

LIST OF SURGEONS

Dr. T. C. Brandon, Chief Surgeon..... Anchorage
Dr. R. Jackson, Surgeon..... Anchorage
Dr. George Hale, Surgeon..... Anchorage
Dr. F. J. Phillips, Surgeon..... Seward
Dr. Arthur Colberg, Surgeon..... Palmer
Dr. P. B. Haagland, Surgeon..... Fairbanks
Dr. A. J. Schaible, Surgeon..... Fairbanks

HOSPITALS

General Hospital..... Anchorage
Emergency Hospital..... Seward
Emergency Hospital..... Palmer
Emergency Hospital..... Fairbanks

MILEAGE

Main Line

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

Branches

Matanuska to Sutton..... 18.9
Moose Creek to Premier..... 3.8
Sutton to Jonesville..... 2.9
Eska Jet. to Eska..... 0.5
Healy to Suntrana..... 4.4
Fairbanks to Eielson..... 28.0
Total Branches..... 58.5
TOTAL..... 541.2

ACTING ASS'T. SUPT. OF OPERATIONS

N. E. Renner..... Anchorage

TRAINMASTERS

W. H. Jillson..... Fairbanks

ROAD FOREMEN OF ENGINES

Wm. Akers..... Anchorage
E. W. Barnett..... Anchorage
James DiCicco..... Anchorage
M. A. Loomis..... Curry
H. Nuhse..... Healy

CHIEF TRAIN DISPATCHER

F. W. Belgard..... Anchorage

ASSISTANT CHIEF TRAIN DISPATCHER

C. V. Brown..... Anchorage
W. C. Davidson..... Anchorage

TRAIN RULES EXAMINER

E. T. Wyse..... Anchorage

TRAIN DISPATCHERS

Ray Adams J. A. King
K. M. Frank R. C. Perkins
J. D. Grimes H. A. Shields
Paul Hines Lock L. Wren
W. W. Houser

**Department of the Interior
THE ALASKA RAILROAD**



**TIME
TABLE
No. 50**

To be used in conjunction with
Special Instructions currently in effect.

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

Sunday, June 1, 1952

SAFETY FIRST

For the Government of Employees only.

J. P. JOHNSON
General Manager.

JOHN E. MANLEY
Assistant General Manager.

R. H. BRUCE
Acting Superintendent of
Operations

SOUTHWARD

SEWARD SUB-DIVISION

Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	SECOND CLASS				FIRST CLASS			Distance from Anchorage	Time Table No. 50	
	33	31	29	27		1	3		JUNE 3 1952	
	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday		Tuesday Thursday Friday	Daily except Sunday		STATIONS	
BCKOPT Yard WXYZ			L 1.50PM	L 9.40AM		L 3.30PM	L 9.20AM	0.0	DNR	ANCHORAGE YD PA
44 P			2.03	9.58		f 3.40	f 9.30	5.0		CAMPBELL 5.0
67 P			2.09	9.59		f 3.45	f 9.36	8.1		TURNAGAIN 8.1
43 P			2.21	10.10		f 3.54	f 9.44	13.7		POTTER 5.6
21 PW			2.36 ²⁸	10.23		f 4.09	f 9.56	20.8		RAINBOW 7.1
96 P			2.47	10.33		f 4.19 ⁴	f 10.05	25.6		INDIAN 4.8
49 P			3.04	10.53 ²		f 4.34	f 10.20	32.6		BIRD 7.0
37 P			3.22	11.12		s 4.49	s 10.38 ²	39.5		GIRDWOOD 6.9
8 P			3.42 ⁴	11.28		f 5.00	f 10.50	43.8		KERN 4.3
Yard CJPWXY	L 5.30PM	L 12.20PM	A 4.00PM	A 11.45AM		s 5.15	A 11.05AM	50.1	DNR	PORTAGE PG
Spur 21 (n)P	5.52	12.42				f 5.36		58.5		SPENCER 8.4
35 PY	6.06	12.56				f 5.50		63.3		TUNNEL 4.8
24 P	6.28	1.18				f 6.10		69.4		GRANDVIEW 6.1
34 PWY	6.42	1.32				f 6.24		74.3		HUNTER 4.9
37 P	6.58	1.48				f 6.39		80.5		JOHNSON 6.2
3 PX	7.12	2.02				s 6.51		85.0	D	MOOSE PASS MS 4.5
22 P	7.28	2.24 ³⁴				f 7.06		91.0		LAWING 6.0
P	7.37	2.33				f 7.14		94.1		LAKEVIEW 3.1
16 P	7.42	2.38				f 7.18		95.9		PRIMROSE 1.8
25 P	8.02	2.58				f 7.34		102.3		DIVIDE 6.4
30 P	8.17	3.13				f 7.48		107.4		WOODROW 5.1
Yard BCKOP WXY	A 8.40PM	A 3.35PM				A 8.05PM		114.3	DNR	SEWARD SP 6.9
	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday		Tuesday Thursday Friday	Daily except Sunday			[114.3]
	3.10 20.27	3.15 19.75	2.10 23.12	2.05 24.05		4.35 24.93	1.45 23.63			Time over Sub-division.....
										Average Speed per Hour.....

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

LOCATION OF WATER TANKS BETWEEN STATIONS

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

ADDITIONAL STOPS ON SIGNAL

No. 1.
West Construction Spur, M.P. 62.8.
Crown Point, M.P. 25.6.

LOCATION OF INDUSTRY AND OTHER TRACKS

M.P.	Car Capacity
14.7	*Outfit Spur..... (N) 24
25.6	*Outfit Spur..... (N) 23
62.8	West Construction Spur..... (N) 18
105.0	Gravel Pit Spur..... (N) 10
110.3	South Chugach Spur..... (S) 11
110.5	North Chugach Spur..... (N) 23

*Unsafe for engines 75 feet beyond clearance point.

SEWARD SUB-DIVISION

NORTHWARD

Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	Time Table No. 50 JUNE 1, 1952			Distance from Seward	FIRST CLASS			SECOND CLASS			
	STATIONS				2	4		28	30	32	34
	Tuesday Thursday Friday	Daily except Sunday			Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	
Yard BCKOPT WXYZ	DNR	ANCHORAGE 5.0	YD PA	114.3	A 12.01 PM	A 5.05 PM		A 3.20 PM	A 8.45 PM		
44	P	CAMPBELL 3.1		109.3	f 11.48 AM	f 4.55		3.05	8.31		
67	P	TURNAGAIN 5.6		106.2	f 11.42	f 4.49		2.58	8.24		
43	P	POTTER 7.1		100.6	f 11.31	f 4.40		2.43	8.09		
21	PW	RAINBOW 4.8		98.5	f 11.17	f 4.28		²⁹ 2.36	7.52		
96	P	INDIAN 7.0		88.7	f 11.08	f ¹ 4.19		2.19	7.39		
49	P	BIRD 6.9		81.7	²⁷ f 10.53	f 4.05		1.56	7.21		
37	P	GIRDWOOD 4.3		74.8	³ s 10.38	s 3.51		1.36	7.01		
8	P	KERN 6.3		70.5	f 10.28	f ²⁹ 3.42		1.21	6.46		
Yard CJPWXY	DNR	PORTAGE 8.4	PG	64.2	s 10.15	L 3.30 PM		L 1.05 PM	L 6.30 PM	A 9.50 AM	A 4.30 PM
Spur 21 (n)P		SPENCER 4.8		55.8	f 9.53					9.24	4.04
35	PY	TUNNEL 6.1		51.0	f 9.40					9.10	3.50
24	P	GRANDVIEW 4.9		44.9	f 9.23					8.48	3.28
34	PWY	HUNTER 6.2		40.0	f 9.10					8.28	3.08
37	P	JOHNSON 4.5		33.8	f 8.55					8.12	2.52
3	PX	D MOOSE PASS 6.0	MS	29.3	s 8.44					8.00	2.40
22	P	LAWING 3.1		28.8	f 8.29					7.44	³¹ 2.24
	P	LAKEVIEW 1.8		20.2	f 8.21					7.35	2.15
16	P	PRIMROSE 6.4		18.4	f 8.17					7.30	2.10
25	P	DIVIDE 5.1		12.0	f 8.01					7.10	1.50
30	P	WOODROW 6.9		6.9	f 7.48					6.51	1.31
Yard BCKOP WXY	DNR	SEWARD	SP	0.0	L 7.30 AM					L 6.30 AM	L 1.10 PM
		[114.3]			Tuesday Thursday Friday	Daily except Sunday		Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday
		..... Time over Sub-division.....			4.31	1.35		2.15	2.15	3.20	3.20
		..... Average Speed per Hour.....			25.40	31.64		22.27	22.27	19.26	19.26

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

LOCATION OF WATER TANKS BETWEEN STATIONS

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

ADDITIONAL STOPS ON SIGNAL

No. 2.
Crown Point, M.P. 25.6.
West Construction Spur, M.P. 62.8.

LOCATION OF INDUSTRY AND OTHER TRACKS

M.P.	Car Capacity
14.7	*Outfit Spur..... (N) 24
25.6	*Outfit Spur..... (N) 23
62.8	West Construction Spur..... (N) 18
105.0	Gravel Pit Spur..... (N) 10
110.3	South Chugach Spur..... (S) 11
110.5	North Chugach Spur..... (N) 23

*Unsafe for engines 75 feet beyond clearance point.

SOUTHWARD

ANCHORAGE SUB-DIVISION

Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	SECOND CLASS			FIRST CLASS			Distance from Curry	Time Table No. 50		
		25	21	23		5		STATIONS	JUNE 7, 1952	
		Daily	Daily except Sunday	Tuesday Thursday Saturday		Daily				
BCKOP Yard WXY	L 7.00PM		L 8.00AM		L 4.10PM	0.0	DNR	CURRY	CU	
	7.12		8.12		f 4.20	5.9		LANE		
89 P	7.25		8.27		f 4.30 ²⁴	12.3		CHASE		
88 P	7.42		s 8.52		s 4.45	21.8		TALKEETNA		
	7.52		9.05		f 4.53	27.2		FISH LAKE		
80 P	8.02		9.20		f 5.01	33.2		SUNSHINE		
89 PW	8.13		9.35		f 5.10	39.2		MONTANA		
27 P	8.23		9.50		f 5.20	46.2		CASWELL		
32 P	8.36		10.08		f 5.32	54.6		KASHWITNA		
80 CPWXY	s 8.54		s 10.56 ⁶		s 5.47	62.8		WILLOW		
	9.04		11.06		f 5.56	67.8		NANCY		
86 P	9.15		11.21 ²⁶		f 6.05	73.6		HOUSTON		
33 P	9.31		11.39		f 6.18	82.0		PITTMAN		
90 P	9.45		s 11.59AM		s 6.32	88.7	D	WASILLA	WA	
40 JPWYX	s 10.09	L 3.50PM	s 12.29PM		s 6.53	97.8	R	MATANUSKA	JN	
33 P	10.30	4.12	12.51		f 7.12	107.3		EKLUTNA		
42 PW	10.41	4.25	1.04		f 7.22	112.2		BIRCHWOOD		
14 P	11.04	4.50	1.29		f 7.43	121.9		EAGLE RIVER		
82 PX	11.21	5.08	1.47		f 8.00	129.4		WHITNEY		
X					f 8.05	131.5		FORT RICHARDSON		
BCKOPT Yard WXYZ	A 11.35PM	A 5.20PM	A 2.00PM		A 8.15PM	134.2	DNR	ANCHORAGE	YD PA	
	Daily	Daily except Sunday	Tuesday Thursday Saturday		Daily			[134.2]		
	4.35 29.28	1.30 24.26	6.00 22.36		4.05 32.86			.....Time over Sub-division.....	
								.....Average Speed per Hour.....	

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

ADDITIONAL STOPS ON SIGNAL

No. 23.
Houston Coal Mine, M.P. 176.2.
Ellis, M.P. 171.1.
Austin, M.P. 168.8.
No. 5.
Montana Creek, M.P. 211.0.
Houston Coal Mine, M.P. 176.2.
Ellis, M.P. 171.1.
Austin, M.P. 168.8.

LOCATION OF INDUSTRY AND OTHER TRACKS

M.P.	Car Capacity
131.1	Powder Spur..... (S) 28
135.8	Storage Tracks..... 284
142	Rock Spur..... (N) 38
147.5	Crane Spur..... (S) 6
176.1	Coal Siding..... 11
176.2	Coal Spur..... (N) 18
211.1	Siding..... 10

ANCHORAGE SUB-DIVISION

NORTHWARD

Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)		Time Table No. 50 JUNE 1, 1952		Distance from Seward	FIRST CLASS			SECOND CLASS		
					6			26	22	24
					Daily			Daily	Daily except Sunday	Monday Wednesday Friday
BCKOP Yard WXY	DNR	CURRY	CU	248.5	A 12.40 PM			A 2.00 PM		A 5.00 PM
		5.9 LANE		242.6	f 12.25			1.48		4.44
89	P	6.4 CHASE		236.2	f 12.15			1.35		4.30
88	P	9.5 TALKEETNA		226.7	s 12.01 PM			1.17		s 4.00
		5.4 FISH LAKE		221.3	f 11.49 AM			1.06		3.48
80	P	6.0 SUNSHINE		215.3	f 11.41			12.56		3.36
89	PW	6.0 MONTANA		209.3	f 11.31			12.44		3.10
27	P	7.0 CASWELL		202.3	f 11.20			12.33		2.52
32	P	8.4 KASHWITNA		193.9	f 11.07			12.18		2.33
80	CPWXY	8.2 WILLOW		185.7	s 10.56			s 12.05 PM		s 2.15
		5.0 NANCY		180.7	f 10.44			11.32 AM		1.39
86	P	5.8 HOUSTON		174.9	f 10.34			11.21		1.25
83	P	8.4 PITTMAN		166.5	f 10.22			11.07		1.05
90	P	6.7 WASILLA	WA	159.8	s 10.13			10.55		s 12.40
40	JPWXY	9.1 MATANUSKA	JN	150.7	s 9.50			s 10.20	A 11.05 AM	s 12.04 PM
83	P	9.5 EKLUINA		141.2	f 9.30			9.57	10.41	11.40 AM
42	PW	4.9 BIRCHWOOD		136.3	f 9.19			9.46	10.29	11.28
14	P	9.7 EAGLE RIVER		126.6	f 8.59			9.24	10.06	11.05
82	PX	7.5 WHITNEY		119.1	f 8.43			9.05	9.46	10.45
	X	2.1 FORT RICHARDSON		117.0	f 8.38					
BCKOPT Yard WXYZ	DNR	2.7 ANCHORAGE	YD PA	114.3	L 8.30 AM			L 8.45 AM	L 9.30 AM	L 10.30 AM
		[184.2]			Daily			Daily	Daily except Sunday	Monday Wednesday Friday
		..... Time over Sub-division.....			4.10			5.15	1.35	6.30
		..... Average Speed per Hour.....			32.21			25.56	22.99	20.64

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

ADDITIONAL STOPS ON SIGNAL

- No. 24.
- Austin, M.P. 168.8.
- Ellis, M.P. 171.1.
- Houston Coal Mine, M.P. 176.2.
- No. 6.
- Austin, M.P. 168.8.
- Ellis, M.P. 171.1.
- Houston Coal Mine, M.P. 176.2.
- Montana Creek, M.P. 211.0.

LOCATION OF INDUSTRY AND OTHER TRACKS

M.P.		Car Capacity
131.1	Powder Spur.....	(S) 28
135.8	Storage Tracks.....	284
142	Rock Spur.....	(N) 38
147.5	Crane Spur.....	(S) 6
176.1	Coal Siding.....	11
176.2	Coal Spur.....	(N) 18
211.1	Siding.....	10

SOUTHWARD

HEALY SUB-DIVISION

Time Table No. 50

JUNE 1, 1952

Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	SECOND CLASS				FIRST CLASS			Distance from Healy	STATIONS
		25	23	5					
BCJKOP Yard WXYZ		L 1.05PM	L 8.30AM			L 11.45AM	0.0	DNR HEALY HX	
14 P		1.17	8.44			f 11.56AM	2.4	GARNER	
Spur 4 (n)P		1.28	8.58			f 12.06PM	4.9	MOODY	
39 PXY		²⁴ 1.50	s 9.20			s 12.26	10.2	D MCKINLEY PARK MK	
PW		2.02	9.43			f 12.38	14.4	LAGOON	
34 P		2.07	9.49			f 12.43	16.4	YANERT	
31 P		2.25	10.08			²⁴ f 12.59	23.7	CARLO	
27 PXY		2.43	10.28			f 1.16	31.4	WINDY	
36 PW		3.00	10.47			s 1.32	38.6	CANTWELL	
39 P		⁶ 3.17	11.02			s 1.44	45.6	SUMMIT	
83 CPWXY		s 3.37	s 11.45AM			s 2.00	53.8	DNR BROAD PASS BR	
82 P		3.51	12.01PM			f 2.11	61.0	COLORADO	
41 PW		4.07	12.17			⁶ f 2.25	69.4	HONOLULU	
48 P		²⁶ s 4.30	s 12.42			f 2.50	76.7	HURRICANE	
42 PY		4.52	1.02			f 3.03	84.3	CHULITNA	
42 P		5.10	⁶ 1.29			f 3.15	89.7	CANYON	
35 P		5.23	1.44			²⁶ f 3.27	94.9	GOLD CREEK	
29 P		5.36	1.59			f 3.39	100.4	SHERMAN	
Yard BCKOP WXYZ		A 6.00PM	A 2.25PM			A 4.00PM	109.6	DNR CURRY CU	
		Daily	Monday Wednesday Friday			Daily		[109.6]	
		4.55 22.29	5.55 18.52			4.15 25.78		..... Time Over Sub-division..... Average Speed per Hour.....

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

ADDITIONAL STOPS ON SIGNAL

No. 5.
Section House, M.P. 333.5.
Hurricane Gulch, M.P. 284.2.
Section House, M.P. 258.3.

No. 23.
Hurricane Gulch, M.P. 284.2.

LOCATION OF INDUSTRY AND OTHER TRACKS

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

SOUTHWARD

NENANA SUB-DIVISION

Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	SECOND CLASS			FIRST CLASS			Distance from Fairbanks	Time Table No. 50 JUNE 1, 1952		
		23	25			5		STATIONS		
		Tuesday Thursday Saturday	Daily			Daily				
BCJKOP Yard WXYZ		L 9.00AM	L 8.45AM			L 8.30AM	0.0	DNR	FAIRBANKS	FA FB
P		9.10	8.52			f 8.40	4.7		ESTER	
14 P		9.20	8.58			f 8.44	7.3		HAPPY	
Spur 15 (n)P		9.40	9.13			f 8.58	14.1		HOME	
83 P		9.53	9.24			f 9.09	19.5		SAULICH	
P		10.00	9.29			f 9.13	22.6		CACHE	
41 P		10.20	9.40			f 9.24	30.8		STANDARD	
85 P		10.40	9.51			f 9.34	38.7		DUNBAR	
77 P		11.05	10.08			f 9.48	49.9		BERG	
83 P		11.15AM	10.17			f 9.54	54.9		NORTH NENANA	
Yard CPWXY		12.01PM	10.37			10.06	58.6	D	NENANA	NA
55 P		12.21	10.54 ²⁴			f 10.22	69.0		JULIUS	
83 P		12.37	11.06			f 10.33 ²⁴	76.1		CLEAR	
43 P		12.53	11.20			f 10.44	83.1		REX	
19 PW		1.06	11.31			f 10.54	89.1		BROWNE	
18 P		1.30	11.51AM			f 11.11	99.1		FERRY	
18 P		1.50	12.10PM			f 11.24	107.0		LIGNITE	
Yard BCJKOP WXYZ		A 2.05PM	A 12.25PM			A 11.35AM	112.2	DNR	HEALY	HX
		Tuesday Thursday Saturday	Daily			Daily			[112.2]	
		5.05 22.07	3.40 30.60			3.05 36.39			..... Time Over Sub-division.....	
									..... Average Speed per Hour.....	

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

ADDITIONAL STOPS ON SIGNAL

- Nos. 5 and 23.
- Industrial Siding, M.P. 453.
- Section House, M.P. 394.8.
- Army Camp, M.P. 393.0.
- Roadhouse, M.P. 362.8.

LOCATION OF INDUSTRY AND OTHER TRACKS

M.P.		Car Capacity
388.9	Wood Spur.....	(S) 5
392.5	Army Spur.....	(N) 25
395	Gravel Pit Spur.....	(N) 60
453	Industrial Siding.....	37

NENANA SUB-DIVISION

NORTHWARD

Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)		Time Table No. 50 JUNE 1, 1952		Distance from Seward	FIRST CLASS			SECOND CLASS				
					6			24	26			
					Daily			Sunday Wednesday Friday	Daily			
STATIONS												
Yard BCJKOP WXYZ	DNR	FAIRBANKS	FA FB	470.3	A 8.30PM			A 1.50PM	A 12.30AM			
	P	ESTER 4.7		465.6	f 8.15			1.38	12.21			
14	P	HAPPY 2.6		463.0	f 8.10			1.38	12.16			
Spur 15 (n)P		DOME 6.8		456.2	f 7.56			1.15	12.01AM			
83	P	SAULICH 5.4		450.8	f 7.47			1.00	11.48PM			
	P	CACHE 3.1		447.7	f 7.42			12.53	11.43			
41	P	STANDARD 8.2		439.5	f 7.30			12.37	11.28			
85	P	DUNBAR 7.9		431.6	f 7.19			12.17PM	11.13			
77	P	BERG 11.2		420.4	f 7.06			11.54AM	10.52			
88	P	NORTH NENANA 5.0		415.4	f 6.59			11.39	10.42			
Yard CPWXY	D	NENANA	NA	411.7	s 6.49			s 11.24	s 10.27			
	P	JULIUS 10.4		401.3	f 6.31			10.54 ²⁶	10.06			
88	P	CLEAR 7.1		394.2	f 6.22			10.33 ⁵	9.54			
48	P	REX 7.0		387.2	f 6.10			10.00	9.42			
19	PW	BROWNE 6.0		381.2	f 6.00			9.44	9.29			
18	P	FERRY 10.0		371.2	f 5.46			9.20	9.11			
18	P	LIGNITE 7.9		363.3	f 5.34			9.00	8.57			
Yard BCJKOP WXYZ	DNR	HEALY	HX	358.1	L 5.25PM			L 8.45AM	L 8.45PM			
		[112.2]			Daily			Sunday Wednesday Friday	Daily			
					3.05			5.05	3.45			
					36.39			22.07	29.92			

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

ADDITIONAL STOPS ON SIGNAL

Nos. 6 and 24.
 Roadhouse, M.P. 362.8.
 Army Camp, M.P. 393.0.
 Section House, M.P. 394.8.
 Industrial Siding, M.P. 453.

LOCATION OF INDUSTRY AND OTHER TRACKS

M.P.		Car Capacity
388.9	Wood Spur.....	(S) 5
392.5	Army Spur.....	(N) 25
395	Gravel Pit Spur.....	(N) 60
453	Industrial Siding.....	37

SOUTHWARD		WHITTIER SUB-DIVISION				NORTHWARD					
Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	SECOND CLASS		FIRST CLASS	Distance from Portage	Time Table No. 50 JUNE 1, 1952		Distance from Whittier	FIRST CLASS	SECOND CLASS		
		29	3						4	30	
		Daily except Sunday	Daily except Sunday			STATIONS			Daily except Sunday	Daily except Sunday	
Yard CJPWXY	L	4 .10 PM	L11 .05 AM	0 .0	DR	PORTAGE 5.8 PG	12 .4	A 3 .30 PM	A 5 .45 PM		
48 P		4 .28	f11 .16	5 .8		MORAINÉ 7.1	7 .1	f 3 .17	5 .32		
Yard BCKOP WXY	A	4 .45 PM	A11 .35 AM	12 .4	DR	WHITTIER WR	0 .0	L 3 .00 PM	L 5 .10 PM		
		Daily except Sunday	Daily except Sunday			[12.4]		Daily except Sunday	Daily except Sunday		
		0.35 21.26	0.30 24.80			.....Time Over Sub-division..... .....Average Speed per Hour.....		0.30 24.80	0.35 21.26	

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

ADDITIONAL STOPS ON SIGNAL
Nos. 3 and 4.
Industrial Spur, M.P. 9.2.

LOCATION OF INDUSTRY AND OTHER TRACKS
M.P. Car Capacity
9.2 Industrial Spur.....(N) 4

SOUTHWARD		SUTTON SUB-DIVISION				NORTHWARD				
Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	SECOND CLASS		FIRST CLASS	Distance from Sutton	Time Table No. 50 JUNE 1, 1952		Distance from Matanuska	FIRST CLASS	SECOND CLASS	
		21							22	
		Daily except Sunday				STATIONS			Daily except Sunday	
29 JPXY	L	2 .15 PM		0 .0		SUTTON 5.7	18 .9		A12 .45 PM	
21 JPWX		2 .30		5 .7		MOOSE CREEK 6.7	13 .2		12 .25	
41 PX	S	3 .15		12 .4	D	PALMER 6.5 PR	6 .5		S12 .05 PM	
40 JPWXY	A	3 .35 PM		18 .9	DR	MATANUSKA JN	0 .0		L11 .10 AM	
		Daily except Sunday				[18.9]			Daily except Sunday	
		1.20 14.18				.....Time over Sub-division..... .....Average Speed per Hour.....			1.20 14.18	

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Except No. 22 is Superior to No. 21.

LOCATION OF INDUSTRY AND OTHER TRACKS
M. P. Car Capacity
5.7 Ketchikan Spruce Mills Spur....(S) 18
8.3 Ditcher Spur.....(N) 2
9.8 Ditcher Spur.....(S) 2

SOUTHWARD				JONESVILLE BRANCH				NORTHWARD			
Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	SECOND CLASS		FIRST CLASS	Distance from Jonesville	Time Table No. 50 JUNE 1, 1952		Distance from Sutton	FIRST CLASS	SECOND CLASS		
	21								22		
	Daily except Sunday								Daily except Sunday		
	L 1 .20PM				0.0	JONESVILLE		2.9	A 1.15PM		
40 PX			0.5	ESKA JCT.	2.4						
JX			2.9	SUTTON	0.0		L12.55PM				
29 JPYX	A 1.40PM			[2.9]			Daily except Sunday				
	Daily except Sunday						0.20				
	0.20			.....Time Over Sub-division.....			8.70			
	8.70			.....Average Speed per Hour.....						

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 Except No. 22 is Superior to No. 21.

SOUTHWARD				ESKA BRANCH				NORTHWARD			
Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	SECOND CLASS		FIRST CLASS	Distance from Eska	Time Table No. 50 JUNE 1, 1952		Distance from Eska Jct.	FIRST CLASS	SECOND CLASS		
					0.0	ESKA		0.5			
25 CPXW			0.5	ESKA JCT.	0.0						
JX				[0.5]							
				.....Time Over Sub-division.....							
				.....Average Speed per Hour.....							

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

MOOSE CREEK BRANCH				SUNTRANA BRANCH									
SOUTHWARD		NORTHWARD		SOUTHWARD		NORTHWARD							
Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	Distance from Premier	Time Table No. 50 JUNE 1, 1952		Distance from Moose Creek	Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	Distance from Suntrana	Time Table No. 50 JUNE 1, 1952						
		STATIONS					STATIONS						
		35	0.0				PREMIER 3.8	3.8	60	PX	0.0	SUNTRANA 4.4	4.4
		25	JPWX				3.8	MOOSE CREEK	0.0	Yard BCJKP OWXYZ	4.4	DNR HEALY HX	0.0
							[3.8]					[4.4]	
		.....Time Over Sub-division.....					.....Time Over Sub-division.....				
		.....Average Speed per Hour.....					.....Average Speed per Hour.....				

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

LOCATION OF INDUSTRY AND OTHER TRACKS

M. P. 0.2 Siding..... Car Capacity 23

LOCATION OF INDUSTRY AND OTHER TRACKS

M. P. 3.8 Siding..... Car Capacity 23

SOUTHWARD		EIELSON BRANCH				NORTHWARD				
Capacity of sidings in car lengths, location of scales, fuel, water, turning and telephone stations (See Rule 6-A)	SECOND CLASS	FIRST CLASS	Distance from Eielson	Time Table No. 50 JUNE 1, 1952		Distance from Fairbanks	FIRST CLASS	SECOND CLASS		
				STATIONS						
				Yard PWXY	0.0				EIELSON 4.0	28.0
				15 X	4.0				BLUFF 7.7	24.0
				13 X	11.7				DAVIS 5.5	16.3
14 X	17.2	BADGER 7.0	10.8							
Yard PWXY	24.2	LADD FIELD 3.8	3.8							
Yard BCJKOP WXYZ	28.0	FAIRBANKS	0.0							
		[28.0]								
		.....Time over Sub-division.....							
		.....Average Speed per Hour.....							

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

SPECIAL INSTRUCTIONS

Watch Inspectors
J. Vic. Brown & Sons
 Seward Anchorage Fairbanks

Yards

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

Clearances

All Whittier Sub-division trains must obtain a clearance before leaving Portage or Whittier.

All trains must obtain a clearance before leaving Broad Pass.

Except as provided above rule 83-B will not apply at initial stations which are not telegraph stations or at telegraph stations except when operator is on duty.

Junction Switches

Switch at Portage set and locked for Seward Sub-division.
 Switch at Matanuska set and locked for Anchorage Sub-division.
 Switch at Moose Creek set and locked for Sutton Sub-division.
 Switch at Sutton set and locked for passing track Sutton.
 Switch at Eska Junction set and locked for Jonesville-Sutton line.
 Switch at Healy set and locked for Nenana Sub-division.
 Switch at Fairbanks set and locked for Nenana Sub-division.

Location of Overhead Structures

M.P.	Description	Over	North of
Seward Sub-Division			
11.3	Tunnel	.....	Woodrow
18.3	Overhead Crossing	R. R. Track.....	Divide
50.7	Overhead Crossing	R. R. Track.....	Grandview
51.9	Tunnel	.....	Tunnel
52.1	Tunnel	.....	Tunnel
52.3	Tunnel	.....	Tunnel
52.4	Tunnel	.....	Tunnel
52.5	Tunnel	.....	Tunnel
52.7	Tunnel	.....	Tunnel
54.3	Bridge	Placer River.....	Tunnel
110.1	Overhead Crossing	R. R. Track.....	Campbell
Whittier Sub-Division			
3.8	Tunnel	.....	Whittier
6.3	Tunnel	.....	Whittier
Anchorage Sub-Division			
148.3	Bridge	Matanuska River.....	Eklutna
199.0	Bridge	Kashwitna River.....	Kashwitna
227.2	Bridge	Talkeetna River.....	Talkeetna
Healy Sub-Division			
264.1	Bridge	Susitna River.....	Gold Creek
266.7	Bridge	Indian River.....	Gold Creek
269.2	Bridge	Indian River.....	Canyon
269.9	Bridge	Indian River.....	Canyon
287.7	Bridge	Honolulu Creek.....	Hurricane
353.6	Tunnel	.....	Moody
356.2	Tunnel	.....	Garner
Nenana Sub-Division			
370.7	Bridge	Nenana River.....	Lignite
413.7	Bridge	Tanana River.....	Nenana
467.9	Bridge	Noyes Slough.....	Ester

Sidings

Siding capacities are based on fifty foot cars.

Train and Air Inspection

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 air-brakes must be made from rear of train.

Retainers

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 M.P. 14.5.

Hunter and Placer River Bridge M.P. 54.3.

On all trains descending grade between Grandview and Placer River Bridge M.P. 54.3, 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 rear of 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.

An engine equipped with a large pump does not justify the failure to comply with these rules. Without retainers the engineer does not have proper control of the train. All trainmen and enginemen are cautioned that the rules relative to retainers must be fully complied with.

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

Engines in all classes of service will carry 70 pounds air brake pipe pressure except between points where retainers are used, engineers will regulate double pressure feed valve to maintain 90 pounds air brake pipe pressure.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

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

MAXIMUM SPEEDS PERMITTED:

Passenger trains..... 60 M.P.H.
 Freight and mixed trains.. 60 M.P.H.
 Backward movement..... 20 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.

Reduce speed 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 and Resume Speed signs.

GENERAL AND SPEED LIMIT ZONES

BETWEEN	Passenger	Freight
All Sub-Divisions and Branches through crossover and turnouts.....	8	8
Seward Sub-Division		
Seward and Portage.....	25	25
Portage and Indian.....	30	30
Indian and Potter.....	45	45
Potter and Turnagain.....	60	50
Turnagain and Anchorage.....	30	30
Whittier Sub-Division		
Portage and Moraine.....	50	40
Moraine and Whittier.....	25	25
Anchorage Sub-Division		
Anchorage and Wasilla.....	30	30
Wasilla and Curry.....	60	50
Sutton Sub-Division		
Matanuska and Sutton.....	25	25
Jonesville and Eska Branches		
Sutton, Jonesville and Eska.....	10	10
Healy Sub-Division		
Curry and M.P. 280.0.....	35	30
M.P. 280.0 and M.P. 283.8.....	40	35
M.P. 283.8 and M.P. 288.7.....	35	30
M.P. 288.7 and M.P. 292.2.....	45	45
M.P. 292.2 and M.P. 294.4.....	35	30
M.P. 294.4 and Broad Pass.....	60	50
Broad Pass and Cantwell.....	45	45
Cantwell and McKinley Park.....	30	25
McKinley Park and Healy.....	20	15
Suntrana Branch		
Healy and Suntrana.....	15	15
Nenana Sub-Division		
Healy and Saulich.....	60	50
Saulich and Fairbanks.....	40	40
Eielson Branch		
Fairbanks and Eielson.....	20	20

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

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

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

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

With rods down or disconnected.....	15
With rods up and connected.....	20

Engines:

300 Class, 0-6-0 type, will not exceed speed of 20 M.P.H.

Only 400 and 500 Class engines will be used between Seward and Portage. 400 and 500 Class engines may be double-headed between these points.

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

On curves.....	25
On straight track... ..	40

Trains handling the following heavy railroad equipment loaded in flat cars will not exceed speed of 20 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 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

SPECIAL INSTRUCTIONS

WYE'S

Lengths shown below are the distance from the point of tail track switch to end of tracks:

Seward.....	325 feet
Hunter.....	200 feet
Tunnel.....	143 feet
Willow.....	287 feet
Curry.....	239 feet
Chulitna.....	282 feet
Broad Pass.....	309 feet
Windy.....	300 feet
McKinley Park.	810 feet
Healy.....	107 feet
Nenana.....	440 feet
Fairbanks.....	1,000 feet

800 Class engines must not use McKinley Park wye, and steam engines using this wye must head-up.

TONNAGE RATING REDUCTION ACCOUNT WEATHER

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

	Per Cent
30 degrees above zero, to zero.....	0
1 degree below zero to 20 degrees below zero..	15
21 degrees below zero to 40 degrees below zero.	20
41 degrees below zero to 60 degrees below zero.	40

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

RATING 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