

LIST OF SURGEONS

Dr. T. C. Brandon, Chief Surgeon..... Anchorage
 Dr. Harold Sogn, Surgeon..... Anchorage
 Dr. R. B. Coffin, Surgeon..... Anchorage
 Dr. R. Jackson, Surgeon..... Anchorage
 Dr. J. H. Shelton, Surgeon..... Seward
 Dr. R. E. Garrett, 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..... 26.5

Total Branches..... 57.0
TOTAL..... 539.7

TRAINMASTERS

E. T. Wyse..... Anchorage
 R. V. Boyd..... Anchorage
 M. Scott..... Curry
 W. H. Jillson..... Healy

ROAD FOREMEN OF ENGINES

E. W. Barnett..... Anchorage
 Wm. Akers..... Anchorage
 V. T. Pierrelee..... Curry
 H. Nuhse..... Healy

CHIEF TRAIN DISPATCHER

F. W. Belgard..... Anchorage

ASSISTANT CHIEF TRAIN DISPATCHER

W. C. Davidson..... Anchorage

TRAIN RULES EXAMINER

F. H. McCulley..... Anchorage

TRAIN DISPATCHERS

V. R. Beeson Paul Hines
 P. E. Bickers J. D. Shaw
 C. V. Brown R. J. Sheurman
 H. A. Shields

TRAVELING CONDUCTOR

R. H. Bruce..... Anchorage

Department of the Interior

**THE
 ALASKA RAILROAD
 TIME
 TABLE
 No. 47**

**To be used in conjunction with
 Special Instruction Book No. 3.**

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

Sunday, June 12, 1949

For the Government of Employees only.

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

**J. T. CUNNINGHAM
 Assistant General Manager.**

**J. E. MANLEY
 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. 47 JUNE 12, 1949		
	29	25	23	7	3	1		STATIONS		
	Daily	Daily	Daily	Thursday	Daily Except Sunday	Monday Friday				
Yard BCKOPT WXYZ		L 10.00PM	L 9.80AM	L 8.00PM	L 9.20AM	L 1.30PM	0.0	DNR ANCHORAGE	YD PA	
43 P		10.15	9.45	f 8.11	f 9.81	f 1.41	5.0	CAMPBELL		
80 P		10.23	9.53	f 8.17	f 9.88	f 1.47	8.1	TURNAGAIN		
41 P		²⁶ 10.45	10.07	f 8.29	f 9.50	f 1.59	13.7	POTTER		
21 PW		11.05	10.28	f ⁴ 3.46	f 10.07	f 2.17	20.8	RAINBOW		
89 P		11.20	10.41	f 3.57	f 10.18	f 2.28	25.6	INDIAN		
30 PWY		11.38	10.59	f 4.11	f 10.32	f 2.42	32.6	BIRD		
39 P		11.59PM	² 11.33	s ²⁴ 4.25	s 10.46	s ⁴ 2.56	39.5	GIRDWOOD		
11 PW		12.12AM	11.46AM	f 4.35	f 10.56	f 3.06	43.8	KERN		
Yard CJPWXY	L 2.10PM	s 12.55	A 12.05PM	s 4.50	A ² 11.10AM	s 3.20	50.1	DR PORTAGE	PG	
Spur 20 P	2.30	1.15		f 5.07		f 3.37	58.5	SPENCER		
85 PWXY	2.47	s 2.01		f 5.23		f 3.53	63.3	D TUNNEL	TN	
24 PW	s 3.12	s 2.26		f 5.44		f 4.14	69.4	GRANDVIEW		
34 PWY	s 3.28	s 2.45		f 5.57		f 4.27	74.3	HUNTER		
37 P	3.45	3.01		f ²⁶ 6.09		f 4.39	80.5	JOHNSON		
3 P	4.02	3.16		s 6.19		s 4.49	85.0	MOOSE PASS		
22 PW	4.17	3.34		f 6.33		f 5.03	91.0	LAWING		
P	4.25	3.42		f 6.41		f 5.11	94.1	LAKEVIEW		
16 P	4.30	3.48		f 6.45		f ²⁶ 5.15	95.9	PRIMROSE		
31 P	s ²⁶ 4.50	s 4.10		f 7.00		f 5.30	102.3	DIVIDE		
32 P	5.10	4.30		f 7.15		f 5.45	107.4	WOODROW		
Yard BCKOP WXY	A 5.30PM	A 4.50AM		A 7.30PM		A 6.00PM	114.3	DNR SEWARD	SP	
	Daily	Daily	Daily	Thursday	Daily Except Sunday	Monday Friday		[114.3]		
	3.20 19.60	6.50 16.70	2.35 19.40	4.30 25.40	1.50 27.33	4.30 25.40		.....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. 47.9, M.P. 50.5, M.P. 71.0.

ADDITIONAL STOPS ON SIGNAL
Nos. 1, 7.
West Construction Spur, M.P. 62.8.
No. 3.
Lytle and Green Spur, M.P. 68.5.

LOCATION OF INDUSTRY AND OTHER TRACKS

M. P.	Fort Raymond Siding.....	Car Capacity
2.0	*Spur.....	19
48.0	*Gravel Pit Spur.....	20
55.5	*West Construction Co. Spur....	50
62.8	*Spur.....	22
68.5	*Rock Pit Spur.....	3
81.0	*Ditcher Spur.....	10
84.5	*Ditcher Spur.....	10
104.5	*Ditcher Spur.....	2
110.5	Chugach Spur.....	13

*Switches removed during winter months.

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. 47 JUNE 12, 1949			Distance from Seward	FIRST CLASS			SECOND CLASS		
	STATIONS				2	4		24	26	30
	BCKOPT Yard WXYZ	DNR	ANCHORAGE YD PA		PA	Tuesday Thursday Saturday	Daily Except Sunday		Daily	Daily	Daily
				114.8	A 1.00PM	A 4.31PM		A 6.20PM	A 11.30PM	
48 P		5.0 CAMPBELL		109.8	f 12.47	f 4.21		6.05	11.14	
80 P		3.1 TURNAGAIN		106.2	f 12.41	f 4.15		5.58	11.05	
41 P		5.6 POTTER		100.6	f 12.29	f 4.03		5.38	²⁵ 10.45	
21 PW		7.1 RAINBOW		98.5	f 12.11	f 3.46 ⁷		5.18	10.24	
89 P		4.8 INDIAN		88.7	f 12.01PM	f 3.28		5.05	10.09	
30 PWY		7.0 BIRD		81.7	f 11.47AM	f 3.12		4.46	9.50	
39 P		5.9 GIRDWOOD		74.8	s 11.33 ²³	s 2.56 ¹		⁷ 4.25	9.29	
11 PW		4.3 KERN		70.5	f 11.23	f 2.43		3.55	9.15	
Yard CJPWXY	DR	6.3 PORTAGE	PG	64.2	s 11.10 ³	L 2.30PM		L 3.35PM	s 8.55	A 1.25PM
Spur 20 P		8.4 SPENCER		55.8	f 10.53				8.15	12.59
35 PWXY	D	4.8 TUNNEL	TN	51.0	f 10.38				s 7.55	12.40PM
24 PW		6.1 GRANDVIEW		44.9	f 10.17				s 7.02	11.46AM
34 PWY		4.9 HUNTER		40.0	s 10.04				6.30	11.16
37 P		6.2 JOHNSON		33.8	f 9.49				⁷ 6.09	10.58
8 P		4.5 MOOSE PASS		29.8	s 9.39				5.50	10.32
22 PW		6.0 LAWING		23.3	f 9.26				5.32	10.12
		8.1 LAKEVIEW		20.2	f 9.19				5.21	10.01
16 P		1.8 PRIMROSE		18.4	f 9.15				¹ 5.15	9.55
31 P		6.4 DIVIDE		12.0	f 9.00				s 4.50 ²⁹	9.35
32 P		5.1 WOODROW		6.9	f 8.45				4.20	9.05
Yard BCKOP WXY	DNR	6.9 SEWARD	SP	0.0	L 8.30AM				L 4.00PM	L 8.45AM
		[114.8]			Tuesday Thursday Saturday	Daily Except Sunday		Daily	Daily	Daily
		.....Time Over Sub-division.....			4.30	2.01		2.45	7.30	4.40
		.....Average Speed per Hour.....			25.40	24.84		18.22	15.24	13.76

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. 47.9, M.P. 50.5, M.P. 71.0.

ADDITIONAL STOPS ON SIGNAL
No. 2.
West Construction Spur, M.P. 62.8.
No. 4.
Lytle and Green Spur, M.P. 68.5.

LOCATION OF INDUSTRY AND OTHER TRACKS

M. P.		Car Capacity
2.0	Fort Raymond Siding.....	19
48.0	*Spur.....	20
55.5	*Gravel Pit Spur.....	50
62.8	West Construction Co. Spur....	22
68.5	Spur.....	3
81.0	*Rock Pit Spur.....	10
84.5	*Ditcher Spur.....	10
104.5	*Ditcher Spur.....	2
110.5	Chugach Spur.....	13

*Switches removed during winter months.

SOUTHWARD

ANCHORAGE SUB-DIVISION

Time Table No. 47

JUNE 12, 1949

STATIONS

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	STATIONS
	27	25	21	13	5		
	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday		
Yard BCKOP WXY	L 7.30PM	L 9.45AM			L 5.40PM	0.0	DNR CURRY CU
	7.47	10.04			f 5.52	5.9	LANE 6.4
35 P	8.04	10.23			f 6.05	12.3	CHASE 9.5
29 P	8.29	10.50			s 6.24	21.8	TALKEETNA 5.4
	8.43	11.17			f 6.35	27.2	FISH LAKE 6.0
28 P	8.58	11.25			f 6.47	33.2	SUNSHINE 6.0
29 PW	9.13	11.54AM			f 6.59	39.2	MONTANA 7.0
29 P	9.31	12.12PM			f 7.13	46.2	CASWELL 8.4
Spur 26 P	9.52	12.33			f 7.30	54.6	KASHWITNA 8.2
30 CPWXY	10.37	1.23			s 7.48	62.8	WILLOW 5.0
	10.51	1.36			f 7.58	67.8	NANCY 5.8
30 P	11.06	1.55			f 8.10	78.6	HOUSTON 8.4
Spur 11 P	11.27	2.17			f 8.27	82.0	PITTMAN 6.7
42 P	11.43PM	2.42			s 8.42	88.7	D WASILLA WA 9.1
42 JPWXY	12.09AM	3.10	L 3.50PM	L 8.45AM	s 9.06	97.8	DR MATANUSKA JN 9.5
33 P	12.55	3.38	4.18	f 9.05	f 9.25	107.3	EKLUTNA 4.9
41 PW	1.08	3.52	4.26	f 9.19	f 9.36	112.2	BIRCHWOOD 9.7
15 P	1.33	4.18	4.59	f 9.39	f 10.00	121.9	EAGLE RIVER 7.5
85 PX	1.53	4.43	5.17	f 9.56	f 10.17	129.4	WHITNEY 2.1
X				f 10.01	f 10.22	131.5	FORT RICHARDSON 2.7
Yard BCKOPT WXYZ	A 2.10AM	A 5.00PM	A 5.30PM	A 10.10AM	A 10.30PM	134.2	DNR ANCHORAGE YD PA
	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday		[134.2]
	6.40 20.13	7.15 18.51	1.40 21.84	1.25 25.69	4.50 27.76		..... Time Over Sub-division..... Average Speed per Hour.....

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

Trains have no superiority at Anchorage between the south switch to depot track and the south switch to No. 1 track in yard.

ADDITIONAL STOPS ON SIGNAL

- No. 25.
- Austin M.P. 168.8.
- Nos. 5.
- Montana Creek, M.P. 211.0.
- Willow Creek, M.P. 187.1.
- Austin M.P. 168.8.
- No. 13.
- Any point.

LOCATION OF INDUSTRY AND OTHER TRACKS

M. P.	Car Capacity
117.5	Gravel Pit Spur..... 25
118.7	Fort Richardson Spur..... 100
119.4	Army Spur..... 100
135.8	Outfit Spur..... 10
138.9	*Ditcher Spur..... 2
142.0	Rock Spur..... 22
147.5	Crane Spur..... 6
176.2	Coal Spur..... 1
211.1	Siding..... 8
246.8	*Rock Pit Siding..... 10

*Switches removed during winter months.

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. 47 JUNE 12, 1949		Distance from Seward	FIRST CLASS			SECOND CLASS		
				6	14		22	26	28
				Monday Wednesday Friday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	
STATIONS									
BCKOP Yard WXY	DNR	CURRY CU	248.5	A 1.20PM			A 6.40PM	A 6.20AM	
		5.9 LANE	242.6	f 1.05			6.23	6.01	
85 P		6.4 CHASE	236.2	f 12.50			5 6.05	5.44	
	29 P		9.5 TALKEETNA	226.7	s 12.31			s 5.20	5.18
		5.4 FISH LAKE	221.3	f 12.18			5.00	5.04	
28 P		6.0 SUNSHINE	215.3	f 12.06PM			4.40	4.49	
	29 PW		6.0 MONTANA	209.3	f 11 ²⁵ .54AM			4.20	4.43
29 P			7.0 CASWELL	202.3	f 11.40			3.57	4.16
	Spur 26 P		8.4 KASHWITNA	193.9	f 11.23			3.30	3.55
30 CPWXY			8.2 WILLOW	186.7	s 11.07			s 3.03	s 3.34
	30 P		5.0 NANCY	180.7	f 10.55			2.13	2.54
Spur 10 P			5.3 HOUSTON	174.9	f 10.43			25 1.55	2.39
	42 P		8.4 PITTMAN	166.5	f 10.26			1.30	2.18
42 JPWXY		D	WASILLA WA	159.8	s 10.13			s 1.00	2.01
	38 P		9.1 MATANUSKA JN	150.7	s 9.50	A 5.50PM	A 11.20AM	s 12.20PM	s 1.20
41 PW			9.5 EKLUTNA	141.2	f 9.30	f 5.30	10.54	11.55AM	27 12.55
	15 P		4.9 BIRCHWOOD	136.3	f 9 ¹³ .19	f 5.19	10.41	11.41	12.41
85 PX			9.7 EAGLE RIVER	126.6	f 8.59	f 4 ²¹ .59	10.18	11.16	12.16AM
	X		7.5 WHITNEY	119.1	f 8.43	f 4 ²⁵ .43	13 9.56	10.55	11.55PM
BCKOPT Yard WXYZ			2.1 FORT RICHARDSON	117.0	f 8.38	f 4.38			
		DNR	ANCHORAGE YD PA	114.3	L 8.30AM	L 4.30PM	L 9.30AM	L 10.30AM	L 11.30PM
		2.7 [134.2]		Monday Wednesday Friday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	
		..... Time over Sub-division.....		4.50	1.20	1.50	8.10	6.50	
		..... Average Speed per Hour.....		27.76	27.30	19.85	16.43	19.64	

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

Trains have no superiority at Anchorage between the south switch to depot track and the south switch to No. 1 track in yard.

ADDITIONAL STOPS ON SIGNAL

- No. 26.
Austin M.P. 168.8.
- No. 6.
Austin, M.P. 168.8.
Willow Creek, M.P. 187.1.
Montana Creek, M.P. 211.0.
- No. 14.
Any point.

LOCATION OF INDUSTRY AND OTHER TRACKS

M. P.	Car Capacity
117.5	Gravel Pit Spur..... 25
118.7	Fort Richardson Spur..... 100
119.4	Army Spur..... 100
135.8	Outfit Spur..... 10
138.9	*Ditcher Spur..... 2
142.0	Rock Spur..... 22
147.5	Crane Spur..... 6
176.2	Coal Spur..... 1
211.1	Siding..... 8
246.8	*Rock Pit Siding..... 10

*Switches removed during winter months.

SOUTHWARD

HEALY SUB-DIVISION

Time Table No. 47

JUNE 12, 1949

Capacity of sidings in car lengths, location of scales, fuel, water, tarring and telephone stations (See Rule 6-A)

BCJKOP
Yard WXYZ
18 P
22 P
29 PXY
PW
38 P
32 P
31 PXY
37 PW
39 P
39 CPWXY
31 P
40 PW
49 P
41 PY
44 PW
38 P
Spur 12 P
Yard BCKOP
WXY

SECOND CLASS

FIRST CLASS

Distance from Healy

STATIONS

	SECOND CLASS		FIRST CLASS		Distance from Healy	STATIONS
	27	25	9	5		
	Daily	Daily	Monday Wednesday Friday	Tuesday Thursday Saturday		
	L 8.30 ^{AM}	L 8.00 ^{PM}	L 12.50 ^{PM}	L 12.50 ^{PM}	0.0	DNR HEALY HX 2.4
	8.45	8.15	f 1.02	f 1.02	2.4	GARNER 2.5
	9.03	8.33	f 1.17	f 1.17	4.9	MOODY 5.3
	9.28	8.58	A 1.40 ^{PM}	s 1.40	10.2	D MCKINLEY PARK MK 4.2
	9.43	9.18		f 1.52	14.4	LAGOON 2.0
	9.49	9.24		f 1.53 ²⁸	16.4	YANERT 7.3
	10.09	9.44		f 2.14	28.7	CARLO 7.7
	10.27	10.02		f 2.32	31.4	WINDY 7.2
	10.48	10.23		s 2.47	38.6	CANTWELL 7.0
	11.08	10.43		s 3.01	45.6	SUMMIT 8.2
	11.50 ^{AM} ²⁸	s 11.30		s 3.20	53.8	DNR BROAD PASS BR 7.2
	12.15 ^{PM} ²⁸	11.52 ^{PM} ²⁸		f 3.36	61.0	COLORADO 8.4
	12.40	12.17 ^{AM}		f 3.54	69.4	HONOLULU 7.3
	s 1.20	s 12.47		f 4.16	76.7	HURRICANE 7.6
	1.41	1.08		f 4.33	84.3	CHULITNA 5.4
	2.12 ⁶	1.24		f 4.45	89.7	CANYON 5.2
	2.27	1.44		f 4.57	94.9	GOLD CREEK 5.5
	2.43	1.59		f 5.09	100.4	SHERMAN 9.2
	A 3.10 ^{PM}	A 2.30 ^{AM}		A 5.30 ^{PM}	109.6	DNR CURRY CU
	Daily	Daily	Monday Wednesday Friday	Tuesday Thursday Saturday		[109.6]
	6.40 16.44	6.30 16.86	50 12.24	4.40 23.48		.....Time Over Sub-division..... .....Average Speed per Hour.....

SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
Trains have no superiority at Curry between the north switch to No. 1 track and the south end of bridge No. 248.7.

ADDITIONAL STOPS ON SIGNAL

No. 5.
Section House, M.P. 258.3.
Section House, M.P. 333.5.

LOCATION OF INDUSTRY AND OTHER TRACKS

M. P.		Car Capacity
266.7	*Construction Spur.....	10
284.4	*Ditcher Spur.....	8
292.3	*Ditcher Spur.....	8
350.4	*Ditcher Spur.....	17

*Switches removed during winter months.

HEALY 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. 47		Distance from Seward	FIRST CLASS			SECOND CLASS			
	JUNE 12, 1949			6	10		26	28		
	STATIONS										Monday Wednesday Friday	Sunday Tuesday Thursday	Daily	Daily
	Yard	WXYZ		DNR	HEALY	HX	A	A	A	A
			2.4							
18	P		2.5							
22	P		5.3							
29	PXY	D	4.2							
	PW		2.0							
33	P		7.3							
32	P		7.7							
31	PXY		7.2							
37	PW		7.0							
39	P		8.2							
39	CPWXY	DNR	7.2							
31	P		8.4							
40	PW		7.3							
49	P		7.6							
41	PY		5.4							
44	PW		5.2							
33	P		5.5							
Spur 10	P		9.2							
Yard BCKOP		DNR								
	WXYZ		[109.6]							
				Monday Wednesday Friday	Sunday Tuesday Thursday	Daily	Daily			
..... Time over Sub-division				4.40	.50	7.25	7.20			
..... Average Speed per Hour				23.48	12.24	14.77	14.94			

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

Trains have no superiority at Curry between the north switch to No. 1 track and the south end of bridge No. 248.7.

LOCATION OF INDUSTRY AND OTHER TRACKS

ADDITIONAL STOPS ON SIGNAL

- Nos. 6.
- Section House, M.P. 258.3.
- Section House, M.P. 333.5.

M. P.		Car Capacity
266.7	*Construction Spur.....	10
284.4	*Ditcher Spur.....	8
292.3	*Ditcher Spur.....	8
350.4	*Ditcher Spur.....	17

*Switches removed during winter months.

SOUTHWARD

NENANA SUB-DIVISION

Time Table No. 47

JUNE 12, 1949

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	STATIONS
		27	25		9	5		
		Daily	Daily		Monday Wednesday Friday	Tuesday Thursday Saturday		
Yard BCJKOP WXYZ		L 8.15PM	L 10.30AM		L 8.30AM	L 8.30AM	0.0	DNR FAIRBANKS FA
Spur 4 X		8.27	10.42		f 8.40	f 8.40	3.2	COLLEGE 1.5
11 P		8.32	10.47		f 8.44	f 8.44	4.7	ESTER 2.6
14 P		8.45	10.55		f 8.50	f 8.50	7.8	HAPPY 6.8
Spur 10 P		9.06	11.16		f 9.05	f 9.05	14.1	DOME 5.4
62 P		⁶ 9.39	11.34		f 9.17	f 9.17	19.5	SAULICH 8.1
PWX		9.44	11.46AM		f 9.26	f 9.26	22.6	CACHE 8.2
81 P		10.08	12.11PM		f 9.43	f 9.43	30.8	STANDARD 7.9
30 P		10.31	12.35		f 9.59	f 9.59	38.7	DUNBAR 11.2
27 P		10.59	1.10		f 10.22	f 10.22	49.9	BERG 5.0
22 P		²⁸ 11.16PM	²⁶ 1.30		f 10.32	f 10.32	54.9	NORTH NENANA 3.7
Yard CPWXY		⁸ 12.16AM	⁸ 2.30		s 10.45	s 10.45	58.6	D NENANA NA 10.4
58 P		12.43	2.57		f 11.07	f 11.07	69.0	JULIUS 7.1
44 P		1.04	3.16		²⁶ f 11.22	²⁶ f 11.22	76.1	CLEAR 7.0
48 P		1.25	¹⁰ 3.59		f 11.37	f 11.37	83.1	REX 6.0
20 PWX		1.50	4.19		f 11.49AM	f 11.49AM	89.1	BROWNE 10.0
20 P		2.17	4.45		f 12.09PM	f 12.09PM	99.1	FERRY 7.9
18 P		2.41	5.06		f 12.26	f 12.26	107.0	LIGNITE 5.2
Yard BCJKOP WXYZ		A 3.00AM	A 5.25PM		A 12.40PM	A 12.40PM	112.2	DNR HEALY EX
		Daily	Daily		Monday Wednesday Friday	Tuesday Thursday Saturday		[112.2]
		6.45 16.62	6.55 16.22		4.10 26.92	4.10 26.92		.....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 9.
Logging Siding, M.P. 449.2.
Section House, M.P. 394.8.
Army Camp, M.P. 393.0.
Road House, M.P. 362.8.

LOCATION OF INDUSTRY AND OTHER TRACKS

M. P.		Car Capacity
386.2	Wood Spur.....	3
392.5	Army Spur.....	40
395.0	Gravel Pit Spur.....	40
414.4	Gravel Pit Siding.....	20
449.2	Logging Siding.....	10
467.4	Spur.....	6

*Switches removed during winter months.

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. 47 JUNE 12, 1949		Distance from Seward	FIRST CLASS		SECOND CLASS				
					6	10	26	28			
					Monday Wednesday Friday	Sunday Tuesday Thursday	Daily	Daily			
					STATIONS						
BCJKOP Yard WXYZ	DNR	FAIRBANKS	FA	470.3	A 10.30PM	A 7.00PM		A 4.30PM	A 2.10AM		
Spur 4 X		COLLEGE		467.1	f 10.16	f 6.51		4.15	1.56		
11 P		ESTER		465.6	f 10.12	f 6.47		4.09	1.50		
14 P		HAPPY		463.0	f 10.08	f 6.42		3.51	1.42		
Spur 10 P		DOME		456.2	f 9.51	f 6.28		3.29	1.20		
62 P		SAULICH		450.8	f 9.39 ²⁷	f 6.16		3.12	1.03		
PWX		CACHE		447.7	f 9.29	f 6.07		3.01	12.52		
31 P		STANDARD		439.5	f 9.12	f 5.50		2.36	12.27		
30 P		DUNBAR		431.6	f 8.56	f 5.34		2.12	12.03AM		
27 P		BERG		420.4	f 8.38	f 5.11		1.50	11.31PM		
22 P		NORTH NENANA		415.4	f 8.22	f 5.01		1.30 ²⁵	11.16 ²⁷		
Yard CPWXY	D	NENANA	NA	411.7	s 8.13	s 4.50		s 12.17PM	s 10.05		
53 P		JULIUS		401.3	f 7.49	f 4.27		11.42AM	9.25		
44 P		CLEAR		394.2	f 7.34	f 4.18		11.22 ⁵⁻⁹	9.05		
48 P		REX		387.2	f 7.19	s 3.59 ²⁵		10.47	8.47		
20 PWX		BROWNE		381.2	f 7.07	f 3.47		10.32	8.32		
20 P		FERRY		371.2	f 6.47	f 3.27		10.07	8.07		
18 P		LIGNITE		363.3	f 6.31	f 3.11		9.45	7.45		
Yard BCJKOP WXYZ	DNR	HEALY	HX	358.1	L 6.20PM	L 3.00PM		L 9.30AM	L 7.30PM		
		[112.2]			Monday Wednesday Friday	Sunday Tuesday Thursday		Daily	Daily		
		..... Time over Sub-division.....			4.10	4.00		7.00	6.40		
		..... Average Speed per Hour.....			26.92	28.05		16.03	16.83		

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

ADDITIONAL STOPS ON SIGNAL

- Nos. 6 and 10.
- Roadhouse, M.P. 362.8.
- Army Camp, M.P. 398.0.
- Section House, M.P. 394.8.
- Logging Siding, M.P. 449.2.

LOCATION OF INDUSTRY AND OTHER TRACKS

M. P.	Car Capacity
386.2	3
392.5	40
395.0	40
414.4	20
449.2	10
467.4	6

*Switches removed during winter months.

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. 47 JUNE 12, 1949		Distance from Whittier	FIRST CLASS	SECOND CLASS		
		23	3					4	24		
		Daily	Daily Except Sunday			STATIONS		Daily Except Sunday	Daily		
Yard CJPWXY	L 12.30PM	L 11.10AM	0.0	DR	PORTAGE 5.3	PG	12.4	A 2.30PM	A 3.15PM		
40 P	12.43	f 11.21	5.3		MORaine 7.1		7.1	f 2.17	3.01		
Yard BCKOP WXY	A 1.05PM	A 11.40AM	12.4	DR	WHITTIER	WR	0.0	L 2.00PM	L 2.40PM		
	Daily	Daily Except Sunday			[12.4]			Daily Except Sunday	Daily		
	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.

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. 47 JUNE 12, 1949		Distance from Matanuska	FIRST CLASS	SECOND CLASS		
		21	13					14	22		
		Daily Except Sunday	Daily Except Sunday			STATIONS		Daily Except Sunday	Daily Except Sunday		
20 JPXY	L 2.30PM		0.0		SUTTON 5.7		18.9		A 1.10PM		
21 JPWX	f 2.45		5.7		MOOSE CREEK 6.7		13.2		s 12.50		
41 PX	s 3.20	L 8.30AM	12.4	D	PALMER 6.5	PR	6.5	A 6.10PM	s 12.01PM		
42 JPWXY	A 3.40PM	A 8.45AM	18.9	DR	MATANUSKA	JN	0.0	L 5.50PM	L 11.80AM		
	Daily Except Sunday	Daily Except Sunday			[18.9]			Daily Except Sunday	Daily Except Sunday		
	1.10 16.20	0.15 26.00			.....Time Over Sub-division..... .....Average Speed per Hour.....			0.20 19.50	1.40 11.34	

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

ADDITIONAL STOPS ON SIGNAL

Nos. 13 and 14.
Any point.

LOCATION OF INDUSTRY AND OTHER TRACKS

M. P.		Car Capacity
5.7	Ketchikan Spruce Mills Spur....	18
8.3	Ditcher Spur.....	2
9.8	Ditcher Spur.....	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. 47 JUNE 12, 1949	Distance from Sutton	FIRST CLASS	SECOND CLASS	
		21						22	
		Daily Except Sunday			STATIONS			Daily Except Sunday	
40 PX		L 1.55PM		0.0	JONESVILLE	2.9		A 1.40PM	
JX				0.5	0.5				
29 JPXY		A 2.15PM		2.9	ESKA JCT.	2.4			
		Daily Except Sunday			2.4				
					SUTTON	0.0		L 1.20PM	
					[2.9]			Daily Except Sunday	
		0.20			.....Time Over Sub-division.....				
		8.70			.....Average Speed per Hour.....			0.20	
								8.70	

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. 47 JUNE 12, 1949	Distance from Eska Jct.	FIRST CLASS	SECOND CLASS	
					STATIONS				
25 CPXW				0.0	ESKA	0.5			
JX				0.5	0.5				
					ESKA JCT.	0.0			
					[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. 47 JUNE 12, 1949		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. 47 JUNE 12, 1949	
		STATIONS				STATIONS	
85	0.0	PREMIER	3.8	80	0.0	SUNTRANA	4.4
25 JPWX	3.8	8.8 MOOSE CREEK	0.0	Yard BCJKP WXYZ	4.4	4.4 DNR HEALY HX	0.0
		[3.8]				[4.4]	
.....Time Over Sub-division..... .....Average Speed per Hour.....				.....Time Over Sub-division..... .....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. Car Capacity
0.2 Siding..... 23

LOCATION OF INDUSTRY AND OTHER TRACKS

M. P. Car Capacity
3.8 Siding..... 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. 47 JUNE 12, 1949		Distance from Fairbanks	FIRST CLASS		SECOND CLASS	
	STATIONS		STATIONS			STATIONS			STATIONS			
Yard PWXY				0.0	EIELSON	26.5						
Yard PWXY				22.7	22.7 LADD FIELD	3.8						
BCJKOP Yard WXYZ				26.5	DNR FAIRBANKS FA	0.0						
					[26.5]							
.....Time Over Sub-division..... .....Average Speed per Hour.....				.....Time Over Sub-division..... .....Average Speed per Hour.....				.....Time Over Sub-division..... .....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. Car Capacity
6.0 Siding..... 20
12.0 Siding..... 20
21.0 Siding..... 20

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, when operator is on duty.

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
48.2	Tunnel	.....	Grandview
50.7	Overhead Crossing	R. R. Track	.....
51.9	Tunnel	.....	Grandview
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
76.5	Snowshed	.....	Girdwood
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	College

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 Broad Pass

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 Broad Pass

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 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 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

Except as noted below:

Speed of Passenger Trains Must Not Exceed 30 Miles Per Hour

Speed of Freight and Mixed Trains Must Not Exceed 25 Miles Per Hour

Speed of Trains or Engines Running Backward Must Not Exceed 20 Miles Per Hour

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

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

Between	Pas- senger	Freight	Run'g Back- ward
All Sub-Divisions and Branches			
Through Crossover and Turnouts...	8	8	8
On all Curves of 10 degrees and over	20	20	15
Seward Sub-Division			
Woodrow and M.P. 15.0.....	25	20	15
M.P. 26.0 and M.P. 26.5.....	20	15	10
M.P. 32.0 and M.P. 32.6.....	20	15	10
Hunter and M.P. 47.5.....	30	25	15
M.P. 47.5 and M.P. 48.8, except:..	15	15	10
Over Bridge No. 47.8.....	10	10	10
Over Bridge No. 48.3.....	10	10	10
Over Bridge No. 48.7.....	10	10	10
M.P. 48.8 and Tunnel, except:.....	20	15	10
Over Bridge No. 50.1.....	10	10	10
Over Bridge No. 50.3.....	10	10	10
M.P. 51.8 and M.P. 53.5, except:..	12	12	10
Over Bridge No. 51.8.....	10	10	10
M.P. 70.3 and M.P. 70.6.....	20	15	10
M.P. 71.2 and M.P. 71.6.....	10	10	10
Curve at M.P. 72.3.....	20	20	15
Curve at M.P. 72.7.....	20	20	15
Girdwood and M.P. 81.0.....	30	25	15
Curve at M.P. 85.5.....	20	20	15
M.P. 91.0 and Potter.....	25	25	15
M.P. 103.0 and M.P. 104.0.....	20	20	15
Curve at M.P. 110.0.....	20	15	15
Whittier Sub-Division			
Whittier and Moraine.....	25	20	15
Moraine and Portage.....	40	40	15
Anchorage Sub-Division			
M.P. 127.2 and M.P. 127.5.....	20	20	15
M.P. 131.0 and M.P. 131.5.....	20	20	15
Curve at M.P. 154.0.....	20	20	15
Healy Sub-Division			
M.P. 269.0 and M.P. 270.0.....	20	15	10
M.P. 274.4 and M.P. 278.3.....	25	20	15
Curve at South End Hurricane Gulch Bridge No. 284.2.....	10	10	10
Over Hurricane Gulch Bridge No. 284.2.....	10	10	10
M.P. 287.0 and M.P. 288.5.....	20	20	15
M.P. 327.0 and M.P. 328.0.....	20	20	15
M.P. 331.5 and M.P. 334.0.....	25	20	15
M.P. 339.8 and M.P. 344.1, except:..	25	20	15
Curve M.P. 341.0.....	15	15	10

Between	Pas- senger	Freight	Run'g Back- ward
Curve at each end of Riley Creek Bridge No. 347.4.....	15	15	10
Over Riley Creek Bridge No. 347.4.	10	10	10
McKinley Park and Healy, except:..	15	15	10
Over fill at M.P. 348.7.....	15	15	10
Around Shoo-Fly M.P. 350.2.....	10	10	10
Over Bridge No. 350.3.....	10	10	10
Over Bridge No. 351.4.....	10	10	10
Around Shoo-Fly M.P. 352.8.....	5	5	5
M.P. 353.4 and M.P. 353.6.....	5	5	5
M.P. 354.5 and M.P. 354.7.....	5	5	5
Around Shoo-Fly M.P. 354.7.....	5	5	5
Through Tunnel No. 356.2.....	10	10	10
Over fill at M.P. 356.3.....	10	10	8
M.P. 357.0 and M.P. 357.2.....	5	5	5
Curve M.P. 357.4.....	10	10	8
M.P. 357.5 and M.P. 357.6.....	5	5	5
Curve M.P. 357.7.....	10	10	8
Nenana Sub-Division			
Curve between Coal Plant and Depot	20	15	10
Curve at each end of Tanana River Bridge No. 413.7.....	20	15	10
Sutton Sub-Division			
Matanuska and Sutton.....	25	25	15
Moose Creek Branch			
Moose Creek and Premier.....	8	8	8
Jonesville and Eska Branches			
Sutton, Jonesville and Eska.....	10	10	10
Suntrana Branch			
Healy and Suntrana.....	20	20	15
Eielson Branch			
Fairbanks and Eielson.....	10	10	10

All trains approach with caution and run carefully at all places where snow and mud slides and rocks are liable to come down.

During the period April 1 to June 15, of each year, account of track thawing resulting in soft track conditions, as well as uneven and rough track which cannot be properly taken care of owing to thawing conditions, particular care must be taken in the operation of all trains to insure safe operation in order that derailments will not result account of rough track conditions. On tangents it is the tendency of the engine to lurch and cause spread track and on curves with soft shoulders of roadbed, curves may be thrown out of line.

Passenger trains will not attempt to observe time table schedules in running time and time lost by any train account rough track conditions will not be regained.

Speed restrictions, slow orders and track bulletin must be fully observed.

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 48.3.....	Hillside Bridge
Bridge 284.2.....	Hurricane Gulch Bridge
Bridge 347.4.....	Riley Creek Bridge
Bridge 413.7.....	Tanana River Bridge

SPECIAL INSTRUCTIONS

Speed Restrictions—Concluded

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

Equipment	M. P. H.
Wrecking crane No. 55 except over bridges.....	18
Wrecking crane No. 55 over bridges.....	10
Pile Driver No. 6.....	25
Steam shovels on wheels, ditchers, cranes, etc..	18
Rotary snow plows.....	20
Rotary snow plow No. 3 over bridges.....	15

Trains having dead engines in tow must observe the following speed restrictions:

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.

Where a lower speed is specified at certain points, the lower speed must not be exceeded.

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

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

Tonnage Rating Reduction Account Weather

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

	Per Cent
30 or more above 0.....	None
29 to 20 above 0.....	10
19 to 10 above 0.....	20
9 to 0 above 0.....	30
1 to 10 below 0.....	35
11 to 20 below 0.....	40
21 to 30 below 0.....	45
31 to 60 below 0.....	50

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	29	2.4
8	7.30	21	2.51	30	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	40	1.30
19	3.9	28	2.8		

RATING OF ENGINES IN TONS

Northward	400 Class	550 Class	700-800 Class	900 Class	1000 Class
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	1640
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	105
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	2200
Anchorage to Portage.....	1636	1370	1870	1496	1525
Portage to Whittier.....	1729	1420	2056	1729	1710
Portage to Grandview.....	494	414	565	452	414
Grandview to Primrose.....	1268	1004	1450	1160	1000
Primrose to Seward.....	551	480	630	504	480