



COMMUNITY

Alaska Railroad Corporation
1st Quarter 2012



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DEEP SNOW SPURS MOOSE MITIGATION

Railroad crews reduce moose incidents with several measures

Near record snowfall has attracted more moose to roadways and railways where cleared snow makes walking and finding food less of a struggle — with sometimes deadly consequences.

In response, the Alaska Railroad (ARRC) has stepped up already considerable efforts to help reduce moose incidents. During summer and fall, crews manually clear vegetation from the sides of the railroad right-of-way (ROW) to reduce feeding opportunities

close to the track. Along the same lines, the Alaska Railroad also appreciates and supports Alaska Moose Federation (AMF) efforts and has agreed to provide access to the ROW so that AMF can set up feeding stations away from the track. In the winter, ARRC crews clear snow off of the track, as well as 10-feet on either side of the track. In some areas, crews create and groom trails parallel to, but dozens of feet away from, the track. These efforts provide alternative paths for moose to travel, rather than down the center of the track. When a train does encounter a moose on the track, train crews attempt to startle them off of the track with blinking headlights and loud train whistle. Frequently this causes moose to bolt from the track, avoiding collision and injury.

When a moose is killed on the track, train crews do their best to ensure that the animal doesn't go to waste. The Alaska Railroad maintains an agreement with the Alaska Department of Corrections, whereby the Point MacKenzie Correctional Center is called to dispatch crews who recover moose hit on the track between Wasilla and Talkeetna. Inmates process the meat into burger, which is donated to the Food Bank of Alaska for distribution to needy Alaskans. On the north end of the track, ARRC notifies Fish & Game or Public Safety officials, who in turn notify a list of charitable organizations that recover the moose for the benefit of Alaskans in need. ●



Above: Snow reaches the top of old telephone poles near Grandview (photo by Judy Patrick)



Right: Track maintenance crews create alternate moose trails away from the tracks.



**Alaska Railroad
Ongoing Projects:**

**Northern Rail Extension
and Tanana River Crossing**

**Fairbanks - North Pole
Rail Relocation**

**North Pole Road/Rail
Crossing Reduction**

Positive Train Control

Port MacKenzie Rail Extension

**Healy Canyon Safety and
Reliability Improvements**

Ship Creek Intermodal Center

Chugach Forest Whistle Stop

South Wasilla Rail Relocation

**Bridge Improvements and
Track Rehabilitation**

**Seward Coal Loading Facility
Improvements**

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

NORTHERN RAIL EXTENSION: UPDATE, OUTREACH

Project Manager/Community Liaison pursues measures to engage, benefit residents

Now that construction on the Northern Rail Extension (NRE) Phase One (Tanana River bridge and levee at Salcha) is underway, the Alaska Railroad (ARRC) has established an on-site year-round Project Manager/Community Liaison position, filled by ARRC project veteran Mark Peterburs. Since the ground-breaking last fall, Peterburs has pursued several measures to ensure Alaskans remain informed and continue to benefit from this important capital project.

The work of busy beavers has spurred a remarkable partnership between the Alaska Department of Fish & Game (ADF&G), Salcha Elementary School, Tanana Valley Watershed Association (TVWA) and the Alaska Railroad.



Construction on the levee requires significant rip-rap material from a local source in North Pole.

One NRE environmental mitigation measure relates to the levee, and requires beaver dam monitoring along Pile Driver Slough to ensure that beaver dams do not hinder fish spawning. Through a 10-year mitigation plan, the non-profit TVWA will oversee beaver monitoring in close coordination with the school, where Principal Annie Keep-Barnes is a strong proponent of exposing students to real-world experiences that underscore classroom learning. Equipped with data recording supplies underwritten by the project, students will take field trips to monitor and record beaver activity, providing the raw data to TVWA. The association will then compile, analyze and report the data.

Another community outreach effort involves a beautiful, sturdy log cabin that was built along the river decades ago with the sweat equity of Forrest and Terry Bradbury. The property where the cabin sat was needed for the bridge / levee project. Rather than demolish the cabin, Peterburs sought solutions, eventually accepting one local contractor's offer of \$500 and free removal to save the cabin and relocate it. In light of the benefit to the project, the Alaska Railroad is donating the \$500 to benefit the Salcha Senior Center.

Finally, Peterburs is coordinating the distribution of firewood generated from land cleared for the construction site last fall. Wood from felled trees is being cut, split and stacked and should be ready for distribution to local residents by May 1. About 250-300 cords of wood will be available for the free firewood program. ●

NORTH POLE PROJECT DRAFT EA RELEASED FOR REVIEW

A Draft Environmental Assessment (EA) of the North Pole Road/Rail Crossing Reduction was released for public review in mid-March. The public is invited to a meeting to discuss EA findings 4:30 - 6:30 p.m on April 5, at the Hotel North Pole, at 449 N. Santa Claus Lane.

Comments may be submitted by April 25 via: 1) mail to ARRC Capital Projects, P.O. Box 107500, Anchorage, AK 99510-7500; 2) email to public_comment@akrr.com; or 3) fax to (907) 265-2365.

The project will: 1) Close 9 at-grade crossings within the City of North Pole, including the Richardson Hwy cross-

ing; 2) Construct a grade-separated crossing over Richardson Hwy; 3) Reduce train traffic at 3 crossings along the spur track; 4) Realign the track along the Tanana River Flood Control Levee; and 4) Acquire land for the new realigned right-of-way.

A project fact sheet and the EA are available online at www.AlaskaRailroad.com Printed copies are available at North Pole City office and library, Fairbanks North Star Borough office, and the Noel Wien Library in Fairbanks. To request an EA copy contact Jeanette Greenbaum at (907) 265-2440, or email GreenbaumJ@akrr.com. ●

ARRC SPRING OPEN HOUSE EVENTS

Railroad Days May 5 in Anchorage and May 12 in Fairbanks

The Alaska Railroad has scheduled spring *Railroad Days* community open house events for consecutive Saturdays on:

- **May 5 in Anchorage.** 11:00 a.m. to 3:00 p.m. at the Ship Creek Historic Depot, 411 W. First Avenue.
- **May 12 in Fairbanks.** 10:00 a.m. to 2:00 p.m. at the Fairbanks Railroad Depot, 1745 Johansen Expressway.

The open houses offer an ideal venue for the public to experience their state-owned railroad. Events feature free train rides, opportunities to climb aboard static displays of passenger railcars and locomotives, displays of various freight railcars and cool track maintenance heavy equipment. Plus, balloons, fun children's activities, and live entertainment from hip military bands playing upbeat and popular music help welcome summer back to Alaska. Best of all, Alaska Railroad employees are on hand to engage with neighbors in an atmosphere suitable for all ages — from the wide-eyed toddler to inspired seniors. Events and nearby parking are free to the public.

For more information, please contact Stephenie Wheeler by calling (907) 265-2671 or email wheelers@akrr.com. ●



Free train rides are a bit. (Photo by Stephenie Wheeler)

NEW VP BUSINESS DEVELOPMENT

Transportation marketing veteran Dale Wade joins team

The Alaska Railroad (ARRC) recently hired Dale Wade as VP Business Development. He is responsible for ARRC's marketing, promotion, sales, pricing, product design and implementation of freight and passenger services.

Wade most recently served as the President of GoldStar Logistics Solutions. Previously, he was Managing Director and Transportation Consultant for AFMS Transportation Management in Portland, OR; National Account Executive for FedEx Corporation in Anchorage; and Sales Manager for CF Freight in Anchorage.



"Dale has the experience and the knowledge of the transportation industry that is so critically important to the Alaska Railroad," said ARRC President and CEO Chris Aadnesen. "His focus on teamwork and customer service will play a big part in our continuing mission to deliver the best service to the people of Alaska and our visitors."

Wade assumed the position from Steve Silverstein who retired at the end of 2011 after 10 years as VP Business Development and 16 years with the Alaska Railroad. Silverstein will continue to assist ARRC with ongoing key projects as a Business Development Transition Specialist. ●

RAILROAD 2011 ANNUAL REPORT

The Alaska Railroad Corporation releases its 2011 annual report April 1.

In line with the Alaska Railroad's efforts to continually improve environmental stewardship, the annual report will be produced electronically only.

Beginning April 1, the report is available on the Alaska Railroad website at www.AlaskaRailroad.com

-> CORPORATION ->
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RAILROAD WELCOMES PIECE OF HISTORY HOME

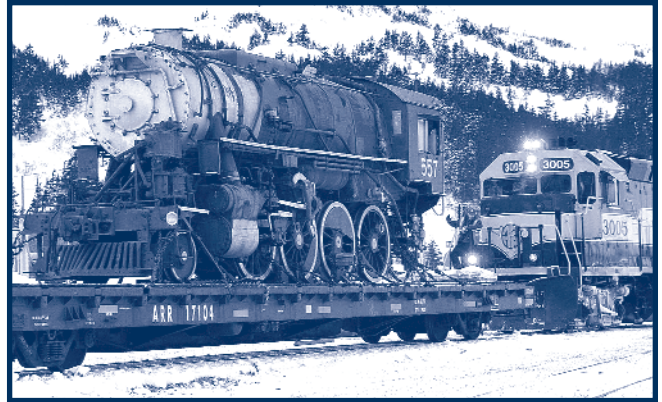
Steam Engine No. 557 returns to Alaska for future service along Alaska Railroad rails



A tangible piece of Alaska Railroad history came home in January. *Steam Engine No. 557* — the last steam locomotive in active, regular use on the Alaska Railroad — arrived in Anchorage on January 3, almost 50 years after it left service.

Engine 557 was built in 1944 for the U.S. Army Transportation Corps (USATC) and was shipped to Alaska to support the war effort. After nearly two decades of service, *Engine 557* was retired in June 1963 and sold in 1964 to scrap metal dealer Monte Holm of Moses Lake, Washington. In 2010, Jim and Vic Jansen of Lynden Transport purchased *Engine 557* from Holm's estate to ensure its return to Alaska. The Jansens graciously donated the locomotive to the railroad with the proviso that it be relocated to Anchorage, rehabilitated and eventually put back into service. The Alaska Railroad is interested in using the locomotive during the summer passenger season in the future.

“We believe there is a market for tours that combine the state’s incredibly scenic territory with a beautifully preserved reminder of the early days of steam railroading in Alaska,” said Alaska President & CEO Chris Aadnesen.



Yesterday's steam engine locomotive No. 557 is coupled to today's SD70MAC locomotive which hauled it from Whittier to Anchorage after arrival January 3. (Photo by Dave Blazejewski)

The Alaska Railroad is coordinating with several non-profit foundations and numerous volunteers to begin raising funds for *Engine 557's* refurbishment. While the steam locomotive is in relatively excellent, near-running condition, *Engine 557* still requires several hundred thousand dollars and thousands of hours of experienced labor to bring it up to the standards necessary to operate on today's railroad. ●

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