

SPECIAL INSTRUCTIONS

1. EXCEPTIONS TO OPERATING DEPARTMENT RULES:

Effective 12:01 a.m., Tuesday, May 1, 1956

The definition of restricted speed in this book of rules is changed to read as follows:

- a. "A speed that will permit stopping short of train, obstruction, switch not properly lined, or anything that may require the speed of trains to be reduced."
- b. Under rules 200a, 200b and 200c, describing three position train order signals which are not yet installed, the present two position train order signals will govern. When three position train order signals are installed instructions and notice will be issued.
- c. The following is added to Rule 104c. A train or engine must not foul a track until switches connected with the movement are properly lined, or in the case of spring switches the normal route is seen to be clear. When waiting to cross from one track to another and during the approach or passage of a train or engines on tracks involved, all switches connected with the movement must not be restored to normal position until a movement is completed or clear of the main track involved. Where trains or engines are required to be reported clear of main track such report must not be made until switch has been secured in its normal position. Trains or engines leaving a main track must, when practicable, pull clear of the main track before stopping for trainmen to attend the switch.
- d. Crossovers in yard tracks when not in use must be relined for normal position of straight track, except, crossovers which are used as leads may be left lined for other than normal position when tracks connected by such crossovers are not storage tracks.
- e. Rule 21 modified—Extra trains will display two white flags and in addition, two white lights by night, in the places provided for that purpose on the front of the engines, except, when engine is equipped with train indicators, display of white flags is not required.
- f. In addition to Rule 18, Rules and Regulations of the Operating Department, the following will govern:
"Oscillating red light on rear of trains so equipped must be operated continuously day and night while train is on main track. Light must be extinguished when train is clear of main track. Red light shall be turned on and turned off by trainmen. Display of red light does not relieve conductors or engineers from providing flag protection, or from complying with other rules."

2. TRAIN AND AIR INSPECTION

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

At other points where train or engine crews are changed, cars set out, picked up, or engine detached, rear end test will be made as per rule 422 on freight trains and rule 449 on passenger trains.

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

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

3. RETAINERS

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

Eska and Sutton; Jonesville and Sutton,
Grandview and Placer River bridge at Milepost 54.3,
Grand View and Woodrow, when train consists of 50% or more loads.

Except: between M.P. 54.3 and Woodrow, when using 1500 Class engines with dynamic brakes in operation, retainers will be turned up solid on head end of train as follows:

TABLE

- With 6 units with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 4860 tons.
- With 5 units with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 4050 tons.
- With 4 units with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 3240 tons.
- With 3 units with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 2430 tons.
- With 2 units with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 1620 tons.
- With 1 unit with dynamic brakes in operation, retainers to be turned up on all tonnage in excess of 810 tons.

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

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

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

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

RATING OF ENGINES IN TONS

	1000 Class	1500-1800 Class
Northward		
Seward to Divide	480	810
Divide to Hunter	1000	1420
Hunter to Grandview	510	810
Grandview to Potter	2084	4000
Whittier to Portage	1550	2600
Potter to Anchorage	1150	2000
Anchorage to Canyon	1150	1750
Canyon to Honolulu	710	1000
Honolulu to Colorado	710	1000
Colorado to Summit	1030	1500
Summit to Healy	1860	2500
Healy to Nenana	2230	3000
Nenana to North Nenana	1600	2500
North Nenana to Eielson	1960	2500
Matanuska to Sutton	1150	1800
Sutton to Jonesville	200	400
Southward		
Eielson to Happy	1200	1800
Happy to North Nenana	2010	3000
North Nenana to Honolulu	1150	1700
Honolulu to Hurricane	845	1300
Hurricane to Matanuska	1430	2000
Sutton to Anchorage	2000	3000
Anchorage to Turnagain	1525	2000
Turnagain to Spencer	2084	2500
Portage to Whittier	1710	2600
Spencer to Tunnel	414	750
Tunnel to Grandview	300	500
Grandview to Primrose	1000	3360
Primrose to Seward	480	690

SPECIAL INSTRUCTIONS

ALL SUB-DIVISIONS

4. TRAIN INSPECTION

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

RULE 11—ALASKA RAILROAD OPERATIONS DEPARTMENT RULES AND REGULATIONS

As per Rule 11, in territory designated below, trains finding a fusee burning on or near its track may proceed at restricted speed without stopping, when stopping would cause train to double:

SEWARD SUB-DIVISION

Southbound trains between: Miles 54.3 Placer River Bridge to Grandview
Mile 14.5 Snow River Bridge to Divide

Northbound trains between: Woodrow to Divide
Hunter to Grandview

ANCHORAGE-HEALY SUB-DIVISION

Northbound trains between: Canyon to Hurricane
Honolulu to Colorado

Southbound trains between: Honolulu to Hurricane

NENANA SUB-DIVISION

Northbound trains between: Nenana to North Nenana

Trains or employees displaying fusees in the above territories must take this fact into consideration and provide such other protection as may be necessary to insure full protection.

5. SETTING OUT CARS

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

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

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

6. DRAGGING EQUIPMENT DETECTOR INDICATORS

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

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

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

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

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

f. When rear of train passes detector and there is no indication (both yellow and red lights extinguished), the yellow light was displayed when head end of train approached detector, it is an indication something is dragging from train (red light is not operating properly), train must be stopped and an inspection made for dragging equipment.

Under paragraphs E and F, the imperfect operation of detector must be reported to the Train Dispatcher.

Dragging equipment detector indicators are located at the following locations:

Mile 107.8 and Mile Post 123.0.

7. MAXIMUM SPEEDS PERMITTED

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

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

Passenger trains	49 MPH
Freight and Mixed Trains	49 MPH
Freight trains handling wheeled vans	35 MPH
Through all crossovers and turnouts	8 MPH

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

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

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

Wrecking cranes Nos. 55, 56, 57	30 MPH
Wrecking cranes over bridges	20 MPH
Pile Driver 8	35 MPH
Cranes on wheels	25 MPH
Spreaders operated in snow removal	35 MPH
Rotary snow plows	30 MPH
Rotary snow plow No. 3 over bridges	15 MPH
Ditcher 104	40 MPH
Ditcher 105	40 MPH
1200 class engines, dead in tow	40 MPH

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

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

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

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

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

SEWARD SUB-DIVISION

8. Speed Restrictions:

Zone	Passenger	Freight
Between:		
Seward and M.P. 2.3	25	25
M.P. 2.3 and M.P. 8	45	45
M.P. 8 and M.P. 14.7	25	25
M.P. 14.7 and M.P. 33.1	35	35
M.P. 33.1 and M.P. 40.5	49	49
M.P. 40.5 and M.P. 47.5	25	25
M.P. 47.5 and M.P. 54.0	20	20
M.P. 54.0 and Portage	49	49
Portage and Indian	30	30
Indian and Potter	45	45
Potter and Turnagain	49	49
Turnagain and MP 110.0	45	45
MP 110.0 and Anchorage	30	30

9. Clearance Provisions and Exceptions Rule 83 (B)

Anchorage: Train order office in Anchorage Passenger Depot will not issue wire failure clearances.

Portage:

Trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, when train order signal indicates proceed.

Extra trains will not register.

10. Tunnel Restrictions

Tunnel 52.7—Watch for falling rock.

11. Engine Restrictions

1000, 1500 and 1800 class engines are not permitted on Seward Army dock or trestle approach.

12. Seward

Cars must not be kicked or dropped on dock tracks.

The wye has a tail track 325 feet long.

The track extending between the Seward Depot and the main track switch to south leg of wye, Seward, known as the "Main Track," will be discontinued as a main track and movement over this track will be controlled same as other yard tracks.

13. Woodrow

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

14. Hunter

The wye has a tail track 710 feet long.

15. Tunnel

The wye has a tail track 143 feet long.

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

16. Portage

Inspection point for freight trains in addition to Rule 110. Normal position of the main track junction switch is for the Seward subdivision.

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

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

Track 3, Old Yard — Portage will be used only for occupied outfit cars and related work equipment or cars.

No other cars will be set out on this track, except team cars.

17. Anchorage

Anchorage-Healy subdivision special instructions will govern Anchorage Yard.

18. Derails

Hunter—South end of siding.

Grandview—(2) each end of siding, not to be placed in derail position from November 1st to April 1st. Cars left at Grandview must have sufficient hand brakes set on each end of cut to safely secure cars, and when derails are not in use rail clamps will be placed on down end of car set out. Crews picking up cars must remove rail clamp. Rail clamp, when not in use, must be placed on broom rack by switch stand. Enginemen will make application of air when preparing to set out cars so all ice and snow will be removed from brake shoes.

Turnagain—North end siding.

WHITTIER SUB-DIVISION

19. Speed Restrictions

Zone	Passenger	Freight
Between		
Portage and Moraine	35	35
Moraine and Whittier	30	30

20. Clearance Provisions and Exceptions Rule 83 (B)

Portage:

Trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, when train order signal indicates proceed.

21. Whittier:

The track extending between Track 5 switch, north end, Whittier Yard, to and past the Whittier Depot, known as the main track, will be discontinued as a main track, and movements over this track will be controlled same as other yard tracks.

Train No. 24 is authorized to leave Whittier on authority of clearance with which Train No. 23 arrives.

22. Exception to Rule 91

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

23. Portage

10 MPH on wye tracks. Normal position junction switch lined and locked for Seward subdivision. Portage tunnel (Milepost 6.3) has less than standard side clearance.

SPECIAL INSTRUCTIONS

24. Whittier Tunnel

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

25. Whittier

Columbia Lumber Mill shed is less than standard clearance. Tail of wye is 700 feet long.

26. TUNNEL DOORS

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

- MP X2.5 WHITTIER TUNNEL and
- MP X5.8 PORTAGE TUNNEL FOR NORTHBOUND TRAINS and
- MP X6.7 PORTAGE TUNNEL and
- MP X5.0 WHITTIER TUNNEL FOR SOUTHBOUND TRAINS.

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

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

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

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

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

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

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

	Door	End	Normal	Position
No. 1	MP X2.5 Whittier tunnel	South	*Closed	xOpen
No. 2	MP X5.0 Whittier tunnel	North	*Closed	xOpen
No. 3	MP X5.8 Portage tunnel	South	*Closed	xOpen
No. 4	MP X6.7 Portage tunnel	North	*Closed	xOpen

* Closed November 1st to April 15th inclusive.
 x Open April 16th to October 31st inclusive.

ANCHORAGE-HEALY SUB-DIVISION

27. Speed Restrictions:

ZONE Between:	Maximum Speed Permitted	
	Passenger	Freight
Anchorage and Milepost 120	25	25
Milepost 120 and Milepost 139	35	35
Milepost 139 and Milepost 152.7	45	45
Milepost 152.7 and Wasilla	25	25
Wasilla and Curry.....	49	49
Curry and Milepost 255	40	40
Milepost 255 and Milepost 261	35	35
Milepost 261 and Milepost 266	40	40
Milepost 266 and Milepost 283.8	35	35
Milepost 283.8 and Milepost 288.7 ..	30	30
Milepost 288.7 and Milepost 292.2 ..	45	45
Milepost 292.2 and Milepost 294.4 ..	30	30
Milepost 294.4 and Broad Pass.....	49	49
Broad Pass and Cantwell	45	45
Cantwell and McKinley Park	35	30
McKinley Park and Healy	20	15

28. Register Station Exceptions:

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

Anchorage yard office for all other trains.

Matanuska—Extra trains will not register.

29. Exceptions to Rule 83(B)

Train order office at Anchorage Passenger Depot will not issue wire failure clearances.

30. Anchorage

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

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

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

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

Engines are permitted on depressed track.

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

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

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

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

SPECIAL INSTRUCTIONS

32. Derails

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

Birchwood:

Storage Yard
(Milepost 136.3)218 feet south of north lead switch

*CanyonSouth end of siding

*ChulitnaSouth end of siding

Windy150 feet from end of
tail track of wye

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

33. Call-up Stations

Conductors of northbound First class trains will call Dispatcher from Mile 116.5 and report arrival time. Micro Wave may be used when contact is to Dispatcher direct.

Willow—Conductors of all trains will call Dispatcher.

Matanuska—Conductors of First and Second class trains will call Dispatcher.

34. Clearance Provisions and Exceptions Rule 83(B)

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

35. Fort Richardson:

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

Normal position of signal is green.

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

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

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

Crossing warning signals must be sounded at all crossings.

36. Whitney:

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

37. Matanuska:

The leaving time at Matanuska of all southward trains on the Anchorage Healy Sub-Division will apply at the Sutton Sub-Division Junction Switch.

Junction switch set and locked for Anchorage-Healy sub-division.

Wye tail track is the main track for Sutton sub-division.

38. Willow:

Freight train inspection point, in addition to Rule 110 and call up station for freight trains. Wye tail track is 287 feet long.

39. Curry:

Tail of wye is 239 feet long.

40. Chulitna:

Tail of wye is 282 feet long.

41. Honolulu:

Freight train inspection point in addition to Rule 110 and call in station for southward freight trains.

42. Hurricane:

Freight train inspection point in addition to Rule 110 and call in station for northward freight trains.

43. Broadpass:

Tail of wye is 300 feet long. No water available for engines without advance notice.

44. Windy:

Tail of wye is 300 feet long.

45. Cantwell:

All vehicles must be spotted to ramp for unloading at time of set out. No water available for engines without advance notice.

46. McKinley Park:

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

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

47. Between Healy and McKinley Park:

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

48. Healy:

Nenana sub-division special instructions govern.

SPECIAL INSTRUCTIONS

SUTTON SUB-DIVISION

(Including Jonesville and Eska Branches)

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

49. Speed Restriction

ZONE Between	Maximum Speed Permitted	
	Passenger	Freight
Matanuska and Sutton	20	20
Sutton, Jonesville and Eska ..	10	10

50. Switch lamps will not be used.

51. Matanuska:

Junction switch set and locked for Anchorage sub-division.

52. Sutton:

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

53. Eska Junction:

Junction switch is lined and locked for the Jonesville Branch.

54. Eska

Engines are not permitted to pass coal tipple on No. 1 track due to close clearance.
Engines are not permitted 100 feet beyond coal tipple on No. 2 track.

55. Jonesville

Close clearance on mine tracks at Jonesville, will not clear man on side of car.
Engines and/or loaded coal cars are not permitted to pass coal tipple on any track.

56. Call-up Stations:

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

57. Clearance Provisions and Exceptions Rule 83(B)

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

Sutton:—Train No. 21 is authorized to leave Sutton on authority of clearance with which Train No. 22 arrives.

NENANA SUBDIVISION

(Including Suntrana and Eielson Branches)

58. Speed Restrictions:

ZONE Between	Maximum Speed Permitted	
	Passenger	Freight
Healy and Saulich	49	49
Saulich and Fairbanks	40	40
Fairbanks and Eielson	25	25
Healy and Suntrana	15	15

59. Engine Restrictions:

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

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

60. Healy:

Tail of wye is 107 feet long.
Junction switch is set and locked for Nenana sub-division. Normal position of switch to Suntrana Branch on new storage track is for movements over new storage track.
Crossover switch at the north end of No. 1 track is to be kept locked and lined for the lower scale track on which derail is located. Close clearance Cripple Creek coal tipple.

61. Clear Site: Call-up Station

Tail of wye is 1000 feet long.

Freight train inspection point in addition to Rule 110 and call in station for northward freight trains.

62. Berg: Call-up Station

Freight train inspection point in addition to Rule 110 and call in station for southward freight trains.

63. Nenana:

Tail of wye is 440 feet long.

64. Fairbanks:

Tail of wye is 1,000 feet long.

65. Between Fairbanks & Eielson and at Eielson:

Close overhead clearance of wires.

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

66. Eielson:

Tail of wye is 350 feet long.

67. Yard Limits:

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

SPECIAL INSTRUCTIONS

GENERAL INSTRUCTIONS

68. KICKING AND DROPPING OF CARS

Power cars, cars containing 24-foot vans, platforms, and cars containing 40-foot vans with wheels are not to be kicked or dropped.

69. LOADING, HANDLING HEAVY EQUIPMENT

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

It will be the responsibility of the Mechanical Department to inspect and accept such loads as specified above, and place speed restrictions for movement. Agents will advise the Mechanical Department of loading of commercial shipments. Departments responsible for loading of railroad equipment will advise Mechanical Department of loading. A representative of the Mechanical Department will advise the Yardmaster or Agent of acceptance for movement, giving car number and maximum speed at which car may be moved. It will be the responsibility of the Yardmaster to see that no loads, such as specified above, will be placed in trains for movement until they have been accepted by the Mechanical Department and the Dispatcher has been notified of speed restrictions.

Dispatcher will issue Train Order covering restrictions. Equipment with boom attached must be loaded with boom trailing unless approval from Dispatcher is obtained for movement in forward position. Conductors handling loads with boom in forward position, except on work trains, will be instructed to do so by message or train order.

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

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

70. No wye will be blocked with cars unless authorized by the Superintendent of Transportation. Derails are indicated within yard limits by derail signs and purple light.

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

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

73. GAME ANIMALS

When trains hit moose, the train will come to a complete stop and train inspection will be made in order to ascertain if any cars are derailed before train proceeds. When moose or other game animals are killed by trains, the carcasses of such animals will be forwarded as listed below:

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

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

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

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

74. PASSENGER TRAINS

On passenger cars in regular service the gates and trap doors must be kept closed and latched when not in use.

75. SNOW SERVICE

All employees will be under the direction of the conductor. A Roadmaster, when available, will accompany and direct movements.

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

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

76. CARS

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

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

When cars are set out on sidings intersected by highway crossings, cars are not to be left less than 100 feet each side of crossing in order to provide maximum visibility to vehicles.

78. REFRIGERATOR AND HEATER CARS

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

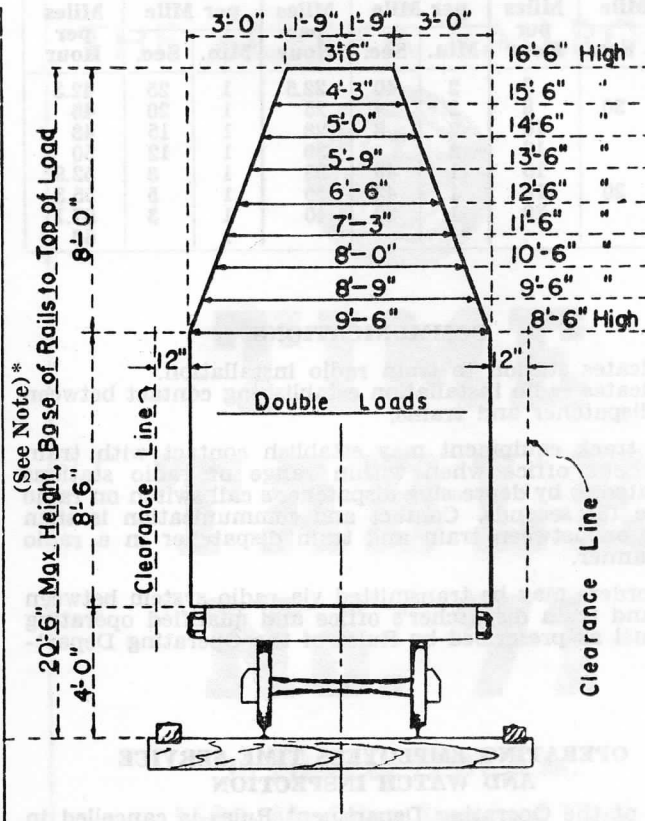
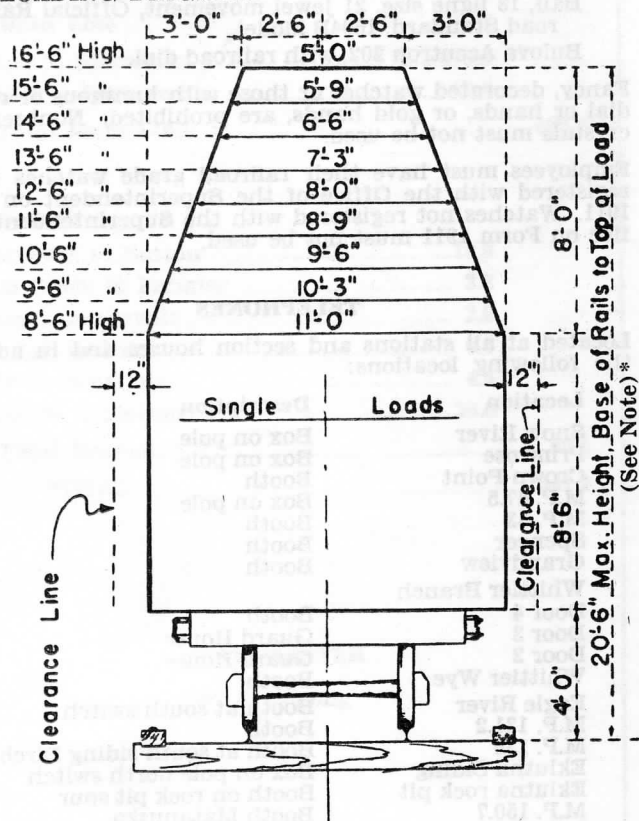
Series 11,750-11,799 inclusive, are equipped with luminator circulating hot water heater, hanging from underframe at center of car. These heaters burn standard briquette fuel. Cars have ice bunker removed from each end, roof hatch sealed shut, and cannot be used for ice or cooling service. These cars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

Series 11,800-11,820 inclusive, are equipped with conventional small doors on each side and ice bunkers. Cars may be used for either heating or cooling service, using charcoal heaters in bunkers for the heating service, except 11800-11814 are equipped with coal stoves and are to be used for way freight. Series 11,600-11,603 inclusive, are equipped with conventional small doors on each side and ice bunkers, and can be used for either heating or cooling service as above. In addition, these cars have one partition across the car at the doorway to separate the car into two compartments, so that both heating and cooling service may be furnished in the same car, if desired. Heating service is obtained through use of charcoal heater.

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

SPECIAL INSTRUCTIONS

79. LOADING DIAGRAM



Maximum Loading Diagrams For Single and Double Carloads

*NOTE: Above Loading Diagrams are for Full Length Loads over Entire Line except, Maximum permissible height, clearance from top of rail to top of load is 19 feet and 6 inches, for unrestricted clearance between McKinley Park and Healy.

Allowances made for length of load, curvature, Super-Elev., etc.

N.B. All Special Cases of Large Loading will be determined by the Chief Engineer.

80. EXPLOSIVE AND DANGEROUS ARTICLES

Cars containing explosives when handled must not be cut off while in motion and all unnecessary shocks must be avoided, nor may other cars be cut off and allowed to strike a car containing explosives and in switching must be coupled to engine protected by at least one non-placarded car in between.

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

TABLE OF TRAIN SPEEDS

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
10		6	2	40	22.5	1	25	42.3
7	30	8	2	24	25	1	20	45
6		10	2	8	28	1	15	48
5		12	2		30	1	12	50
4		15	1	49	33	1	8	52.9
3	20	18	1	42	35	1	5	55.3
3		20	1	30	40	1	3	57.1
						1		60

COMMUNICATIONS

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

All on track equipment may establish contact with train dispatcher's office when within range of radio stations designated ② by depressing dispatcher's call switch on radio for five (5) seconds. Contact and communication is then carried on between train and train dispatcher in a radio like manner.

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

OPERATING EMPLOYEES TIME SERVICE AND WATCH INSPECTION

Rule 2 of the Operating Department Rules is cancelled in its entirety, and Form No. 1257, The Alaska Railroad Employee's Certificate of Watch Inspection and Record of Comparison, is no longer required.

The following will govern time service for operating employees and such other employees whose duties are in any way connected with moving of trains, track cars, and the Operating Department Operating Rules. Each of the following employees and such other employees as may be later designated must carry, while on duty, a reliable railroad grade watch:

Train Order Operators (except in offices where a standard clock is located)

Conductors, Brakemen Engineers, Firemen, Hostlers, Hostlers.. Helpers, Yardmasters and Track Car Operators.

Employees must show their watches to officers or authorized watch inspectors upon request. Employees designated must carry a reliable railroad grade watch which must not vary more than thirty (30) seconds per week from correct time.

Reliable railroad grades watches are:

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

Wrist watches

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

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

Bulova Accutron 202, with railroad dial.

Fancy, decorated watches or those with luminous or radium dial or hands, or gold hands, are prohibited. Nonbreakable crystals must not be used.

Employees must have their railroad grade watches in use registered with the Office of the Superintendent on Form 1911. Watches not registered with the Superintendent's Office on Form 1911 must not be used.

TELEPHONES

Located at all stations and section houses and in addition the following locations:

Location	Description
Snow River	Box on pole
Primrose	Box on pole
Crown Point	Booth
M.P. 47.5	Box on pole
M.P. 53	Booth
Spencer	Booth
Grandview	Booth
Whittier Branch	
Door 4	Booth
Door 3	Guard House
Door 2	Guard House
Whittier Wye	Booth
Eagle River	Booth at south switch
M.P. 131.2	Booth
M.P. 136	Booth at south siding Birchwood
Eklutna Siding	Box on pole north switch
Eklutna rock pit	Booth on rock pit spur
M.P. 150.7	Booth Matanuska
Houston	Booth north end of siding
Pittman	Booth at north switch
Nancy	Waiting Room
Kashwitna	Booth
Montana	Booth
Sunshine	Booth at south switch
M.P. 247	Box on pole
M.P. 292.4	Booth
Cantwell	Pump House
Windy	Booth
Carlo	Booth on siding
Moody	In a house
Garner	Booth
Browne	Booth
M.P. 401.3	Booth
M.P. 415.4	Booth at north switch
Berg	Booth at south switch
Dunbar	Booth at south switch
Standard	Booth at south switch
Saulich	Booth at south switch
M.P. 453.5	Fone on Pole