

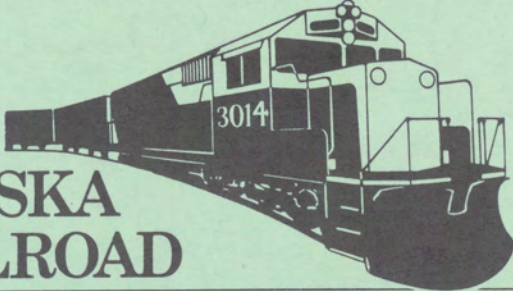
# THE ALASKA RAILROAD

## Fiscal Year 1983 Annual Report

By  
The Secretary of Transportation  
To The President  
For Transmittal to the Congress



**THE  
ALASKA  
RAILROAD**



★★★ ★★

**60 AND GOING PROUD**

The year 1983 marks a significant milestone in the history of The Alaska Railroad, for it was exactly 60 years ago—in 1923—that President Harding drove a golden spike at Nenana, Alaska, signifying official completion of The Alaska Railroad.

By comparison with the already well established U. S. transcontinental railroads, the new Alaska Railroad was a modest undertaking. In its first year, railroad revenues amounted to only \$513,664.

Over the succeeding six decades, The Alaska Railroad has grown in ways its founders and builders could not have foreseen, not only in passengers and freight handled, but also in the range and extent it has been intertwined in the development and progress of Alaska. The revenues in 1983 exceeded by over 100 times the amount in 1923.

Nevertheless, some things have remained constant through the first 60 years. The Railroad remains committed to its original primary purposes of providing transportation services and supporting the development of Alaska.

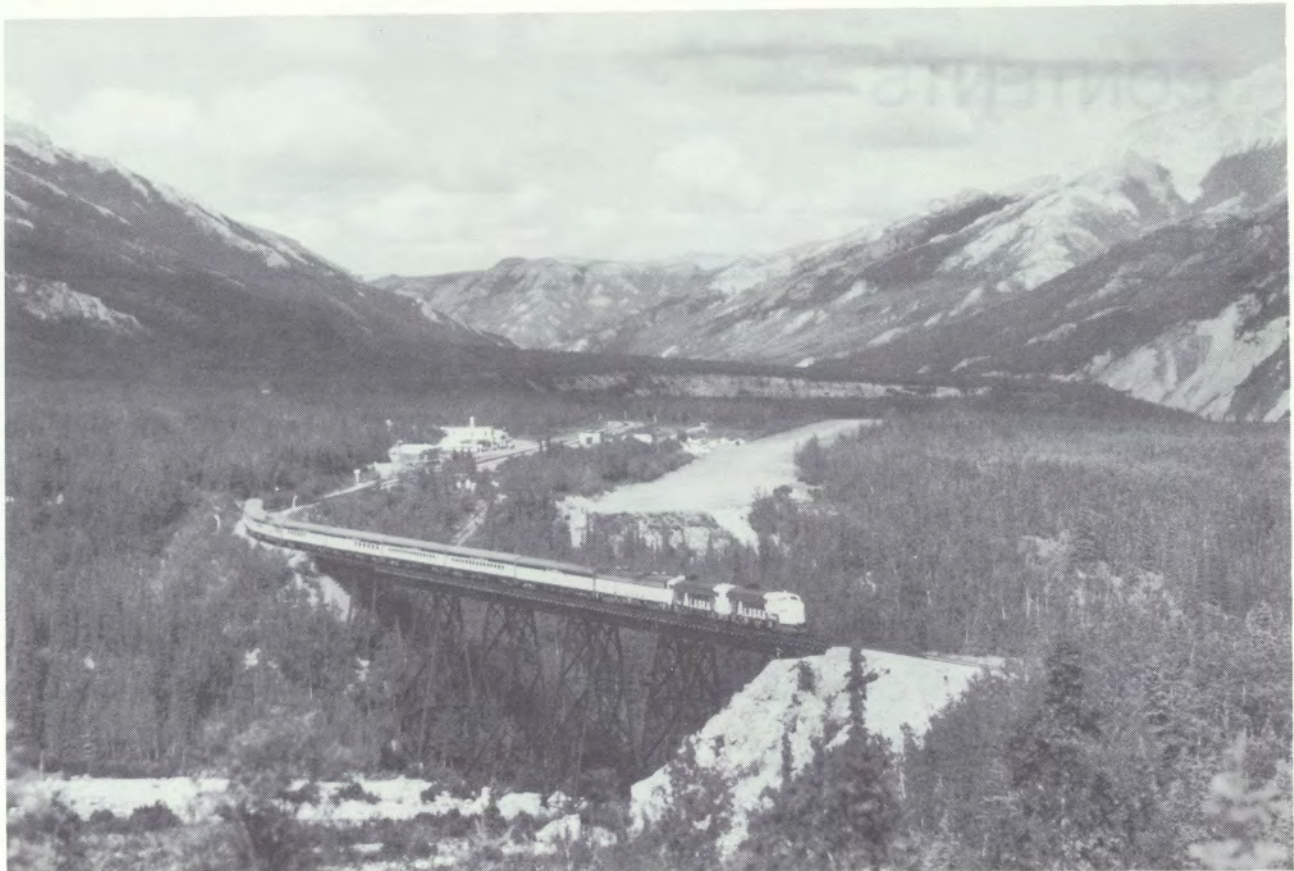
**60 AND GOING PROUD**

**COVER PHOTO**

Engine Number 2801 is one of four new 2,800 horsepower GP-49 locomotives purchased in 1983. These super-series diesel electric locomotives, the first of their type to enter service on a North American railroad, feature a radar and solid-state integrated circuit wheelslip detection and control system, which dramatically improves the pulling power of the locomotive.

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ALASKA RAILROAD ROUTE MAP	Back Cover



A record number of passengers were handled. Southbound express train on Riley Creek Bridge after leaving Denali Park Station.



Relaid and turned rail received emphasis during the summer construction season. Here maintenance-of-way employees install new ties, ballast and 78 foot rails at Anchorage Depot.

# OVERVIEW

## PROFILE

The Alaska Railroad (ARR), an operating element of the Federal Railroad Administration within the U. S. Department of Transportation, is authorized by the Alaska Railroad Enabling Act of March 12, 1914, as amended, 43 U.S.C., 975 et seq.

The Alaska Railroad, now in its 61st year, operates freight and passenger services on 481 miles of single mainline track extending from the deep-water ports of Seward and Whittier through Anchorage to Fairbanks, with branch lines to Eielson Air Force Base, Anchorage and Fairbanks International Airports, Palmer, and the Suntrana coal fields.

### MILES OF TRACK OPERATED

Main Line	480.7
Branch Lines	48.2
Sidings, Spurs, Passing	37.3
Yard	88.4
Total	654.6

TABLE I: RAILROAD STATISTICAL HIGHLIGHTS

ITEM	FY 83	FY 82	% CHANGE
Total Revenues (\$ million)	56.10	58.80	- 4.6
Total Expenses (\$ million)	53.27	49.23	+ 8.2
Surplus (Loss)			
Net Profit (After Depreciation) (\$ million)	2.82	9.56	- 70.5
Cash Flow (Before Depreciation) (\$ million)	7.23	13.27	- 45.5
Capital & Major Maintenance Program (\$ million)	16.60	12.70	+ 30.7
Total Equivalent Work-Years of Employment	686.71	667.81	+ 2.8
Freight Revenues (\$ million)	43.79	47.88	- 8.5
Freight Revenue-Tons Carried (million)	6.02	4.50	+ 33.8
Freight Revenue Ton-Miles (million)	546.52	479.14	+ 14.1
Freight Revenue Per Ton-Mile (cents)	8.01	10.01	- 20.0
Freight Average Distance Carried (miles)	90.78	106.48	- 14.7
Freight Carloads Handled (thousand)	83.88	69.51	+ 20.7
Total Revenue Train-Miles (thousand)	480.96	503.95	- 4.6
Passenger Revenue (\$ million)	3.30	2.63	+ 25.5
Passenger-Miles (million)	15.27	15.07	+ 1.3
Gross Ton-Miles (million)	1,417.81	1,446.53	- 2.0

## THE RAILROAD

Fiscal year 1983, a year that marked the completion of sixty years of challenge, accomplishment, and dedicated service by the federally operated Alaska Railroad, also recorded historic highs in freight and passenger movements (Table 1).

The Railroad handled a record setting 83,884 carloads of freight in FY 1983 representing a 21 percent increase over FY 1982. The total freight-tons moved was 6,017,982 compared to 4,502,916 in FY 1982 for a 34 percent increase.

The number of passengers totalled 211,359, topping the previous high of 175,116 in 1982 by 21 percent. Ridership increased on all services operated, with the most significant occurring on specials and the Anchorage-Whittier service--68 and 23 percent respectively.

Fiscal year 1983 marks the third consecutive year of positive earnings. Total revenues for the year were \$56.1 million and expenses \$53.3 million. The earned (net) surplus was \$2.8 million and the positive cash flow generated was \$7.2 million.

Although passenger revenue increased by 26 percent and other revenues were up 7 percent, total revenues declined by 4-1/2 percent because of a decrease in freight revenues. This decrease resulted from a change in the mix of commodities hauled. The amount of gravel moved increased 60 percent and constituted 73 percent of the freight tonnage hauled in FY 1983. On the other hand there was a decline in the rail movement of iron and steel products from Seward to Fairbanks destined for the North Slope oil fields which was reflected in a 30 percent decrease in freight revenues under the manufacturers and miscellaneous commodity. The change in mix of freight commodity is consistent with the statistical decreases in freight revenue per ton-mile, freight average distance carried and total revenue train-miles.

## TRANSFER

The legislative proposal for transferring federal responsibility for operating The Alaska Railroad to the State of Alaska, which was introduced in the U.S. Congress in 1981, was signed into law by the President on January 14, 1983. Two legislative milestones directed by the Alaska Railroad Transfer Act of 1982 (ARTA) were accomplished on time in FY 1983. The first, a joint federal-state Transfer Report, describing the properties, assets, liabilities and other aspects of the proposed transfer process, was submitted to the Congress and The Alaska State Legislature on July 15, 1983. The second, a Valuation Report under the auspices of The United States Railway Association (USRA) setting the fair market value of The Alaska Railroad, under the terms of ARTA, at \$22.3 million was submitted to the U. S. Congress on September 23, 1983. These two complex documents required an extensive effort on the part of the Railroad. For its role, The Alaska Railroad employees and managers were presented a Special Award Plaque by the Federal Railroad Administrator for their dedicated service and conscientious efforts assisting in developing and completing these reports for the transfer of the Railroad to the State of Alaska.

The Transfer and Valuation reports, plus a State-contracted engineering analysis completed in December 1983, will form the basis for debate during the next legislative session of the State of Alaska beginning in January 1984. The remaining major

milestone prior to transfer is certification by the Secretary of Transportation that the State has met the conditions of ARTA. The major conditions include acquisition at the USRA valuation figure, and State commitments to continue railroad operations, to assume existing obligations, to provide employee protection for at least two years, and to protect retirement benefits.

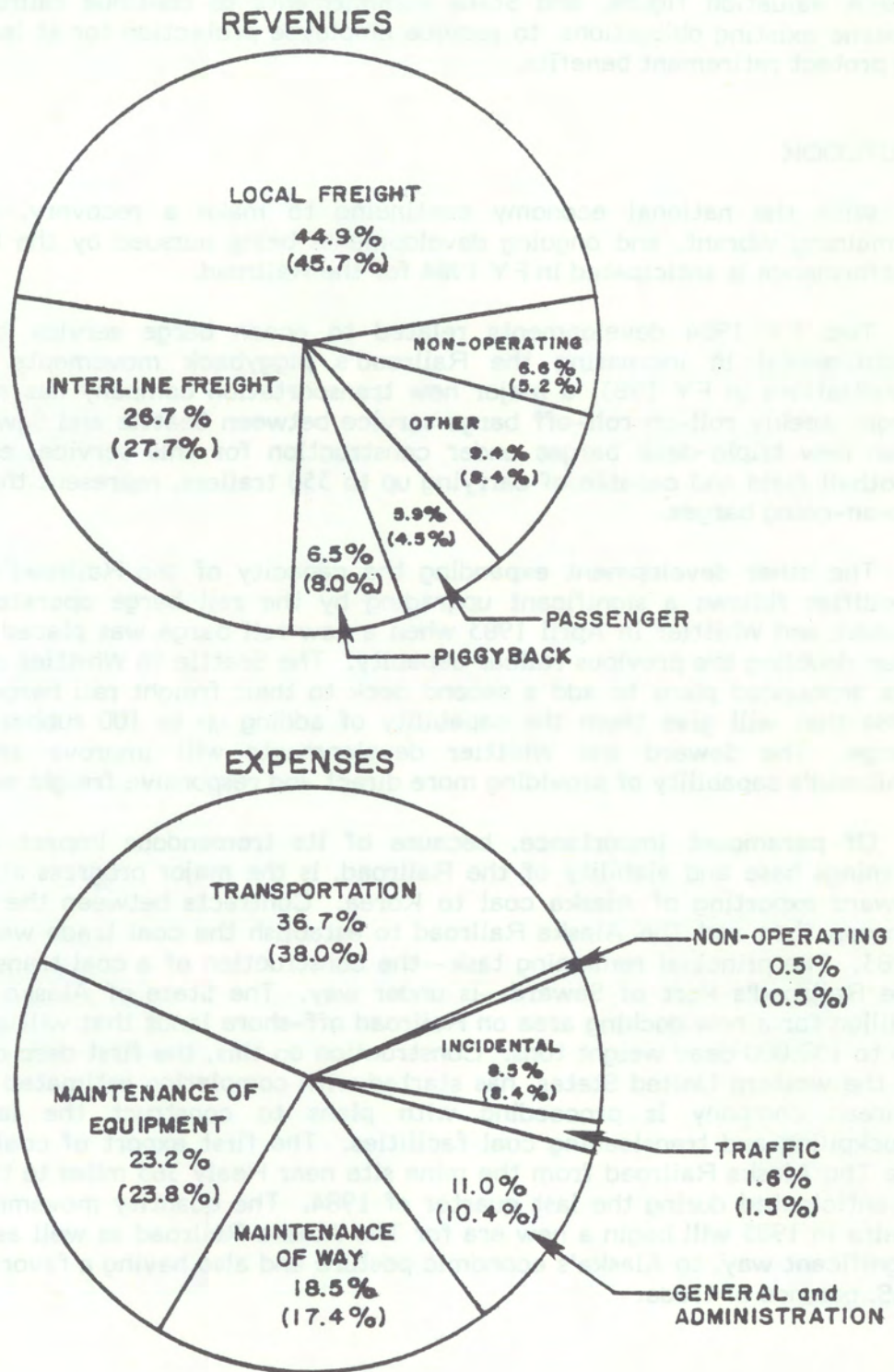
## OUTLOOK

With the national economy continuing to make a recovery, Alaska's economy remaining vibrant, and ongoing developments being pursued by the Railroad, a strong performance is anticipated in FY 1984 for the Railroad.

Two FY 1984 developments related to ocean barge service to Alaska will be instrumental in increasing the Railroad's piggyback movements. As a result of negotiations in FY 1983, a major new transportation company has announced plans to begin weekly roll-on roll-off barge service between Seattle and Seward in April 1984. Two new triple-deck barges under construction for this service, each the size of a football field and capable of carrying up to 350 trailers, represent the latest in modern ocean-going barges.

The other development expanding the capacity of the Railroad's Port of Whittier facilities follows a significant upgrading by the rail barge operator between Prince Rupert and Whittier in April 1983 when a new rail barge was placed into service more than doubling the previous railcar capacity. The Seattle to Whittier rail barge operator has announced plans to add a second deck to their freight rail barges in the spring of 1984 that will give them the capability of adding up to 100 rubber tired trailers per barge. The Seward and Whittier developments will improve and strengthen the Railroad's capability of providing more direct and responsive freight service to Alaska.

Of paramount importance, because of its tremendous impact on the long-term earnings base and viability of the Railroad, is the major progress attained in FY 1983 toward exporting of Alaska coal to Korea. Contracts between the coal supplier, the Korean firm and The Alaska Railroad to establish the coal trade were finalized in FY 1983. The principal remaining task--the construction of a coal transloading facility at the Railroad's Port of Seward--is under way. The State of Alaska appropriated \$3.6 million for a new docking area on Railroad off-shore lands that will accommodate ships up to 130,000 dead weight tons. Construction on this, the first deep draft coal terminal in the western United States, has started with completion estimated in July 1984. The Korean company is proceeding with plans to construct the landside unloading, stockpiling and transloading coal facilities. The first export of coal, which will move via The Alaska Railroad from the mine site near Healy 363 miles to the Port of Seward, is anticipated during the last quarter of 1984. The quantity movement using unit coal trains in 1985 will begin a new era for The Alaska Railroad as well as contributing, in a significant way, to Alaska's economic posture and also having a favorable impact on the U.S. balance of trade.



**FIGURE I: FY 1983 TOTAL REVENUES & EXPENSES  
(FY 1982 PERCENTAGES IN PARENTHESIS)**



# TRAFFIC

## FREIGHT

Table II shows freight revenue tons and freight revenue dollars by major classification of commodities for fiscal years 1983 and 1982. Total tonnage for fiscal year 1983 exceeded fiscal year 1982 by 34 percent. For the third consecutive year sand and gravel led all other commodities in percentage gains. The primary reason for this was a vigorous private and business construction year plus increases in public works projects in Anchorage. Iron and steel products from Seward to Fairbanks destined for the North Slope were down from a peak in 1982 accounting for the drop of manufacturers and miscellaneous products.

TABLE II: FREIGHT TRAFFIC BY COMMODITY

COMMODITY	1983 FY	1982 FY	% CHANGE
<b>REVENUE TONS CARRIED (000's)</b>			
Sand and Gravel	4,397.7	2,753.8	+ 59.7
Coal	625.8	653.6	- 4.2
Petroleum, Oil, Lubricants	462.2	439.4	+ 5.2
Manufacturers and Misc.	323.1	449.9	- 28.2
TOFC/COFC (Piggyback)	98.0	122.4	- 19.9
Products of Forests	105.1	77.0	+ 36.5
Products of Agriculture	<u>6.1</u>	<u>6.8</u>	- 10.3
Total Tonnage	6,018.0	4,502.9	+ 33.7
<b>REVENUE DOLLARS (000's)</b>			
Sand & Gravel	6,647	4,556	+ 45.9
Coal	5,007	5,072	- 1.3
Petroleum, Oil, Lubricants	9,723	8,376	+ 16.1
Manufacturers and Misc.	15,704	22,512	- 30.2
TOFC/COFC (Piggyback)	3,625	4,915	- 26.2
Products of Forests	2,955	2,301	+ 28.4
Products of Agriculture	<u>126</u>	<u>145</u>	- 13.1
Total Revenue	43,787	47,877	- 8.5

## PASSENGER

Aggressive and expanded advertising and marketing resulted in an overall increase of 21 percent in passenger ridership as shown in Table III. The marketing efforts included active promotion of the Railroad as a primary part of tour packages. The most outstanding result in 1983 was the initiation of cruise ships stopping at the Railroad's Port of Whittier. This marks the first time ever that a major cruise line has operated as far north as Whittier and at a port with only a rail connection to Interior Alaska. A total of nine cruise ships stopped at Whittier in FY 1983 resulting in over 14,000 rail passengers between Whittier and Anchorage.

TABLE III: PASSENGERS HANDLED

SERVICE	1983 FY	1982 FY	% CHANGE
Anchorage-Denali-Fairbanks	61,887	60,810	+ 1.8
Anchorage-Portage-Whittier (Shuttle)	117,740	95,449	+ 23.4
Specials	<u>31,732</u>	<u>18,857</u>	+ 68.3
Total Passengers Handled	211,359	175,116	+ 20.7

The number of vehicles carried on the Anchorage-Portage-Whittier (shuttle) service was 19,516, up 10 percent over FY 1982.

## TARIFFS

The major rate adjustments made in FY 1983 are reflected in Table IV:

TABLE IV: FY 1983 TARIFF CHANGES

TYPE	DATE	% INCREASE
Interline	1-17-83	5
Intrastate:		
General Commodities	2-12-82	5
Gravel	4-19-83	3
Passenger:		
Anchorage - Fairbanks	1-01-83	10
Whittier Shuttle	7-01-83	10

# OPERATIONS

## CAPITAL PROGRAM

Table V shows expenditures under the capital and major maintenance programs for the past five years, as well as the sources of the funds.

TABLE V: CAPITAL AND MAJOR MAINTENANCE PROGRAM EXPENDITURES  
FISCAL YEARS 1979-1983  
(\$ millions)

PROGRAM	1983	1982	1981	1980	1979	TOTAL
Buildings	\$3.3	\$ 1.5	\$1.8	\$0.2	\$0.1	\$6.9
Roadbed, Track & Other Facilities	3.0	4.3	4.5	3.3	2.2	17.3
Equipment	9.2	6.6	6.2 <sup>a/</sup>	1.8	0.7	24.5
Other Projects	1.1	0.3	0.9	0.2	6.4 <sup>b/</sup>	8.9
Total	\$16.6	\$12.7	\$13.4	\$5.5	\$9.4	\$57.6
Funded by:						
Appropriations	7.6 <sup>c/</sup>	6.2	12.6	5.0	9.3	40.7
Railroad Earnings	9.0	6.5	0.8	0.5	0.1	16.9

a/ \$4.24 million for rehabilitation of ten passenger cars.

b/ \$6.3 million for Seward and Whittier dock facilities.

c/ \$1.0 million for Railroad Transfer evaluation.

## FY 1983 OPERATING ACHIEVEMENTS

Accomplished the largest construction, major maintenance, equipment acquisition, and management improvement effort since the earthquake repair work of 1964 and 1965.

Notable tasks performed in FY 1983 include:

### ENGINEERING DEPARTMENT

- Replaced 25,300 cross-ties.
- Raised, lined, and dressed 207 miles of track.
- Relaid 11,700 lineal feet of mainline rail.
- Turned 27,100 lineal feet of curve-worn rail.

- Placed 143,300 cubic yards of aggregate along the main line including 65,000 cubic yards of crushed ballast, 67,200 cubic yards of pit-run gravel, and 11,100 cubic yards of rip-rap (armor rock).
- Repaired and upgraded 29 steel and timber bridges, replaced or installed 8,400 feet of guard rails and replaced 1,700 bridge ties.
- Installed 29 culverts.
- Replaced deteriorated tunnel sets within the Portage-Whittier tunnels.
- Completed work on 112 miles of track to increase passenger train speeds to 59 miles per hour on the upgraded track sections. This compares to 76 miles of 59 mile-per hour track in 1982, for an increase of 47 percent.
- Completed 50 percent of the heat and ventilation (second) phase of a three-phase utility modernization program that will eliminate the Railroad's dependence on a high-cost outmoded power plant in the Anchorage area, realize significant energy savings, and improve working conditions. The second phase, costing \$3.1 million, includes heat recovery and recirculation equipment which will save 70 percent of the heat now being wasted in shop ventilations thus reducing future heat requirements. Design nearly complete for the boiler plants that will be included in the final phase of the utility program scheduled in 1984.
- Completed construction of a one-spot car repair facility that is capable of tripling productivity of the Railroad's repair and maintenance of freight cars. The one-spot will handle up to 21 cars per day compared to six in the conventional shop.
- Constructed an 8,840 square foot steel shop building and installed a modern wheel truing machine. The new wheel truing machine increases wheel repairing productivity by over 200 percent as locomotive and car wheels can now be refurbished without removing the truck sets and/or traction motors prior to machining.
- Designed and constructed a new locomotive sand drying facility in Anchorage. The increased output of the facility assures that sufficient sand is available for all locomotives during wintertime operations.
- Installed the Railroad's first remote control power switches at the north and south Anchorage Yard junctions of the freight and passenger main tracks. The power switches, controlled by the yardmaster, facilitate the movement of trains through the Anchorage terminal area.
- Completed a multi-year program to extend a microwave radio telecommunication system from Anchorage to Fairbanks. The microwave system, which became operational on June 1, 1983, eliminates the annual cost of maintaining a telephone pole line of \$150,000 a year.
- Upgraded two major railroad highway crossings and installed two new crossing signals. A notable technological improvement is a motion detector that calculates train speed and activates the crossing signal so that a constant time warning is provided to motorists.
- Installed Televideo personal computers and printers in Anchorage, Healy and

Fairbanks to replace the much slower outdated mechanical teletype machines. The modern equipment improves communication and achieves more efficient utilization of the Railroad's rolling stock.

- Improved facilities at Fairbanks, Healy, Denali, Anchorage, and Seward that included painting, remodeling, upgrading water, heat and sewage systems, reroofing and/or roof insulating and coating to increase productivity, repair defects, reduce heat loss and improve appearance and operation.
- Converted electrical power service to Ferry Section facility by providing commercial power to replace inefficient self-contained generating units.
- Replaced deteriorated concrete passenger platform at Anchorage Depot with new asphalt paving. Completely upgraded passenger and house track in front of Depot to include new ties, ballast and 78 foot rails.
- Realigned passenger main track and extended trackage at Anchorage Depot to meet increased train traffic and permit adequate room for the longer passenger trains to clear the mainline switches while at the Depot.
- Improved freight main track in Anchorage Yard by constructing new road bed and installing 1,170 feet of track and crossover. A major betterment achieved is the ability of unit gravel trains to run-through the yard on the Anchorage freight main.
- Improved Whittier and Portage shuttle terminal facilities to provide greater passenger amenities and constructed special loading/unloading facilities including a dock platform and a new door in the Whittier Transit Shed to accommodate the new cruise ship traffic inaugurated in 1983.
- Upgraded Anchorage and Fairbanks van terminals to facilitate effective operation of new "piggy packer" van lifters.
- Purchased new labor saving engineering equipment including a rail crane with ditcher front and a lift capacity of 60 tons, hy-rail crane, tie tamper and ballast regulator.
- Structured summer work force to provide for greater use of gang-type operation to gain increased productivity in the placement of cross ties and ballast at minimum cost to the Railroad.

#### MOTIVE POWER AND EQUIPMENT DEPARTMENT

- Achieved a 16-1/2 percent reduction in the average age of the Railroad's locomotive fleet. Added four new 1983 and five newly rebuilt 1967 locomotives while retiring 17 locomotives over 30 years old.
- Increased number of available serviceable locomotives from 80 percent to over 98 percent. At fiscal year end, only one of 57 locomotives was out of service undergoing heavy repairs.
- Purchased four new "state of the art" diesel-electric locomotives. The GP-49 2800 horsepower super series locomotives, the first of their type to enter service on a North American railroad, feature a radar and solid-state integrated circuit

wheelslip detection and control system providing greater pulling power over the existing 3,000 horsepower locomotives used by the Railroad.

- Purchased five used GP-40 3,000 horsepower diesel-electric locomotives increasing by almost one-third the number of 3,000 horsepower locomotives in the Railroad's fleet. These five locomotives recently received major component changeouts, are in excellent condition and substantially enhance the road locomotive fleet.
- Repowered ten locomotives with remanufactured power assemblies.
- Completed extensive change over of electrical, mechanical, and pneumatic systems on two E-8 locomotives to make them fully suitable for use in both passenger and freight service.
- Purchased fifteen 100-ton capacity chain tie-down flat cars significantly improving load securement timing and costs.
- Purchased twenty-five 20,000 gallon jumbo tank cars to increase moving efficiency of petroleum products, replacing older 10,000 gallon cars.
- Acquired, without cost from the military, a 160-ton rail wrecking crane.
- Purchased an axle electro-plating machine used to remanufacture rolling stock axle joints to Association of American Railroad standards.
- Purchased two high pressure washing systems to clean locomotive and passenger cars.
- Rebuilt 25 insulated box cars.
- Purchased two late technology van lifters for Fairbanks and Anchorage terminal yards. These modern articulated van lifters can handle 20 to 40 foot containers or up to 45-foot trailers and have a lift capacity of 100,000 pounds. A major benefit is the rapid and smooth flow of piggyback traffic through the railroad terminals.
- Upgraded passenger equipment by converting four passenger cars from obsolete box to roller bearings, rehabilitating two passenger coaches inside and out, and equipping nine conventional passenger coaches with electric train lines to improve air conditioning performance.
- Installed a load test facility with the ability to test a 3,000 horsepower locomotive to full capacity with extreme accuracy.
- Rebuilt four pairs of locomotive trucks, 10 pairs of caboose trucks, and 47 traction motors.
- Initiated a program to install dynamic braking systems on GP-7 1,600 horsepower locomotives which will result in improved locomotive utilization on gravel and coal trains.
- Rehabilitated and upgraded one F7-B locomotive to include installation of 300 kilowatt head-end power supply. This F7-B unit can now be used with electric utility passenger cars and provides the flexibility to operate more than one electric utility train.

## OTHER (TRANSPORTATION, TRAFFIC, AND ADMINISTRATION) DEPARTMENTS

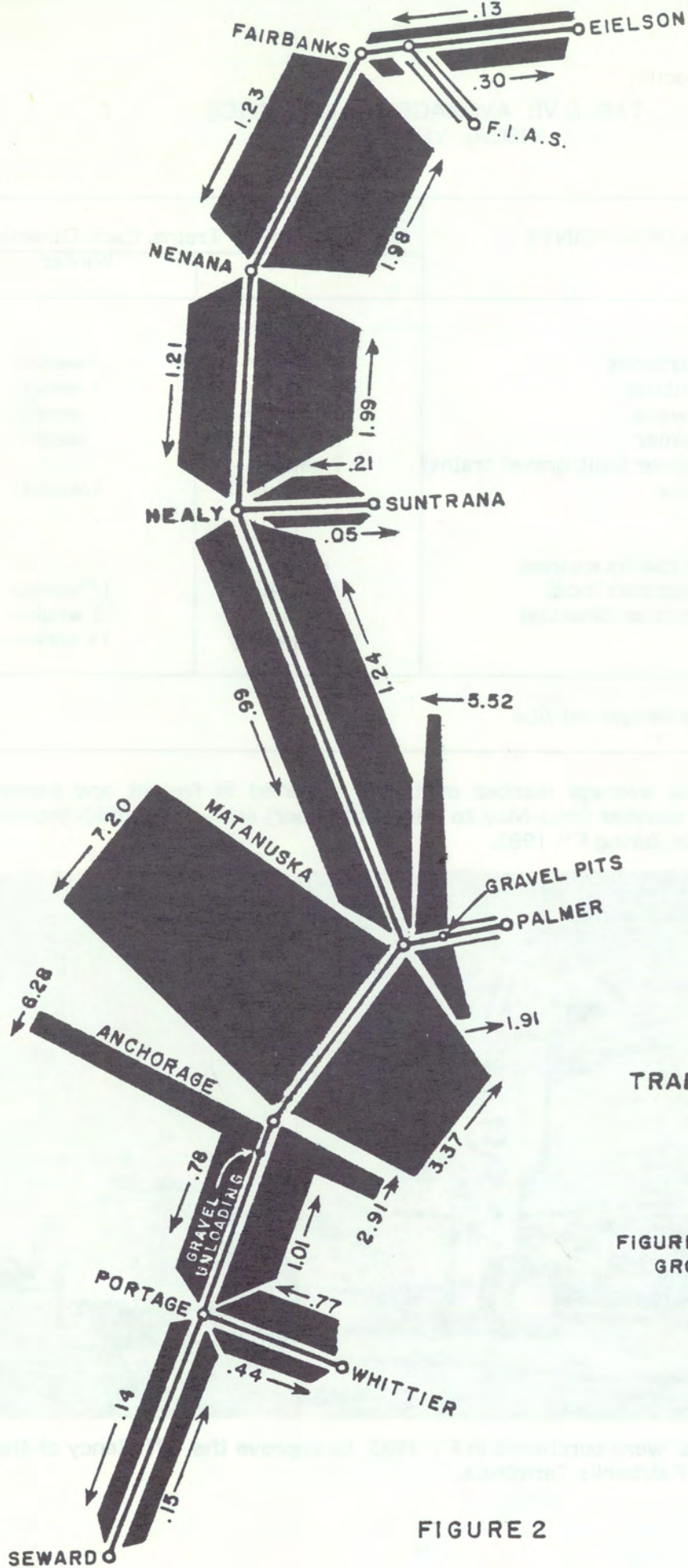
- Initiated run-through-freight service between Anchorage and Fairbanks. Train running time was reduced to 11 hours through track improvements which enabled the use of one train crew rather than two when crews were changed at Healy.
- Consummated long-term contracts to ship Alaska coal from Healy through the Railroad's port of Seward to Korea. This will result in a substantial increase in the Railroad's earning base for years to come.
- Improved scheduling, competitive marketing strategy, and long-term shipper investments combined to increase gravel traffic by 60 percent over FY 1982. Shipper investments included the purchase of 80 new cars and the lease of 80 cars. The 4.4 million tons of gravel hauled in FY 1983 constituted over 73 percent of all freight tonnage moved in FY 1983. During the summer season, the Railroad operated as many as eight unit gravel trains per day.
- Expanded automobile transportation by rail by developing a second auto unloading facility in Anchorage.
- Negotiated an agreement with a container barge company to offer, for the first time, winter service between Seattle and Seward and also expanded service during the summer months through Anchorage. This new agreement resulted in over 1,700 containers in FY 1983.
- Increased Plan III piggyback service between Anchorage and Fairbanks through aggressive marketing, which contributed approximately \$200,000 in FY 1983 freight revenue.
- Concluded negotiations with a major new Seattle/Alaska transportation firm to commence weekly roll-on roll-off barge service between Seattle and Seward in 1984. Two triple-deck ocean barges being built in Seattle will become the largest in operation on the West Coast and be capable of carrying up to 350 rubber tired trailers.
- Negotiated contract rates on lumber products from Canada via the Canadian National Railroad to Alaska, also the transport of automobiles with two major automobile manufacturers that will move 60 percent of the automobiles they ship to Alaska by The Alaska Railroad.
- Celebrated the fifth Annual Alaska Railroad week in September. Highlights included: an excursion train to the Palmer Transportation Museum; a huge operating model railroad in the Anchorage Depot lobby; and a major historical exhibit featuring photographs of the Railroad taken throughout its history. A special poster featured one of the Railroad's passenger express trains crossing a river with the spectacular mountains of Interior Alaska forming the backdrop and two moose in the foreground.
- Installed a new mini-computer system for communications, word processing, an automated tariff system and other functions.
- Initiated and scheduled the implementation of a Railroad-managed mainline computer system which will reduce reliance on an outside computer service. Implementation is scheduled for the spring of 1984.

- Started the procurement of new and updated administrative and financial software to replace outdated 12 year-old software systems.
- Continued systems design for an expanded car tracking and information system to be implemented in 1984.
- Completed, in coordination with Bureau of Land Management as lead agency, a five-month auto-survey of the Railroad's mainline right-of-way utilizing the Doppler method with satellites to accurately locate the right-of-way center line and outer boundaries.
- Achieved outstanding results in 1983 from a Safety Incentives Award Program implemented in FY 1982 to promote safety awareness and reduce injuries. During the fiscal year, eight departmental awards were earned; of special note was the milestone reached by the Transportation Department, the largest Railroad department, which completed 17-1/2 months without incurring a lost time injury. For this accomplishment the Superintendent of Transportation received the Governor's Safety Award. The total Railroad lost-time injuries were 13, compared to 26 in 1982 and 28 in 1981.
- Improved the Railroad's overall safety performance record. A low casualty frequency rate of 1.48 (rate per 200,000 man hours) compared to 2.93 in 1982 and 3.41 in 1981, placed the Railroad in third place among all 16 U.S. Group C railroads reporting on fatality, injury and occupational illness. For this outstanding achievement, The Alaska Railroad won the 1983 Harriman Bronze Medal Award as well as a Certificate of Commendation for improved safety performance.
- Increased hazardous material handling awareness. The Railroad hired a Hazardous Materials Specialist in March 1983. Hazardous materials transportation courses were provided to approximately 500 persons and a core of hazardous materials coordinators established in each Department.

## TRAFFIC DENSITY

Figure 2 (opposite page) shows traffic density for FY 1983 in millions of gross ton-miles per mile for each section of the Railroad. The major change from FY 1982 is the increase of over 2 million gross ton-miles per mile (representing 40 percent) recorded on the southbound Matanuska to Anchorage section of the main line because of gravel movements.





TRAFFIC DENSITY CHART  
FY 1983

FIGURES REPRESENT MILLIONS OF  
GROSS TON-MILES PER MILE

FIGURE 2

TABLE VI: AVERAGE TRAIN SERVICE  
FISCAL YEAR 1983

ORIGIN - DESTINATION POINTS	Average Number Trains, Each Direction	
	Summer	Winter
<b>Freight Service:</b>		
Anchorage - Fairbanks	4 weekly	3 weekly
Anchorage - Whittier	4 weekly	3 weekly
Anchorage - Seward	weekly	weekly
Anchorage - Palmer	weekly	weekly
Anchorage - Palmer (unit gravel trains)	7 daily	---
Healy - Fairbanks	4 weekly	5 weekly
<b>Passenger Service:</b>		
Anchorage - Fairbanks express	daily	---
Anchorage - Fairbanks local	2* weekly	1* weekly
Anchorage - Whittier (Shuttle)	daily	3 weekly
Specials	31 annually	14 annually

\*Mixed freight - passenger service

Table VI shows the average number of trains operated in freight and passenger service during the summer (mid-May to mid-September) and winter (mid-September to mid-May) periods during FY 1983.



Two van lifters were purchased in FY 1983 to improve the efficiency of the Anchorage and Fairbanks Terminals.

# LOCOMOTIVES AND ROLLING STOCK

TABLE VII: ALASKA RAILROAD TRANSPORTATION EQUIPMENT

LOCOMOTIVES - DIESEL						
DESCRIPTION	Characteristics				No. Units	
	Mfg.	H. P.	Ton-Weight	Built/Rebuilt	1982	1983
GP-40-2, road	EMD	3000	132	1975	6	6
GP-40-2, road	EMD	3000	132	1976	5	5
GP-40-2, road	EMD	3000	132	1978	4	4
GP-40-2, road	EMD	3000	132	1967/1983	--	5
GP-40-2, (rebuilt GP35)	EMD	3000	132	1964/1980	1	1
GP-35, road	EMD	2500	132	1964	3	3
GP-49, road	EMD	2800	132	1983	--	4
E-8, passenger	EMD	2400	158	1956/1974	2	2
GP-7, road	EMD	1600	128	1951/1977	10	10
FP-7, passenger	EMD	1500	128	1951	13	10
RS-3, switcher	ALCO	1600	115	1953	12	5
RS-1, switcher	EMD	1600	115	1953	5	2
300 HP switcher	GE	300	45	1944	4	--
Total Locomotives					65	57*

\* - Locomotives in service 56, in shop undergoing heavy repair 1.

PASSENGER ROLLING STOCK						
DESCRIPTION	Characteristics				No. Units	
	Series	Seats	Ton Wht.	Built/Rebuilt	1982	1983
Coach	200	60	63	1950/1982	5	5
Coach	5400	44	63	1950	7	7
Coach	5200	52	70	1954	8	8
Dome Chair Car	500	60	80	1955/1982	1	1
Dome Chair Car	7000	60	80	1955	2	2
Dome Chair Car-Leased	7000	70	80		4	4
Combination Pass/Bag	87,89	40	75	1945	2	2
Diner	400	48	75	1949/1982	1	1
Diner	4815	48	75	1949	1	1
Diner	4800	48	75	1942	2	2
Lunch, Cafe-Lounge	300	48	71	1959/1982	1	1
Lunch, Cafe-Lounge	5000	48	71	1959	4	4
Recreation Car	5715	0	62	1961	1	1
Buffet-Bar-Lounge	9,10	0	75	1945	2	2
Baggage Car	100	0	62	1961/1982	2	2
Baggage Car	6300	0	62	1961	3	3
Power Car	4	0	56	1943	1	1
Power Car	6,7	0	118	1951/1975	2	2
Power Car	30	0	121	1982 R.B.	1	1
Power Car-baggage	6306	0	62	1957	1	1
Business Car	A-3	8	100	1930/1957	1	1
Total Passenger Rolling Stock					52	52

FREIGHT ROLLING STOCK

DESCRIPTION	Characteristics					No. of Cars	
	Series	Capacity	Length	Ton-Bearings	Built/Rebuilt	1982	1983
Ballast	7100	70	43' 8-1/4"	roller	1955	<u>81</u>	<u>81</u>
Total Ballast Cars						81	81
Box, Hi-Cube	8000	50	54' 2-1/2"	roller	1943	27	27
Box	10100/ 10700	50	54' 2-1/2"	friction	1943	136	123
Box	10775/ 10780	50	53' 6"	friction	1955	13	6
Box, insulated	10800	70	67' 8"	roller	1965	33	33
Box, insulated	11000	50	54' 2-1/2"	friction	1943	<u>25</u>	<u>8</u>
Total Box Cars						243	197
Caboose	1020		40'	friction	1946	4	4
Caboose	1067-84		41' 7-3/4"	roller	1949/1976	17	17
Caboose, wide version	1085-87		41' 7-3/4"	roller	1977	3	3
Caboose	1039/ 1043		54' 2-1/2"	friction	1943	2	2
Caboose	1776		41' 7-3/4"	roller	1949/1975	<u>1</u>	<u>1</u>
Total Caboses						27	27
Dump, Air	15000	30 yds.	36' 8"	friction	1953	5	5
Dump, Air	15100/ 15109	30 yds.	37' 2"	friction	1947	10	10
Dump, Air	15110/ 15123	28 yds.	35' 3"	friction	1934	13	13
Dump, Air	15600	30 yds.	37' 2"	friction	1941	21	21
Dump, Air	15700	40 yds.	37' 6"	roller	1958	<u>27</u>	<u>27</u>
Total Air Dump Cars						76	76
Flat	2900	50	44'	friction	1945/1959	6	6
Flat, heavy duty	5570	75	48' 2"	friction	1949	1	1
Flat, well deck	5573	75	56' 2"	roller	1940	1	--
Flat, well deck	5574	90	65' 10"	roller	1964	1	1
Flat, bulkhead	12400	70	56' 10"	roller	1964	21	21
Flat, URB equipped	12500	40	44' 8"	friction	1943	25	23
Flat	12600	70	56' 10"	roller	1964	74	74
Flat	12700	70	56' 10"	roller	1956	45	45
Flat	12800	50	56' 10"	roller	1958	89	89
Flat	12900	70	56' 10"	roller	1976	100	100
Flat	17000	100	65'	roller	1982	--	15
Flat Shuttle	19000	62 1/2	78' 5"	roller	1955	14	14
Flat, TOFC	19050	62 1/2	89'	roller	1963	<u>10</u>	<u>10</u>
Total Flat Cars						387	399

FREIGHT ROLLING STOCK (Continued)

DESCRIPTION	Characteristics					No. of Cars	
	Series	Ton-Capacity	Length	Bearings	Built/Rebuilt	1982	1983
Flats - Leased	BTTXA	65	89'	roller		4	4
Flats - Leased	RTTXA	60	87' 4"	roller		4	4
Flats - Leased	TTX	60	89' 4"	roller		5	5
Flats - Leased	SP-TOFC	77	89'	roller		8	8
Flats - Leased	TTAX	77	89'	roller		<u>24</u>	<u>25</u>
Total Leased Flat Cars						45	46
Gondolas	13200/ 600	50	49' 8"	friction	1943	345	273
Gondolas	13800	70	70' 6"	friction	1943	<u>41</u>	<u>40</u>
Total Gondolas						386	313
Hopper, covered	14500-09	100	53' 2"	roller	1965	10	10
Hopper, covered	14600	100	45' 6"	roller	1970	9	9
Hopper, covered	14550-1	70	43' 5"	friction	1929	2	--
Hopper, quad	16000-24	100	53'	roller	1981	25	25
Hopper, quad	16025-76	100	53'	roller	1982	52	52
Hopper, triple	14000- 279	70	43' 5"	friction	1929	51	34
Hopper, triple	14300- 349	70	44' 8"	roller	1958	46	45
Hopper, triple	14400- 449	80	46' 4"	roller	1964	50	50
Hopper, triple	14700- 811	70	44' 4"	roller	1952	106	104
Hopper, triple	14900- 924	70	38' 3"	roller	1952-59	25	25
Hopper, twin	5033-38	50	34' 4"	friction	1930	5	--
Hopper, twin	6014	50	35' 4"	friction	1934	18	1
Hopper, twin	6043	50	34' 4"	friction	1934	<u>4</u>	<u>1</u>
Total Hopper Cars						403	356
Power Cars	P10-24		54' 2-1/2"	roller	1943	<u>9</u>	<u>7</u>
Total Power Cars						9	7
Refrigerator, Mech.	11500- 511	65	63' 8"	roller	1966	11	10
Refrigerator, ice	11700- 724	50	54' 2-1/2"	friction	1943	<u>5</u>	<u>1</u>
Total Refrig. Cars						16	11
Repeater air Cars	1 - 4	50	54' 2-1/2"	roller	1943/1972 /1977	<u>4</u>	<u>4</u>
Total Repeater Cars						4	4

**FREIGHT ROLLING STOCK (Continued)**

DESCRIPTION	Characteristics					No. of Cars	
	Series	Ton-Capacity	Length	Bearings	Built/Rebuilt	1982	1983
Tank	9000-098	10000 gal.	39' 2"	friction	1923	47	39
Tank with steam coils	9100-120	10000 gal.	39' 2"	friction	1920	13	12
Tank	9200-221	10000 gal.	39' 2"	friction	1920	19	16
Tank, jumbo	9300-302	20000 gal.	50' 7"	roller	1970	3	3
Tank, jumbo	9303-327	20000 gal.	50' 7"	roller	1974	--	25
Tank (Loco fuel)	X5001-009	10000 gal.	39' 2"	friction	1923	6	6
Tank (Were USAX)	10902-955	10000 gal.	39' 6"	friction	1942	<u>50</u>	<u>49</u>
Total Tank Cars						<u>138</u>	<u>150</u>
Way Freight Box Cars	73,75	70	84' 6"	roller	1943	<u>2</u>	<u>2</u>
Total Way Freight Cars						<u>2</u>	<u>2</u>
Total Freight Rolling Stock						<u>1808</u>	<u>1669</u>

**MISCELLANEOUS ROLLING STOCK**

DESCRIPTION	Characteristics					No. of Cars	
	Series	Ton-Capacity	Make	Bearings	Built/Rebuilt	1982	1983
Breaker, Ice, (for tunnel clearance)	3000E	143,000 lbs.		roller	1964 rblt.	1	1
Cranes, locomotive	LC21-107	7 1/2-100 Ton	cranes wreckers ditchers		1920-1983	11	10
Outfit Cars (crew, tank, kitchen, storage, flat, water, & wreckers)						186	134
Snow Plow	3	rotary blade	Alco		1930	2	1
Spreaders	4	air	Russell		1949	1	1
	6	hydraulic	Jordan		1929	1	--
	7,8		Jordan		1970, 1976	<u>2</u>	<u>2</u>
Total Miscellaneous Rolling Stock						204	149
Total Passenger, Freight and Miscellaneous Rolling Stock						2064	1870
Total Locomotives and Rolling Stock						2129	1927

Table VII shows the locomotives and rolling stock operated by The Alaska Railroad. The major changes during 1983 were the acquisition of 9 locomotives and 40 freight cars (15 flat and 25 tank), and the retirement of 17 locomotives and 234 pieces of rolling stock.

# FINANCIAL

The following four financial statements (Tables VIII through XI) describe the financial situation (Note 1) of The Alaska Railroad.

TABLE VIII: STATEMENT OF INCOME  
FISCAL YEARS 1982-83  
(Thousand dollars)

CATEGORY	1983	1982
REVENUES (Note 2):		
Operating Revenues:		
Freight	\$43,787	\$47,877
Passenger	3,305	2,627
Other (Note 15)	5,305	4,941
Total Operating Revenues	52,397	55,445
Non-Operating Revenues (Note 16)	3,697	3,352
Total Revenues	\$56,094	\$58,797
EXPENSES (Note 3):		
Operating Expenses:		
Maintenance of Way & Structures (Note 4)	\$9,859 <sup>(1)</sup>	\$8,554
Maintenance of Equipment	12,326	11,702
Transportation	19,551	18,685
Traffic Management	865	757
Incidental	4,529	4,152
General and Administration (Note 5)	5,863	5,128
Total Operating Expenses	52,993	48,978
Non-Operating Expense (Note 17)	277	258
Total Expenses	\$53,270	\$49,236
NET PROFIT (Surplus)	\$2,824	\$9,561
Add Depreciation included in Expenses	4,404	3,712
CASH FLOW (Gain)	\$7,228	\$13,273

Notes follow Table XI

(1) Includes \$1.7 million which was part of Congressional Appropriation major maintenance and not included in FY 1982 expense.

Expense/Revenue Ratio	94.97%	83.74%
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TABLE IX: BALANCE SHEET  
SEPTEMBER 1982-83  
(Thousand dollars)

CATEGORY	1983	1982
<b>ASSETS:</b>		
Current Assets:		
Cash (Note 8)	\$9,646	\$14,966
Trust and Deposit Funds (Note 9)	32	7
Accounts Receivable	14,195	13,105
Materials and Supplies (Note 10)	10,143	7,040
Prepaid Expenses	20	0
	<u>34,036</u>	<u>35,118</u>
Properties:		
Land (Note 11)	265	265
Buildings	12,943	12,921
Roadway Structures & Facilities	127,215	125,000
Equipment	57,895	49,864
Non-Operating Property	1,947	1,877
Total Properties	<u>200,265</u>	<u>189,927</u>
Less Accumulated Depreciation:	<u>60,516</u>	<u>57,678</u>
Properties - Net	139,749	132,249
Additions & Betterments in Progress (Note 12)	<u>11,599</u>	<u>12,059</u>
	151,348	144,308
Other Assets and Deferred Charges	2,526	3,029
Total Assets	<u>\$187,910</u>	<u>\$182,455</u>
<b>LIABILITIES &amp; PROPRIETARY INTEREST OF THE U.S. GOVERNMENT:</b>		
Current Liabilities:		
Accounts Payable	\$4,721	\$3,416
Accrued Payrolls Payable	1,320	1,056
Trust and Deposit Funds (Note 9)	32	7
	<u>6,073</u>	<u>4,479</u>
Other Liabilities and Unadjusted Credits	<u>2,209</u>	<u>3,152</u>
Total Liabilities	<u>\$8,282</u>	<u>\$7,631</u>
Proprietary Interest (Note 13):		
Net Investment	200,621	192,995
Retained Earnings from July 1, 1954	(18,171)	(23,578)
Current Year Operating Results	2,824	9,561
Extraordinary Items (Note 6)	<u>(5,646)</u>	<u>(4,154)</u>
Total Proprietary Interest (Note 13)	<u>179,628</u>	<u>174,824</u>
Total Liabilities & Proprietary Interest	<u>\$187,910</u>	<u>\$182,455</u>

Notes follow Table XI



TABLE X: STATEMENT OF CHANGES IN FINANCIAL POSITION  
FISCAL YEARS 1982-83  
(Thousand dollars)

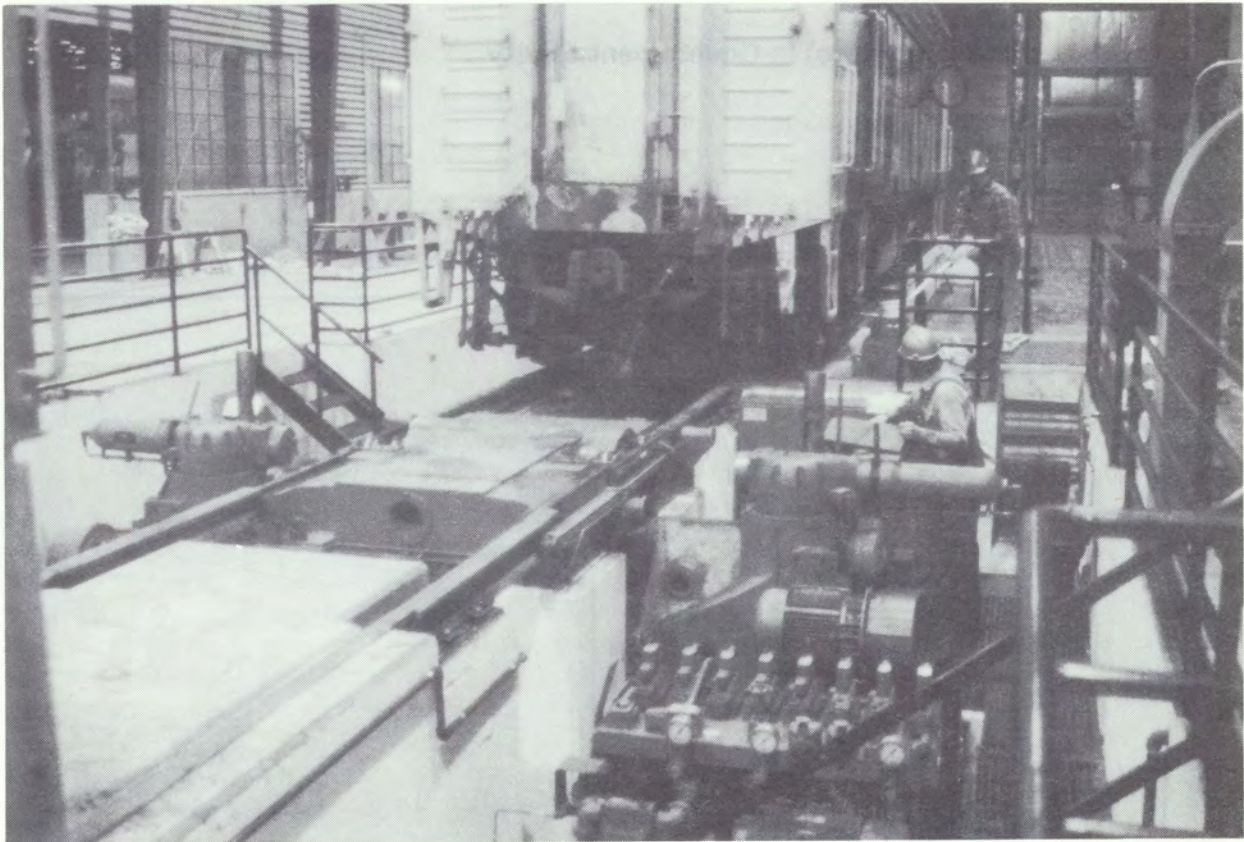
CATEGORY	1983	1982
Funds were provided by:		
Revenues and Other Receipts	\$56,438	\$58,699
Appropriations from Congress (Note 14)	<u>7,600</u>	<u>6,160</u>
Total Funds Provided	64,038	64,859
Funds were used for:		
Labor	35,579	33,221
Other	14,044	17,839
Capital Improvements & Replacements	<u>16,348</u>	<u>11,821</u>
Total Funds Used	65,971	62,881
Increase (Decrease) in Government Equity	(1,933)	1,978
Other Increases (Decreases):		
Undelivered Orders	(2,924)	3,983
Supplies and Materials	3,103	1,119
Properties	7,040	3,964
Other	<u>(482)</u>	<u>513</u>
Total, Other	6,737	9,579
Total Increase (Decrease) in Government Equity	<u>\$4,804</u>	<u>\$11,557</u>
Proprietary Interest:		
Beginning Balance	\$174,824	\$163,267
Increase (Decrease)	<u>4,804</u>	<u>11,557</u>
Ending Balance (Note 13)	\$179,628	\$174,824

Notes follow Table XI

TABLE XI: FIVE-YEAR CONDENSED SUMMARY OF OPERATIONS  
FISCAL YEARS 1979-83  
(Thousand dollars)

CATEGORY	1983	1982	1981	1980	1979
REVENUES:					
Operating	\$52,397	\$55,445	\$40,782	\$26,737	\$23,200
Non-Operating (Note 16)	<u>3,697</u>	<u>3,352</u>	<u>3,159</u>	<u>2,155</u>	<u>2,081</u>
Total Revenues	\$56,094	\$58,797	\$43,941	\$28,892	\$25,181
EXPENSES:					
Operating	\$52,993	\$48,978	\$40,358	\$34,380	\$31,285
Non-Operating (Note 17)	<u>277</u>	<u>258</u>	<u>273</u>	<u>344</u>	<u>204</u>
Total Expenses	\$53,270	\$49,236	\$40,631	\$34,724	\$31,489
NET PROFIT (LOSS)	\$2,824	\$9,561	\$3,310	(\$5,832)	(\$6,308)
Less Extraordinary Items (Note 6)	<u>(\$5,646)</u>	<u>(\$4,154)</u>	<u>(\$204)</u>	<u>(\$692)</u>	<u>(\$319)</u>
Annual Retained Earnings	(\$2,822)	\$5,407	\$3,106	(\$6,524)	(\$6,627)
Expense/Revenue Ratio	94.97%	83.74%	92.47%	120.19%	125.05%

Notes follow Table XI



A modern wheel truing machine was installed in a newly constructed shop building in 1983.

## NOTES TO FINANCIAL STATEMENTS

### 1. SUMMARY OF ACCOUNTING POLICIES

The Alaska Railroad uses the generally accepted principles, standards, and related requirements of governmental accounting as approved by the Comptroller General of the United States. Operations are conducted in a manner consistent with related commercial enterprises and, at the same time, in conformance with the requirements incumbent upon a Government agency.

As is the customary practice of the industry, the Railroad uses betterment and retirement accounting instead of depreciation accounting for roadbed and track. Under this method, prescribed by the Interstate Commerce Commission, the cost of replacing tracks and structures--less salvage recovered--is charged to the appropriate operating expense account and only the cost of betterments is capitalized. These capitalized items are not depreciated, but upon retirement of the tracks and structures, the entire capitalized amounts--less salvage recovered--are charged to expense.

The accounting system and related procedures disclose financial condition and operating results to provide full accountability of the Government's investment in the Railroad and to afford management the necessary data to carry out its responsibility in the most efficient and economical manner.

The Railroad is financed from a revolving fund.

### 2. REVENUES

Revenues from rail operations are included in income on an accrual basis upon the completion of service.

### 3. EXPENSES

Expenses are accrued or applied or both on a basis consistent with generally accepted accounting principles.

### 4. MAINTENANCE OF WAY AND STRUCTURES

Maintenance of way and structures include expenses incurred by engineering (\$9,207,000) and communications (\$652,000).

### 5. GENERAL AND ADMINISTRATION

General and administration accounts include expenses for headquarters and staff (\$1,378,000) and the administration department (\$4,485,000).

### 6. EXTRAORDINARY ITEMS

Extraordinary items include the loss on excess current inventories (\$23,000), deferred outlays (\$3,760,000), prior-year adjustments (\$697,000), and costs associated with the transfer evaluation (\$1,166,000).

## 7. DEPRECIATION

Depreciation is computed using the straightline method and is based on estimated service lives of depreciable properties, except for the railway track and structures, which are computed using the industry betterment method. Depreciation charges are determined by using the composite or group rates applicable to various classes of property.

The following is a list of depreciation charges in FY 1983:

	(Thousand dollars)
Mechanical - equipment	\$2,807
Engineering - buildings and structures	892
Transportation - docks	438
Communications	170
Non-operating	66
Other	<u>31</u>
Total	\$4,404

## 8. CASH

Cash refers to the fund balance with the U.S. Treasury, which is the net amount of cash receipts, e.g., revenues, proceeds from sales, and amounts of congressional appropriations, less disbursements.

## 9. TRUST AND DEPOSIT FUNDS

Trust and deposit funds include special deposits and other collections not covered by the revolving fund and cleared by disbursement or transfer, as appropriate. A contra account to this asset account is reflected in the liability section.

## 10. MATERIALS AND SUPPLIES

Inventories, consisting of replacement or repair parts for equipment and road property, construction materials, and fuel, are valued at average cost, including freight.

## 11. LAND

Land includes only property purchased by the Railroad from private owners and carried at acquisition cost. The Railroad owns over 38,000 acres withdrawn from the public domain at no cost; this land is not included in the financial records.

## 12. ADDITIONS AND BETTERMENTS IN PROGRESS

This is a control account for authorized capital projects during the period of construction or procurement. Upon completion of the capital project, the related costs are transferred into the appropriate fixed asset property account.

### 13. PROPRIETARY INTEREST OF THE U.S. GOVERNMENT

The proprietary interest shows the Federal Government's net interest in The Alaska Railroad. At the end of FY 1983, it is summarized as follows:

	(Thousand dollars)
Appropriation by Congress	\$259,496
Allotments from other agencies, sales of lots, etc.	1,724
Property transferred or donated (not public domain)	19,903
Earthquake losses	(16,738)
Deficits from operations and capital losses to 6/30/54	(63,764)
Retained earnings (7/1/54 to 9/30/82)	(18,171)
FY 1983 operating results	2,824
Extraordinary Items (Note 6)	<u>(5,646)</u>
 Total proprietary interest of the U.S. Government	 \$179,628

### 14. CONGRESSIONAL APPROPRIATIONS

Funds appropriated by Congress were obligated within the fiscal year, as shown below:

	(Million dollars)	
	<u>FY 83</u>	<u>FY 82</u>
Congressional appropriations received	\$7.60	\$6.16
Obligated during fiscal year	<u>\$7.60</u>	<u>\$6.16</u>
 Amount unobligated at end of fiscal year	 \$0.00	 \$0.00

### 15. OTHER OPERATING REVENUES

Other operating revenues include those revenues that were neither freight nor passenger. Individual accounts exceeding \$90,000 in FY 1983 were:

	(Thousand dollars)
Reimbursable services	\$2,036
Sale of non-invested property	1,301
Reimbursements - real estate, utilities, and equipment	541
Whittier shuttle - vehicles	533
Wharfage and handling	148
Mail	145
Switching	116
Equipment rentals	90
All other	<u>395</u>
 Total	 \$5,305

16. NON-OPERATING REVENUES

Non-operating revenues in FY 1983 were:

(Thousand dollars)

Miscellaneous rentals	\$3,466
Interest earned	144
All other	<u>87</u>
Total	\$3,697

17. NON-OPERATING EXPENSES

Non-operating expenses in FY 1983 were:

(Thousand dollars)

Buildings	\$199
Depreciation	60
Equipment	10
All Other	<u>2</u>
Total	\$277



At a re-enactment of the original golden spike ceremony Governor Sheffield wields the same maul used by President Harding in 1923.

OFFICERS OF THE ALASKA RAILROAD

FRANK H. JONES  
General Manager

ARNOLD T. POLANCHEK  
Assistant General Manager

JACK A. HEPWORTH  
Superintendent of Transportation

FRANCIS C. WEEKS  
Chief Engineer

JOHN T. GRAY  
Manager, Marketing & Sales

DAVID M. RODERICK  
Chief Counsel

RONALD M. RISCH  
Manager, Budget & Accounting

MARCIE G. TRUMP  
Chief of Security

KENNETH GREENE  
Manager, Operating Rules

JOHN K. NIELSON  
Manager, Safety

MERLE W. AKERS  
Manager, Industrial Development &  
Real Estate

MICHAEL J. SUDOL  
Chief Mechanical Officer

JAMES B. BLASINGAME  
Chief of Administration

WILLIAM F. COGHILL  
Manager, Planning

JOHN P. KILLORAN  
Manager, Strategic & Operations  
Planning

DONALD A. HARVEY  
Manager, Personnel

PEGGY R. THOMAS  
Manager, Supply

JOHN R. REYNOLDS  
Manager, Procurement

JAMES E. PINKSTON  
Manager, Data Processing

KAREN J. MORRISSEY  
Manager, Administrative  
Procedures

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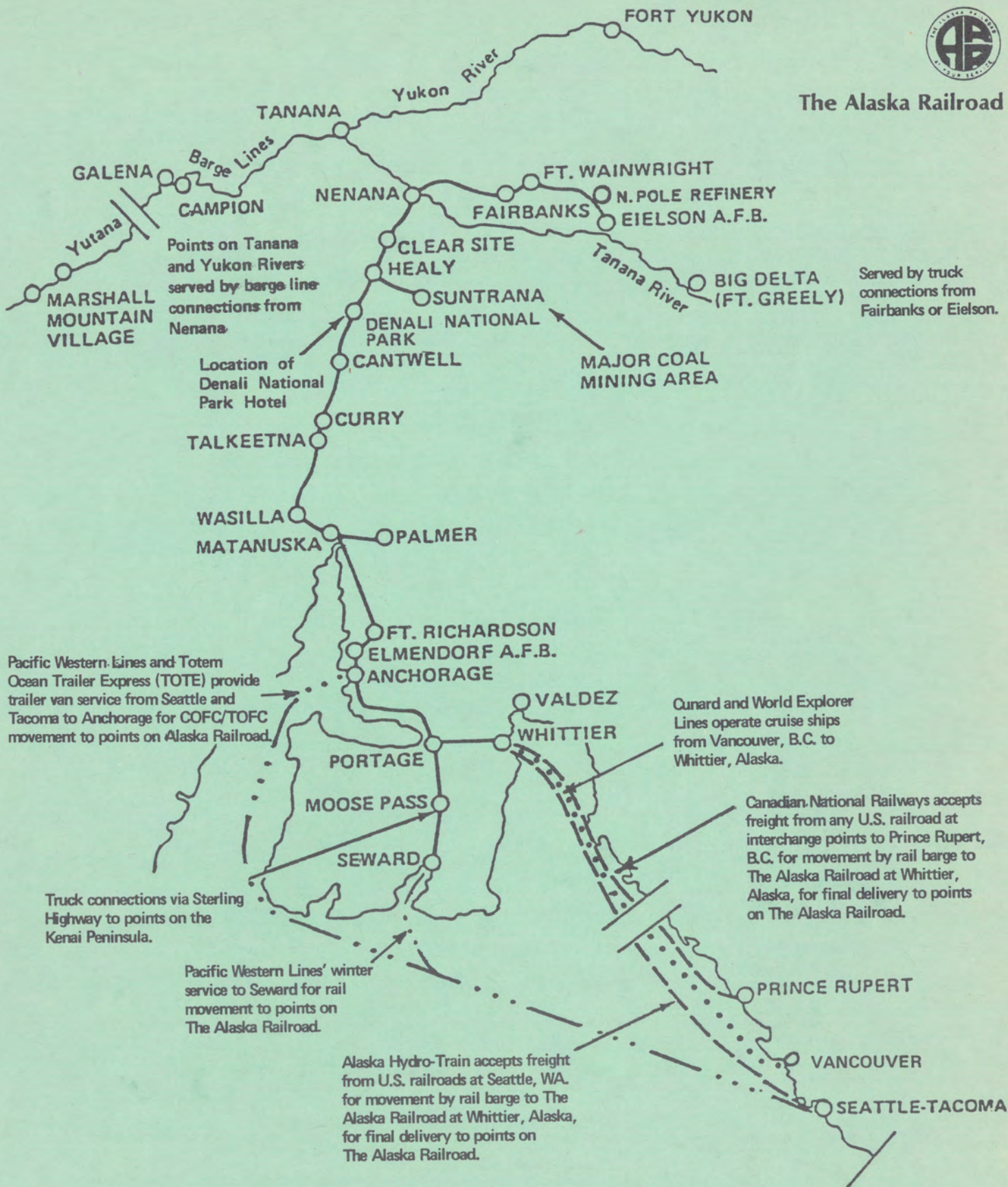
THE ALASKA RAILROAD  
Pouch 7-2111  
Anchorage, Alaska 99510-7069

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Telephone: (907) 265-2667



# The Alaska Railroad



## ALASKA RAILROAD ROUTE MAP

Showing connecting carriers