

LEG. FINANCE - BILLS 1981 - 1982 1649  
SB 209 cont. - CSSB 212

1649

# PROTECTOR IV

Featuring Your Choice Of Custom Chassis  
On Emergency One's Largest "Class A" Pumper



PROTECTOR IV Hendrickson Chassis

- The Protector IV fire apparatus has incorporated all the N.F.P.A. 1901 Underwriters' Laboratories requirements, and is Emergency One's largest "Class A" Pumper.
- The Protector IV is available on your choice of custom chassis, including the Hendrickson, Pemfab, Spartan, and Duplex.
- The unit is available with Hale single or two stage midship pumps, ranging from 1000-2000 GPM.
- The Protector IV is equipped with a standard 500 gallon tank or optional 750-1000 gallon tank. The removable booster tank is made of 1/4" marine grade aluminum and incorporates a fully engineered and tested anode system.
- The Protector IV features 14 gauge stainless steel pump panels which guarantee a lasting appearance and minimum maintenance.
- The Protector IV is available with an optional top mounted control panel. The stainless steel control panel is located above the transverse pump compartment and utilizes a unique direct line valve linkage manifold system. The top mount is well lighted and allows the pump operator a full 360 degree visibility of the fire ground. A full width door under the top mount panel allows fast access to the pump compartment and controls.
- A chrome disc Hannay reel is centered above the pump compartment to allow for easy access from either side of the truck. The reel has the capacity of 200' of 1" booster hose, which is retractable by the use of a foot control below the pump panel.
- Vertical and horizontal hose roller guides are installed as standard equipment on both sides of the truck, opposite the hose reel, to allow a 360 degree direction of hose line advancement.
- The Protector IV model features crosslay hosebeds with Chicksan swivels that allow complete versatility of 1 1/2" hoselines. Crosslay ends are equipped with stainless steel vertical and horizontal roller guides.
- The apparatus body is entirely constructed of lightweight, non rusting, extruded aluminum. Walkways, running boards, and compartment floors are constructed of sturdy aluminum diamond plate for sure footing and lasting appearance.
- The spacious compartments are equipped with fully gasketed doors, and feature exclusive stainless steel "D" ring latches, which are the finest latches in the industry, and stainless steel door hold-open springs.
- The unit is also equipped with a front transverse compartment for storing large pieces of equipment. Inside this transverse compartment are Emergency One's exclusive pump access doors, which allow immediate entrance to the illuminated pump compartment for service.
- The aluminum diamond plate engine enclosure, between the jump seats, features hinged compartment doors for easy accessibility to the engine.
- Also standard are the Federal Twinsonic lights with TS-24 speaker, and the Federal PA-150 siren.
- Each apparatus is painted with high gloss Dupont Polyurethane "Imron" for a lasting and shining appearance which resists scratching and fading, and requires no maintenance.



Spartan Chassis



Pemfab Chassis

**Emergency One works with each department individually in designing a fire apparatus which fits that department's special requirements. We know that no two cities are alike, and therefore, each city's idea of the perfect fire apparatus is different. Let us design a custom apparatus for your department. Emergency One is always striving to make the most practical truck for your budget, while maintaining the ultimate in quality. Call us today for more information.**

# EMERGENCY ONE, INC.

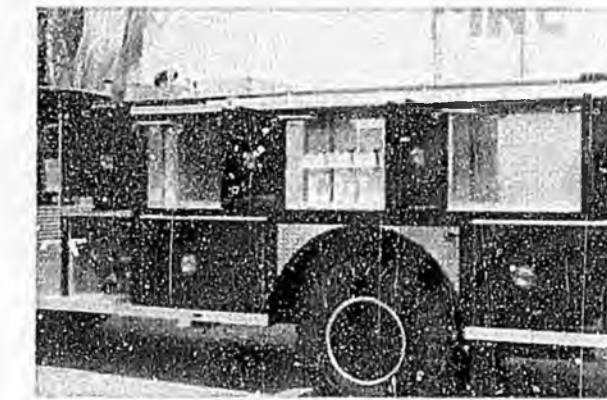
Subsidiary Federal Signal Corporation  
1701 SW 37th Avenue  
Ocala, Florida 32671



PROTECTOR IV



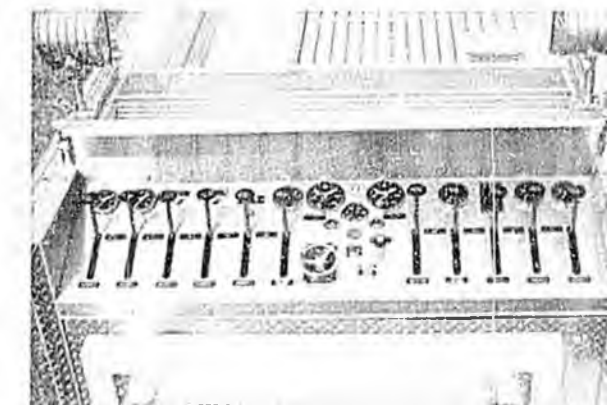
PROTECTOR IV Top Mount



A.



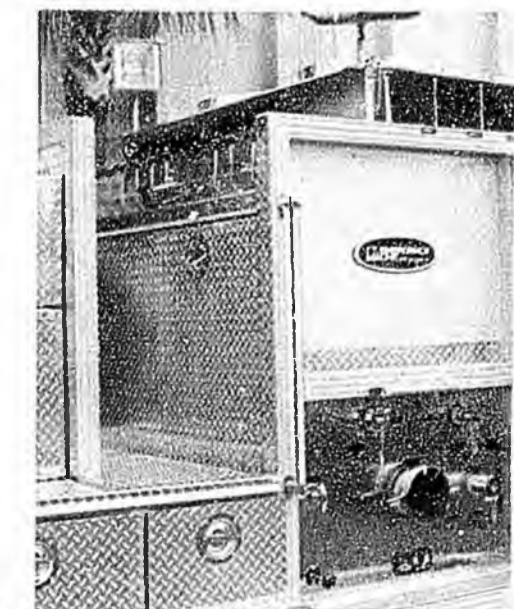
B.



C.



D.



E.

- A. Left view features optional high side compartments with vertically hinged doors and stainless steel door hold open springs.
- B. Also available, are optional high side compartments with spring loaded doors.
- C. The optional top mount control panel can be installed at very little extra cost. The advantageous position of the pump panel allows the operator to control the pump and still have a full view of the fire ground.
- D. Rear view features large rear compartment, sturdy angled beavertails, rear stanchion with polished aluminum castings and stanchion lights, and large hose bed of extruded aluminum.
- E. A diamond plate transverse walkway is located directly in front of top mounted control panel, and below the control panel is an easy access door to pump controls and pump compartments.

We guarantee the fastest delivery in the industry. Call or write for complete specifications or literature on any one of our units. Our large Dealer network is ready to serve you with sales and service. Contact Emergency One for the Dealer in your area.

## EMERGENCY ONE, INC.

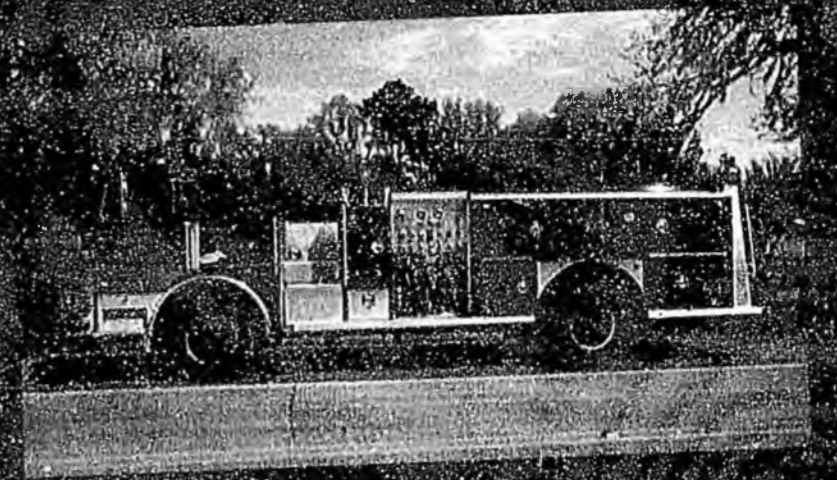
Subsidiary Federal Signal Corporation  
1701 SW 37th Avenue  
Ocala, Florida 32671  
(904) 237-1122 Telex No. 567412

# CORRECTION

THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY



The Only All Aluminum Fire Apparatus



*Emergency One builds fire apparatus with Southern Pride and Yankee Ingenuity using the ultimate in quality craftsmanship and materials. Each unit is engineered specifically for the fire service and tested to produce the highest level of performance.*

*This booklet explains the attention given to each detail on every truck, and itemizes the features that are standard equipment on Emergency One apparatus which most of our competitors charge extra for.*

*Our extremely competent Sales Engineers and Field SERVICE Dealers are always ready to serve you. Please don't hesitate to phone, write or wire for complete specifications and prices on the item of your choice.*

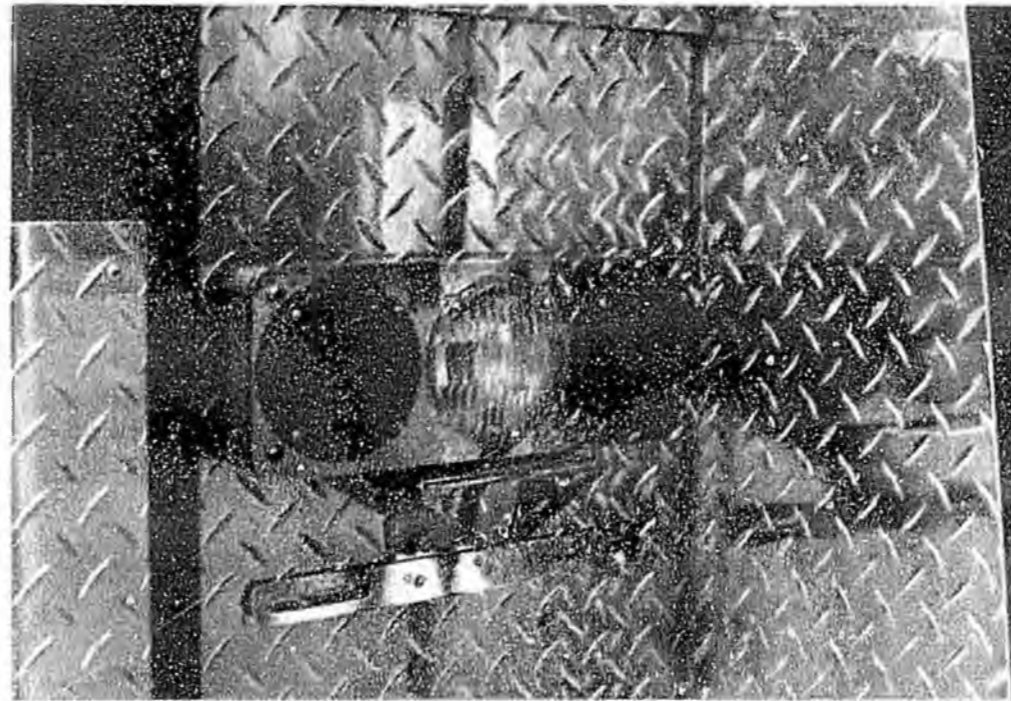
**EMERGENCY ONE, INC.**

**1701 SW 37th Avenue**

**Ocala, Florida 32670**

**(904) 237-1122 — TLX #56-7412**

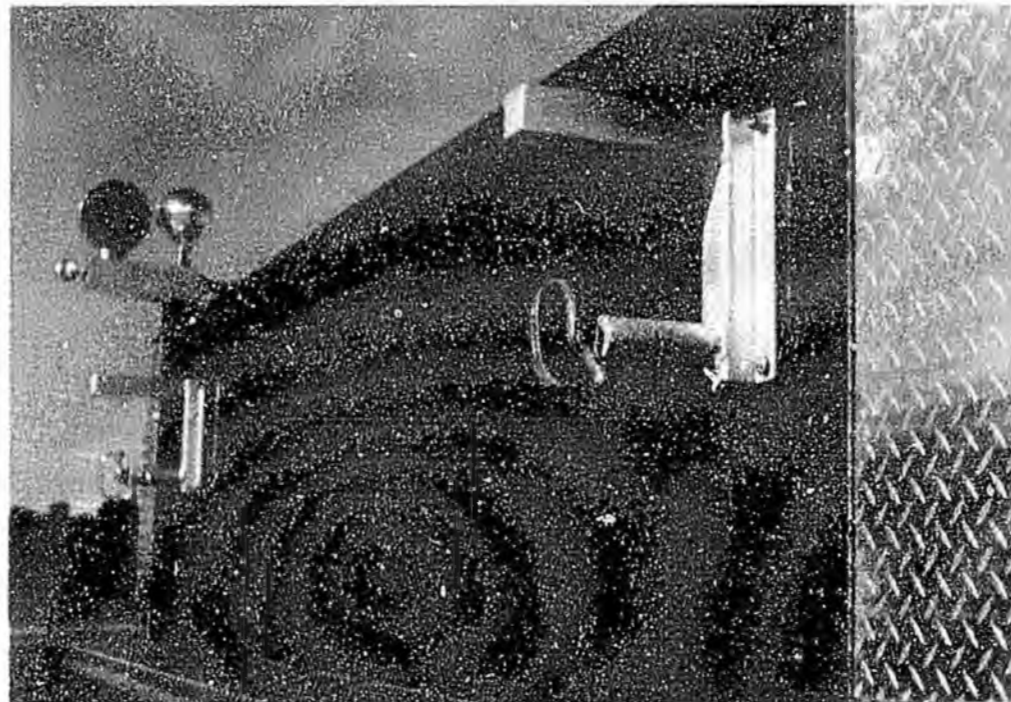
*Buy Emergency One apparatus, and we guarantee that you will be happy you did!*



**EMERGENCY ONE, INC.**

**TAIL LIGHTS:**

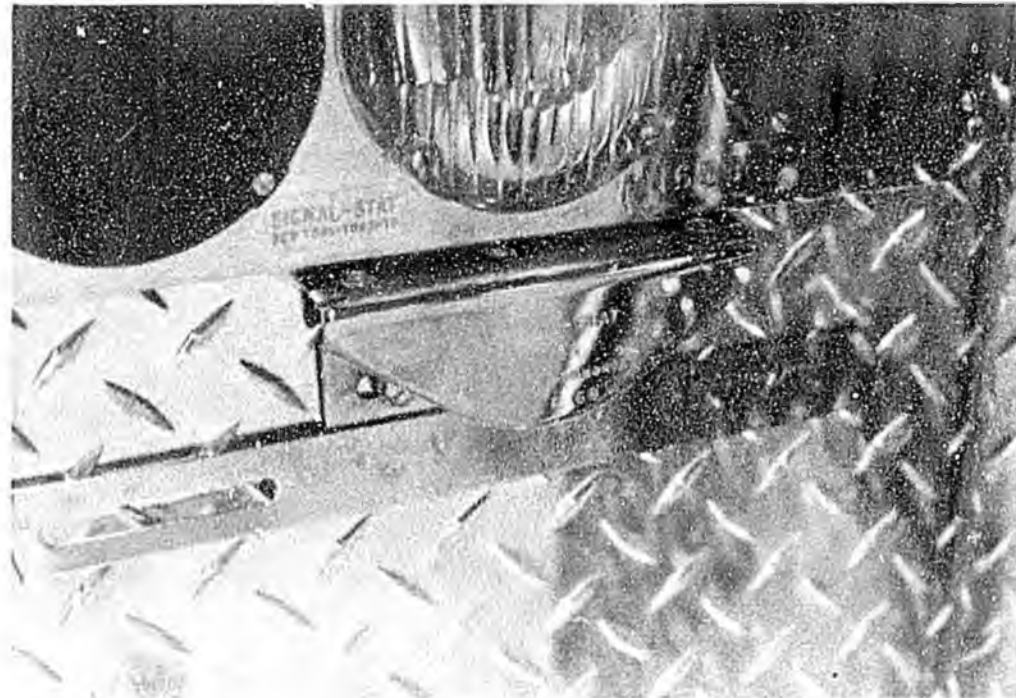
*Signal Stat stop, turn and back-up light combo, with chrome plated face and 4" lenses allow ample warning each time used and ample visibility from distances.*



**EMERGENCY ONE, INC.**

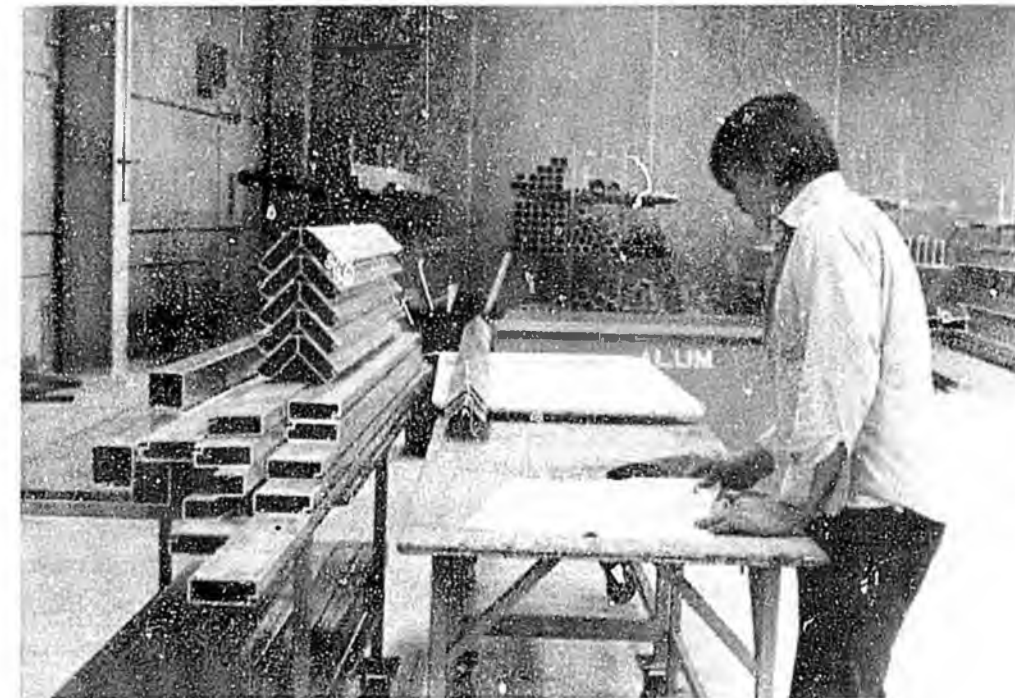
**LADDER MOUNTS:**

*Ladder mounts are engineered and constructed of aluminum extrusions for strength, durability and easy usage. Chrome plated, spring loaded, hold clamps are used with quarter turn design for quick release.*



**LICENSE PLATE LIGHT AND BRACKET:**

*Chromed license plate light and bracket made by Signal Stat is another demonstration of the quality standard features of an apparatus by Emergency One.*



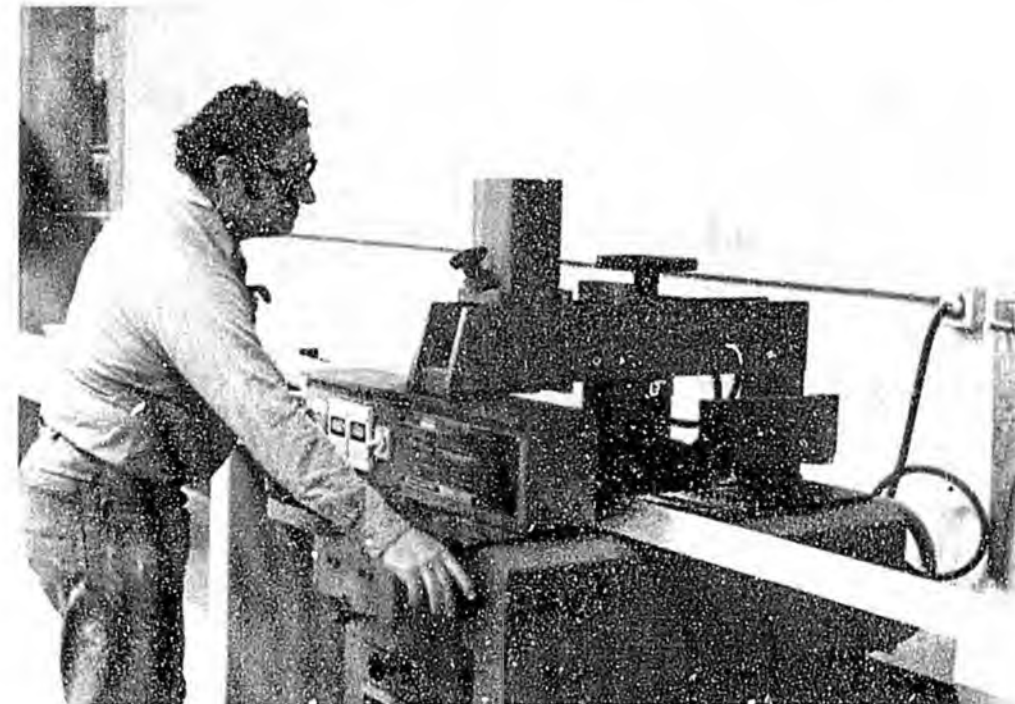
**SHOP ORDERS AND BLUEPRINT:**

*Due to the complexities of design, it's imperative that each truck produced by Emergency One is completely studied and understood prior to production beginning.*



**REAR STANCHION:**

*Two rear stanchion castings are mounted, on each side, above the beavertails. Stanchion castings are of the molded, polished aluminum type with openings to secure rear emergency lighting, hose bed spotlights, and Federally required bullet type red light. Cast stanchion wiring is completely enclosed and weather protected.*



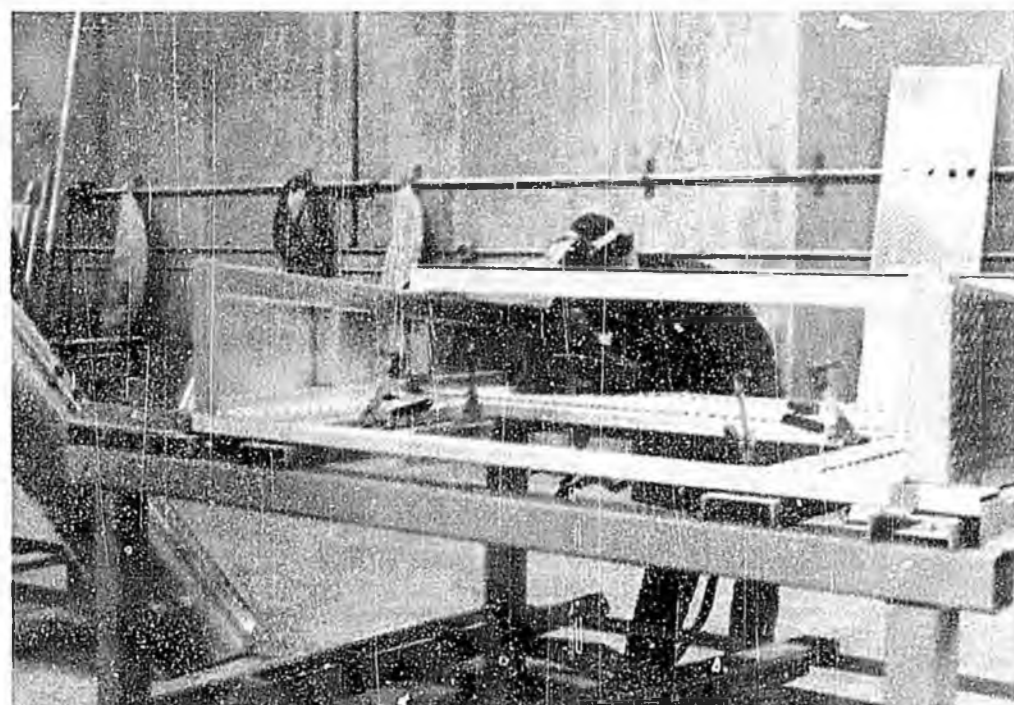
**MODERN CUTTING EQUIPMENT:**

*Emergency One puts into use the most modern and complete equipment necessary to produce the quality expected by the customer.*



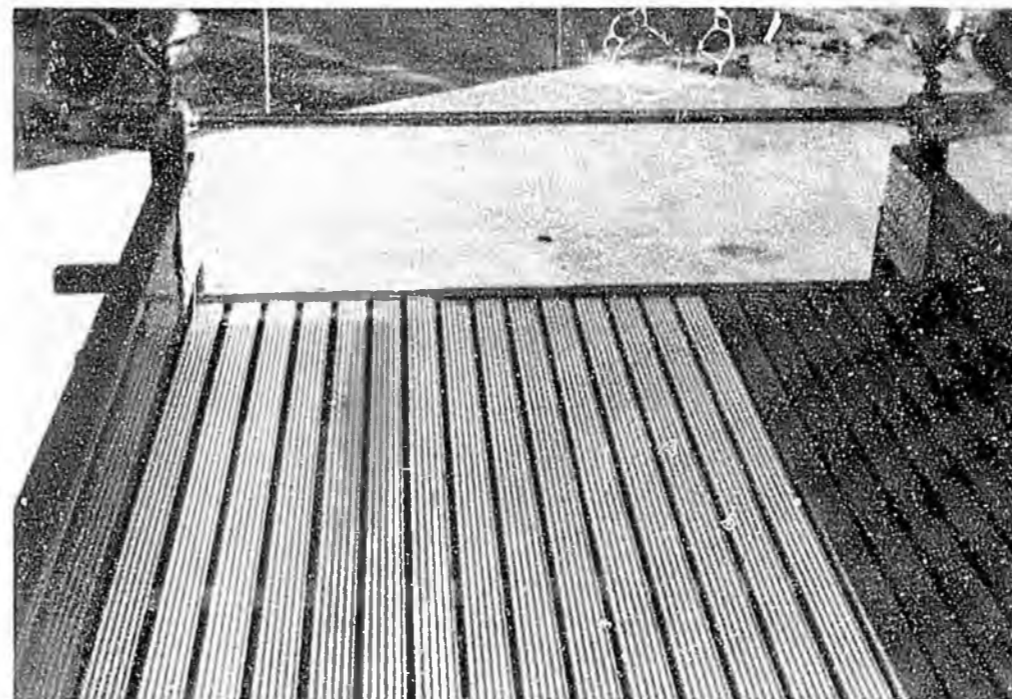
#### BLUEPRINTS CHECKED:

*To assure correct fits throughout construction, shop orders and blueprints are studied at each stage of production.*



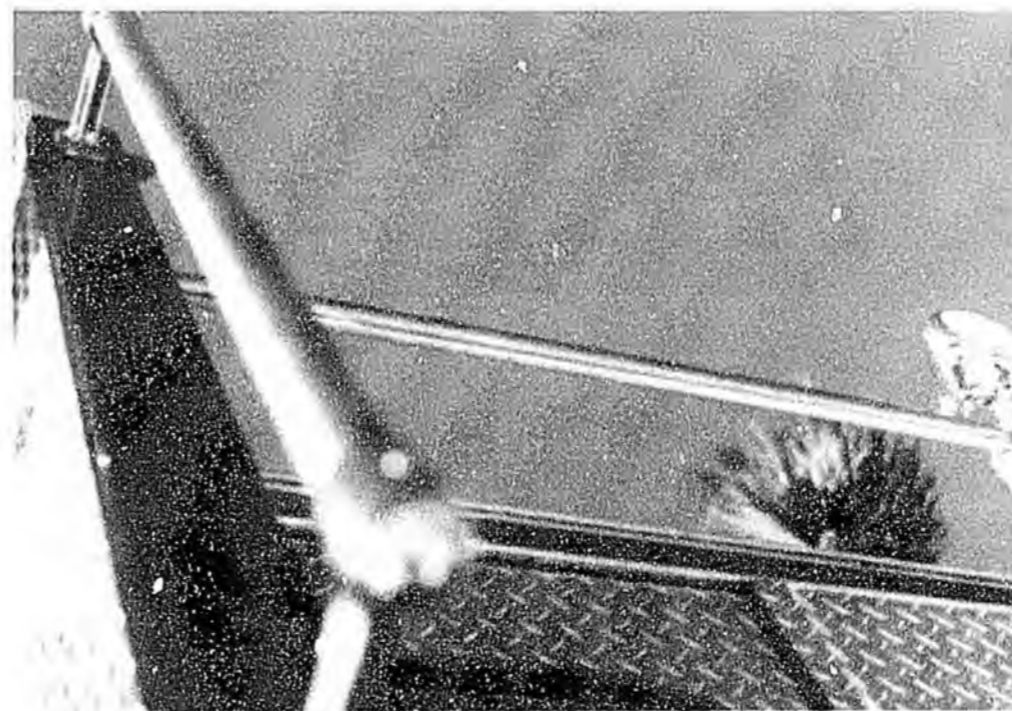
#### EXTRUSION WELDING AND JIG TABLES:

*All body extrusions are cut to size, placed on jig table and welded, using the mig wire fed welting technique. Specially constructed jig tables that will assure positive alignment and maintain critical tolerances are employed during each stage of construction.*



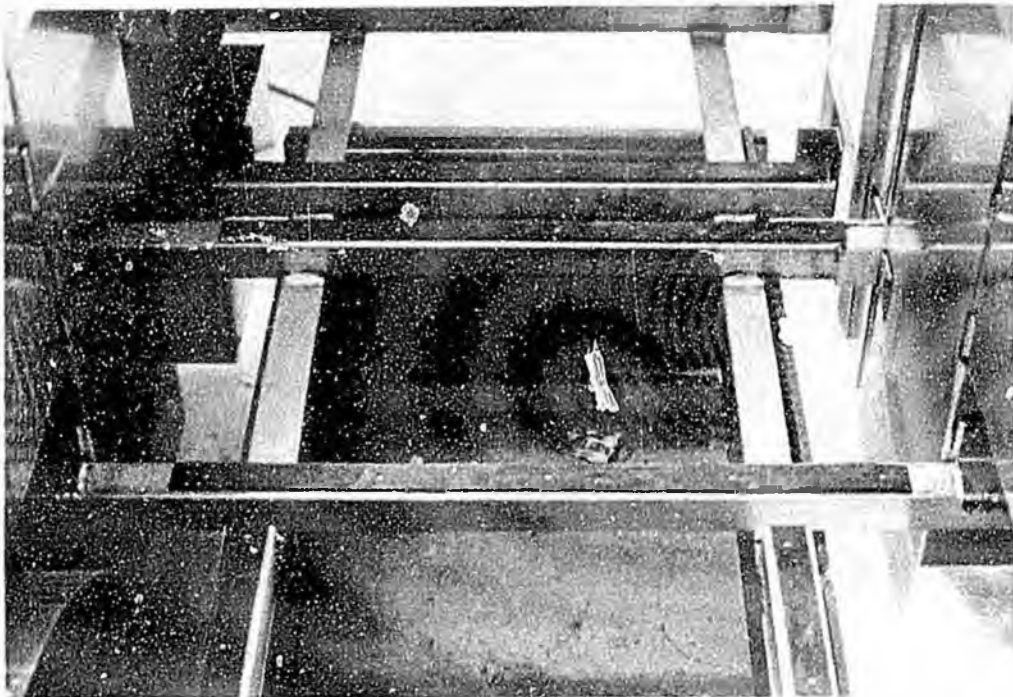
#### HOSE BED FLOOR AND INSIDE:

*Hose bed floor is constructed entirely of non-rotting aluminum extrusion slats and is located directly above booster tank. The bed is completely removable for complete access to booster tank. Hose bed slats are evenly spaced to allow for ventilation. Hose bed sides are of smooth, painted aluminum with diamondplate kick plate at beavertail.*



#### CROSS BAR:

*Horizontal stainless steel grabrail between beavertails is fitted to each read body stanchion.*



#### CROSS STRUCTURAL SUPPORTS:

*The uniting of sides, front, and beavertail superstructure is accomplished on a jig table. 3"x3"x(3/8)" extruded aluminum beams are welded to 1/2" solid aluminum bar create a completely united body.*



#### ALUMINUM FUEL TANK:

*Due to low corrosive factor and maintenance free construction, aluminum fuel tanks are incorporated into every Class "A" Pumper. Fuel condensation is reduced 33% as well as creating a non-spark fuel reservoir.*



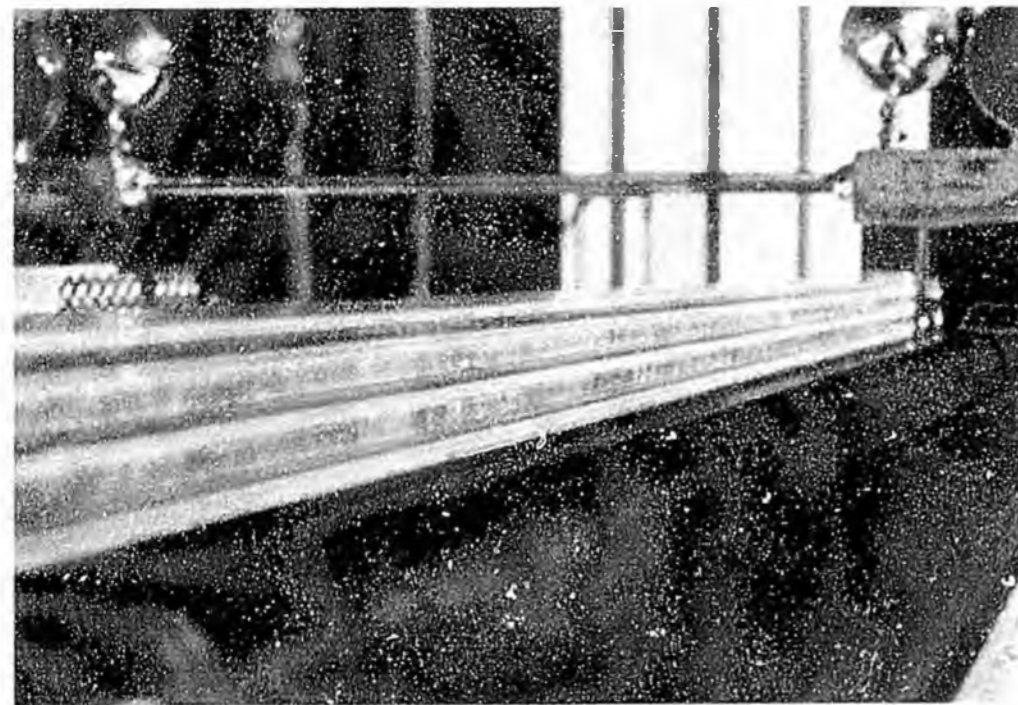
#### *REAR VIEW OF BODY:*

*Bright finish aluminum diamondette completely covers rear tailboard between beavertail supports cutting down on maintenance and producing a custom appearance at any angle.*



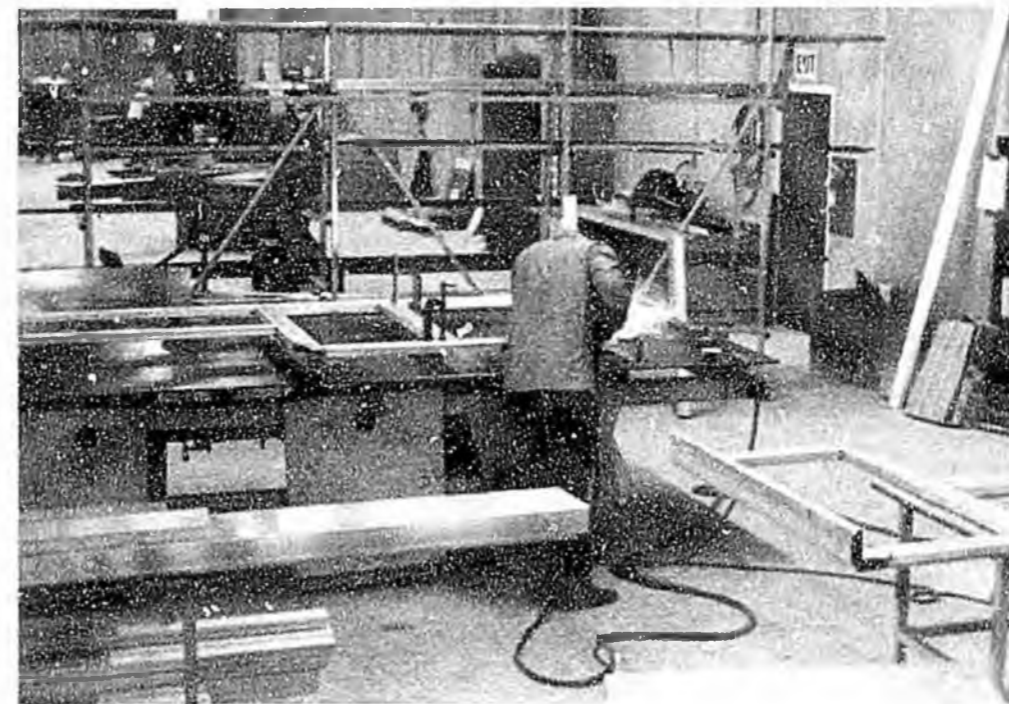
#### *REAR TOW EYES:*

*Two rear tow eyes, being (3/4)" thickness solid type, are securely attached to chassis frame located in rear compartment. Rear tow eyes, trimmed with stainless steel, complete the custom appearance.*



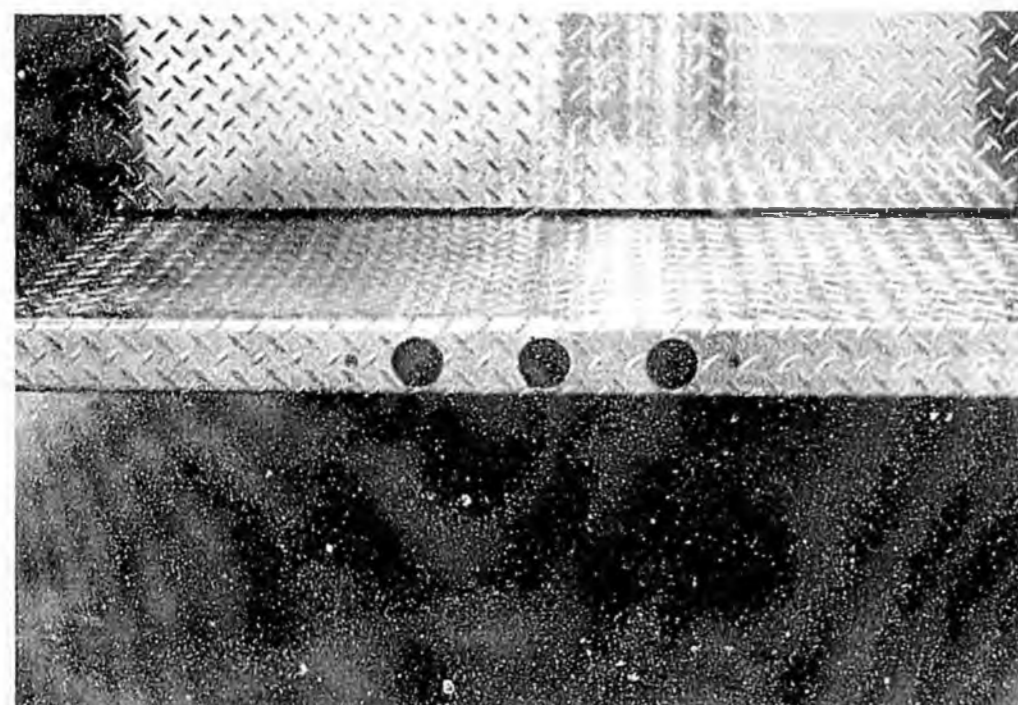
**RUB RAILS ON HOSE BED:**

*Hose bed rub rails are constructed of fully extruded 3" x 3" aluminum offering increased rigidity and enhancing appearance.*



**FINISH SUPERSTRUCTURE WELDING:**

*Large side superstructures for Emergency One apparatus receive completion welds of extrusions making our bodies the strongest in the industry. "No rivets" are incorporated when assembling body superstructure.*



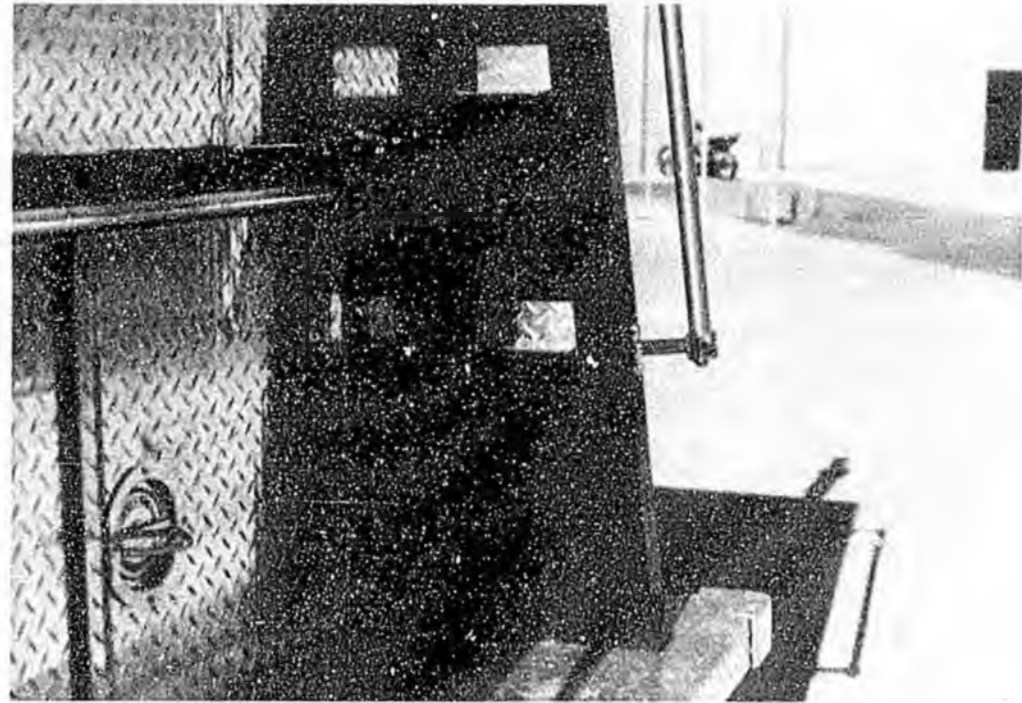
**TAIL BOARD LIGHTS:**

*Rear mounted cluster marker lights are recess mounted in a double break channel at rear step for protection of lights and non-obstructed visibility.*



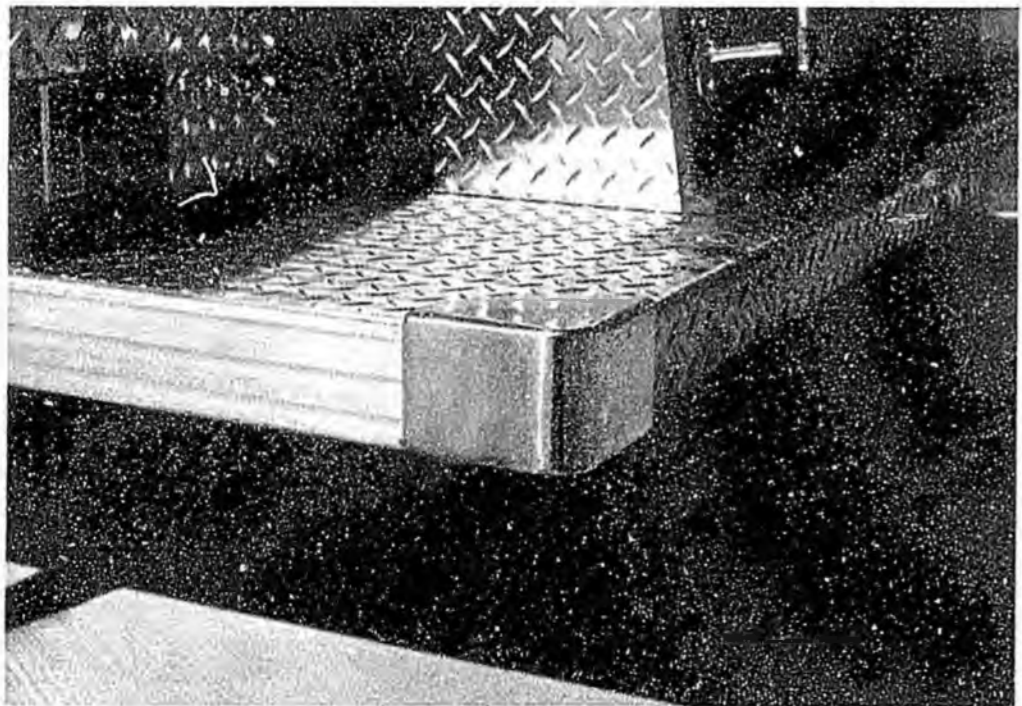
**FINISH GRINDING:**

*All weld joints on exposed surfaces are finish ground to produce a uniform and pleasant appearance and eliminate any sharp or rough corners or edges.*



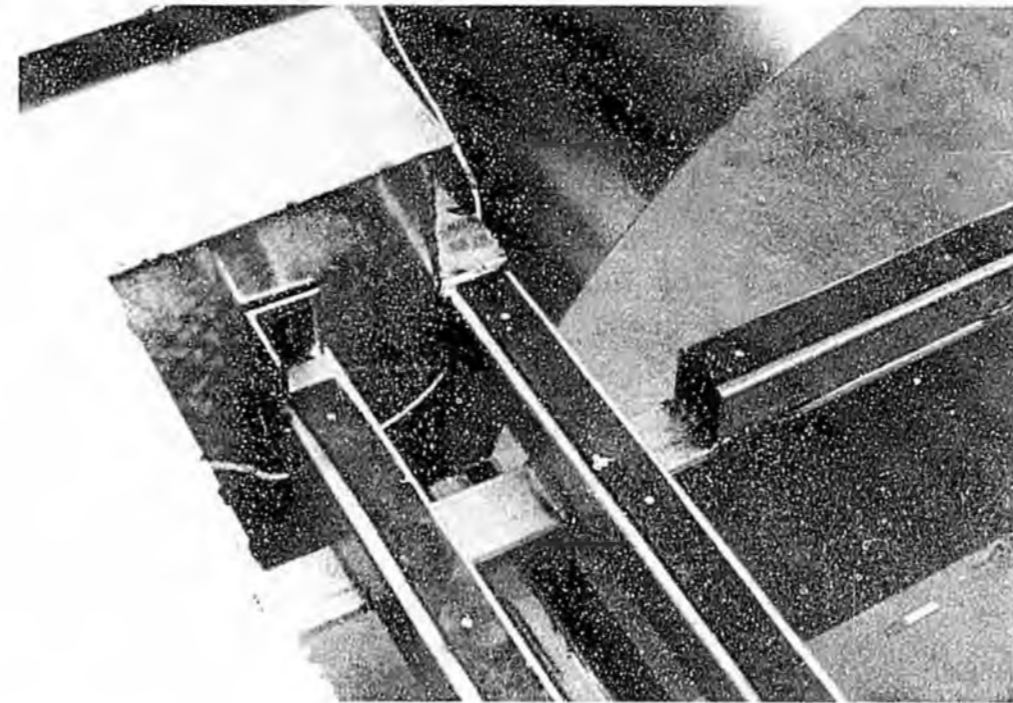
**BEAVERTAIL INSIDE:**

*Slanted beavertails extend from body sides to rear steps for added protection. The inner side of each beavertail frame forms two aluminum diamondplate covered steps, with kick plate, allowing easy access to hose bed.*



**CORNER CASTINGS:**

*Four polished aluminum molded corner castings, one on each lower corner of the body, are welded securely to apparatus rub rail.*



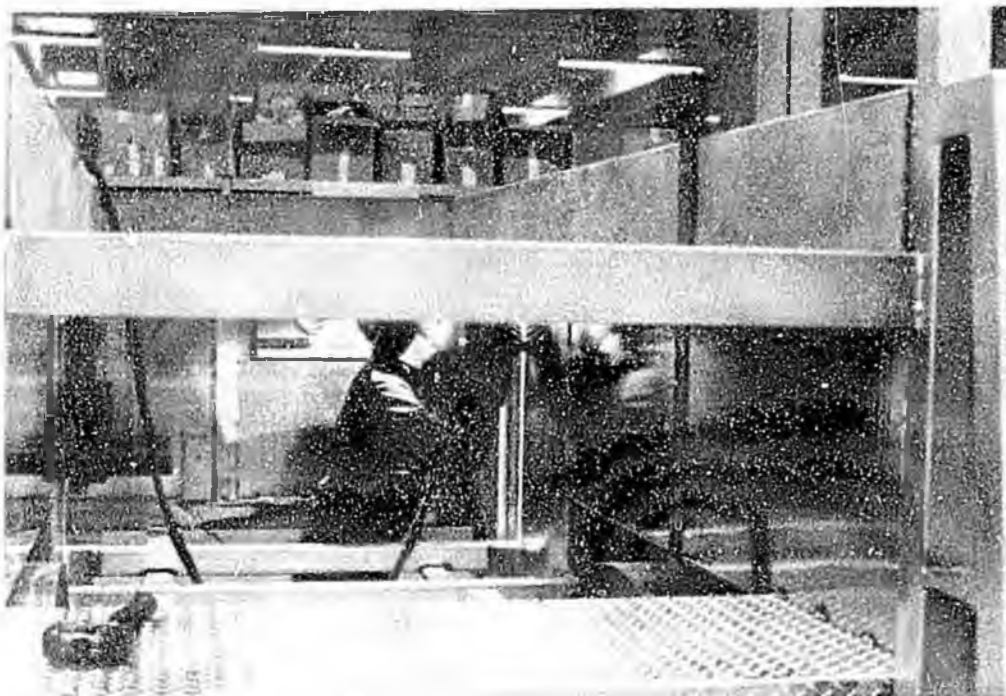
**RUBBER CUSHIONS:**

*Solid rubber cushions permanently attached to body frame form a shock absorbing surface for mounting booster tank. Angle corner supports insure fixed placement of tank on chassis for years to come.*



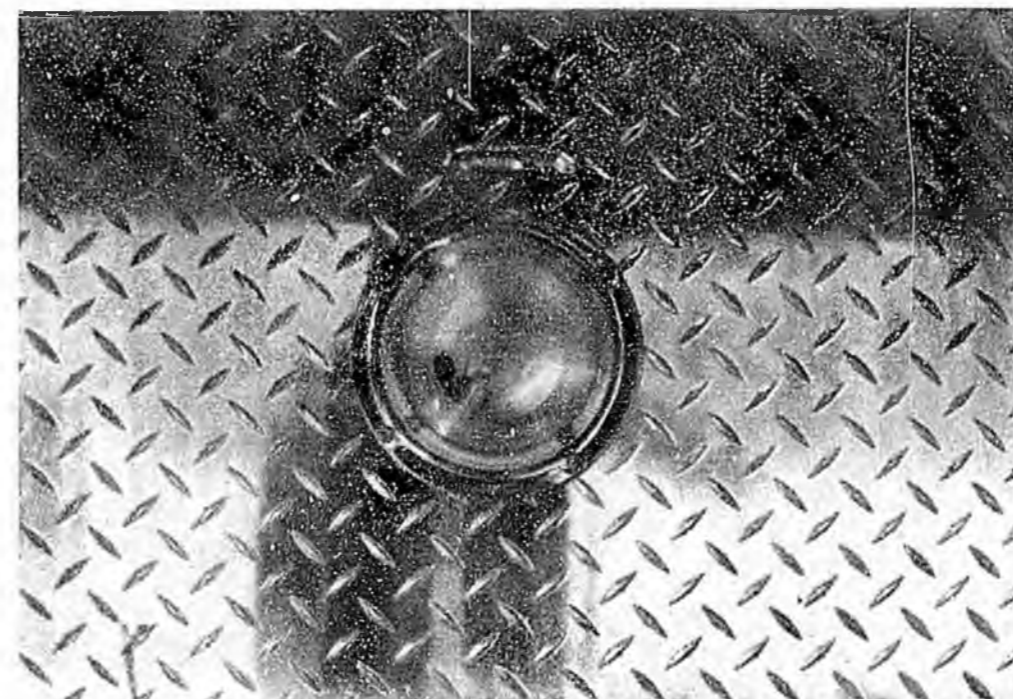
**COMPARTMENT WELDS:**

*Each compartment is not bolted, but welded to body superstructure for sustained overall body life.*



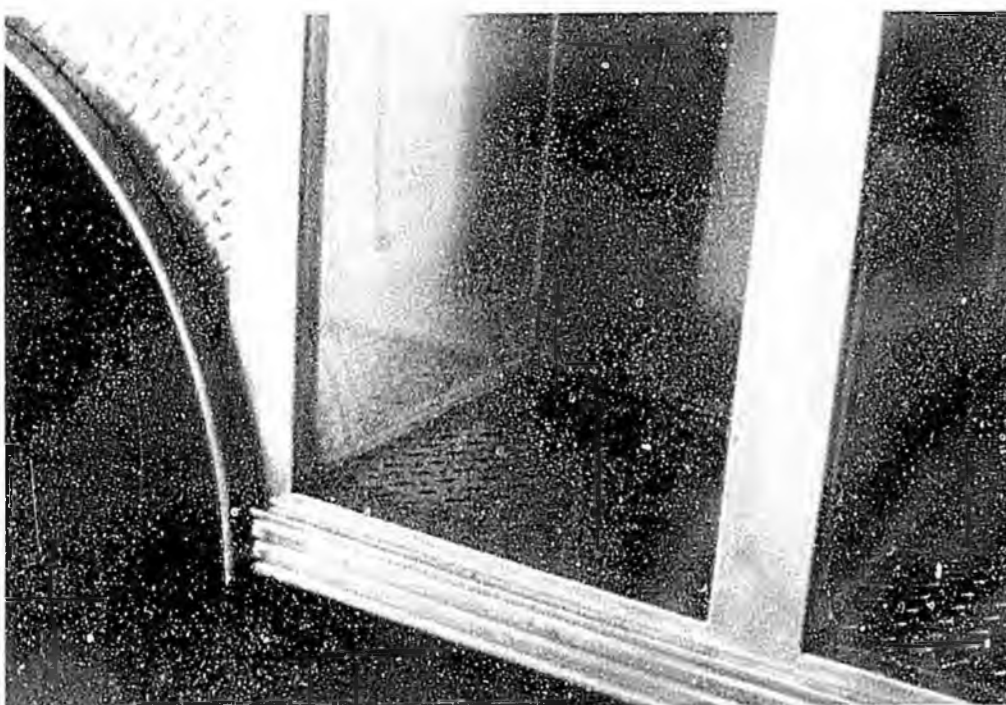
#### FINISH WELDS:

*Large side superstructure supports are finish welded both on inside and outside, giving Emergency One bodies their expected long life. Compartmentation and additional structural supports are affixed prior to body and chassis union.*



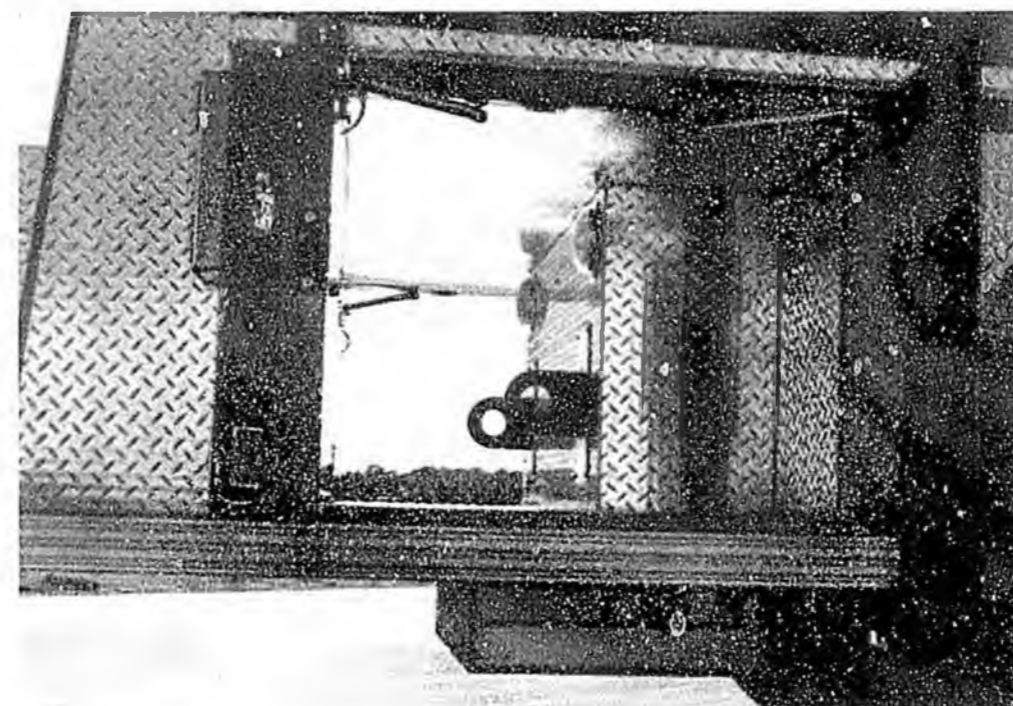
#### COMPARTMENT LIGHTS AND VENTS:

*On all class "A" apparatus, compartments are equipped with a non-glare light to permit ample visibility. Lights can be turned on or off at the compartment or in the cab. All compartments are lowered for adequate ventilation and prevention of mildew on tools and equipment.*



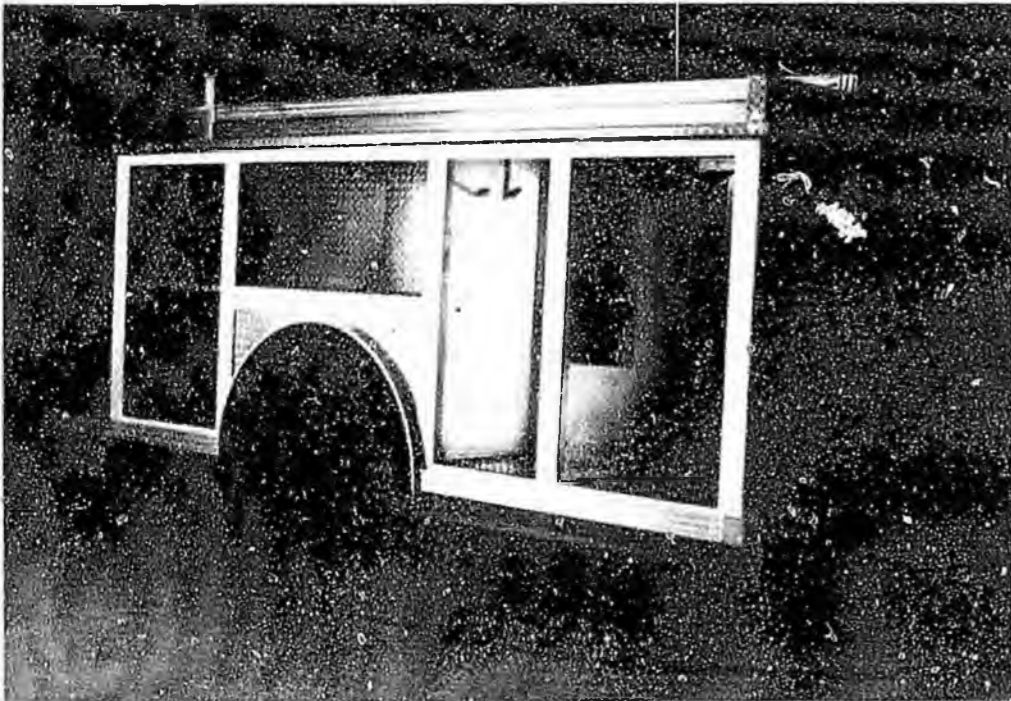
#### COMPARTMENT FLOORS AND WALLS:

*Compartment floors are constructed of (1/8)" diamond-plate with (1/8)" smooth aluminum plate walls. Seams and joints are completely sealed for weather resistance to sustain load bearing stresses.*



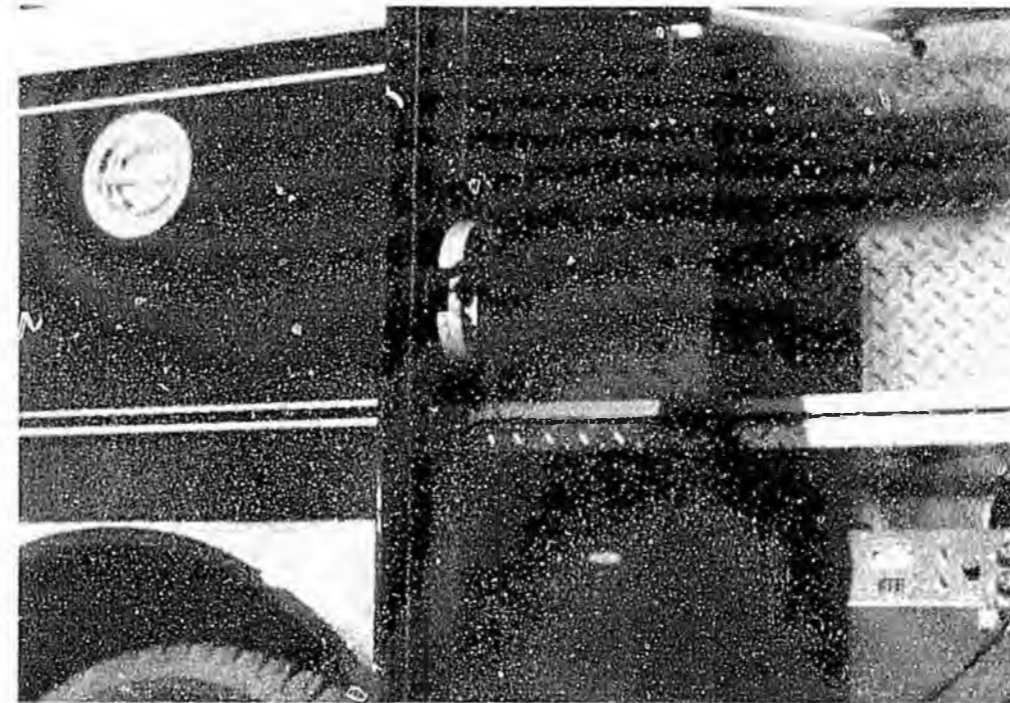
#### REAR TRANSVERSE COMPARTMENT:

*Full transverse compartments at rear allow for increased compartment size and versatility. The full thru rear compartment is available with several of the different body styles.*



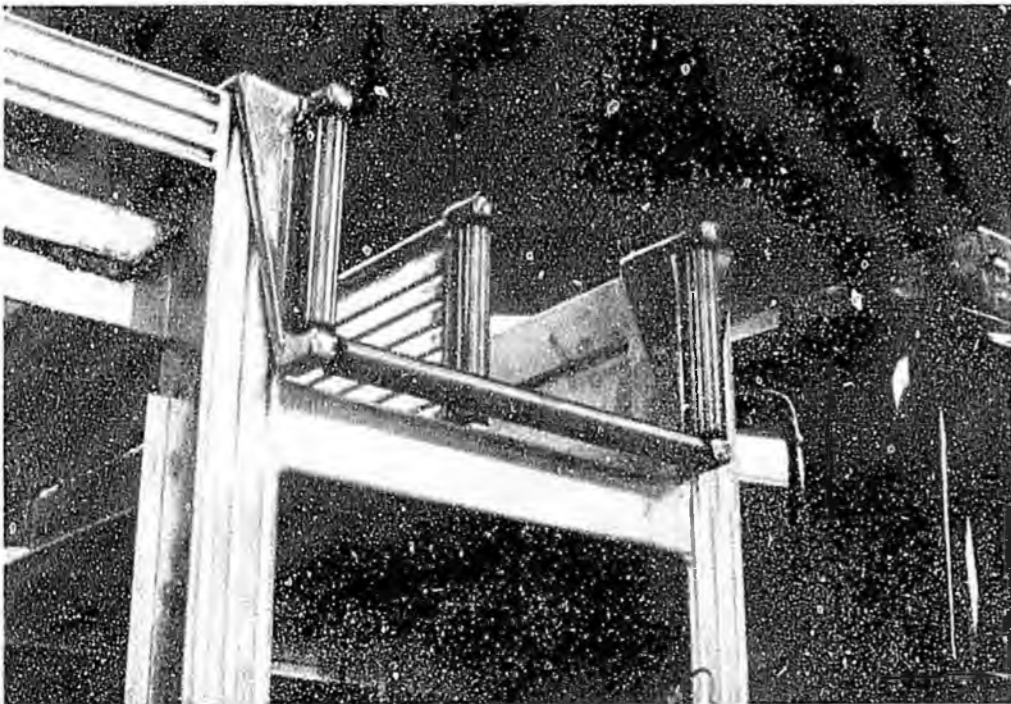
#### MODULAR BODY:

*The all aluminum body produced by Emergency One offers significant weight reduction as well as creates the only fully modular fire apparatus body available in the fire apparatus industry.*



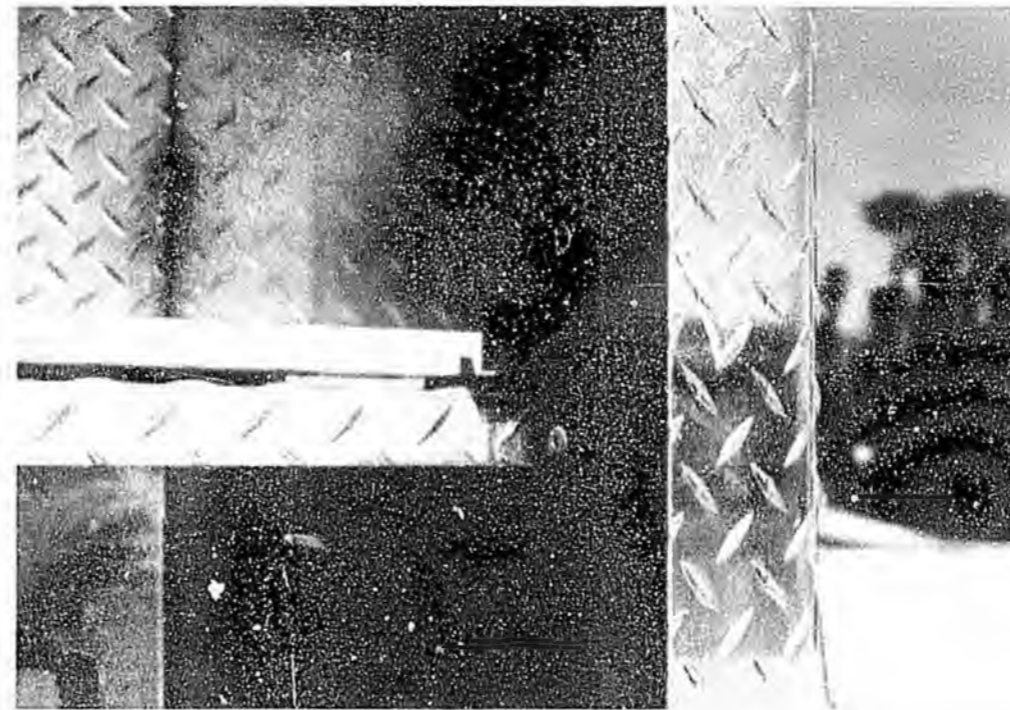
#### DOOR CATCHES:

*All compartment doors are equipped with double catching, two point, safety closing latches. Latches meet Federal strength requirements for passenger car doors, Federal Motor Vehicle safety standard #206.*



#### CROSS-LAY:

*Hose bed or beds for 1½" or 2½" Double Jacket hose located above the transverse compartment feature chicksan swivels for easy deploying of hose in either direction. Cast polished aluminum stanchions hold stainless steel rollers and guide at all corners with rollers and guides turning on nylon discs.*



#### DOOR KEEPERS:

*Door keepers are constructed of heat treated steel and are securely fastened to body. The door keepers and latches are constructed to meet all strength requirements of the FMVSS #206.*



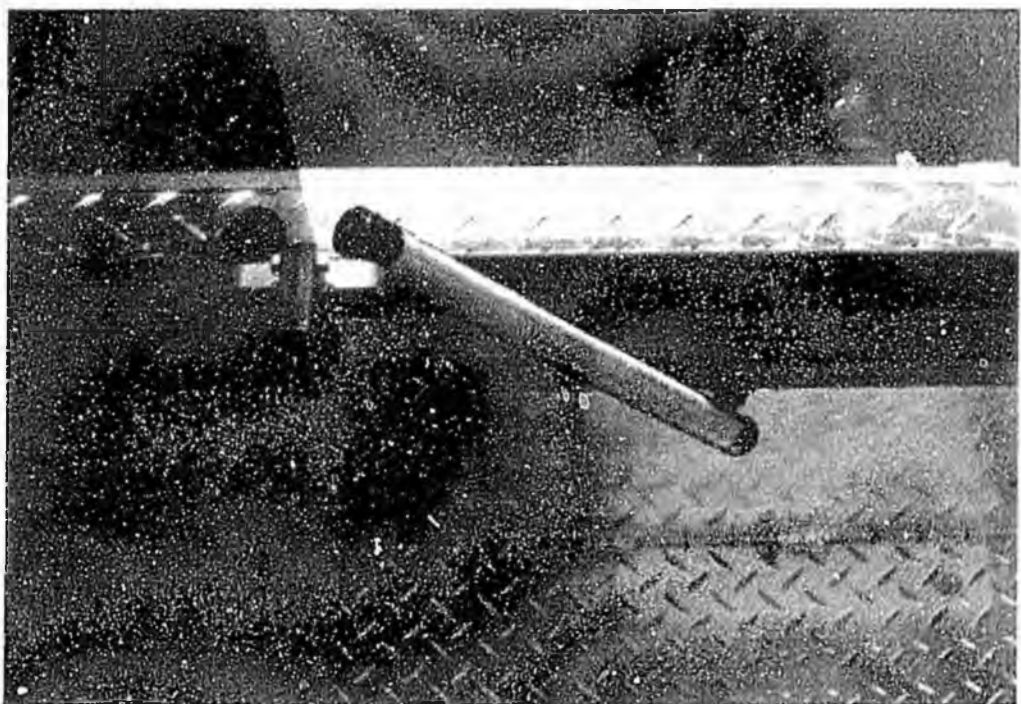
**DOOR SEAL:**

Compartment doors are fully gasketed with heat resistive "closed cell neoprene sponge" to insure a water tight seal.



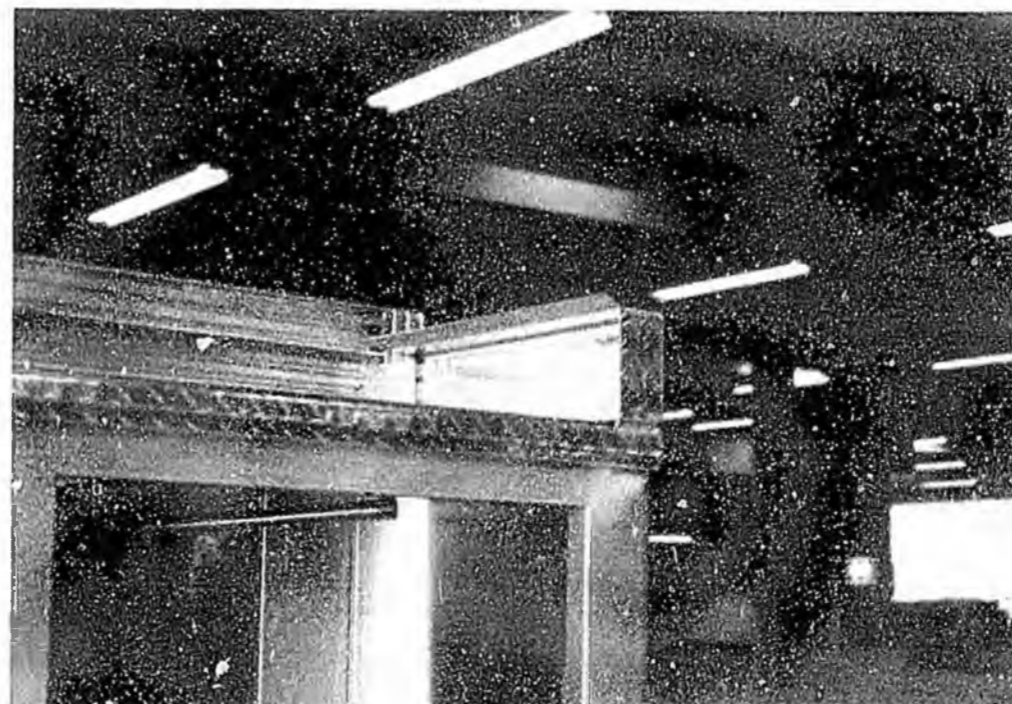
**DOOR THICKNESS:**

Double pan doors with 95 degree inner pan break make Emergency One doors the strongest in the industry. Door thickness of inner pan is (1/8)" aluminum. Exterior plate is (3/16)" aluminum. Door pan is fully seam welded to (3/16)" outer door plate.



**DOOR SPRINGS:**

Compartment doors are equipped with an exclusive, stainless steel, spring type, door hold-open device. Springs are (7/8)" diameter with .1" diameter stainless steel spring wire having an inner stainless steel restraining cable to limit door opening.



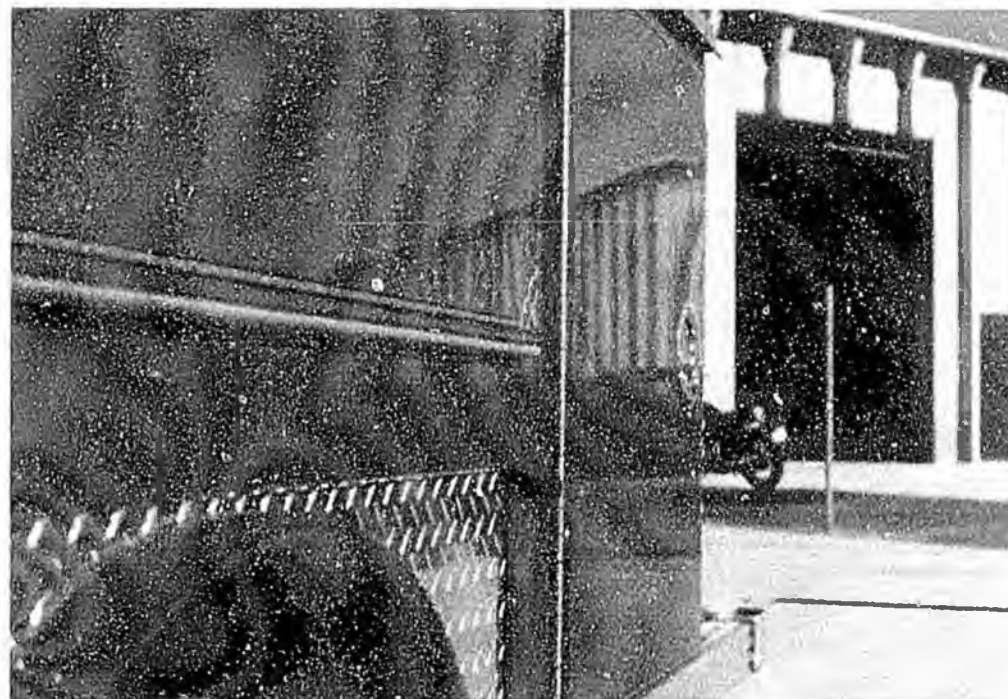
**HORIZONTAL LADDER MOUNT:**

Ladder brackets on Emergency One Rescue Pumpers are incorporated into body superstructure for strength and appearance and are maintenance free.



#### CHASSIS SANDING:

*Each chassis is thoroughly sanded and cleaned to insure paint adherence to the chassis. All stock and special order chassis that arrive at the factory undergo this process to further insure correct color combination to Fire Department specifications.*



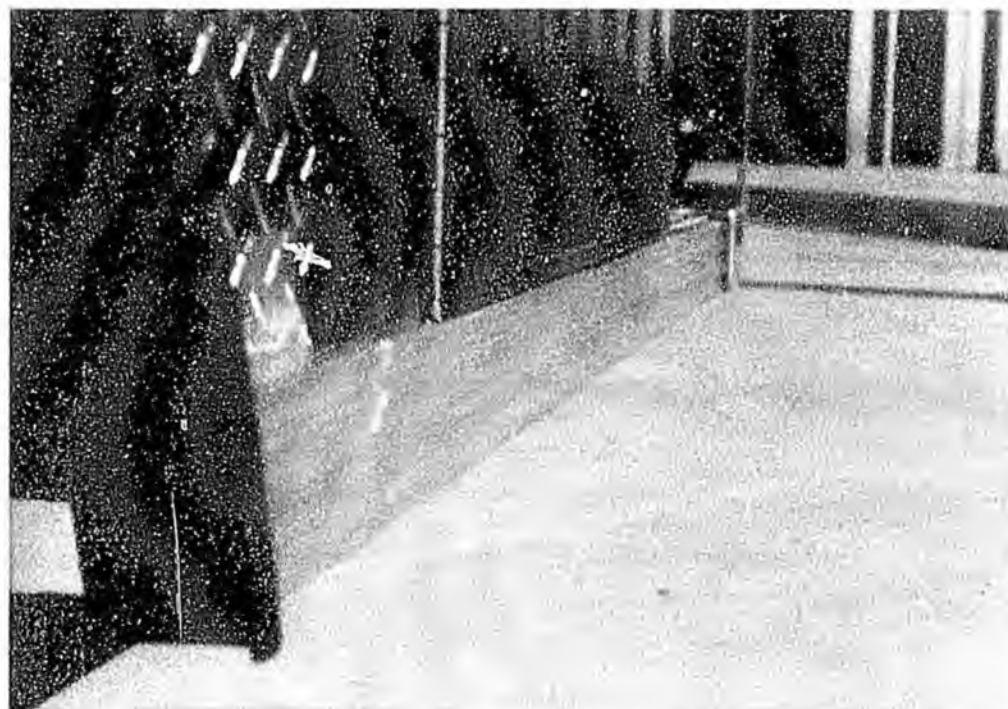
#### STAINLESS STEEL HINGES:

*All horizontal and vertical compartment doors are attached with full length, stainless steel, piano type hinges for maximum uniform strength to all attached points and are corrosion resistant.*



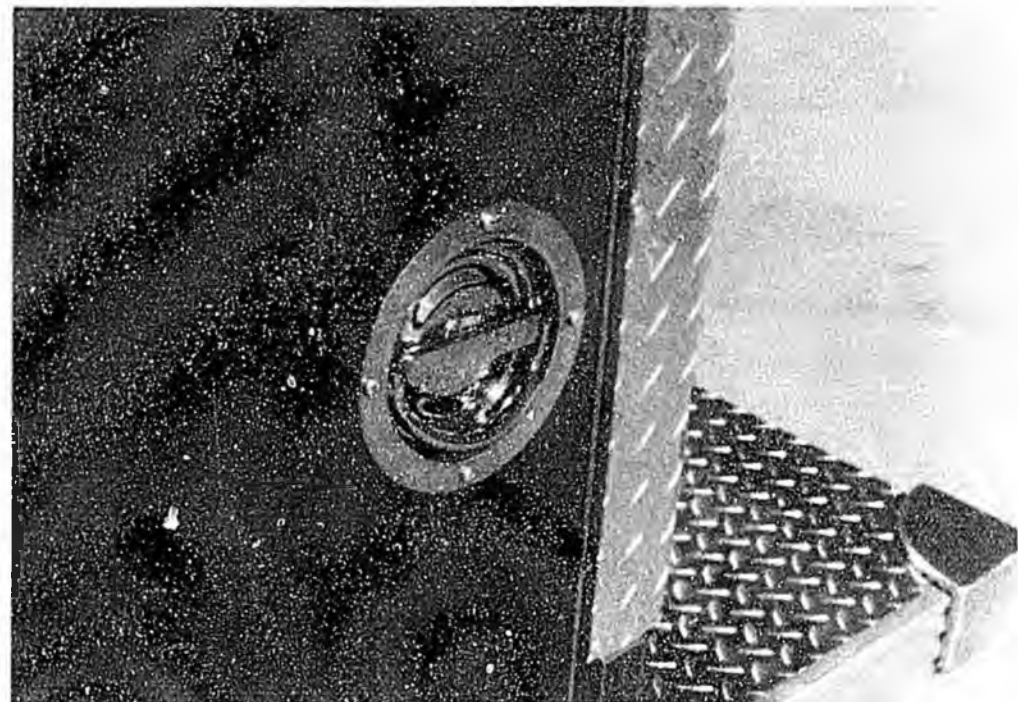
#### CAB DOOR JAMB PAINTING:

*Cab door interior as well as door jamb are stripped, sanded and then painted with Dupont "Imron" to conform to cab and body color.*



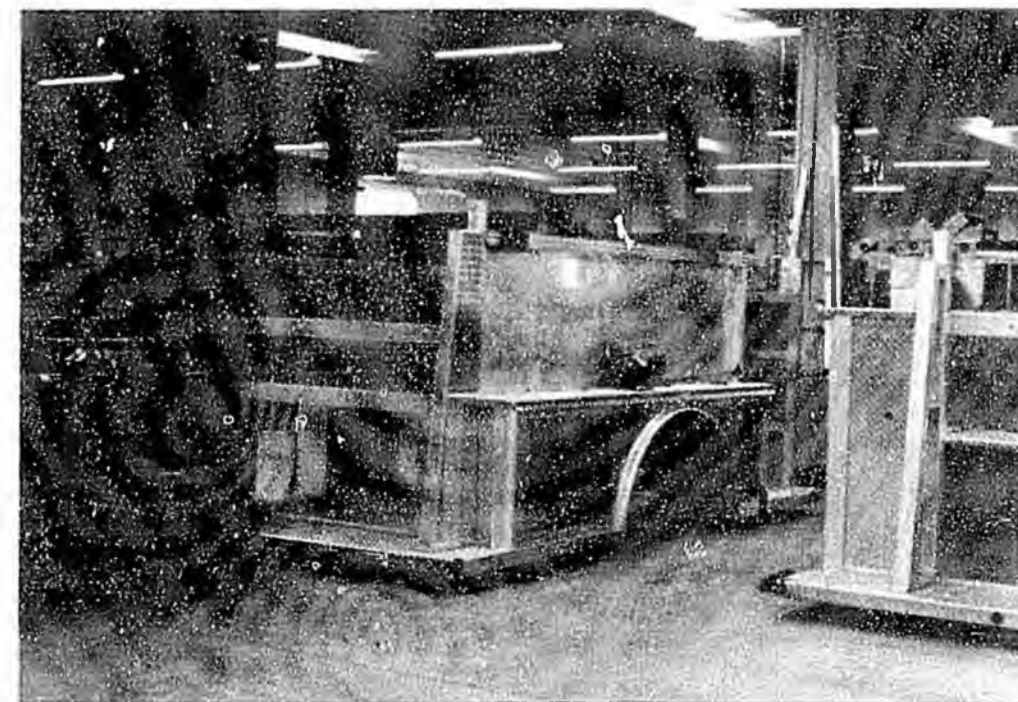
#### RUB RAIL:

*Extruded aluminum rub rails are used as body trim to enhance the appearance, lower the maintenance factor, and strengthen the construction of all Emergency One pumpers.*



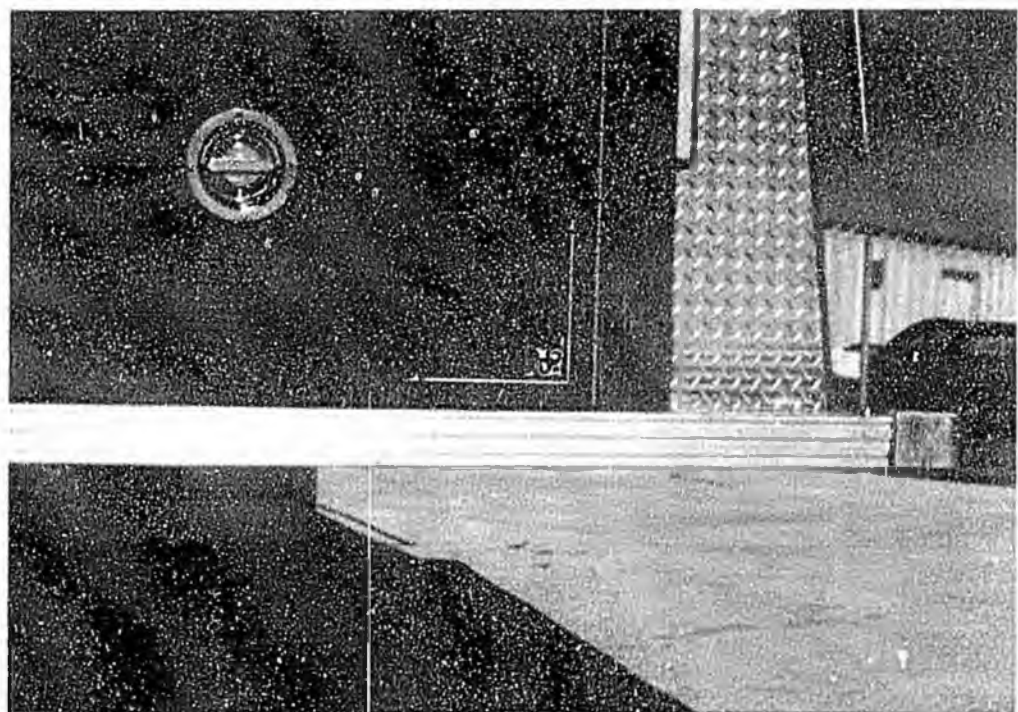
**CIRCLE "D" RINGS:**

*Door handles are made of heavy duty steel with chrome plated D-ring type handles. The D-rings are bent outward so that they allow easy grip while wearing protective hand equipment, and are especially useful in adverse weather conditions.*



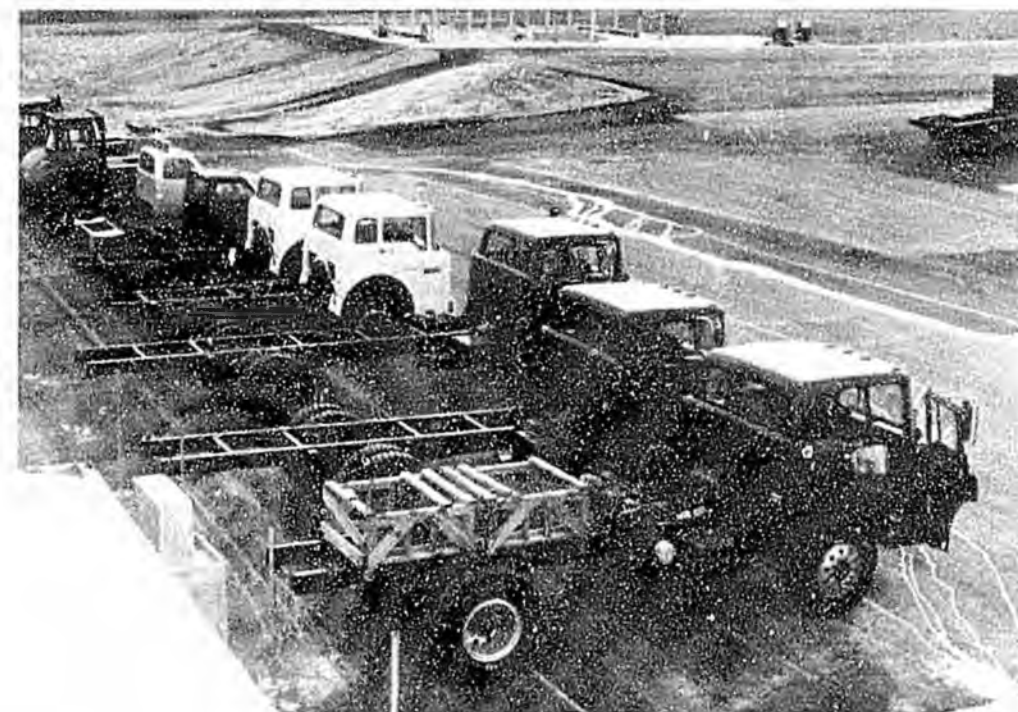
**BODY PICK-UP:**

*Savings of (1/3) on body weight over steel allows our bodies to be completely assembled off the chassis, picked up and placed on chassis without any distortion of body sheet or superstructure.*



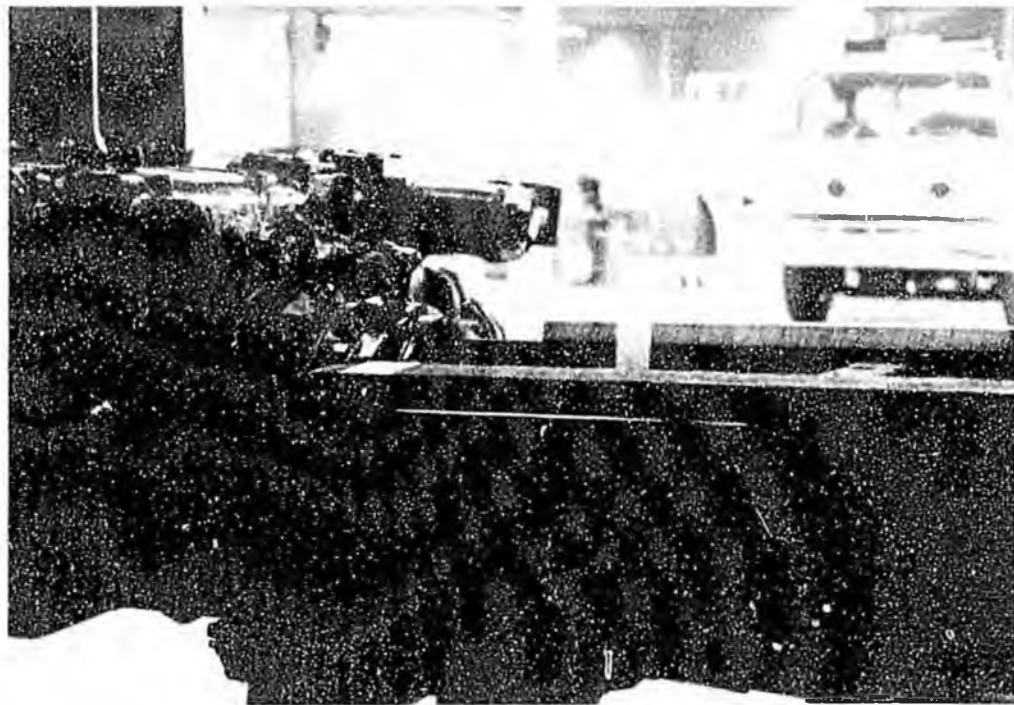
**GOLD LEAF DOOR:**

*Gold leaf design on compartment doors give classic look to each fire apparatus body. Decals and tape are never used on Emergency One apparatus.*



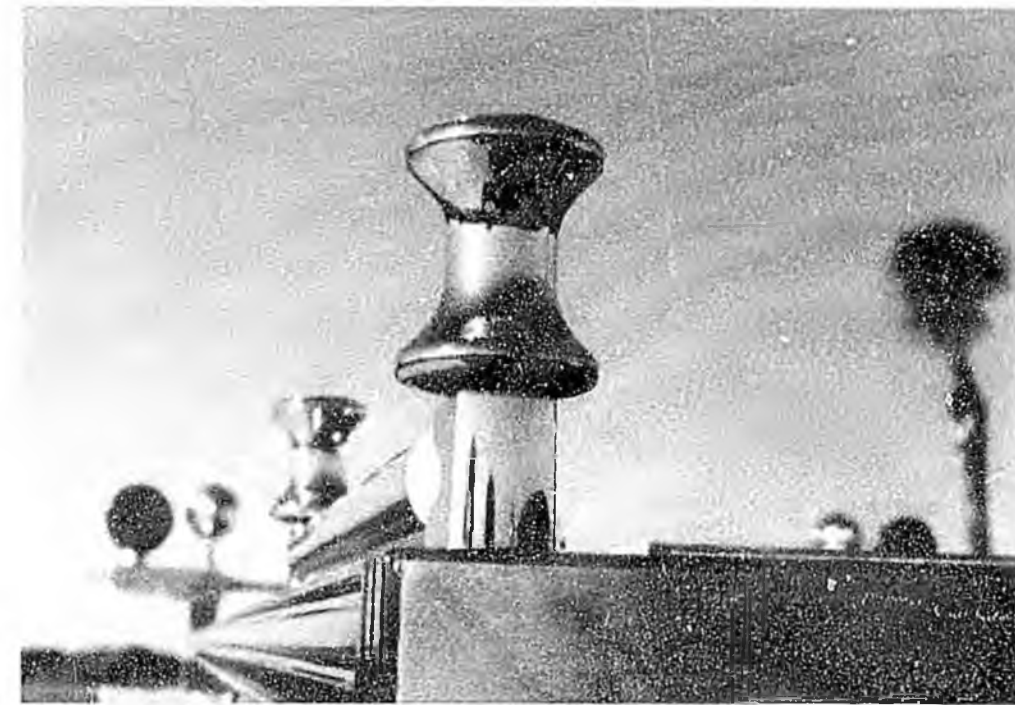
**CHASSIS IN STOCK:**

*Chassis stock include a complete line of Ford, Dodge, and GMC trucks available within minutes to the factory. This factor allows Emergency One the most rapid delivery of completed units to the customer in the industry.*



**BODY-CHASSIS SEPARATIONS:**

*The all aluminum bodies are insulated from the chassis by weather treated wood strips to prevent any galvanic corrosion reaction from occurring.*



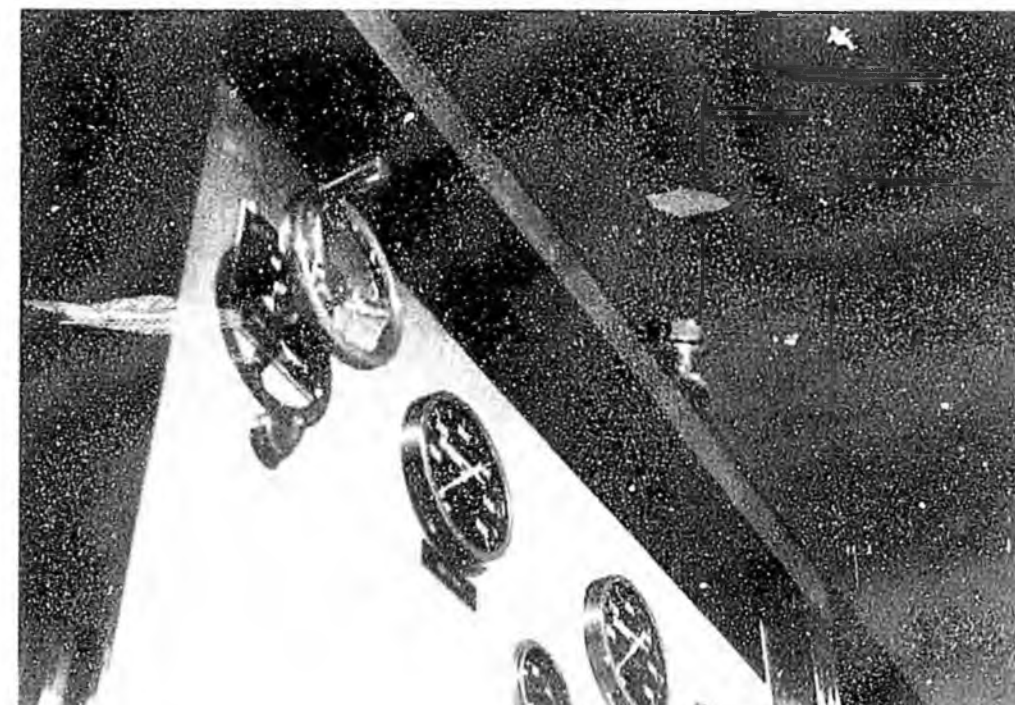
**REEL ROLLERS:**

*Rollers and guides with nylon bearings are provided on the right and left sides of hose reel to facilitate the use of booster hose from either side of pumper.*



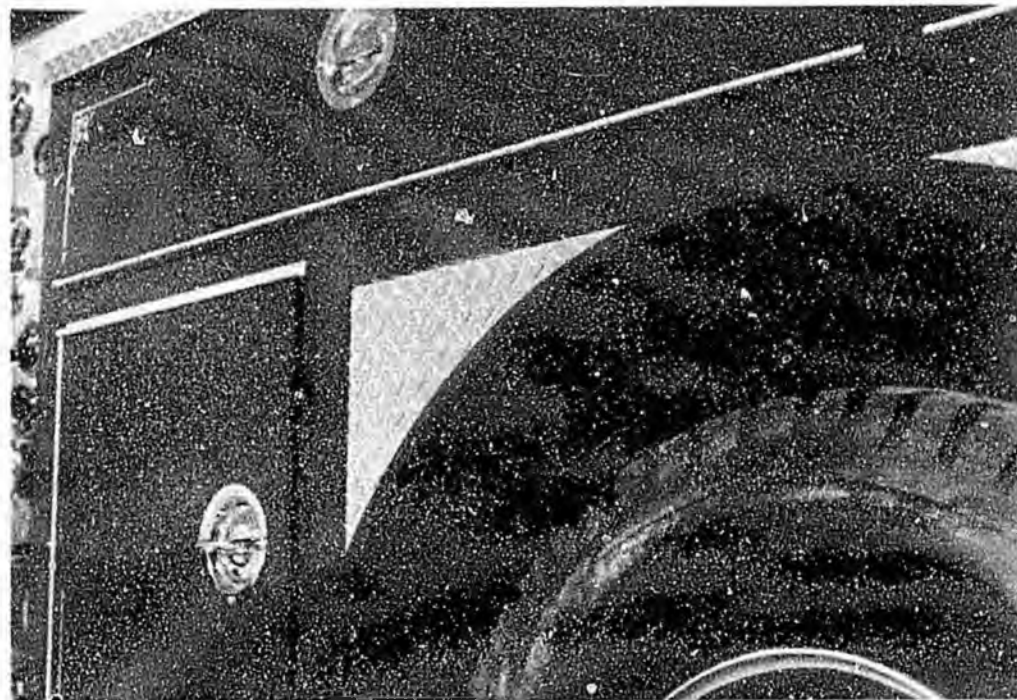
**PUMPS IN STOCK:**

*Being the largest purchaser of Hale midship pumps, Emergency One keeps in stock at least two of every size pump available, thereby giving the customer the shortest delivery time in the industry.*



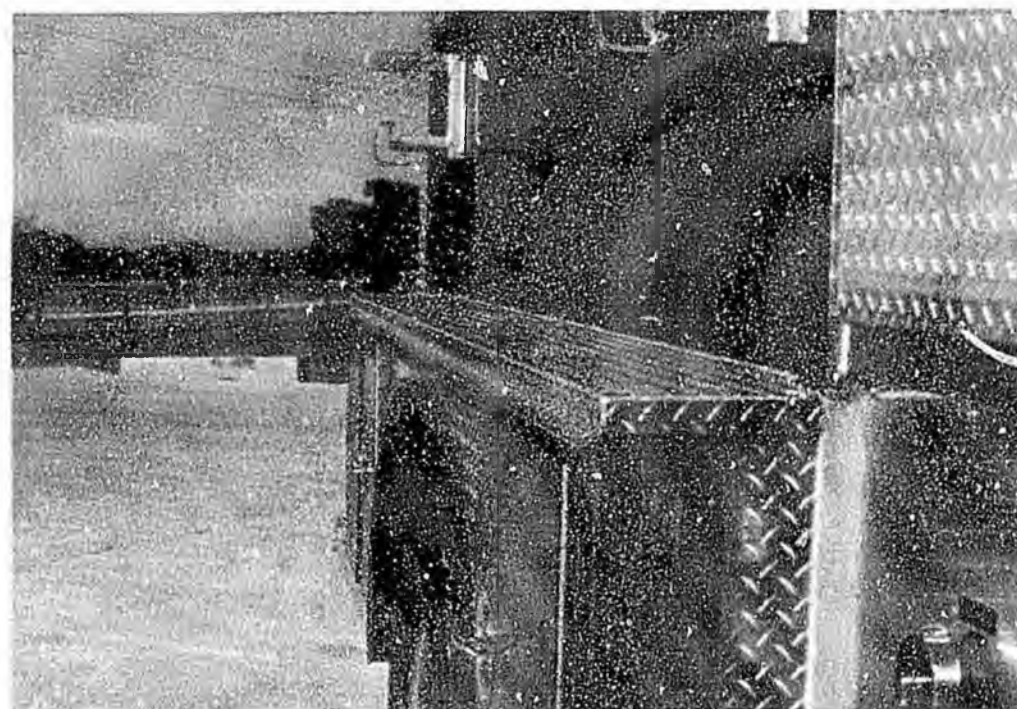
**PUMP PANEL LIGHT:**

*The three bulb, two position pump panel light with glare proof translucent lense permits trouble free night time pump operations and is standard equipment on all Emergency One Pumpers.*



**WHEEL WELL LINERS:**

*Every Emergency One apparatus comes standard with protective wheel well liners made of aluminum and painted to take on a custom appearance. Wheel well liners function as a barrier to mud and road film, and allow for quick and complete clean up. Wheel well liners further protect fuel fill line from mechanical damage.*



**COMPARTMENT DIAMONDPLATE:**

*Full aluminum diamondplate covers the top of compartments on each side to insure long life and to provide a safe walkway.*



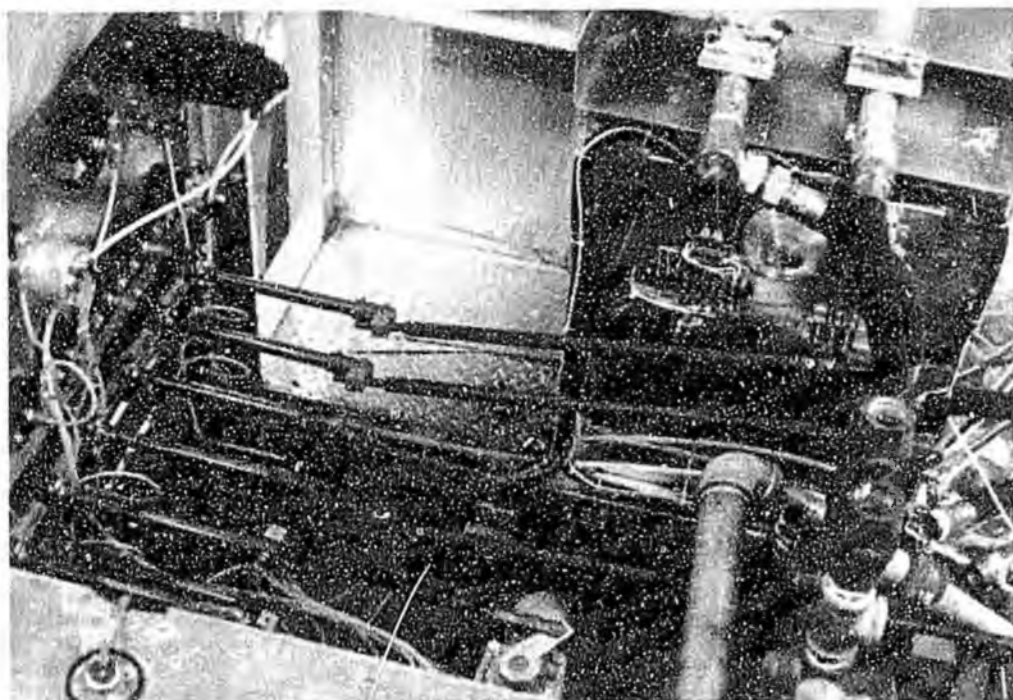
**CHASSIS MASKING:**

*After the sanding of chassis is completed, all chrome is either masked or removed for protection during chassis finish painting.*



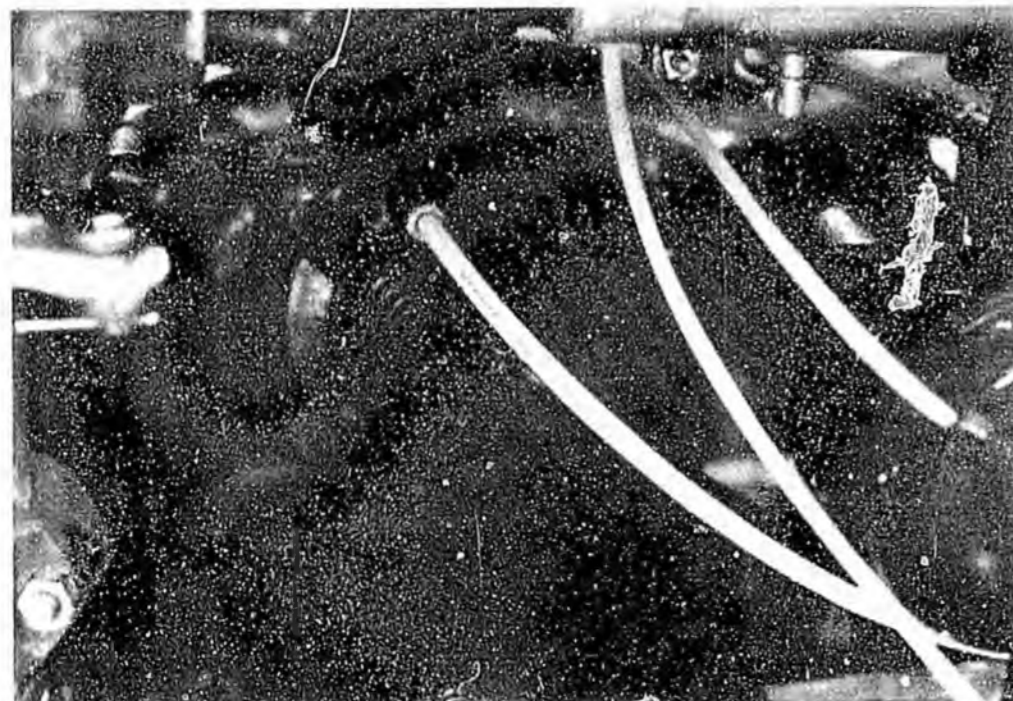
**FINAL PAINT:**

*Chassis final paint is done in climate controlled booths to insure high gloss finish. Paint is Dupont "Imicon" polyurethane paint. Chassis is completely painted prior to mounting of apparatus body to insure even coverage of all cab areas.*



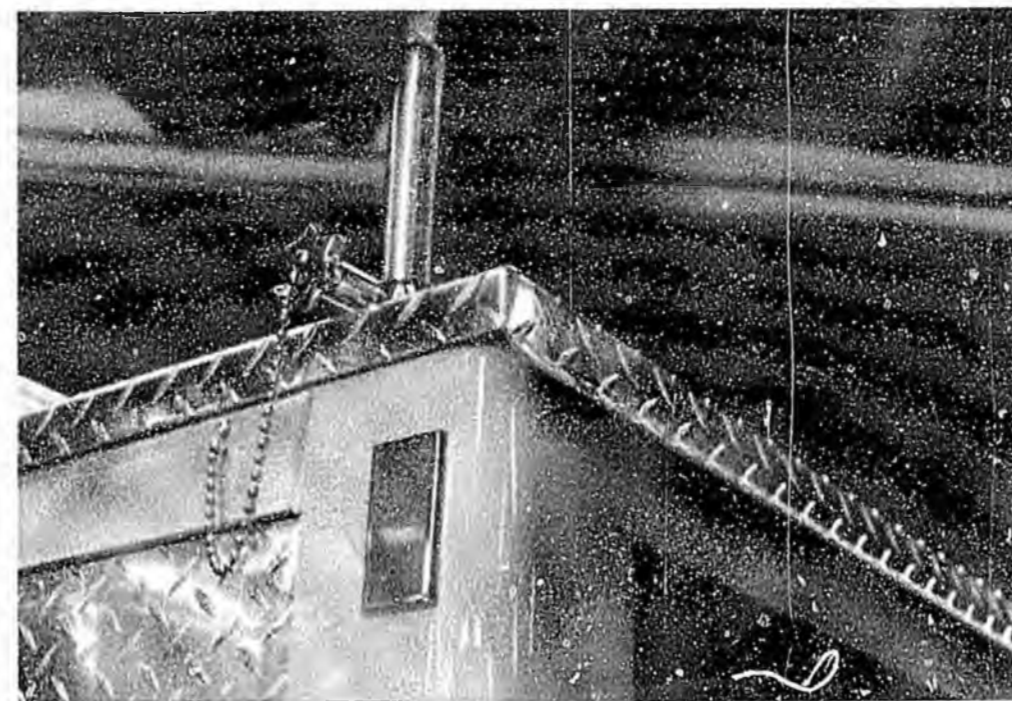
#### HIGH PRESSURE HOISING:

*With increased pressures and 90 degree turns using elbows, which must be made with conventional corrosive piping, the advent and usage of high pressure hose is a sure answer in eliminating corrosion, high friction loss as well as time consumed in replacement and out of service time.*



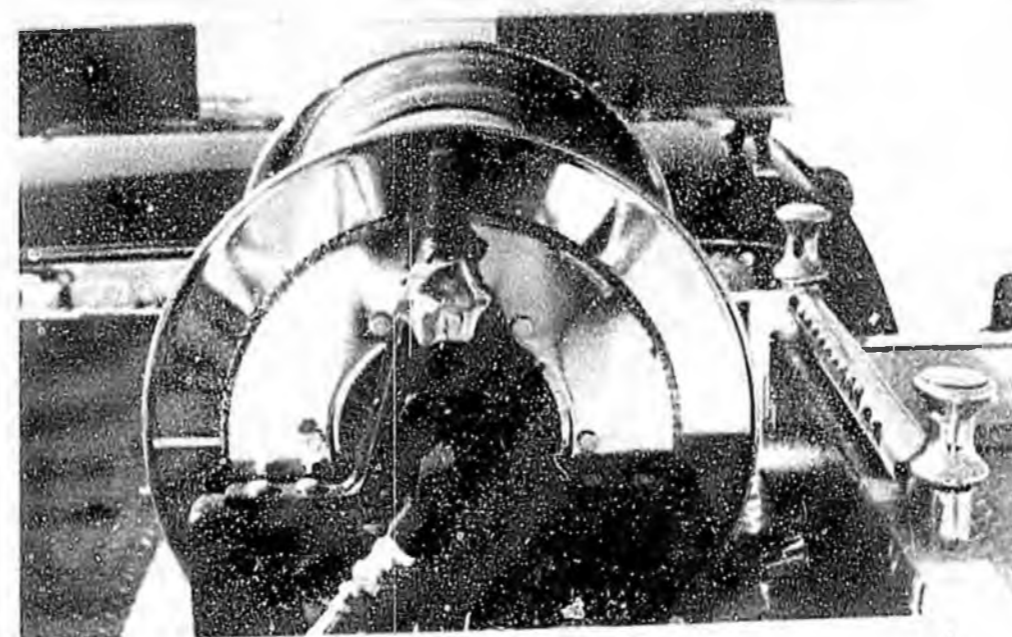
#### GAUGE TUBING:

*High pressure (3/8") nylon tubing to all gauges assures long life with minimum maintenance. All tubing as well as fittings are available from local sources, should the need for replacement occur.*



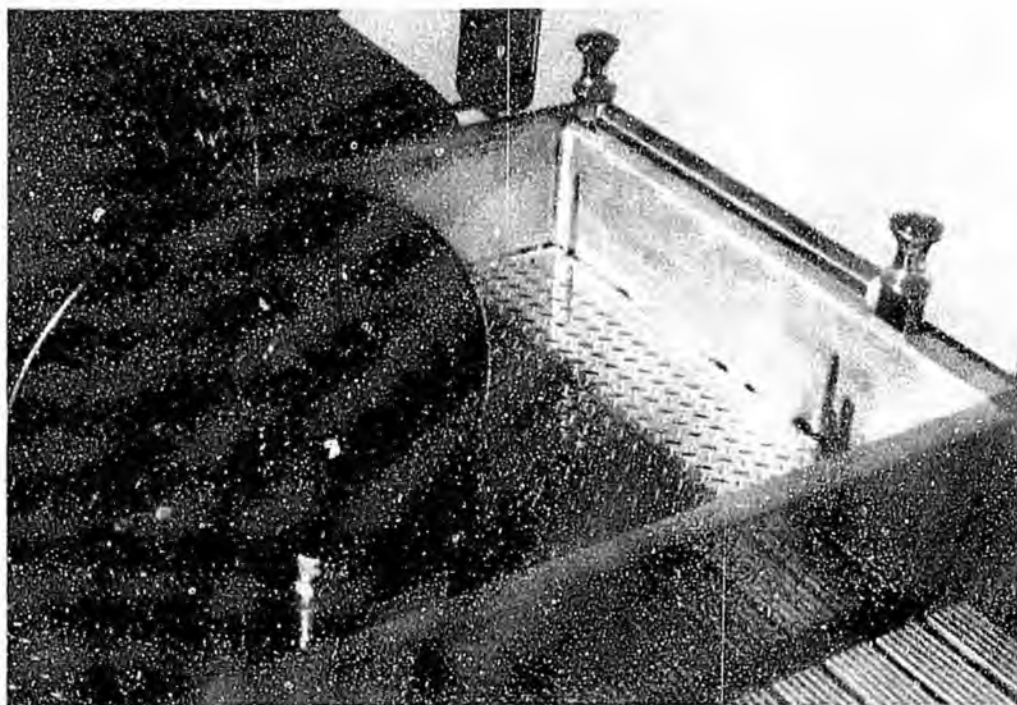
#### BREAK ABOVE COMPARTMENT:

*Along each side, above compartments, there is a rain shield break in the aluminum diamondplate to prevent water running into the compartments.*



#### REEL:

*Hammy booster reel or reels are located above pump compartment. Hose reels have chrome disc with frame painted to match apparatus body. Clutch control and electrical chain drive are standard equipment on all Emergency One fire trucks.*



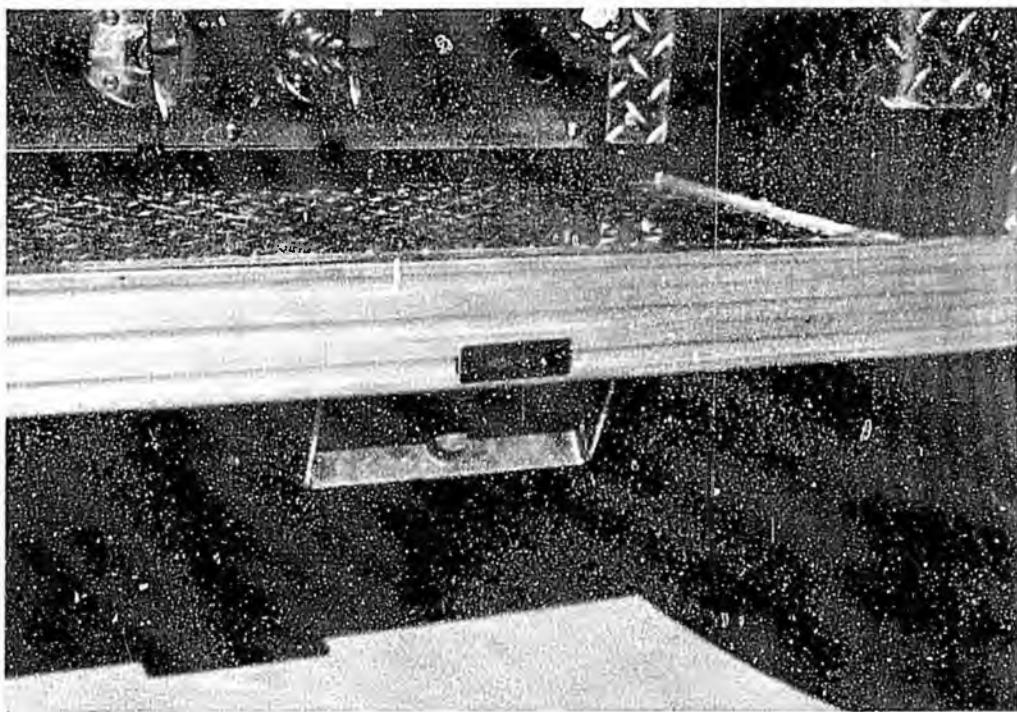
**BOOSTER REEL FLOOR:**

*Diamondplate flooring is used as standard equipment in every Emergency One pumper. Booster reel compartment floor is fully reinforced should additional equipment be carried in this area.*



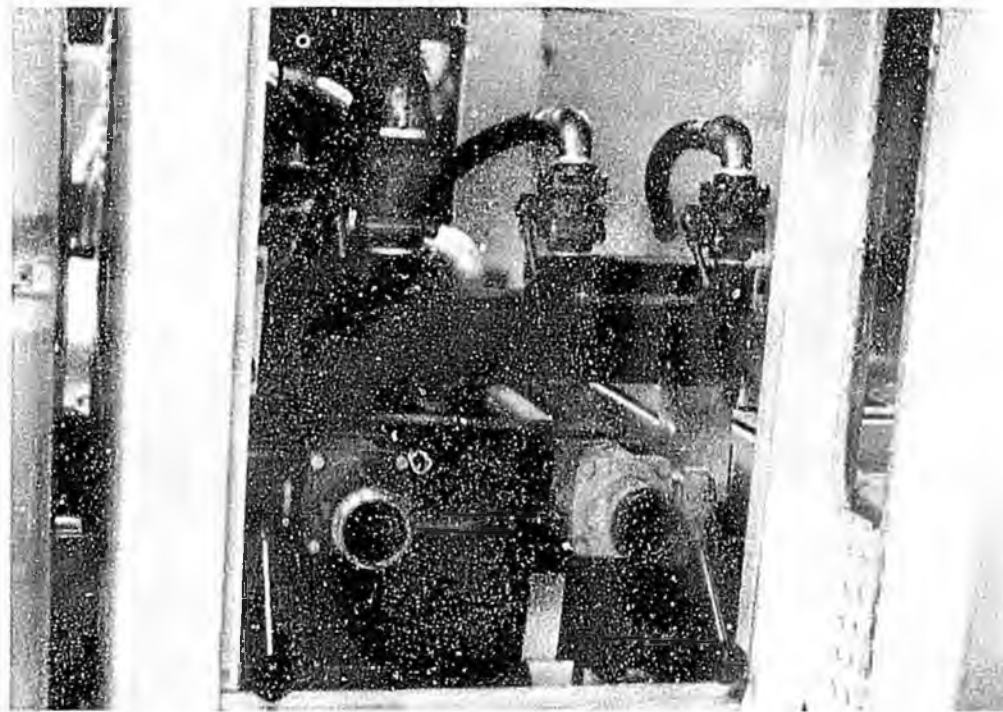
**PUMP AND CHASSIS PAINTING:**

*All exposed chassis and pump surfaces are painted to produce the least amount of oxidation possible where corrosive metals, such as steel, are exposed to the elements.*



**REEL BUTTON:**

*One man control of booster hose rewind is made possible by a foot operated, fully shielded, rewind switch located under rub rail at pump operator's position.*



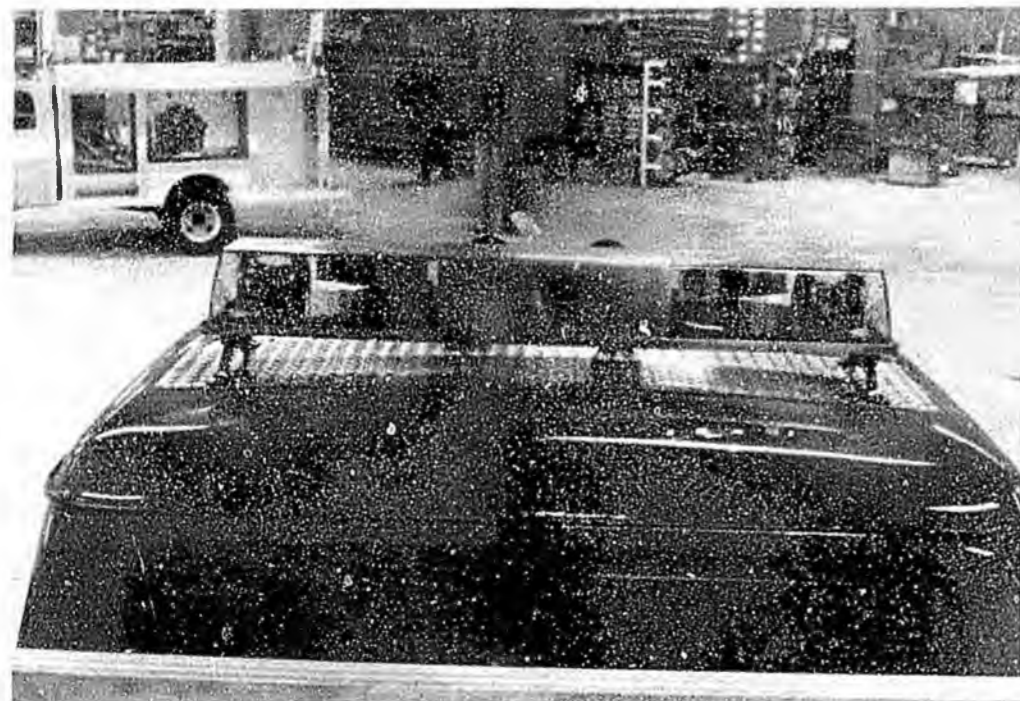
**MANIFOLD:**

*Discharge manifolds for 1", 1 1/2", and 2 1/2" eliminate troublesome linkage which in turn assures positive alignment and operation of valves, both opening and closing.*



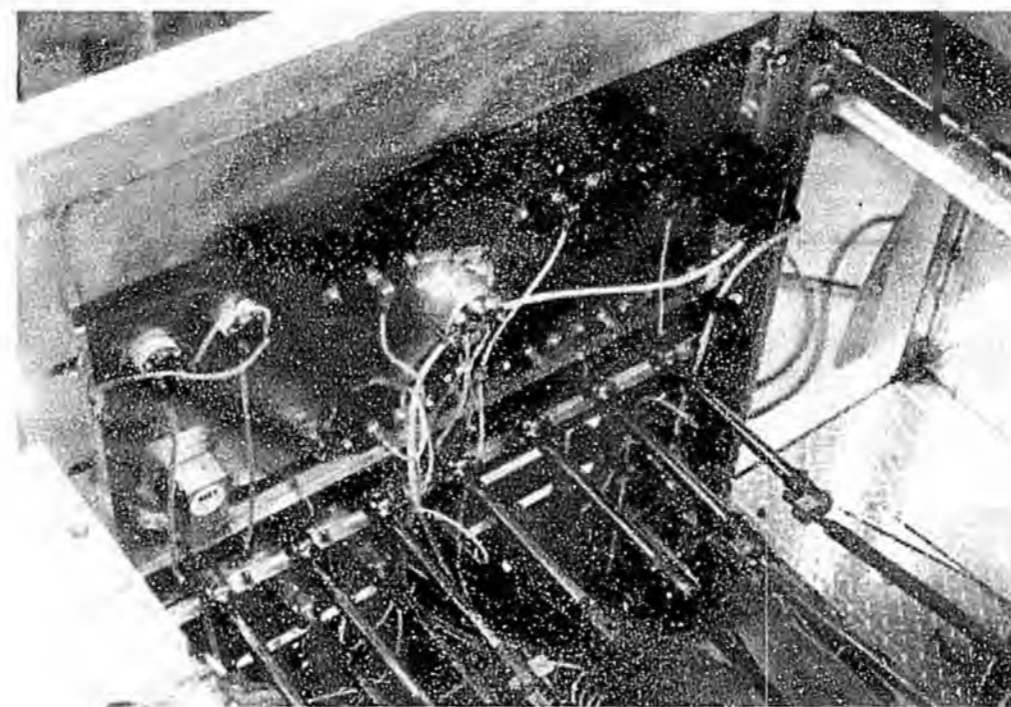
**TWINSONIC:**

*Emergency conditions require full protective, luminous, safety lighting. To Emergency One, this protection is incorporated in the Standard Federal Twinsonic. A proven leader in the emergency lighting field.*



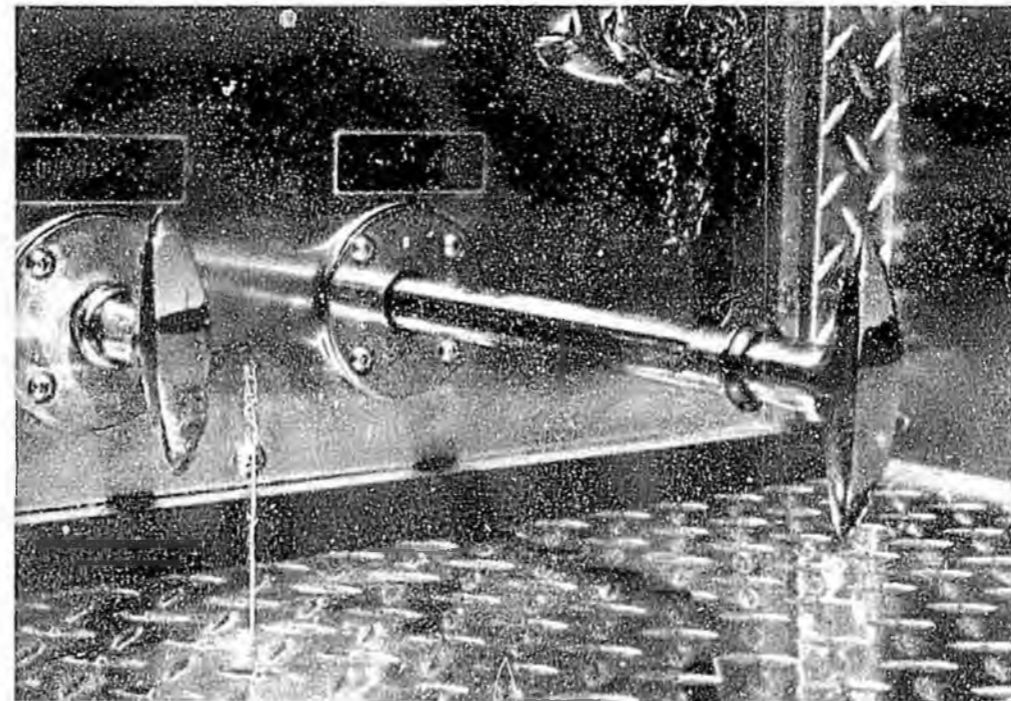
**CANOPY REINFORCEMENT ROOF:**

*A 4' x 5' x (1/8)" aluminum treadplate roof reinforcement provides a firm, anti-corrosive mounting surface for lights and sirens which are subject to aerodynamic stresses as well as vibration.*



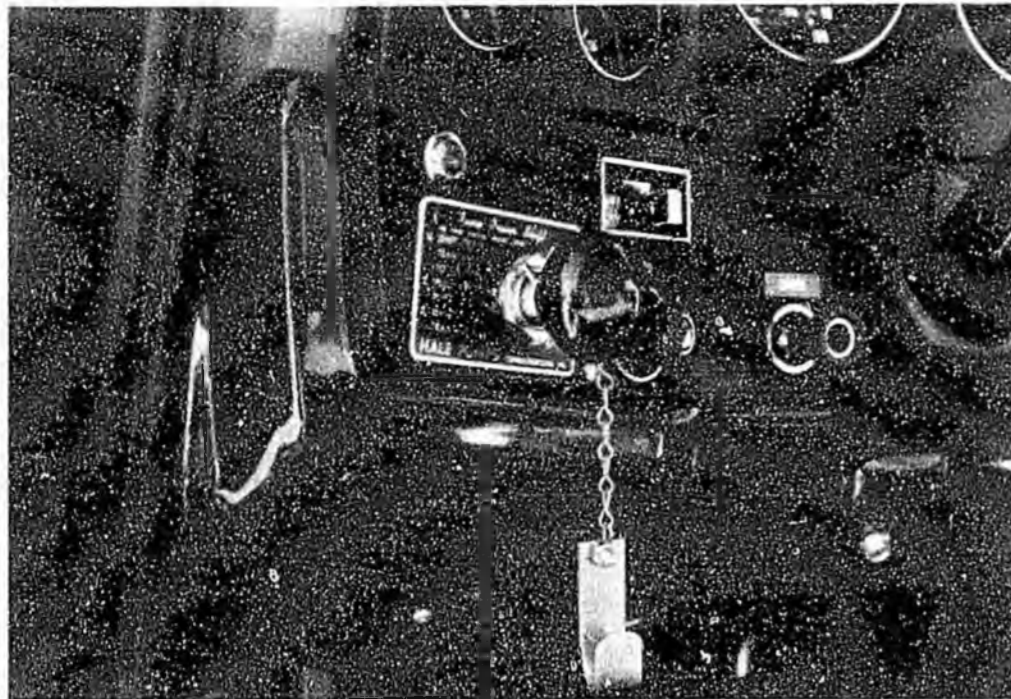
**DIRECT LINE LINKAGE:**

*A benefit to manifold design which is incorporated into every Emergency One fire truck is direct line linkage. Smoother operation of valves and push-pull rod remains perpendicular throughout valve operation.*



**PUSH-PULL HANDLE:**

*Twist lock, "T" type, push-pull handles for discharge and intakes allow smooth opening and closing with sure response at valves. A chrome plated rod (3/4)" thick, minimizes maintenance and enhances the appearance for years to come. "T" type handle locks at all positions between fully open and fully closed and is inclusive of both.*



**PUMP SHIFT:**

*Air/vacuum operated, sure response power shift by Hale affords driver immediate accessibility to change over (road to pump operations) at his fingertips. A stainless steel pump shift lockguard is provided for positive locking.*



**P.T.O. ENGAGEMENT CONTROL:**

*P.T.O. engagement control shall be located at driver position to facilitate immediate engagement and dis-engagement on all power take-off driven pumps.*



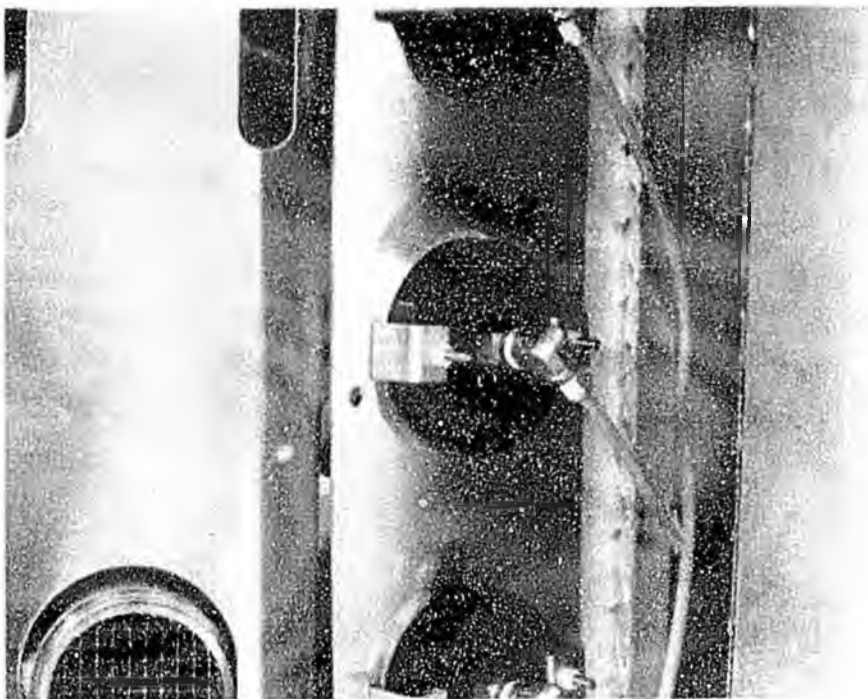
**PAINTED WHEELS:**

*Emergency One fire apparatus receive detail work such as the painting and silver striping of all wheels which enhance the appearance for years to come.*



**KICK PLATES:**

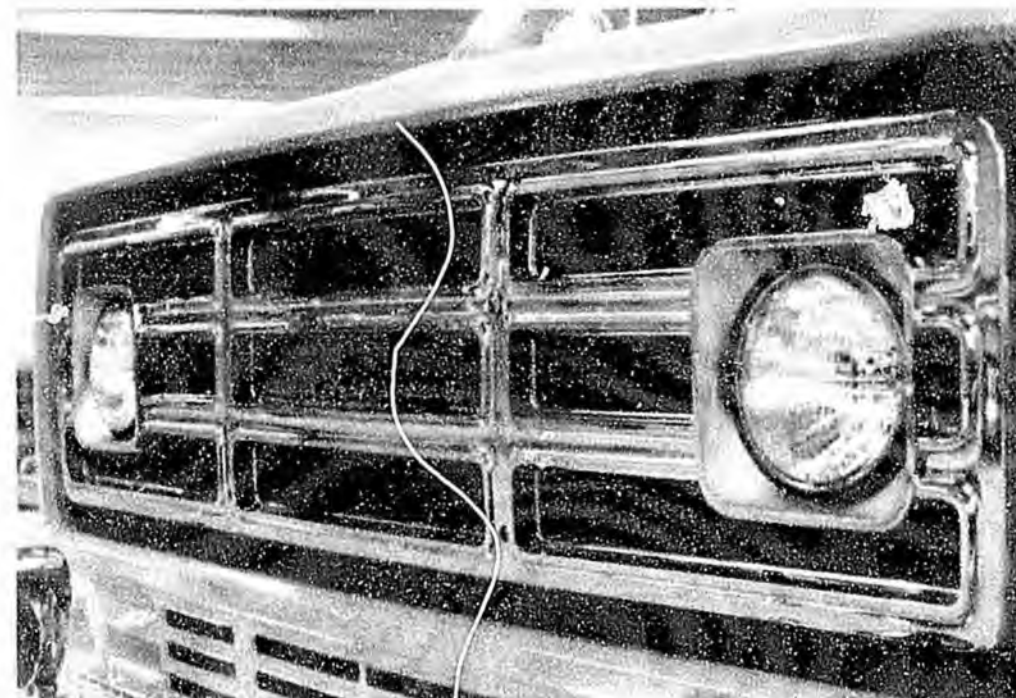
*Protection plates of (1/8)" thickness aluminum treadplate reduce maintenance costs, increase cab longevity and are standard equipment on all Emergency One fire and rescue apparatus.*



 **EMERGENCY**  
**ONE, INC.**

**PUMP GAUGE BRASS FITTINGS:**

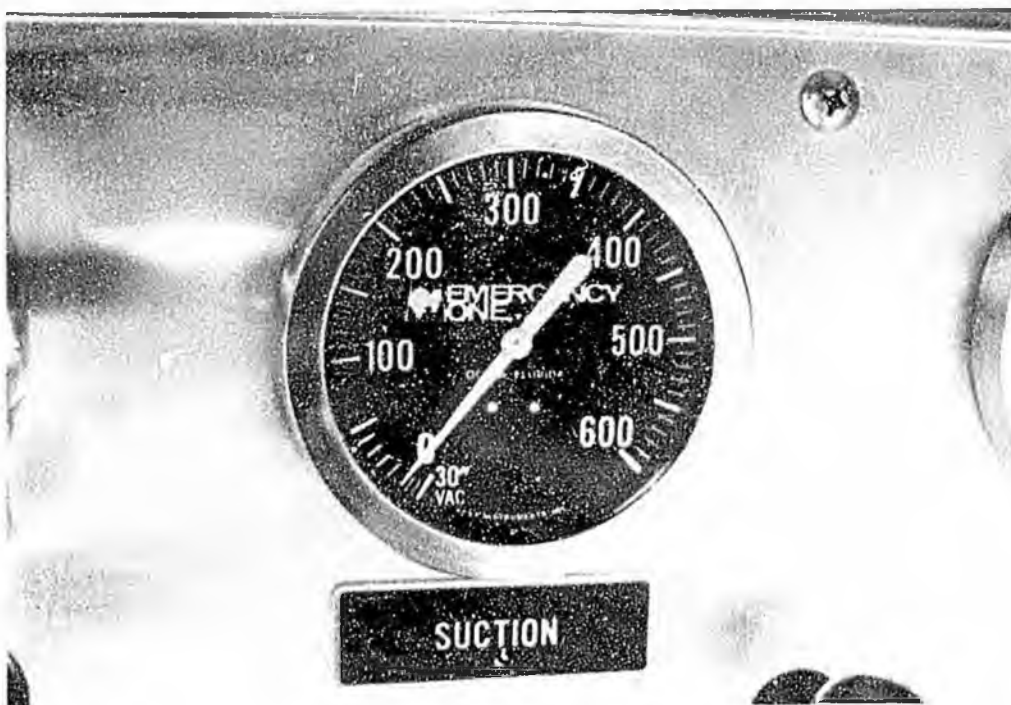
*Brass fittings are used on all pressure gauges located at pump panel to insure proper fittings and prevent corrosion. All fittings are sealed to prevent leakage. Gauges are locked into position on stainless steel pump panel by self-locking nuts.*



 **EMERGENCY**  
**ONE, INC.**

**CHROME GRILL:**

*Chassis appearance group would not be complete without the accent created by the standard front grill Emergency One provides.*




 **EMERGENCY**  
**ONE, INC.**

**LIQUID FILLED GAUGES:**

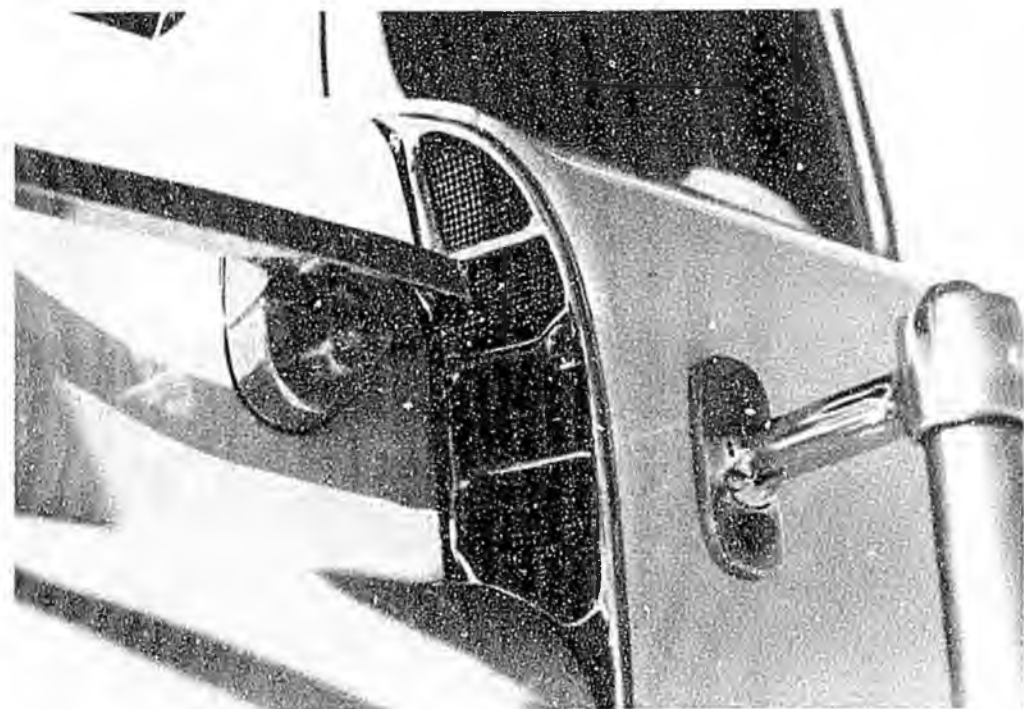
*All discharge and intake gauges on pumpers are of the time tested, silicone, liquid filled, positive reading type eliminating the need to ever recalibrate. The use of costly snubber valves, needle fluctuation, condensation, and discoloration of gauge face is no longer a problem. Gauges are fully operational to 42°F.*



 **EMERGENCY**  
**ONE, INC.**

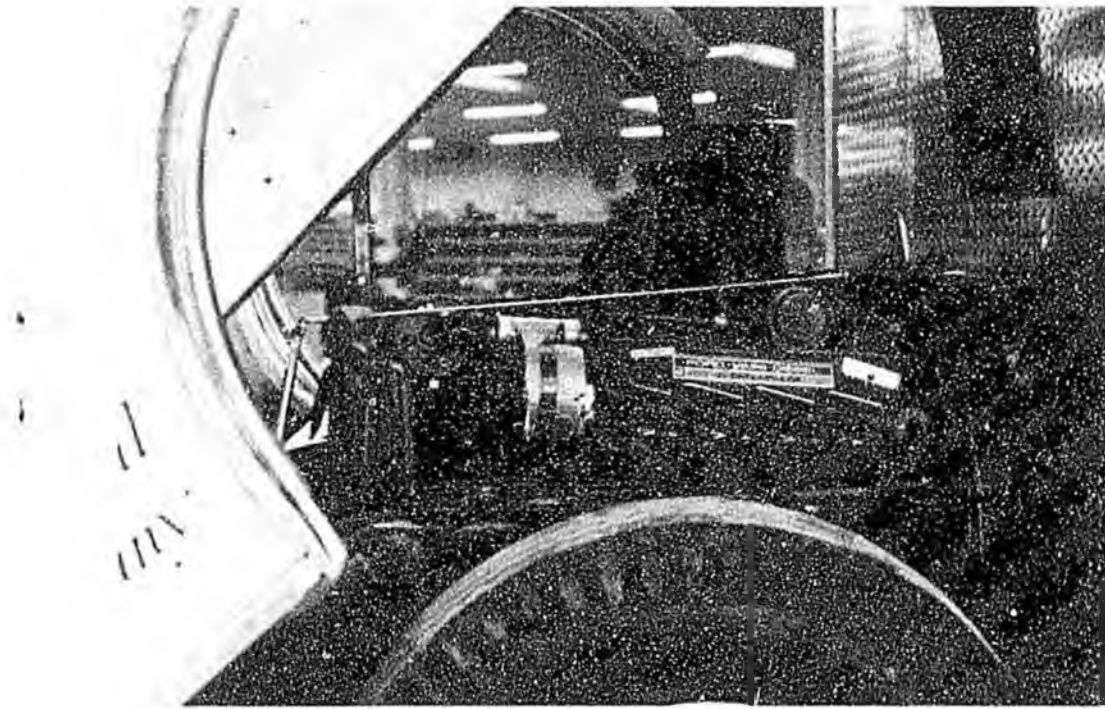
**STAINLESS STEEL MIRRORS:**

*For full view, rear visibility, 6"x18" stainless steel backed mirrors with chrome supports are furnished by Emergency One as standard equipment.*



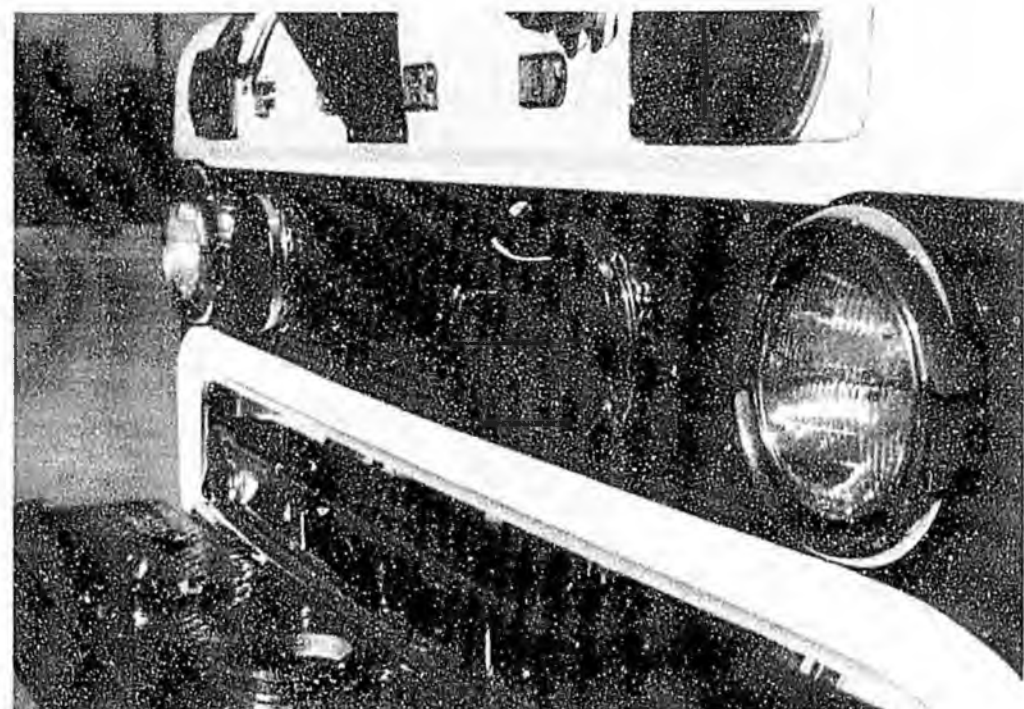
**AIR INTAKES:**

*Chrome adorned air intakes round out the already pleasant appearance in canopy cab and are considered standard equipment on all Emergency One fire apparatus utilizing C series Fords.*



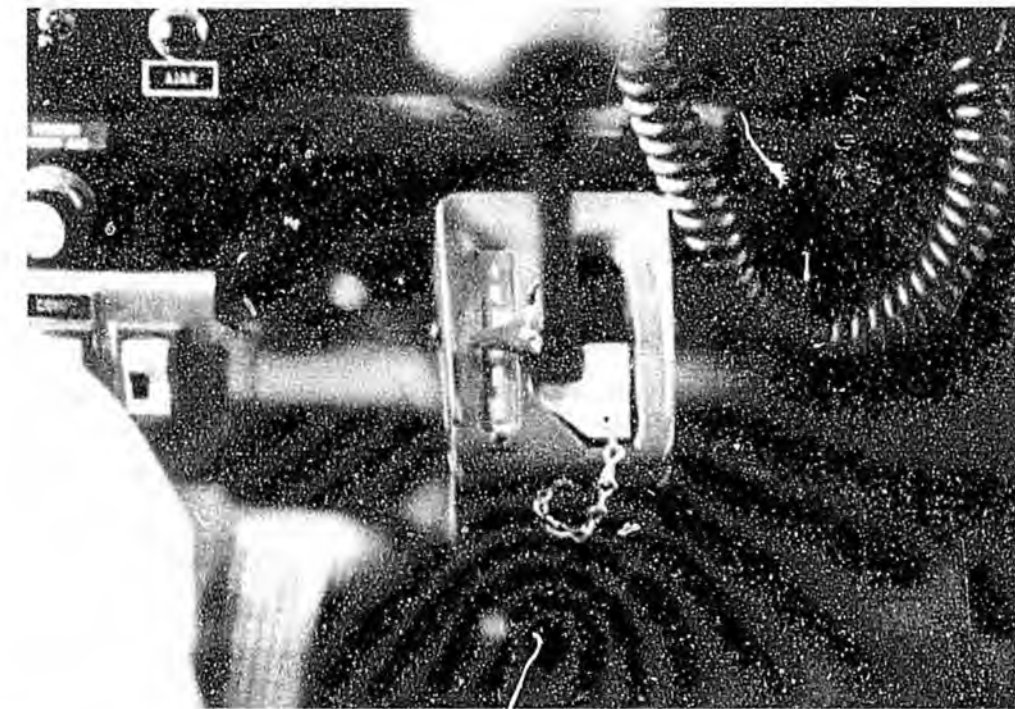
**AUXILIARY COOLER:**

*An auxiliary engine cooler is standard on U.L. rated trucks to allow for cooling of engine water temperature during prolonged pumping operations. Valve is controlled at pump operator's panel. This heat exchange type cooler is installed to prevent intermix of fluid between pump and engine coolant.*



**STAINLESS STEEL FLUTED FRONT STRIP:**

*A fluted stainless steel strip, extending the full width of cab, is permanently attached and is fitted at each headlight's chrome trim ring. Single-faced, 6", flush mount, red flashing lights are also standard on all C-series Ford cabs.*



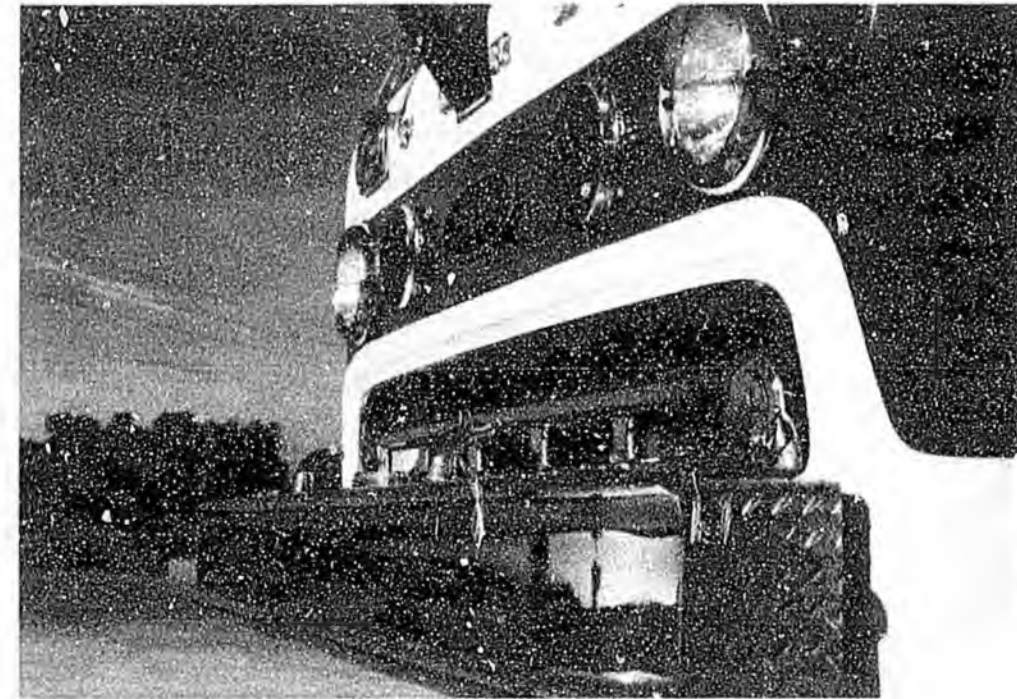
**TRANSMISSION SHIFT LOCKING DEVICE:**

*The employment of a positive manual locking device eliminates the transmission from being accidentally knocked out of gear and further aids in proper gear determination for pumping operations.*



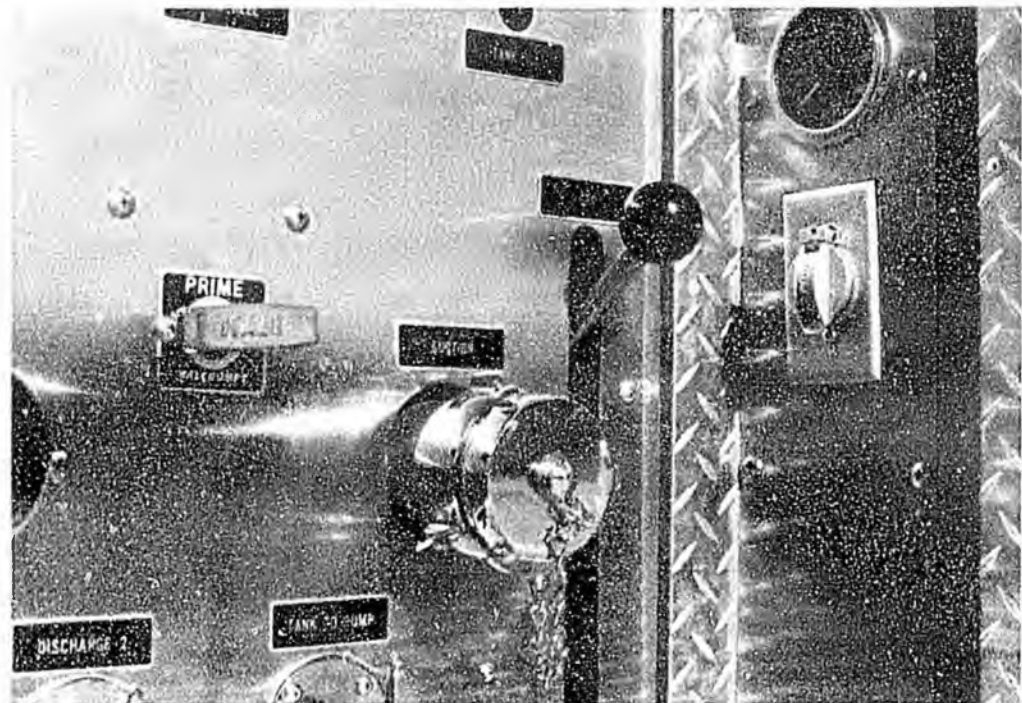
**M.C. 4-LIGHT GAUGE:**

*As standard equipment, a water level device of the four light type is used, giving the pump operator immediate knowledge of his booster tank water level. The M.C. type water level gauge eliminates the possibility of malfunction, commonly experienced with mechanical float type gauge.*



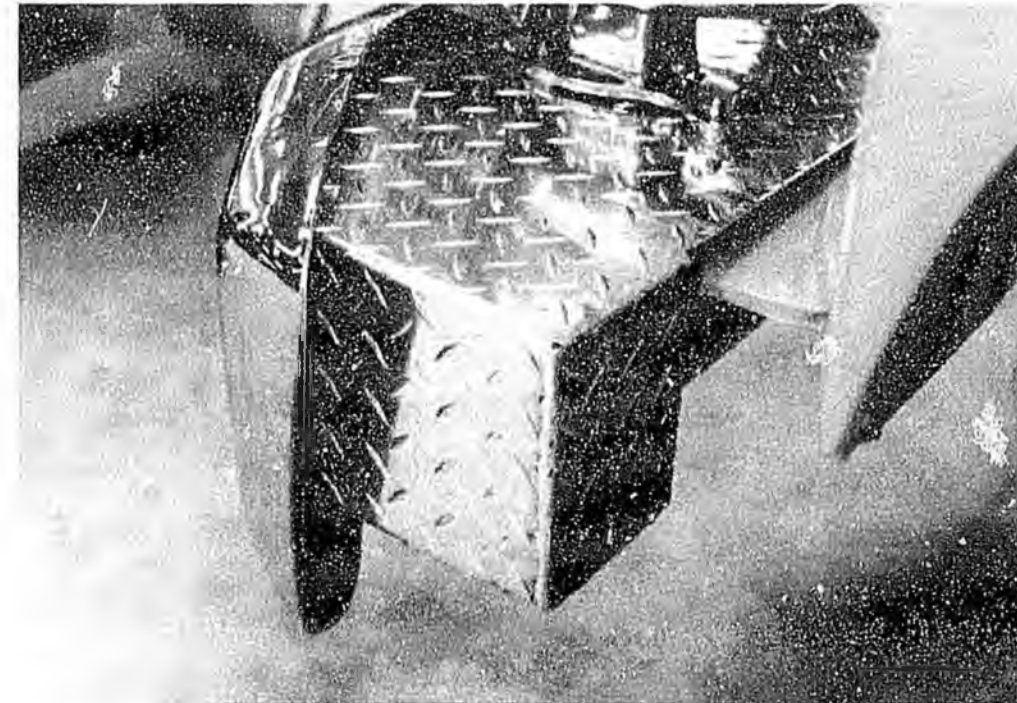
**CHROME BUMPER:**

*Highly polished chrome front bumper accents chassis trim package and affords the reflectivity from the front required in those dark hours of night firefighting.*



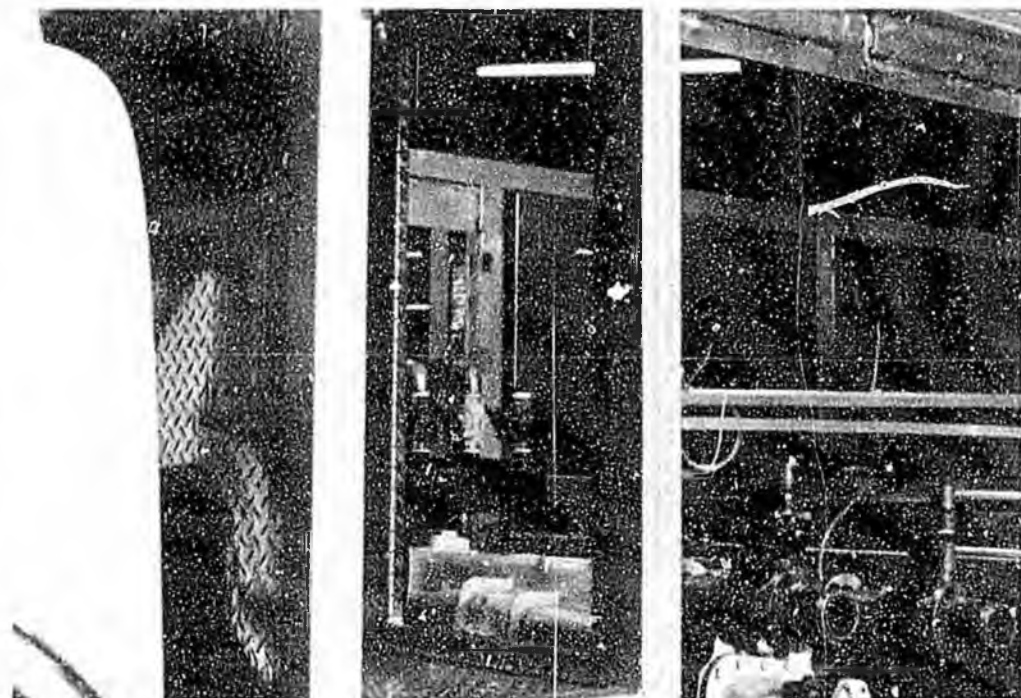
**IDENTIFICATION PLATES:**

*Every control and gauge on Emergency One's stainless steel pump panel receives its own identification plate to eliminate pump operator confusion at times of stress on the fire grounds.*



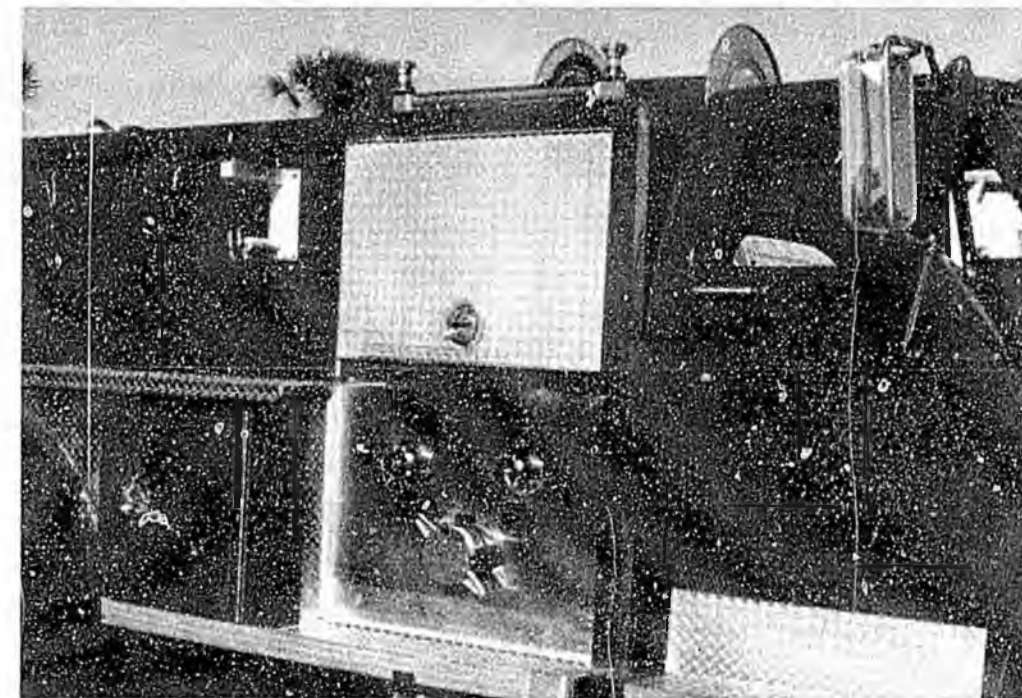
**EXTENDED FRONT BUMPER:**

*Front bumpers will be completely boxed in, forming gravel guard, to prevent mud and rocks from being thrown up on chassis paint.*



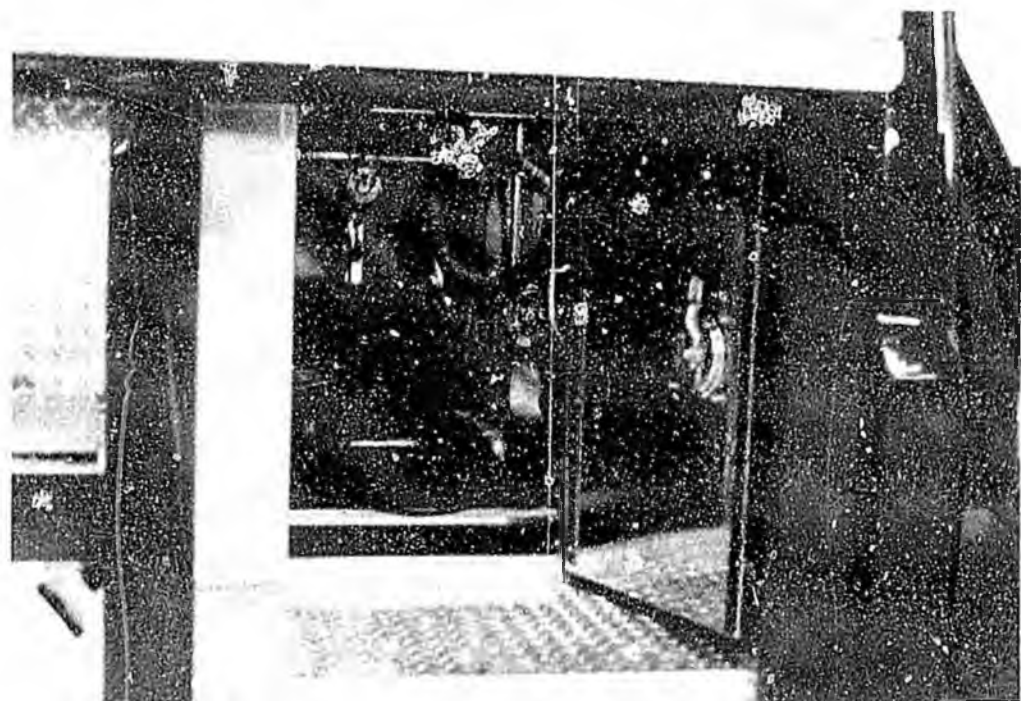
**PUMP ACCESS PANEL – PRO III:**

*Two hinged doors are provided for pump access in transverse compartment. Access doors are large enough to aid maintenance personnel to completely service pump and pump operation controls without the need to remove any panels.*



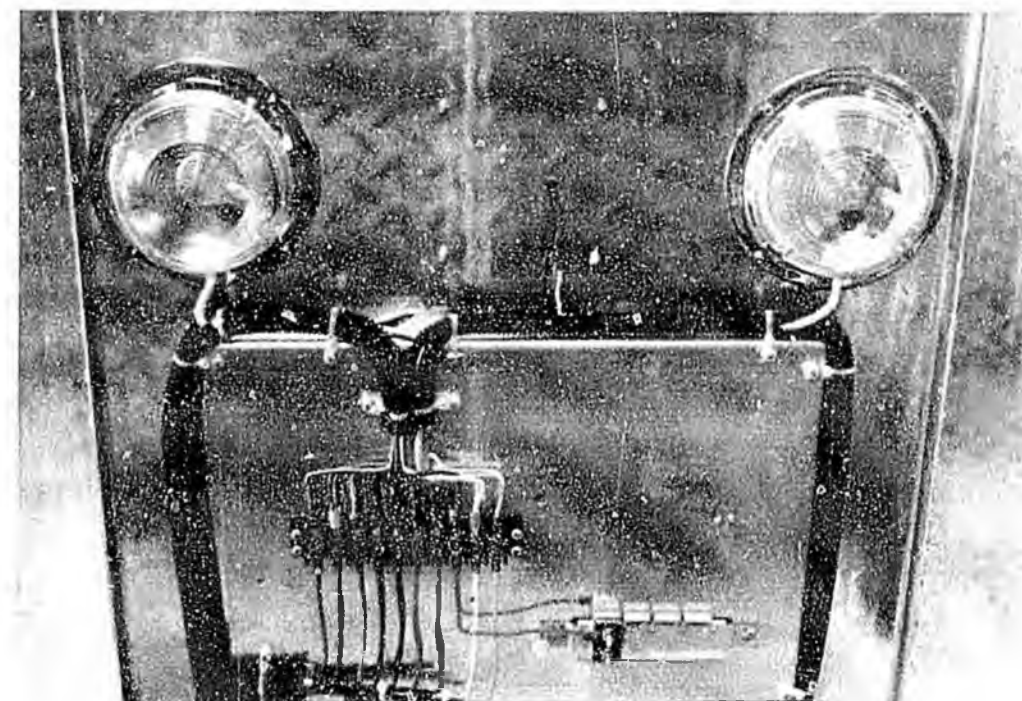
**PUMP ACCESS PANEL – SENTRY:**

*A hinged door shall be provided to the pump compartment and will be large enough to aid maintenance personnel to completely service pump and pump operation controls.*



**PUMP ACCESS PANEL – MINI:**

*Access to pump and plumbing compartment is through hinged access door in right front compartment.*



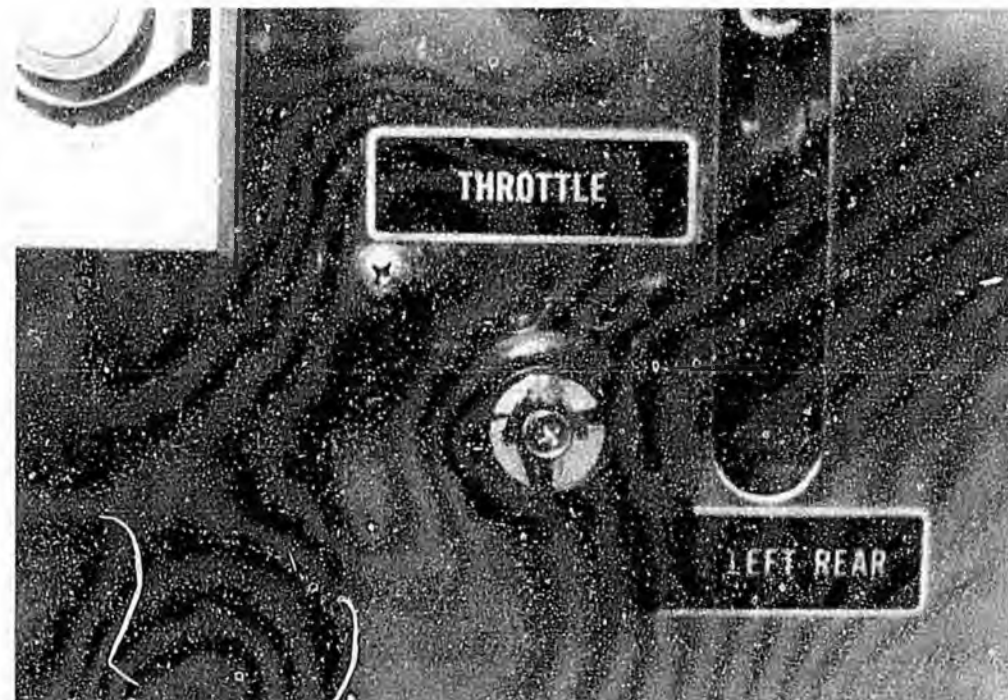
**ELECTRICAL:**

*All wiring equals or exceeds Federal safety standards as outlined in NFPA 1901. All wiring throughout the apparatus is enclosed in a fully secured safety protective loom. Automatic reset circuit breakers are incorporated in each individual circuit. Electrical panel is positioned adjacent to the pump access panel and lighted by compartment lights.*



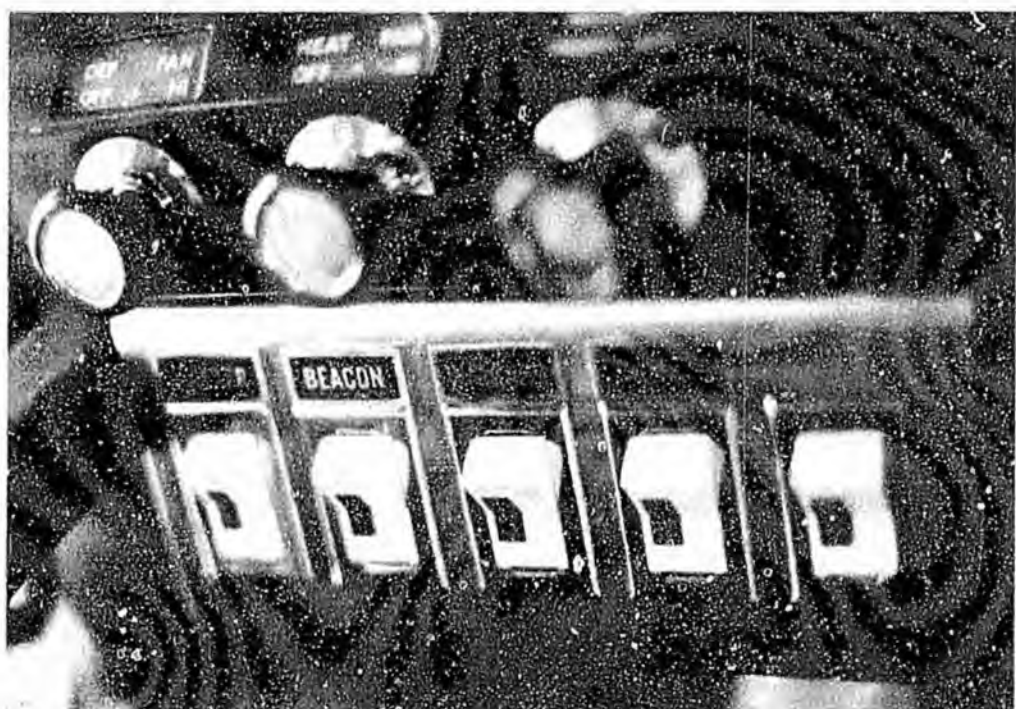
**BODY PREPARATION AND PAINTING:**

*All exposed metal surfaces that are to be painted are first thoroughly sanded, cleaned and phosphatized. This process further attributes to proper paint adhesion.*



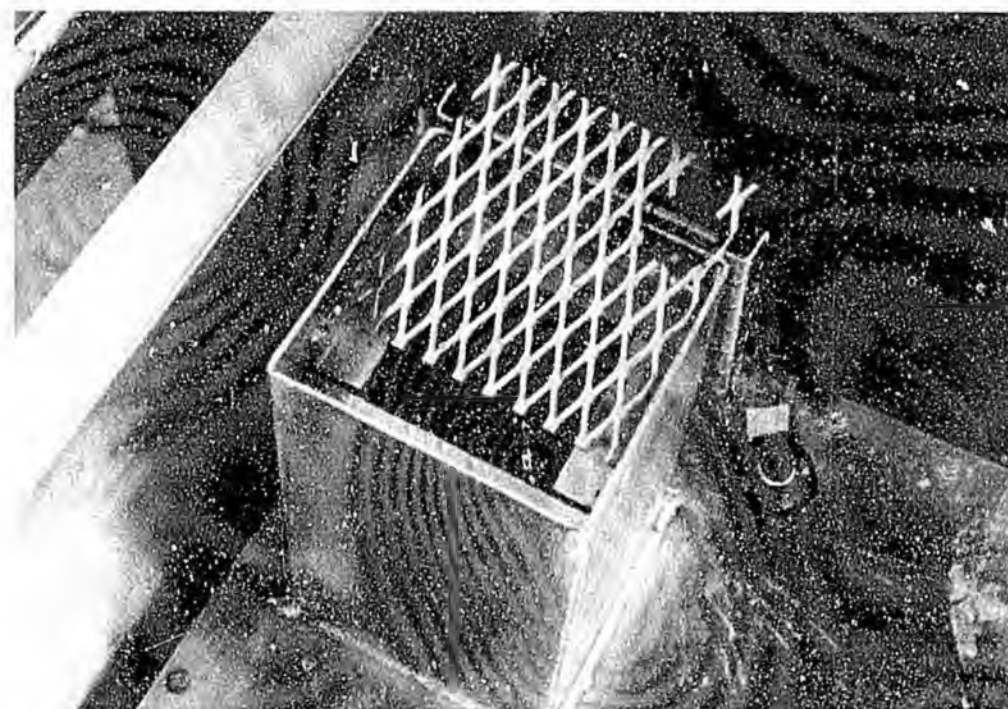
**VERNIER THROTTLE:**

*The use of the "Vernier" Throttle on the Emergency One pump panel helps to eliminate r.p.m. variation caused by engine vibration. An emergency shut-down device incorporated in the "Vernier" throttle permits immediate engine shut-down in case of unforeseen difficulties.*



**SWITCH PANEL:**

*Stainless steel switch panel with marked, lighted rocker switches located conveniently within reach of driver make emergency light selection both rapid and positive.*



**BOOSTER TANK FILL TOWER:**

*Fill towers are equipped with removable screens to allow for the use of larger refill lines and to minimize splashing. 4" tank overflow pipe discharges behind the rear axle to afford maximum traction is standard on all U.L. Pumpers.*



COMMITTEE REPORT

SENATE

FURTHER: Finance

2/24/81

Date: \_\_\_\_\_

Mr. President:

HEALTH, EDUCATION &

The Committee on SOCIAL SERVICES has had SB 211

making a special appropriation for construction of a school at Sand Point

under consideration and (a majority of the committee) (the committee) reports it back with the following recommendations:

- do pass *as follows*  do not pass
- do pass with attached amendments(s)
- replace with CS for \_\_\_\_\_  same title
- \_\_\_\_\_  new title
- and recommends \_\_\_\_\_

AND attaches a "Letter of Intent"  New Fiscal Note

reports it back without recommendation

referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

*[Signature]*  
\_\_\_\_\_  
*[Signature]*  
\_\_\_\_\_  
 \_\_\_\_\_  
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MEMBERS HAVING  
OTHER RECOMMENDATIONS:

1 *[Signature]* No Rec  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

1 *[Signature]*  
 \_\_\_\_\_  
 CHAIRMAN  
 NO REC

Funding Information  
General Fund \$8,000,000  
Other Funds -0-  
\$8,000,000

Introduced: 2/24/81  
Referred: Health, Education &  
Social Services and Finance

1 IN THE SENATE BY MULCAHY

2 SENATE BILL NO. 211

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation for construction  
7 of a school at Sand Point; and providing for an effective  
8 date."

9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 \* Section 1. The sum of \$8,000,000 is appropriated from the general fund  
11 for payment as a grant to the City of Sand Point for construction of a  
12 school.

13 \* Sec. 2. The appropriation made by this Act shall be disbursed in  
14 accordance with AS 37.05.315.

15 \* Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-  
16 070(c).

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ALASKA STATE LEGISLATURE

TWELFTH Legislature . . . FIRST Session

SENATE . . . BILL . . . . . NO. 211 . . .

By . . . MULCAHY . . . . .

"An Act making a special appropriation for construction of a school at Sand Point; and providing for an effective date "

Introduced in the Senate . . . . . 2/24/ . . . , 19 . . . 81.

HISTORY IN THE SENATE

19	81	Read first time and referred to Committee on																						
2	24	HESS and Finance																						
		Reported back with recommendation that <i>HESS - 2 - 1-20-81 to Finance</i>																						
		Read second time and																						
		Read third time and																						
		<table border="0"> <tr> <td>PASS</td> <td>Effective Date</td> </tr> <tr> <td>Yeas</td> <td>Yeas</td> </tr> <tr> <td>Nays</td> <td>Nays</td> </tr> <tr> <td>Absent</td> <td>Absent</td> </tr> <tr> <td>Excused</td> <td>Excused</td> </tr> <tr> <td colspan="2">Reconsideration</td> </tr> <tr> <td>PASS</td> <td>Effective Date</td> </tr> <tr> <td>Yeas</td> <td>Yeas</td> </tr> <tr> <td>Nays</td> <td>Nays</td> </tr> <tr> <td>Absent</td> <td>Absent</td> </tr> <tr> <td>Excused</td> <td>Excused</td> </tr> </table>	PASS	Effective Date	Yeas	Yeas	Nays	Nays	Absent	Absent	Excused	Excused	Reconsideration		PASS	Effective Date	Yeas	Yeas	Nays	Nays	Absent	Absent	Excused	Excused
PASS	Effective Date																							
Yeas	Yeas																							
Nays	Nays																							
Absent	Absent																							
Excused	Excused																							
Reconsideration																								
PASS	Effective Date																							
Yeas	Yeas																							
Nays	Nays																							
Absent	Absent																							
Excused	Excused																							
		Reported correctly engrossed																						
		Signed by President																						
		Sent to House																						

SECRETARY OF THE SENATE

HISTORY IN THE HOUSE

19		Read first time and referred to Committee on																						
		Reported back with recommendation that																						
		Read second time and																						
		Read third time and																						
		<table border="0"> <tr> <td>PASS</td> <td>Effective Date</td> </tr> <tr> <td>Yeas</td> <td>Yeas</td> </tr> <tr> <td>Nays</td> <td>Nays</td> </tr> <tr> <td>Absent</td> <td>Absent</td> </tr> <tr> <td>Excused</td> <td>Excused</td> </tr> <tr> <td colspan="2">Reconsideration</td> </tr> <tr> <td>PASS</td> <td>Effective Date</td> </tr> <tr> <td>Yeas</td> <td>Yeas</td> </tr> <tr> <td>Nays</td> <td>Nays</td> </tr> <tr> <td>Absent</td> <td>Absent</td> </tr> <tr> <td>Excused</td> <td>Excused</td> </tr> </table>	PASS	Effective Date	Yeas	Yeas	Nays	Nays	Absent	Absent	Excused	Excused	Reconsideration		PASS	Effective Date	Yeas	Yeas	Nays	Nays	Absent	Absent	Excused	Excused
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Yeas	Yeas																							
Nays	Nays																							
Absent	Absent																							
Excused	Excused																							
		Reported correctly engrossed																						
		Signed by Speaker																						
		Returned to Senate																						

CHIEF CLERK OF THE HOUSE

HISTORY IN THE SENATE

19		Received from House
		To enrolling
		Reported correctly enrolled
		Sent to Governor
		..... by Governor
		Filed with Lt. Governor
		Chapter No. ....

Funding Information  
General Fund \$8,000,000  
Other Funds -0-  
\$8,000,000

Introduced: 2/24/81  
Referred: Health, Education &  
Social Services and Finance

1 IN THE SENATE

BY MULCAHY

2 SENATE BILL NO. 211

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 TWELFTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation for construction  
7 of a school at Sand Point; and providing for an effec-  
8 tive date."

9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 \* Section 1. The sum of \$8,000,000 is appropriated from the general fund  
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16 070(c).

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# COMMITTEE REPORT

## HOUSE

(11)

FURTHER:

5/13/82

Date: 5-15-82

Mr. Speaker:

(Finance added 5/13/82)

The Committee on Finance has had CS 212 (Trsn)

(An Act relating to the Alaska Railroad; and providing for an effective date.)

under consideration and reports it back as follows:

do pass

do not pass

do pass with attached amendments(s)

replace with CS for CS 212 (Trsn)

same title  
 new title

and recommends \_\_\_\_\_

AND attaches a "Letter of Intent"  New Fiscal Note

reports it back without recommendation

referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING  
DO PASS

MEMBERS HAVING  
OTHER RECOMMENDATIONS:

\_\_\_\_\_  
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CHAIRMAN

THE LEGISLATURE OF THE STATE OF ALASKA  
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. CS for SB 212 (Transportation Committee)  
 Title An Act relating to the Alaska Railroad  
 Requested by Sens. Kerttuia; Dankworth; Rav Date 4/23/82

II. FISCAL DETAIL

Agency Affected DOT/PF  
 Program Category Affected Alaska Railroad Authority  
 BRU, Program, Or Subprogram(s) Affected N/A  
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 82	FY 83	FY 84	FY 85	FY 86	FY 87
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	-0-	-0-	(See Analysis Below)			

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL	-0-	-0-				

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						
TOTAL	-0-	-0-				

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

The effective date for this bill is triggered only upon acceptance by the legislature of the closing report under the federal transfer legislation, or acceptance by the legislature arrangements to operate the Federal Alaska Railroad by the authority. Consequently, there will be no direct fiscal impact resulting from this bill prior to the occurrence of either of these events. It should also be noted that any costs incurred by the State associated with the ongoing transfer discussions have already been adequately budgeted for within existing DOT/PF submittals.

IV. DATE April 23, 1982

PREPARED BY Mark S. Hickey  
 AGENCY DOT/PF: S.F. Planning & Programming

Original: Legislative Finance  
 cc: Budget and Management

PHONE 364-4331

Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/81)

A M E N D M E N T

Offered in the HOUSE

By the Transportation Committee

TO: CSSB 212 (Transportation)

Page 17, lines 3 - 4, following "system and":

Delete all material and insert "negotiation of through-tariffs with providers of intrastate and interstate transportation;"

A M E N D M E N T

Offered in the HOUSE

By the Transportation Committee

TO: CSSB 212 (Transportation)

Delete "the leadership of" in the following places:

Page 6, line 13

Page 11, lines 18 and 19

Page 19, line 11

Page 22, line 7

Page 34, line 17

Page 35, line 24

Page 36, line 27

Page 44, line 26 - page 45, line 2:

Delete all material

Renumber subsequent paragraphs

A M E N D M E N T

Offered in the HOUSE

By the Transportation Committee

TO: CSSB 212 (Tresp)

Page 1, line 6:

Delete "Alaska Railroad" and insert "railroads"

Page 45, following line 25:

Insert the following:

\* Sec. 5. AS 23.10.420(b) is amended to read:

(b) Except for hostling movements and duties as negotiated for each railroad company, no person operating an Interstate Commerce Commission-regulated railroad offering passenger service in this state may operate an engine or locomotive, regardless of the form of energy used for propulsion, for switching cars or in transfer movements, unless every engine or locomotive is manned by a minimum crew consisting of one locomotive engineer, [ONE LOCOMOTIVE FIREMAN (OR HELPER),] one conductor, and one brakeman [TWO HELPERS].

Renumber subsequent bill sections

Page 48, line 28:

Delete "This Act takes" and insert "Sections 1 - 4 and 6 - 15 of this Act take"

Page 49, following line 4:

Insert the following:

\* Sec. 17. EFFECTIVE DATE. Section 5 of this Act takes effect immediately in accordance with AS 01.10.070(c).

A M E N D M E N T

Offered in the HOUSE

By the Transportation Committee

TO: CSSB 212 (Transportation)

Page 44, line 18, following "spouse":

Add "or partner in a meretricious relationship"

Original sponsors: Dankworth, Kerttula  
and Sturgulewski

Offered: 5/15/82  
Referred: Rules

1 IN THE SENATE

BY THE FINANCE COMMITTEE

2

HOUSE CS FOR CS FOR SENATE BILL NO. 212 (Finance)

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

TWELFTH LEGISLATURE - SECOND SESSION

5

A BILL

6

For an Act entitled: "An Act relating to railroads; and providing for an  
7 effective date."

8

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9

\* Section 1. LEGISLATIVE FINDINGS, POLICY, AND DECLARATIONS. (a) The  
10 legislature finds that

11

(1) the United States government has expressed its determination  
12 to discontinue federal operation of the Alaska Railroad at the earliest  
13 possible date;

14

(2) for the time being, private acquisition and operation of the  
15 railroad in a manner consistent with the federal transfer legislation and  
16 this Act is not presently considered to be a reasonable possibility or in the  
17 best interests of the citizens of the state;

18

(3) continued operation of the railroad is possible only if the  
19 state acquires the railroad from the federal government and provides for  
20 operation of the railroad;

21

(4) continued operation and development of the Alaska Railroad is  
22 essential to the long-term economic growth and development of the state and  
23 its natural resources and will serve an important public purpose; and

24

(5) continued operation of the Alaska Railroad will promote the  
25 general welfare of the people of the state by providing important freight and  
26 passenger service to residents of the state, businesses, visitors, and mili-  
27 tary installations in the state.

28

(b) It is the policy of the state to

29

(1) foster and promote the development of the state's lands and

1 natural resources;

2 (2) foster and promote the long-term economic growth and develop-  
3 ment of the state;

4 (3) provide necessary and desirable freight and passenger rail  
5 transportation services to residents, businesses, visitors, and military  
6 installations in the state;

7 (4) develop and implement plans for a transportation network that  
8 effect the policies set out in this subsection; and

9 (5) provide safe, economical, and efficient transportation to  
10 residents, businesses, visitors, and military installations in the state.

11 (c) The legislature declares that

12 (1) the exercise of the powers of the state in the interest of the  
13 people of the state is necessary to accomplish the policy set out in (b) of  
14 this section by authorizing the creation of a public authority with the  
15 powers, duties, and functions as provided in this Act to operate the Alaska  
16 Railroad and to manage its rail, industrial, port and other properties;

17 (2) it is in the best interests of the people of the state for the  
18 public authority created by this Act to operate and manage in a prudent  
19 manner the Alaska Railroad

20 (A) to be exclusively responsible for the management of the  
21 financial and legal obligations of the Alaska Railroad;

22 (B) with the railroad authority, and not the state, consti-  
23 tuting a common carrier subject to the jurisdiction of the United States  
24 Interstate Commerce Commission;

25 (C) with the ability to raise capital by issuing obligations  
26 exempt from federal and state taxation;

27 (D) to carry out its responsibilities on a self-sustaining  
28 basis;

29 (E) to provide the best possible combination of types and

1 levels of safe, efficient, and economical transportation that is neces-  
2 sary to meet the overall needs of the state, supported when necessary by  
3 state investment;

4 (F) according to sound business management practices;

5 (G) to provide the level of service that best satisfies the  
6 needs of the people of the state;

7 (H) in a fiscally sound manner; and

8 (I) to ensure that borrowing by the authority does not  
9 directly or indirectly endanger the state's own borrowing capacity;

10 (3) the continued operation of the railroad will assure greater  
11 use, development, reclamation, and settlement of the state's land for the  
12 maximum benefit of the people; and

13 (4) the important public purposes to be served by the railroad  
14 authority require the authority to have all of the powers and duties granted  
15 to it by this Act; the legislature intends that the authority, consistent  
16 with sound business management practices, exercise its powers and duties as a  
17 public service on behalf of the state and recognizes that the exercise of the  
18 powers and duties granted by this Act requires the authority to engage in the  
19 wide range of conduct authorized by this Act.

20 \* Sec. 2. AS 42 is amended by adding a new chapter to read:

21 CHAPTER 40. ALASKA RAILROAD AUTHORITY.

22 ARTICLE 1. ESTABLISHMENT AND ORGANIZATION.

23 Sec. 42.40.010. ESTABLISHMENT OF AUTHORITY. There is established  
24 the Alaska Railroad Authority. The authority is a public corporation  
25 and, for purposes of art. III, sec. 22, Constitution of the State of  
26 Alaska, is an instrumentality of the state within the Department of  
27 Transportation and Public Facilities, but the authority has a legal  
28 existence independent of and separate from the state. The exercise by  
29 the authority of the powers provided in this chapter is considered an

1 essential governmental function of the state. The existence of the  
2 authority is perpetual.

3 Sec. 42.40.020. LIMITATION OF LIABILITY. A liability incurred by  
4 the authority must be satisfied exclusively from the assets and credit  
5 of the authority and no creditor or other person has a right of action  
6 against the state on account of a debt, obligation, or liability of the  
7 authority.

8 Sec. 42.40.030. BOARD OF COMMISSIONERS. (a) The powers of the  
9 authority are vested in the Board of Commissioners. The board consists  
10 of the commissioner of transportation and public facilities, who serves  
11 as a voting member; the chief executive officer of the authority, who  
12 serves as an ex officio nonvoting member; an authority employee appointed  
13 by the governor, who serves as a nonvoting member and represents the  
14 labor organizations that are certified to represent authority employees;  
15 and six voting public members appointed by the governor. The public  
16 members must have substantial experience or professional training and  
17 expertise in fields relevant to the purposes of this chapter, including,  
18 but not limited to transportation, business, and finance and have the  
19 standing in their communities to command the respect of their fellow  
20 citizens. Unless prohibited by law, one public member shall be or have  
21 been an executive official of an American railroad that is not now or  
22 was never a connecting carrier of the Alaska railroad. At least four  
23 public members must be selected from areas served by the railroad. The  
24 public members may not be state officers or employees.

25 (b) The public members of the board shall be confirmed by a major-  
26 ity of the membership of the legislature in joint session. A public  
27 member appointed by the governor, unless and until the member has been  
28 rejected by the legislature, has the full powers and responsibilities of  
29 a confirmed board member.

1 (c) The board shall elect from its membership a chairman, a vice-  
2 chairman, a treasurer, and a secretary and prescribe their specific  
3 duties by rule.

4 (d) The chairman shall call meetings of the board at least once  
5 every three months. The chairman may call other meetings of the board  
6 as he considers necessary. The chairman shall preside at meetings of  
7 the board.

8 (e) The governor by written notice to the member may remove a  
9 public member from the board for

10 (1) incapacitation caused by injury or sickness that leaves  
11 the member unable to perform his duties under this chapter;

12 (2) continued refusal or inability to attend meetings of the  
13 board;

14 (3) conviction of a misdemeanor involving moral turpitude or  
15 a felony; or

16 (4) any conduct that was intended to harm the authority  
17 whether or not it constitutes a crime.

18 Sec. 42.40.040. TERM OF OFFICE; VACANCIES. (a) The public members  
19 of the board serve for staggered terms of five years each.

20 (b) A vacancy on the board is filled by appointment by the governor  
21 and the appointment must be confirmed by the legislature in joint ses-  
22 sion. A member selected to fill a vacancy holds office for the balance  
23 of the term for which his predecessor is appointed.

24 (c) A vacancy on the board does not impair the authority of a  
25 quorum of members to exercise the powers and perform the duties of the  
26 board.

27 (d) A member whose term has expired shall serve until his succes-  
28 sor has been appointed.

29 Sec. 42.40.050. COMPENSATION AND EXPENSES. A public member of the

1 board is entitled to compensation at the rate of \$300 for each day the  
2 member is engaged in actual performance of duties as a member of the  
3 board. The board shall provide by rule for compensation for partial days  
4 during which a member is engaged in actual performance of his duties. A  
5 member is entitled to per diem and travel expenses authorized by law for  
6 state boards and commissions under AS 39.20.180.

7 Sec. 42.40.060. QUORUM AND NOTICE OF MEETINGS. Four voting members  
8 of the board constitute a quorum for the transaction of business. In  
9 addition to the notice requirements of AS 44.62, notice of a meeting of  
10 the board, including an agenda for the meeting, must be given to

- 11 (1) each member of the board;
- 12 (2) the governor;
- 13 (3) the legislature;
- 14 (4) at least two newspapers of statewide circulation; and
- 15 (5) members of the general public upon request.

16 Sec. 42.40.070. VOTING. The board shall provide by rule for the  
17 manner of voting and any representation of persons absent from meetings.  
18 The rules may provide for voting and conferring by means of telecommuni-  
19 cation devices or by mail or for voting as directed in a written proxy  
20 taking a position on a particular issue so long as voting is consistent  
21 with AS 44.62.310. However, no proxy is allowed that delegates to the  
22 holder discretion to act for a principal on undisclosed or general  
23 matters.

24 Sec. 42.40.080. MANAGEMENT OF AUTHORITY. (a) Unless the board  
25 provides for management of the authority by a third-party contractor  
26 under (b) of this section,

- 27 (1) the board shall appoint and fix compensation for the chief  
28 executive officer and legal counsel of the authority; the appointment of  
29 legal counsel is subject to the approval, for competence, of the governor;

1 (2) the chief executive officer shall appoint and fix compen-  
2 sation for the other executive officials; the appointments and compensa-  
3 tion are subject to board approval;

4 (3) officials appointed under (1) and (2) of this subsection  
5 serve at the pleasure of the board;

6 (4) the chief executive officer may appoint and fix compensa-  
7 tion for any additional personnel necessary to carry out the purposes of  
8 this chapter;

9 (5) except as may be required by federal law, no executive  
10 official of the authority may be compensated at a rate in excess of that  
11 established under AS 39.20.080 for the heads of principal executive  
12 departments of the state.

13 (b) The board may provide for, in a manner consistent with the  
14 purposes of this chapter and subject to the approval of the state as  
15 provided in AS 42.40.600(g), the management and operation of the rail-  
16 road by a third-party contractor. Subject to the limitations in (a) of  
17 this section, the board may provide for appointment and compensation of  
18 any executive official, including but not limited to those provided for  
19 in (a) of this section, necessary to augment the management and opera-  
20 tion of the railroad by the third-party contractor.

21 Sec. 42.40.090. DELEGATION. (a) The board shall by rule delegate  
22 powers and duties necessary and appropriate for the management of the  
23 daily affairs and operations of the authority to the chief executive  
24 officer, subject to any requirement of board concurrence or authoriza-  
25 tion imposed by the rules.

26 (b) Within 180 days of its establishment, the board shall by rule  
27 delegate the following activities of the authority to the chief executive  
28 officer or other executive official designated by the board, subject to  
29 any board review of the activities as may be specified in the rules:

1 (1) leasing, granting easements in, issuing permits for the  
2 use of, or conveying other interests that do not constitute a transfer  
3 of the authority's entire interest in real property of the authority;

4 (2) establishment of specific rates, tariffs, divisions and  
5 contract rate agreements;

6 (3) routine changes in service levels; and

7 (4) procurement.

8 (c) General or particular board authorization or concurrence is  
9 required for the following:

10 (1) transfer of the authority's entire interest in real  
11 property other than the execution of a release of a lien or satisfac-  
12 tion of a mortgage after payment has been received;

13 (2) issuance of notes, debentures, or bonds;

14 (3) mortgaging or pledging of authority assets;

15 (4) donation of money, property, or other assets belonging to  
16 the authority;

17 (5) an action by the authority as a surety or guarantor;

18 (6) capital projects with an estimated completion cost in  
19 excess of \$250,000 or an estimated completion time of more than one year;

20 (7) adoption of the long-range program and capital improve-  
21 ment plans under AS 42.40.325;

22 (8) certification of annual reports under AS 42.40.310;

23 (9) generally applicable, comprehensive increases and de-  
24 creases in rates other than those periodically approved by the United  
25 States Interstate Commerce Commission for application to rail carriers  
26 generally;

27 (10) diversification and major expansion or reduction of  
28 services beyond those provided on the date of transfer or as provided  
29 under this chapter;

1 (11) the exercise of the power of eminent domain;

2 (12) expansion of main or branch lines, other than routine  
3 track realignment as necessary to maintain service levels in effect on  
4 the date of transfer; and

5 (13) selection of independent auditors and accountants.

6 ARTICLE 2. ADMINISTRATIVE PROVISIONS.

7 Sec. 42.40.200. CONFLICTS OF INTEREST. (a) Except as provided in  
8 this section, a board member or employee of the authority may not parti-  
9 cipate in a decision of the authority in which he or a member of his  
10 immediate family has a direct or indirect financial interest unless the  
11 financial interest is a remote financial interest and participation is  
12 approved under (b) of this section. For purposes of this section,  
13 "participate in a decision" includes all discussions, deliberations,  
14 preliminary negotiations, and votes concerning a matter that is the  
15 subject of formal action by the board.

16 (b) A board member or employee may participate in a decision if he  
17 or a member of his immediate family has only a remote interest and if  
18 the fact and extent of the interest is disclosed to the board in a  
19 public meeting and is noted in the minutes of the board before any  
20 participation by the member or employee in the decision, and thereafter  
21 in a public meeting the board authorizes or approves the participation  
22 by a vote of its membership excluding the interested member or employee.  
23 As used in this subsection, "remote interest" means

24 (1) that of a nonsalaried officer of a nonprofit corporation;

25 (2) that of an employee or agent of a contracting party when  
26 the compensation of the employee or agent consists entirely of fixed  
27 wages or salary and the contract is awarded by bid or by other competi-  
28 tive process;

29 (3) that of a landlord or tenant of a contracting party,

1 except when the property subject to the lease or sublease is owned or  
2 managed by the authority;

3 (4) that of a holder of less than one percent of the shares  
4 of the corporation or cooperative that is the contracting party;

5 (5) that of an owner of a savings and loan account or bank  
6 savings or share account or credit union deposit account if the interest  
7 represented by the account is less than two percent of the total de-  
8 posits held by the institution; or

9 (6) other interests that in good faith are defined as remote  
10 by rules or regulations adopted by the authority.

11 (c) A board member or employee is not considered to be financially  
12 interested in a decision when the decision could not affect him in a  
13 manner different from its effect on the public or community.

14 (d) An action, including the award of a contract, in which a board  
15 member or employee participates in violation of this section or AS 39.-  
16 50.090 is void if the board member's vote or employee's participation  
17 was necessary to the decision. If a board member votes or an employee  
18 participates in a decision in violation of this section or AS 39.50.090  
19 and his vote or participation is not necessary to the decision, the  
20 board may ratify the action after disclosure of the violation in a  
21 public meeting of the board and without participation by the interested  
22 member or employee in the decision to ratify. A board member or employee  
23 who violates a prohibition contained in this section or in AS 39.50  
24 forfeits his office upon a determination by the board in a public meeting  
25 that the violation was intentional.

26 (e) The executive officials and board members of the authority are  
27 subject to AS 39.50.

28 (f) Within 120 days of the first meeting of the board, the board  
29 shall adopt and may subsequently amend rules and regulations implementing