

**Department of the Interior
THE ALASKA RAILROAD**



**Special
Instructions
No. 4**

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

Sunday, August 10, 1952

SAFETY FIRST

These Instructions constitute a part of the Time Table currently in effect.

Employees whose duties are in any way affected by the Time Table must have a copy of the current Special Instructions and current Time Table with them while on duty.

**J. P. JOHNSON,
General Manager.**

**JOHN E. MANLEY
Assistant General Manager.**

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

TRANSPORTATION RULES

The following rules are additions to or amendments of rules in book of "Transportation Rules and General Instructions".

Where reference is made to "Transportation Rules and General Instructions", it will apply to the 1943 edition effective July 1, 1943 and also the 1947 edition, effective July 1, 1947.

5-A. Unless otherwise provided, the time of first class and extra passenger trains applies as follows:

Seward.....	Passenger Station
Whittier.....	Passenger Station
Anchorage.....	Passenger Station
Curry.....	Passenger Station
Healy.....	Passenger Station
Fairbanks.....	Passenger Station

24. Trains will be identified by train indicators displayed on the engine when so equipped; if not so equipped, engine number must be used in train orders and will be identified by the engine number.

A train with engine equipped with train indicators must not leave its initial station until identification is displayed. Unused spaces must be filled in with black blanks. Before making any change in train indicators, the movement of other trains must be safeguarded. Enginemen must not put up, take down, nor change indicators while engine is in motion. Only lead engine will display indicators except helper engines will also display indicators when it is the lead engine or coupled to the lead engine, but indicators must not be displayed until engine has coupled onto train. When an engine is cut out of a train the indicators must be promptly removed. On arrival at terminals train indicators are not to be removed until train has stopped clear of the main track and switch properly lined or until train is in charge of yardman or relief crew.

Standard Indicators



No. 2 or
Last Section No. 2



First 3



Extra 1001 or
Work Extra 1001 or
Passenger Extra 1001

26-A. Blue flag or blue light must in all cases be displayed on the same side of train at each end.

83. A train must not leave its initial station on any division, or subdivision, or a junction, or pass from one of two or more tracks to single track until it has been ascertained whether all trains due which are superior have arrived or left.

204-A. Unless other provided, the flagman on passenger trains and each engineman when a train has more than one engine in service, must be provided by the operator with copies of all train orders and clearances.

206. In train orders, regular trains will be designated by number as "No. 10", and sections as "Second 10" adding engine

number when necessary as per Rule 24. Extra trains will be designated by engine numbers, and the direction as "Extra 798 North" or "South". Passenger extras will be designated by engine numbers and the direction as "Passenger Extra 897 North" or "South". Work extras will be designated by engine number as "Work Extra 798". For the movement of an engine of another railroad the initials as well as the engine number will be used.

220-B. Slow or cautionary orders issued to a conductor or engineer in effect to them, on continuous trip or tour of duty, although the schedule or section number or the running order of their train be changed.

221-B. Clearance Form A must be delivered together with all train orders; before delivering, the operator must fill out the clearance showing thereon the number of orders and the number of each train order for that train, and repeat from the clearance the address, the number of orders and the number of each train order to the train dispatcher who will make a record of same in the train order book, and, if they are correct, will repeat the address and order numbers giving O. K., the time, and the superintendent's initials which the operator will endorse on the clearance.

When necessary for an operator to issue a clearance to a train when there are no train orders to be delivered, the clearance must be filled out showing "None" in the place for the number of orders, and repeat this clearance to the train dispatcher who will make a record of the same in the train order book, and, if correct, will repeat the address and no orders giving the O.K., time, and the superintendent's initials, which the operator will endorse on the clearance.

In case of failure of means of communication, the operator will fill out the clearance in the usual manner and endorse "WIRE FAILURE" with the time and his name instead of the O.K., and superintendent's initials. When communication is restored, the operator will notify the train dispatcher of each train and time cleared and the numbers of the order delivered.

702. Civil, gentlemanly deportment is required of all employees in their dealings with the public, their subordinates, and each other. Courtesy and attention to patrons is demanded.

All employees are prohibited from entering into altercation with any person regardless of provocation. They will make a note of the facts, if necessary, and report to their immediate superior.

Employees must refrain from loud talking or the use of profane or vulgar language at stations or on or about trains.

Employees who are insubordinate, dishonest, immoral, quarrelsome, or otherwise vicious, or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subjected to criticism and loss of goodwill, shall not be retained in the service.

802. In leaving cars on side tracks, they must be left clear of street, highway or private crossings, and as far back from the crossing as practicable.

Cars must not be left on sidings if there is room for them on other tracks. When cars are left on any track, sufficient hand brakes must be set to prevent cars moving. If the track is on a grade, sufficient brakes must be set to hold all cars on that track and, if necessary, in addition, the wheels must be blocked or chained.

Cars stored on isolated tracks should be separated into cuts of ten cars each, one hundred feet apart.

SPECIAL INSTRUCTIONS

1. **Standard Clocks**
 Seward: Passenger Station, Roundhouse.
 Whittier: Passenger Station.
 Anchorage: Train Dispatcher Office, Passenger Station, Yard Office, Roundhouse.
 Curry: Passenger Station.
 Healy: Passenger Station.
 Fairbanks: Passenger Station, Yard Office, Roundhouse.

2. **Watch Inspectors**
 J. Vic Brown & Sons . . . Seward, Anchorage, Fairbanks.

3. **Bulletin Stations**
 Seward: Passenger Station, Roundhouse.
 Whittier: Passenger Station.
 Anchorage: Passenger Station, Yard Office, Roundhouse.
 Curry: Passenger Station.
 Healy: Passenger Station.
 Fairbanks: Passenger Station, Yard Office, Roundhouse.

4. **Yards**
 Yards are established at the following stations:

Seward	Curry	Badger
Moose Pass	Broad Pass	Davis
Portage	Windy	Bluff
Whittier	McKinley Park	Eielson
Anchorage	Healy	Palmer
Fort Richardson	Suntrana	Moose Creek
Whitney	Nenana	Sutton
Matanuska	Fairbanks	Jonesville
Willow	Ladd Field	Eska and Eska Junction.

5. First class trains will approach yard limits and pass through yards at restricted speed.

TRAIN AND AIR INSPECTION

6. No train will run more than sixty (60) miles without stop being made for inspection of train.

Rear-end brake test between terminals must be made on all except first-class and extra passenger trains by trainmen, immediately prior to leaving the following stations:

DIVIDE GRANDVIEW HURRICANE

Running test must be made on all passenger trains immediately after leaving all initial and inspection stations, and before leaving the following stations:

DIVIDE GRANDVIEW HURRICANE

Brakeman will station himself on last car at retaining valve, and, if air escapes from it while brakes are releasing, he will give engineman a proceed signal; if no air escapes, train must be brought to a stop and cause of failure of brakes to operate ascertained and remedied.

A terminal brake test must be made immediately before leaving Eska, Jonesville or Premier, and 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.

When making back-up movement of trains, running test of airbrakes must be made from rear of train.

Conductors will make periodical inspections from the rear of the caboose, or instruct brakeman to do so, for any signs that might indicate something dragging or cars off the track.

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.

RETAINERS

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

Woodrow and Snow River Bridge No. 14.5.
 Hunter and Placer River Bridge No. 54.3.

On all trains descending grade between Eska and Sutton, between Jonesville and Sutton, and between Premier and Moose Creek, all retainers must be turned up.

Retainers must be turned down commencing at the rear of a train.

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

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

Retainers must be turned down at the end of the district where the use of retainers are specified, stop being made for that purpose, if necessary, and train must not be run to a station beyond the end of district or other stopping place before turning retainers down.

Conductors will be responsible for the proper handing of retainers by brakemen.

8. Engines in all classes of service will carry 90 pounds air brake pipe pressure.

TONNAGE RATING REDUCTION ACCOUNT WEATHER

9. Unless otherwise instructed, the following reductions from engine ratings will be made for weather conditions:

	Per Cent
Zero or above.....	None
Zero to 20° below zero....	15
20° to 40° below zero.....	20
40° to 60° below zero.....	40

RATINGS OF ENGINES IN TONS

	400 Class	500 Class	700-800 Class	900 Class	1000 Class
Northward					
Seward to Divide.....	551	480	630	504	480
Divide to Hunter.....	1268	1004	1450	1160	1000
Hunter to Grandview.....	616	517	705	564	510
Grandview to Potter.....	1964	1643	2245	1796	2084
Whittier to Portage.....	1570	1265	1758	1474	1550
Potter to Canyon.....	1268	1004	1450	1160	1150
Canyon to Honolulu.....	717	602	820	656	710
Honolulu to Colorado.....	787	652	900	720	710
Colorado to Summit.....	1268	1004	1450	1160	1030
Summit to Healy.....	2065	1810	2650	2170	1860
Healy to Nenana.....	2625	2200	3000	2400	2230
Nenana to North Nenana.....	1268	1004	1450	1160	1245
North Nenana to Eielson.....	2257	1887	2580	2064	1960
Matanuska to Sutton.....	1268	1004	1450	1160	1150
Sutton to Jonesville.....	115	105	132	105	200
Southward					
Eielson to Happy.....	1268	1004	1450	1160	1200
Happy to North Nenana.....	2257	1887	2580	2064	2010
North Nenana to Honolulu.....	1268	1004	1450	1160	1150
Honolulu to Hurricane.....	848	710	970	776	845
Hurricane to Matanuska.....	1268	1004	1450	1160	1430
Sutton to Anchorage.....	2625	2200	3000	2400	2000
Anchorage to Turnagain.....	1636	1370	1870	1496	1525
Turnagain to Spencer.....	1964	1643	2245	1796	2084
Portage to Whittier.....	1729	1420	2056	1729	1710
Spencer to Tunnel.....	494	414	565	452	414
Tunnel to Grandview.....	350	300	300
Grandview to Primrose.....	1268	1004	1450	1160	1000
Primrose to Seward.....	551	480	630	504	480

Between Portage and Seward two 500 class engines doubleheaded will not exceed 1050 tons for double trains, and two 400 class engines doubleheaded will not exceed 1200 tons for double trains.

11. TARE WEIGHT ON PASSENGER EQUIPMENT

Kind	Nos.	Weight
Baggage	55-56-64-65-66-67	113,200
Baggage	70-71-72	131,000
Combination	82	118,600
Combination	84	111,200
Combination	86	120,100
Combination	87-88-89	131,000
Coaches	14-15-16-24	123,400
Coaches	17-18	128,900
Coaches	19	160,000
Coaches	22-23	125,000
Coaches	25-26	146,000
Coaches	27	152,200
Coaches	28	164,000
Coaches	30 through 47	143,000
Parlor Cars	5-6	160,000
Dining Cars	9-10	143,000
Charter cars	1-3-4	150,500

ALL SUBDIVISIONS

SPEED RESTRICTIONS

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

MAXIMUM SPEEDS PERMITTED:

- Passengers Trains 60 M.P.H.
- Freight and Mixed Trains 50 M.P.H.
- Backward Steam Engine Movement 20 M.P.H.
- 300 Class Engines 20 M.P.H.
- Through all Crossovers and Turnouts. 8 M.P.H.

Trains with freight equipment fulfilling first-class schedules will not exceed maximum speed allowed freight trains.

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

Speed restriction limits, within the zones listed, are designated by Advance-Warning signs (diagonally upwards), Speed Restriction signs (square with clipped corners) and Resume Speed signs (vertical).

The Advance-Warning signs are located approximately one-half (1/2) mile in advance of the Speed Restriction signs, and the numerals on both signs indicate in miles per hour the maximum speed permitted between Speed Restriction signs or to the Resume Speed sign.

The Resume Speed sign is green.

If speed authorized by zones or by speed restriction signs are greater than that prescribed for certain trains or engines, such trains or engines must not exceed the prescribed speeds.

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

Motor cars of four and six wheel type will not exceed speed of:

- 25 M.P.H. on all curves
- 40 M.P.H. on straight track

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

- Wrecking Cranes Nos. 55, 56, 57 20 M.P.H.
- Wrecking Cranes over bridges 10 M.P.H.
- Pile Drivers Nos. 6, 7, 8 25 M.P.H.
- Shovels on wheels, ditchers, cranes, etc. 20 M.P.H.
- Rotary snow plows 20 M.P.H.
- Rotary snow plow No. 3 over bridges ... 15 M.P.H.

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

- With rods down or disconnected 15 M.P.H.
- With rods up and connected 20 M.P.H.

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

Trains handling the following heavy railroad equipment loaded on flat cars will not exceed a speed of 15 M.P.H.

- C-2, C-3, C-4, C-5, C-9, C-29, C-30.

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

The speed of all 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

13. When two steam engines of different classes are used to double-head on a train the smaller engine will be the leading engine.

When a diesel-electric engine is used to double-head with a steam engine, the diesel-electric engine must be placed ahead of the steam engine. If necessary to place the diesel-electric behind the steam engine, it must be cut in train not less than ten (10) cars behind the steam engine.

When diesel-electric engines are doubleheaded, they will be placed on the head end except that when five (5) or more units are used, not more than four (4) units are to be used on the head end, and the balance are to be cut in at least twenty (20) cars back.

To avoid possibility of fire or damage to traction motors, diesel-electric engines must not be permitted to pass over or to stand on cinder pits containing live fire or hot cinders.

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

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

SEWARD SUB-DIVISION

20. Speed Restrictions:

ZONE Between	Maximum speed permitted	
	Passenger	Freight
Seward and Portage.....	25	25
Portage and Indian.....	30	30
Indian and Potter.....	45	45
Potter and Turnagain.....	60	50
Turnagain and Anchorage..	45	45

21. Tunnel Restrictions:

	Passenger	Freight
Tunnel 52.7.....	10	10
Account ice and falling rocks.		

22. Engine Restrictions:

Engines classes 1000, 900, 800, 700, 400 and 300 are not permitted on Seward Dock or trestle approach.

Only 400 and 500 class engines will be used between Seward and Portage. When two or more engines are used, all are to be placed on the head end.

23. At Seward:

In making movements over street crossing in Seward yard south of Seward passenger station, train or yard men must precede on foot all cars or engines. Cars must not be dropped or kicked over this crossing nor on Tracks Nos. 1 or 2 Seward Dock.

Dock warehouse Track No. 3 has less than standard overhead and side clearance, and the Ice House platform has less than standard side clearances.

The wye has a tail track 325 feet long from the switch to the end of track.

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

25. **At Divide.**
When doubling trains, the first cut must be left north of the tool house in order not to block the section track car.

26. **At Hunter.**
The wye has a tail track 200 feet long from the switch to the end of track.

27. **At Tunnel.**
Coal shed on house track has less than standard side clearance. The wye has a tail track 143 feet long from the switch to the end. When cars are set out they must be secured with hand brakes 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.

28. **At Portage.**
Normal position of the main track junction switch is for the Seward sub-division.

When crews go to eat, their train will be left so as to not interfere with other trains or switching in the yard, and, when practicable, between switches.

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

The Snow Fleet Spur is just south of the telegraph office, and is to be used exclusively for the Snow Fleet during the snow season.

29. **At Anchorage.**
Anchorage Subdivision special instructions will govern Anchorage Yard.

30. **Call In Stations.**
Conductors of all except first-class and passenger extra trains will, unless otherwise instructed, call train dispatchers from the following stations and report their arriving and departing time:

Divide and Hunter

Conductors of first-class and passenger extra trains will call train dispatcher from Hunter only, except southward first-class and passenger trains will not call at Hunter unless stop is made for water, or when more than thirty (30) minutes late on their schedule or more than thirty (30) minutes late on run late order. In case of failure of means of communication, conductors will, if possible, furnish information to nearest agent or operator and proceed.

31. **Descending Mountain Grades.**
On descending grades between Woodrow and M.P. 15.0, and between Hunter and M.P. 54.3, positive block between trains must be maintained, and, in order to do this, the preceding train, when instructed, will report to the train dispatcher as follows:

- Southward trains from Hunter and Woodrow.
- Northward trains from M.P. 15.0 and M.P. 54.3.

Following trains will not be permitted to leave Divide or Grandview until the preceding train has arrived at the next point in advance as indicated above. Conductors of following trains, when instructed, will call train dispatcher from Divide or Grandview for block.

In case of failure of means of communication, trains will register at Divide and Grandview, and will follow preceding train not less than thirty (30) minutes.

32. **Register Stations.**
Seward, Portage, Anchorage Passenger Station for first class trains and passenger extra trains.

Anchorage Yard Office for second-class and inferior trains except passenger extra trains.

Register Books at Divide and Grandview for use as instructed in Rule 31 of Special Instructions.

33. **Derails.**
Hunter..... South end of siding.
Grandview..... ② Each end of siding, not to be placed in deraul position from November 1st to April 1st account snow conditions.

Tunnel..... ① North end of siding.

② North end of house track.

Turnagain..... North end of siding.

WHITTIER SUBDIVISION

40. **Speed Restrictions.**

ZONE	Maximum speed permitted	
	Passenger	Freight
Between		
Portage and Moraine.....	50	40
Moraine and Whittier.....	25	25
At Portage Yard between Junction switch and switch at south end of the tail of the wye.....	10	10

41. **At Portage.**
North switch of the north leg of wye will be used as the Junction switch with the Whittier and Seward Subdivision and the normal position of this switch will be for the Seward Sub-division and the north leg of the wye and tail track will be used as the Whittier Subdivision main track. The old main track between the old junction switch and the tail trackswitch will be used as a storage track.

42. **At Portage Tunnel.**
This tunnel has less than standard side clearance.

43. **At Whittier Tunnel.**
This tunnel has less than standard side clearance.

44. **At Whittier.**
Ballards on the dock are less than standard clearance and will not clear man on side of car.

All dock warehouses, depressed tracks are less than standard clearance and will not clear man on side of car, and overhead.

Columbia Lumber Mill shed is less than standard clearance.

Tail of Wye is 327 feet long to derail on the Warehouse Spur and 700 feet long to derail on the rock spur.

45. **Positive Block.**
Between Portage and Whittier a positive block will be maintained, and only one train at a time will be authorized between these points except when opposing trains have a train order meet at Moraine, and/or except work Extras may be authorized between Moraine and Portage.

In event opposing trains meet at Moraine, Southward train will not leave Moraine until the smoke has cleared from Portage tunnel, and will not enter Whittier tunnel until smoke has cleared from the tunnel.

45. Positive Block—Continued:

Southward trains may, when instructed, report their arrival time in Whittier Yard to the Agent or Operator at Whittier or the Train Dispatcher from the telephone booth in the Whittier Yard, between the legs of the wye.

A clearance Form A will be used in maintaining this positive block.

The operation of track cars between Whittier and Portage will be governed by these instructions except those pertaining to train order meets at Moraine, and/or except work Extras between Portage and Moraine.

46. Tunnel Doors.

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

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

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

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

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

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

Each steam engine in a train must have maximum steam pressure and fire in good condition before train enters tunnels so as to reduce firing to a minimum after entry. If necessary to insure this, train should be stopped outside of tunnel for conditioning of engine to eliminate smoke.

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

47. Register Stations.

Portage and Whittier.

48. Clearance Exceptions.

At Portage and Whittier all trains must secure clearances and NO "wire failure" clearances are to be issued.

49. Derails.

*At Moraine..... North end of siding.

At Whittier....①40 feet North of Warehouse doors on Track No. 3 on the dock (Depressed track).

②327 feet South of the north tail track switch. (This track continues on to Warehouse 207).

③572 feet South of the switch off the tail track of the wye on the rock spur.

*This derail is not to be placed in derail position from November 1st until March 1st, account snow conditions.

ANCHORAGE SUBDIVISION

55. Speed Restrictions.

ZONE	Maximum speed permitted	
	Passenger	Freight
Between Anchorage and Wasilla.....	30	30
Wasilla and Curry.....	60	50

56. At Anchorage.

In making movements over the Ocean Dock-Alaska Railroad Government Hill Road, and new Industrial Spur, Fort Richardson Highway Crossing, all trains and yard engines will, unless crossing is protected by a trainman on the ground at the crossing, stop at the crossing, and a member of the crew must precede on foot all movements in either direction over this crossing.

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

When accidents occur in Anchorage Yard involving trains and motor vehicles, the Yardmaster will be contacted by radio or telephone at once. The Yardmaster, in turn, will contact the Special Agent's office at 463 or the Firehall, 442.

Yard crews will remain at the scene of accidents, and inform persons involved to remain until the Special Agent arrives. Reports of the Special Agent or other officials does not relieve the Conductor from filing proper accident report, and complete details must be given.

Do no switching over turntable.

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

1000 class engines must not go beyond the Cannery tracks south of derail.

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.

Road crossing to Gas Shop must not be blocked by cars, as fire engine is kept in this building.

All northward trains arriving in Anchorage Yard will take their engines down 14 lead to Roundhouse, and all engines for northward trains will use 14 lead going to train, and before leaving Roundhouse at Anchorage will call Yardmaster on radio advising of their departure.

Tail of Wye connects with the new main track.

Locations of Structures of less than standard Clearance Anchorage Yard.

New Industrial Spur just north of crossing..	Overhead
Warehouse No. 2 platform.....	Side
Emard Cannery platform.....	Side
General Fish Cannery platform.....	Side
Culhane Coal Shed.....	Side
Freight Depot Tracks 1 and 2.....	Side
M-K Track.....	Side
Industry Track Freight House.....	Side

57. At Fort Richardson.

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

Normal position of signals is green.
Close clearance on all tracks in Fort Richardson Yard.

58. At Whitney.

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

59. At Birchwood.

Close clearance at water tank.
Take no water unless necessary.

60. At Matanuska.

Junction switch set and locked for Anchorage Subdivision. Wye tail track is the main track of Sutton Subdivision.

61. At Willow.

Close clearance at Willow Creek mines warehouse.
Wye tail track is 287 feet long.

62. At Curry.

Healy Subdivision special instructions will govern Curry Yard.

63. Yard Limits.

Tracks between yard limit signs, south of Anchorage and north of Whitney, operated as one yard.

64. Call Up Stations.

Conductor of all trains, unless otherwise instructed, call Dispatcher from Willow, and conductors of all second class and extra trains call Dispatcher from Manatuska, and conductors of all first class trains, when delayed, call Dispatcher from Matanuska; reporting their arriving and leaving time.

In case of wire failure, conductors will, if possible, furnish this information to the nearest agent or operator, and proceed.

65. Register Stations.

Anchorage Passenger Stations for first-class and passenger extra trains.

Anchorage Yard Office for second-class and extra trains.
Matanuska.
Curry Passenger Station.

66. Clearance Exceptions.

At Matanuska: Trains originating will not require clearance.

67. Derails.

At Anchorage:

Culhanes Coal Bunker. 30 ft. north of Coal Bunker.
Cannery track No. 1... 273 ft. south of Switch point of that track.
Cannery track No. 2... 273 ft. south of Switch point of that track.
Track No. 10..... Opposite south end of Jewelry shed.
Track No. 12..... Opposite south end of Warehouse No. 2.

North Machine Shop lead. Junction south of Switch to turn table.
Powder track. 30 ft. north of Switch to Coal
Ladder track. Opposite south end of Gas shop.
Army Oil Rack Siding
MP 116.4..... 267 ft. north of South Switch.
New siding No. 1
MP 116.1..... 171 ft. north of South Switch.

At Whitney:

Siding..... 285 ft. North of South Switch.

At Powder Spur:

MP 131.1..... 492 ft. north of Main track switch.
MP 131.1..... 83 ft. south of Powder house No. 6.

At Birchwood:

Storage Yard
MP 135.8..... 218 ft. south of North lead switch.

At Coal Mine spur:

MP 176.2..... 315 ft. south of Main track switch

SUTTON SUBDIVISION

Including Jonesville, Eska and Moose Creek Branches

75. Speed Restrictions.

ZONE	Maximum speed permitted	
	Passenger	Freight
Between Matanuska and Sutton.....	25	25
Sutton, Jonesville and Eska....	10	10

76. Switch lamps will not be used.

77. At Matanuska.

Junction switch set and locked for Anchorage Subdivision.

78. At Palmer.

Close side clearance on both sides on Creamery track.

79. At Moose Creek.

Junction switch set and locked for Sutton Subdivision.
Moose Creek Branch out of service—first 500 feet may be used for car storage.
Close side clearance at the water tank.

80. At Sutton.

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

81. At Eska Junction.

Junction switch is set and locked for the Jonesville Branch.

82. At Eska.

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

83. At Jonesville.

Engines and/or loaded coal cars are not permitted to pass coal tipple on any track.
Engines are not permitted beyond mine track crossing.
Cars are not to be placed beyond road crossing leading to powder house.

116. **Engine Restrictions—Continued:**
 At Suntrana:—Engines are not permitted on south end No. 4 track.
 At Dome:—Engines are not permitted beyond a point 10 car lengths from the frog.
117. **At Healy.**
 Tail of wye is 107 feet long.
 Junction switch is set and locked for Nenana Subdivision.
 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.
118. **At Suntrana.**
 Close side clearance at Usibelli coal tippie.
119. **At Nenana.**
 Tail of wye is 440 feet long.
 Close side clearance at dock warehouse and marine ways.
120. **At Fairbanks.**
 Junction switch is set and locked for Nenana Subdivision.
 No train order signal maintained at Fairbanks yard.
 Time of second-class trains and extra trains except passenger extra trains will apply at Fairbanks Yard Office.
 Tail of wye is 1,000 feet long.
 Close side clearance at freight house platform, at electric warehouse, at electric power plant, at Juneau Lumber Company warehouse.
 In handling cars up Healy River coal bunkers incline, not more than 2 cars are to be handled and air must be cut in and tested.
 No car is to be kicked on the F. E. lead unless the hand brake is handled by a brakeman.
 No cars are to be handled north of a sign reading "Cars Stop Here" at Ketchikan Spruce Mills warehouse.
 At the Round House, Car Shop and Coal Plant, both end doors must be open before making any switch movements.
Between Fairbanks and Eielson and at Eielson:—Close overhead clearance of wires. Must expect close side clearance on all tracks except the main track.
121. **At Ladd Field.**
 Highway traffic signals at each side of south end of air-plane runway crossing the highway and railroad tracks governing train movements and highway traffic. When these signals display RED, trains must stop until the red signal has been cleared.
 In the loop, all trains must stop short of the two Diamond crossings at grade, and flag across.
122. **At Eielson.**
 Tail of wye is 350 feet long.
123. **Yard Limits.**
 Tracks between yard limits sign north of Healy and south of Healy and to end of track at Suntrana, operated as one yard.
 Tracks between yard limit sign south of Fairbanks and to end of track Nenana Subdivision and to end of track at Eielson, operated as one yard.
124. **Register Stations.**
 Healy, Fairbanks Passenger Station for first-class and passenger extra trains. Fairbanks Yard Office for second-class and extra trains except passenger extra trains.
125. **Clearance Exceptions.**
 At Eielson, clearance not required.
 At Fairbanks Yard all trains must secure clearance.

126. **Dera'ls.**
 At Healy ①North end of scale track.
 ②North end of storage track.
 ③North end of rip track.
 ④North end of power house spur.
 ⑤North end of caboose track.
 ⑥North end of coal loading spur.
 At Suntrana ①200 feet north of north switch at Cripple Creek mine tippie.
 ②120 feet north of frog on the lead to timber spur.
 At M.P. 453 ①South end of industry siding.
 ②North end of industry siding.
 At Fairbanks Foot of the incline to Healy River Coal Bunkers.

GENERAL INSTRUCTIONS

135. No train will stop on any public highway crossing and block traffic more than five minutes.
136. Between the hours of 7:00 a.m. and 8:00 a.m., and between 4:00 p.m. and 5:00 p.m. engineers of trains will sound the whistle repeatedly at obscure places to warn section and bridge men to afford some protection in going to work and returning from work.
137. Wrecking cranes are not to be used on any bridge or dock, Wrecking cranes are not to be handled next to an engine, but must have at least one car between the engine and such equipment and the boom must be secured to the idler and the boom trailing.
138. Spreaders handled in freight trains must be headed in the direction train is moving and in work train service, the wings must be properly secured.
139. Wooden underframe cars must be handled just ahead of caboose.
 Live stock must be handled on head end of train when practicable.
140. Tractor cranes and draglines, set up, with or without boom attached will only be handled under special arrangements.
 Steel flat cars of not less than 100,000 capacity must be used.
 Loading, bracing, and blocking must be in accordance with Association of American Railroad loading rules.
 Car must be inspected after loading and before acceptance by official of mechanical department (general car foreman, assistant superintendent, or superintendent of motive power and equipment) who will advise acceptance of car for movement, stating car number, and maximum speed at which car can be handled; but in no case at speed in excess of twenty (20) miles per hour.
 Conductors picking up or handling these cars in train, will before departing from terminal or station where car is picked up receive a train order designating car number and maximum speed authorized for movement of car, order reading substantially as follows:
 "Do not exceed speed of (.) miles per hour handling car"
 In handling loads of this kind where by bulletin or special instructions a lower speed is provided at designated points such lower speed must be observed at such points.

141. In making switching movement, where cars are moved into depressed tracks or on other tracks on a descending grade, sufficient hand brakes must be set on the leading cars to hold the cut if the engine or any cars in the cut become detached. In using any spur an engine or cars must make a safety stop one car length before the end of the track. A trainman must always be stationed on the lead car in making such movements.

142. If a break-in-two occurs, after the train is again together and ready to move, trainmen must make an air test and make a moving inspection of the train for defects.

143. In switching passenger equipment, a stop must be made approximately 4 feet away and line up the draw bars and open the knuckles, and, after coupled into this equipment, it must be stretched before the signal, air and steamline are coupled.

144. Cars must not be handled ahead of engine between stations, except as follows:

When necessary to take cars to or from a spur;
On work trains.

When this is done, it must be for no greater distance than necessary, with air brakes cut in and operative on cars ahead of the engine.

145. In switching with an engine equipped with footboards, when there are no cars ahead of the engine, a yardman or trainman must ride on leading footboard of engine in direction the engine is moving, on either yard or main tracks, except:

When switches to be passed over can be plainly seen to be properly lined.

Employees are prohibited from riding on engines or cars as follows:

On engine footboards between engine and cars when cars are being pushed or pulled, except when necessary to make cut between engine and first car;

On leading footboard while coupling engine to cars.

A trainman when available, must ride rear of tank of a road engine backing up without cars while switching at station or moving in yards.

146. When steam engines are used to handle trains, all open cars loaded with automobiles will be placed just ahead of the caboose.

147. Each employee governed by Hours of Service Law must notify superior officer of the time the law requires him to be off duty early enough that he may be relieved, if necessary, before exceeding the hours of service permitted by law.

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

149. When occupied outfit cars are set out on a siding they will be spotted at one end of a siding, and they will be protected as per safety rule 207 and will be protected by train orders stating the number of such cars. No outfit car will be placed within a distance of 100 feet from any building.

150. Male passengers can be handled in caboose of freight train, but only on the authority of the Supt. of Operations.

WILDLIFE AND GAME ANIMALS

160. When a moose or other game animals are killed by trains, the carcasses of such animals will be forwarded below:

Between Seward and Portage, ship to Alaska Wild Life, Seward.

Between Curry and north of Portage, ship to Alaska Wild Life agent, Anchorage.

Between Fairbanks and north of Curry, ship to St. Marks Mission, Nenana.

Whenever wild game is killed by trains, a report must be made to the nearest dispatcher who will furnish information to the nearest Game Warden and also notify the Engineering Department in order that section men may pick up the carcass and transport it to the nearest station forwarding to proper destination. Such shipment are to be waybilled on Form AD-129 endorsed FREE, account B.I.-4B.

PASSENGER TRAINS

165. Trainmen will open the steam valve on the rear car of passenger trains not less than 1 mile from a terminal or other point where the steam line is to be disconnected, and after two minutes use communication signal 16K to shut off the steam.

Carmen are required before departure of passenger train from a terminal to crack valve on rear car to permit sufficient steam to escape to let condensation drip out, and trainmen will make inspection at frequent intervals to see that steam escapes and at inspection stations open valve to blow out line and replace valve to permit escape of steam, in same manner as when train left the terminal.

166. Any train equipped with communication signals will not leave any terminal until these signals are tested and in operation throughout the entire train unless the conductor has received authority from the Supt. of Operations to leave the terminal with the communicating signals inoperative.

In the use of air signal line by train crews, air signals should not be used at any station to start a train. This particularly applies at terminal stations. Hand or lamp signals should be used for that purpose.

167. Where motor cars are operated handling trailer, a trainman must ride the trailer when train is in motion. When these trains are provided with a conductor and baggageman, the conductor must ride the trailer; when provided with a conductor and brakeman, either the conductor or the brakeman must ride the trailer.

168. Lighted cigarettes, cigars and matches have been thrown by passengers from car windows and observation platform of trains, and trainmen should observe passengers smoking in passenger cars near open windows and on observation platform and caution such passengers against throwing lighted cigarettes, cigars or matches from the train.

169. Lock toilets on all passenger cars prior to arrival at Seward, Anchorage, Curry, Healy and Fairbanks, and toilets in these cars must not be unlocked until after train departs from the station.

170. A medicine chest has been provided especially for passenger trains, and one of these chests will be supplied each baggage car.

These chests have been sealed with wire and lead seal before placing in baggage car and they must not be opened except in case of any accident. Trainmen opening any of these

PASSENGER TRAINS - Continued

170. Continued:
Chests or finding one without seal will notify superintendent promptly and arrange to exchange it at Anchorage for a sealed chest.

These chests contain first aid supplies and are only to be used in case of accident to a passenger or employee. Employees requiring medical attention must secure any supplies for their personal use from the hospital department and not from these chests.

It will be the duty of train baggagemen to know that a chest is on baggage car before leaving terminal station.

171. Markers and lanterns must be kept clean and filled with oil. Flags, fuses and torpedoes must be kept in proper receptacles or holders ready for immediate use and under no circumstances must flags, fuses or torpedoes be left loose in coach vestibules, seats or hat racks.

Receptacles have been provided for the carrying of flags, fuses and torpedoes and conductors will be held responsible for the keeping of flagging supplies in proper receptacle.

172. Trainmen on passenger trains handling observation parlor, or buffet car will use the front vestibule of such car when going to or returning from flagging.

173. The engine bell must be rung approximately one minute before departure of a passenger train at Seward, Anchorage, Curry, Healy and Fairbanks.

174. When train accidents occur to trains handling passengers immediate action must be taken to notify the nearest railroad surgeon in order that all passengers will be examined physically and extent of injuries determined.

175. Observation cars in regular service, the gates and trap doors must be kept closed and latched.

176. Dogs will be transported in baggage cars as per Baggage tariff 2A except work and sled dogs must be crated, if not crated, they will only be handled on freight trains.

177. Guns will be handled as per Baggage tariff 2A except that all bolt action guns must have the bolt removed, and retained by the passenger and all other types of guns must have the "action" tied open before presenting them for transportation and all guns must be properly tagged.

SNOW SERVICE

185. All employees will be under the direction of the conductor and 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.

The coupling of trains with snow plow must only be done under the most extraordinary severe weather conditions.

ENGINES

190. When even an engine is standing, one man must always remain on the engine except during meal period. The engineer must personally see that the choke is closed and latched, and reverse lever latched in center or removed, and the straight air set and on steam engines the cylinder cocks opened, and the wheels blocked if conditions require.

191. Steam engines may dump ashes at water stations, or, if necessary, at other points, but stop and take care of ashpans correctly. Fire in ashes must be extinguished before leaving.

HELPER ENGINES

192. A diesel engine helper may be used ahead of steam engine, but a steam engine helper cannot be used ahead of diesel engine unless the diesel engine is cut in 10 cars behind the steam engine. Normally, a helper engine is to be placed on the head end, except that on ascending grades of 1.5 percent or more may be cut into a train providing all cars ahead of the helper are steel underframe cars.

Helper engines may be used behind the caboose Broad Pass to M.P. 309 except no helper engine will be placed behind any wooden underframe car or caboose.

CARS

195. The total weight of car and its lading must not exceed weight given in column "Total Weight on Rail".

Column "Normal Capacity" is the capacity stenciled on car in accordance with size of axle.

Dimension of Axle	Total Weight on Rail Pounds	Normal Capacity Pounds
6" x 11"	210,000	140,000
5½" x 10"	169,000	100,000
5" x 9"	136,000	80,000
4½" x 8"	103,000	60,000
3¾" x 7"	66,000	40,000

Cars may be loaded to limits shown under heading "Total Weight on Rail" (which is the total weight of car and lading for the respective capacity given), except where stenciled load limit has been reduced.

Load limit is the difference between "Total Weight on Rail" as shown above for size of axle and the light weight of the car.

196. Cars X700 and X900 will be placed in a train so as to leave at least 3 cars behind any outfit cars.

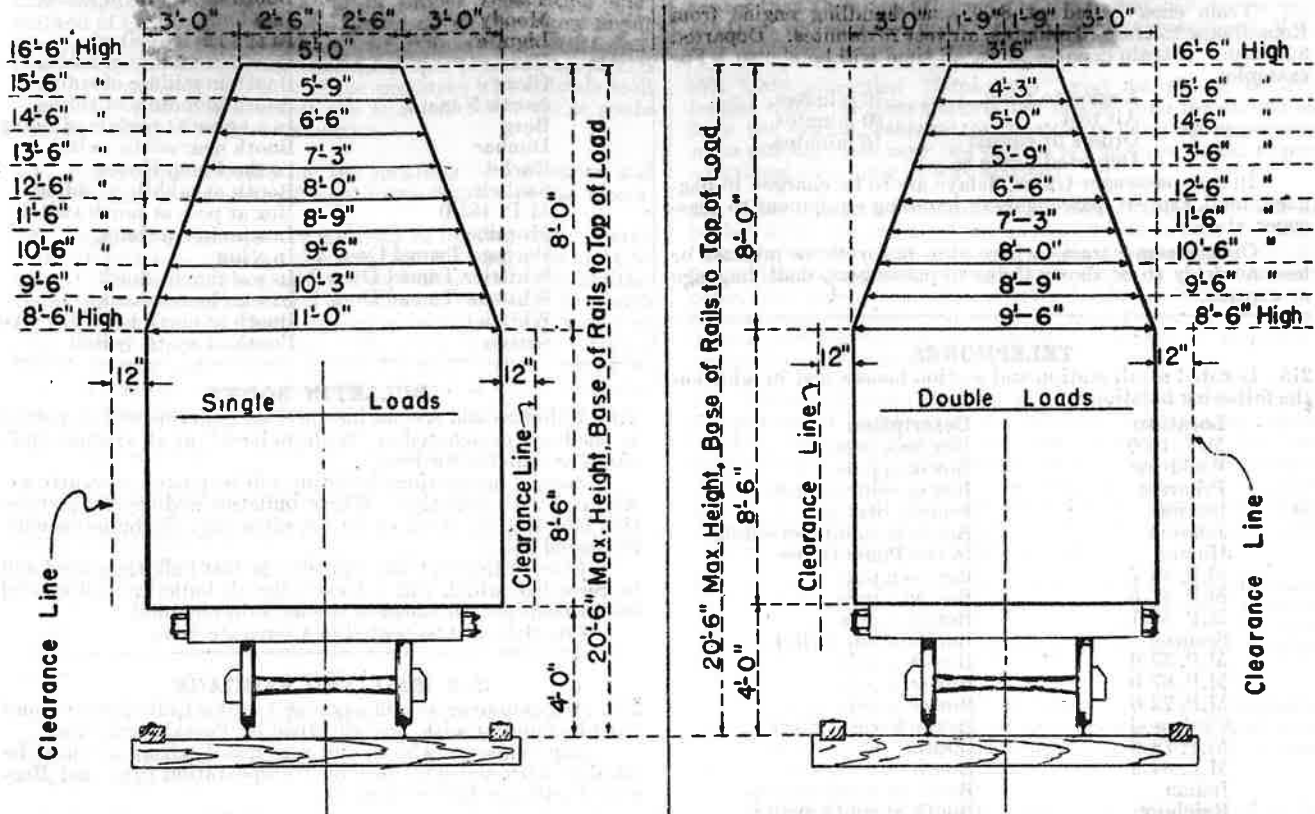
197. Cement will be handled, bulk, only in cars having the prefix "C" ahead of the numbers.

198. Oil and empty oil containers are only to be handled in cars numbered in the 800 and 1200 series and such other cars that are stenciled "oil service", except that LCL shipments may be handled providing the containers do not leak.

199. 11000 series cars are refrigerator cars except when these cars are used in charcoal heated service they are stenciled "Heater Car", and such cars are not to be used for local way cars. When it is necessary to use heater service for local way freight, cars equipped with coal stoves will be used and such cars are stenciled "Coal Stove Car" and 900 series cars are used.

Refer to tariff 3A or subsequent issues which lists commodities that require protection against cold or heat or both.

200. The handling of stakes and dunnage on flat cars is prohibited and all stakes and dunnage and loose wires must be removed before an empty car can be moved in trains from terminals.



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

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

WEIGHING CARS

205. Cars must be weighed uncoupled and free at both ends and speed limit over all track scales either live or dead rail, will not exceed 5 m.p.h.

All carload shipments from or to any station requiring weighing will be weighed over the first track scale reached except that cars destined Fairbanks, Ladd Field and Eielson will be weighed at Fairbanks and cars originating between Ester and Lignite destined Anchorage or Fort Richardson or south may be weighed at Anchorage.

HANDLING TRAINS

210. It is necessary that train dispatcher be promptly advised of all conditions relative to movement of trains and work to be

done on the road. Conductors must report from the first open telegraph station or call-up station, any unusual delay which has been encountered; also any causes where there is an unusual amount of switching to be performed, or way freight to be handled.

211. Conductors of all freight and mixed trains will make blind siding report showing all cars at non-agency stations between the terminals of their run and leave the report with their delay report at terminal station. This report must show the specific classes of cars and whether loaded or empty. Agents or operators will wire this report to the train dispatcher at the time delay report is sent. Delay reports must be made for each one way or continuous round trip. All time will be shown on delay report covering initial delay.

HANDLING TRAINS—Continued

211. Continued:

Train crew called at 8:00 a.m. handling engine from Roundhouse to train 10 minutes, air test 20 minutes. Departed 8:30 a.m. If train departs later, all time will be shown. For example:

Engine to train.....10 minutes.
Air test.....20 minutes.
Orders or consist.....10 minutes.
Departed 8:40 a.m.

In case passenger trains, delays are to be charged to baggage, mail, express, passengers or handling equipment to passenger station.

On passenger trains where stop is for three minutes or less, no delay to be shown if due to passengers, mail, baggage or express.

TELEPHONES

215. Located at all station and section houses and in addition the following locations:

Location	Description
M.P. 15.0	Box on a pole
Woodrow	Box on a pole
Primrose	Box at south switch
Lawing	Freight Station
Johnson	Booth in middle of siding
Hunter	In the Pump House
M.P. 46.7	Box on a pole
M.P. 47.5	Box on a pole
M.P. 53.1	Box on a pole
Spencer	Booth at the switch
M.P. 59.0	Box on a pole
M.P. 67.0	Box on a pole
M.P. 72.0	Box on a pole
Girdwood	In the Freight Shed
M.P. 78.0	Booth
M.P. 84.5	Booth
Indian	Booth at south switch
Rainbow	Booth at south switch
M.P. 103.0	Booth
M.P. 105.5	Booth at spur switch
Turnagain	Box on a pole at north switch
Whitney	Box on pole at south switch
Whitney	Box on pole at north switch
Eagle River	Booth in middle of siding
M.P. 131.1	Booth at powder spur
M.P. 136.0	Booth at south switch
Eklutna	Box on a pole at north switch
M.P. 142.0	Booth at Rock Pit
Nancy	In the station
Kashwitna	Booth at north switch
Sunshine	Booth at south switch
Montana	In the Pump House
M.P. 243.0	Box on a pole
M.P. 247.0	Booth at Rock Pit
Sherman	Booth at north switch
Canyon	In the Pump House
M.P. 284.2	Box south end of bridge
M.P. 284.6	Box north end of bridge
Colorado	In the Freight House
M.P. 206.0	Booth
M.P. 308.0	Booth
M.P. 315.0	Box on a pole
Cantwell	In the Pump House
Windy	Booth at south switch

Location	Description
Carlo	Booth at south switch
Yanert	Booth in middle of siding
Moody	In a house
Lignite	In the Freight Shed
Rex	Booth in middle of siding
Clear	Booth in middle of siding
North Nenana	Booth in middle of siding
Berg	In a house at middle of siding
Dunbar	Booth near north switch
Cache	In the Pump House
Saulich	Booth at middle of siding
M.P. 453.0	Box at pole at north switch
Moraine	In watchman shack
Portage Tunnel Door 3	In a hut
Whittier Tunnel Door 2	In watchman shack
Whittier Tunnel Door 1	In watchman shack
Whittier	Booth at north leg of the wye
Sutton	Booth at south switch

BULLETIN BOOKS

216. Bulletins and special instructions bulletins will be posted in one book designated as "bulletin book" at all stations indicated as bulletin stations.

Special instructions bulletins will be posted currently as received with bulletins. Where bulletins and special instruction bulletins are received on the same day, the bulletins will be posted last.

In recording on train register, the last bulletin posted will be recorded, which will acknowledge all bulletins and special instructions posted ahead of the bulletin recorded.

Circulars will be posted in a separate book.

U. S. MAIL AND BAGGAGE

217. Any employee who in any way handles United States mail must be familiar with, and governed by Postal regulations.

Any employee who in any way handles baggage must be familiar with and governed by transportation rules and Baggage Tariff and Instructions 2A.

SAFETY RULES

218. The safety rules and precautionary measures for the guidance and protection of employees.

These safety rules are supplementary to and a part of the Operating Rules governing the operation of The Alaska Railroad.

Each employee is required to provide himself with a copy of this book.

EXPLOSIVES AND DANGEROUS ARTICLES

115. Trainmen, enginemen, yardmen, agents and other employees who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions contained in Bureau of Explosives' Freight Tariff No. 8, supplements thereto and reissues thereof, also Bureau of Explosives' pamphlets governing the handling of them.

226. Regulations provide for the selection, preparation, and inspection of cars, etc., for the handling of explosives, which in all cases, must be handled in closed cars and car properly examined by a competent employee of the car department to ascertain that it is properly prepared and a car certificate of the prescribed form placed on the car before permitting it to be loaded, one certificate on each side of the car.

EXPLOSIVES AND DANGEROUS ARTICLES—Cont.

227. Regulations explain in detail proper application and method of handling placards. It is the duty of the agent under whose supervision car is loaded with explosives or other dangerous articles, to ascertain that the proper placards are placed on the car and it is the duty of the employee who unloads such car to ascertain the placards are removed when car is made entirely empty of such commodities.

228. Regulations provide for the handling of explosives and other dangerous articles by freight house employees and others.

229. Regulations provide for methods of loading cars. Particular attention is called to the fact that blasting caps must be stayed (blocked and braced) and explosives and commodities requiring red labels must not be loaded in cars equipped with lighted heaters, and that explosives must not be stored or transported in the same car with other dangerous articles which require red, yellow, green, or white labels, nor with charged electric storage batteries. Loading chart indicates commodities that must not be loaded or stored together.

230. Regulations provide for the handling of cars.

231. A car requiring car certificates and "Explosives", "Dangerous", or "Poison Gas" placards under the provisions of these regulations shall not be transported unless such freight car is at all times placarded and certificated as required by the regulations.

At points where trains are inspected, cars placarded, "Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

232. Conductors must notify engine crew of the presence and location in the train of cars containing loaded placarded tank cars before leaving the initial station or station where such cars are picked up.

233. At all terminals where trains are made up, the Yardmaster shall execute a consecutively numbered notice form 1340, "Notice of Cars Containing Explosives", showing the location in the freight train of every car placarded "Explosives". A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points other than terminals where train or engine crews are changed, the notice shall be transferred from crew to crew.

At terminals where yardmaster is not employed or on duty, this notice will be made by agent or operator on duty.

At other points where cars placarded "Explosives" are picked up this notice will be made by conductor and copy sent superintendent of operation.

234. Between points where separate trains are operated for freight service only, cars containing explosives must not be handled in a train that carries passengers.

235. Between points where only mixed train service is operated, or where passengers are carried in the caboose of a freight train, a car containing a freight shipment of explosives, or a car placarded "Dangerous" may (unless otherwise instructed) be handled, but such cars must not be placed next to a car carrying passengers.

236. Cars placarded "Explosives" must be placed in through freight trains near the middle of the train and must not be nearer than the sixteenth car from the engine, nor the eleventh car from the caboose, or other cars carrying passengers, if the length of the train will permit.

237. Cars placarded "Explosives" may be placed in local freight trains, or mixed trains, not nearer than the second car from the engine, caboose, or other cars carrying passengers, when placing them near the middle of the train would require additional switching at way stations.

238. Cars placarded "Explosives" must have hand and air brakes in service and must not be placed next to cars placarded "Dangerous" nor next to empty or loaded tank cars, wooden frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to shift and break through end of placarded car; nor next to cars containing lighted heaters, stoves or lanterns, or cars with live stock occupied by attendants.

239. Placarded tank cars must not be placed in trains next to cars placarded "Explosives" nor next to cars containing lighted heaters, stoves or lanterns, nor next to gondola or flat cars with lading such as logs, lumber, rails or pipe that is likely to shift, and in through trains such tank cars must not be placed nearer than the sixth car and in local freight and mixed trains must not be placed nearer than the second car from the engine, caboose, or other cars carrying passengers.

240. Empty tank cars must not be moved from stations unless dome cover and all outlet caps have been replaced and wrenched tight, shipping tags and cars removed from car, and "Dangerous" placards removed or replaced by "Dangerous Empty" placards.

241. When placards become detached in transit, conductor must see that they are replaced upon arrival at the next terminal, if in through trains, or at first station stop if in local freight trains.

242. 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.

243. Cars containing explosives must be frequently examined to see that they are free from hot boxes or other defects liable to cause damage.

244. In switching operations where use of hand brake is not necessary, a placarded loaded tank car, or a cut which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the cut containing the placarded loaded tank car or a placarded loaded tank car shall in turn clear the ladder track before another car is allowed to follow.

In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a cut containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

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

RAILROAD RADIO OPERATING RULES

251. Radio communications systems are under the jurisdiction of the Federal Communications Commission. The Alaska Railroad and its employees are governed by the Commission's operating rules. Violation is a Federal offense for which severe penalties are provided. All employees, except those specifically authorized to do so are prohibited from making any adjustments to a railroad radio set. If it appears that a radio transmitter is not operating properly, its use shall be discontinued and the Communications Department notified as soon as possible.

252. No employee shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio.

253. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communication (distress communications excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

254. Before transmitting, any employee operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.

255. A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communications from another station in distress and except in answering or aiding a station in distress shall refrain from sending any communication until there is assurance that no interference will result to the station in distress.

256. The Alaska Railroad is required to answer an official notice of violation of the terms of the Communication Act of 1934, as amended, within three days from receipt of notice and any employee receiving inquiry within 24 hours after receipt of notice.

257. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the Federal Communications Commission at any reasonable time.

258. At certain cases at crossings, junctions or paralleling tracks some interference may develop with another railroad. In such cases special care in making identification shall be used and the employees concerned shall cooperate in handling their business by alternating calls and being as brief as possible.

259. Employees must identify the train or station from which they are calling. For example, "Caboose No. 25 calling Engine No. 25 over", and to answer must identify the train or station, for example, "This is Engine No. 25". When wishing contact with another train, the following procedure must be used: Example:—"Engine No. 5 calling engine (or caboose) Extra 701 North", and, if wishing to contact a station, the same rule will govern except the station name will be used.

260. If any communication from a station other than another railroad radio station interferes with Railroad Radio service the railroad employee will endeavor to ascertain the identity of such station and report the occurrence as soon as possible through authorized channels, to the designated railroad official, giving the exact time, nature of the communication and identity of the station, if possible.

Internationally, the word "MAYDAY" indicates a distress message, and the word "PAN", an urgent message and the word "SECURITY", a safety message. Railroad employees may hear such message sent by aircraft or, in coastal areas, by boats. Railroad employees hearing such message must report them immediately through authorized channels to the designated railroad official in addition to taking such appropriate action to relieve the distress as may be possible.