



COMMUNITY

**Alaska Railroad Corporation
1st Quarter, 2009**



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\$26 MILLION IN STIMULUS FUNDING

“Shovel ready” projects will improve infrastructure, safety, facilities

The American Recovery & Reinvestment Act of 2009 (ARRA-09) may offer up to \$26 million to pursue “shovel ready” Alaska Railroad (ARRC) capital improvement projects.

Where does the funding come from?

Stimulus money is added to an existing pot of annual federal agency funding. ARRC will receive additional money through the Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula funds.

What are the criteria for receiving this funding?

FTA funds must be spent on passenger-related projects. ARRC receives FTA funds to support scheduled public transportation services. To qualify, ARRC reports to the National Transit Database its “fixed guideway” infrastructure (miles of rail) and miles that railcars traveled in passenger transportation service. Information collected nationwide is used to allocate funds based upon an apportionment “formula.”

Does the railroad compete with other Alaskan transportation infrastructure?

No. Different pots of money are reserved for different types of infrastructure. For example, money for highway projects will come to the Alaska Dept. of Transportation (ADOT) by way of the Federal Highway Administration (FHWA). Stimulus money funneled through FHWA to ADOT will not be impacted by FTA money allocated to ARRC and vice versa.



Continuously welded rail reduces maintenance costs and improves passenger ride quality.

Does the railroad compete with other Alaska public transit providers?

No. Local public bus system providers — such as Anchorage’s People Mover — will not be impacted by money allocated to ARRC. FTA Section 5307 funding includes a Bus Tier and a Fixed Guideway Tier. “Fixed guideway” refers to any transit service that uses exclusive or controlled rights-of-way or rails. ARRC is the only fixed guideway in Alaska at this time, and therefore, the only eligible system for FTA 5307 Fixed Guideway funding.

Where can funds be spent?

FTA allocates ARRC’s entitlement to 5307 funding funding to the Anchorage urban area as a matter of convenience. ARRC can spend FTA funds anywhere along the rail system because formula fund eligibility is determined using system-wide infrastructure and passenger services data. ●



**Alaska Railroad
Ongoing Projects:**

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and Tanana River Crossing**

**Fairbanks Intermodal
Improvements**

Nenana Rail Relocation

Collision Avoidance System

Port MacKenzie Rail Extension

**Healy Canyon Safety and
Reliability Improvements**

Ship Creek Intermodal Center

Chugach Forest Whistle Stop

South Wasilla Rail Relocation

**Anchorage Capacity
Yard to Airport Spur**

**Track Program:
Rail, Ties and Surfacing**

**For updates or comments on
these projects, visit the Alaska
Railroad web site at
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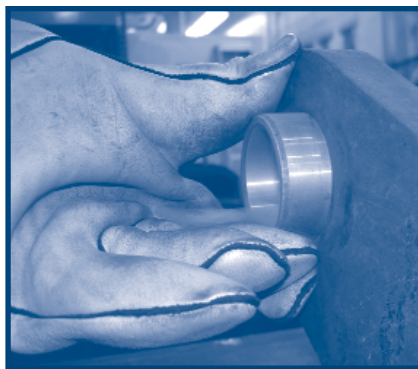
EMPLOYEE INGENUITY CONFRONTS UNCERTAINTY

Worker innovation, stewardship offer safety, efficiency, environmental improvements

As economic uncertainty looms, the Alaska Railroad must rely more than ever on the ingenuity and stewardship of its employees to face the challenges ahead. Fortunately these traits are in good supply among the rank-and-file. Recent worker-driven innovations have generated significant safety, efficiency and environmental improvements.

Two Fairbanks heavy equipment mechanics devised a pulley-and-pivot-arm mechanism to lift 80-pound motors from the mechanical arms of track resurfacing equipment. The invention eliminates the need to lift the heavy motors manually while in contorted body positions. The result: far less risk of lifting strains and other injuries.

Safety and efficiency are at the core of another maintenance solution posed by another Fairbanks mechanic. He uses liquid nitrogen to cool parts that fit snugly into parent pieces. Because cooling



Top: a motor-lifting invention. Bottom: cooled parts slip into snug-fitting pieces.

shrinks the metal part, it will slip easily back into place, thus eliminating the sledgehammer approach. Besides avoiding associated injuries, use of this “old technology” also speeds the work along and prevents unnecessary wear on the parts.

Last but not least, efficiency and environmental improvements are the products of an innovative approach to conserving energy. The facilities maintenance department conducts thermal (infrared) imaging of railroad buildings to identify sources of heat loss. Over the past year, subsequent repairs and a “close-the-door” employee educational campaign has cut energy use by one-third in the Anchorage Rail Yard. Savings from lower demand on the natural gas-powered yard boiler plant is valued at about \$50,000. Less demand also equates to fewer emissions. In addition, water needed for boiler operations dropped from 10,000 gallons to 3,000

gallons. per day. ●

IN MEMORY AND HONOR OF BOARD MEMBER MAYOR MENARD

Alaska Railroad Board member and Matanuska-Susitna Borough Mayor Curt Menard, D.D.S., passed away March 2, 2009, after a battle with cancer. He will be deeply missed by the Alaska Railroad, having offered exemplary leadership as a member of the Alaska Railroad Board of Directors the past two years. Governor Sarah Palin appointed Menard to the ARRC Board in January 2007 to represent the Southcentral Alaska region. He represented this constituency well through the board meeting held in mid-February.

Mayor Menard will be remembered and honored for his work in support of Matanuska Borough residents and the railroad, particularly as a strong proponent of effective public transportation. In June 2008, he and former Anchorage Mayor Mark Begich pioneered an agreement to



ARRC Chairman John Binkley, left, and Mayor Curt Menard at the June 13, 2008, signing of an Anchorage-and-Mat-Su Borough agreement to enhance commuter opportunities.

foster commuter improvements, including the potential for commuter rail. The Alaska Railroad family extends our condolences to the Menard family for their loss. ●

SCHOOL BUSINESS PARTNERSHIP SUCCESS STORY

Government Hill Elementary graduate returns to share college-bound inspiration

Success stories like that of Government Hill Elementary School (GHES) alumni Jamie Cornejo remind the Alaska Railroad of why we continue to be a strong and involved supporter of local school district School Business Partnership programs.

The 2000 GHES Spelling Bee champion recently returned to his old stomping grounds to root for the 2008 contestants, including his fifth-grade sister. Here, he shared his inspirational story with the students and with the railroad employees who were on-hand as volunteers.

Cornejo started as a kindergartener in 1993, when GHES started the Spanish immersion program. In 2006, he graduated from West Anchorage High School as a member of the first class to complete the entire K-12 immersion program. No doubt this made Cornejo shine as a college



ARRC Executive VP of Corporate Affairs Jim Blasingame, right, and Jamie Cornejo show off the school spelling bee champion plaque that bears Cornejo's name in the year 2000 slot.

applicant. Today, he is a junior at Stanford University majoring in human biology with a focus on child and language development. He plans to start medical school in 2011.

Cornejo has set an excellent example for a younger brother and two sisters. Likewise, the Alaska Railroad will continue to be an encouraging force in the lives of all four Cornejo siblings and hundreds of other students.

“Of course I recall and appreciate all the support ARR provided. The back-to-school barbecue was a great way to start the year. And, I remember I got to ride the train with my class,” said

Cornejo. “I want to thank the Alaska Railroad and all the railroad personnel that help out with Government Hill. It means a lot to me and to my former school.” ●

2008 ALASKA RAILROAD ANNUAL REPORT ONLINE

“Blue and Gold Make Green” with environmental and economic contributions

As in years past, ARRC's 2008 Annual Report will be available online in the first part of April at www.AlaskaRailroad.com.

This year's theme — Blue and Gold make Green — recognizes the contributions that the Alaska Railroad makes as an environmental steward and economic driver. Environmental green is evidenced by our switch to ultra low sulfur diesel fuel well ahead of the 2010 deadline. It is demonstrated by thermal imaging efforts that help us detect and repair sources of energy loss in our facilities.



It is confirmed by our Leadership in Energy and Environmental Design (LEED)-certified renovation of a historical building. And, it is acknowledged with the Green Star recertification and Green Star Air Quality Award.

Economic green is measured in savings from greater energy efficiency. It is measured by passenger activity that transports customers to businesses all along the railbelt. It is calculated by freight activity that supports Alaskan commerce and resource development. And, it is underscored by significant capital investments that will reap

rewards for the railroad and for Alaska in decades to come. ●

COMMUTER-STYLE RAILCAR NEARS COMPLETION

Self-propelled bi-level DMU to arrive in spring, ready for forest whistle-stop service

The Alaska Railroad's first commuter-style Diesel Multiple Unit (DMU) railcar is nearing completion. The \$5.35 million bi-level car is funded primarily by the U.S. Forest Service as part of a joint venture to support the Chugach Forest Whistle Stop service. Aptly named the Chugach Explorer, railcar No. 751 will arrive in Alaska by late spring. The self-propelled DMU includes seating on both levels and a bottom deck galley for onboard food service.



The whistle stop project includes construction of up to five recreational sites between Portage and Moose Pass. The first site was constructed at Spencer in 2007. Grandview is the next site to be developed. While the DMU will be used for the whistle stop service during the summer, it may be used to offer special event transit, and to introduce commuter-style services during winter months. ●



Bottom left: a galley to support food service. Bottom right: Seating on the top level.

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2nd Quarter, 2009**



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ARRC APPLIES FOR HERBICIDE PERMIT

Uncontrollable weeds pose safety issues and spur regulatory actions

The Alaska Railroad (ARRC) has applied to the Alaska Department of Environmental Conservation (ADEC) for a permit to use herbicides as part of an integrated vegetation management (IVM) effort between Indian and Seward. The application area covers a 90-mile stretch of operating property (rail yard, main track, spurs and sidings) and is considered the worst in terms of overgrown vegetation. A permit to apply herbicides in summer 2010 will help address ARRC's safety concerns over uncontrollable vegetation.

Equally concerned with safety, the Federal Railroad Administration (FRA) has sent the Alaska Railroad its strongest warning yet to clear the tracks of vegetation or face more fines, speed restrictions and even track closure. ARRC is the only railroad in the nation that is prohibited from applying chemical weed control.

The general use water-approved herbicide AquaMaster® (active ingredient glyphosate) is proposed for use with AgriDex®, a nonionic surfactant that helps to effectively spread the herbicide. The Alaska Railroad commissioned the University of Alaska Fairbanks (UAF) to conduct a herbicide research project to evaluate migration and retention in the soil. Initial results from field studies completed in the first year of the two-year research project indicate that the herbicides behave similarly to how they behave in other climates and regions. Additional information on the research will be available soon. A link to the permit application and copies of the research study data, fact sheets and additional information are available on the Alaska Railroad's web site — www.AlaskaRailroad.com (Vegetation Management).



Some weeds grew several feet after being mowed down to 6 inches high just five weeks ago.

ADEC permitting includes a 60-day public process, beginning July 16. Three public hearings will be held August 10-12 from 4:30 to 6:30 p.m. Each hearing will be preceded by a 30-minute question-and-answer session (4:00 - 4:30 p.m.). Citizens may give public comment verbally at the hearings or may submit written comments to ADEC no later than September 15, 2009 via:

- mail to Stephanie Stewart, ADEC Pesticide Program, 555 Cordova St., Anchorage, AK 99501
- email to Stephanie.Stewart@alaska.gov

(See "Public Hearing Schedule" on page 2)



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CREWS TACKLE VEGETATION

Long summer days promote rapid growth, losing battle

The long summer days provide fuel for a constant and losing battle against vegetation that encroaches alongside, within and underneath the track bed. The railroad's mechanical arsenal includes brush-cutters and ballast regulators. The brush-cutter can mow vegetation on either side of the track, but no closer than 2 feet from the end of the ties. The ballast regulator includes a rotating broom with wire

bristles that can "scrub" the tops of weeds that lie between the rails and ties. Unfortunately, roots remain and the weeds resurface within days. Heavy equipment progress is slow-moving, covering no more than two to three miles per day. Even with several machines in use on both the north and south ends of the railroad, covering the railroad's 640+ miles of track (main, spur and sidings) is a challenge. Most areas require two or more passes each summer. ●



L-R: One of two new brush-cutters mows weeds to about 6 inches high on a stretch between Girdwood and Portage. Five weeks later, most weeds had grown to nearly two feet tall and some grew several feet. Such growth requires multiple brush-cutting throughout the summer.

ADEC Herbicide Permit Public Hearing Schedule

Whittier: August 10

City Council Chambers, P-12 Bldg

- Whittier Street and Glacier Avenue

Seward: August 11

Seward Marine Center / RM Rae

Education Bldg

- 125 3rd Avenue

Anchorage: August 12

Marriott Downtown Hotel

- 7th Avenue and "I" Street

ARRC HELPS EFFORT TO ERADICATE NOXIOUS WEED

Railroad coordinates with agencies to halt spread of harmful spotted knapweed

The Alaska Railroad recently coordinated with the State Division of Agriculture (DOA) to support an interagency effort to help eradicate a particularly noxious weed growing along the tracks near Beluga Point south of Anchorage. A half dozen volunteers from the DOA, University of Alaska Fairbanks Cooperative Extension, Forest Service and Fish & Wildlife Service were on-hand to pull the spotted knapweed in late June as railroad officials kept watch for train activity. The spotted knapweed is



responsible for millions of dollars of damage in the Lower 48 where the weeds choke off other plant life, destroying wildlife habitat and agricultural lands.

Like the knapweed, a number of noxious weeds take hold and thrive in disturbed environments, such as road and rail beds and agricultural fields. As a transportation corridor, the Alaska Railroad track bed can be a vector for the spread of noxious and invasive weeds that are left unchecked. ●

DOA Invasive Weeds & Agricultural Pest Coordinator Gino Graziano holds a just-pulled spotted knapweed.

ARRC, USFS DEDICATE DMU

Ribbon-cutting celebrates new self-propelled rail car



The Alaska Railroad (ARRC) and U.S. Forest Service (USFS) celebrated the arrival of Chugach Explorer, a self-propelled rail car purchased as part of the joint ARRC-USFS Chugach Forest Whistle Stop Service project. About 60 dignitaries attended the ribbon-cutting held June 30 at the Ship Creek Historic Depot. Pictured above cutting the ribbon, from left to right: ARRC Board member and former Governor Bill Sheffield, U.S. Senator Mark Begich, Chugach Forest Supervisor Joe Meade, USFS Alaska Regional Forester Denny Bschor, Anchorage Mayor Dan Sullivan, and Chugach National Forest Glacier District Ranger Kate Walker. After the ceremony, attendees boarded the diesel multiple unit (DMU) for a ride to Spencer and Grandview, two of the five planned whistle stop sites. (Photo by Chris Byrd, Alaska Geographic)

FIRST NATURAL GAS VEHICLE

ARRC buys two cleaner burning bi-fuel Ford vehicles



Left: The Alaska Railroad welcomed its first compressed natural gas (CNG) bi-fuel vehicle on July 15. The converted Ford van can run on either CNG or regular gasoline. Part of the Facilities Maintenance Department fleet, the van is the first of two CNG vehicles the railroad will receive this year. The second CNG vehicle will be a Ford F-350 pick-up truck. Both will fuel up overnight using a slow-fill CNG dispenser (right) that hooks directly into a natural gas line. Natural gas burns far cleaner than regular gasoline and is a significantly less expensive fuel. ARRC will evaluate other uses for such vehicles.

WHITTIER ROCK SLIDE: RAILROAD TO THE RESCUE

The Alaska Railroad (ARRC) came to Whittier's rescue after a massive rock slide on April 11 closed road access to the tunnel leading into and out of the community. Through most of April, ARRC collaborated with the Department of Transportation & Public Facilities (ADOT/PF) to offer free passenger service and to provide Whittier residents and businesses the means to bring in groceries and light freight loads. When it became clear the road block would continue for weeks, the passenger schedule was expanded to assist with medical appointment and shopping logistics. Temporary free freight service was established in cooperation with barge-rail train partners. Lower cost freight options were offered thereafter to accommodate local business needs.

During the road closure, ARRC coordinated closely with ADOT/PF and local Whittier officials to meet growing and changing community needs. Aside from passenger and freight service, ARRC helped to remove overflowing trash and to provide emergency medical transportation through the tunnel.

"The Alaska Railroad is really a hero to the people of Whittier," said Whittier Mayor Lester Luncford. "We appreciate how the railroad has come to our rescue."

"We wish to thank you and your employees for your support of not only the residents of Whittier, but also the business community," added Whittier Chamber President Pete Heddell. ●

ALASKA RAILROAD RETIRES & SELLS 4 CABOOSES

An era passes with the rail industry's phase out of rail equipment first used in 1830s

The Alaska Railroad has put four retired cabooses up for sale. They include:

- **No. 1074** built by Pacific Car and Foundry in 1948
- **No. 1085** and **No. 1087** built by International Car Company of Kenton, OH, in 1976
- **No. 1091** purchased from Canadian National Railways in 2000

Details are available on the Alaska Railroad's web site, www.AlaskaRailroad.com (SUPPLIERS / Solicitations). Bids must be received by August 6.

"We have always had a lot of interest in our cabooses," said Supply Management Director Robert Gonzalez. Such appeal stems in part from nostalgia. Caboose use began in the 1830s. The cupola (lookout post atop the caboose car) gave the conductor a vantage point to observe the train for signs of mechanical trouble. The caboose traditionally served as the



Four retired cabooses are stored on the west side of the Alaska Railroad's Headquarters building in Anchorage, pending sale.

conductor's office where he spent long hours doing paperwork, and as lodging during extended trips. It also carried a flagman and brakeman who manually set brakes, threw switches, warned and signaled. The caboose was eliminated in Europe many years ago and the United States railroads began phasing out the caboose in 1982. ●

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ARRC IMPROVES PERFORMANCE, EXPENSE

Performance Improvement Teams recommend organization changes

Facing a projected \$10-million decrease in net income for 2010, the Alaska Railroad laid off more than 100 employees in early October. This is the latest — but not the last — in a series of expense and employee reduction actions that respond to falling revenues and escalating expenses. The Flint Hills Refinery in North Pole is ARRC's largest customer, accounting for more than one-third of railroad revenues; refinery production is half of its peak in 2004. Tourism and freight business have declined with the economy. On the expense side, rising medical costs and high fuel prices have taken a toll.

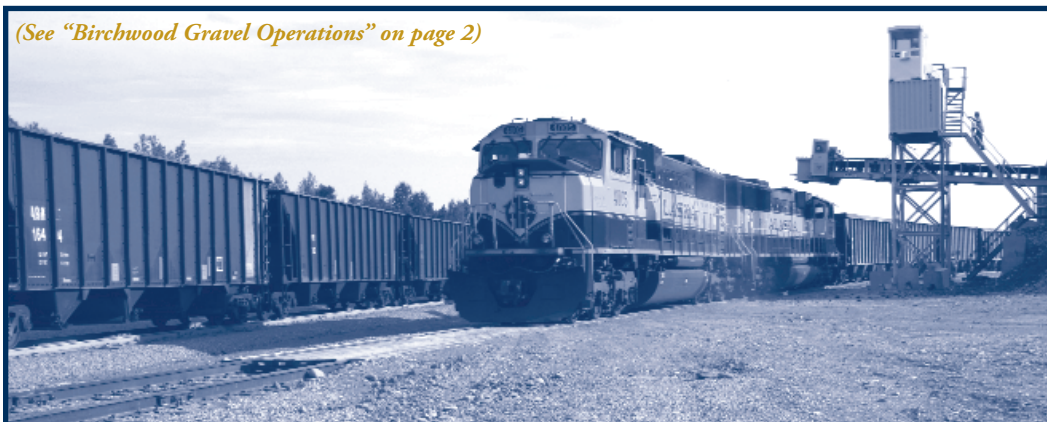
Along with immediate personnel reductions, the railroad formed performance improvement teams (PITs) that tap the expertise of about 100 employees from every rank. Some PITs conducted a ground-up analysis of core operations — petroleum, gravel, coal, intra-state freight, and inter-state rail-barge operations. One PIT scrutinized business overhead costs, defining core functions and essential positions in each operations support department. Equipped with this in-depth organizational review, the railroad is now reorganizing to capture synergies, eliminate waste, promote efficiency and improve internal and external customer service.

(See "Performance Improvement, Reorganization" on page 3)

BIRCHWOOD GRAVEL OPERATIONS BEGIN

Partnership helps gravel extraction move from Palmer to Birchwood

(See "Birchwood Gravel Operations" on page 2)



A train pulls into the new gravel operation at Birchwood. (Photo by Dave Blazejewski)

WASILLA ARTIST FEATURES GOLDSTAR & TURNAGAIN

Annual commemorative print/poster sale-and-sign events on December 5 and 12

The Alaska Railroad will release its 2010 annual poster/print during two Saturday sale-and-signing events in early December, featuring Wasilla artist Stefan Wilson:

FAIRBANKS: 10 a.m. to 2 p.m., December 12, Fairbanks Depot (1745 Johansen Expressway);

ANCHORAGE: 10 a.m. to 2 p.m., December 19, Historic Ship Creek Depot (411 W. 1st Avenue).



Entitled *Next Stop, Anchorage*, the artwork depicts a passenger train moving northwest along scenic Turnagain Arm. The water-based acrylic painting was created using a combination of airbrush and paint brush. It is the first annual poster/print to feature the Goldstar first-class double-deck domed coaches.

The 2010 Alaska Railroad print costs \$55, posters cost \$30 and pins cost \$5. Following the signing events, prints, posters and pins will remain on sale at the Historic Ship Creek Depot and the Fairbanks Depot, and may also be purchased online via the Alaska Railroad Gift Shop website at www.AlaskaRailroadGiftShop.com/. Many previous years' prints and posters are also still available for sale through the depots and gift shop.

Wilson says he was inspired by a rail trip he and his family took aboard ARRC's Coastal Classic train. "The visual splendor between Anchorage and Seward is picture-perfect Alaska, with ocean views, towering snow-capped mountains, wildlife and, of course, the Alaska Railroad train riding along the inlet's edge and boasting the best panoramic view of all," he said. ●

BIRCHWOOD GRAVEL OPERATIONS...

(continued from page 1)

This summer, long-time Alaska Railroad customer Granite Construction Company (GCC) moved much of its gravel extraction operation from Palmer to Birchwood, where GCC has a five-year license to extract about four million tons of material. The land belongs to Eklutna, Inc., while CIRI owns the sub-surface / gravel rights. Once the gravel is mined, Eklutna can develop or lease the land.



A state-of-the-art conveyor system facilitates remarkably fast gravel loading. (Photo by David Blazejewski)

extension for Anchorage Rail Yard operations. GCC partnered with the railroad to construct the mining operation spur and supporting infrastructure.

The new gravel operation includes a state-of-the-art conveyor system able to load 83 carloads at the rate of 2 minutes per car. The facility's first train pulled in August 4, when 80 cars were loaded and returned to South Anchorage in less than 12 hours.

The Birchwood gravel extraction operation represents a major private investment that will support an important line of Alaska Railroad business. ●

ARRC had already expanded the number of tracks at Birchwood to serve as an

COMMUTER RAIL NOT A MONEY-MAKER

Reasons for commuter rail service include public safety, less environmental impact

News of the Alaska Railroad's recent workforce reduction spurred several suggestions from the public to implement commuter rail service as a means to generate additional revenue. While well-intentioned, the suggestions are misinformed. Like nearly all public transportation services, commuter rail would have to be subsidized in order to make it affordable to the user.

Even though commuter rail is not a viable option to generate additional net income, it is worth pursuing for other reasons. The public continues to express interest in a commuter rail option, particularly with the rising cost of fuel. In 2002, the railroad completed a study to provide a blueprint for commuter rail service between the Mat-Su,

Anchorage and Girdwood. The study recommended several infrastructure improvements that have been accomplished over the years, including track straightening between Anchorage and Wasilla, a park-and-ride facility in Palmer and the Anchorage Airport rail station. The railroad has also begun transforming the Historic Ship Creek Depot into an intermodal hub that could handle commuter traffic.



ARRC Chief Engineer Tom Brooks, center, talks about commuter rail to Mat-Su Transportation Fair attendees.

A 2009-2010 commuter rail study update is underway. And, during the October 8 Mat-Su Transportation Fair, commuters offered feedback on their commuting habits. While such public input and research are important, many practical logistics remain, including sufficient equipment, facilities and in-town transit options. A self-propelled railcar (Diesel Multiple Unit – DMU) was delivered this year, but at least four commuter-style DMUs are needed to initiate a meaningful service. A

passenger station or park-and-ride at the Glenn/Parks interchange is important. Plus, Anchorage and Mat-Su public bus service must be coordinated with train schedules. Moreover, the question of how to fund affordable commuter rail service must be answered.

A Regional Transportation Authority (RTA) is needed to coordinate

the different modes of public transportation and to offer a conduit for public subsidy. The RTA concept has already been approved by Anchorage and Mat-Su assemblies, and is now being considered by the state legislature. ●

PERFORMANCE IMPROVEMENT, REORGANIZATION...

(continued from page 1)

The results of the PIT effort are remarkable. For example, the intra-state freight PIT identified ways to shave several million dollars off train operation expense, over and above normal drops due to business decline. The coal PIT crafted ways to reduce crew costs and improve safety by eliminating the practice of cutting the train in half at Spencer before proceeding over the hill, toward Seward, in two cuts. The barge business team pinpointed the exact cost of running the Whittier marine terminal (for example, it costs \$2,260 per inch of snow to clear the yard),

By knowing exactly what is spent to do our business, operations managers and employees are now equipped to

determine which expenditures are essential versus nice-to-have. They can make “surgical” cuts that promote efficiency, while maintaining overall quality and service. PITs will continue to meet throughout the winter to refine their work and audit implemented recommendations.

From the start, PITs knew that tough times were, and are, ahead, and that the Alaska Railroad will be a smaller railroad when their work is done. They know that getting smaller must also mean getting smarter. The key now is to do what we said we could do, and make the changes we agreed were worth making. ●

NATIONAL ARCHIVES HOUSES OLD ARRC RECORDS

Under NARA ownership, records will be catalogued, labeled, restored and protected



NARA Alaska Region Director Bruce Parham points out hundreds of boxes of ARRC records stored at the NARA facility in Anchorage.



Did you know that a treasure trove of historic Alaska Railroad records is housed at the National Archives and Records Administration (NARA)? The public-accessible NARA facility is located at 654 3rd Avenue in Anchorage.

The railroad was originally built and owned by the federal government. The historic records housed at NARA are federal-era, generated from the inception of railroad construction in 1914 until the state's purchase of the railroad in 1985. These records offer a rare and comprehensive look at historic events and decisions that helped shape Alaska's political and economic climate. They are considered a very valuable resource for historians and curious citizens alike.

While NARA has stored the pre-1985 records as a courtesy for years, official ownership transferred to NARA this summer. The move allows the administration to dedicate more staff time and resources to catalogue, label, store and restore the materials to facilitate public access and to protect against physical deterioration. By agreement with NARA, these records will remain in Alaska, accessible to Alaskans. ●

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