

COMMUNITY

t i e s

Alaska Railroad Corporation
2nd Quarter, 2001

www.alaskarailroad.com • (907) 265-2300

RAILROAD SEEKS SHARED VISIONS

CEO Patrick Gamble focuses on community partnerships

Community Ties up my thoughts about as succinctly as I am able to do it. Community partnering is my philosophy when it comes to working railbelt

issues with Alaska municipalities, boroughs and towns. How should that work? To begin, Alaska Railroad needs to be an integral supporter of your planning process, not viewed as an obstacle to be overcome on your road to progress. If we can partner with you in the planning process, then we become stakeholders in the decisions you make. In turn, that responsibility obligates us, as partners, to bring all our resources to bear to help you turn your community plans into action, into results, into progress.

I'll wager each of our organizations are busy creating "visions." And chances are good these visions tend to overlap along the railbelt. If we synchronize our visions and get on the same wavelength, we can avoid a chief source of gridlock and delay.

At the railroad, I am working with my team to emphasize "effects based thinking." We



Patrick Gamble

define the effects we want, emphasizing clarity. Next, we focus on the specific set of processes that will optimize the selected effects. Then we act. Effects drive processes, not the other way around. In this model, "studies" are not usually considered a measure of progress.

I am preparing the Alaska Railroad for a bright, busy future along the railbelt. But we cannot....and will not....try to go it alone. The Railroad needs to partner with state and municipal leaders in order to bring our resources to bear in a constructive way. Along those lines, we are willing to go more than halfway to resolve differences, if it moves us all toward the common goal. Your development should be in our plan. Our plan should compliment your vision. The most effective way to do that, in my opinion, is to share early on and to include the Railroad on your municipal technical advisory and planning groups.

I look forward to working with you for the betterment of your communities and for the State of Alaska as we shape the conditions for our success together.

Alaska Railroad
Ongoing Projects:

Anchorage Airport Rail Station

Fairbanks Intermodal Facility

Fairbanks/North Pole Bypass
Reconnaissance Study

Seward Dock Improvements

Whittier Pedestrian Underpass

Anchorage-to-Wasilla
Track Realignment

Southcentral Commuter Study

Denali Depot Improvements

Anchorage and Fairbanks
Railyard Study

Ship Creek Improvements

Anchorage Rail Depot

South Anchorage Double Track

For updates or comments on
these projects, visit the
Alaska Railroad web site at
www.alaskarailroad.com

PROJECT CONSTRUCTION, PLANNING IN FULL SWING

Railroad continues capital improvements from Seward to Fairbanks

From Seward to Fairbanks, the Alaska Railroad Corporation (ARRC) is undergoing an ambitious capital projects program to improve facilities and infrastructure. With construction season in full swing, this program is literally taking shape and residents may notice the increased activity along the railbelt this summer.

Detailed descriptions of ARRC's projects are available on the Railroad web site:

<http://www.alaskarailroad.com>. Public

comments are welcome via

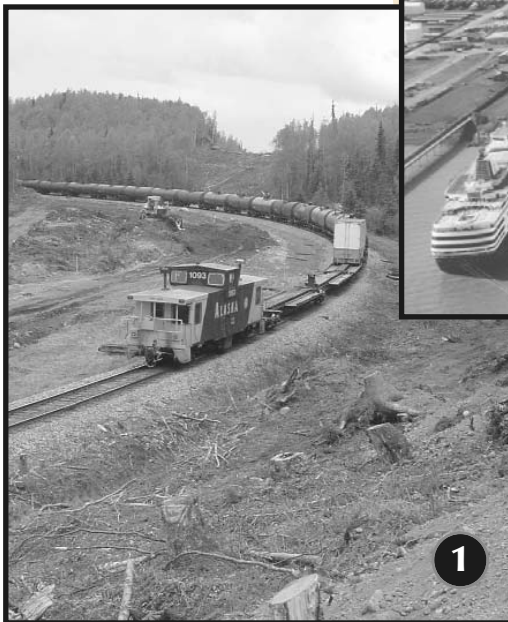
- e-mail — public_comment@akrr.com
- mail to Wendy Lindskoog
Alaska Railroad Corporation
P.O. Box 107500
Anchorage, Alaska 99501
- Fax to (907) 265-2365. ●

IN THE INTERIOR

Denali Depot — Facility expansion includes a larger platform, a new access road and parking facilities, site landscaping, baggage handling shelters and two passenger queuing shelters. Construction contracts should be bid late this year.

Fairbanks Intermodal Facility — An environmental assessment of the project is underway. The project includes an intermodal depot adjacent to the railroad operation, an additional passenger mainline track, and a balloon track for easier train turn-around. The concept design should be complete this summer with the construction contract bid later this year.

Fairbanks/North Pole By-pass Reconnaissance Study — A study completed last December examined a \$90 million construction project to re-locate mainline track from the Fairbanks Airport to North Pole, thereby eliminating 48 road/rail crossings. The Railroad is seeking public input through a series of meetings and is examining additional route alternatives.



● **Anchorage-to-Wasilla track realignment projects are reducing track curvature and improving safety features at road crossings along the mainline track. Construction from the Anchorage railyard through Elmendorf Air Force Base is underway. Final design and construction on other segments is expected to start this summer. This series of projects is scheduled for completion in Fall 2003.**

● **In Seward, passenger and freight operations have been separated with a refurbished passenger dock and construction of a new freight dock.**

● **The new train station at Ted Stevens Anchorage International Airport should be ready to receive passenger trains as soon as next summer. Pictured above are concrete columns to support bridges over South Aircraft Drive and the airport's out-bound loop lane, as well as elevated track leading into the station. Bridges will be installed in the fall.**

YOU'VE JUST GOTTA RIDE THIS TRAIN!

Railroad delivers on destinations and expectations

A lot has changed since 1918 when the Alaska Railroad carried its first passengers by steam engine north from Seward to Anchorage. Today, Alaskans still rely on rail for transportation. And for those seeking a truly Alaskan experience, rail travel is as much about the adventure as it is the destination.

Many Alaskans take advantage of the Railroad's "flagstop" service between Talkeetna and Hurricane Gulch. The only flagstop service in the nation, this

operation provides a vital transportation link for rural Alaskans traveling to favorite fishing holes, remote cabins and other adventure spots along a 55-mile stretch. The service runs Thursday through Sunday during the summer.

For those who want to see it all, there's a new summertime special showcasing Interior Alaska via a 4-day, 3-night journey from Anchorage to Denali National Park and Fairbanks. This rail-up, fly-back, all-inclusive package is just \$599 per person (a 15% discount), based on double occupancy. The offer is valid through September 15, 2001.

With all of its spectacular destinations — Seward, Whittier, Anchorage, Wasilla, Talkeetna, Denali and Fairbanks — the Alaska Railroad offers many ways to enjoy and transit Alaska. Guests can build their own multi-day itineraries that include overnight accommodations and a wide variety of optional excursions, such as flightseeing, fishing, river rafting, etc.

Call the Alaska Railroad for more information at (907) 265-2494 or (800) 544-0552. Visit the web site at www.alaskarailroad.com. ●

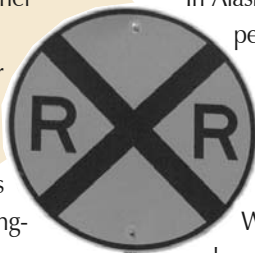
PEOPLE AND TRAINS: AVOIDING AN ACCIDENT

Wishing Alaskan neighbors a safe summer

If fishing, hiking or other outdoor activities should take you near railroad tracks this summer, please consider these words of wisdom from a long-time railroader,

"Railroad equipment is big and heavy, none of it stops real fast, and if you put yourself in front of it, the results are obvious."

National statistics confirm the magnitude of danger existing when people mix with trains. Each year nearly 500 people are killed and another 450 are injured while trespassing on railroad tracks.



In Alaska, during the past year, a pedestrian was killed when he was struck by a train near Talkeetna, and a woman was seriously injured when her snowmobile was struck on the track near Wasilla. There were also many close-calls between trespassers and trains. More facts to consider:

- People cannot always hear trains approaching, and if you are on an ATV it's almost guaranteed you won't hear an approaching train, nor its 100 decibel horn.
- A fully loaded freight train traveling 49 miles per hours (a common train speed in open country) can take more than a mile to stop.
- Danger exists even if you not on the track — freight trains can have loose metal banding that could strike people near the track.

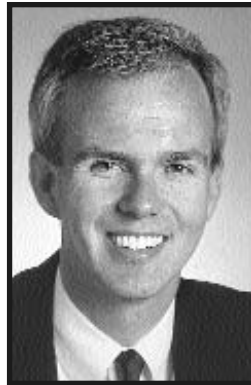
- If a locomotive engineer applies the emergency brakes in an attempt to avoid hitting you if you are on the track, it substantially increases the risk of a train derailment, endangering the crew, passengers, and anyone near the track.
- Trespassing on railroad property is a Class B misdemeanor punishable by 90 days in jail and a \$1,000 fine. The Alaska Railroad property generally extends 100 feet on each side of the track.
- Railroad special agents and local law enforcement officers patrol and watch the tracks for trespassers.

The men and women of the Alaska Railroad wish you and yours a safe summer, full of good times and good memories. ●

NEW CHIEF FINANCIAL OFFICER NAMED

Railroad welcomes experienced CPA

The Alaska Railroad Corporation (ARRC) recently named Bill O'Leary as Vice President Finance and Chief Financial Officer. He will head the Financial Division, which is responsible for the railroad's accounting and cash management, purchasing and materials management functions.



Bill O'Leary

"With Bill's financial expertise and prior railroad experience, he'll hit the ground running," said Pat Gambell, ARRC President and CEO. "Through his work with the state the past 13 years, Bill gained invaluable insight into the whole gamut of railroad activity – from corporate operations, fiscal administration and

regulatory compliance, to real estate transactions, vendor contracting, capital project oversight and public interaction."

While O'Leary was employed by the state's Division of Legislative Audit, he was the supervising auditor on all ARRC reviews conducted between 1990 and 1998. As controller for the Alaska International Airport System since 1998, he addressed many fiscal challenges faced by another self-sustaining, state-owned transportation operation.

Raised in Fairbanks, O'Leary is a veteran certified public accountant. He graduated from Monroe High School and earned a bachelors degree in accounting from UAF. ●

DID YOU KNOW? ARRC IS NOT "LIGHT" OR "HEAVY"

In discussing urban and suburban public transportation one often hears references to "light" and "heavy" rail. Light refers to systems like those utilizing street cars, as Portland does in the downtown area, while heavy refers to subway or elevated train systems, like Boston, New York, and Washington, DC. The Alaska Railroad is considered "commuter" rail and, as such, is governed by the Federal Railroad Administration (US DOT).

PRSRRT STD
U.S. POSTAGE PAID
ANCHORAGE, AK
PERMIT NO. 500

Alaska Railroad Corporation
P.O. Box 107500
Anchorage, Alaska 99510-7500

