



COMMUNITY

Alaska Railroad Corporation
4th Quarter 2014



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Weekend Winter Train service between Anchorage and Fairbanks runs mid-September through mid-May. Look for additional mid-week service from February 24 to March 18.

NATURAL GAS TO FAIRBANKS SOLUTION

Railroad and new rail extension could help get LNG to Fairbanks

Energy companies have indicated a growing interest in Fairbanks-bound liquefied natural gas (LNG) and conversations about how to make that happen include the Alaska Railroad and infrastructure near Port MacKenzie.

This summer, North America energy infrastructure owner-operator WesPac Midstream LLC made presentations to the Matanuska-Susitna Borough Assembly and others regarding plans to spend \$600 million on a new Point McKenzie LNG plant. WesPac is working with Cook Inlet gas producers to secure enough gas to make project development viable.

In November, Cook Inlet natural gas producer Hilcorp Energy Company announced plans to purchase an existing Point MacKenzie LNG plant from Fairbanks Natural Gas, which, for years has trucked LNG to a small set of Interior customers.

The existing and planned LNG plants are both a short distance from the Port MacKenzie Rail Extension (PMRE) project that is slated for completion in 2017. Once the 32-mile rail extension is constructed, spur lines can link LNG plants to rail infrastructure. Hilcorp and WesPac have both noted that their long-term plans involve safe, cost-effective rail transportation.

Getting LNG to Fairbanks is a mutual goal for gas producers and the State of Alaska. Recent state legislation allows the Alaska Industrial Development and Export Authority (AIDEA) to invest in a LNG plant on the North Slope and a plan for trucking natural gas to the Fairbanks market. A resurgence of natural gas activity in Cook Inlet has attracted new producers and developers interested in serving the needs of Interior Alaska as well.

While the prospects are exciting, significant infrastructure is needed in Fairbanks, and along whichever route the gas may travel — from the North Slope or Cook Inlet. Whether hauling supplies for infrastructure development or hauling the fuel, the Alaska Railroad is poised to be part of the solution to bring reliable and affordable energy to Fairbanks. ●



Surfacing on a segment of the Port MacKenzie Rail Extension project, which is slated to be complete by 2017.

RAILROADER MAKES WISHES COME TRUE

Make-A-Wish® of Alaska and Washington recently highlighted railroad Passenger Services Agent Aaren MacKenzie as a valued volunteer who greets Wish families arriving at the airport in the middle of the night. MacKenzie got hooked on Make-A-Wish® through the railroad a few years ago, when he helped grant the wish of a seriously ill little boy who wanted to ride the train.

As a corporate supporter, the Alaska Railroad typically hosts a half dozen Make-a-Wish® families each year. As the face of the railroad for Make-a-Wish®, MacKenzie gathers information about incoming Wish families and coordinates with the railroad gift shop to create gift bags that are presented when families arrive.

“Wishes have so much energy,” said MacKenzie about his volunteer experience. “Every single kid has one thing in common — a huge smile.” ●



RAILROAD SEEKS 2016 ARTIST

Preferred focus is Houston; Submit ideas by February 27

The Alaska Railroad is soliciting Alaskan artists for its annual commemorative art program. The selected artist will create artwork to be the basis for the 2016 Alaska Railroad official print/poster. For the 2016 print, the Alaska Railroad is particularly interested in artwork that features railroad infrastructure and activity near Houston, which sits at the juncture of the railroad’s existing mainline and a new rail extension to Port MacKenzie, a project currently under construction. In 2016, Houston will mark 50 years since it was incorporated as a city (1966). While not mandatory, submissions that feature the Houston area will receive additional consideration.

Artists should submit their idea(s) as a sketch no larger than 11 x 17 inches and also provide a few samples of finished artwork representing their style. Deadline for submissions is **Friday, Feb. 27, 2015**. Submissions can be mailed or delivered to Stephenie Wheeler at the Alaska Railroad, 327 W. Ship Creek Avenue in Anchorage (99501).

Questions? Contact Wheeler at (907) 265-2671 or WheelerS@akrr.com. Contest participants will be notified of results by the end of March 2015. For more details about the program, visit www.AlaskaRailroad.com > Community > Art Print. ●

TANK CARS MAY SAVE LIVES

Railroad donates retired tankers to fire-and-rescue unit

The railroad recently delivered two retired tanker railcars to Chena-Goldstream Fire & Rescue. The non-profit organization requested the donation to boost its fire-fighting capacity while protecting residents and property within Goldstream Valley and Ester Dome areas outside of Fairbanks. This fall, the railroad transported the tank cars to Fairbanks, where the community then trucked the tankers to a final burial location.

“Chena Goldstream Fire & Rescue and the Ester Dome Unincorporated Community worked together to bury two railroad cars that together will hold approximately 44,000 gallons of water for fire suppression on top of Ester Dome,” wrote community representatives in a recent thank-you card. “We could not have completed this exciting project without the time, dedication, support and



Tankers were similar to the above pictured car which was donated in 2008 to the state forestry division for use in fire suppression.

funding of those who chose to help us. We send our personal thanks for your assistance in making this project a reality.”

The tank cars had reached the end of their useful life and could no longer be used to haul fuel. The tank cars were valued at approximately \$5,000.” ●

MEARS AWARD RECOGNIZES TANANA BRIDGE TEAM

Railroad's prestigious award honors 3 railroaders and 3 contractor companies

This year, the Alaska Railroad presented its prestigious *Colonel Frederick Mears Award for Excellence* to key players involved in building the Tanana River bridge and levee near Salcha. The \$188 million project was completed on time and on budget this summer. The *Mears Award* is named for the former Alaska Engineering Commission chairman and chief engineer who oversaw Alaska Railroad construction from 1914 to 1923. The award acknowledges people and projects that move the Alaska Railroad forward and contribute to the greater good of Alaska and railbelt communities. This high-level recognition was established in 2012, when the inaugural award was presented to railroaders and contractors involved with the Anchorage Historic Freight Shed renovation project.

Likewise, recipients of the 2014 *Mears Award* include three railroad employees and three contractor companies that received awards during a bridge/levee ribbon-cutting ceremony. ARRC VP Engineering Clark Hopp, Capital Projects Director Brian Lindamood and Project Manager Mark Peterburs provided project management and liaison with the community during the life of the project. Contractors Kiewit Infrastructure West; HDR, Inc., and Hanson Alaska LLC were recognized for excellence in performing their respective engineering, environmental, public involvement and construction roles. CEO Sergio Pecori accepted Hanson's award; Operations Director Pat Harrison accepted for Kiewit; and Senior VP Mark Dalton accepted for HDR. ●



RAILROAD HELPS ON GOVERNOR'S TRANSITION TEAM

VP Corporate Planning & Real Estate offers railroad perspective on transportation

The Alaska Railroad was represented on the transition team formed to advise incoming Governor Bill Walker and Lt. Governor Byron Mallott. The honor offered a rare and important opportunity to provide the railroad's perspective and insight into transportation issues and challenges as the new administration outlined its priorities and sought potential solutions to issues facing Alaska. Governor Walker took a notably public approach to his transition team, inviting input from a diverse group of about 250 community leaders who spent the November 21-23 weekend reviewing and discussing issues within 17 committees. The railroad's Vice President of Corporate Planning and Real Estate Jim Kubitz was a member of the Transition Team's Infrastructure Committee. ●





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Contact Corrections

- Please correct the following errors in your newsletter emailing list:
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|---|--|
| <input type="checkbox"/> Receiving more than one copy | <input type="checkbox"/> Email Address wrong |
| <input type="checkbox"/> Contact person changed | <input type="checkbox"/> Name Misspelled |

RAILROADER MARKS HALF-CENTURY ON THE JOB

Jack Burton is one of only two Alaska Railroad employees to reach 50 years

The Alaska Railroad recently paid tribute to Track Repairer and Board Member Jack Burton who marks a half-century as a railroad employee. Burton joined the railroad as a track laborer in 1964 and has remained a member of the railroad Maintenance-of-Way (MOW) department. He has represented employees as union leader (Alaska Railroad Workers president, 1980-1994) and as a member of the Alaska Railroad Board of Directors since Governor Walter Hickel appointed him in 1994.



Transportation Commissioner Pat Kemp, left, congratulates his fellow ARRC Board member Jack Burton.

ly's multi-generational ties to the railroad. Two of Jack's brothers are long-tenured railroad equipment operators. Jack's daughter worked previously as a passenger train ticket agent based in Portage. Two sons and a grandson followed Jack into track repair work. Gordon repaired track for 18 years before retiring in 2000, and son Keith has been a track crew member for nearly 30 years and is currently an MOW section foreman. Jack's grandson Scott (Keith's son) became a track laborer this year.

At the gathering ARRC President/CEO Bill O'Leary presented Burton with a 50-year diamond-studded pin and Board Chair Linda Leary commended Burton for his experience and leadership. Jack's son Gordon talked about the Burton fami-

ly's multi-generational ties to the railroad. Only one other railroad employee has reached 50 years: Healy resident and roadmaster Steve Love, who retired in 2008. At the time, ARRC renamed the Healy Siding the Love Siding in Love's honor. Similarly, the siding at Moose Pass, where Burton has lived since 1975, has been re-named the Jack Burton Siding. ●