



COMMUNITY

Alaska Railroad Corporation
3rd Quarter, 1999
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ALASKA RAILROAD EXPANDS TO AIRPORT

Rail station coming soon



The construction of a state-of-the-art rail station at the Anchorage International Airport headlines the list of ambitious improvement projects the Alaska Railroad has undertaken to place it at the forefront of rail transportation.

The Alaska Railroad has started work on more than a dozen projects, thanks in large part to Alaska's congressional delegation, Senators Ted Stevens and Frank Murkowski and Representative Don Young, and Governor Tony Knowles. Through their efforts, the Railroad will receive considerable federal grant funding for capital improvements.

Topping the list is the airport rail station, which will help make commuter service to the Mat-Su Valley – and possibly to Girdwood as well – a viable option.

This project includes the station itself, an underground tunnel to connect the

station to the airport and an elevated track leading to the station.

Construction on the tunnel will begin this fall with completion expected in the spring of 2000. The Railroad hopes to begin commuter service by 2005.

The construction of the station is one of many Railroad projects that will improve safety and customer service in all areas along the Alaska Railbelt, especially in Seward, Whittier, the Mat-Su Valley, Denali and Fairbanks.

Currently, the Alaska Railroad is making improvements that will eventually lead to a whole new way of traveling for those living in the Mat-Su area. The Railroad has already begun reducing the curves on its rail between Anchorage and Wasilla. This will improve safety significantly and reduce running time by 50 minutes, helping make commuter service to the Valley a reality. ♦

Alaska Railroad Improvement Projects:

Airport Rail Station

Denali Depot

Seward Dock

Whittier Pedestrian Overpass

Anchorage/Wasilla Line Changes

Fairbanks Intermodal Facility

Girdwood Transportation Study

Anchorage/Fairbanks Railyard Study

On-Board Communications System Upgrade

Anchorage Depot Sidewalk and Landscaping

Anchorage Rail Depot

Whittier Dock Improvement Study

ALASKA RAILROAD SEEKS PHOTOS

Photomosaic to become Poster 2000

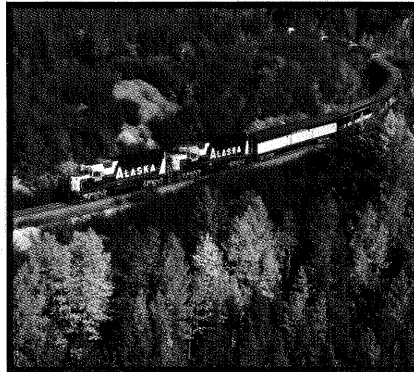
A unique design has been announced for the 2000 Alaska Railroad poster, a project that could include thousands of photographers.

The Railroad has commissioned artist Robert Silvers to create a photomosaic for its annual commemorative poster. Photomosaics are illustrations composed of thousands of photographs that appear to be one image when viewed from far away.

Silvers, the most renowned photomosaic artist in the world, will produce the poster from more than 3,000 photos collected by the Railroad.

To complete the project, the Railroad is asking Alaskans to donate all kinds of photographs of the Railroad – ranging from scenic to historical to current images – to use in the photomosaic. Anyone can submit photos, making the first Railroad poster of the new millennium one involving thousands of Alaska images.

Photos can be dropped off at either the Anchorage or Fairbanks depot. They can also be mailed to: The Alaska Railroad Corporation, Poster 2000, P.O. Box 107500, Anchorage, AK 99510-7500.



Photos like this one could be used in the Railroad's Poster 2000, a photomosaic by nationally known artist Robert Silvers.

Participants dropping off photos at one of the depots will be given a coupon for 20 percent off a regular Alaska Railroad ticket. All participants will be entered in a drawing for two roundtrip tickets.

Deadline for entries is September 1, 1999. Submitted photos will automatically become property of the Alaska Railroad Corporation and they will not be returned. Photos must be copyright free and accompanied by photographer's name, address and phone number. Submission of a photograph constitutes the photographer's and subject's permission for use by the Alaska Railroad.

Photographers are strongly warned to stay off the tracks. Photos taken from the tracks will be disqualified.

The 2000 poster will be unveiled at a ceremony in January. ♦

SAFER PASSAGE COMING TO WHITTIER

With foot and vehicle traffic expected to increase in Whittier soon, the Alaska Railroad will build a pedestrian overpass over its railyard to increase safety around the Prince William Sound port. The overpass will give pedestrians a safe passage over the railyard, which lies between the town of Whittier and the waterfront.

The construction of the overpass comes as Whittier – gateway for fishermen, tourists and recreational boaters – becomes more accessible with the construction of a road connecting it to the Seward Highway.

The lack of a road system from the Seward Highway to Whittier has long hampered access to Whittier, even though it is located just a short distance from Anchorage. The road will generate a positive economic impact, increasing trips to Whittier from a quarter of a million per year to an estimated 1.4 million. The road is expected to be open for vehicle traffic by May 2000.

In addition to building the overpass, the Railroad will also make improvements on the wharf and build a new, safer and more efficient port facility to accommodate both the Alaska Marine Highway and the Railroad. ♦

FACILITIES TO IMPROVE ALONG RAILBELT

Denali National Park is just one of many areas along the Alaska Railbelt that will receive new construction and improvements from the Alaska Railroad over the next few years.

The Railroad, working with the National Park Service, will build an expanded passenger depot in Denali. The new depot will allow better handling of the expected increased traffic due to the future closing of the park hotel and ensure



The Railroad will begin building a new passenger depot at Denali National Park in the fall of 2000.

safe walking around the depot.

In Seward, the dock will be refurbished in order to better meet

passenger needs and improve safety. The fenders on the east side have been rebuilt, a new freight dock will be constructed and the existing dock will be converted into a passenger services only facility, complete with a customs clearing.

The Alaska Railroad will also construct a new intermodal facility in Fairbanks. The facility will serve as a transfer point for bus, train, truck and taxi service and alleviate rush-hour traffic congestion. ♦

EMPLOYEES BEGIN SAFETY TRAINING

Reaching the ambitious goal of matching the Alaska Railroad's safety performance with the best records in the industry moved closer to reality recently as the Railroad formed a new safety program.

Safety consultants from DuPont

Specialty Chemicals began training Alaska Railroad employees in May on effective methods for integrating safety into every aspect of management and performance. The training program was developed after two of DuPont's top safety consultants visited with Railroad officials last spring.

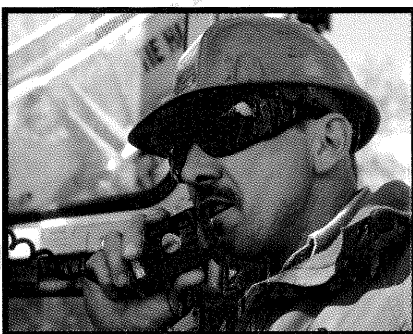
The three-year effort focuses on training for supervisors and employees, not only on safe practice, but also on how to carry out effective monitoring and observation, how to make reports more consistent and how to link cause findings with real-time solutions in the field.

The Alaska Railroad has organized a central safety committee headed by former governor Bill Sheffield, the President and CEO of the Alaska Railroad



Training covers every aspect of management and performance.

Corporation. The committee will examine rules and procedures, incident and injury investigations, methods of collecting data, safety and supervisory training, employee communications, and the way the Railroad observes and corrects unsafe practices in the field. ♦



Alaska Railroad workers have already begun their safety training.

UNIQUE COACHES PURCHASED BY RAILROAD

Nine unique rail cars were purchased by the Alaska Railroad that will expand its passenger service into a whole new arena.

The Railroad bought the coaches from the Florida Fun Train during a recent auction. Five of the cars are single-level dome cars with full-sized Plexiglas-style curved windows. The other four are bi-level entertainment cars – a theater/dance car, a lounge car, a

diner/café car and a buffet/all-purpose car. All nine cars are less than three years old.

The Railroad purchased them with a successful bid of \$3.6 million. The cars were appraised at \$5.1 million. They are expected to be ready for the passenger season next summer.

"I'm excited about the purchase and what it means for the Alaska Railroad," said former Alaska governor Bill Sheffield, the President and CEO of the Alaska Railroad Corporation. "Passenger services is

an important part of the Railroad. Therefore, it is important we remain innovative for it to flourish and take care of expanding tourism."

Pictures of the cars can be viewed on the Internet at www.trains-trams-trolleys.com.

The Railroad continued to expand its passenger services fleet by purchasing three dome cars and two diners from AMTRAK. Remodeling on those cars is underway. ♦

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ALASKA RAILROAD IMPROVES WATERFRONTS

Projects coming to Seward, Whittier

The overhaul of the Seward Dock and the construction of a pedestrian overpass in Whittier headline the list of ambitious improvement projects the Alaska Railroad has undertaken recently.

The Alaska Railroad has started work on more than a dozen projects, thanks in large part to Alaska's congressional delegation, Senators Ted Stevens and Frank Murkowski and Representative Don Young, and Governor Tony Knowles. Through their efforts, the Railroad will receive considerable federal grant funding for capital improvements.

Topping the list are the improvements on the Seward Dock which will allow the Railroad to better meet passenger needs and improve safety. The fenders on the east side have already been rebuilt, while a new freight dock will be constructed and the existing dock will be converted into a passenger services only facility, complete with a customs clearing.

The overhaul of the Seward Dock is

one of many Railroad projects that will improve safety and customer service in all areas along the Alaska Railbelt, especially in Anchorage, Whittier, the Mat-Su Valley, Denali and Fairbanks.

In Whittier, the Railroad will build a pedestrian overpass over the railyard. The construction of the overpass is in response to the expected increase in traffic in the Prince William Sound port. The overpass will give pedestrians a safe passage over the railyard, which lies between the town of Whittier and the waterfront.

The construction of the overpass comes as Whittier – gateway for fishermen, tourists and recreational boaters – becomes more accessible with the construction of a road connecting it to the

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In addition to building the overpass, the Railroad will also make improvements on the wharf and build a new, safer and more efficient port facility to accommodate both the Alaska Marine Highway and the Railroad.



The Alaska Railroad will overhaul the Seward Dock.

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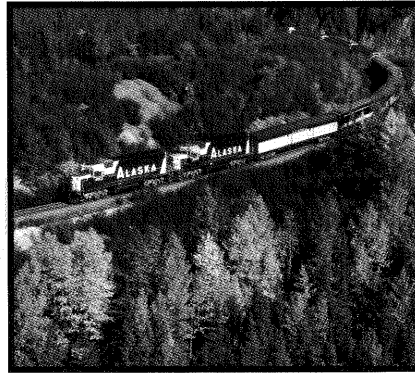
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The Railroad, working with the National Park Service, will build an expanded passenger depot in Denali. The new depot will allow better handling of the expected increased traffic due to the future closing of the park hotel and ensure safe walking around the depot.

Construction is projected to start in early summer of 2000 and be completed in February 2001.

The Alaska Railroad will also construct a new intermodal facility in Fairbanks. The facility will serve as a transfer point for bus, train, truck and taxi service and alleviate rush-hour traffic congestion. The Railroad is currently determining a site for the facility, with construction beginning in 2001.

The Railroad is also planning studies on transportation options in and around Girdwood, and improvements to the Anchorage and Fairbanks railyards. In addition, the Railroad will be upgrading its on-board communications system and landscaping the area around the Anchorage Depot. ♦

ALASKA RAILROAD EXPANDS TO AIRPORT

A state-of-the-art rail station at the Anchorage International Airport marks one of the Alaska Railroad's top construction projects in the coming years.

The project is expected to make commuter service to the Mat-Su Valley – and possibly to Girdwood as well – a viable option.

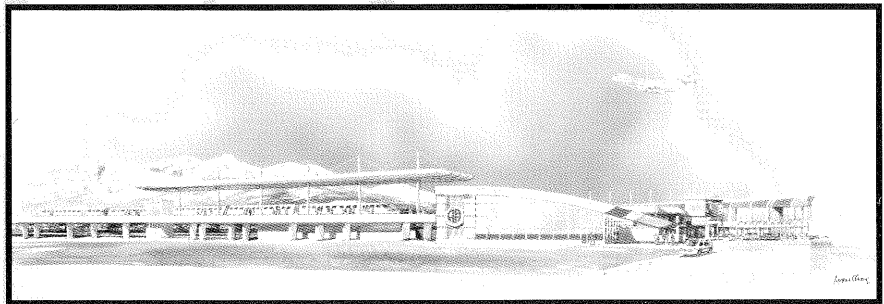
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already begun reducing the curves on its rail between Anchorage and Wasilla. This will improve safety significantly and reduce running time by 50 minutes, helping make commuter service to the Valley a reality. ♦



The Railroad will begin building a new rail station at Anchorage International Airport.

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"I'm excited about the purchase and what it means for the Alaska Railroad," said former Alaska governor Bill Sheffield, the President and CEO of the Alaska Railroad Corporation. "Passenger services is

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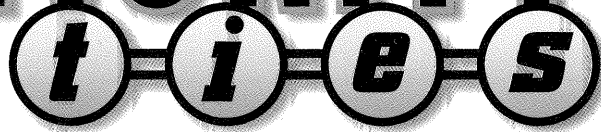
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ALASKA RAILROAD POWERS UP

New engines coming soon

The first of 16 new Alaska Railroad locomotives are expected to arrive in January, giving the Railroad state-of-the-art safety and efficiency on its track for the new millennium.

Over the first four months of the new year, all 16 of the SD70MAC locomotives will ride the rail from Altoona, Pennsylvania, to Seattle before traveling by barge to Alaska. The locomotives, built by General Motors' Electro-Motive Division, will be delivered two at a time and four per month to Alaska.

The powerful new locomotives promise better and safer performance than any engine in the Railroad's fleet. The new locomotives generate 4,000 horsepower, weigh more than 210 tons, stand nearly 16 feet high and stretch 74 feet from end to end. Where a fully loaded coal train required six locomotives to travel between Healy and Seward, it will take just three of the new locomotives.

The new engines also feature several characteristics that make them more environmentally sound. They include lower emissions, higher efficiency in lower temperatures, at least 10 percent improvement in fuel efficiency compared to any other locomotive, an impact resistant fuel tank with increased thickness and a redesigned structure to increase tank strength.



GM is one of the world's largest builders of diesel-electric locomotives for all commercial railroad applications: intercity passenger,

commuter, freight, switching, industrial and mining. The first of the new Alaska Railroad locomotives is actually being built at GM's plant in London, Ontario. The locomotive will be tested there in case any modifications are needed. After the locomotive has passed all the tests, the rest of the locomotives will be produced in Altoona. The first locomotive is expected to begin its trek to Alaska in December.

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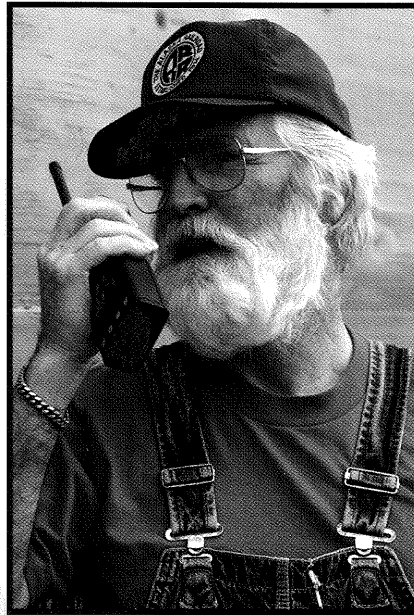
NEW SYSTEM MAKES RAIL TRAVEL SAFER

A new train dispatching system recently installed by the Alaska Railroad will give train dispatchers up-to-the-minute information on the location of each train on the track – giving the Railroad a better and safer way to do business.

The new system, called Computer Aided Dispatch (CAD), will eventually lead to positive train control in which trains, track maintenance vehicles and equipment can be located within a few feet. With CAD, dispatchers will be looking at six computer monitors that show the train, track, sidings, switches and other control points.

Previously, dispatchers kept track of train traffic and location with a paper and pencil system. The forms were updated every four hours to include the times each train would be running on the track during an 18-hour period.

The new system creates, cancels, issues, prints and voids bulletins. Bulletins typically inform train crews of slow orders, slide zones and other information concerning safety. Also, active track warrants are displayed on the track in different colors depending on the train's direction. The



The Alaska Railroad's new dispatching system makes communication faster and more accurate between conductors and dispatchers.

train's identification is displayed in a text box on the display.

"This is going to be a very sophisticated system," said Dan Maloney, a train dispatcher. "It's going to improve the quality and production of the Railroad." In laymen's terms, that means the system will help determine train location and do it more efficiently.

The new system came on-line during the winter because of decreased train traffic. That helps dispatchers get accustomed to the system without the pressure of 25 trains and 200 employees on the track. By summer, when Railroad operations are in full swing, dispatchers will be completely comfortable with the system.

DENALI DEPOT TO BE EXPANDED

As the Alaska Railroad Corporation enters the new millennium, our vision for providing state-of-the-art passenger service is quickly becoming reality.

Our list of passenger improvements include a rail station facility at the Anchorage International Airport, new cars, safer tracks and new passenger depots that will make getting around Alaska on various modes of transportation easier.

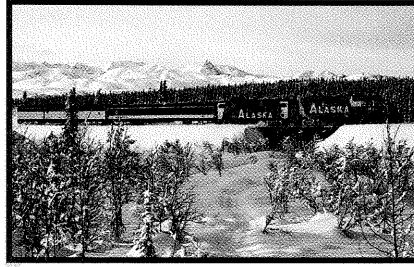
One of the first projects slated for completion is the Denali Depot expansion. Working with the National Park Service, the Railroad plans to replace the current depot with one that better serves increased rail traffic and meets additional park transportation requirements for the fall of 2001.

The overall goal is to minimize train delay time for passenger loading and unloading, and to enhance the passenger experience during their time in the depot. The new depot will provide food service, a ticketing area, waiting area, baggage area, bathrooms, administrative space, and lease space for tour operators and retail businesses.

PASSENGER SERVICE, NOT JUST FOR TOURISTS

Just because the tourists have gone and the snow has fallen, the Alaska Railroad hasn't stopped taking passengers through some of Alaska's most scenic wilderness. Quite the contrary. The Railroad has scheduled several excursions this winter sure to cure cabin fever.

The Winter Wonderland special between Anchorage and Fairbanks features spectacular views of Mt. McKinley and the Northern Lights. For \$239 (per person, double occupancy), this trip includes one-way rail, overnight accommodations in



Several scenic excursions are being offered by the Railroad this winter.

Anchorage or Fairbanks, and a one-way flight home on Alaska Airlines. This trip is available each weekend until May 7, except between December 20 to January 2.

The Alaska Railroad can also whisk you away from Anchorage to the new Talkeetna Alaskan

Lodge. This package is \$99 per person, including lodging (based on double occupancy). Train departs Anchorage at 8:15 a.m. on Saturday and returns on Sunday at 8:15 p.m.

Back by popular demand, the Alaska Railroad will offer its Holiday Train to Seward on December 11. Cost is \$59 for adults, \$29 for children age 2-11.

Call 265-2494 in Anchorage or toll-free at 1-800-544-0552 to make reservations and inquire about our Iditarod train, Easter train, Mother's Day train and other special events.

STRAIGHTER TRACK, SAFER TRACK

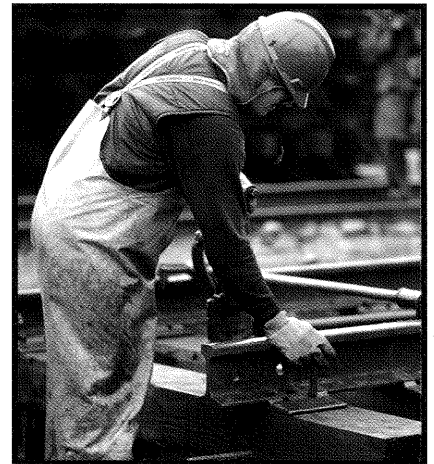
The Alaska Railroad has begun plans that will make traveling the railroad safer and will eventually lead to a whole new way of commuting for those living in the Mat-Su area. The Railroad will reduce sharp curves on its rail between Anchorage and Wasilla, pending legislative approval.

The reductions are expected to improve safety and reduce running time from 95 minutes to less than an hour between Anchorage and Wasilla. The work will also produce safer railroad crossings and pedestrian access across the track. Currently, the curves limit train speeds to an average 35 miles per hour. Once the curves are straightened, the trains will be able to

operate at an average standard speed of about 49 mph.

"Straightening the track makes commuter service to the Valley possible," said Bill Sheffield, president and CEO of the Alaska Railroad Corporation. "But more importantly, reducing up to 70 sharp curves will make travel on the track safer."

A straighter track will reduce track and equipment wear, make train handling more consistent and increase sight distance for the engineers. The project will have a far-reaching impact, reducing traffic on the Glenn Highway and giving Elmendorf Air Force Base additional operating space between the railroad tracks and the base's runway. In addition, the straighter track will enable the Railroad to better meet its sched-



The Alaska Railroad is planning to straighten the track between Anchorage and Wasilla.

ules and deadlines. Construction is expected to be completed in 2002. The Railroad is using federal funding designated for passenger rail line improvements to help finance the project. The Railroad will match those funds with its operating revenue.

WENDY LINDSKOOG JOINS RAILROAD STAFF

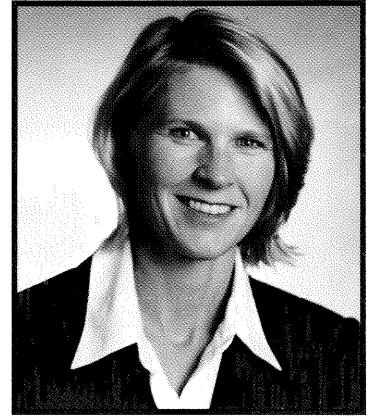
Wendy Lindskoog recently joined the Alaska Railroad Corporation as director of external affairs, bringing with her more than 12 years of public relations experience, including four years working with the Alaska State Legislature.

Lindskoog had served as the legislature's director of communications for the last year, developing media strategies for the Senate leadership; coordinating Senate communications with the State

House, the private sector and the administration; and promoting special events such as the recent "State of the Economy" forum. She was promoted from press secretary, a position Lindskoog held for more than three years.

At the Railroad, Lindskoog will oversee the relationships between the Railroad and local governments, business and civic organizations, and state and federal government officials. She can be reached at (907) 265-2498 or by email at lindskoogw@akrr.com.

"Wendy will make a fine addition to our staff," said Bill Sheffield,



Wendy Lindskoog

president and CEO of the Alaska Railroad Corporation. "In fact, she already has proven herself to be pro-active in fostering relationships crucial to the Railroad."

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