

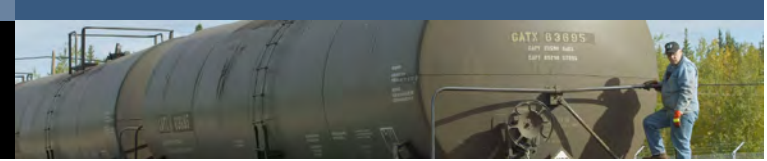
ALASKA RAILROAD PRESS INFORMATION



THE ALASKA RAILROAD CORPORATION • 1-907-265-2300

ALASKARAILROAD.COM

ALASKA RAILROAD PRESS INFORMATION



INDEX

(click heading to link to each section)

Company Profile	1
Media Resources	2
Corporate Overview/Fact Sheet	3
Board of Directors	6
Executive Bios	7
ARRC Services	9
Story Ideas	11
Alaska Railroad Facts	16
History/Overview	17
History/Timeline	18
Route Map	27
Economic Impact	28



COMPANY PROFILE

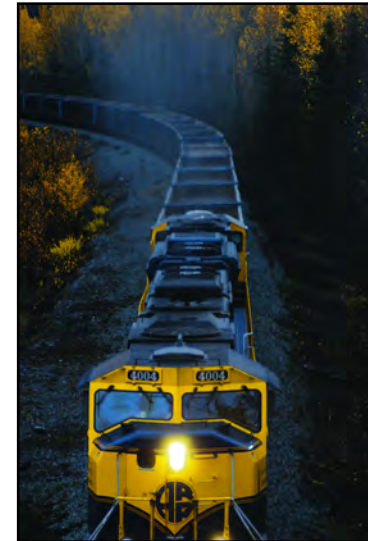
The Alaska Railroad Corporation is a full-service railroad serving ports and communities from the Gulf of Alaska to Fairbanks. Owned by the State of Alaska since 1985, the Alaska Railroad is a self-sustaining corporation that operates without state subsidy, and provides year-round passenger, freight and real estate services.

THE ALASKA RAILROAD'S MISSION

Safety, Service, Profitability.

THE ALASKA RAILROAD'S VISION

Building a Great Railroad across a Great Land.



ALASKA RAILROAD PRESS INFORMATION

MEDIA RESOURCES

Media contact for corporate information:

Tim Sullivan

Corporate Affairs

Alaska Railroad Corporation

P.O. Box 107500

Anchorage, AK 99510-7500

(907) 265-2357

sullivant@akrr.com

Media contact for Passenger Services:

Susie Kiger

Director, Passenger Sales and Marketing

Alaska Railroad Corporation

P.O. Box 107500

Anchorage, AK 99510-7500

(907) 265-2487

kigers@akrr.com

PRESS RELEASES

Click on the link above to view current and archived press releases from the Alaska Railroad Corporation.

PHOTO GALLERY

Click on the link above to view photography from the Alaska Railroad Corporation. Available for editorial use.

ALASKA RAILROAD PRESS INFORMATION

CORPORATE OVERVIEW/FACT SHEET

Unlike most state-owned entities, the Alaska Railroad is incorporated and run like a business. A seven-member board of directors governs the railroad's policy and direction.

The Alaska Railroad receives no operating funds from the state, nor are its employees state employees. Rather, it generates revenue – through freight, passenger and real estate services – to cover personnel, employee benefits, operations and maintenance expenses. The railroad also receives federal funding to augment its capital program. The railroad currently employs more than 600 Alaskans year-round.

The Alaska Railroad Corporation is a powerful economic engine, hauling millions of tons of freight per year, including building products to construct Alaska homes and businesses, and support for critical resource industries such as coal, petroleum products and gas. The Alaska Railroad carries over 400,000 passengers annually.

With an aggressive capital program, the Alaska Railroad Corporation is “Building a Great Railroad across the Great Land.”



ALASKA RAILROAD PRESS INFORMATION

PURCHASE PRICE (Jan. 5, 1985):

Paid to federal government	\$22.3 million
Start-up costs & contributed capital	\$11.9 million
Total investment – State of Alaska	\$34.2 million

ORGANIZATION (following State purchase):

- Independent corporation owned by State of Alaska
- Managed by seven-member board of directors appointed by the Governor
- Mandated to be self-sustaining, responsible for all financial and legal obligations

FINANCIAL STATISTICS:

Audited (Jan. 1 - Dec. 31, 2011):

Total assets	\$921.4 million
Total 2011 revenues	\$185.7 million
Total 2011 expenses	\$172.3 million
2011 net income	\$13.4 million

OPERATING DATA:

Miles of main line	467
Miles of branch line	54
Miles of yards and sidings	135
Total miles of track	656
Freight cars (owned & leased)	1,254
Passenger cars	45
Locomotives	51

ALASKA RAILROAD PRESS INFORMATION

OPERATING STATISTICS:

(Jan. 1 - Dec. 31, 2011)

Passenger ridership	412,197
Freight tonnage	6.2 million

EMPLOYEES (Dec. 31, 2011):

Number of year-round employees	685
Average years of service	12
Average age	46
Male	571
Female	114

UNIONS:

The majority of ARRC employees are members in one of five unions, including:

United Transportation Union	132
Transportation Communication Union	39
International Brotherhood of Teamsters Local 959	61
American Federation of Government Employees	274
American Train Dispatchers Department	8

ALASKA RAILROAD PRESS INFORMATION



2012 BOARD OF DIRECTORS

Susan Bell
Commissioner,
Department of Commerce,
Community and Economic Development

Mark Luiken
Commissioner, Department
of Transportation and
Public Facilities

Jon Cook
Chief Financial Officer,
Airport Equipment Rentals

Jack Burton
Track Inspector,
Alaska Railroad Corporation

John Binkley
President,
Alaska Cruise Association

Linda Leary (Chair)
President,
Carlisle Transportation Systems

Governor Bill Sheffield
(Vice-Chair)

ALASKA RAILROAD PRESS INFORMATION

EXECUTIVE BIOS

Linda Leary
Board Chair

Linda Leary is President of Carlile Transportations Systems, Alaska's largest asset owned trucking and logistics company. Carlile's executive offices are located in Anchorage, and additionally they have nine terminals throughout Alaska, the United States and Canada. Linda is responsible for ensuring leadership toward the achievement of the company's mission, strategy, and long term goals. Prior to her current position, she was Vice President of Sales and Marketing. She is one of the owners and has been actively involved with Carlile for 24 years.

Linda serves on the United Way Executive Cabinet, is a board member with Resource Development Council, State Chamber, Associated General Contractors, Breast Cancer Focus Inc, and Rasmusson Foundation. In 2008 she accepted an invitation to be an USAF Honorary Commander for Elmendorf's 3rd Logistics Squadron. Most recently she was appointed by the Governor as a Board Member to the Alaska Railroad.

In addition to Boards she serves on, Linda devotes an incredible amount of time to her alma mater at UAA in the logistics and business masters program, volunteering in the classroom about real life work experiences and business strategy on a leadership level. This experience has been most interesting as the conversation is often motivated about being a women in a predominantly mans work environment.

Raised and educated in Maine, Linda came to Alaska in 1982 after receiving her Bachelor's Degree from University of Maine. Linda started at Carlile, in the early years, working at the front reception desk. She attended UAA and received her Master's degree in logistics management. The Leary family moved to Tacoma for eight years when Carlile developed new national markets. In 2008 Linda was appointed President of Carlile and her family returned to Alaska, where they moved back to Eagle River.

Linda and Mike have two boys both attending college, one at the Art Institute of Seattle, and the other at UAA. The entire family enjoys fishing, snow machining and cooking to entertain large groups and family gatherings.



ALASKA RAILROAD PRESS INFORMATION

Christopher Aadnesen
President & CEO

Christopher Aadnesen is the Alaska Railroad's President & CEO. He assumed this post in mid-September 2010. Just prior (2007-2010), Aadnesen worked for HNTB Corporation, a nationwide consulting firm. Based in Austin, Texas, Aadnesen led national freight rail services for all seven of the U.S. Class One railroads.

From 2004 to 2007, Aadnesen was CEO and chairman of the management board for Estonian Railways (ER). Like ARRC, ER provides passenger and freight services and is owned by a government (privatized in 2001, ER ownership was sold back to the country in a year-long process overseen by Aadnesen). In 1996, Aadnesen founded Capitol City Group, a consulting firm in Austin. Actively participating through 2009, Aadnesen specialized in rail transportation and logistics, management, strategic and business planning, and quality systems development.

From 1996 to 2000, Aadnesen held several executive positions for the Texas Mexican Railway and TFM (the first privatized Class One section of the old Mexican National Railway), including COO and executive VP. The two decades prior (1973-1995), Aadnesen was employed by the Union Pacific (UP) working with nearly every department involved with railroad management.

Aadnesen earned a bachelor's degree and a master of business administration degree from the University of Utah. Subsequently, he completed University of Pittsburgh and Harvard University executive management programs.



ALASKA RAILROAD PRESS INFORMATION

ARRC SERVICES

Nearly 100 years ago President Woodrow Wilson charged the Alaskan Engineering Commission with mapping a railroad route from a southern ice-free harbor to the Interior of Alaska. His vision was to open up Alaska's Interior to commerce.

In eight years, 5,000 hardscrabble men wielding shovels, saws and spike mauls built 500 miles of track to provide Alaska with a major transportation corridor between Seward and Fairbanks.

The Alaska Railroad Corporation continues to move residents, visitors and Alaska's resources from the Gulf of Alaska to the Interior.

Passenger Service

The Alaska Railroad offers rail transportation and rail packages, including the option to create a personalized rail excursion – complete with lodging, tours and activities. Whether you are a resident or a visitor, the Alaska Railroad can help you plan the perfect land-based itinerary from Seward to Fairbanks and points in between. The Alaska Railroad also offers a flag stop service, the last of its kind in the United States.

Freight

The Alaska Railroad provides seamless freight operations between shipping points in the Lower 48 and many destinations in Alaska. With Rail Marine Barge Service, products can be shipped from Seattle to Whittier weekly. The Alaska Railroad Corporation also maintains ports in Anchorage, Seward, Whittier and Seattle. The railroad moves major commodities including petroleum products, chemicals, oil field supplies, gravel, coal and dry goods.

In 2011, the Alaska Railroad moved more than 6.2 million tons of freight over its 656 miles of track, and has the equipment, staff and experience to move difficult, heavy, large and unusually dimensioned freight, as well as containerized and hazardous materials.

ALASKA RAILROAD PRESS INFORMATION

Real Estate

The Alaska Railroad Corporation owns real estate holdings consisting of approximately 36,228 acres of land. Of this amount, roughly 13,738 acres, or 38 percent, are devoted to right-of-way and another 4,520 acres, or 12 percent, are used for railroad operations. The remaining 17,970 acres, or 50 percent, is available for lease. ARRC owns reserves in Seward, Crown Point, Portage, Whittier, Anchorage, Talkeetna, Curry, Hurricane, Healy, Clear, Nenana, Fairbanks, Valdez, Birchwood and Eagle River. Real Estate income is used to sustain the railroad's transportation assets. Land is currently available for lease or permit. [Click here](#) to download the railroad's Lease Handbook and learn more about property available for lease.

Community

Since 1914, the Alaska Railroad Corporation has been a partner in Alaska's economic growth, providing a means for communities to develop and flourish along the railbelt, supplying the Fairbanks gold fields, helping to build the Alaska Highway, supporting the war effort and hauling pipe and supplies for the construction of the Trans-Alaska Pipeline.

As a good neighbor, the railroad supports various organizations, communities and charitable events along the railbelt. ARRC supports charitable non-profits that enhance educational opportunities, community quality of life and economic health, as well as civic non-profits that provide community services and business development.

The bulk of ARRC's contributions are in-kind. These range from donation of rail tickets and promotional items (posters, pins, etc.) to use of ARRC rail service, railcars and materials and railroad facilities. The railroad works to improve the quality of life for residents along the railbelt by leasing land to communities at less than fair market value for parks, bike trails and other public interest uses.

ARRC is a charter sponsor for developing School Business Partnerships. The railroad has formed school business partnerships through which employees offer thousands of volunteer hours each year in support of educational programs.

ALASKA RAILROAD PRESS INFORMATION

Projects

The Alaska Railroad's capital projects aim to improve and enhance track safety, equipment and facilities. In addition, our program of projects strives to integrate new products and services and to complement the economic development goals of railbelt cities and the State of Alaska. The Alaska Railroad Corporation is building a safer, more efficient railroad to meet Alaska's growing transportation needs. [Click here](#) to view a program of current capital projects and view a schedule of open houses, meetings and presentations.

STORY IDEAS

For help developing your Alaska Railroad story, please contact Tim Sullivan, Corporate Affairs at (907) 265-2357 or sullivant@akrr.com.

Freight

1. While most people think of the scenic wonder and incredible passenger experience on board the Alaska Railroad, the true bread and butter of the ARRC is its freight service, which has been fueling the Alaska economy since well before Alaska was even a state. From gravel to coal, petroleum and even general consumer goods – you name it, we haul it.
2. With the Alaska Railroad's Rail-Marine Service, customers can load their goods onto a railcar in the Lower 48 and it will be seamlessly transferred to Alaska and railbelt communities via the ARRC port in Seattle.

ALASKA RAILROAD PRESS INFORMATION

Mechanical

The Alaska Railroad is one of the only railroads to offer both freight and passenger service in the United States. The Railroad faces technological and geographical challenges to meet the needs of its freight customers and the thousands of visitors and Alaskans who ride the rails each year. One innovation developed with the Alaska Railroad in mind was the new 4300 series of SD70MAC locomotives, built for freight and passenger service. These new locomotives provide the hauling capacity needed for freight loads with electrical head-end power units used to generate power for the electrical requirements of Alaska Railroad passenger cars.

Passenger Service

For more story ideas on the Alaska Railroad's unparalleled passenger services, [click here](#).

1. GoldStar Service on Coastal Classic Train - The Alaska Railroad added two new double-deck dome cars to their fleet in May of 2005. Two more cars were purchased in 2007 and the new cars were put into service on the Denali Star in 2008. The high demand for the new GoldStar Service aboard the Denali Star train led the Alaska Railroad to purchase two more of the \$4 million luxury dome cars in 2008. The ever-popular GoldStar Service was introduced on the Coastal Classic train, service from Anchorage to Seward in May 2009.

2. New vacation packages for the adventure traveler - We've added more exciting options for the adventure traveler. Itineraries include scenic rail travel and other transportation links to unique experiences that are "off the beaten path." New packages include the "Kenai Deluxe Adventure" and the "Alaska Fishing Sampler," ideal vacation options for the fishing enthusiasts who may be traveling with someone that may not be so enthusiastic about fishing. Our packages can be customized to satisfy any interests. The "Alaska Indulgence" 12 day/12 night package spans from the Arctic Circle to the seaport town of Seward, the gateway to Kenai Fjords National Park. Along the way you'll indulge in Alaska through unique and exclusive experiences in the Denali backcountry, remote fly-in lodges, and the Kenai Peninsula with superb dining and some of the finest tour excursions in Alaska. Accommodations, gourmet dining, with helicopter accessed guided fishing and hiking options.

ALASKA RAILROAD PRESS INFORMATION

3. Alaska Railroad and U.S. Forest Service introduce new Whistle Stop Service to the Chugach National Forest - A new partnership between the Alaska Railroad Corporation and the U.S. Forest Service provides the public with a distinctive travel and recreational experience found nowhere else in the United States. And the only way to get there is on the Alaska Railroad. The first phase of the project includes the opening of the Spencer Glacier Whistle Stop. The completed project will include a series of five Whistle Stop stations where visitors can disembark the train to take a day or overnight trip into the heart of the Chugach National Forest. Plans call for a connected system of trails linking the different recreation sites and allowing visitors access to lakes, glaciers and high mountain passes. Other recreation opportunities include guided interpretive hikes along the more developed trail segments as well as opportunities to engage in a variety of outfitted/guided recreation opportunities. Adventure travelers can now step off the train at Spencer Glacier and take a 5.4-kilometer hike to the glacier on their own or opt for a guided two-kilometer hike with a naturalist. Others may choose to go on a guided rafting or canoe trip with Chugach Adventure Guides. Two group campsites may also be reserved.

Real Estate

The Ship Creek Revitalization project began in 1998, and charts the Alaska Railroad's vision for its property in downtown Anchorage over the course of the next 20 years. It includes proposals for housing and hotels, retail outlets, restaurants, trails, an outdoor plaza and market for arts and crafts, and a parking garage. It also includes an intermodal facility to support anticipated growth in demand for rail services and to provide convenient links to Anchorage's other major transportation modes, including air travel at the Ted Stevens Anchorage International Airport, buses, private vehicles, taxis and pedestrian routes. The Ship Creek area currently houses the Alaska Railroad's corporate headquarters as well as its Anchorage passenger depot. Ship Creek is home to a healthy salmon run each summer, and runs into nearby Cook Inlet.

Capital Projects

The Alaska Railroad is in the midst of a dynamic capital campaign to improve facilities and services system-wide and in specific railbelt communities. From new depots to projects that create better stream crossings to facilitate salmon spawning, the Alaska Railroad is always looking for ways to improve its operations.

1. Track rehabilitation

The Alaska Railroad is in the midst of an aggressive track rehabilitation program as part of an ongoing effort to upgrade the mainline, sidings and yards from Seward to Fairbanks. The program calls for replacement of rail, ties and ballast in areas of critical need along the railbelt.

ALASKA RAILROAD PRESS INFORMATION

2. Historic freight shed gets green face lift

The Alaska Railroad Corporation started construction in 2009 on Alaska's first historic building seeking certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program. The railroad's long-shuttered freight shed facility, which has been vacant since the mid-1980s, has been converted into first-class office space. It is among the few LEED certified buildings in Anchorage, historic or otherwise. The freight shed offers tenants roughly 36,000 square feet of commercial space, which is subdivided among a number of tenants. The first tenants moved into the space early 2011. The renovation is among the first steps in an overall vision for Anchorage's Ship Creek area, which is to create a community commerce center and market atmosphere akin to Vancouver's Granville Island or Seattle's Pike Place Market.

Research and Development

The team of engineers at the Alaska Railroad is constantly developing new railroad technology, some of which is ultimately deployed in similar businesses and operations nationwide.

Positive Train Control

The Alaska Railroad is developing a multi-phase program to design, develop and implement a communication-based train control system that utilizes data radio communications between train dispatchers and train crews, or dispatchers and roadway workers. The Collision Avoidance System (CAS) will ensure efficient and safe freight, passenger, and roadway worker operation.

Corporate

The average length of service to the Alaska railroad among its employees is 12 years, compared to a national average of four years. There's a reason why employees stay with the Railroad for the long haul – a corporate culture that values its employees and their safety. In 2011 the railroad had 685 full-time employees made up of 571 men and 114 women.

The Alaska Railroad is unlike any other State of Alaska agency. It is owned by the state, but is incorporated and run like a business. The ARRC is managed by a seven-member board of directors appointed by the governor, but receives no operating funds from the state, nor are its employees state employees. Rather, it generates revenue through freight, passenger and real estate services to cover personnel, operations and maintenance expenses.

ALASKA RAILROAD PRESS INFORMATION

Blue & Gold Make Green

The Alaska Railroad is committed to protecting Alaska's environment, and recently earned its Green Star Award certification, as well as an Air Quality Award recertification. The Alaska Railroad recently invested in new, more efficient and lower-emission locomotives, and switched to ultra-low-sulfur diesel ahead of U.S. Environmental Protection Agency mandates. It takes just one gallon of gasoline to move a ton of freight the length of the entire Alaska Railroad route, making it the greenest way to move freight - or just go sightseeing - in Alaska.

Other programs and initiatives of the Alaska Railroad support its belief that protecting the environment is central to the railroad's future success:

- Substantial investments in track straightening and track upgrades mean more efficient, shorter runs among points along the entire Railbelt
- Planned upgrades to locomotives will mean lower emissions
- The Real Estate and Facilities Department used thermal imaging to identify and repair sources of heat loss in more than 70 railroad facilities. In 2008, energy demand on the Anchorage rail yard boiler plant dropped by nearly one third.
- Facility crews are upgrading smart thermostats to regulate day and nighttime temperatures for maximum efficiency, installing light-switch motion detectors and replacing inefficient fluorescent lamps and garage doors.
- Work began on a green upgrade to ARRC's freight shed facility in Ship Creek. The building will be certified by the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program when complete.

ALASKA RAILROAD PRESS INFORMATION

ALASKA RAILROAD FACTS:

Some of the same equipment used to build the Alaska Railroad was used in construction of the Panama Canal.

The steepest grade on the Alaska Railroad is 3 percent, between Spencer and Grandview on the way to Seward.

The Alaska Railroad is one of North America's only railroads that provides both passenger and freight service, and is one of the last railroads with whistle stop service.

The bridge over Hurricane Gulch, the most dramatic on the line, was built in 1921, using more than 100,000 rivets. It extends 915 feet across the canyon and soars 296 feet over Hurricane Creek.

The northern end of the mainline is in Fairbanks. Mile One of the railroad is in Seward, although technically, the first mile and a half was wiped out by the 1964 Good Friday earthquake.

ALASKA RAILROAD PRESS INFORMATION

HISTORY

The Alaska Railroad is steeped in history, playing a pivotal role in our country's military and economic endeavors, as well as in the development of the 49th state. It grew from humble beginnings in 1904 as a private rail line stretching just a few miles north from its starting point in Seward. The owners, the Alaska Central Railway, and later the Alaska Northern Railway, went bankrupt.

A decade passed before the federal government became interested in an Alaskan railroad for mining and military purposes. In May 1914, President Woodrow Wilson created the Alaskan Engineering Commission, charged with determining the best route from a southern ice-free harbor to the winter-bound rivers of the Interior. In April 1915, President Wilson chose the roughly 500-mile route starting in Seward and ending in Fairbanks. A skeptical Congress funded the eight-year construction project. Finally, on a sweltering and sunny day, July 15, 1923, President Warren Harding drove the golden spike in Nenana, marking the railroad's completion.



In 1985, the federal government wanted out of the railroad business, and the State of Alaska offered to buy the Alaska Railroad for \$22 million. The State of Alaska became the official owner of the Alaska Railroad Corporation and remains so to this day.

The state-owned Alaska Railroad is incorporated and run like a private business. A seven-member board of directors guides the railroad's policy and direction to ensure the railroad remains self-sufficient, as required by law. The Alaska Railroad receives no operating funds from the state. Rather, it must generate enough revenues – through freight, passenger and real estate services – to cover operations and maintenance expenses.

ALASKA RAILROAD PRESS INFORMATION

HISTORY/TIMELINE

1903

Alaska Central Railway built the first rail road in Alaska starting in Seward and extending 50 miles north.

1910

Alaska Central Railway went bankrupt in 1907 and reorganized as the Alaska Northern Railway Co. in 1910 extending the railroad to Kern Creek - 71 miles from Seward.

March 12, 1914

The U.S. Congress agrees to fund construction and operation of a railroad from Seward to Fairbanks. Estimated construction cost - \$35 million.

June 1915

Anchorage is created as a railroad construction town along Ship Creek where the railroad moves its headquarters from Seward.

1917

Railroad construction crews peak at 4,500 workers. The Tanana Valley Railroad, a 45-mile narrow-gauge line into Fairbanks from the Chatanika mining area to the northwest, was purchased, principally to obtain its Fairbanks terminal facilities.

July 15, 1923

President Warren G. Harding travels to Alaska to mark the completion of the Alaska Railroad by driving the golden spike in ceremonies at Nenana, one of the state's largest cities at the time. President Harding died from an attack of food poisoning on his return trip to San Francisco on August 2, 1923.



ALASKA RAILROAD PRESS INFORMATION

1930

A combined population of 5,400 people in Seward, Anchorage and Fairbanks, the three towns of any size along the railbelt, is unable to generate enough business to make the railroad profitable.

1938

Under the management of Col. Otto F. Ohlson, the Alaska Railroad operates its first profitable year.

1940-43

World War II brings large profits from hauling military and civilian supplies and materials.

1943

Two tunnels are built through the Chugach Mountains to allow rail access to Whittier, a military port and fuel depot, to support the war effort. A new Anchorage passenger depot is completed in December.

1944

Whittier opens as a second railroad port. Diesel locomotives begin to replace steam engines, a process completed in 1966 when the last steam engine was sold.

Post-War

Congress approves \$100 million track rehabilitation program.

October 1947

The inaugural run of the AuRoRa, a blue and gold streamliner, marks upgraded passenger service between Anchorage and Fairbanks.



ALASKA RAILROAD PRESS INFORMATION

1953

Competition from roads forces Seward passenger service to be discontinued. Extensive track rehabilitation completed.

May 1962

First car-barge service established at Whittier, followed by train-ship service in June 1964. These services enable railcars from any rail point in the Lower 48 to be shipped to any point along the Alaska Railroad.

April 25, 1963

President John F. Kennedy signs executive order making the Alaska Railroad tariff rates subject to the Interstate Commerce Commission.

March 27, 1964

Railroad damage from the Good Friday earthquake estimated at \$30 million. Freight service from Anchorage to Fairbanks is restored April 6, passenger service is back on line April 11 and freight service to Whittier resumes April 20.

April 1967

Control of the Alaska Railroad passes from the Secretary of the Interior to the Secretary of Transportation.

January 1983

President Ronald Reagan signs legislation authorizing transfer of the Alaska Railroad to the State of Alaska.

May 1984

Alaska legislature authorizes Governor Bill Sheffield to negotiate with the federal government for the Railroad's transfer to the state. Tour Alaska attaches the first three private dome railcars to the Anchorage/Fairbanks daily train service. In July, Sheffield signs legislation establishing the quasi-public Alaska Railroad Corporation and its seven-member board of directors.



ALASKA RAILROAD PRESS INFORMATION

January 1985

The Alaska Railroad becomes the property of the State of Alaska in transfer ceremonies held in Nenana and Seward.

October 1986

A 100-year flood destroys two major bridges and several smaller bridges and covers the tracks in mud, causing nearly \$3 million in damage. Service is restored within 13 days.

1988

A new depot is constructed at Denali National Park and Preserve, the ultimate destination of thousands of summer visitors.

Winter 1989-1990

A severe winter of extended cold and heavy snowfall causes delays to train operations. Attempts to deter moose from the tracks include a pilot car that runs in front of freight trains to shoo moose off the tracks and noise-making shotgun shells.

December 1990

Freight revenue for the year increases overall by 10 percent. Passenger ridership increases 17 percent over 1989, totaling 436,964 passengers.

1992

Two 1,500-horsepower switch engines are purchased to free road engines for heavier work and improve customer service.

May 1992

Employees in Anchorage move into a new, 38,700-square-foot headquarters building constructed along Ship Creek. Cost of construction totals \$6 million. Alaska Railroad Corporation is the sole tenant.



ALASKA RAILROAD PRESS INFORMATION

1993

Alaska Railroad Corporation retires 200 old railcars to reduce expenses.

November 1994

The railroad brings up a 700-foot long rail grinder to remove imperfections on the rail. Cost is \$1.2 million to realize a cost savings of \$5.3 million over 10 years.

December 1995

Ridership hits a new high with 492,528 passengers riding the train during 1995.

1996

The Alaska Railroad shows a record profit of \$8 million, surpassing the previous record profit of \$7.9 million in 1995. Passenger ridership grows to 512,000.

1996

Alaska Railroad begins to qualify for federal funding and receives \$10 million in Congressional Grant funding to install 87,000 railroad ties.

1997

Alaska Railroad develops a program of projects to build new depots and docks, improve rail infrastructure and modernize through new technology.

1999

Whittier Tunnel opens to vehicular traffic and becomes the only rail/vehicle shared tunnel in the United States. Railroad ceases to operate the Whittier rail shuttle between Portage and Whittier after 55 years of service.



ALASKA RAILROAD PRESS INFORMATION

2000

Railroad purchases 16 new 4,000 horsepower SD70MAC locomotives to increase fuel efficiency and capacity.

2000

Railroad initiates the Grandview passenger train to serve cruise ship passengers traveling between Seward and Anchorage. Computer Aided Dispatch introduced to replace manual method of tracking trains on handwritten log sheets.

2001

Patrick K. Gamble, former Four Star Air Force general, named new CEO and president of the Alaska Railroad Corporation.

2001

Railroad completes new freight dock in Seward and upgrades the existing dock to a passenger-only facility. Improved avalanche detection and prevention system installed. Railroad joins new partnership with Lynden Transport to operate the rail-barge service between Whittier and the Lower 48. The new tugboats and barges increase efficiency.

2001

Railroad begins construction on track straightening program between Anchorage and Wasilla to improve safety and efficiency and reduce the transit time by 40 minutes.

2002

Real estate revenues exceed \$11 million for the first time. New web-based passenger reservation system implemented. Railroad initiates program to install auxiliary power units and software technology on locomotives to reduce diesel emissions and noise.



ALASKA RAILROAD PRESS INFORMATION

2002

Many projects completed using federal funds including the Bill Sheffield Rail Depot at Ted Stevens Anchorage International Airport, Whittier Pedestrian Underpass (traverses under rail yard), side-unloading barge dock in Whittier and Ship Creek Plaza and pedestrian amenities including sidewalks and lighting.

2003

New sightseeing service to Grandview and Spencer Glacier initiated, proving to be a popular day-trip travel choice in 2003. Alaska Railroad completes new depot at Denali National Park and Preserve.

2003

Most successful year in Alaska Railroad history: net income reaches a record high of \$14.5 million; fewer number of employees are injured than ever before; train incidents measured well below national average; and, Onboard Services Magazine names Alaska Railroad the best passenger railroad in 2003.

Spring 2004

Railroad purchases eight new SD70MAC locomotives, increasing the number of railroad locomotives to 60. At 4,300 horsepower, the new locomotives increase the railroad's capacity.

August 2004

The Alaska State Fair Intermodal Commuter Center opens at Alaska State Fair grounds in Palmer. The new facility, initiated by the State Fair, includes a new rail station, restrooms, handicap parking and convenient and safe drop-off traffic flow through a new fair gate.



ALASKA RAILROAD PRESS INFORMATION

April 2005

The Alaska Railroad dedicates its new Anchorage Operations Center. The new state-of-the-art facility serves as the nerve center of the Alaska Railroad, bringing dispatch, transportation, safety, and operations together under one roof.

May 2005

The Alaska Railroad dedicates its new Fairbanks Depot designed for traveler convenience, efficiency, safety and to meet the railroad's capacity needs for the next 30 years.



May 2005

The Alaska Railroad introduces its new GoldStar first class rail service by adding two new double-deck luxury cars to the Denali Star Train, which operates daily from mid-May through mid-September.

May 2006

ARRC employee Dwight West wins Safety Person of the Year Award presented by the American Short Line and Regional Railroad Associations. The ASLRRA is a national organization representing over 400 railroads across the United States.

August 2006

The ARRC, for the first time ever, issues tax-exempt bonds to fund an aggressive track refurbishment program.

August 2006

Widespread flooding knocks out rail and highway service between Anchorage and Fairbanks. The Railroad is back up and running in less than 48-hours becoming the first transportation link between Alaska's two largest cities.

June 2007

The Alaska Railroad Corporation and the Matanuska Susitna Borough signed a Memorandum of Agreement to pursue environmental work, engineering and alternative analysis in support of the Surface Transportation Board (STB)-led environmental document for a Port MacKenzie rail line extension.

ALASKA RAILROAD PRESS INFORMATION

Fall 2007

Alaska Railroad begins burning ultra-low sulfur diesel fuel in all its locomotives, well ahead of the federal 2010 deadline.

2007

Alaska Railroad records a record-setting safety year, with only one reportable train “accident” (anything over \$8,700 damage) for the year. This ties a railroad record and is well ahead of the national average. ARRC recorded its second-lowest incidence of minor train derailments for the year, a 64 percent reduction over six years.

Summer 2008

As part of an overall initiative to improve the railroad’s environmental footprint, the Alaska Railroad reduces energy demand on the Anchorage rail yard boiler plant by nearly a third.

Summer 2008

Alaska Railroad conducts its largest military mobilization move ever, transporting nearly 1,000 military vehicles from Fort Wainwright to the Port of Anchorage in support of the 1-25th Stryker Brigade Combat Team’s eventual deployment to Iraq.

Summer 2008

Crews laid more than 95 miles of rail, installed nearly 60,000 ties, and resurfaced track with more than 100,000 tons of high quality Alaska ballast rock.

Fall 2008

Alaska Railroad begins transforming its 1940s-era freight shed in Anchorage into Alaska’s first Leadership in Energy and Environmental Design (LEED)-certified historic office building.

2008–2009

The Alaska Railroad reduces its workforce by about 25% (200 positions) during a two-year period, in response to a global economic downturn.



ALASKA RAILROAD PRESS INFORMATION

May 2009

The Alaska Railroad Corporation debuts the new Diesel Multiple Unit (DMU) on the Glacier Discovery train service.

September 2010

Rail industry veteran Christopher Aadnesen is named President & CEO.

December 2010

The Alaska Railroad is awarded a 10 year lease for the USDA Forest Service in the newly remodeled Freight Shed; Alaska's first reconstructed historic building to be certified under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED).

March 2011

The Surface Transportation Board releases the final EIS on the Point MacKenzie Rail Extension recommending the Mac East Variant (Mac Central) and Houston South as the preferred route.

September 2011

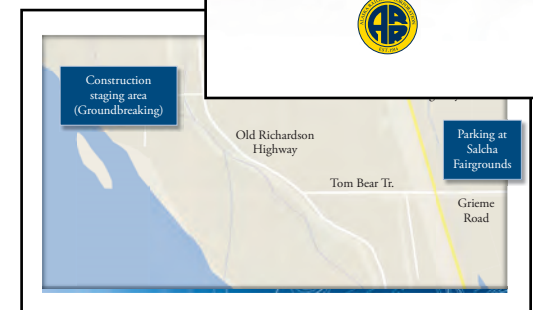
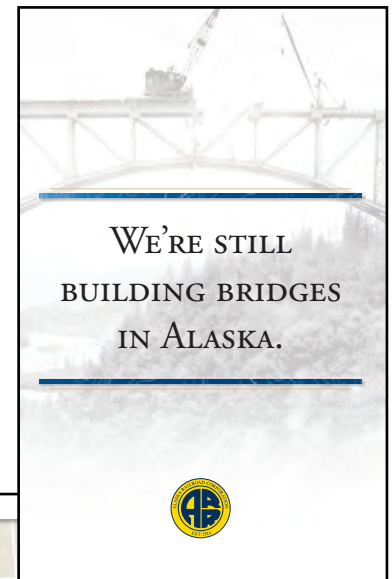
The Alaska Railroad hosted a groundbreaking ceremony for the Tanana River Crossing (Northern Rail Extension - Phase 1) in Salcha Alaska. The \$188 million capital project will allow for year round access by the military to the largest training grounds in the country and is expected to be completed by 2014.

November 2011

The Surface Transportation Board authorizes the Alaska Railroad to build and operate the new Port MacKenzie Rail Extension.

2011

The Alaska Railroad transports 1.1 million tons of coal for export.



ALASKA RAILROAD PRESS INFORMATION

ROUTE MAP



ALASKA RAILROAD PRESS INFORMATION

ECONOMIC IMPACT

[Institute of Social and Economic Research \(ISER\) report, February 2005](#)

Spending by the Alaska Railroad Corporation supports nearly 1,900 Alaskan jobs and pumps over \$83 million in payroll into the state economy annually, according to a report released by the University of Alaska's Institute for Social and Economic Research (ISER).

ISER's report outlines ARRC's economic significance to Alaska by examining railroad spending between 2001 and 2003. The review found that over those years ARRC had spent an annual average of \$108 million in Alaska, split between payroll for railroad employees (41 percent) and purchases from Alaska businesses (59 percent).

The \$108 million (roughly two-thirds of the average annual ARRC expenditures for those years) supports approximately 1,100 non-railroad Alaskan jobs ranging from health care services to restaurants to retail trade.

ISER also discussed how the Alaska Railroad benefits Alaska in other ways. The railroad's existence greatly influences, or in some cases actually enables, economic development by providing an efficient transportation link necessary for Alaska.

For more information on the Alaska Railroad Corporation's economic impact click on the links below to read more of the ISER report

[Full Report](#)

[Executive Summary](#)

[ISER website](#)