



Passenger Car Fleet and Locomotive Fleet

PROJECT FACTS

Project Scope

The Alaska Railroad (ARRC) has a fleet of 45 passenger-related train vehicles including 30 coaches, six diners, six baggage cars, two business cars (charter groups) and one self-propelled diesel multiple unit (DMU). Three aging self-propelled rail diesel cars (RDC) were sold in 2009.

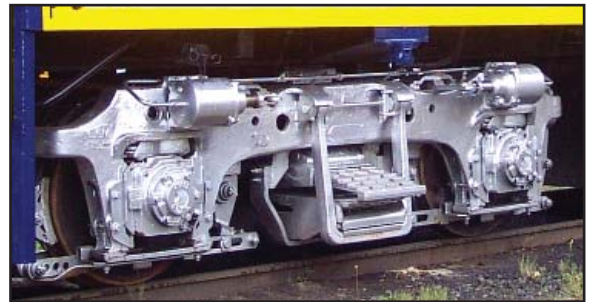
The 53-strong locomotive fleet includes 28 SD70MACs, of which 12 are equipped with head-end-power (HEP) to supply electricity to passenger railcars. The fleet also includes eight GP38-2s, 15 GP40-2s and two power/cab cars. Four aging MP15 locomotives were sold in 2009.

ARRC upgrades older equipment and buys newer equipment to expand passenger services. Upgrades include repainting, interior restoration, refurbishing power generation cars, rehabilitating railcar trucks, and overhauling locomotives.

2011 Project Costs/Status

- Several passenger cars will be upgraded per Federal Railroad Administration (FRA) regulations to upgrade lighting and public address systems, batteries and signage. Upgrades also include new carpeting, wall-covering and seat upholstery, as well as restroom refurbishment, as required. The passenger car rehabilitation budget is \$530,000, funded 91% by the Federal Transit Administration (FTA) and 9% by ARRC.

- ARRC will overhaul four GP-40-2 locomotives in 2011-2013 with a \$1.4 million FTA "TIGGER II" grant, along with \$328,000 of internal ARRC funds. Overhauls will include installation of engine idle-reduction systems. The Auto Engine Start Stop (AESS) system shuts the locomotive engine off after a period of time without use, and re-starts the engine automatically when engine controls are used or if the temperature drops too low. Along with the overhaul, locomotives will have a Tier 0-plus kit installed to bring the engine into Environmental Protection Agency (EPA) compliance for lower emissions and increased fuel efficiency.
- Two GP and two SD70MAC locomotives will undergo truck (wheel assembly) overhauls that will reduce future maintenance and increase reliability. The cost is \$180,000, funded 100% by ARRC.



A locomotive truck (wheel assembly).



Left to Right: GP-38 locomotive (No. 2001), GP 40-2 locomotive (No. 3013) and SD70MAC locomotive (No. 4324).