

DEPARTMENT OF THE INTERIOR

# The Alaska Railroad

## TIME TABLE

To Take Effect Sunday, May 30, 1926 at 12:01 A. M.

STANDARD TIME (150th) MERIDIAN

For the government and information of employees only, and not intended for the use of the public.

**NOEL W. SMITH,**  
*General Manager*

**H. HORN**  
*Assistant General Manager*

**Southward      TOWARD SEWARD      Seward Sub-Division      FROM SEWARD      Northward**

Capacity of passenger cars, length and location of scales, fuel, water, turning and telephone stations.	SECOND CLASS		FIRST CLASS		Distance from Anchorage.	TIME TABLE NO. 12 May 30, 1926.	Distance from Seward	FIRST CLASS		SECOND CLASS	
		5	1					2	6	Arrive Monday Thursday	Arrive Sunday Only
75 OFWTF		9.00 AM	1.45 PM		0.0	DNR ANCHORAGE	114.3	\$ 12.45 PM	\$ 1.15 PM		
54 P		f 9.11	f 1.56		5.0	CAMPBELL	109.3	f 12.33	f 1.04		
50 P		f 9.30	f 2.15		13.7	POTTER	100.6	f 12.13 PM	f 12.44		
24 WFP		f 9.50	f 2.35		20.3	RAINBOW	93.5	f 11.54 AM	f 12.27		
50 P		f 10.02	f 2.47		25.6	INDIAN	88.7	f 11.41	f 12.15 PM		
50 YP		f 10.30	f 3.05		32.6	BIRD	81.7	f 11.24	f 11.58 AM		
15 P		f 10.38	f 3.23		39.5	D GIRDWOOD	74.8	f 11.08	f 11.40		
10 W		f 10.48	f 3.33		43.8	KERN	70.5	f 10.55	f 11.29		
43*		f 11.04	f 3.49		50.3	PORTAGE	64.0	f 10.40	f 11.14		
12 WYP		\$ 11.10	f 3.52		51.8	MORRINE	62.5	f 10.36	\$ 11.10		
36*		f 11.20	f 4.02		55.1	SPENCER	59.2	f 10.26	f 10.57		
18 FWP		f 11.48 AM	f 4.30		63.3	DR TUNNEL	51.0	f 10.05	f 10.35		
15 WFP		f 12.22 PM	f 5.05		69.4	GRANDVIEW	44.9	f 9.42	f 10.12		
17 WYP		f 12.36	f 5.19		74.3	HUNTER	40.0	f 9.20	f 9.50		
22*		f 12.49	f 5.33		80.5	JOHNSON	33.8	f 9.04	f 9.34		
Spur 2		f 12.59	f 5.43		85.0	MOOSE PASS	29.3	f 8.54	f 9.24		
28 WF		f 1.14	f 5.58		91.0	LAWING	23.3	f 8.39	f 9.09		
21*		f 1.26	f 6.10		95.9	PRIMROSE	18.4	f 8.26	f 8.56		
22 P		f 1.45	f 6.30		102.3	DIVIDE	12.0	f 8.11	f 8.41		
9*		f 1.59	f 6.44		107.4	WOODROW	6.9	f 7.46	f 8.16		
50 FWP		f 2.15 PM	f 7.00 PM		114.3	DR SEWARD	0.0	7.30 AM	8.00 AM		
		Arrive Sunday Only	Arrive Wednesday Saturday				(114.3)	Leave Monday Thursday	Leave Sunday Only		
		(5.15) 21.77	(5.15) 21.77					(5.15) 21.77	(5.15) 21.77		

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

Water tank located 1.7 miles South Lawing.  
 Water tank located at M. P. 47.9, 3.0 miles North Grandview, 3.1 miles South Tunnel.  
 Water tank located 0.5 miles South Tunnel.  
 Water tank located 0.2 miles North Kern.  
 \*Switches removed during winter months.

**ADDITIONAL STOPS ON SIGNAL**

Nos. 1, 2, 5 and 6.  
 Lakeview, M. P. 20.2.  
 Tie Camp, M. P. 86.0.  
 Section House, M. P. 88.1.  
 White Lime, M. P. 102.8.  
 Wood Camp, M. P. 105.0.

**LOCATION OF INDUSTRY AND OTHER TRACKS BETWEEN STATIONS**

M. P.	Car Capacity
2.0	*Jesse Lee Home Spur
3.3	*Sawmill Spur
55.5	*Gravel Pit Spur
57.8	*Gravel Pit Spur
58.0	*Sawmill Spur
58.5	Rock Pit Spur
83.0	Sawmill Spur
104.5	Wood Spur



Southward TOWARD SEWARD Anchorage Sub-Division FROM SEWARD Northward

Capacity of passenger cars, telegraph stations, tele. stations, fuel, water, turning and tele. stations.	SECOND CLASS	FIRST CLASS	Distance from Anchorage	STATIONS	Distance from Seward	FIRST CLASS	SECOND CLASS
		1	0.0	DNR	248.5	2	
		Leave Wed. Fri. Sat.		CURRY		Arrive Mon. Tue. Thur.	
		7:30 AM	5.9	LANE	242.6	7:00 PM	
70 FWYP		f 7:46	12.3	CHASE	236.2	f 6:43	
50		f 8:01	21.8	TALKEETNA	228.7	f 6:28	
40		s 8:23	27.2	FISHLAKE	221.3	s 6:07	
33 WYP		f 8:35	33.2	SUNSHINE	215.3	f 5:54	
35		f 8:47	39.2	MONTANA	209.3	f 5:42	
36 WP		s 9:01	46.2	CASWELL	202.3	s 5:30	
36		f 9:16	54.6	KASHWITNA	193.9	f 5:12	
40		f 9:34	62.8	WILLOW	185.7	f 4:54	
36 FWYP		s 9:56	67.2	NANCY	181.3	s 4:37	
		f 10:06	73.6	HOUSTON	174.9	f 4:22	
36		f 10:20	82.0	PITTMAN	166.5	f 4:08	
35 W		f 10:38	88.7	WASILLA	159.8	f 3:50	
50 P		s 10:53	97.8	MATANUSKA	150.7	s 3:36	
48 WYP		s 11:15	106.6	EKLUTNA	141.9	s 3:11	
56		f 11:34	112.2	BIRCHWOOD	136.3	f 2:51	
51 WP		f 11:51 AM	121.9	EAGLE RIVER	136.6	f 2:38	
53 P		f 12:13 PM	129.4	WHITNEY	119.1	f 2:16	
51 P		f 12:31	134.2	ANCHORAGE	114.3	f 1:58	
75 OFWTP		s 12:45 PM				1:45 PM	
		Arrive Wed. Fri. Sat.				Leave Mon. Tue. Thur.	
		(5:15) 23.66				(5:15) 26.56	
			Time over district				
			Average speed per hour				

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

ADDITIONAL STOPS ON SIGNAL

Nos. 1 and 2, Otter, M. P. 122.9, Ekiutna, Industrial School, M. P. 141.5, Haller, M. P. 184.7.

LOCATION OF INDUSTRY AND OTHER TRACKS BETWEEN STATIONS

M. P. Capacity  
 Gravel Pit Spur ..... 25  
 Ditcher Spur ..... 2  
 Rock Spur ..... 8  
 Sawmill Spur ..... 4

Southward      TOWARD SEWARD      Healy Sub-Division      FROM SEWARD      Northward

Capacity of passenger slidings in car lengths and location of scales, fuel water, turning and telephone stations.	SECOND CLASS	FIRST CLASS	Distance from Healy.	STATIONS	Distance from Seward	FIRST CLASS	SECOND CLASS
16 FWYP		Leave Tue, Thur. Fri.	0.0	DNR HEALY	358.1	4	
Spur 17		f 1.35	4.9	MOODY	353.2	f 12.25	
30 YP		s 2.00	10.2	McKINLEY PARK	347.9	s 12.05 PM	
41 W		f 2.15	16.4	YANERT	341.7	f 11.43 AM	
36		f 2.32	23.7	CARLO	334.4	f 11.27	
37 YP		s 2.50	31.4	WINDY	326.7	s 11.11	
45 W		s 3.07	38.6	CANTWELL	319.5	s 10.54	
48		f 3.25	45.6	SUMMIT	312.5	f 10.38	
50 FWYP		s 3.45	53.8	BROAD PASS	304.3	s 10.20	
50		f 4.01	61.0	COLORADO	297.1	f 9.57	
50 WP		f 4.21	69.4	HONOLULU	288.7	f 9.37	
60		s 4.46	76.7	HURRICANE	281.4	s 9.17	
50 Y		f 5.09	84.3	CHULITNA	273.8	f 8.51	
40 WP		s 5.25	89.7	CANYON	268.4	s 8.35	
50		f 5.39	94.9	GOLD CREEK	263.2	f 8.19	
		f 5.54	101.1	SHERMAN	257.0	f 8.05	
70 FWYP		s 6.15 PM	109.6	CURRY	248.5	7.45 AM	
		Arrive Tue, Thur. Fri.				Leave Tue, Wed. Fri.	

(5.00) Time over district..... (5.00)  
 21.32 Average speed per hour..... 21.92

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

Water tank located 2.3 miles North of Yanert. WHEN NO. 3 AND NO. 4 MEET AT HEALY NO. 3 TAKE SLIDING.

**ADDITIONAL STOPS ON SIGNAL**

- Nos. 3 and 4
- Section House, M. P. 258.5.
- Section House, M. P. 263.7.
- Section House, M. P. 319.0.
- Section House, M. P. 333.5.
- Superior, M. P. 340.7.
- Section House, M. P. 343.7.
- Section House, M. P. 356.7.

**LOCATION OF INDUSTRY AND OTHER TRACKS BETWEEN STATIONS**

- M. P. 331.3 Rock Spur
- 355.7 Spur
- Car Capacity 20
- 10



**Southward**

**TOWARD SEWARD**

**Nenana Sub-Division**

**FROM SEWARD**

**Northward**

Capacity or passenger sidings in car line sidings in local sidings and location of scales, fuel, water, turning and telephone stations.	SECOND CLASS.		FIRST CLASS	TIME TABLE NO. 12 May 30, 1926.	STATIONS	Distance from Fairbanks.	Distance from Seward.	SECOND CLASS.	
	15	17						3	4
70 FWYP	Leave Mon. Tue. Thur. Fri. 9.00 AM	Leave Wednesday Saturday 8.30 AM	Leave Tue. Thur. Fri. 8.00 AM		DR FAIRBANKS	0.0	470.3	6.00 PM	4.00 PM
Spur 4	f 9.16	f 8.49	f 8.14		ESTER 4.7	4.7	485.6	f 5.44	f 3.44
15 F	s 9.25 AM	s 9.00 AM	s 8.21		R HAPPY 2.6	7.3	483.0	s 5.38	s 3.35 PM
20			f 8.48		MARTIN 8.6	15.9	454.4	f 5.08	
			s 9.03		CACHE 8.2	22.6	447.7	s 4.52	
20			f 9.20		STANDARD 7.9	30.8	439.5	f 4.30	
25			f 9.38		DUNBAR 5.8	38.7	431.6	f 4.12	
			f 9.50		BERG 10.4	44.5	425.8	f 4.00	
35			f 10.09		NORTH NENANA 3.4	54.9	415.4	f 3.41	
50 OFWYP			s 10.35		NENANA 10.4	58.6	411.7	s 3.30	
25			f 11.00		JULIUS 7.1	69.0	401.3	f 2.57	
20			f 11.17		CLEAR 7.0	76.1	394.2	f 2.40	
Spur 12			f 11.32		KOBE 6.0	83.1	387.2	f 2.25	
22 WF			s 11.47 AM		BROWNE 3.7	89.1	381.2	s 2.13	
25			f 12.09 PM		FERRY 8.2	98.8	371.5	f 1.48	
23			f 12.29		LIGNITE 5.2	107.0	363.3	f 1.28	
16 FWYP	Arrive Mon. Tue. Thur. Fri. 17.52	Arrive Wednesday Saturday 14.60	Arrive Tue. Thur. Fri. (4.45) 23.62		DNR HEALY (112.2)	112.2	358.1	1.15 PM	Leave Mon. Tue. Thur. Fri. (0.25) 17.52

WHEN NO. 3 AND NO. 4 MEET AT HEALY NO. 3 TAKE SIDING.

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

Time over district (4.45) (0.25) (4.45) (0.25)  
Average speed per hour 23.62 23.62 23.62 23.62

**ADDITIONAL STOPS ON SIGNAL**

Nos. 3 and 4.	M. P.	Car Capacity
Road House, M. P. 362.8.	451.0	8
Budd, M. P. 366.8.	453.3	7
Section House, M. P. 368.0.	455.0	3
Section House, M. P. 370.9.	455.8	10
Section House, M. P. 377.5.	457.0	10
Section House, M. P. 383.0.	467.1	10
Section House, M. P. 394.8.		2
Section House, M. P. 423.0.		
Section House, M. P. 432.1.		
Section House, M. P. 447.1.		
Section House, M. P. 455.3.		

**LOCATION OF INDUSTRY AND OTHER TRACKS BETWEEN STATIONS**

Wood Spur, Sealich	8
Wood Spur, Williams	7
Wood Spur, Williams	3
Wood Spur, Drum & Debois	10
Wood Spur, Drum & Debois	10
College	2

**Southward**      **TOWARD SEWARD**      **Chickaloon Sub-Division**      **FROM SEWARD**      **Northward**

Capacity of passenger sidings in car lengths and location of scales, fuel, water, turning and telephone stations.	SECOND CLASS		FIRST CLASS	Distance from Chickaloon	STATIONS	Distance from Matanuska	SECOND CLASS	
	16	18					FIRST CLASS	15
29 FWYP				0.0	<b>CHICKALOON</b> 7.9	37.7		
49				7.9	<b>CASTLE</b> 7.4	29.8		
100 WYP				15.3	<b>GRANITE</b> 3.5	22.4		
51 F				18.8	<b>SUTTON</b> 5.7	18.9		
51				24.5	<b>MOOSE CREEK</b> 6.7	13.2		
48 WYP				31.2	<b>PALMER</b> 6.5	6.5		
				37.7	<b>MATANUSKA</b>	0.0		
					(37.7)			

Time over district.....  
Average speed per hour.....

**SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.**  
 Eskra Branch—Sutton to Eskra 2.7 miles (Eskra P) and Jonesville 2.9 miles (Jonesville FF). Water tank located 0.6 miles South Chickaloon.  
**ADDITIONAL STOPS ON SIGNAL**  
 King River, M. P. 24.0.  
 Section House, M. P. 27.0.  
 Chickaloon Coal Co., M. P. 37.1.  
 M. P. 12.3 Coal Spur ..... 20 Car Capacity

**Southward**      **TOWARD SEWARD**      **Chatanika Sub-Division**      **FROM SEWARD**      **Northward**

Capacity of passenger sidings in car lengths and location of scales, fuel, water, turning and telephone stations.	SECOND CLASS.		FIRST CLASS	Distance from Chatanika	STATIONS	Distance from Happy	SECOND CLASS.	
	16	18					FIRST CLASS	17
Spur 6 L	1.00 PM	12.40 PM		0.0	<b>CHATANIKA</b> 2.3	31.9		
4 W	\$ 1.12	\$ 12.54		2.3	<b>ELDORADO</b> 3.2	29.6		
4	\$ 1.27	\$ 1.15		5.5	<b>OLNES</b> 4.7	26.4		
Spur 6	\$ 1.55	\$ 1.42		10.2	<b>RIDGETOP</b> 2.9	21.7		
Spur 4	\$ 2.07	\$ 1.55		13.1	<b>SCRAFFORD</b> 5.6	18.8		
16 WLP	\$ 2.34	\$ 2.27		18.7	<b>GILMORE</b> 2.5	13.2		
8	\$ 2.55	\$ 2.48		21.2	<b>FOX</b> 6.6	10.7		
10	\$ 3.15	\$ 3.16		27.8	<b>McNEARS</b> 4.1	4.1		
F	\$ 3.35 PM	\$ 3.32 PM		31.9	<b>HAPPY</b>	0.0		
	Arrive Mon. Tue. Thur. Fri. Saturday	Arrive Wednesday Saturday			(31.9)			

Time over district.....  
Average speed per hour.....

**SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.**  
 EXCEPTION—No. 17 Superior to No. 18; No. 15 Superior to No. 16. Water tank located 1.0 miles south of Gilmore.  
**ADDITIONAL STOPS ON SIGNAL**  
 Nos. 15, 16, 17 and 18. Sec. House, M.P. 17.8  
 Carlson, M. P. 7.0. Fredrick, M. P. 20.4  
 Engineer, M. P. 9.5. Fox Gulch, M. P. 17.0. Stone, M. P. 23.0  
 M. P. Wood Spur ..... 5  
 10.8 Wood Spur ..... 8  
 11.2 Wood Spur ..... 10  
 Capacity (2.24) 13.29  
 (3.17) 9.73



# SPECIAL INSTRUCTIONS

## STANDARD CLOCKS.

Seward Fairbanks  
Anchorage Dispatchers Office Curry Anchorage Passenger Depot  
**WATCH INSPECTOR.** Healy Seward

C. E. Crlander Seward  
Fred Carlquist Anchorage  
J. V. Brown Fairbanks

## BULLETIN STATIONS.

Seward Fairbanks  
Anchorage Healy

## YARDS.

Yards are established at the following stations:

Tunnel Willow Browne  
Curry Nenana  
Broad Pass Fairbanks  
Windy Sutton  
Healy Chickaloon  
First Class trains will approach yard limits and pass through yards under control.

## CLEARANCES.

All trains must obtain clearance card before leaving Tunnel, Matanuska, Broad Pass and Nenana, when operator is on duty, except telegraph Rule 83-A 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 Matanuska set and locked for Anchorage Sub-division.  
Switch at Sutton set and locked for passing track Sutton.  
Switch on Eska Branch to Eska set and locked for Jonesville-Sutton line.

## DERAIL SWITCHES.

Derail switches are located as follows and must be kept in derail position when not in use. **Seward Sub-division.**  
North end Tunnel Siding.  
North End House Track Tunnel.  
Sawmill spur, M. P. 88.0.

## Healy Sub-division.

South end Canyon siding.  
**Nenana Sub-division.**  
Wood end storage track in North end Healy Yard.  
Wood spur, M. P. 453.3.  
Wood spur, M. P. 457.0.

## Chickaloon Sub-Division.

South end No. 2 track Sutton Washery Yard.  
**Eska Branch.**  
100 feet south of south switch at Eska.  
South end of house track at Eska.

## TRAIN AND AIR INSPECTION.

No train will run more than forty (40) miles without stop being made for inspection of train.  
Rear-end brake test between terminals must be made on all trains by trainmen, immediately prior to leaving the following stations:

Divide Hurricane Scrafford  
Grandview Broad Pass

Running test must be made on all passenger trains immediately after leaving all initial and inspection stations. Brakeman will station himself on last car at retaining valve and if air escapes from it while brakes are releasing he will give Engineer a proceed signal; if no air escapes train must be brought to a stop and cause for failure of brakes to operate ascertained and remedied.

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

## USE OF 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 No. 145.  
Hunter and Placer River Bridge No. 643.  
Fox and Olnes.

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

Retainers must be turned down commencing at rear end. Retainers will be used at other points and under other conditions where in judgment of the engine and train crew it is deemed necessary. Conductors will be responsible for the proper handling of retainers by brakemen.

## SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	20	3.51	30	2.4
8	7.30	21	2.51	20	2.0
10	6	22	2.43	31	1.56
12	5	23	2.36	32	1.52
15	4	24	2.30	33	1.49
16	3.45	25	2.24	34	1.45
17	3.31	26	2.18	35	1.42
18	3.20	27	2.13		
19	3.13	28	2.08		

## SPEED RESTRICTIONS.

The maximum speed of any train at any point must not exceed thirty-five (35) miles per hour.

Trains must not exceed a speed of twenty (20) miles per hour on curves of more than 10 degrees.

The maximum speed of any train backing up must not exceed fifteen (15) miles per hour.

The maximum speed of any train handling wrecking crane No. 55 must not exceed fifteen (15) miles per hour and will reduce speed to ten (10) miles per hour over all bridges. Where a lower speed is provided the lower speed must be observed.

The maximum speed of any train handling ditchers or cranes with boom up must not exceed fifteen (15) miles per hour. Where a lower speed is provided the lower speed must be observed.

Trains will not exceed the speed in miles per hour shown below:

BETWEEN	Speed per hour
M. P. 26.0 and M. P. 26.5	16
M. P. 47.8 and M. P. 48.8	12
M. P. 49.9 and M. P. 50.5	12
M. P. 51.9 to M. P. 52.7, Northward Trains only	12
Over South switch Kern siding, M. P. 70.5	10
Kern and Potter	25
Over trestle of Eagle River Bridge 1275	15
M. P. 131.0 and M. P. 131.5	20
12 degree curve M. P. 154.0	20
Curve, M. P. 182.2	20
Over Talkeetna River Bridge 2272	10
12 degree curve South end Hurricane Gulch Bridge 2842	10
Over East Fork Bridge 2923	10
McKinley Park and Healy	15
Happy and Chatanika	20
Exception	
On curves between Happy and Chatanika of 8 degrees and over	12
12 degree curve M. P. A-35.5 Chickaloon Sub-division.	15
Sutton and Eska	10
Sutton and Jonesville	10

## AVERAGE WEIGHTS OF CARS.

The following weights will be used on conductors' reports where stenciled weight of car is not shown:

Coaches	660	Heater	450
Steepers	800	Flat, 700 class	280
Buffer-Observation	700	Flat, 2000 class	330
Baggage, steel	1000	Flat, OX	260
Baggage	500	Coal, 1200 class	450
Caboose	880	Coal, 4000 class	350
Compartment-Observation	1200	Hart, 1400 class	460
Diners	950	Hart, 1600 class	400
Stock	400	Roger Ballast	280
Refrigerator	520	Dump, 12 yard	280
		Dump, 20 yard	380



# SPECIAL INSTRUCTIONS Continued

## MISCELLANEOUS—Continued.

Between Kern and Potter, Palmer and Sutton, Granite and Chalkaloon, McKinley Park and Healy sharp lookout must be kept for falling rocks.

No switch lights Chatanika sub-division.

Wrecking crane No. 55 is not to be handled next to engines; at least one car must be between this crane and any engine and must not be used on any bridge or dock.

### LOCATION OF OVERHEAD STRUCTURES

M. P.	Description	Over	North of
11.3	Tunnel		Woodrow
48.2	Tunnel		Grandview
49.7	Snowshed		Grandview
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
53.1	Tunnel		Tunnel
53.2	Snowshed		Tunnel
53.3	Bridge	Placer River	Tunnel
54.3	Bridge	Spencer Glacier Stream	Tunnel
54.8	Bridge	Twenty-Mile River	Portage
94.7	Bridge	Kern Creek	Kern
70.7	Bridge		Kern
71.2	Snowshed		Kern
71.4	Snowshed		Girdwood
75.9	Snowshed		Girdwood
76.0	Snowshed		Girdwood
76.1	Snowshed		Girdwood
76.5	Snowshed		Bird
86.6	Bridge	Bird Creek	Campbell
112.8	Bridge	Chester Creek	Eklutna
146.4	Bridge	Knik River	Eklutna
148.3	Bridge	Matanuska River	Pittman
174.3	Bridge	Little Susitna River	Kashwina
193.1	Bridge	Kashwina River	Montana
210.8	Bridge	Montana Creek	Talkeetna
227.2	Bridge	Talkeetna River	Gold Creek
264.1	Bridge	Susitna River	Gold Creek
266.7	Bridge	Indian River	Canyon
289.2	Bridge	Indian River	Canyon
289.9	Bridge	Indian River	Canyon
270.0	Bridge	Indian River	Moody
353.6	Tunnel		Moody
354.7	Tunnel		Moody
356.2	Tunnel		Lignite
370.7	Bridge	Nenana River	Nenana
413.7	Bridge	Tanana River	Nenana
467.9	Bridge	Noves Slough	Ester
486.0	Bridge	Chickaloon River	Castle
486.6	Bridge	Chickaloon River	Castle

### MILEAGE.

Main Line	470.3
Seward to Fairbanks	.....
Branches	.....
Matanuska to Chickaloon	37.7
Sutton to Fiska and Jonesville	3.8
Happy to Chatanika	31.9
Total branches	73.4
TOTAL	543.7

### LIST OF SURGEONS.

Capt. A. D. Haverstock, Chief of Staff	Anchorage
Dr. J. A. Baughman, Surgeon	Seward
Dr. J. H. Romig, Surgeon	Anchorage
Dr. F. De la Vergne, Asst. Surgeon	Fairbanks

### HOSPITALS.

General Hospital	Seward, Nenana, Fairbanks
Emergency Hospitals	.....
J. T. Cunningham, Superintendent of Transportation	Anchorage
George L. Jenkins, Trainmaster	Anchorage
H. E. Brown, Dispatcher	Anchorage
H. L. Hugg, Dispatcher	Anchorage
W. A. Stiles, Dispatcher	Anchorage

### RATING OF LOCOMOTIVES IN M'S.

Northward	200 Class	600 Class
Seward to Divide	625	745
Divide to Hunter	1450	1710
Hunter to Grandview	700	835
Grandview to Potter	2255	2645
Potter to Canyon	1450	1710
Canyon to Colorado	820	975
Colorado to Summit	1450	1710
Summit to Healy	2086	2454
Healy to Nenana	3032	3554
Nenana to Fairbank, Single	1450	1710
Nenana to Fairbanks, Double	2588	3036
Nenana to North Nenana	1450	1710
Matanuska to Chickaloon	145	185
Sutton to Eska and Jonesville	1450	1710
Southward	1450	1710
Fairbanks to Nenana, Single	2588	3036
Fairbanks to Nenana, Double	1450	1710
Fairbanks to Happy and North Nenana to Nenana	970	1145
Honolulu to Honolulu	1450	1710
Honolulu to Matanuska	3030	3555
Chickaloon to Anchorage	1875	2205
Anchorage to Spencer	625	745
Spencer to Tunnel	670	665
Tunnel to Grandview	1450	1710
Grandview to Primrose	625	745
Primrose to Seward	1450	1710

Allow 3 M's for each empty car.

### MISCELLANEOUS

Engines must not go in on slabwood track at Resurrection Bay sawmill Seward yard.

Warehouse platform at Moose Pass and housing to stand pipe at Rainbow not standard clearance.

Passenger trains register at Anchorage depot.

No switching to be done over turntable at Anchorage, except in handling cars to foundry.

Caboose cupola will not clear engine coaling trestle at Anchorage.

When through taking water from gravity standpipes at M. P. 47.9, Tunnel, Kern, Rainbow, Healy, Sutton and Chickaloon, valve to be tightly closed to keep water from leaking into standpipe and freezing.

All trains approach water stations at Kern, Rainbow, M. P. 343.8 and Cache prepared to stop unless track is seen to be clear. This does not relieve trainmen from properly protecting their trains.

Platforms located in Anchorage Yard as follows will not clear man on side of car: Dock 1, Dock 2, Warehouse 1, Warehouse 2, City Freight House.

Trains not to stop on Eagle River Bridge 1275.

Cleaning plant at Sutton Washery Yard will not clear engine on tracks 2 and 3.

North switch at Eska set and locked for House Track.

Bridge B-25 in Eska Yard cannot be used.

Cars left at Eska other than coal tipples or lower yard must be set on house track and North of Jerali.

Water not to be taken at Talkeetna or Honolulu unless necessary.

Inside guard rails are placed on the following bridges and flangers must be raised in passing over these bridges.

Bridges Nos. 478, 483, 493, 499, 501, 503, 1275, 2842, 2022, 3707 and 4137.

Ash pans not to be dumped between Happy and Fairbanks.

Conductors of all trains will unless otherwise instructed call dispatcher from following stations and report their arriving and departing time:

Divide, Hunter, Moraine, Sutton, Willow, Montana and Canyon.

Conductors will also call agents as indicated below from following stations and furnish information shown above.

When passing Browne call Agent Nenana.

When passing Cache call Agent Fairbanks.

When impossible to get call through, due to wire or other trouble Conductors will if possible furnish information to nearest Agent and proceed.