



COMMUNITY

**Alaska Railroad Corporation
3rd Quarter 2012**



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Get the status and details about Alaska Railroad capital improvement projects along the rail corridor, from the Seward coal loading facility, to Chugach Forest whistle stops, to the Port MacKenzie Rail Extension, to the Northern Rail Extension, to bridge and track rehabilitation and repair.

ENGINE 557 RESTORATION PROGRESSES

Historic steam locomotive project gains leadership and location

Since historic steam Engine 557 returned to Alaska in January, progress has continued on the effort to restore the locomotive to eventual service on the Alaska Railroad (ARRC). In late August, the project gained both leadership and a location from which to work.

Ten people stepped up to help lead the new non-profit organization — Engine 557 Restoration Company (Restoration Co.) — as members of its inaugural board of directors:

- Restoration Co. President Patrick Durand is an historian of Alaska's railroads
- Dick Morris, Museum of Alaska Transportation & Industry board service

(see "Engine 557 Restoration Update" on page 3)

RAILROAD'S NEW AWARD OF EXCELLENCE

Historic Freight Shed renovation team garners first Mears Award

President & CEO Chris Aadnesen recently presented the inaugural Colonel Frederick Mears Award for Excellence to the team responsible for revitalizing the Historic Freight Shed. The new award recognizes people and projects that move the Alaska Railroad forward and contribute to the greater good of Alaska and railbelt communities. Aadnesen presented the awards in late August, during a ribbon-cutting ceremony marking the U.S. Forest Service (USFS) move into the facility.



Ribbon cutting to mark the Forest Service (USFS) move into the Historic Freight Shed, L-R: ARRC CEO Chris Aadnesen, Anchorage Mayor Dan Sullivan, U.S. Senator Mark Begich, and USFS officials Ruth Monahan, Terri Marceron and Paul Brewster. (Photo courtesy of Sara Boario, USFS).

Railroad recipients include: VP Real Estate & Facilities Jim Kubitz; Facilities Director Paul Farnsworth; Leasing Manager Andy Donovan;

(see "Mears Award of Excellence" on page 3)

Visit our web site at
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INTERNATIONAL SNOW SCIENCE WORKSHOP



*Snow plow at work on the rail.
(photo by Judy Patrick)*

In mid-September, the Alaska Railroad (ARRC) lent support to the International Snow Science Workshop (ISSW), a biennial gathering of snow science and winter recreation professionals.

ARRC Avalanche Expert Dave Hamre co-chaired this year's ISSW. Thanks to his commitment, ISSW was hosted for the first time in Alaska, offering a forum to merge theory and practice from nearly 650 scientists and practitioners. The agenda included over 200 papers/presentations that showcased new theories and research, new technology, and innovative solutions.

Since 1976, ISSW has kept practitioners like Hamre familiar with industry trends. ARRC has certainly benefitted by remaining focused on proven technologies and glean-ing time-saving ideas about snow-handling, for example. ●

EXTREME WEATHER PLAGUES ARRC

Crews repair damage as quickly as possible to restore service

During the last half of September, relentless rain and destructive winds wreaked havoc on the Alaska Railroad. Wind-blown debris peppered the track and flooding rivers eroded the infrastructure. The worst impact was a substantial washout near Gold Creek (35 miles north of Talkeetna) that left 500 feet of track dangling. Rail traffic between Wasilla and Fairbanks was halted for five days, while railroad crews installed a culvert to contain a wayward water channel and filled the gap with more than 20,000 cubic yards of material.

Knowing that the Alaska Railroad is an important part of the state's supply chain and public transportation system, crews worked around the clock to repair the damage and restore service as quickly and safely as possible. ●



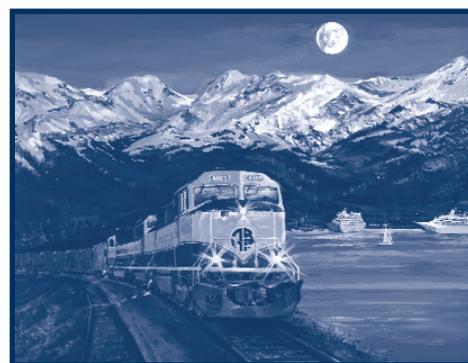
2013 COLLECTOR'S PRINT COMING

Alaska Railroad schedules three sale-and-sign events

The Alaska Railroad's 2013 commemorative annual poster and print will be available just in time for holiday gift-giving to collectors, and rail and art fans. This year's artist Susan Watkins will be on-hand at three sale-and-signing events:

- **SEWARD (Tentative): Friday, Nov. 30,** 5-9 p.m. at the Dale Lindsey Intermodal Terminal in conjunction with the Holiday Arts & Crafts Fair.
- **FAIRBANKS: Saturday, Dec. 8,** 10 a.m. to 2 p.m. at the Fairbanks Depot
- **ANCHORAGE: Saturday, Dec. 15,** 10 a.m. to 2 p.m. at the Anchorage Historic Depot.

Entitled *Moonlit Resurrection Run*, the oil painting depicts an Alaska Railroad coal



train arriving in Seward in the evening. A full moon shines on Resurrection Bay and the Kenai Mountain range offers a stunning backdrop.

"I wanted to show the railroad's role as an economic engine, supporting both resource development and tourism industries. The Alaska Railroad is at the forefront, working as a catalyst for different industries operating side-by-side in harmony," said Watkins. ●

INAUGURAL MEARS AWARD OF EXCELLENCE ...

(continued from page 1)

and Corporate Finance Director Barbara Amy. The award also went to Brian Meissner, a Partner of ECI/Hyer Architecture & Interiors for the firm's work to maintain the building's historic nature while ensuring renovation met the high environmental standards established by Leadership in Energy & Environmental Design (LEED) criteria.

The award is named after the former Alaska Engineering Commission chairman and chief engineer credited with overseeing Alaska Railroad construction from 1914 to 1923. Mears was widely recognized for directing remarkable engineering feats, including the Mears Memorial Bridge over the Tanana River. While completing the Alaska Railroad, Mears kept in mind the best interests of local railbelt communities and the fledgling territory.

"This first Mears Award offers a tribute to the vision and persistence required to see such a community-minded project come to fruition," said Aadnesen. "It took insight and foresight to insist upon the freight shed's preservation. Where many saw an outmoded relic that warranted demolition, this team saw promise in a structure that was tremendously important to Alaska's early freight transportation and distribution system." ●



Awards winners, L-R: Andy Donovan, Paul Farnsworth, Barbara Amy, Jim Kubitz and Brian Meissner.

ENGINE 557 RESTORATION PROJECT UPDATE ...

(continued from page 1)

- **Jim Posey**, Director of Municipal Light & Power
 - **Mike Porcaro**, Porcaro Communications
 - **John Combs**, founder of the unofficial but oft-referenced website about ARRC (www.alaskarails.org), which now includes a section to document the restoration process.
 - **Pat Shake**, ARRC VP of Mechanical & Transportation
 - **Dale Wade**, ARRC VP of Business Development
 - **Steve Silverstein**, former VP Business Development
- Honorary Board members include:
- **Jim Jansen** of Lynden, who co-purchased the 557 with his brother Vic and donated it to ARRC
 - **Ed Rasmuson**, Chair of Rasmuson Foundation, which provided a \$350,000 matching grant to the project
 - **Chris Aadnesen**, ARRC President & CEO

In mid-August, a Lynden truck/trailer hauled the 557 to the old Kenai Supply building in Wasilla. Owned by ARRC, the building now serves as the project work site.

Engine 557 restoration is a \$1 million project, including the \$250,000 value of the 557 and Rasmuson's \$350,000 grant. The project must raise the remaining \$400,000, and the Restoration Co. board members are dedicated to the task.

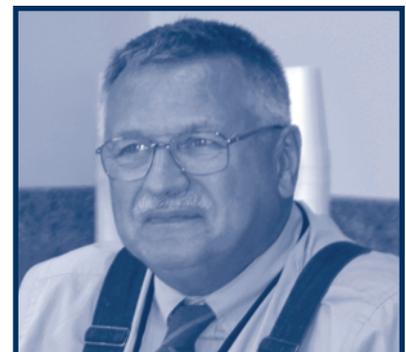
Tax-deductible donations of \$25 or more should be sent to:

Alaska Community Foundation
Engine 557 Fund
400 L Street, Ste 100
Anchorage, AK 99501.

Donations may also be made online at www.alaskarails.org. ●



Lynden donated use of a truck/trailer to haul Engine 557 to its project home in Wasilla.



Restoration Co. President Pat Durand.

ARRC SUPPORTS STATE HAZMAT DRILL & DEMO

Railroad contributes location and equipment to state hazmat response team exercise



On September 12, the area west of the Alaska Railroad's Headquarters building in Anchorage looked like a disaster had just hit. Emergency vehicles, tarps and tents, and people dressed in hazmat suits set a grim scene suggesting multiple incidents. In fact, freight and passenger trains had derailed, releasing noxious chemicals in the process... but these disasters were no accident.

Indeed, scenarios involving railroad equipment and various chemicals were carefully choreographed to provide realistic demonstrations and training opportunities as part of the Alliance of Hazardous Materials Professionals (AHMP) conference. The Alaska Railroad donated the space to set up the

exercise, as well as use of the rail equipment. Participants included the Alaska Department of Environmental Conservation, 103rd Civil Support Team (103rd CST, National Guard), Anchorage Fire Department, and Statewide Hazmat Response Team.

"Everyone was very pleased with the drill," said ARRC Environmental Operations Manager Matt Kelzenberg, who explained that ARRC is a member of the Alaska Statewide Hazmat Response Group. "The Alaska Railroad benefits from the relationships we build with these skilled responders, who in turn become more familiar with railroad equipment. Should an incident occur involving a train, responders will be better equipped to handle the situation." ●



One drill had firefighters practice rail passenger extraction.



Another drill practiced response to a hazardous material spill.

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