 357** |
| MP 91 | to | MP 92 | MP 368 | to | MP 369 |
| MP 101 | to | MP 102 | **MP 390** | **to** | **MP 391** |
| **MP 120** | **to** | **MP 121** | MP 406 | to | MP 407 |
| MP 143 | to | MP 144 | MP 418 | to | MP 419 |
| MP 192 | to | MP 193 | MP 433 | to | MP 434 |
| MP 219 | to | MP 220 | **MP 453** | **to** | **MP 454** |
| MP 230 | to | MP 231 | MP 464 | to | MP 465 |
| MP 272 | to | MP 273 | | | |

## 80.2.9 MILE POST CHANGES

Milepost 50 removed due to line change.

Track realignments resulted in adding MP 394 A and MP 394 B.

## 80.3 STATION OR LOCATION SPECIAL INSTRUCTIONS

## 80.3.1 SEWARD

**Controlled** track begins and ends at MP 3.43, Alaska Division.

GCOR 6.28 governs movement over all tracks south of MP 3.43.

Maximum authorized speed on Jesse Lee Main between Seward Depot and MP 3.43 ..... 20 MPH

Dock Track 2 ends at a point 1,056 feet south of Port Avenue crossing.

Designated Locomotive Servicing Track:

- Roundhouse Tracks

Close Clearance:

- Gate at the north end of Seward terminal across from North 1 and 2 switches when the gate is closed

SD70MAC Prohibited Track:

- Tracks 2, 3, 4 and 5 between the clearance points

Freight trains must not be yarded in Track 8 and Upper 8 when it would interfere with a passenger train accessing the wye.

The two yard lights located on the east side of the north end of the yard are operated by separate manual on/off switches. **These lights can be switched remotely by selecting radio channel 6 and pressing 61 to turn lights on, or 62 to turn lights off.**

The Engineer that dumps an export coal train will perform a locomotive daily inspection on the consist. If time does not allow for the dumping Engineer to perform the daily locomotive inspection, the outbound Engineer will do so. **Coal** trains must receive a Class 1A air test prior to departure.

Do not park running locomotive(s) near Alaska Votech Center.

### 80.3.2 MIXED FREIGHT TRAINS OPERATING BETWEEN SEWARD AND SPENCER

For mixed freight trains exceeding 2,500 tons between Seward and Spencer:

1. Do not place blocks of 10 or more continuous empty cars anywhere ahead of 10 loaded cars.

   and

2. Ensure the following must not be within the first 10 cars:
   - Any car weighing less than 45 tons.
   - Any 80 ft. or longer flat car empty or with a single trailer/container, regardless of car weight.

Do not couple any freight car 80 feet or longer to any car 45 feet or shorter.

These restrictions do not apply to unit trains.

### 80.3.3 DIVIDE

**When performing a planned double of Divide Hill, rear portion of train may be left on main track at approximately MP 15.**

### 80.3.4 CROWN POINT

The length of the siding between the derails is 3,416 feet. The length of the siding between the south clearance point and the clearance point of the Propane Spur is 3,572 feet.

Spot propane cars to the unloading header on the Propane Spur located off north end of siding.

### 80.3.5 MOOSE PASS

Out of Service Track:
- Engineering Spur, off Moose Pass Siding

### 80.3.6 GRANDVIEW

Capacity of siding is 2,176 feet from south switch clearance point to derail on north end of siding.

Cars left at Grandview must have sufficient hand brakes set on each end of cut to safely secure cars. Rail clamps will be placed on downhill end of cars set out with **defective** hand brakes. Crews picking up cars must remove rail clamps. When rail clamps are not in use, they must be returned, chained, and secured by switch lock to switch stand.

### 80.3.7 DOUBLING GRANDVIEW HILL

All southward trains exceeding 5,000 feet in length must double Grandview Hill, unless otherwise directed.

### 80.3.8 TUNNEL

Cars left at Tunnel must have sufficient hand brakes set on north end of cut to safely secure cars. Rail clamps will be placed on downhill end of cars set out with **defective** hand brakes. Crews picking up cars must remove rail clamps. When rail clamps are not in use, they must be returned, chained, and secured by switch lock to switch stand.

### 80.3.9 SPENCER

Do not exceed walking speed on any track at Spencer Pit Track.

FRA Excepted Track, GCOR 6.12:
- Spencer Pit Track
- Ramp Track, off Spencer Pit Track

Out of Service Track:
- Spencer Pit Track from 400 feet south of Ramp Track **Switch** to end of track

SD70MAC Prohibited Track:
- Spencer Pit Track

**Position a crew member on the ground to observe the leading wheels at all times on Pit or Ramp Tracks.**

### 80.3.10 PORTAGE

The normal position for the North Switch Portage, MP 64.27, is for movement on the Alaska Division main track. The switch target is illuminated, and will indicate green when lined for movement on the Alaska Division, and will indicate red when lined for movement to the Whittier Division.

Maximum speed North Switch Portage turnout..... 15 MPH

Close Clearance:
- Well-deck flat cars ARR 5574 and 5575, and cars in excess of nine feet in width, **will not clear** Shuttle Track Side Ramp.

SD70MAC Prohibited Track:
- Shuttle Track from south end clearance point to south end of the ramp

Engineers on northward trains must call Anchorage Diesel Shop 265-2676 to advise of any locomotive in their consist requiring repairs (leave message if no answer.)

## 80.3.11 POTTER

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

## 80.3.12 COASTAL

CTC controlled siding between CP 1051 and CP 1107.

Maximum speed on Coastal Siding:
MP 105.15 and MP **109.36** ..... 20 MPH
MP **109.36** and MP **110.39** ..... 25 MPH

Maximum speed through turnouts and crossovers:
Turnout CP 1051 ..... 20 MPH
Crossover CP 1072 ..... 15 MPH
Crossover CP 1095 ..... 25 MPH
Turnout CP 1102 ..... 25 MPH
Turnouts CP 1107 ..... 25 MPH

Out of Service Track:
- Galco

Close Clearance:
- Galco, at fence post
- **Alaska Metal Recycling, approximately 150' inside gate**

Locomotives and equipment must not stop or be left standing with engine running between MP 107.70 and MP 108.20 from 22:00 until 06:00.

Northward trains will contact the Anchorage Operations Center for yarding instructions in Anchorage Yard at the Dimond Boulevard Overpass MP 107.74.

Ensure gates at QAP unloading facility are open before occupying the unloading trestle. Do not exceed 5 MPH over QAP dump pit.

Anchorage International Airport Branch begins at MP J 0.00 at **CP 1102 (MP 110.13) South Leg of Wye** and may also be accessed via **CP 1107 (MP 110.49) North Leg of Wye**.

## 80.3.13 ANCHORAGE

Designated Locomotive Servicing Track:
- Anchorage Diesel Shop area tracks between South Roundhouse Lead Switch and Backshop Lead Switch
- Locomotive Ready Tracks adjacent to the Doll House

Designated Car Servicing Track:
- RCT Track
- Tour Track
- Coach Tracks 1, 2, 3, and 4
- All tracks within the Anchorage Car Shop area that connect on Roundhouse Lead on both north and south ends

FRA Excepted Track, GCOR 6.12:
- OVL 2, 2 ½
- Ash Track
- CEA Inside
- CEA Outside
- Warehouse 1 & 3
- Doll House
- Back Shop Lead and Back Shop Tracks 1 and 2
- Electric Bay 1 and 2, Roundhouse Tracks 3, 4, 5 and 6
- Heavy Equipment Tracks 6 ½ and 7

### 80.3.13.1 ANCHORAGE HISTORIC DEPOT AND INTERMODAL

GCOR 6.28 governs movement on Passenger Tracks 1, 2, and 3.

Maximum speed on Passenger Tracks:
Passenger Track 1* ..... 20 MPH
Passenger Track 2 ..... 10 MPH
Passenger Track 3 ..... 10 MPH

Maximum speed through turnouts to Passenger Track 1:
Turnout CP 1140 ..... 20 MPH
Turnout CP 1147 ..... 20 MPH

*** Passenger Track 1 high-level platform:**
- **Freight movements are not permitted to pass the platform.**
- **Passenger movements must not exceed 5 MPH when passing the platform. Ensure boarding jump plates are removed prior to movement from platform.**

**Close Clearance:**
- **Passenger Track 1 along high-level platform**
- **Passenger Track 3 along Freight Shed**

DTMF Power Switches MP 114.0, 114.2 and 114.4, Passenger Tracks:

These switches have hand levers instead of push buttons and do not have an auto-restore function. Select radio channel 15, press 1140, 1142, or 1144 for switch at corresponding mile location (it is not necessary to press # before dialing these radio channels). **See *SI DTMF Switches.***

### 80.3.13.2 GRAVEL LEAD

GCOR 6.28 governs movement on Gravel Lead.

Maximum speed on Gravel Lead..... 20 MPH

Maximum Speed through turnouts and crossovers:
Turnout CP 1154..... 15 MPH
Crossover CP 1170..... 15 MPH

DTMF Power Switch MP 116.5, North Yard Lead:
Select radio channel 15, press #1165 to line the switch. **This switch does not have an auto-restore function. See *SI DTMF Switches.***

### 80.3.14 ELMENDORF

CTC controlled siding between CP 1170 and CP 1213.

Maximum speed on Elmendorf Siding ..... 30 MPH

Maximum speed through turnout and crossovers:
Crossover CP 1170..... 15 MPH
Crossover CP 1198..... 25 MPH
Turnout CP 1213..... 25 MPH

Private road crossing at MP 118 must not be blocked by unattended trains, equipment, or cars.

Southward trains will contact the Anchorage Operations Center for yarding instructions in Anchorage Yard at CP 1198.

### 80.3.15 FORT RICHARDSON

Signal leaving Fort Richardson governs movement over hand operated switch at MP 119.85 per GCOR 10.1.

**Maximum speed on lead to classification yard is 10 MPH. Maximum speed on all other tracks is 5 MPH.**

Close Clearance:
- All tracks

SD70MAC Prohibited Track:
- All tracks (with or without cars)

During switching operations on Fort Richardson, air brakes must be cut in and operative.

**Split Rail derail on lead to classification yard must be left in derailing position except when lined for immediate use.**

### 80.3.16 BIRCHWOOD

Maximum speed through siding and turnouts..... 25 MPH

Close Clearance:
- Spenard Builder's Supply (side dock)

### 80.3.17 MATANUSKA

Palmer Branch begins at **MP A 0.00 at CP SSS Matanuska (MP 150.55)**. See also *SI Palmer Branch* for restrictions on branch and wye tracks.

SD70MAC Prohibited Track:
- Engineering Track

### 80.3.18 QAP

South switch off main track at CP 1644. North switch off north end of Pittman Siding, **MP 166.14**. A northward crossover from Pittman Siding to QAP Track is located at south end of Pittman Siding, **MP 165.07.**

Close Clearance:
- Loading tipple - shield **will not clear** the cab of a locomotive unless it is in the vertical position

### 80.3.19 PITTMAN

Maximum speed through siding and turnouts..... 15 MPH

### 80.3.20 WILLOW

Maximum speed through siding and turnouts..... 15 MPH

**The length of the siding between the south block sign and Old Willow Crossing is 1,839 feet. The length of the siding between the north block sign and Old Willow Crossing is 4,407 feet.**

**SD70MAC Prohibited Track:**
- **Wye (with or without cars)**

Engineers on Southward trains must call Anchorage Diesel Shop at 265-2676 to advise of any locomotive in their consist requiring repairs (leave message if no answer).

### 80.3.21 MONTANA CREEK BRIDGE, MP 211

Warning bells are installed on bridge as a warning of an approaching train. The bells are activated whenever a train is approaching the bridge. A white strobe light is located on the south end of the bridge to indicate the bells are operating. This system is in use June 1 through September 30. Malfunction of this system must be reported to the Train Dispatcher.

### 80.3.22 SUNSHINE

Maximum speed through siding and turnouts..... 15 MPH

### 80.3.23 MCKINLEY

Do not exceed walking speed on Pit Track.

Length between south end of McKinley Siding and road crossing is 1,922 feet.

FRA Excepted Track, GCOR 6.12:
- Pit Track

Out of Service Track:
- Pit Track

SD70MAC Prohibited Track:
- Pit Track

### 80.3.24 TALKEETNA

Do not **leave unattended equipment** running on north end of House Track.

### 80.3.25 CHASE

Maximum speed through siding and turnouts..... 15 MPH

### 80.3.26 CURRY

Close Clearance:
- Side Ramp

Curry Pit Track has a 2.5% grade.

When spotting fuel tank cars at Curry, cars must be positioned to the end of the Fuel Track to take advantage of a buried fuel spill liner.

### 80.3.27 DEADHORSE

Maximum speed through siding and turnouts..... 15 MPH

### 80.3.28 GOLD CREEK

Do not exceed 5 MPH on Carr Outfit Track.

Close Clearance:
- Carr Outfit Track Side Ramp

SD70MAC Prohibited Track:
- Carr Outfit Track

### 80.3.29 HURRICANE

Maximum speed through siding and turnouts..... 15 MPH

Close Clearance:
- Engineering Track Side Ramp

SD70MAC Prohibited Track:
- Engineering Track

### 80.3.30 COLORADO

Maximum speed through south turnout ..... 15 MPH
Maximum speed through siding and north turnout.... 25 MPH

### 80.3.31 BROAD PASS

Maximum speed through south turnout ..... 15 MPH
Maximum speed through siding and north turnout.... 25 MPH

### 80.3.32 SUMMIT

Maximum speed through siding and turnouts..... 15 MPH

### 80.3.33 CANTWELL

Maximum speed through south turnout and siding.... 25 MPH
Maximum speed through north turnout ..... 15 MPH

Close Clearance:
- Ramp

SD70MAC Prohibited Track:
- Ramp

### 80.3.34 HEALY CANYON BETWEEN DENALI PARK AND HEALY

Dynamic brakes must be restricted to one-half of maximum on trains operating northbound between Denali Park and Healy.

## 80.3.35 HEALY

Do not exceed 5 MPH on the following tracks: Old Rip Track, Roundhouse Tracks 1 & 2, Crane Track, and New Rip Track.

FRA Excepted Track, GCOR 6.12:
- East 3
- Old Rip Track
- Roundhouse Tracks 1 & 2
- New Rip Track
- Outfit Track
- Suntrana Branch

Close Clearance:
- Between East 2 and East 3
- South end of Outfit Track
- Side Ramp on Ramp Track

SD70MAC Prohibited Track:
- East 2
- East 3
- Old Rip Track
- Roundhouse Tracks 1 & 2
- Crane Track
- New Rip Track
- Outfit Track
- Ramp Track

Yard lights switch is located on the outside wall of the air compressor shed. These lights, once activated, are on a timer and will automatically turn off after a preset period of time.

## 80.3.36 USIBELLI

Do not exceed restricted speed, not to exceed 10 MPH, on Usibelli Siding.

Do not exceed 5 MPH through the tipple tunnel.

Close Clearance:
- North end of tunnel

Length of track from clearance point SSS to south portal of tipple is 4,247 feet. The small road crossing may be blocked when necessary. Length of track from clearance point NSS to north portal of tipple is 4,010 feet.

Mine safety standards require hard hats to be worn when inside the loading facility.

Notify Train Dispatcher when train is two hours from being ready to depart, and any time circumstances arise that may increase expected loading time.

Running locomotives must not be left standing in the tunnel or within 50 feet (outside) of either portal. The amount of time a locomotive is in the tunnel must be kept to a minimum.

Conductors of trains operating in this area will be required to coordinate all movements with the tipple operator. A crew member must contact the tipple operator prior to releasing any hand brakes, coupling locomotives to empty train, or releasing train air brakes on train being prepared for loading.

A green light is located across from the tipple operator's control station. When illuminated, it indicates the loading chute is in its fully raised position. In absence of this signal, the crew must confirm the loading chute is in its fully raised position before proceeding.

Loading speed is approximately .34 MPH. The speed is to be increased or decreased as loading operations dictate. In the event the movement exceeds 1 MPH it may be necessary to stop the movement and back train south of the scale and begin scaling again. Engineers working trains through the tunnel must control speed of train to prevent making an air application during scaling.

When 60 to 65 cars are loaded, confirm from tipple operator if there is sufficient coal to finish the load. If necessary, pause to recharge tipple with coal prior to obtaining authority on main track to finish loading.

When entire train has been loaded and last car clears the track scale, a reverse movement may be made over the track scale.

Signs reading "No motor vehicles past this point" indicate the limits of the scale and are located on the east wall of the tunnel. These signs may be used for reference points when it is necessary to clear the scale.

The Engineer that loads an export coal train will perform a locomotive daily inspection on the consist.

Cars will not be set out or left standing on the Usibelli Siding Track without authorization from the Train Dispatcher. Should conditions require a car to be set out or left standing on the track, brakes must be properly secured and the car chained or chocked.

For trains, the use of Usibelli Siding is restricted to coal loading only.

Local Coal:
Conductors of local coal trains must furnish the tipple operator an accurate consist of all cars picked up on line to be loaded. This consist will be in addition to the pickup and set out report that is turned in at Fairbanks.

## 80.3.37 GRIZZLY

Maximum speed through siding and turnouts..... 15 MPH

## 80.3.38 CLEAR SITE

Maximum speed through south turnout and siding.... 25 MPH
Maximum speed through north turnout ..... 15 MPH

FRA Excepted Track, GCOR 6.12:
- Wye
- Main Base

## 80.3.39 NENANA

**The length of the siding between the south block sign and Front Street Crossing is 972 feet. The length of the siding between the north block sign and Front Street Crossing is 2,197 feet.**

FRA Excepted Track, GCOR 6.12:
- New Ramp
- Old Ramp

Out of Service Track:
- Engineering Spur
- Tracks 1, 2 and 3
- New Ramp
- Old Ramp
- Hi-Line Track
- House Track, off Waterfront Track
- Union Oil Spur, off **Nenana Siding**

Close Clearance:
- Union Oil Spur 300 feet south of switch

SD70MAC Prohibited Track:
- Waterfront Track between a point 500 feet north of south switch to clearance point at north end of track
- House Track at clearance point to end of track
- Little Yard tracks
- Engineering Track

Do not exceed walking speed on Waterfront Track. Do not shove cars or cross the Market Street crossing (the first grade crossing south of the Ice Classic timing tower) on the Waterfront Track. Non-articulated cars exceeding 65 feet are prohibited on Waterfront Track.

Not more than one locomotive can operate on the Engineering **Spur**.

Engineers on northward trains must call Fairbanks Diesel Shop at 265-6049 to advise of any locomotive in their consist requiring repairs (leave message if no answer).

## 80.3.40 HARDING

**Do not exceed walking speed on Spur, off Harding Siding.**

**The length of the siding between the south block sign and FAA Road Crossing is 1,997 feet. The length of the siding between the north block sign and FAA Road Crossing is 2,154 feet.**

SD70MAC Prohibited Track:
- Spur, off Harding Siding

## 80.3.41 MANLEY

Maximum speed though siding and turnouts ..... 25 MPH

## 80.3.42 DUNBAR

Maximum speed through south turnout and siding.... 25 MPH
Maximum speed through north turnout ..... 15 MPH

## 80.3.43 SAULICH

Northward trains contact the Fairbanks operation support technician via radio telephone, extension 6022, for yarding instructions in Fairbanks Yard.

## 80.3.44 ESTER

Maximum speed through siding and turnouts..... 25 MPH

## 80.3.45 FAIRBANKS

**Controlled** track begins and ends at **MP 466.78, Alaska Division**.

GCOR 6.28 governs movement north of **MP 466.78**

Maximum speed between **MP 466.78** and MP 467.50.....40 MPH
Maximum speed between MP 467.50 and MP 469.90.....20 MPH

Do not exceed 5 MPH on UAF Track MP 467. A locomotive will not clear coal shed entrance.

Designated Locomotive Servicing Track:
- Mechanical Inspection Shed Track
- Diesel Shop Tracks 4 and 5

Designated Car Servicing Track:
- Car Shop Tracks 1 and 2

FRA Excepted Track, GCOR 6.12
- O.K. Lumber

If unable to contact the on-duty transportation supervisor or operations support technician, each train, engine, track car or employee working on or near a track, will announce its intention to move within, or enter into, the Fairbanks terminal.

## 80.4 BRANCH LINES

## 80.4.1 ANCHORAGE INTERNATIONAL AIRPORT BRANCH (AIAB)

| SOUTH↓ | | AUXILIARY TRACK | | | ↑NORTH | |
|---|---|---|---|---|---|---|
| Call Code | Siding Length | Station | Mile Post | Meth. of Opr. | TWD Type | HB to Apply |
| | | TSIA Depot | J 2.45 | GCOR 6.28 | | B |
| 00 | | 2.45 Coastal Siding **CP 1102** JYL | J 0.00 | | J 1.2 D | B |

## 80.4.1.1 METHOD OF OPERATION

| LOCATION | | METHOD OF OPERATION |
|---|---|---|
| MP J 0.00 | MP J 2.45 | GCOR 6.28 |

## 80.4.1.2 MAXIMUM AUTHORIZED SPEEDS

| Maximum Authorized Speed Between: | In MPH For: Frt | Psgr |
|---|---|---|
| MP J 0.00 and MP J 1.23 | 25 | 25 |
| MP J 1.23 and MP J 2.45 | 15 | 15 |
| North Leg of Wye and turnouts | 25 | 25 |

## 80.4.1.3 LOCATION OF OTHER TRACKS

| MP | Name | Switch Location | Capacity in Feet |
|---|---|---|---|
| J 0.20 | North Leg of Wye | N | |
| J 0.35 | Anchorage School District | N | 970 |
| J 1.60 | Airport Runaround | Both | 800 |
| J 2.33 | Terminal Track | S | 520 |

## 80.4.1.4 AIAB SPECIAL INSTRUCTIONS

Anchorage International Airport Branch begins at MP J 0.00 at **CP 1102 (MP 110.13) South Leg of Wye** and may also be accessed via **CP 1107 (MP 110.49) North Leg of Wye**.

Out of Service Track:
- Anchorage School District

Close Clearance:
- Airport terminal platform between MP J 2.45 and Terminal Track.
- Engines stenciled "Not Airport Approved" **will not clear** the airport terminal platform.

## 80.4.2 PALMER BRANCH

| SOUTH↓ | | AUXILIARY TRACK | | | ↑NORTH | |
|---|---|---|---|---|---|---|
| Call Code | Siding Length | Station | Mile Post | Meth. of Opr. | TWD Type | HB to Apply |
| | | Palmer | A 6.20 | GCOR 6.28 | | B |
| 00 | | CP SSS Matanuska JY (6.20) | A 0.00 | | | B |

## 80.4.2.1 METHOD OF OPERATION

| LOCATION | | METHOD OF OPERATION |
|---|---|---|
| MP A 0.00 | MP A 6.20 | GCOR 6.28 |

## 80.4.2.2 MAXIMUM AUTHORIZED SPEEDS

| Maximum Authorized Speed Between: | In MPH For: Frt | Psgr |
|---|---|---|
| MP A 0.00 and MP A 6.20 | 10 | 10 |

## 80.4.2.3 LOCATION OF OTHER TRACKS

| MP | Name | Switch Location | Capacity in Feet |
|---|---|---|---|
| A 0.47 | North Leg of Wye | S | |
| A 1.44 | QAP Switch to Gravel Loop | S | 9,387 |
| A 2.46 | Wilder Switch to Gravel Loop | S | 9,387 |
| A 4.95 | Armco | S | 586 |
| A 5.02 | Industrial Park Lead (Airport Spur) | S | 6,109 |
| A 5.02 | Big 3, off Industrial Park Lead | S | 1,053 |
| A 5.02 | Track 2, off Industrial Park Lead | S | 506 |
| A 6.20 | House Track | Both | 1,150 |
| A 6.20 | Ramp Track, off House Track | N | 195 |
| A 6.24 | Mat Maid | N | 977 |
| A 6.50 | Palmer Siding | Both | 1,240 |

## 80.4.2.4 PALMER BRANCH SPECIAL INSTRUCTIONS

Palmer Branch begins at MP A 0.00 at CP SSS Matanuska (MP 150.55).

Palmer Branch out of service at MP A 5.1.

Out of Service Track:

- Big 3
- Mat Maid
- Palmer Siding

Close Clearance:

- Structures at tipple on Gravel Loop MP A 2.43 will not clear a person on side of car

SD70MAC Prohibited Track:

- North Leg of Wye (with or without cars)
- Beyond MP A 4.00

**Passenger and gravel trains prohibited from North Leg of Wye.**

Cars exceeding (10’8” width and 15’9” height) are prohibited on Gravel Loop Track.

**QAP Switch to Gravel Loop, MP A 1.44, is a spring switch and its use is governed by GCOR 8.9. This switch is equipped with red and green targets. The normal position for this switch is lined for movement through the turnout onto the Gravel Loop, and the target indicates green when in this position.**

- **This spring switch can only be trailed through when making a southward movement on the Palmer Branch.**
- **Trail-through movements over this switch are limited to engines, with or without cars. Other on-track equipment must hand throw the switch before making movements over it in either direction.**

Industrial Park Lead switch, MP A 4.99, is lined and spiked for movement on Industrial Park Lead.

A portable derail is in service just south of Cope Industrial Way crossing on Industrial Park Lead which must be set in the derailing position except when changed to permit immediate movement.

Conductors of commercial gravel trains will call the Train Dispatcher at 265-2315 when their train is half-loaded and give estimated time of departure (ETD) from Matanuska.

## 80.4.3 SUNTRANA BRANCH

| SOUTH↓ | | AUXILIARY TRACK | | | ↑NORTH | |
|---|---|---|---|---|---|---|
| Call Code | Siding Length | Station | Mile Post | Meth. of Opr. | TWD Type | HB to Apply |
| | | MP D 1.7 | D 1.7 | GCOR 6.28 | | B |
| 00 | | 1.7 Love Siding JBYW | D 0.0 | | | B |

### 80.4.3.1 METHOD OF OPERATION

| LOCATION | | METHOD OF OPERATION |
|---|---|---|
| MP D 0.0 | MP D 1.7 | GCOR 6.28 |

### 80.4.3.2 MAXIMUM AUTHORIZED SPEEDS

| Maximum Authorized Speed Between: | | In MPH For: Frt | Psgr |
|---|---|---|---|
| MP D 0.0 | and MP D 1.7 | 10 | 10 |

### 80.4.3.3 LOCATION OF OTHER TRACKS

| MP | Name | Switch Location | Capacity in Feet |
|---|---|---|---|
| D 1.2 | Run Around Track | Both | 465 |

### 80.4.3.4 SUNTRANA BRANCH SPECIAL INSTRUCTIONS

Suntrana Branch begins at MP D 0.0 at **MP 359.24** off Love Siding.

FRA Excepted Track, GCOR 6.12:

- Suntrana Branch

SD70MAC Prohibited Track:

- Beyond MP D 0.5

When spotting more than one railcar at Usibelli Prill Silo, MP D 1.5, spot north car under silo with any additional loads toward end of track.

Do not leave any railcars attached to cars on spot at Usibelli Prill Silo.

## 80.4.4 FAIRBANKS INTERNATIONAL AIRPORT BRANCH (FAIB)

| SOUTH↓ | | AUXILIARY TRACK | | | ↑NORTH | |
|---|---|---|---|---|---|---|
| Call Code | Siding Length | Station | Mile Post | Meth. of Opr. | TWD Type | HB to Apply |
| | | FIA | H 10.0 | GCOR 6.28 | | B |
| 03 | | 10.0 Eielson Branch | H 0.0 | | | B |

### 80.4.4.1 METHOD OF OPERATION

| LOCATION | | METHOD OF OPERATION |
|---|---|---|
| MP H 0.0 | MP H 10.0 | GCOR 6.28 |

### 80.4.4.2 MAXIMUM AUTHORIZED SPEEDS

| Maximum Authorized Speed Between: | | In MPH For: Frt | Psgr |
|---|---|---|---|
| MP H 0.0 | and MP H 10.0 | 10 | 10 |

### 80.4.4.3 LOCATION OF OTHER TRACKS

| MP | Name | Switch Location | Capacity in Feet |
|---|---|---|---|
| H 0.0 | Airport Branch Switch | | |
| H 1.0 | FS&G Spur | N | |
| H 2.8 | North Star Terminal | N | |
| H 2.9 | Northland Wood | S | |
| H 3.6 | Alaska West Track 1 | N | |
| H 3.6 | Alaska West Track 2 | N | |
| H 3.7 | Brenntag | S | 600 |
| H 4.1 | Parker Runaround | Both | 1,800 |
| H 4.9 | Metro Siding | Both | 1,143 |
| H 9.3 | Tesoro | S | |
| H 9.5 | Chevron | S | |
| H 9.6 | Runaround | Both | 880 |

### 80.4.4.4 FAIB SPECIAL INSTRUCTIONS

**Fairbanks International Airport Branch begins at MP H 0.0 at DTMF Power Switch MP G 6.0 off the Eielson Branch.**

FRA Excepted Track, GCOR 6.12:

- North Star Terminal

Out of Service Track:

- Beyond MP H 5.5

SD70MAC Prohibited Track:

- Beyond MP H 0.5

## 80.4.5 EIELSON BRANCH

| SOUTH↓ | | AUXILIARY TRACK | | | ↑NORTH | |
|---|---|---|---|---|---|---|
| Call Code | Siding Length | Station | Mile Post | Meth. of Opr. | TWD Type | HB to Apply |
| | | Eielson | G 28.0 | GCOR 6.28 | | A |
| | **5,569** | 11.6 Chapados | G 16.4 | | | A |
| | **1,496** | 0.5 Spirit of North Pole A | G 15.9 | | | B |
| | | 12.1 Fort Wainwright A | G 3.8 | | G 4.2 D<br>G 3.6 D<br>G 1.5 D | B |
| 03 | | 3.8 Fairbanks BJLWZ | G 0.0 | | | A |

## 80.4.5.1 METHOD OF OPERATION

| LOCATION | | METHOD OF OPERATION |
|---|---|---|
| MP G 0.0 | MP G 28.0 | GCOR 6.28 |

## 80.4.5.2 MAXIMUM AUTHORIZED SPEEDS

| Maximum Authorized Speed Between: | | | In MPH For: Frt | Psgr |
|---|---|---|---|---|
| MP G 0.0 | and MP G 3.2 | | 15 | 15 |
| MP G 3.2 | and MP G 6.2 | | 10 | 10 |
| MP G 6.2 | and MP G 17.7 | | 15 | 15 |
| MP G 17.7 | and End of Track | | 10 | 10 |

## 80.4.5.3 LOCATION OF OTHER TRACKS

| MP | Name | Switch Location | Capacity in Feet |
|---|---|---|---|
| G 3.5 | Ladd Main | S | 2,070 |
| G 4.9 | Building 3030 | S | 1,144 |
| G 5.0 | Fort Wainwright Power Plant | S | 1,197 |
| G 5.4 | Bob Small Runaround | Both | 1,131 |
| G 6.0 | Fairbanks International Airport | S | |
| **G 7.4** | **Stryker Ramp Track 1** | **S** | **4,209** |
| **G 7.4** | **Stryker Ramp Track 2, off Track 1** | | **1,676** |
| **G 7.4** | **Stryker Ramp Track 3, off Track 4** | | **2,159** |
| **G 7.4** | **Stryker Ramp Track 4, off Track 1** | | **1,885** |
| G 8.1 | Salvage Yard | S | 332 |
| G 9.9 | K & K | S | 1,390 |
| G 12.4 | Green Construction | N | 299 |
| G 16.6 | North Pole Refinery Main | S | 4,282 |
| G 24.1 | Bluff Spur | N | 422 |

## 80.4.5.4 EIELSON BRANCH SPECIAL INSTRUCTIONS

Eielson Branch MP G 0.0 begins at switch off north end of work lead. ARRC maintained track ends at MP G 24.5.

Do not exceed 5 MPH on the following tracks: Ladd Main, Building 3030 Track, Outside Power Plant Track at Fort Wainwright.

SD70MAC Prohibited Track:

- Beyond G 17.8

Yard crew picking up or setting out at North Pole will leave cars to provide clear passage of vehicle traffic over either 5th or 8th Avenue.

DTMF Switches:

Any malfunction of these switches or electronic switch targets must be reported to the Operations Support Technician.

DTMF Power Switch MP G 6.0, Fairbanks International Airport Branch:

Select radio channel 5, and press #4060 (the # symbol must be entered) to change the switch alignment.

If the switch is not lined reverse for movement off the Airport Branch, it will auto-line to reverse position once movement has occupied the presence detection loop. When auto-lined to the reverse position, the switch will return to normal position three minutes after the presence detection loop is unoccupied. The auto-line will not function if the switch also received a remote control radio command or until two minutes and thirty seconds after the previous occupancy. **See *SI DTMF Switches.***

DTMF Power Switch MP G 16.6, North Pole Refinery:

Select radio channel 6, press #4166 to line the switch to the reverse position. Pressing #4166 again will not restore the switch to the normal position, unless the RESTORE switch is in the off position.

If the presence detection loops are not occupied the switch will auto-restore to the normal position in 10 minutes.

The auto-restore can be disabled by unlocking the box on the switch stand that is labeled RESTORE, and moving the toggle switch to the OFF position. With the switch in the OFF position the switch can be thrown normal and reverse without waiting for the timer to run as long as the presence detection loops are not occupied. This switch must be left in the ON position when not used for immediate switching moves. **See *SI DTMF Switches.***

# 81.0 WHITTIER DIVISION

## 81.1 WHITTIER DIVISION STATIONS

| SOUTH↑ | | MAIN TRACK | | | ↓NORTH | |
|---|---|---|---|---|---|---|
| Call Code | Siding Length | Station | Mile Post | Meth. of Opr. | TWD Type | HB to Apply |
| 03 | | Whittier BW | F 2.5 | **CTC** | | A |
| | 2,126 | 3.0 Bear Valley | F 5.5 | | | B |
| | 4,666 | 5.8 Coho | F 11.3 | **DTC** | | A |
| 04 | 1,386 | 1.1 Whittier JCT JY | F 12.4 | | | A |

## 81.1.1 METHOD OF OPERATION

| LOCATION | | METHOD OF OPERATION |
|---|---|---|
| MP F 2.55 | MP F 5.20 | CTC |
| MP F 5.20 | MP F 12.42 | DTC |

## 81.1.2 DTC BLOCK NAMES AND LIMITS

### MAIN TRACK DTC BLOCKS

| South Limit | Block Name | Approved Abbreviation | North Limit | Length in Miles |
|---|---|---|---|---|
| F 5.20 | Maynard | MAYN | F 5.24 | .04 |
| F 5.28 | Bear Valley | BEAR | F 5.69 | .41 |
| F 5.74 | Moraine | MORA | F 7.00 | 1.26 |
| F 7.00 | Explorer | EXPL | F 10.94 | 3.94 |
| F 10.99 | Coho | COHO | F 11.95 | .96 |
| F 11.98 | Earthquake | EART | F 12.00 | .02 |
| F 12.03 | Whittier JCT | WJCT | F 12.42 | .39 |

### PARALLEL TRACK DTC BLOCKS

| South Limit | Block Name | Approved Abbreviation | North Limit | Length in Feet |
|---|---|---|---|---|
| **F5.28** | Bear Valley Siding | BEAR SDG | **F5.69** | 2,126 |
| F 10.99 | Coho Siding | COHO SDG | F 11.95 | 4,666 |
| F 12.03 | Whittier JCT Siding | WJCT SDG | F 12.29 | 1,386 |

## 81.1.3 MAXIMUM AUTHORIZED SPEEDS

| Maximum Authorized Speed Between: | | | | In MPH For: Frt | Psgr |
|---|---|---|---|---|---|
| NORTHWARD | | | | | |
| MP F 2.50 | and MP | F 7.00 | ..... | 30 | 30 |
| MP F 7.00 | and MP | F 12.00 | ..... | 49 | 59 |
| MP F 12.00 | and MP | F 12.42 | ..... | 20 | 20 |
| SOUTHWARD | | | | | |
| MP F 12.42 | and MP | F 12.00 | ..... | 20 | 20 |
| MP F 12.00 | and MP | F 7.00 | ..... | 49 | 59 |
| MP F 7.00 | and MP | F 2.50 | ..... | 30 | 30 |

## 81.1.4 DESIGNATED SIDINGS AND SWITCH LOCATIONS

| Siding | South Switch | North Switch |
|---|---|---|
| Bear Valley | F 5.25 | F 5.72 |
| Coho | F 10.96 | F 11.98 |
| Whittier Junction | F 12.00 | |

## 81.2 ROUTE SPECIAL INSTRUCTIONS

## 81.2.1 LOCATION OF OTHER TRACKS

| MP | Name | Switch Location | Capacity in feet |
|---|---|---|---|
| F 11.01 | Coho Track 2 | **S** | 3,960 |
| | Coho Track 3 | **S** | 3,785 |
| | Coho Track 4 | **S** | 3,585 |
| F 11.89 | Coho Track 4 | **N** | 3,585 |
| | Coho Track 3 | **N** | 3,785 |
| | Coho Track 2 | **N** | 3,960 |

## 81.2.2 FRA EXCEPTED TRACKS

The tracks listed below are designated as **FRA** Excepted Track as provided in GCOR 6.12.

Whittie**r** See *SI Whittier*

## 81.2.3 SD70MAC PROHIBITED TRACKS

SD70MAC locomotives handling cars are prohibited from operating on the following tracks.

**Coho** **See *SI Coho***

## 81.2.4 MEASURED MILE

This mile is a designated measured mile to check accuracy of locomotive speed indicators:

MP F 8 to MP F 9

## 81.2.5 LOCATION OF TUNNEL DOORS

| MP | Tunnel Door |
|---|---|
| **F 2.62** | Whittier Tunnel - Door 1 |
| **F 5.13** | Whittier Tunnel - Door 2 |
| **F 5.80** | Portage Tunnel - Door 3 |
| **F 6.73** | Portage Tunnel - Door 4 |

## 81.3 STATION OR LOCATION SPECIAL INSTRUCTIONS

## 81.3.1 WHITTIER

**Controlled** track begins and ends at MP F 2.55, Whittier Division.

GCOR 6.28 governs movement over all tracks south of MP F 2.55.

Maximum speed between MP F 1.30 and MP F 2.55 is 20 MPH.

FRA Excepted Track, GCOR 6.12:

- Sawmill Track

During loading and unloading of break bulk cargo, flat cars may be moved with unsecured loads.

Whittier slip derail must be in derailing position except during barge switching operation.

All equipment left south of the office crossing must be secured by hand brakes.

The U.S. Coast Guard Regulations require waterfront port facilities to be designated “NO SMOKING” areas. The ARRC Port of Whittier (the area from the office road crossing to the bay) is designated a “NO SMOKING” area.

Barge Switching Instructions:

- Before starting any switching operation crew(s) must participate in a safety briefing with the on-duty supervisor. Initial safety briefings will be documented on the prescribed form. Joint Safety Briefings will be conducted as follows:
    - Prior to initiating barge unloading activities.
    - Prior to initiating rail back loading activities.
    - Any time conditions, operating plans or crews change.
- When switching movements are being made over the slip at Whittier the following procedures apply:
    - Do not use more than two (2) locomotives in consist while switching barges. SD70MAC locomotives must not be used to switch barge unless authorized by the supervisor in charge.
    - Locomotives used in barge switching are not permitted on the slip.
    - Movement will not be made toward barge until the supervisor has communicated to the switch crew that the barge crew is ready for movement.
    - Cars will not be placed on the slip unless it is at rest on barge.
    - Do not handle more than **30 cars** — including the handle — while loading or unloading barges.
    - Couple brake pipe air hoses between locomotives and cars and charge the air brake system.
    - Cars with inoperative air brakes may only be moved under authority of the supervisor in charge.
    - Movement on to or off of the barge are to be controlled with the independent brake only. Automatic brakes are not to be used except in case of emergency.
    - All movements on or off the slip/barge must not exceed 3 MPH.
    - A crew member must precede the leading car of the movement.
    - **When loading or unloading, crew members must be positioned to inspect both the west and east sides for close clearances.**
    - Employees are prohibited from riding on outboard side of car while car is on outboard track of barge slip.
    - A safety stop must be made one car length prior to any planned spot or prior to coupling. If movement stops before instructions are received to stop, communications MUST be reestablished with all crew members before movement begins.
    - Bunching cars on barges is only to be done after a joint on the head block or a stop for break bulk.

Barge Switching Instructions, contintued:

- When spotting cars against open cargo the following procedure will apply:

  A safety stop must be made one (1) car length (approximately 60 feet) prior to final spot.

  Establish “RED ZONE PROTECTION”:
    - Secure rear car with a hand brake.
    - Place rear car in emergency by closing the angle cock between the rear car and the next to last car.
    - Proceed to end of rear car, hold the air hoses at the glad hand to prevent injury. Gradually open angle cock to allow brake pipe air to vent to atmosphere. When air is heard venting, open angle cock fully to allow car to apply in emergency leaving angle cock open.

  Before **continuing**:
    - Inform Engineer that he is SHOVING AGAINST A BRAKE.
    - Direct movement back to a spot stopping no closer than FIVE (5) feet in front of any open deck cargo.
- When slip angle exceeds **-3.5 degrees or 3.5 degrees**, the following instruction will apply:
    - Prior to initiating movement onto or off of barge, charge the air brake system and check brake application.
    - A qualified employee will be positioned in the vicinity of the slip hinge pin for close observation of proper car clearances and knuckle alignments as cars are being moved over it.

## 81.3.2 WHITTIER TUNNEL, CP F040

### 81.3.2.1 EMERGENCY TELEPHONES IN WHITTIER TUNNEL

Whittier Tunnel Signal System emergency phones are located approximately every 300 feet within the tunnel. These phones are connected to the tunnel operator’s work station which is normally only occupied while the Tunnel Control Center is in operation. When used while Tunnel Control Center is closed, the call will be routed to Alaska General Alarm.

### 81.3.2.2 WHITTIER TUNNEL CONTROL CENTER

The telephone number to the Tunnel Control Center is 265-2306. This number also rings at the telephones at doors 2, 3 and 4.

### 81.3.2.3 TRAIN MOVEMENTS

Trains approaching **CP F040** must attempt to notify the Tunnel Control Center, when open, either by radio or by telephone, fifteen minutes prior to arrival.

### 81.3.2.4 ON-TRACK MOVEMENTS

Unless otherwise provided, on-track vehicles must request track and time to perform maintenance on or foul the main track inside the Whittier Tunnel and must inform the Train Dispatcher of what movements will be made.

If Tunnel Control Center is in operation, all movements will be coordinated with the Tunnel Control Operator. If the Tunnel Control Center is not in operation, use maintenance roads located at each end of the control point. Entry to the maintenance road is through swing gates secured with 05 locks. These gates must be re-secured after passage. If access to the maintenance road is blocked contact the Train Dispatcher for further instructions.

Portal door control buttons are located at the traffic islands in locked boxes secured with 05 locks, but are only functional when track and time authority is in effect. These buttons open or close both portal doors. Telephones located in these boxes connect directly to the Train Dispatcher.

After track and time authority is obtained, use the control button at the traffic island to open both portal doors. Control buttons to close each portal door are located just inside each portal. Each door must be closed after passage: the entering door at the portal, the leaving door either at the portal or from the traffic island. However, whenever the door open control button at a traffic island is used to open the portal doors, the door close control button at a traffic island must be pressed, even if the doors were closed at the portals.

Release track and time authority to the Train Dispatcher when movement is clear of the control point.

### 81.3.2.5 FOUL TIME AT WHITTIER TUNNEL, CP F040

Foul time may be authorized while the tunnel control center is operational. Limits may include the entire Control Point F040 or may be authorized for performing work foul of the main track outside the tunnel between the absolute signal and the tunnel portal.

### 81.3.2.6 SWITCH POINT DERAILS

Switch point derails are located at the absolute signals at MP F 2.56 and MP F 5.19.

### 81.3.2.7 HIGHWAY VEHICLE CROSSING GATES

Vehicle crossing gates MUST NOT be lifted to gain access to the Whittier Tunnel unless authorized by the Train Dispatcher. Lifting the gates while the control point is lined for main track movements locks up the signal system, preventing movement of both rail and highway traffic, and it has to be reset by both a Signal Maintainer and Tunnel Control Operator.

## 81.3.3 PORTAGE TUNNEL

### 81.3.3.1 EMERGENCY TELEPHONES IN PORTAGE TUNNEL

Emergency telephones may be used to provide access to Anchorage emergency services by dialing 9-911, to call the Train Dispatcher by dialing 2504, or to call Anchorage local phone service by dialing 9 and the desired telephone number. The telephones are located inside the Portage Tunnel portals at Doors 3 and 4. The number for these phones and the tunnel control operator is 2306.

### 81.3.3.2 PORTAGE TUNNEL DOORS

A strobe light is located at each Portage Tunnel door, and should activate when the tunnel door is open. The strobe light only activates for the door where it is located. Normally, doors will be open during the period April 16 through October 31, and closed during the period November 1 through April 15. If the strobe light is not activated trains must stop before entering the tunnel, and may proceed only on the authority of the employee in charge, or the Train Dispatcher (after ensuring both tunnel doors are open).

Under no circumstances will a train, other than a company work train under the direction of an engineering supervisor, be allowed to enter the tunnel until both doors have been opened. After a train has entered the tunnel, the door must not be closed until after the train has cleared the opposite end of the tunnel.

During the period doors are closed, unless trains have been advised that the tunnel doors are open, crew will contact the Train Dispatcher from Potter for position of Portage Tunnel doors.

## 81.3.4 COHO

<u>SD70MAC Prohibited Track:</u>

- Coho Tracks 2, 3, and 4

## 81.3.5 WHITTIER JUNCTION

**Controlled** track, Whittier Division, ends at the End Whittier Junction Block Sign, MP F 12.42.

## 82.0 SPECIAL INSTRUCTIONS, ALL DIVISIONS

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 does not relieve employees whose duties are affected in any way by the Timetable from reading and complying with all instructions contained herein.

Radio Blocking is authorized in all DTC territory.

## 82.1 GENERAL ORDERS

General Orders containing instructions that modify or make reference to a physical plant change may be removed after having been in effect for a period of 60 days. Such instructions or modifications will remain in effect.

## 82.2 MINIMUM FLAGGING DISTANCE

Minimum flagging distance on all divisions as prescribed by GCOR 6.19 is one mile.

## 82.3 TRAIN OPERATIONS AT SIDINGS

Except as shown below, revenue freight trains are prohibited from backing into or out of sidings.

Exceptions, revenue freight trains may:

- back into or out of Matanuska - Commercial Aggregate Trains ONLY
- back into or out of Otto Siding Block and West 2 off Otto Siding Block
- back into or out of Usibelli Siding Block
- **back into or out of Clear Site Siding - Local Coal ONLY**
- back into sidings as required when necessary for doubling or performing work

## 82.4 PETROLEUM CARS

A crew member on trains handling loaded petroleum rail cars must notify the Train Dispatcher before making a reverse movement, a back up movement, or before handling loaded petroleum rail cars ahead of locomotives. The Train Dispatcher and crew must conduct a job safety briefing describing the movements to be made before making the movement.

## 82.5 MAXIMUM SPEEDS PERMITTED AND INSTRUCTIONS FOR HANDLING SPECIAL EQUIPMENT

MAXIMUM SPEED FOR:
Locomotive and car servicing tracks ..... Walking Speed
Walking speed is not to exceed ..... 5 MPH
Auxiliary tracks, unless otherwise provided ..... 10 MPH
Through turnouts, unless otherwise provided ..... 10 MPH
DTC Siding Blocks, unless otherwise provided ..... 10 MPH
Note: Other siding speeds and siding turnout speeds are provided in Division Special Instructions.

DTC Siding Blocks and turnouts for trains exceeding 100 tons per operative brake* and trains handling loaded petroleum car(s) (excluding passenger trains) ..... 10 MPH

Southward trains, except passenger trains, exceeding 100 tons per operative brake* must not exceed the following speed restrictions:
MP 112.0 to MP 111.7 ..... 15 MPH
MP 269.2 to MP 266.0 ..... 25 MPH
MP 279.7 to MP 270.3 ..... 25 MPH
MP 297.0 to MP 292.1 ..... 25 MPH
* To determine tons per operative brake, divide trailing tonnage by number of operative control valves.

Trains passing occupied camp cars on adjacent tracks ..... ..... 30 MPH

THE MAXIMUM SPEED FOR TRAINS HANDLING EQUIPMENT INDICATED BELOW WILL BE AS FOLLOWS, UNLESS OTHERWISE PROVIDED:

Locomotive Cranes No. 106 and 107 ..... 25 MPH
Locomotive Cranes No. 108, 109, 110, and 111 ..... **25 MPH**
Locomotive Cranes must have their booms trailing when handled in trains, unless otherwise authorized.

Spreaders No. 7, 8, and 9 ..... 35 MPH
Spreaders must face in direction of travel when handled in trains. Spreaders in work train service may be handled in either direction. If handled with plow backwards, wings must be secured and movement authorized by Maintenance of Way operator.

ARR plow cars when not engaged in spreading ballast must be inspected before moving to ensure plow is in the upright and secured position.

Welded rail equip. cars ARR 97800 through 97822 .. 35 MPH
Note: These cars will not clear side ramps.

Unless otherwise authorized, cabooses, including unoccupied cabooses **and rail diesel cars**, must be handled only as the rear car of the train. This restriction does not apply to trains consisting of less than 20 cars and not exceeding 2,500 tons. Unattended cabooses must have doors secured or locked, if possible.

## 82.6 EN ROUTE LOSS OF ELECTRICAL POWER FOR TOFC SERVICE

**If an en route failure of electrical supply to the trailers/containers occurs, immediately notify the Train Dispatcher.**

**If power is being provided by the 480V HEP from the locomotive consist, make one attempt to reset the power before inspecting the train. If the HEP will not restart nor give a train line complete, stop and inspect the train for physical defects, e.g., dragging electrical cord or other defect that could cause damage. Correct any potential risks, but do not restore power to the trailers/containers regardless of whether or not any problems were found.**

**If power was being provided by a 220V Generator Van (GV01, GV02, GV03) immediately stop and inspect the train for physical defects, e.g., dragging electrical cord or other defect that could cause damage. Correct any potential risks, but do not restart the GV or otherwise restore power regardless of whether or not any problems were found.**

**Commodities in trailers/containers will not freeze or thaw in less than twelve hours, and excessive train delays attempting to restore power increases the risk of losing a load entirely. Report to the Train Dispatcher which trailers/containers are affected and approximate time equipment was off power. This information will be forwarded to Customer Service to notify the shipper.**

## 82.7 MECHANICAL ASSISTANCE

Train crews experiencing an en route locomotive malfunction must notify the Train Dispatcher. If the failure results in a reduction of horsepower or tractive effort, or a major malfunction that may cause a potential delay to the train, the Train Dispatcher will direct the train crew to call the Anchorage Diesel Shop at 265-2676.

The Anchorage Diesel Shop is staffed between the hours of 0600 and 0100 during the winter season and 24 hours a day during the summer season. If the Diesel Shop cannot be contacted, the Train Dispatcher will call the appropriate mechanical personal for technical advice.

## 82.8 SWITCHES

On auxiliary track, switches with red/green aspects must be left lined in the normal (green) position after use; switches with yellow/green aspects may be left lined in either position after use.

## 82.9 DUAL TONE MULTI-FREQUENCY (DTMF) SWITCHES

Specific instructions will be found in the Division Special Instructions for Anchorage and Fairbanks. DTMF switch general instructions:

1. DTMF Switch Point Indicator

   - Green aspect indicates switch lined for normal movement.
   - Yellow or red aspect indicates switch lined in reverse position.
   - Flashing or dark aspect indicates switch is in transition or will not line properly. Stop and inspect switch.

2. Remote Control Operation

   **Sensors that detect track occupancy are located 120 feet in front of switch points, and at the clearance point.** Prior to occupying the area between the sensors (presence detection loops), select radio channel and press (code for that switch) to change the switch alignment. **Presence detection loops are marked with orange stakes**. The switch cannot be remote controlled when the presence detection loop is occupied. **Auto-restore function, if equipped, will engage after timer has run time for that location.**

3. Push Button Operation

   The push button operation is similar to the remote control in that the presence detection loops will prevent the switch from throwing when a car or locomotive is on the loop. To operate the switch using the push button, remove the lock on the box marked PB and press the black button inside. Auto-restore function, if equipped, will engage after timer has run time for that location.

4. Manual Operation

   Switches with pump handles will have instructions on the pump box. Switches with hand lever operate per hand operated switch rules

5. Maintenance

   When necessary to perform maintenance on or around the switch points the maintenance box must be unlocked and the switch moved to the OFF position. This will prevent the switch from being thrown either remotely or by using the push button. With the maintenance switch in the off position, it is necessary to hand throw or manually pump the switch to the desired position.

## 82.10 SWITCHING/TRAIN MAKEUP RESTRICTIONS

If train's total trailing tonnage exceeds 4,500 tons:

1. Do not place blocks of 15 or more continuous empty cars anywhere ahead of 15 loaded cars.

2. The following must not be within the first 10 cars:
   - Any car weighing less than 45 tons
   - Any 80 ft. or longer flat car empty or with a single trailer/container, regardless of weight

Do not place any freight car 80 feet or longer next to any car 45 feet or shorter.

Loaded wheel cars are considered open top loads.

Passenger coaches must not be coupled to cars equipped with double-shelf couplers.

## 82.11 LOADING AND HANDLING HEAVY EQUIPMENT

Trains handling cranes, shovels, and similar equipment set up with or without boom attached, must be handled under instructions issued by the Customer Service Department.

Equipment with boom attached must be loaded with boom trailing unless approval from a Transportation Supervisor is obtained for movement in forward position. Conductors handling loads with boom in forward position, except on work trains, will be authorized by a Transportation Supervisor.

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

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

## 82.12 SETTING OUT CARS

Any car(s) set out must be spotted at a location that allows access by those who will unload or repair the car(s).

Wide loads set out on line must be at least 100 feet from the clearance point or block sign and reported as such to the Train Dispatcher.

All cars handled in trains will be set out at destination shown on work message. If it is necessary to do otherwise, permission must FIRST be obtained from the Train Dispatcher giving specific reasons why set out cannot or should not be made.

When setting out cars at intermediate stations, they will be spotted to proper location at time of set out. When practical, cars will be spotted not less than 400 feet from clearance point of switch.

Bad Order Shipments:

If shipment is set out en route due to defect, Conductor will notify the Train Dispatcher of the car number, contents, shipper, consignee, and detailed description of defect. The Train Dispatcher will then notify the appropriate **Terminal Supervisor** and the Customer Service Department, who will notify the Mechanical and **Business Development Departments. Business Development** will then notify the shipper and consignee that their car has been set out and give approximate time the car will be moved to destination.

When loads are bad ordered at terminals, the **Terminal Supervisor** will notify Customer Service, who, in turn, will notify the shipper and consignee.

## 82.13 OPEN TOP LOADS WITH A CLEARANCE

**Open top loads with a clearance (with or without special handling instructions) traveling between Anchorage and Fairbanks must be positioned behind placarded loaded tank cars with a minimum of a one (1) car buffer.**

An open top load is any load secured by straps, banding, cables, chains, etc. to the chassis/**well deck** or rail car.

NOTE: The following are not considered open-top loads:

- Enclosed containers mechanically pinned to the rail car
- ISO containers mechanically pinned to the rail car
- Hopper cars
- Material handled in gondolas not extending above the ends of the car

## 82.14 CLEARANCE OF HIGH, WIDE AND HEAVY CARS AND LOADS

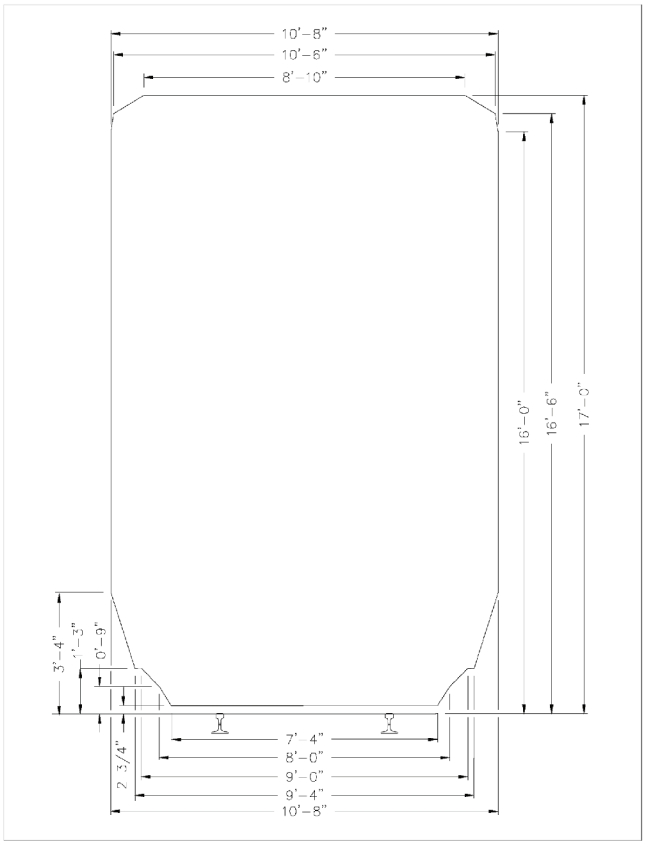
For clearance of the following types of cars and loads, contact the Alaska Railroad Corporation Clearance Coordinators at 265-2375, 265-2527 or HIGHWIDE@akrr.com:

- Cars exceeding the dimensions shown in *SI Alaska Railroad Maximum Loading Diagram*
- Loads and cars longer than 90 feet
- Double or triple loads
- Loads with overhangs beyond the end of car
- Loads with unequal distribution of weight on trucks
- Cars exceeding the gross weight limits described in *SI Heavy Loads*, or the stenciled capacity of the car
- Shipments having a combined center of gravity of car and lading exceeding 98 inches above top of rail

If dimensional loads (high/wide/overweight) are in train inform the Train Dispatcher of the destination of the car.

## 82.15 ALASKA RAILROAD MAXIMUM LOADING DIAGRAM

Any carload exceeding the dimensions shown in the following diagram requires a clearance before it can be moved.




**Alaska Railroad Maximum Loading Diagram**

This diagram is for single carloads moving without overhangs beyond end of car and is 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 and coordinated through the Customer Service Department.

Note: This diagram does not supersede restrictions imposed by connecting carriers nor existing contract requirements.

## 82.16 HEAVY LOADS

The maximum gross weight of car and lading on all divisions is 263,000 lbs.

Maximum gross weight of car and lading based upon uniformly loaded 4-axle spacing with combined center of gravity not more than 98 inches above top of rail. Gross weight of 263,000 pounds applies to 4-axle cars with truck centers of 28 feet or greater.

Four-axle cars with truck centers less than 28 feet are restricted to 240,000. Cement hopper cars with truck centers less than 28 feet, and with gross weights not exceeding 263,000 pounds, may be moved with the following restrictions:

- Do not couple to a SD70MAC locomotive
- Do not couple to another similarly loaded cement hopper
- Do not couple to an excessive weight car
- Do not couple to cars 75 feet or longer

Loads of greater dimensions or weights may be moved by special arrangement coordinated through the clearance coordinator.

## 82.17 STANDARD HOPPER CAR LOADING CAPACITY

The following will govern the maximum loading limits of hopper cars used in COAL SERVICE:

| Hopper Series | | Tare Weight (approximate) | Gross Weight (railcar and contents) |
|---|---|---|---|
| ARR | 16000 - 16075 | 64,700 | 263,000 |
| ARR | 16100 - 16180 | 67,500 | 263,000 |
| ARR | 16200 - 16255 | 50,800 | 263,000 |
| ARR | 16316 - 16345 | 63,000 | 263,000 |
| ARR | 16401 - 16474 | 50,800 | 263,000 |
| ARR | 16501 - 16511 | 68,000 | 263,000 |
| AOK | 759 - 790 | 63,000 | 263,000 |
| CEFX | 61976 - 62038 | 65,700 | 263,000 |
| HPJX | 40515 - 40612 | 64,800 | 263,000 |
| TNM | 20000 - 20104 | 65,000 | 263,000 |

In addition:

- No overloaded hopper car can exceed 268,000 pounds
- No more than five overloaded hopper cars in the train can exceed 263,000 pounds

If these limits are exceeded, notify the Train Dispatcher before proceeding.

The following will govern the maximum loading limits of hopper cars used in commercial AGGREGATE SERVICE:

| Hopper Series | | Tare Weight (approximate) | Gross Weight (railcar and contents) |
|---|---|---|---|
| ARR | 16000 - 16075 | 64,700 | 264,700 |
| ARR | 16100 - 16180 | 67,500 | 267,500 |
| CEFX | 61976 - 62038 | 65,700 | 265,700 |
| HPJX | 40515 - 40612 | 64,800 | 264,800 |
| TNM | 20000 - 20104 | 65,000 | 265,000 |

In addition:

- No hopper car can be loaded with more than 100 tons of aggregate
- Aggregate material must be evenly distributed throughout the car
- No hopper car can exceed 268,000 pounds

If these limits are exceeded, notify the Train Dispatcher before proceeding.

## 82.18 SLIDE ZONES

Beginning and ending of slide zones will be indicated by Slide Zone Signs.

Advance warning slide zone signs will be placed one half mile in advance of slide zones. Southward advance warning slide zone sign for slide zone 11 is placed seven tenths of a mile in advance**.**

A track bulletin will be issued advising which slide zones are in effect. On receipt of these instructions, speed of train must not exceed 15 MPH within active slide zones. This restriction is only applicable to the portion of the slide zone where visibility is restricted. These restrictions end when the leading end of the train reaches the end of slide zone sign, or no obstructions can be seen to the end of slide zone sign.

Advance permission may be obtained from the Train Dispatcher to back away from a slide over the tracks when operating in designated avalanche areas (Slide Zones **16** through 83 and F7). In order to clear the slide area, train may make back up movement in accordance with GCOR 6.6 (Picking Up Crew Member), with pre-authorization from the Train Dispatcher. After train is stopped clear of the chute crew is to await further instructions.

SLIDE ZONES

| No. | Between | | | Reason |
|---|---|---|---|---|
| 16 | MP 16.25 | & | 16.54 | Snow* |
| 18 | MP 17.84 | & | 18.44 | Snow* |
| 21 | MP 20.82 | & | 21.79 | Snow* |
| 43 | MP 42.56 | & | 43.84 | Snow* |
| 49 | MP 48.89 | & | 49.66 | Snow* |
| 53 | MP 52.90 | & | 53.65 | Snow* |
| F 7 | MP F 6.73 | & | F 6.89 | Snow* |
| 68 | MP 67.17 | & | 68.17 | Snow* |
| 70 | MP 69.22 | & | 70.15 | Snow* |
| | (MP 69.9 a.k.a. Centerline) | | | |
| 72 | MP 71.18 | & | 72.64 | Snow* |
| | (a.k.a. Kern btw MP 71.2 and MP 71.5) | | | |
| 76 | MP 75.60 | & | 80.27 | Snow*/Rock/Mud |
| | (MP 78.3 a.k.a. Whisky Gulch) | | | |
| 78 | MP 78.00 | & | 78.11 | Rock/Snow* |
| 83 | MP 82.39 | & | 83.72 | Snow* |
| 87 | MP 86.71 | & | 87.41 | Rock/Mud |
| 224 | **MP 224.57** | **&** | **224.91** | Sand/Brush/Rock/Snow |
| 233 | **MP 232.75** | **&** | **233.10** | Mud/Rock/Brush/Snow |
| 236 | **MP 236.45** | **&** | **236.98** | Mud/Rock/Brush/Snow |
| 237 | **MP 237.00** | **&** | **238.00** | Mud/Rock/Brush/Snow |
| 238 | **MP 238.00** | **&** | **239.00** | Mud/Rock/Brush/Snow |
| 239 | **MP 239.76** | **&** | **240.00** | Mud/Rock/Brush/Snow |
| 240 | **MP 240.00** | **&** | **241.17** | Mud/Rock/Brush/Snow |
| 241 | **MP 241.43** | **&** | **241.57** | Mud/Rock/Brush/Snow |
| 244 | **MP 243.68** | **&** | **244.11** | Mud/Rock/Brush/Snow |
| 246 | **MP 246.24** | **&** | **247.00** | Mud/Gravel/Rock/Snow |
| 247 | **MP 247.00** | **&** | **247.87** | Mud/Gravel/Rock/Snow |
| 254 | **MP 253.40** | **&** | **254.35** | Mud/Rock/Snow |
| 255 | **MP 255.51** | **&** | **255.82** | Rock/Snow/Brush/Trees |
| 259 | **MP 258.66** | **&** | **260.11** | Rock/Snow/Brush/Trees |
| 266 | **MP 266.08** | **&** | **266.31** | Gravel/Rock/Snow |
| 269 | **MP 269.22** | **&** | **269.94** | Rock/Brush/Snow |
| 286 | **MP 285.88** | **&** | **287.00** | Rock/Dirt/Brush/Snow |
| 288 | **MP 287.88** | **&** | **288.07** | Snow |
| 294 | **MP 293.11** | **&** | **294.36** | Snow/Mud/Brush/Trees/Rock |
| 321 | **MP 320.83** | **&** | **321.95** | Rock/Mud/Gravel/Brush |
| 325 | **MP 325.65** | **&** | **325.81** | Rock/Gravel |
| 327 | **MP 327.21** | **&** | **327.71** | Rock/Mud |
| 328 | **MP 328.79** | **&** | **329.02** | Rock |
| 332 | **MP 332.50** | **&** | **332.81** | Snow/Trees/Brush |
| 334 | **MP 334.02** | **&** | **334.13** | Rock |
| 336 | **MP 335.93** | **&** | **336.18** | Rock |
| 341 | **MP 340.83** | **&** | **341.61** | Rock/Trees/Brush/mud at N/E |
| 371 | **MP 371.35** | **&** | **371.71** | Rock/Mud |
| 383 | **MP 382.43** | **&** | **383.10** | Rock/Gravel |
| 384 | **MP 384.13** | **&** | **384.49** | Rock/Gravel |
| 415 | **MP 414.46** | **&** | **415.00** | Rock |

* designates avalanche areas

Only the **on-duty Avalanche Forecaster or District #1 Road-master** can permit a train to proceed through a downed avalanche.

## 82.18.1 SLIDE ZONES PERMANENTLY IN EFFECT

| No. | Between | | | | Reason |
|---|---|---|---|---|---|
| 11 | MP | 11.27 | & | 11.48 | Rock/Snow |
| 51 | MP | 51.21 | & | 53.00 | Rock/Snow/Brush* |

* designates avalanche areas

## 82.19 AVALANCHE DETECTION SYSTEM

An avalanche detection system is in service at Slide Zone 72. The detector is located near the top of the avalanche chute between MP 71.2 and MP 71.5, identified in verbal radio broadcast warning message as MP 71. Various instruments are used by this detector to determine if an avalanche has released. Once an avalanche is detected the detector sends a signal to the radio base station, located at Portage, which will then broadcast an emergency warning message, "Alaska Railroad avalanche detector MP 71 has been tripped. Possible avalanche down," on radio channel 2. It takes **between 40 seconds and 3 minutes**, once an avalanche has been detected and the warning message begins broadcasting, for the avalanche to potentially reach the main track. Trains and on-track equipment receiving this emergency broadcast must, if possible, stop movement before entering Slide Zone 72 between MP 71.2 and MP 71.5. After stopping, and after at least **3 minutes** have passed, movement may continue at 15 MPH until the main track in Slide Zone 72 is seen to be clear. Trains and on-track equipment receiving this emergency broadcast which cannot stop movement before entering the avalanche chute between MP 71.2 and MP 71.5 must take action to ensure that an occupied locomotive, coach, caboose or the on-track equipment will not be passing through, or stopped within, the avalanche chute. If necessary to stop notify the Train Dispatcher, who will contact an Avalanche Technician, for further instructions.

## 82.19.1 AVALANCHE HAZARD RATING

**The Avalanche Hazard Rating (AHR) system is a five-tiered avalanche hazard rating scale. The particular AHR level is determined by the ARRC's on-duty Avalanche Forecaster, and is based on local/regional snow, weather, and avalanche observations and data. The scale consists of five levels, each with a corresponding color code.**

**There is always an on-duty Avalanche Forecaster available for consultation. The Train Dispatcher will be notified of who is on duty. Typically, the Avalanche Forecaster will be the Avalanche Program Manager, but may also be the District #1 Roadmaster or someone else as designated. The on-duty Avalanche Forecaster will bear the primary responsibility for managing and changing the AHR levels.**

**Each level of avalanche hazard identified in the AHR contains specific operational restrictions. Both the AHR and operational restrictions are works in progress and may be edited by the Avalanche Program Manager at any time.**

**If the AHR changes after obtaining an AHR notification, the change will be conveyed by the Train Dispatcher to any trains or track car operators holding authority in the affected areas.**

**The maximum current level in effect for the territory to be traversed will be included in the AHR notification, and will be formatted similarly to this example:**

**CURRENT AVALANCHE HAZARD RATINGS:**

**SEWARD TO MOOSE PASS =**
**AVALANCHE HAZARD RATING -**
**LEVEL 1 - UNRESTRICTED - GREEN**

**MOOSE PASS TO PORTAGE =**
**AVALANCHE HAZARD RATING -**
**LEVEL 2 - AVALANCHE STATEMENT - BLUE**

**WHITTIER TO PORTAGE =**
**AVALANCHE HAZARD RATING -**
**LEVEL 3 - AVALANCHE WATCH - YELLOW**

**PORTAGE TO MP 88 =**
**AVALANCHE HAZARD RATING -**
**LEVEL 4 - AVALANCHE WARNING - ORANGE**

**Train crews operating across territory where the AHR is anything greater than Level 1 must take one avalanche pack with them. These packs will be checked out from crew dispatch in Anchorage, or from Whittier or Seward. These made up packs consist of three avalanche rescue beacons, a probe, and a shovel. The packs must be returned to their designated location upon completion of the trip.**

**All train crews will be trained in general avalanche awareness, slide zone management, use of avalanche beacons and probes, safety procedures, the avalanche detection system, and train handling specific to avalanche territory. During avalanche season initially at least one member of the train crew must have received this training.**

## 82.19.1.1 AVALANCHE HAZARD RATING TABLE

This table outlines the general operating restrictions associated with each level:

| Level 1 (Green) - UNRESTRICTED | |
|---|---|
| Avalanche Forecast | Avalanche activity above the rail IS POSSIBLE but not likely. Resulting avalanche debris reaching the rail grade is NOT EXPECTED. |
| Restrictions | **None** |
| **Level 2 (Blue) - AVALANCHE STATEMENT** | |
| Avalanche Forecast | Avalanche activity above the rail MAY OCCUR. Resulting avalanche debris reaching the rail grade IS POSSIBLE but not likely. |
| Restrictions | **Avalanche Qualified Track Car Operators (Completed 8 hr. training)**<br>• Do not work outside a vehicle in identified slide zones unless current in avalanche awareness, avalanche rescue, and transceiver training.<br>• Call in and out of slide zones.<br>• If working in a Slide Zone, maintenance team members are required to wear avalanche transceiver and have access to avalanche rescue gear.<br>• Utilize safe travel and working procedures.<br><br>**Non-Avalanche Qualified Track Car Operators (have not had 8 hr. training)**<br>• All of the above, plus<br>• Check in with Avalanche Program Manager or District #1 Roadmaster before entering slide zones. |
| **Level 3 (Yellow) - AVALANCHE WATCH** | |
| Avalanche Forecast | Avalanche activity above the rail IS EXPECTED. Resulting avalanche debris reaching the rail grade IS LIKELY. Personnel restrictions are in effect. Train restrictions can be expected. Explosives mitigation may allow for continued train operations in certain areas. |
| Restrictions | **All on-track personnel**<br><br>**Train Dispatcher**<br>• Will update all outstanding DTC authorities when an avalanche watch is put into effect to ensure that all track occupants are aware of increased restrictions.<br><br>**Avalanche Qualified Track Car Operators**<br>• Ensure proper placement of rescue gear in vehicles and heavy equipment on a shift basis.<br>• Check battery strength in avalanche transceivers at beginning of shift.<br>• When working outside of vehicles in slide zones or passing through slide zones, crew members are to wear a functioning avalanche transceiver and carry avalanche shovel/probe pole. Each crew team should also carry at least one (1) hand-held radio.<br>• Work in a minimum team of two crew members- utilizing two (2) vehicles if possible for separate transportation.<br>• Leapfrog crew transport equipment/vehicles between identified safe zones.<br>• Call in and out of slide zones in effect.<br>• Avoid working in slide zones if possible. If working in slide zones is needed, contact the on duty Avalanche Forecaster for approval.<br>• Operators need to protect against operating in remote slide zones with little rescue potential.<br><br>**Non-Avalanche Qualified Track Car Operators**<br>• Not qualified to operate on track under this restriction level.<br><br>**Train Crews**<br>• Must have at least one person with avalanche training to operate in slide zones.<br>• Must stay in locomotive in slide zones unless approved by on-duty Avalanche Forecaster to disembark. |

| Level 4 (Orange) - AVALANCHE WARNING | |
|---|---|
| Avalanche Forecast | Avalanche activity above the rail IS OCCURRING. Large magnitude avalanche activity HAS OCCURRED or is HIGHLY LIKELY. Resulting avalanche debris has been deposited on/near the rail grade. Additional avalanche debris reaching the rail IS EXPECTED. Train operations are suspended and only avalanche mitigation crews authorized to occupy track in slide zone territory. |
| Restrictions | **All Personnel**<br>• All procedures listed in Level 3, plus<br><br>**All personnel occupying track in slide zones**<br>• No travel through slide zones without permission from the on duty Avalanche Forecaster or District #1 Roadmaster except for;<br>• Personnel engaged in avalanche mitigation may travel freely as needed for their work provided they have at least 5 years experience operating in avalanche territory, or are accompanied by someone with the required experience.<br><br>**Train Dispatcher**<br>• Train traffic suspended. All trains in avalanche territory to move to closest safe destination (Seward, Whittier, Portage, Anchorage) and tie up until hazard level reduced to Level 3.<br>• DTC authority to avalanche crews only.<br><br>**Train Crews**<br>• All train traffic required to travel to nearest safe destination (Seward, Whittier, Portage, Anchorage) and cease train operations until rating goes back to Level 3. |
| Level 5 (Red) - AVALANCHE TRACK CLOSURE | |
| Avalanche Forecast | Large magnitude avalanche activity above the rail IS OCCURRING. Numerous avalanches have deposited avalanche debris on or near the rail. Additional large magnitude avalanches reaching the rail grade ARE EXPECTED. Rail access in slide zones is closed to all personnel. |
| Restrictions | **All personnel and equipment**<br><br>**Train Dispatcher**<br>• Full track closure. No DTC authority issued except for emergency response.<br><br>**All On-Track Equipment Operators**<br>• No track authority issued except for emergency response.<br>• All mitigation work suspended until hazard decreases to Level 4. |

## 82.20 MOVEMENT OVER BRIDGES

The speed of trains must be controlled before crossing the following bridges so that no air application, and only minimal dynamic braking, will have to be made while train is upon these bridges:

Bridge 29.5 ..... Trail Lake
Bridge 284.2 ..... Hurricane Gulch
Bridge 347.4 ..... Riley Creek
Bridge 413.7 ..... Tanana River

## 82.21 TRACKSIDE WARNING DEVICES

General Information:

Dragging equipment and/or defect detectors will notify train crew of any detected defect and/or dragging equipment via radio communication after train has cleared the detector circuit.

When defects are noted, the axle number of the defect will be given by type "B" and "C" detectors; type "A" and "D" do not give axle number of defect. Axle locations are counted from the head-end of the train, including the locomotives. Locomotive axles are counted the same as car axles. Some B and C detectors will announce car initials and axle. Note: Detectors are being upgraded to give axle counts on almost all detectors.

When a detector alarm requires inspection, inspect the side of the train in the message.

Trains receiving notification of hot bearing will use a 200° temperature indicator stick to assist in determining whether the car must be set out. If the temperature indicator stick melts after contacting the indicated hot bearing, the car must be set out.

A sign reading "DD" is attached to flanger boards preceding some detectors to alert train crews to monitor the proper channel.

After receiving a trackside warning device alarm message for hot wheel defect, and inspection reveals brakes sticking on a car, after determining the handbrake is fully released and the retainer is in the exhaust position, the wheels must be thoroughly inspected — flange, rim, tread and plate — for discoloration (a wheel on the car shows signs of having been overheated by a reddish brown discoloration, to a substantially equal extent on both the front and the back face of the rim, that extends on either face more than four inches into the plate area measured from the inner edge of the front or back face of the rim), thermal cracking, flat spots or shelling. Car must be moved so the entire wheel is inspected. Before proceeding, air brakes on the affected car must be cut out, as required by ABTH Rule 103.1, and tagged as required by ABTH Rule 101.20. In the event a train receives a second trackside warning device alarm message for hot wheel defect on the same car, the car must be set out.

Detector Malfunction (including no communication):

Detectors communicate "Detector Malfunction" in the following circumstances:

- Power failure
- 7 or more defects of the same type
- Train speed through detector drops below 8 MPH

Notify the Train Dispatcher any time a detector reports "Detector Malfunction," "Call Maintainer," "Integrity Failure" or an incomplete message.

### 82.21.1 TYPE "A", DRAGGING EQUIPMENT DETECTOR

- Dragging equipment detectors detect any equipment dragging on top of ties.

### 82.21.2 TYPE "B", DRAGGING EQUIPMENT/HOT BEARING DETECTOR

- Dragging equipment/hot bearing detectors detect any equipment dragging on top of ties and/or any hot bearings (ambient temperature plus 180° Fahrenheit or 120° Fahrenheit temperature variance between ends of same axle) and may detect any hot wheels (650° Fahrenheit).

### 82.21.3 TYPE "C", DRAGGING EQUIPMENT/HOT BEARING/ HOT WHEEL/HIGH OR WIDE CLEARANCE DETECTOR

- Dragging equipment/hot bearing/hot wheel/high or wide clearance detectors detect any equipment dragging on top of ties and/or any hot bearings (ambient temperature plus 180° Fahrenheit or 120° Fahrenheit temperature variance between ends of same axle) and/or any hot wheels (650° Fahrenheit) and/or any high or wide clearances (19' 6" high and/or 13' 6" wide).
- Use photo-optic sensors to detect high or wide clearance defects. These wide clearance detection devices are located 6' 9" from the track center.
- Train crews receiving notification, "Clearance defect near axle _____" followed by, "Detector Malfunction" at these detectors must stop and inspect their train.
- Operate on Channel 4
- Trains receiving notification of "Clearance Defect" within the locomotive consist or within a passenger, unit hopper or tank train, may continue without inspection.

### 82.21.4 TYPE "D", DRAGGING EQUIPMENT DETECTOR

- Dragging equipment detectors detect any equipment dragging on top of ties.
- Only announce when defect is detected for trains.
- All Type "D" defect detector alarms are to be reported to the Train Dispatcher.
- When on track equipment of 4 axles or less pass the detector a message of "Detector Working" should be heard. If no message is broadcast then notify the Train Dispatcher, who will notify the Manager of Signals.

## 82.21.5 TRACKSIDE WARNING DEVICE TABLE

The following tables will be used to comply with trackside warning device alarms and reports.

| Detector | Alarm or report | Special conditions or procedures |
|---|---|---|
| B,C | "Hot Axle" or "Hot Box" | Follow **Procedure #2,** and if indicated axle is on a loaded, placarded, non-intermodal car containing hazardous material **or** if equipment was indicated by two (2) consecutive hot box alarm messages, then set car out per **Procedure #1.** |
| B,C | "Excessive Alarms" | Alarm may identify more than one defect. Inspect for all defects. In addition, follow **Procedure #2.** |
| A,B,C,D | "First hot box right/left side axle XXX" or "First dragging equipment near axle XXX" or "First hot wheel right/left from axle XXX to axle XXX" or "First wide load right/left side near axle XXX." | Alarm may identify more than one defect. Inspect for all defects. In addition, follow **Procedure #2.** |
| Southward trains at detectors at: MP 417.8, MP 356.4, MP 348.2, MP 121.3 and MP 75. Northward trains at detectors at: MP 182.7, MP 223.5, MP 281.1 and MP 395.2. | "Call Maintainer," "Integrity Failure" or any abnormal operation. | Follow **Procedure #3.** |
| A,B,C,D | "Detector Malfunction" with an alarm tone or notification of "Dragging Equipment" or "Clearance Defect." | If only notification accompanying "Detector Malfunction" is "Clearance Defect" within a passenger, unit hopper or tank train proceed, if not then stop and inspect train. |
| B,C | "No Defects" and/or one or more of the following: "Call Maintainer," "Integrity Failure," "Train Too Slow," "Detector Malfunction," or advised by the Train Dispatcher that the detector is out of service. | Follow **Procedure #4.** |
| A,B,C | No message or incomplete message transmitted. The word "out" indicates a complete message. | If applicable, enter recall code and be governed by message. If no complete message, follow **Procedure #4.** |
| D | No message is transmitted. | Proceed. |
| A,B,C,D | "No defects" | Proceed. |

**Procedures**

**Procedure #1**

1. If car is not passenger equipment then set out at next available location. **See *SI Setting Out Cars***.
2. If car is passenger equipment then instructions received from Superintendent, Transportation or designee will govern.

**Procedure #2**

1. As soon as message is received reduce speed to less than 30 MPH until rear of train has passed the detector.
2. If only notification is "Clearance Defect" within the locomotive consist or within a passenger, unit hopper or tank train then proceed. If not then stop the train, and
3. Inspect the indicated axle(s) and/or defects reported.
4. If no defect is found at axle indicated, inspect both sides of train 12 axles forward and 12 axles to the rear of the indicated axle, regardless of whether a defect is found before reaching the 12th axle.
5. If alarm message does not indicate axle designation then inspect both sides of train.
6. Report findings to the Train Dispatcher.
7. If car(s) continue in train, notify the Train Dispatcher. If car(s) need to be set out follow action for **Procedure #1.**

**Procedure #3**

Make an inspection of both sides of entire train before reaching bridge, tunnel, or structure being protected.

**Procedure #4**

Proceed to next A, B, or C detector. If that detector announces: "Detector Malfunction," "Integrity Failure," "Call Maintainer," or is silent then inspect the train. If train will not pass a second "A," "B," or "C" detector location before entering a terminal, and there will not be a roll-by inspection before or as entering the terminal, then crew will inspect train before entering terminal.

## 82.21.6 TRACKSIDE WARNING DEVICE TYPE AND LOCATION

TWD Type, Location and Operating Radio Frequency Chart:

| Location | Name | Channel | A | B | C | D | Replay |
|---|---|---|---|---|---|---|---|
| **14.3** | **Snow River** | **1** | ● | | | | |
| **18.4** | **Primrose** | **1** | | ● | | | ● |
| **29.4** | **Moose Pass** | 4 | | ■ | | | ● |
| 42.2 | Grandview | 4 | ● | | | | |
| **63.0** | **Portage** | 4 | | ■ | | | ● |
| **75.0** | **Girdwood** | 4 | | | ● | | ● |
| 88.7 | Indian | 4 | | ● | | | |
| 104.6 | Ocean View | 4 | | ■ | | | ● |
| 121.3 | MP 121 | 4 | | ■ | | | ● |
| 128.0 | MP 128 | 1 | | | | ● | |
| 145.5 | Old Glenn | 4 | | ■ | | | ● |
| 162.2 | Pittman | 4 | | ■ | | | ● |
| **182.7** | **White's** | 4 | | | ● | | ● |
| **206.2** | **Parks Hwy** | 4 | | ■ | | | ● |
| 223.5 | McKinley | 4 | | ■ | | | ● |
| 252.0 | MP 252 | 1 | | | | ● | |
| 258.5 | MP 258 | 1 | | | | ● | |
| 261.2 | Gold Creek | 4 | | ● | | | ● |
| 270.4 | MP 270 | 1 | | | | ● | |
| 276.0 | MP 276 | 7 | | | | ● | |
| 281.1 | Hurricane | 4 | | ■ | | | ● |
| 286.5 | MP 286 | 7 | | | | ● | |
| 290.5 | Honolulu | 4 | ● | | | | |
| 294.8 | MP 294 | 7 | | | | ● | |
| **313.9** | **Summit** | 4 | | ■ | | | ● |
| **322.51** | **MP 322.51** | 7 | | | | ● | |
| 328.1 | MP 328.1 | 7 | | | | ● | |
| 332.9 | MP 332.9 | 7 | | | | ● | |
| 339.7 | MP 339.7 | 7 | | | | ● | |
| **345.1** | **MP 345.1** | 7 | | | | ● | |
| **348.2** | **Denali Park** | 4 | | ■ | | | ● |
| 348.9 | MP 348.9 | 7 | | | | ● | |
| 350.4 | Cascade | 4 | ● | | | | |
| 351.3 | MP 351.3 | 7 | | | | ● | |
| 353.1 | Moody | 4 | ● | | | | |
| **353.51** | **MP 353.51** | 7 | | | | ● | |
| 353.9 | MP 353.9 | 7 | | | | ● | |
| 355.0 | MP 355 | 7 | | | | ● | |
| 356.4 | Garner | 4 | ● | | | | |
| 358.0 | MP 358 | 4 | | | | ● | |
| **370.1** | **Ferry** | 4 | | ■ | | | ● |
| 395.2 | Anderson | 4 | | | ● | | ● |
| **413.12** | **MP 413** | 1 | | | | ● | |
| 417.8 | North Nenana | 4 | | ■ | | | ● |
| 456.2 | Dome | 4 | | ■ | | | ● |
| G 4.2 | MP G 4.2 | 4 | | | | ● | |
| G 3.6 | MP G 3.6 | 4 | | | | ● | |
| G 1.5 | MP G 1.5 | 4 | | | | ● | |
| J 1.2 | 1.2X | 4 | | | | ● | |

NOTE: To replay a TWD message, dial the first three digits of the TWD location (e.g., 121 for MP 121.3) within 10 minutes, on the applicable TWD radio channel. Type B detectors with an ■ also have hot wheel detection.

## 82.22 HIGHWAY CROSSING SIGNALS

Trains or equipment must not cause unnecessary activation of Automatic Warning Devices (AWDs). If necessary to stop near a highway crossing, stop must be outside of the island circuit, approximately 100 feet on either side of the crossing. This will allow the signal to reset after approximately 18 seconds. Once the train begins to move again, the crossing must not be occupied until the crossing signal system has had sufficient time to reactivate and provide warning to highway traffic, and, if equipped, the crossing gates are fully lowered.

A white flashing light on the track side of the crossing bungalow will activate during electrical power outages. If this light is observed, sound whistle in compliance with GCOR 5.8.2 (7), and notify the Train Dispatcher.

The use of whistle signal, as prescribed by GCOR 5.8.2 (7), is not required between 22:00 and 07:00 at the Municipality of Anchorage Sewer Station Crossing MP 112.99.

**Upon discovery or notification of a crossing signal malfunction, any employee must immediately notify the Train Dispatcher.**

## 82.22.1 WHISTLE QUIET ZONES

**The following crossings are GCOR 5.8.4 Whistle Quiet Zones. Compliance with GCOR 5.8.1 Ringing Engine Bell, and *SI Whistle Quiet Zone Confirmation Signal* is required.**

These crossings are equipped with median barriers, gates and flashing lights:

Oceanview* ..... MP 104.60
120th ..... MP 105.39
C Street ..... MP 108.91
36th ..... MP 111.21

***Northward trains approaching Oceanview crossing MP 104.60 must NOT whistle between the Road Crossing Warning Sign and the location where the orange X (82.30.4) is visible, except as provided in GCOR 5.8.2.**

**Automatic Whistle Warning Systems (AWS) function in combination with Automatic Warning Devices (AWD). When the crossing signals are activated, AWS will automatically sound whistle signal GCOR 5.8.2 (7) at the crossing. AWS are in service at:**

Klatt Rd. ..... MP 105.64
104th ..... MP 106.42
100th ..... MP 106.68
68th ..... MP 108.80
Arctic ..... MP 109.40
44th ..... MP 110.64
Spenard ..... MP 111.01
Post Rd..... MP 117.23

## 82.22.2 INDUSTRY TRACK CROSSINGS

**AWDs** on industry tracks at the following locations will not be activated until the train or engine is within approximately 30 feet of the crossing.

Klatt Rd..... MP 105.64
100th Ave.* ..... MP 106.68
68th Ave. ..... MP 108.80
N. Cordova..... MP 114.67
Post & Whitney Suburban Propane Track ..... MP 115.51

*AWD at 100th Ave. will only lower the east crossing gate for the main track. This is designed to avoid trapping highway vehicles while switching Univar.

Crossing signals at the following locations can only be operated manually.

Post Rd. at 1ST Avenue
K&L Spur
N.C. CAT

Crossing signals for Bluff Rd. located off of Ocean Dock Rd. at the port of Anchorage do not provide warning for movements on the Chevron tracks. Provide protection per GCOR 6.32.2.

A manual signal start switch has been installed on the south side of the signal control case located in the south west quadrant of the Ocean Dock road crossing (off C street by the Port of Anchorage). Switch is inside a metal compartment and can be accessed using an ARRC switch key. The switch is only active while the signal has been disabled by the Signal Maintainer. To identify that the signal is disabled the crossing will have the red and white diagonally striped signs on either side of the crossing, and a white strobe light on the signal bungalow will be flashing. When the manual switch is turned ON, it will cause the crossing signals to activate. When the manual switch is turned OFF, the lights will extinguish and the gate arms will return to their vertical position. When the crossing is in manual mode it is the responsibility of the train crew to stop before occupying the crossing, then operate the start- switch and ensure that the gates and lights are activated for a minimum of 20 seconds before allowing the train to occupy the crossing. Once movement is clear the train crew must promptly turn off the crossing warning to allow resumption of vehicular traffic.

## 82.23 GRADE CROSSING/HIGHWAY CROSSING CROSS REFERENCE

These instructions are for approximate crossing location information and general driving directions to access the crossing. The mile post location and highway name used in track bulletins is the official designation.

| ARRC LOCATION | | | HIGHWAY LOCATION |
|---|---|---|---|
| Southern MP | Crossing | Northern MP | |
| 2.24 | ARRC Roundhouse Road | 2.24 | East of Seward Highway MP 2.2 |
| 2.97 | Airport Road | 2.97 | East of Seward Highway MP 2.8 |
| 3.46 | Nash | 3.47 | East of Seward Highway MP 3.5 |
| 4.33 | Subdivision Road | 4.33 | Off Nash Road |
| 5.20 | Subdivision Road | 5.20 | East of Seward Highway MP 5.2 |
| 6.32 | Stoney Creek | 6.33 | East of Seward Highway MP 6.3 |
| 6.66 | Bear Lake Road | 6.66 | East of Seward Highway MP 6.7 |
| 12.16 | Seward Highway Overpass | 12.22 | Seward Highway MP 12, Divide |
| 14.28 | Seward Highway Overpass | 14.31 | Seward Highway MP 14, Snow River |
| 18.34 | Seward Highway Overpass | 18.39 | Seward Highway MP 18, South Kenai Lake |
| 23.77 | Seward Highway | 23.79 | **a.k.a. Lawing,** Seward Highway MP 23.4 |
| 29.38 | Moose Pass | 29.39 | Seward Highway MP 29 |
| 62.84 | Portage Glacier Road | 62.85 | East of Seward Highway MP 79 |
| 64.42 | Portage Parking Lot | 64.43 | Seward Highway MP 80 |
| 74.73 | Alyeska Highway Overpass | 74.73 | Girdwood, .3 miles east of Seward Highway |
| 74.96 | DOT Maintenance Road | 74.97 | **a.k.a Toadstool,** Girdwood, .3 miles east of Seward Highway |
| 77.71 | Utility Maintenance Road | 77.71 | East of Seward Highway |
| 80.85 | Seward Highway Underpass | 80.86 | Seward Highway MP 95.9 |
| 102.89 | Rifle Range | 102.90 | Seward Highway MP 117 |
| 104.60 | Ocean View Drive | 104.61 | West of Old Seward Highway |
| 105.39 | 120th | 105.40 | West of Old Seward Highway |
| 105.64 | Klatt | 105.65 | West of Old Seward Highway |
| 106.13 | O'Malley Drive Overpass | 106.20 | West of Old Seward Highway |
| 106.41 | East 104th Avenue | 106.43 | West of Old Seward Highway |
| 106.67 | East 100th Avenue | 106.69 | West of Old Seward Highway |
| 107.74 | Dimond Boulevard Overpass | 107.77 | West of Old Seward Highway |
| 108.24 | 76th Avenue Overpass | 108.26 | West of Old Seward Highway |
| 108.80 | 68th Avenue | 108.81 | Off C Street |
| 108.89 | C Street | 108.92 | North of Raspberry Road |
| 109.39 | Arctic Boulevard | **109.42** | South of International Airport Road |
| 110.04 | International Airport Overpass | 110.06 | East of Minnesota Drive |
| J 1.14 | Malibu Drive | J 1.15 | Off International Airport Road |
| 110.32 | Minnesota Drive Overpass | 110.36 | North of International Airport Road |
| 110.64 | 44th Street | 110.65 | West of Minnesota Drive |
| 111.00 | Spenard Road | 111.02 | West of Minnesota Drive |
| 111.20 | 36th Avenue | 111.21 | West of Minnesota Drive |
| 111.82 | Northern Lights Overpass | 111.84 | West of Minnesota Drive |
| 114.42 | C & 1st | 114.43 | C & 1st Street |

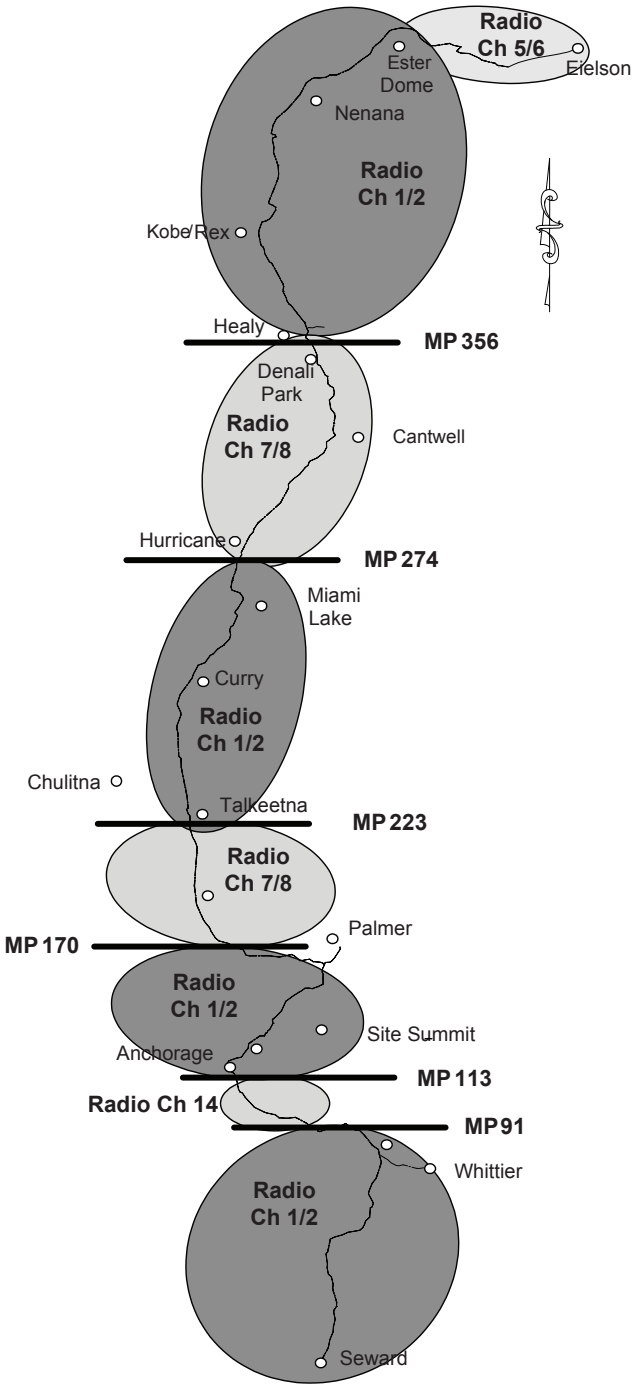
| ARRC LOCATION | | | HIGHWAY LOCATION |
|---|---|---|---|
| Southern MP | Crossing | Northern MP | |
| 114.67 | Cordova | 114.68 | 1st Avenue/North Cordova Street |
| 114.96 | Ingra | 114.97 | 1st Avenue/Warehouse Avenue |
| 115.50 | Whitney Road | **115.52** | West of Post Road |
| 117.23 | Pease Avenue | 117.24 | a.k.a. Post Road, North Elmendorf Air Force Base Post Road Gate |
| 119.79 | Davis | 119.80 | East of Elmendorf Air Force Base Spur Road |
| 122.90 | Loop Road | 122.93 | Otter Lake, Fort Richardson |
| 127.93 | Artillery Road | 127.94 | West of Eagle River on Fort Richardson |
| 133.19 | **Beach Lake** | 133.20 | **a.k.a. Bible Camp Road,** west of South Birchwood Loop, 1/2 mile north of Glenn Highway MP 17.2 |
| 136.24 | Birchwood | 136.25 | 1.7 miles north of Glenn Highway MP 21 near Birchwood Airport |
| 141.96 | Eklutna Village | 141.97 | 2 miles west of Glenn Highway MP 26.3 |
| 142.34 | Glenn Highway Overpass | 142.37 | Glenn Highway MP 26.8 |
| 145.63 | Old Glenn Highway | 145.64 | 3/4 mile east of Glenn Highway MP 29.6 |
| 151.69 | Fireweed Road | 151.70 | Off Glenn Highway/Parks Highway Interchange |
| 155.30 | Abby | 155.31 | West of Fairview Loop, Parks Highway MP 38 |
| 156.18 | Fairview | 156.19 | 1/2 mile west of Parks Highway MP 38 |
| 157.12 | Jude Road | 157.12 | **To Seward Meridian Pkwy**, west on Old Matanuska-Wasilla Rd. |
| 158.56 | Glenwood Road | 158.57 | Palmer Wasilla Highway |
| 158.94 | Kenai Supply | 158.95 | a.k.a. Burger King |
| 159.88 | KGB **(Knik Goose Bay)** | 159.91 | 100' west of Parks Highway MP 42.2 |
| 160.68 | **Snider Road** | 160.69 | 100' west of Parks Highway MP 44 |
| 161.21 | Lucille Lane (Hialeah) | 161.22 | **a.k.a. Lucas Road,** 100' west of Parks Highway MP 45 |
| **162.27** | Mack | 162.28 | 600' west of Parks Highway MP 46 |
| 164.26 | Parks Highway | 164.28 | Parks Highway MP 46.6 |
| 166.25 | Pittman Road | 166.26 | East of Parks Highway MP 48.7 |
| 167.26 | Meadow Lakes | 167.27 | 2 miles east of Parks Highway MP 49.5 |
| 171.26 | Cheri Lake | 171.26 | East of Parks Highway MP 54.7 |
| 180.01 | Lynx Lake | 180.01 | **West of Parks Highway MP 63.9** |
| 180.77 | Nancy Lake | 180.78 | **West of Parks Highway MP 64.7, Mike Ardaw Road** |
| 182.51 | Whites Underpass | 182.54 | Parks Highway MP 66.5 |
| 185.58 | Old Willow Road | 185.58 | East of Parks Highway **MP 69.5, Willow Station Road** |
| 186.89 | Fishhook | **186.90** | Parks Highway MP 71.2, **Willow Fishook Road** |
| **193.52** | Kashwitna Road | 193.52 | Just **East** of Parks Highway MP 78 |
| 197.85 | Kashwitna Estates | 197.85 | East of Parks Hwy. MP 83, **Talachulitna Dr**., to end of road, turn right |
| 202.90 | Hidden Hills Access Road | 202.91 | .3 miles east of Parks Highway MP 88 |
| 206.25 | Parks Highway | 206.26 | Parks Highway MP 91.7 |
| 209.52 | Lankford Farm | 209.53 | 2 mi. west of Parks Hwy MP 95.5 |
| 214.26 | Sunshine | 214.27 | Parks Highway MP 100.4 |
| **223.47** | **Woodpecker Avenue** | **223.48** | **Talkeetna Road MP 10.5, west ¾ mi. to tracks** |
| **225.70** | Talkeetna Road | **225.72** | Talkeetna Road MP 13.3 |
| 226.58 | FAA Road | 226.59 | Off Talkeetna Road |
| 279.59 | Hurricane | 279.61 | Parks Highway MP 169 |
| 298.62 | Gold Mine Road | 298.63 | Parks Highway MP 186.8 |

| ARRC LOCATION | | | HIGHWAY LOCATION |
|---|---|---|---|
| Southern MP | Crossing | Northern MP | |
| 305.46 | Broad Pass | 305.47 | Parks Highway MP 194.3 |
| 313.93 | Summit Underpass | 313.95 | Parks Highway MP 202.1 |
| 319.64 | Cantwell | 319.64 | **West** of Parks Highway MP 209.9 |
| 345.08 | Parks Highway | 345.10 | Parks Highway MP 235.1, just South of Denali Park |
| 346.69 | Parks Highway Overpass | 346.73 | Parks Highway MP 236.7 |
| 348.14 | Denali Park Road | **348.15** | 1 mi. West of Parks Highway |
| 359.97 | Healy Underpass | 359.98 | Healy Spur Road |
| 362.12 | Usibelli | 362.12 | |
| 371.08 | Ferry Road | 371.08 | **East of Parks Highway between MP 259 and MP 260** |
| 386.20 | Rex Underpass | 386.21 | Parks Highway MP 276 |
| **388.98** | 388 Pit | 388.99 | East off Parks Hwy MP 276.2, about 1¾ mi. to pit |
| 392.93 | Clear Site | 392.93 | 2 mi. West of Parks Highway MP 283 |
| 395.15 | Anderson | 395.16 | Anderson Highway (Off Clear AFB Road) |
| 405.57 | 405 Detector | 405.57 | West of Parks Highway |
| 411.51 | Nenana Underpass | 411.52 | Parks Highway MP 304.5 |
| **411.71** | **Market Street** | **411.72** | **Off Front Street** |
| **411.87** | **River Front** | **411.88** | **a.k.a. D Street, off Front Street** |
| **412.10** | **Front Street** | **412.10** | **off Parks Highway MP 304 to A Street, about ½ mi north** |
| **414.36** | **Native Cemetery** | **414.37** | **Parks Highway at north end of Tanana River Bridge to Verhagen Way, east ½ mile** |
| 415.53 | FAA Road | 415.54 | a.k.a. North Nenana, east off Parks Hwy MP 306.2 |
| 416.10 | Nenana Dump Road | 416.10 | Parks Highway MP 306.8 (locked city gate) |
| 419.99 | Agricultural Access | 419.99 | a.k.a. Manley, west off Parks Highway MP 310.8 to cleared area is MP 420, another ½ mi. is Manley Siding |
| 422.66 | Runyon | 422.66 | West of Parks Highway MP 314.5 (“Runyon” sign on mailbox) over Little Gold Stream Bridge. .4 mi. south of bridge turn right on first major gravel road, then ¾ mi. to tracks |
| 443.31 | Standard Creek Logging Road | 443.32 | West of Parks Highway MP 343 on Old Nenana Highway 2 mi. to first major gravel road, turn left, then 8 mi. to tracks |
| 453.27 | Martin Siding | 453.27 | Murphy Dome Road, about 3 mi. past Dome over bridge, .4 up the hill, turn left on Cache Creek Road for about 150 feet, then left to old road bed |
| 456.17 | Dome | 456.17 | MP 5.5 Murphy Dome Road; left to stop sign and gate |
| 459.73 | Gold Mine | 459.74 | Sheep Creek Road to Murphy Dome Road, turn left, then about 1½ mi. to first major road on left (gravel pit on right), then ½ mi. to tracks |
| 461.30 | Gold Stream | 461.31 | Take Sheep Creek Road west of Parks Highway MP 355.8, past Ester crossing, left at stop sign, then past Sheep Creek crossing to next crossing |
| 462.79 | Sheep Creek | 462.80 | **a.k.a. Happy**, west of Parks Highway MP 355.8 past Ester crossing, turn left at stop sign |
| 465.45 | Ester | 465.46 | Ester crossing (Old Sheep Creek) West on Sheep Creek Road off Parks Highway to first road crossing |
| 466.12 | Experimental Farm | 466.12 | Geist Road to Fairbanks Street, turn right toward UAF, turn left on Tanana toward Sheep Creek Road (runs parallel to tracks), take first dirt road to the left (before getting to UAF Experimental Farm) |
| **467.51** | University | **467.53** | |

## 82.24 RADIO COMMUNICATIONS

Train Dispatcher, Maintenance of Way, and Yard (except channel 6) radio frequencies all have 911 emergency call-in capability. Once activated, the radio will answer back with a short tone, followed by three beeps, then another short tone, acknowledging the call has been received by the Train Dispatcher radio system.

### Radio Coverage (Approximate) Map




**RADIOS**

| Channel | Type |
|---|---|
| 01 | Train to Train / Alternate Train Dispatcher |
| 02 | Train to Train Dispatcher * # |
| 03 | Yard Operations |
| 04 | Gravel/Coal/Yard Operations |
| 05 | Yard Operations |
| 06 | Yard Operations |
| 07 | Train to Train / Alternate Train Dispatcher |
| 08 | Train to Train Dispatcher * # |
| 09 | Radio Telephone ** |
| 10 | Radio Telephone ** |
| 11 | Radio Telephone ** |
| 12 | Maintenance of Way |
| 13 | Maintenance of Way |
| 14 | Train to Train/Train to Train Dispatcher |
| 15 | Maintenance of Way |
| 16 | TOFC |
| * See *SI Dispatcher Call on Touch Pad-Equipped Radios* for operation. | |
| **See *SI Radio Telephone Operation* for operation. | |
| # All communications in Whittier Division tunnels must be on Channel 2. | |

**RADIO COMMUNICATIONS**

| Location | Channel(s) |
|---|---|
| Seward to Portage | 1 / 2 * |
| Whittier to Portage | 1 / 2 # |
| Portage to MP 91 | 1 / 2 |
| MP 91 to MP 113 | 14 |
| MP 113 to MP 170 | 1 / 2 |
| MP 170 to MP 223 | 7 / 8 |
| MP 223 to MP 274 | 1 / 2 |
| MP 274 to MP 356 | 7 / 8 |
| MP 356 to Fairbanks | 1 / 2 |
| * Hunter radio is only equipped with Channel 1. | |
| # All communications in Whittier Division tunnels must be on Channel 2. When departing Whittier, freight trains receiving a roll-by inspection which are close to entering Whittier Tunnel must communicate with the inspector on Channel 2. | |
| Signs are mounted at MP 91, MP 113, MP 170, MP 223, MP 274, and MP 356 as a reminder to change radio channel. | |

Trains operating on main track, which are communicating on other than channels 1 / 2, 7 / 8, or 14 will also arrange to monitor the train-to-Train Dispatcher or the train-to-train channels.

## 82.25 DISPATCHER CALL ON TOUCH PAD-EQUIPPED RADIOS

To call the Train Dispatcher, enter two digit call code for area as shown below:

| Base Radio | Call Code | Base Radio | Call Code |
|---|---|---|---|
| Seward | 00 | Chulitna Hwy Camp | 03 |
| Moose Pass | 02 | Talkeetna | 03 |
| Hunter | 01 | **Curry** | **20** |
| Whittier | 03 | Hurricane | 05 |
| Whittier Tunnels | 05 | Cantwell | 06 |
| Portage | 04 | Carlo | 03 |
| Indian (Campbell Point) | 05 | Denali Park | 01 |
| Anchorage Ch. 14 | 05 | Healy | 00 |
| Anchorage Ch. 4 | 00 | Healy Ch. 4 | 04 |
| Anchorage Ch. 1 | 00 | Rex | 05 |
| Wasilla (Ch. 1 or Ch. 7) | 02 | Nenana | 02 |
| Houston (Site Summit) | 01 | Fairbanks | 03 |
| Willow | 06 | Fairbanks Ch. 3 | 03 |

NOTE: Both digits (include the preceding zero) must be used.

Site Summit Radio is channel 7/8 and may be used as an alternate channel in the Reves area when channel 1/2 is not usable (poor quality).

In addition MOW channels listed and radio telephone may be used to reach the Train Dispatcher when regular radio is suspect or notified that the radios are not working.

The District 1 Train Dispatcher authorizes main track movements between Seward and Pittman, including the Whittier Division. The District 2 Train Dispatcher authorizes main track movements between Pittman and Fairbanks. Train Dispatchers may authorize main track movements on either district and normally share duties between Pittman and Talkeetna. The telephone number to District 1 Train Dispatcher is 265-2315; the telephone number to District 2 Train Dispatcher is 265-2316.

Report problems with these, or any other, radios by calling the communication trouble-line message recorder at 265-2370. Give specific and detailed information about the communication problem when leaving a message.

## 82.26 RADIO TELEPHONE OPERATION

For dial tone, enter [ * 1 ], then dial number.

To disconnect, enter [ # ]; MUST be used when through conversing.

To call a radio telephone on the same base station as you are, enter [ * 1 ], wait for beep, then dial "00".

**RADIO TELEPHONE BASE STATION NUMBERS**

| Location | Channel | Number |
|---|---|---|
| Seward | 11 | 2627 |
| Moose Pass | 09 | 2627 |
| Portage | 10 | 2667 |
| Campbell Point | 09 | 2668 |
| Site Summit | 11 | 2629 |
| Wasilla/Palmer | 10 | 2335 |
| Talkeetna | 10 | 2331 |
| **Curry** | **09** | **3276** |
| Hurricane | 09 | 2633 |
| Cantwell | 11 | 2637 |
| Healy | 10 | 2332 |
| Nenana | 09 | 2654 |
| Fairbanks | 11 | 2333 |

To make an emergency call from a radio telephone to FIRE/POLICE/MEDICAL, enter [ * 1 ], wait for dial tone, enter [ 9 ] for commercial dial tone, then enter [ 9 1 1 ]. It may take up to ten seconds for the operator to answer — do not hang up. This rings into the Anchorage 911 office, they can connect you with the service you need.

Dial [ * 1 ], wait for dial tone, then dial the three-digit code shown below first to access the following area telephone exchanges toll free:

Seward/Moose Pass .....821, then local number
Whittier .....826, then local number
Anchorage .....9, then local number
Mat-Su Valley .....824, then local number
Healy/Denali Park.....822, then local number
Fairbanks.....823, then 9, then local number

Radio telephone base station radios time-out after 12 minutes of continuous use. Enter [ * ] within this time period, or after hearing a short beep, to reset the timer.

**Curry Radio Telephone dialing instructions:**

**From radio channel 9 to a regular ARRC Phone:**
- **Dial *1, wait for tone, then enter 4-digit ARRC number**
- **To hang-up dial # and hold for 1 full second**

**From a regular ARRC phone to a radio phone:**
- **Enter extension 3276, after one ring instruct the person you are trying to contact to pick up on channel 9**

**From a regular non-ARRC phone to a radio phone:**
- **Dial 265-3276, after one ring instruct the person you are trying to contact to pick up on channel 9**

## 82.27 RADIO BASE AND WAYSIDE LOCATIONS, TIMES ATTENDED AND ASSIGNED CHANNELS

| Base Station | Channel | Hours in Service and Attended |
|---|---|---|
| Seward | 5 & 6 | 24 hours unattended |
| Whittier | 5 & 6 | 24 hours unattended, except during barge switching operations |
| Anchorage Yard | 3, 4, 5 * & 6 | 24 hours attended<br>*Press 00 while on channel 5 as alternate way to contact the terminal. |
| Usibelli Tipple | 4 | 24 hours unattended except during coal loading operation |
| Fairbanks | 3 & 4 | 24 hours attended |

## 82.28 MAINTENANCE OF WAY RADIOS

To call engineering office, use call-in code 19. To call The Train Dispatcher, use call-in code 20.

| Base Radio | Channel | Base Radio | Channel |
|---|---|---|---|
| Seward | 12 | **Curry** | **12** |
| Moose Pass | 14 | Hurricane | 13 |
| Portage | 15 | Cantwell | 14 |
| Whittier | 12 | Denali Park | 12 |
| Anchorage | 15 | Garner | 15 |
| Willow | 12 | Nenana | 13 |
| Talkeetna | 15 | Ester Dome | 12 |

## 82.29 GAME ANIMALS/LIVESTOCK

Whenever any animal is struck by a train, a report must be made to the Train Dispatcher immediately.

## 82.30 FIXED SIGNALS

Fixed signals and other permanently fixed railroad identifiable points, such as mile post signs and DTC block signs, must not be moved without authorization. When a fixed signal or identifiable point is found to have moved, is missing, or is located in a location other than that specified in the Timetable, Track Chart or other documentation, comply with GCOR 1.1.3, Accidents, Injuries, and Defects. The Change Control Board must also be notified to arrange repair.

The Change Control Board must be notified of planned and scheduled railbelt infrastructure changes. The Change Control Management Process Guide is available on the ARRC Employee Intranet.

The following fixed signals will indicate information as shown.

### 82.30.1 BEGIN DTC BLOCK SIGN


### 82.30.2 END DTC BLOCK SIGN


### 82.30.3 FLANGER SIGN

Indicates 100 feet beyond is a guard rail, road crossing, switch, frog, etc., that will not clear flangers and snow plows.

Note: Sign may have the following identifiers:
- DD - Defect Detectors
- BB - Battery Box
- CL - Curve Lubricator

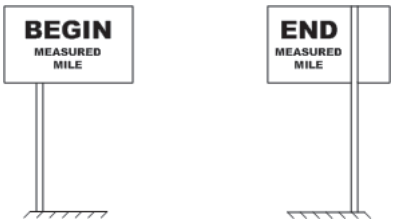
## 82.30.4 WHISTLE QUIET ZONE CONFIRMATION SIGNAL

When flashing, indicates that **whistle quiet zone devices** are functioning properly. This signal flashes near the top of the crossing mast and is visible from approximately 1/4 mile away. In the absence of this signal the Locomotive Engineer must sound whistle signal GCOR 5.8.2 (7), Sounding Whistle.

Flashing Orange "X" on black background

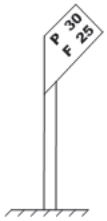
## 82.30.5 MEASURED MILE SIGNS

Placed 1 mile apart at designated locations along main track to check accuracy of speed indicator.



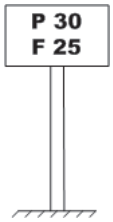

## 82.30.6 ADVANCE WARNING SPEED CONTROL SIGN

Placed ½ mile in advance of a permanent speed restriction. Train or engine must be so controlled as to not exceed speed specified ½ mile beyond. Black numbers on yellow sign.




## 82.30.7 SPEED CONTROL SIGN

Indicates beginning of a permanent speed restriction. Train or engine must not exceed speed specified once front of train or engine has passed this sign. Black numbers on yellow sign.

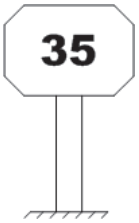



## 82.30.8 RESUME SPEED SIGN

Indicates end of a permanent speed restriction. Speed must not be increased until entire train has passed this green signal. Yellow numbers on green sign.

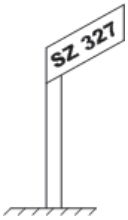

## 82.30.9 SPEED CONTROL SIGN

Indicates the end of the speed restriction shown on the preceding speed control sign and the beginning of the speed restriction as shown. Speed of train or engine must not be increased to the speed shown on this sign until last car of train or engine has passed this sign. Yellow sign with black numbers if adjacent speed restriction is less than first one. Green sign with yellow numbers if adjacent speed is greater than the first restriction.




## 82.30.10 ADVANCE WARNING SLIDE ZONE SIGN

Placed ½ mile in advance of slide zone.




## 82.30.11 SLIDE ZONE SIGN - FRONT

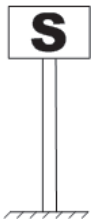
Displayed on right side of track to indicate beginning of slide zone. Speed of train must be controlled as per Timetable Special Instructions.

## 82.30.12 SLIDE ZONE SIGN - BACK

Displayed on left side of track to indicate end of slide zone.

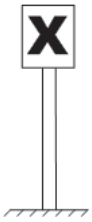

## 82.30.13 STATION WARNING SIGN

Placed, in non-signaled territory, 1 mile in advance of first switch of a station or 1 mile in advance of station sign if no siding. Sound one long engine whistle signal while passing this signal.



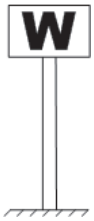

## 82.30.14 ROAD CROSSING WARNING SIGN

Placed ¼ mile in advance of road crossings. Sound engine whistle as directed by **GCOR 5.8.2 (7)**, except in designated quiet zones. Sound engine bell as directed by GCOR 5.8.1.

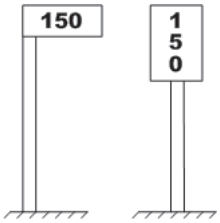



## 82.30.15 BRIDGE AND TUNNEL WARNING SIGN

Placed approximately ¼ mile in advance of bridges and tunnels. Sound engine whistle as directed by GCOR 5.8.2 (7).

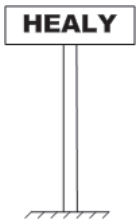



## 82.30.16 MILE POST SIGN




## 82.30.17 BRIDGE SIGN


## 82.30.18 STATION SIGN




## 82.30.19 DERAIL SIGN FOR SWITCH STAND

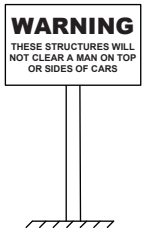
Attached to derail. When sign is facing movement derail is in derailing position and must be changed to the off position to permit movement.


## 82.30.20 DERAIL POST

Displayed where short stand derail is located.

## 82.30.21 ADVANCE RESTRICTED CLEARANCE SIGN

Placed in advance of condition which will not clear employee on top or side of a car.



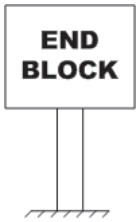

## 82.30.22 RESTRICTED CLEARANCE SIGN

Placed at the point where clearance is restricted.


## 82.30.23 END OF TRACK SIGN

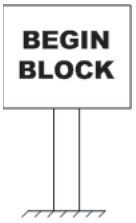

## 82.30.24 END BLOCK SIGN

Indicates the end of a signal block.



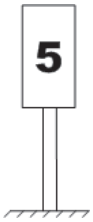

## 82.30.25 BEGIN BLOCK SIGN

Indicates the beginning of a signal block.



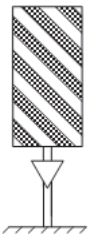

## 82.30.26 TEMPORARY SPEED RESTRICTION SIGN USED ON AUXILIARY TRACKS

A yellow signal with green numbers displayed on the right-hand side of the track as viewed from an approaching train or engine indicates the beginning of a temporary speed restriction. Do not exceed speed specified until rear car has passed the back side of this same signal displayed on the left-hand side of the track. This sign is an addition to GCOR 5.4.1.




## 82.30.27 MALFUNCTIONING AUTOMATIC CROSSING WARNING SIGNAL SIGN

White signal with red stripes. When displayed at a crossing on the right side of the track, as viewed from an approaching engine, this signal indicates the automatic warning device may not operate properly. Movement over the crossing must be protected as prescribed by **GCOR 6.32** whenever this signal is displayed. When this signal is displayed on the left side of the track, as viewed from an approaching engine, it indicates the end of the restriction. Any crossings between these signals must be protected as prescribed by Special Instructions. This signal will only be displayed where GCOR 6.27 and GCOR 6.28 apply. **Note: Either rectangular or diamond-shaped signs may be used.**



## 82.30.28 BEGIN CTC SIGN

Indicates the beginning of centralized traffic control.


## 82.30.29 END CTC SIGN

Indicates the end of centralized traffic control.


## 82.30.30 STOP OBSTRUCTION SIGNAL

Used when conducting operational monitoring testing.

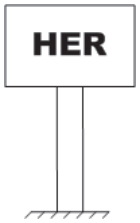

**Stop Obstruction Signal**

(Approximately 48" by 48" high-visibility reflective orange background with black lettering.)

This signal is displayed between the rails, and is considered a Stop Signal, GCOR 5.4.7, when encountered while moving in compliance with GCOR 6.27 or GCOR 6.28.

## 82.30.31 HEAD END RESTRICTION SIGN

Indicates beginning of a permanent head end speed restriction. Train must not exceed speed specified while front of train is passing this sign. Once the leading wheels have passed this sign, train may resume maximum authorized speed. Black numbers on white sign.

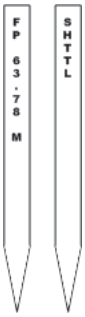



## 82.30.32 ROAD CROSSING STOP AND WAIT SIGN

White sign with black lettering. May be used where trains or engines approach, from auxiliary track, a road crossing not equipped with approach circuits to activate the automatic warning devices, or location where a movement may be delayed in the approach circuit. Display of this sign indicates the location of the road crossing activation island circuit. Movement must stop with the leading axle occupying the activation circuit until the automatic warning devices have been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered.

## 82.30.33 FOULING POINT (FP) SIGN

**Indicates the fouling point (clearance point) of an uncontrolled track where it connects to or enters controlled track. When placed at the clearance point of an uncontrolled track that connects to controlled track, the track between this sign and the controlled track must not be occupied without authority or protection on the controlled track at that location. When placed on uncontrolled track in advance of or at an absolute signal or DTC block sign, it is a reminder that authority is required to enter the controlled track. Black lettering on yellow sign.**




## 82.31 DETERMINING NUMBER OF HANDBRAKES TO APPLY

Refer to specific operating instructions/procedures for the proper number of hand brakes to be applied. If not provided, use the following table to determine the minimum number of hand brakes to apply or wheels to block to hold equipment on a grade.

| Row | Grade | Number of Cars on Which to Fully Apply Handbrakes |
|---|---|---|
| A | Level | 1 for every 50 |
| B | 0.1% - 1.0% | 1 for every 6 |
| C | 1.1% - 2.0% | 1 for every 4 |
| D | Greater than 2.0% | 1 for every 2 |

## 82.32 SIGNAL AWARENESS

Train and engine crews are required to record on the Signal Awareness Form the aspect of each block signal encountered during their tour of duty.

Conductors must turn in the completed Signal Awareness Form with their time card.

## 82.33 SIGNAL ASPECTS AND INDICATIONS, GCOR 9.1

Distant, block, and interlocking signal aspects are shown at the back of this timetable.

## 82.34 LIGHT CONSISTS/LOSS OF SHUNT IN CTC

Light engine and trains consists of 12 axles or less must advise the Train Dispatcher of this condition before initiating movement in CTC.

Employees must be alert for insulating substances, such as oil, grease and sand, on top of rail. These substances can insulate the tracks, possibly causing loss of shunt. Such conditions must be promptly reported to the Train Dispatcher.

## 82.35 TRACK BULLETINS

**Form B bulletins do not expire, with or without an expiration time, until voided.**

**In addition to Track Bulletin Forms A and B, the following track bulletin forms are authorized for use:**

- **Form C: High, wide or restricted car notification.**
- **Form F: Free-form text.**
- **Form S: Slide Zone activation.**

## 82.35.1 TRACK BULLETIN ZONES

The Alaska Railroad is segmented into the following track bulletin zones:

| Bulletin Zone | From | To |
|---|---|---|
| **SP** | Seward | Moose Pass |
| **MS** | Moose Pass | Portage |
| **WR** | Whittier | Portage |
| **GD** | Portage | CP 1051 |
| **DS** | CP 1051 | Pittman |
| **HO** | Pittman | Talkeetna |
| **KA** | Talkeetna | Hurricane |
| **HN** | Hurricane | Denali Park |
| **DK** | Denali Park | Healy |
| **HX** | Healy | Nenana |
| | Note: Bulletins issued on Otto Siding Block use "SD2" as the track identifier | |
| **NA** | Nenana | Fairbanks |

Track bulletin packages are created and addressed specifically for each train based on the origin and destination locations of the train. Conductors must ensure the track bulletin issued to their train includes all track bulletin zones the train will traverse. The Train Dispatcher must be notified if any bulletin zones are missing when a train is diverted into a bulletin zone that was not issued to the train.

Trains and engines must not enter a controlled track until they have received a bulletin package addressed to their train or engine and have compared the release form with the Train Dispatcher.

GCOR 6.2, Initiating Movement, and 15.1, Track Bulletins, referencing "track warrant" apply to track bulletin packages.

## 82.36 RELIEF EN ROUTE

At relief points the Conductor being relieved must report applicable SPAF information to the Train Dispatcher.

At crew change and crew relief locations:

- Coordinate with the Train Dispatcher or relief crew to arrive at relief location with enough time to complete required paperwork.
- Leave track bulletins, train list, work messages, etc. for relieving Conductor.
- Notify the relieving Conductor of any restricted equipment, any equipment that has activated a defect detector or unusual occurrences encountered at defect detector locations and any condition that could affect safe train operations.
- Advise Train Dispatcher of arrival time at relief location.
- In DTC territory, report blocks train is occupying to the Train Dispatcher, offer to release track and be prepared to copy a new DTC authority.

## 82.36.1 RELIEF CREW

A crew member used to relieve a train en route must determine from the Train Dispatcher if any additional track bulletins are required before departing to relieve the train.

## 82.37 SWITCH AWARENESS

Employees who use a switch or change the alignment of a switch on controlled track in non-signaled territory must comply with the instructions on the Switch Position Awareness Form (SPAF).

Unless otherwise provided, trains will release the authority in the block containing a switch that was handled as soon as possible, reporting switch information to the Train Dispatcher. Additionally, *anytime* authority is released information about switches handled within the authority limits must be reported to the Train Dispatcher even if such information has already been given. SPAF must be referenced during any track release. Employees must offer SPAF information to the Train Dispatcher when releasing or receiving continuing authority in DTC territory.

When trains are authorized Radio Blocking, it is the responsibility of the preceding train, when notifying the following train of blocks they have cleared, to inform the following train of the position of any switches handled in those blocks. The following train must not enter these blocks until this switch information is received, understood, and acknowledged.

Train crews being relieved must report SPAF information to the Train Dispatcher at relief points. See also *SI Relief En Route*.

The Conductor or EIC must turn in the completed Switch Position Awareness Form with time card.

## 82.38 SHUNTING IN CTC WITHIN FORM B PROTECTION LIMITS

Maintenance employees using track bulletin Form B protection to perform work in CTC limits must notify the Train Dispatcher when there is a possibility they will shunt the track, and before opening a hand-operated switch within the Form B limits.

Notification is not required when using Track and Time or Foul Time for protection.

## 82.39 FOUL TIME

Working limits may be established on controlled track through the use of foul time procedures. For foul time in the Whittier Tunnel, see *SI Whittier Division*.

## 82.40 JOINT AUTHORITIES

In accordance with Roadway Workers Protection, Joint Authorities must:

- Identify the employee(s) or train(s) that the authority is joint with, and
- Specify the limits of the joint territory.

Employees receiving this information must:

- Record the joint limits in Other Instructions on the Mandatory Directive form, and
- Hold a job briefing with the named employee(s) or trains(s) before entering the joint limits.

  **The job briefing must include the specific location of the working limits, such as:**

  - **Crossing**
  - **Bridge**
  - **Station**
  - **Switch**

  **If a mile location is used to identify the working limits, it must be stated to the nearest 1/10th (.1) of a mile.**

  **Approximate locations, such as curves or hills, must not be used.**

When working limits are established within the joint territory, other employees or trains must contact the EIC before entering the working limits.

## 82.41 MANDATORY DIRECTIVE

Employees cannot act upon authority granting mandatory directives until the Train Dispatcher says "(Train / equipment / employee), that is correct, (Train Dispatcher's initials)." The employee will enter the Train Dispatcher's initials **in the location provided on** the mandatory directive form and repeat "That is correct, (Train Dispatcher's initials)" to confirm completion of the mandatory directive.

When authorized to a DTC siding block, the block name must be pronounced and spelled. For example: Whittier Junction Siding,

W-H-I-T-T-I-E-R J-C-T S-I-D-I-N-G.

DTC block authority may be transferred to a relieving crew when authorized to do so by the Train Dispatcher.

## 82.42 SPEED TABLE

| Time Per Mile | | MPH | Time Per Mile | | MPH |
|---|---|---|---|---|---|
| Min | Sec | | Min | Sec | |
| 0 | 45.5 | 79 | 2 | 24 | 25 |
| 0 | 48 | 75 | 2 | 30 | 24 |
| 0 | 52 | 69 | 2 | 37 | 22.9 |
| 0 | 56 | 64 | 2 | 44 | 22 |
| 1 | 1 | 59 | 2 | 52 | 20.9 |
| 1 | 5 | 55.4 | 3 | 0 | 20 |
| 1 | 10 | 51.4 | 3 | 10 | 19 |
| 1 | 15 | 48 | 3 | 20 | 18 |
| 1 | 20 | 45 | 3 | 32 | 17 |
| 1 | 25 | 42.4 | 3 | 45 | 16 |
| 1 | 30 | 40 | 4 | 0 | 15 |
| 1 | 35 | 37.9 | 4 | 17 | 14 |
| 1 | 40 | 36 | 4 | 36 | 13 |
| 1 | 43 | 35 | 5 | 0 | 12 |
| 1 | 45 | 34.3 | 5 | 27 | 11 |
| 1 | 50 | 32.7 | 6 | 0 | 10 |
| 1 | 55 | 31.3 | 6 | 40 | 9 |
| 2 | 0 | 30 | 7 | 30 | 8 |
| 2 | 5 | 28.8 | 8 | 34 | 7 |
| 2 | 10 | 27.7 | 10 | 0 | 6 |
| 2 | 15 | 26.7 | 12 | 0 | 5 |
| 2 | 20 | 25.7 | 15 | 0 | 4 |

# System Special Instructions

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## 83.0 GENERAL CODE OF OPERATING RULES

All rules in the General Code of Operating Rules (**GCOR Sixth Edition, Effective April 7, 2010**) are in effect on the Alaska Railroad (ARRC).

Additions, changes, and exceptions to GCOR are listed as follows:

GCOR 1.41 does not apply on ARRC.

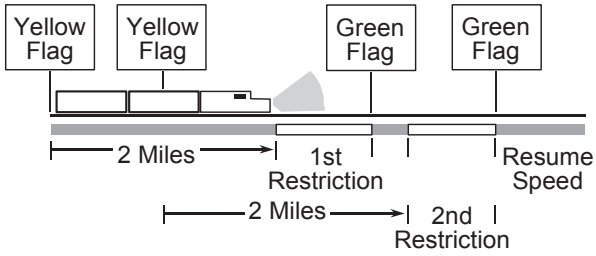
**GCOR 1.48 Time, last bullet, time source designated:**

- **Compare time with the Train Dispatcher or another employee who has compared.**
- **Compare time with the ARRC Intranet → T & E page → GPS Time Check → Time Check.**

GCOR 5.4.5 Display of Green Flag, second bullet, changed to read:

- Place a green flag at the end of each speed restriction.

Diagram A is changed to show:




GCOR 5.8.1 Ringing Engine Bell, add the following:

- While passing passenger stations.
- While switching in buildings and shop areas.

GCOR 5.11 Engine Identifying Number, changed to read:

Trains will be identified by engine number, adding the direction when required. When an engine of another company is used, the initials of the company will precede the engine number. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated as the identifying number. When practical, use the number of the leading unit.

GCOR 6.23 Emergency Stop or Severe Slack Action, add the following:

When a train or engine is stopped by an undesired emergency application of the brakes or severe slack action occurs while stopping, the train crew must consider the following when determining whether an inspection of the train is necessary:

- Severity of slack action.
- Commodities being handled in the train.
- Whether it is a recurring undesired emergency brake application or an isolated incident.

If the above factors have been considered and it is the crew's determination that an inspection is unnecessary, the train may proceed without inspection.

GCOR 6.30 Receiving or Discharging Passengers, paragraph A, Passenger Crew Responsibilities, add the following:

Before allowing passengers to board or disembark, the Conductor must contact the Engineer to ensure that the brakes are set and the air pressure is equalized. The Engineer will confirm the train is stationary, and will remain stationary, by sounding whistle signal 5.8.2 (2). Only after receiving this signal may the Conductor begin boarding or discharging passengers.

GCOR 6.32.2 Automatic Warning Devices:

**Box changed to read:**

| |
|---|
| **Employees must observe all automatic warning devices and report any that are malfunctioning to the Train Dispatcher by the first available means of communication. Notify all affected trains as soon as possible.** |

Part A changed to read:

A. Automatic Warning Devices Malfunctioning

Use the following table to properly complete movement over the crossing:

| **Movement when notified that Automatic Warning Devices have an Activation Failure, are Disabled, or Malfunctioning** | |
|---|---|
| If… | Then… |
| The crew is notified that the crossing warning system is malfunctioning, has an activation failure or that the crossing warning system has been disabled. | Stop before occupying the crossing. After a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member. Then proceed at normal speed. |
| The crew is notified that the crossing warning system is malfunctioning, has an activation failure or that the crossing warning system has been disabled, and is notified that the crossing has one or more equipped flaggers who are able to provide warning in all directions of approaching traffic. | Stop before occupying the crossing. Proceed over the crossing on hand signals from the flagger. Then proceed at normal speed. |
| Note: An equipped flagger is a person other than a crew member who is equipped with an orange vest, orange shirt, or orange jacket. At night, the vest, shirt or jacket must be fluorescent. The flagger must have a red flag or stop paddle by day and a light at night. | |

When advised by the Train Dispatcher the automatic warning devices are repaired or returned to service, these restrictions no longer apply.

NOTE: track bulletins issued to protect malfunctioning automatic warning devices will prescribe a 0/0 MPH head end restriction at the crossing location.

GCOR 7.6 Securing Cars or Engines, add the following:

Apply a sufficient number of handbrakes, except each locomotive left unattended must have its handbrake applied, to prevent movement.

GCOR 7.7 & 7.7.1 do not apply on the ARRC.

Kicking, dropping or allowing rail cars to move under their own momentum is prohibited.

GCOR 8.3 Main Track Switches, change the following:

- Within DTC territory when authorized by DTC authority. DTC protection must be provided for this condition. The switch must not be considered restored to normal position until the Train Dispatcher is notified by an employee or train at that location. (Change TWC to DTC).

GCOR 8.20 Derail Location and Position, change the following:

**Paragraph 3 changed to read:**

**Derails on controlled sidings will be locked in the non-derailing position, derails on auxiliary tracks will be placed in the non-derailing position, EXCEPT when engines or cars are left unattended on the track that the derails will be protecting. Lock all derails equipped with a lock.**

Paragraph 4 changed to read:

Derails that are used in conjunction with GCOR 5.12 (Protection of Occupied Outfit Cars), GCOR 5.13 (Blue Signal Protection of Workmen), or roadway worker protection must be in the derailing position when their use is required for such protection. When their use is not required for protection:

- Remove portable derails.
  or
- Remove locks from fixed derails unless governed by local instruction.

Add the following:

Report derails placed in derailing position on controlled track to the Train Dispatcher.

Exceptions to GCOR 8.20 will be listed in terminal bulletin or track bulletin.

GCOR 9.9 B CTC or Manual Interlocking Limits, change to the following:

Proceed prepared to stop at the next signal, not exceeding 30 MPH, until the next signal is visible and that signal displays a proceed indication.

GCOR 9.11 Movement from Signal Requiring Restricted Speed, add the following:

If the signal is the last signal leaving CTC, movement at restricted speed is required to the distant signal governing movement from the opposite direction, as indicated by a sign reading "End Block."

GCOR Chapter 11 does not apply on ARRC.

GCOR Chapter 12 does not apply on ARRC.

GCOR Chapter 13 does not apply on ARRC.

GCOR Chapter 14 does not apply on ARRC.

GCOR 16.3.1 Leaving the Main Track, changed to read:

16.3.1 Leaving Controlled Track

A train authorized to proceed in one direction must inform the Train Dispatcher when it leaves controlled track, unless a crew member is left to prevent a following movement from passing.

GCOR 16.4 Work and Time, Part A, Number 2 changed to read:

**A. Issue Requirements**

2. Work and time authority may be issued to a train when:

- The DTC block is clear.
- The DTC block is occupied by a train and/or employee in charge of on-track equipment that has already been issued work and time. Before joint work and time may be issued, the Train Dispatcher must first notify the engineer of train or employee in charge of on-track equipment affected that the DTC block will be jointly occupied. All movements must be made at restricted speed within joint work and time limits.
  or
- **All trains issued GCOR 16.3 (Movement in a Specified Direction) have passed the location where the track will be occupied. Where radio blocking is designated by special instructions, in non-signaled territory, a train may be authorized work and time within the same or overlapping limits, provided it:**

  - **Is notified of the identity of the preceding train.**
  - **Notifies the crew of the preceding train that radio blocking has been authorized, stating the limits.**
  - **Does not occupy the block limits ahead of the preceding train.**
  - **Is notified by the preceding train that the entire train has cleared a specific block. Location specified must not be beyond block limits of the following train. The following words must be used: "(Train) clear of (block)."**
  - **Does not proceed beyond the last block the preceding train has reported to have cleared.**

GCOR Chapter 17 does not apply on ARRC.

GCOR Glossary, add the following abbreviations:

| | | |
|---|---|---|
| AWD | - | Automatic Warning Device |
| **AWS** | **-** | **Automatic Whistle Warning System** |
| CAD | - | Computer Aided Dispatch |
| CS | - | Controlled Signal |
| **DIC** | **-** | **Dead in Consist (locomotive)** |
| EIC | - | Employee In Charge |
| **FP** | **-** | **Fouling Point or Foul Point** |
| TB | - | Track Bulletin |
| M Track | - | Main Track |
| SI | - | Special Instruction |
| **TSIA** | **-** | **Ted Stevens International Airport** |
| **TTSI** | **-** | **Timetable Special Instructions** |
| **UDE** | **-** | **Undesired Emergency (train line air)** |

GCOR Glossary, add the following definitions:

Auxiliary Track:
Other than controlled track.

Controlled Track:
A track that must not be occupied without authority or protection.

**Intermediate Signal**
**A Block Signal that is not an Absolute Signal.**

Qualified Employee:
An employee instructed and examined on the rules applicable to their duties.

**Switching Lead:**
**An auxiliary track from which two or more auxiliary tracks diverge, used for classification or storage of cars, assembling, or breaking up of trains. This does not include tracks within an engine servicing area or car shop repair area.**

**Industry Track:**
**A track not located in a Car Shop Repair Area or an Engine Servicing Area, where cars and equipment may be moved on the tracks for loading or unloading by someone other than a railroad train service employee. Note: The owner of the track has no bearing on this definition, which includes team and ramp tracks.**

**All Tracks:**
**When used within a track bulletin line item, this indicates the bulletin applies to all CONTROLLED tracks within the specified limits.**

## 84.0 SAFETY RULE CHANGES

## 84.1 GETTING ON AND OFF MOVING EQUIPMENT

Employees qualified in train and engine service may get on and off moving rail equipment under the following conditions:

1. In ARRC terminals, when authorized by terminal bulletin or general order.

2. In industries served by ARRC, when such tracks and walkways have been inspected by the appropriate supervisor and approved through terminal bulletin or general order.

3. At other locations that may be designated by general order.

4. At commercial aggregate facilities where pads are installed for this purpose.

5. **When providing flag protection at a grade crossing employees are permitted to get on the leading end of the movement as it occupies the crossing.**

Speed at the time of the mount/dismount in approved locations must not exceed walking speed.

## 84.2 SAFETY ALWAYS FIRST EVERYWHERE (S.A.F.E.) MANUAL CHANGES

## 84.2.1 HIGH VISIBILITY APPAREL

Add the following paragraphs to the "Policy" section of the Safety Always First Everywhere Manuals:

High visibility garments are required for all employees working outside of an office environment. High visibility garments are not required while in break rooms, shops or other buildings, unless required for a specific facility or task. Exceptions will be made for Passenger Service personnel while loading and unloading passengers on platforms, and Special Agents are allowed to wear ANSI/ISEA 207-2006 vests. Special Agents performing traffic control duties are required to follow ANSI 107 Class 2 or Class 3 guidelines.

High-visibility work vests must meet or exceed the following standard:

- ANSI/ISEA 107-2004
- Class 2
- Level 2

Only background material colors of fluorescent orange or fluorescent yellow-green may be used, except Maintenance of Way personnel are required to display High Visibility fluorescent orange only.

Compliant vests are available from the ARRC Warehouses and may be obtained through your supervisor. Consideration should be given to how snug the vest will fit your torso; more than one size may be necessary to compensate for seasonal clothing requirements. High visibility garments are outerwear and compliance with this policy requires that if you need to wear a jacket, rain gear or bib overalls, the high visibility vest is always worn on the outside.

Employees involved in "hot work" (i.e., cutting, welding or heating, etc.) must seek guidance from their supervisor or the Safety & Environment Department to ensure flame resistant high visibility wear complies with this policy.

ARRC will provide each employee required to wear high visibility garments up to two hundred dollars ($200) every two calendar years towards their purchase. They must be purchased from ARRC authorized vendors only. Purchases made from non-authorized vendors or the purchase of materials that do not meet the ARRC requirement will be the responsibility of the employee.

The administration of this program is the responsibility of the employee's department. Garments that do not meet the above criteria will not be allowed to be used on ARRC property and the employee will be required to purchase replacement garments at their own expense.

Contact the Safety and Environment Department at 265-2440 for any questions that relate to the High Visibility Garment Program.

## 84.2.2 T-1 AIR HOSES AND ANGLE COCKS

**REPLACE in its entirety the following in SAFE for Transportation Manual:**

**T-1 Air Hoses and Angle Cocks**

**SEE ALSO COUPLERS AND KNUCKLES**

1. **Keep at least one foot outside the rails while coupling/uncoupling air hoses, except when coupling or uncoupling air hoses on passenger equipment.**

2. **Before coupling air hoses, inspect the hose couplings to ensure they are free of dirt or snow and that gaskets are in place.**

3. **Make sure glad hands are fully seated before applying air.**

4. **Close both angle cocks before uncoupling air hoses by hand.**

**Recommended Practices**

- **Treat all hoses and angle cocks as though they are under pressure.**
- **Grasp and restrain hose directly behind glad hand.**
- **Protect face by turning away while cutting in air or uncoupling air hoses.**
- **Reduce Brake Pipe to 0 psi before coupling air hoses and opening angle cocks on passenger equipment.**

**REPLACE in Glossary, Red Zone, bullet 3:**

- **Closing angle cocks**

# 85.0 AIR BRAKE AND TRAIN HANDLING RULES

## 85.1 LOCOMOTIVE SPECIAL HANDLING

Locomotives handled dead-in-tow will be placed immediately behind the road engines.

Hostler movements are to be protected with a grounds worker at all times. Hostlers are not authorized to make individual movements of locomotive power or equipment without another employee physically directing the movement.

If operating conditions allow, locomotive sanders are not to be manually activated passing over way-side track lubricators.

If necessary to work beneath, or remove **an animal** from underneath an SD70MAC locomotive, use the following procedures:

- After the locomotive has been brought to a stop, center the reverser and leave the Isolation Switch in RUN.
- Use the display screen to activate the DC Link Shorting Test (on the second page of the Self-test Menu).
- During the test, the screen will prompt the Engineer to isolate the unit. Once the test is completed, leave the Isolation Switch in Isolate.
- At this point, the Engineer knows the DC Link has been discharged. As long as the Isolation Switch remains in Isolate, the DC Link will not be recharged and it is therefore safe to work beneath the locomotive without shutting down the diesel engine.

## 85.2 END OF TRAIN DEVICES

If a train is required to be equipped with a two-way end-of-train (EOT) device, it may not leave a terminal without an EOT device that is armed and working properly.

If an EOT device fails, one of the following failure indications is displayed:

- DEAD BAT
- REPL BAT
- VALVFAIL
- DISARMED
- FRNOCOM

If this failure occurs while en route:

- Do not exceed 30 MPH until the failure is corrected or
- Another method of compliance is secured by one of the following methods:
  - Occupied helper locomotive with operating radio
  - Occupied caboose with operating radio
  - **Remote DP unit is placed at rear of train**

If the failure occurs before ascending or descending steep grades, the train must stop, consistent with good train handling, and not proceed until the failure is corrected or you have determined there is brake pipe continuity throughout the train.

This instruction applies to the following grades:

- MP 7 to MP 11.6
- MP 45 to MP 53.7

If the failure occurs while ascending or descending one of these grades, it may be safer to proceed rather than stop. The Engineer will determine if it is safe to continue by observing the information on air gauges or information displayed on the FIRE screen. (An increase or decrease in air flow, or a brake pipe pressure reduction of 5 psi or more, can indicate a jeopardized brake pipe system.)

If the Engineer determines it is safe to proceed based on the information above:

- Reduce speed to 30 MPH or less and attempt to restore communication;
- Proceed to the next location where it is safe to stop and attempt to restore communication.

If unable to restore communication, position a crewman at the rear of the train to help establish or confirm brake pipe continuity. If brake pipe continuity is confirmed, the train may continue to a location where the failed device can be replaced or repaired, whichever is reached first, observing the restrictions above.

In all cases, the Engineer and train crew will follow all requirements for:

- Displaying and inspecting markers;
- Conducting air brake tests;
- Reporting clear of limits.

Trains that must be divided into multiple sections in order to traverse a grade are exempt from the requirement for the use of a two-way EOT device. This exemption applies only to the extent necessary to traverse the grade and only while the train is divided into multiple sections for such purposes.

Note: Normal Head of Train (HOT) to End of Train (EOT) communications is at a much lower strength than the command to initiate an emergency application from the HOT to the EOT. In the event of a need to utilize the emergency feature of the EOT, the command to initiate an emergency must be attempted even if no communication is indicated at the HOT.

Conductors are responsible for the care and proper handling of their EOT.

- Always carry the EOT by the handle with the light and reflector toward your body. EOT must be handled carefully at all times to prevent damage.
- Follow instructions posted at locations where EOTs are stockpiled for recharging and storage information.

Spare EOT devices are located at:
**Seward - roundhouse**
**Whittier - operations office**
Talkeetna - section house
Hurricane - section house basement
Healy - fax room at the Fire Hall

## 85.3 AIR BRAKE AND TRAIN HANDLING MANUAL CHANGES

Make the following changes to Rule 101.10.1, Inspection Requirements:

MODIFY: 2nd bullet changed to read:
- Where the train consist is changed, other than by adding and/or removing a car or a solid block of cars, or by removing cars that are determined to be defective.

ADD: After "NOTE," the following:
EXCEPTION: When any combination of setouts and pickups at one location exceeds what is outlined above or when switching cars for train makeup, and/or hazardous materials placement reasons, only that portion of the train involved in the rearrangement of such cars must be given a Class 1 inspection and air test. The remaining pretested cars in the train that have remained consecutively coupled only require a Class 3 test before departing.

**Make the following change to Rule 102.1, General Requirements:**

**ADD: Step 7:**
**Ensure GPS breaker is ON and operating in all units of the locomotive consist. Exception: when HEP is operating and the panel is locked or on the DP consist.**

Make the following changes to Rule 102.10.2, Procedure for Conducting Locomotive Air Brake Test Other than Changing Operating Ends:

DELETE: The following from Step 9:
EXCEPTION: Skip this step if testing CCB equipment.

ADD: The following to Step 9:
NOTE: If the locomotive brakes release when cutting in the automatic brake valve, recharge the brake system and make a 20 PSI brake pipe reduction.

DELETE: Step 11 in its entirety.

MODIFY: Step 15, last bullet changed to read:
- Observe that the brakes apply on all locomotives.

MODIFY: Step 15, CAUTION changed to read:
CAUTION: Do not perform this part of the air brake test over a fuel spill containment area, or switches, since the locomotive will deposit sand while the consist is in EMERGENCY.

**Make the following change to Rule 105.7.1, Maximum Train Lengths:**

**MODIFY: Entire Rule changed to read:**
**The following chart designates maximum train lengths for conventional and distributed power train consists when the ambient temperature is 25 degrees or less at the time the air brake test is performed. Train length excludes locomotive power:**

| Ambient Temperature (Fahrenheit) | Conventional Train (Length in feet not to exceed) | Distributed Power Train (Length in feet not to exceed) |
|---|---|---|
| 20 to 25 | 8,000 | 10,000 |
| 15 to 19 | 7,500 | 9,500 |
| 10 to 14 | 7,000 | 9,000 |
| 5 to 9 | 6,500 | 8,500 |
| 0 to 4 | 6,000 | 8,000 |
| - 1 to -5 | 5,500 | 7,500 |
| - 6 to -10 | 5,000 | 7,000 |
| -11 to -15 | 4,500 | 6,500 |
| -16 to -20 | 4,000 | 6,000 |
| -21 to -25 | 3,500 | 5,500 |
| -26 to -30 | 3,000 | 5,000 |
| Less than -30 | 3,000 | Run Conventional |

## 86.0 MAINTENANCE OPERATING MANUAL CHANGES

GCOR changes in Timetable Special Instructions 83.0 apply to employees governed by Maintenance Operating Manual.

**21.4.7 Sharing Authority, change last bullet to read:**

**An EIC holding authority that is shared with another group must not permit the authority to be released or restricted within any established working limits.**

# Maintenance Operating Manual Changes

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# 90.0 HAZARDOUS MATERIAL HANDLING

## 90.1 HAZARDOUS MATERIAL HANDLING INSTRUCTIONS BOOKLET

New Hazardous Material Handling Instructions Booklet dated **November 7, 2010** is now in effect. This document is separate from, but is an integral part of the current Timetable, and this timetable cannot be considered complete without it.

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## JOB BRIEFING

**STEP 1: Plan the job briefing:**

**A. Develop your own work plan by:**

1. Reviewing work or task to be accomplished.
2. Checking job location and work area: Know the condition of gates, switches, derails, track conditions, close clearances, short spurs, bad footing, and that cars are secure before coupling.
3. Breaking the work or task down into step-by- step procedure.
4. Determining tool, equipment, and material requirements.
5. Determining what safety rules or procedures are applicable. Consider close clearances and gates, etc.

**B. Consider existing and potential hazards that might be involved as a result of:**

1. Job and weather conditions.
2. The nature of the work to be done. Consider switching, spotting, picking up or setting out.
3. The job locations, consider whether yard, industry, or road.
4. The tools, equipment, and materials used.
5. Equipment to be worked on.
6. Traffic conditions and visibility. Consider people, vehicles, time of day, other jobs in track area, and obstructions.
7. Time of day. Consider whether 03:00-05:00 (alertness), or end of shift ("go home" moves).
8. Safety or personal protective equipment required.

**C. Consider how work assignments will be made:**

1. Group assignments: remember that the whole crew is a team and will be held jointly responsible.
2. Individual assignments: (who checks for what?) Engineers need to check with crew about the status of the gates, switches, derails, hand brakes, how much room, how many cars?
3. Abilities, experiences of individuals. Make sure that each crew member is able to do his/her assignment (experience, mental state, and physical condition).

**STEP 2: Conduct the Job Briefing:**

**A. Explain work or task to involved employees:**

1. What is to be done.
2. Why is it to be done.
3. When it is to be done.
4. Where is it to be done.
5. How it is to be done. Everyone needs to understand what signals will be used. If radio, know the condition of the radio and verify the correct radio channel.
6. Who is to do it. Who will open and secure gates, line switches, line derails, make the cut or joint, protect the move.
7. What safety precautions are necessary. All crew members must know that the following are done: Gates open, switches lined, derails lined, cars not attached to the facility (plates and hose removed), cars secured before coupling, sufficient room has been verified for the move. Identify close clearances and bad footing. Engineers must not move until direction and distance has been received, and will stop after moving 1/2 the distance given unless further instructions are received.

**B. Discuss existing or potential hazards and ways to eliminate or protect against them.**

**C. Make definite work assignments.**

1. Make sure employees understand assignments
2. Ask questions of the "how" and "why" type.

**D. Issue all instructions clearly and concisely, check to see that they are understood.**

**STEP 3: Job brief for special conditions:**

**A. Complex jobs:**

1. Brief only a portion of the job.
2. Give additional briefing as the job progresses.

**B. Change in job conditions** - when it becomes necessary to change plans and procedures as the job progresses, brief employees on these changes (i.e. weather conditions change).

**C. If special tools, material equipment, or methods are to be used, make sure employees know how to proceed safely.**

# Job Briefing Instructions

**STEP 4: Follow up: Supervisor:**

**A. It is important that frequent checks be made as the work progresses to ensure that:**

1. Your plans are being followed and correct work methods used.
2. Each individual is carrying out the assignment responsibilities.
3. Any hidden hazards have been identified and action initiated to eliminate or what precautions are required.

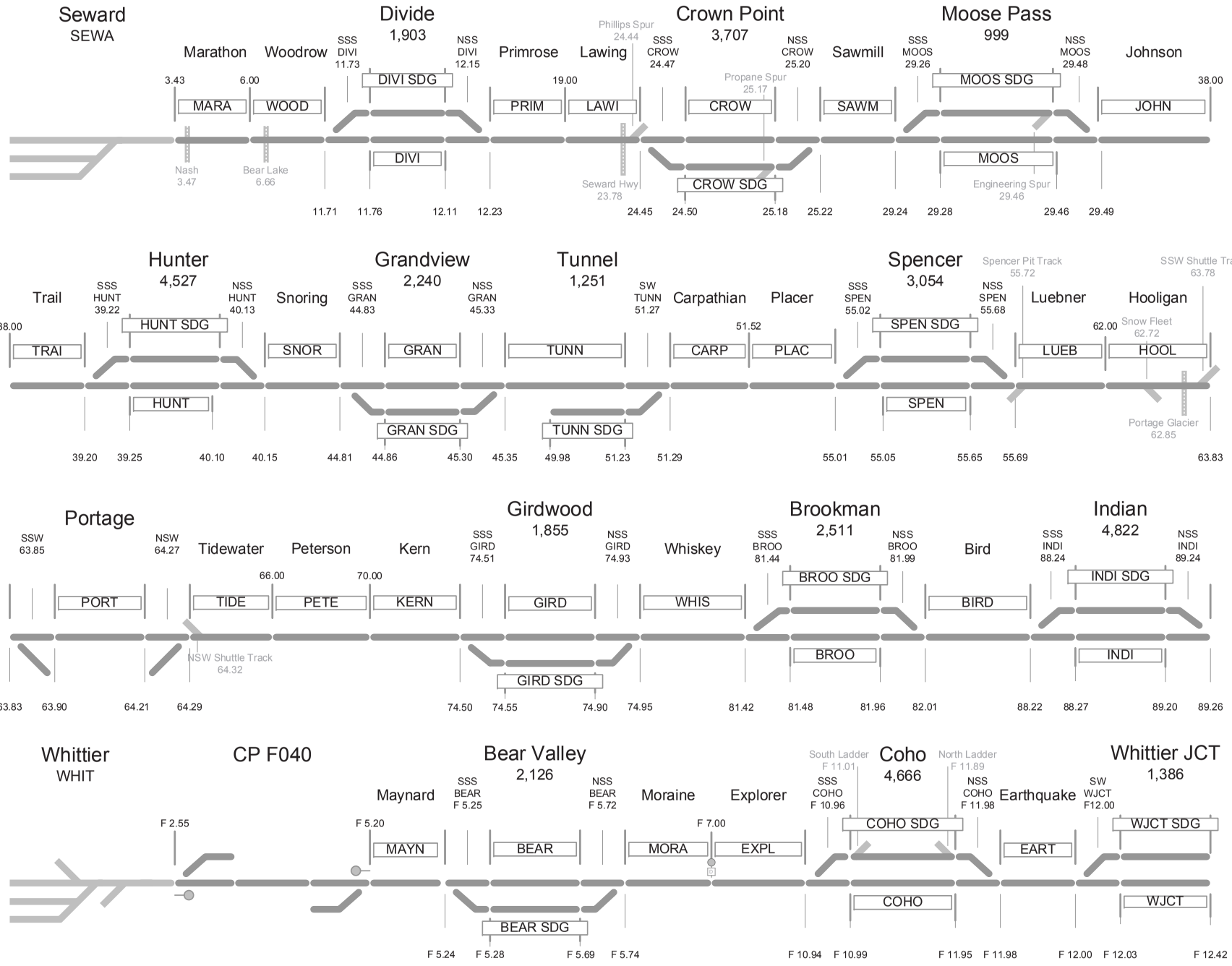
**STEP 5: Individual Responsibility:**

All employees are responsible to see that the work plan is carried out according to the job briefing or modification when conditions change.

**STEP 6: Debriefing:**

A. Review what went right.
B. Discuss any unexpected occurrences.
C. Discuss ideas for improvement.
D. Recognize good performance.

**Constant communication is necessary and required.**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SEWA
Marathon
Woodrow
Divide
1,903
Primrose
Lawing
Crown Point
3,707
Sawmill
Moose Pass
999
Johnson
Phillips Spur
24.44
Propane Spur
25.17
Nash
3.47
Bear Lake
6.66
Seward Hwy
23.78
Engineering Spur
29.46
3.43
6.00
19.00
38.00
MARA
WOOD
DIVI SDG
DIVI
PRIM
LAWI
CROW
CROW SDG
SAWM
MOOS SDG
MOOS
JOHN
SSS DIVI 11.73
NSS DIVI 12.15
SSS CROW 24.47
NSS CROW 25.20
SSS MOOS 29.26
NSS MOOS 29.48
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11.76
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12.23
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24.50
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25.22
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29.28
29.46
29.49
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Grandview
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Tunnel
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Spencer
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Trail
Snoring
Carpathian
Placer
Luebner
Hooligan
Spencer Pit Track
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SSW Shuttle Track
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62.00
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HUNT SDG
HUNT
SNOR
GRAN
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TUNN
TUNN SDG
CARP
PLAC
SPEN SDG
SPEN
LUEB
HOOL
SSS HUNT 39.22
NSS HUNT 40.13
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NSS GRAN 45.33
SW TUNN 51.27
SSS SPEN 55.02
NSS SPEN 55.68
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51.23
51.29
55.01
55.05
55.65
55.69
63.83
Portage
Girdwood
1,855
Brookman
2,511
Indian
4,822
Tidewater
Peterson
Kern
Whiskey
Bird
NSW Shuttle Track
64.32
SSW
63.85
NSW
64.27
66.00
70.00
PORT
TIDE
PETE
KERN
GIRD
GIRD SDG
WHIS
BROO SDG
BROO
BIRD
INDI SDG
INDI
SSS GIRD 74.51
NSS GIRD 74.93
SSS BROO 81.44
NSS BROO 81.99
SSS INDI 88.24
NSS INDI 89.24
63.83
63.90
64.21
64.29
74.50
74.55
74.90
74.95
81.42
81.48
81.96
82.01
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89.20
89.26
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Bear Valley
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Coho
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Whittier JCT
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Maynard
Moraine
Explorer
Earthquake
South Ladder
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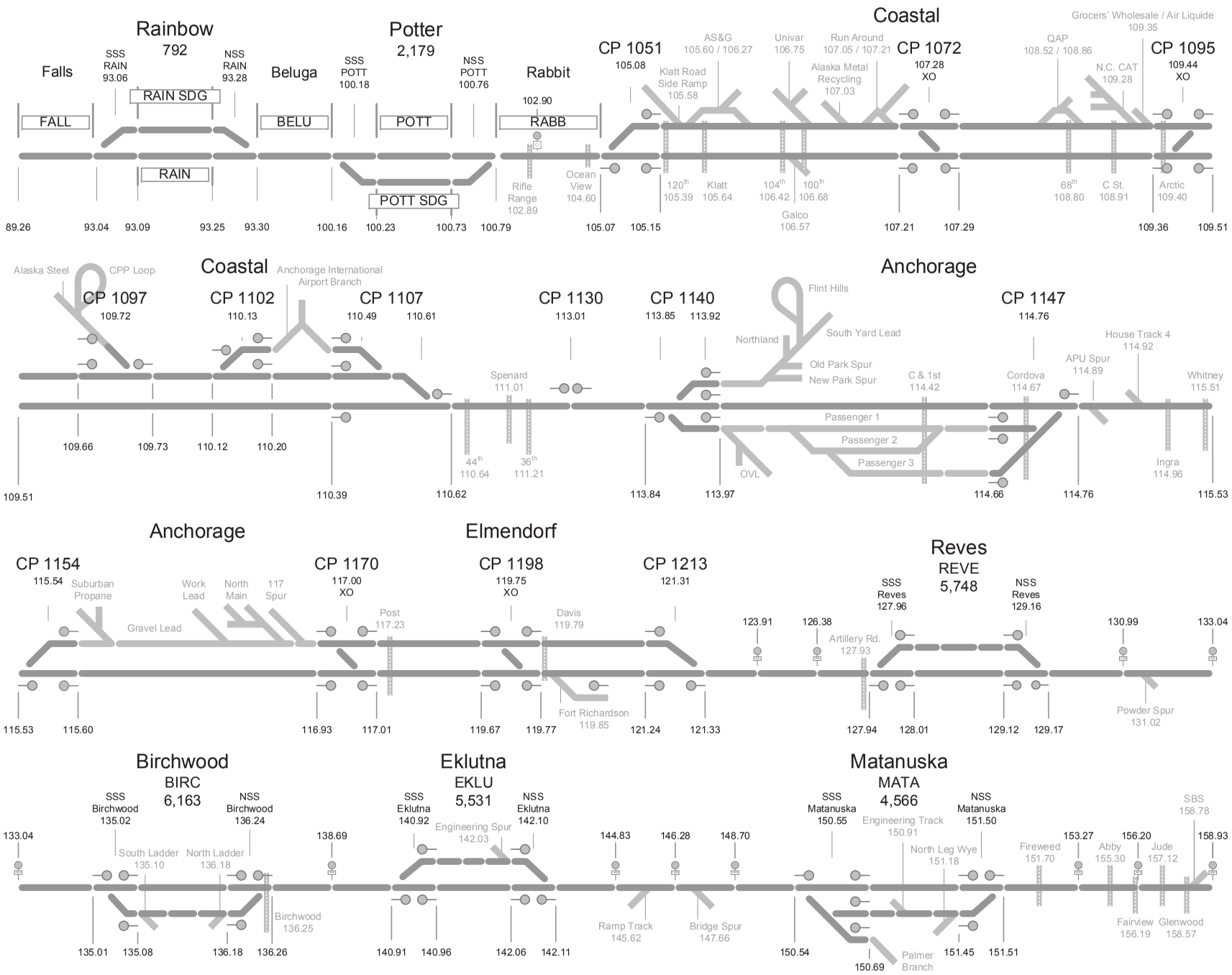
North Ladder
F 11.89
F 2.55
F 5.20
F 7.00
MAYN
BEAR
BEAR SDG
MORA
EXPL
COHO SDG
COHO
EART
WJCT SDG
WJCT
SSS BEAR F 5.25
NSS BEAR F 5.72
SSS COHO F 10.96
NSS COHO F 11.98
SW WJCT F12.00
F 5.24
F 5.28
F 5.69
F 5.74
F 10.94
F 10.99
F 11.95
F 11.98
F 12.00
F 12.03
F 12.42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Falls
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NSS RAIN 93.28
RAIN SDG
FALL
RAIN
Beluga
BELU
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NSS POTT 100.76
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POTT SDG
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Galco 106.57
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100.23
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Coastal
Anchorage International Airport Branch
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CP 1102
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CP 1107
110.49
110.61
CP 1130
113.01
CP 1140
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Northland
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New Park Spur
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138.69
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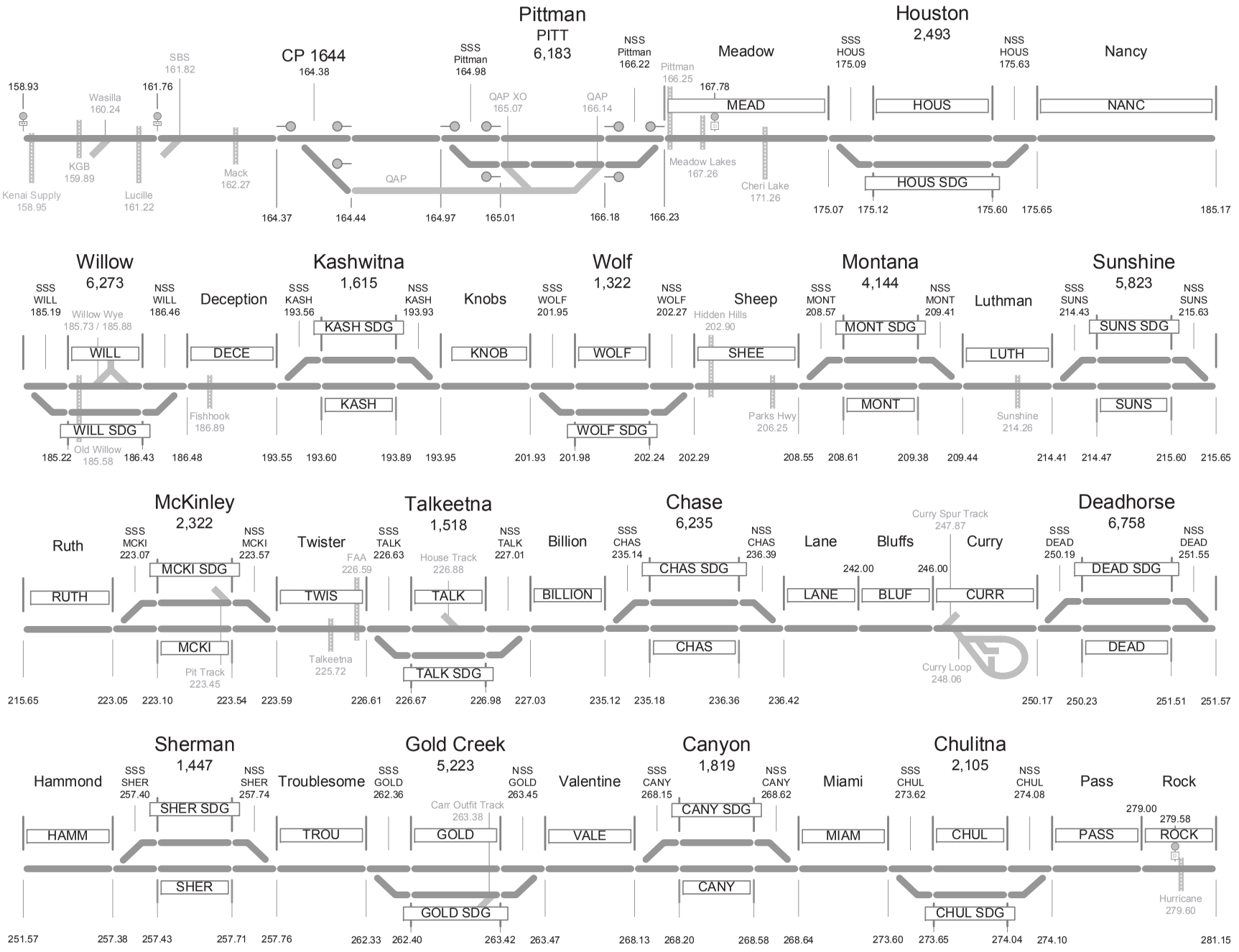
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Houston
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CP 1644
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Meadow
Nancy
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NSS
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WOLF
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NSS
TALK
227.01
Billion
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CHAS
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NSS
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Bluffs
Curry
Curry Spur Track
247.87
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DEAD
250.19
NSS
DEAD
251.55
FAA
226.59
House Track
226.88
242.00
246.00
MCKI SDG
CHAS SDG
DEAD SDG
RUTH
TWIS
TALK
BILLION
LANE
BLUF
CURR
MCKI
CHAS
DEAD
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215.65
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223.10
223.54
223.59
226.61
226.67
226.98
227.03
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236.36
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Gold Creek
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Canyon
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NSS
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263.45
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CANY
268.15
NSS
CANY
268.62
Miami
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CHUL
273.62
NSS
CHUL
274.08
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Rock
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CANY SDG
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TROU
GOLD
VALE
MIAM
CHUL
PASS
ROCK
SHER
CANY
Hurricane
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CHUL SDG
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257.71
257.76
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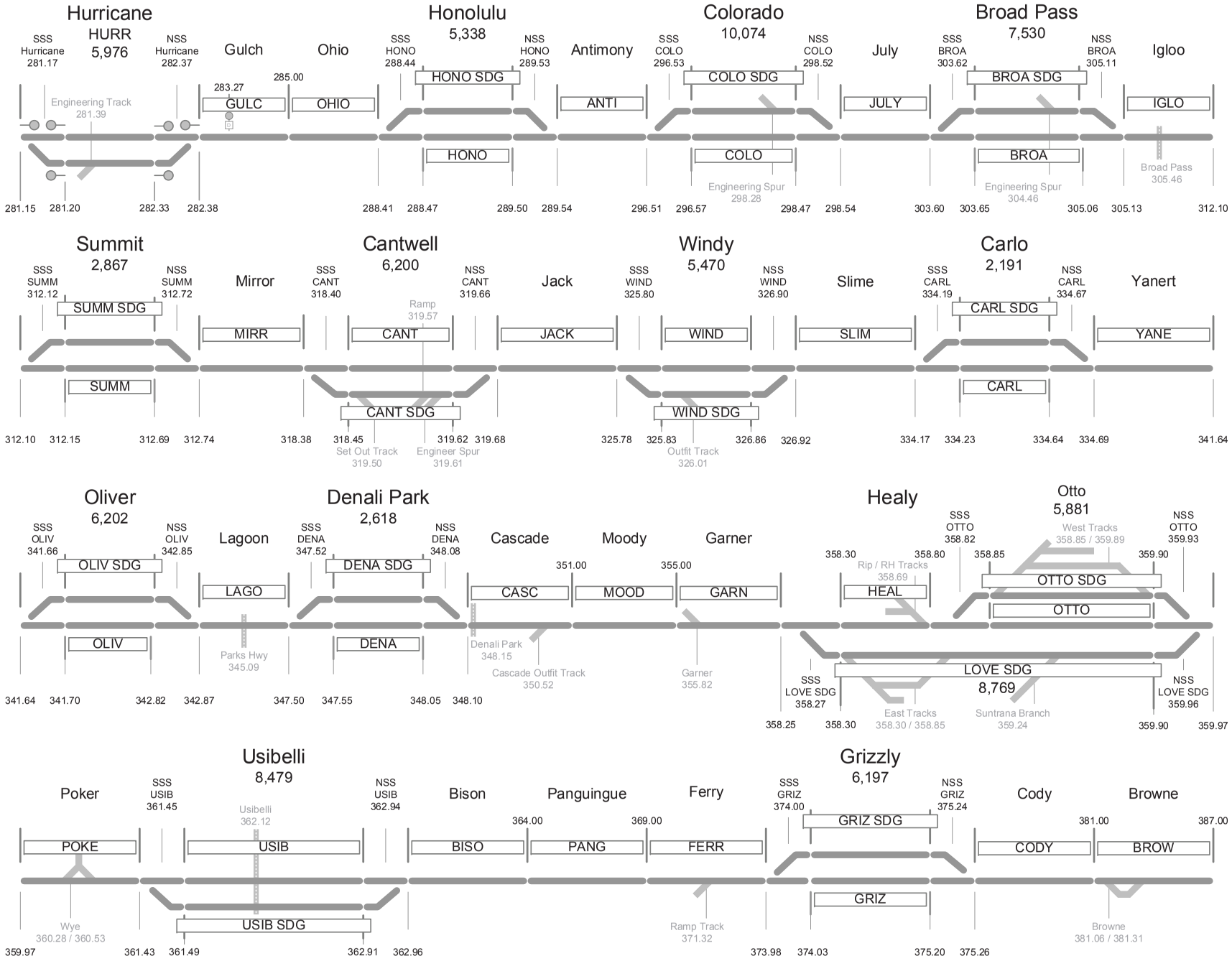
274.10
281.15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NSS Hurricane 282.37
Engineering Track 281.39
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281.20
282.33
282.38
Gulch
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GULC
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Honolulu
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NSS HONO 289.53
HONO SDG
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NSS COLO 298.52
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NSS BROA 305.11
BROA SDG
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Broad Pass 305.46
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NSS SUMM 312.72
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Cantwell
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NSS CANT 319.66
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NSS WIND 326.90
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NSS CARL 334.67
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YANE
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342.82
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NSS DENA 348.08
DENA SDG
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347.55
348.05
348.10
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355.00
MOOD
Garner
GARN
Garner 355.82
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358.30
358.80
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SSS OTTO 358.82
NSS OTTO 359.93
Otto
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West Tracks 358.85 / 359.89
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OTTO
LOVE SDG
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NSS GRIZ 375.24
GRIZ SDG
GRIZ
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374.00
374.03
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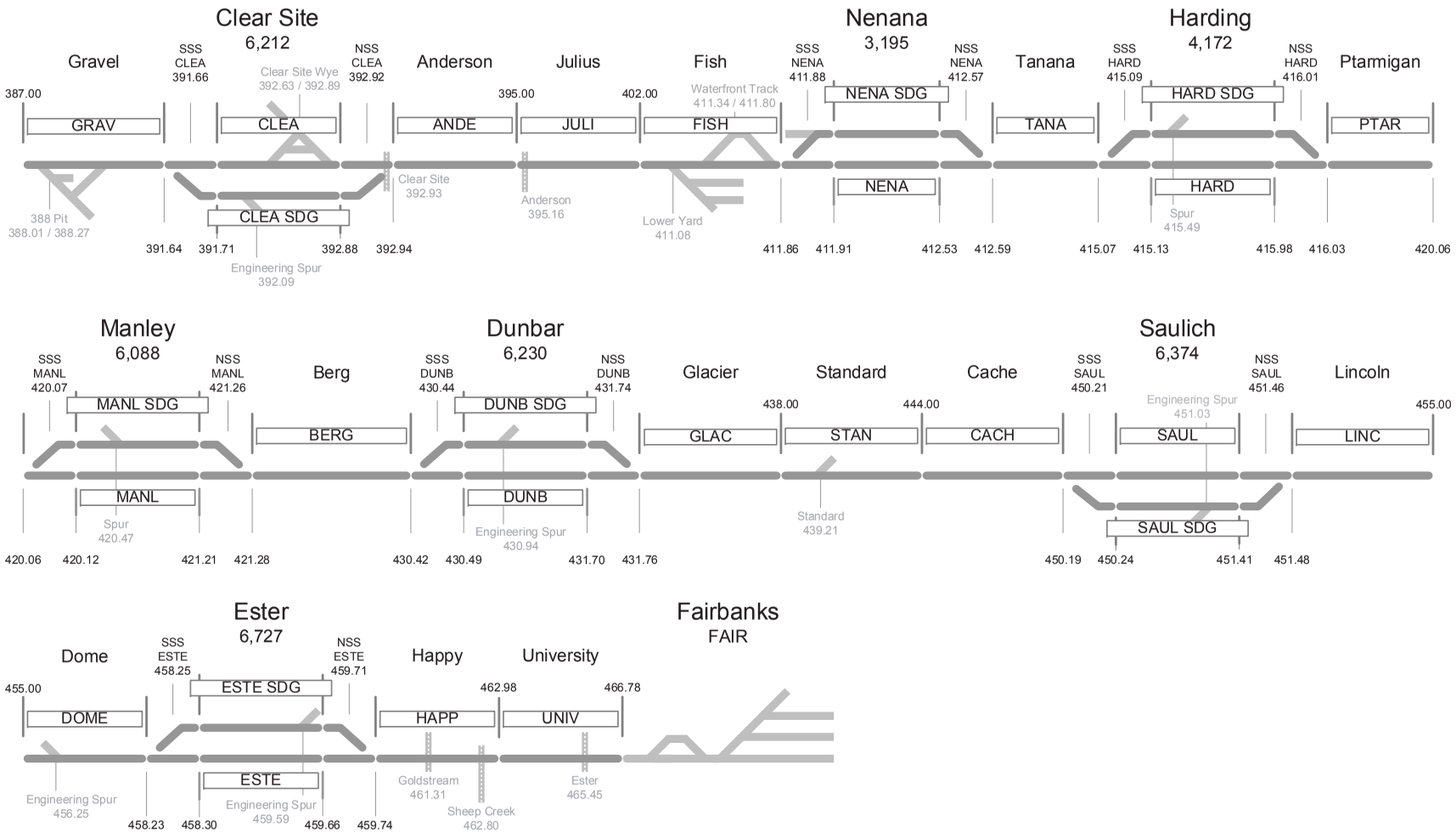
375.24
375.26
Cody
CODY
381.00
Browne
BROW
387.00
Browne 381.06 / 381.31


Clear Site
6,212
Gravel
SSS CLEA 391.66
Clear Site Wye 392.63 / 392.89
NSS CLEA 392.92
Anderson
Julius
Fish
Nenana
3,195
SSS NENA 411.88
NSS NENA 412.57
Tanana
Harding
4,172
SSS HARD 415.09
NSS HARD 416.01
Ptarmigan
387.00
GRAV
CLEA
ANDE
395.00
JULI
402.00
FISH
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NENA SDG
TANA
HARD SDG
PTAR
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Anderson 395.16
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NENA
HARD
Spur 415.49
388 Pit 388.01 / 388.27
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391.64
391.71
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392.94
Engineering Spur 392.09
411.86
411.91
412.53
412.59
415.07
415.13
415.98
416.03
420.06
Manley
6,088
Dunbar
6,230
Saulich
6,374
SSS MANL 420.07
NSS MANL 421.26
Berg
SSS DUNB 430.44
NSS DUNB 431.74
Glacier
Standard
Cache
SSS SAUL 450.21
NSS SAUL 451.46
Lincoln
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444.00
455.00
Engineering Spur 451.03
MANL SDG
BERG
DUNB SDG
GLAC
STAN
CACH
SAUL
LINC
MANL
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DUNB
Engineering Spur 430.94
Standard 439.21
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420.12
421.21
421.28
430.42
430.49
431.70
431.76
450.19
450.24
451.41
451.48
Ester
6,727
Fairbanks
FAIR
Dome
SSS ESTE 458.25
NSS ESTE 459.71
Happy
University
455.00
462.98
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# ARRC DTC and CTC Block Schematic

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# Index

## T



## U



## W

# Notes

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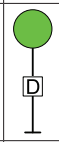
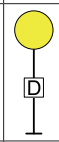
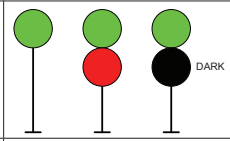
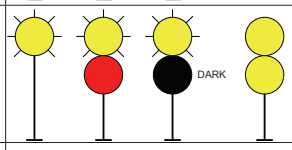
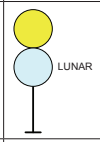
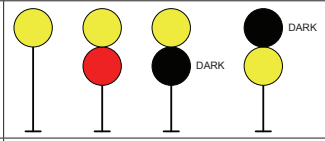
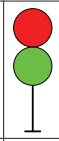
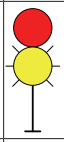
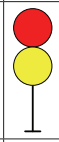
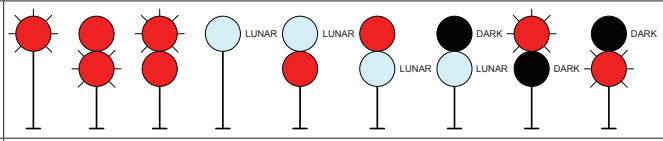
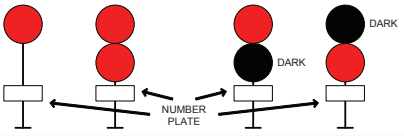
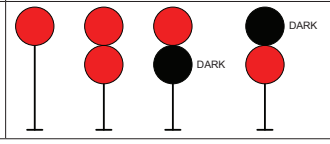
## GCOR 9.1 SIGNAL ASPECTS AND INDICATIONS

Aspects shown with ☼ indicate the light will flash. DISTANT SIGNALS: Any signal aspect more favorable than Restricting may be displayed with a "D" sign on the signal mast to identify the signal as a distant signal.

| GCOR | Aspect | Name | Indication |
|---|---|---|---|
| 9.1.1 |  | DISTANT SIGNAL CLEAR | Proceed. If delayed as per GCOR 9.9 or GCOR 9.9.1 between this signal and block or interlocking signal, proceed prepared to stop at next signal. |
| 9.1.2 |  | DISTANT SIGNAL APPROACH | Approach next signal prepared to stop short of signal. |
| 9.1.3 |  | CLEAR | Proceed. |
| 9.1.6 |  | APPROACH MEDIUM | Proceed prepared to pass next signal not exceeding 30 MPH. When route signal indicates, be prepared to enter diverging route at prescribed speed. |
| 9.1.7 |  | APPROACH RESTRICTING | Proceed prepared to pass next signal at restricted speed. |
| 9.1.8 |  | APPROACH | Proceed prepared to stop at next signal; trains exceeding 30 MPH immediately reduce to that speed. |
| 9.1.9 |  | DIVERGING CLEAR | Proceed on diverging route not exceeding prescribed speed through turnout. |
| 9.1.11 |  | DIVERGING APPROACH MEDIUM | Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 30 MPH. |
| 9.1.12 |  | DIVERGING APPROACH | Proceed through diverging route; prescribed speed through turnout; approach next signal prepared to stop. If exceeding 30 MPH immediately reduce to that speed. |
| 9.1.13 |  | RESTRICTING | Proceed at restricted speed. |
| 9.1.14 |  | STOP AND PROCEED | Stop, then proceed at restricted speed. |
| 9.1.15 |  | STOP | Stop. |

## FLAG QUICK REFERENCE GUIDE

| Signal Displayed | Is it in Writing? | Is Stop in the Stop Column?* | Is a Red Flag Displayed? | Action to Take Two Miles Beyond Signal | Type of Flag at End of Restricted Area if Displayed |
|---|---|---|---|---|---|
| 1) Yellow/Red | Yes | Yes | Yes | STOP (do not proceed without permission from EIC) | No Flag Displayed |
| 2) Yellow/Red | Yes | No | Yes | STOP (proceed only as in No .1) | No Flag Displayed |
| 3) Yellow/Red | Yes | Yes | No | STOP (proceed only as in No .1) | No Flag Displayed |
| 4) Yellow/Red | No | N/A | Yes | STOP (proceed only as in No. 1) | No Flag Displayed |
| 5) Yellow/Red | No | N/A | No | Proceed through limits at restricted speed | No Flag Displayed -OR- as directed by EIC -OR- leading end of train has traveled 4 miles from yellow/red and Train Dispatcher confirms no Form B in effect |
| 6) Yellow | Yes | N/A | N/A | Proceed at speed as prescribed | Green Flag -OR- rear car has cleared the restriction |
| 7) Yellow | No | N/A | N/A | 10 MPH | Green Flag -OR- rear car has traveled 4 miles from the yellow flag and Train Dispatcher confirms no restriction |

*On ARRC all Form B Territories will be protected by STOP in the STOP column

**Director, Safety, Rules, and Operating Practices**
**Bruce Pryke**

**Manager, Operating Rules and Training**
**Edward F. Mabry**

## Transportation, Anchorage

**Chief Train Dispatcher**
**Erin L. Cork**

**Assistant Chief Train Dispatcher**
**Randel S. Toppin**

**Train Dispatchers**
**Janice A. Cox** **James R. Pype** **Stephan M. Kester**
**Arlene M. Rhoades** **Michael Alfaro** **Vern B. Bashor**
**Annette L. Baker** **Dana R. Patton**

**Terminal Manager, Anchorage**
**Curt A. Rudd**

**Terminal Supervisors**
**Pete J. Hackenberger** **Rhey S. Castro** **Ben J. Ahrens**

**Transportation Field Managers**
**Jason E. Dennis** **Edward J. Verlanic**

**Superintendent, Southern Terminals**
**Jon R. Garner**

**Manager, Whittier Marine Operations**
**Ted B. Woodward**

**Road Foreman**
**Matthew W. Shaw**

## Transportation, Fairbanks

**Director, Fairbanks Terminal**
**Austin H. Hill**

**Transportation Field Manager**
**Ben L. Swanson**

**Road Foreman**
**John H. Heater**