



Alaska Railroad Passenger Service



My colleagues at **PTSI Transportation** and I welcome the Railway Interiors Expo and its attendees to the United States.

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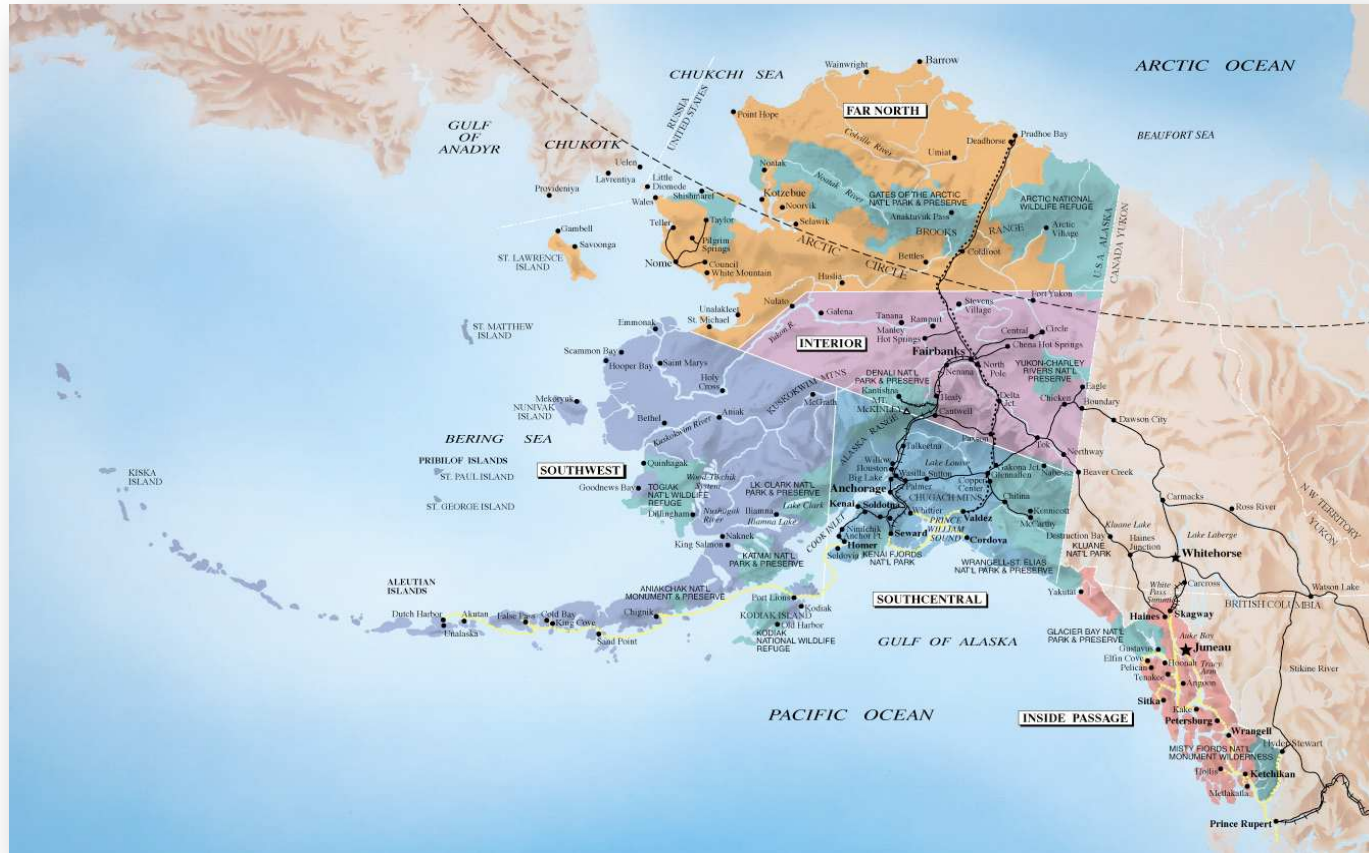
The U.S. is a large nation, with some 3,794,000 square miles and 311,000,000 people. The largest of the 50 states is Alaska, whose 633,000 square miles comprises about one sixth of the entire nation!

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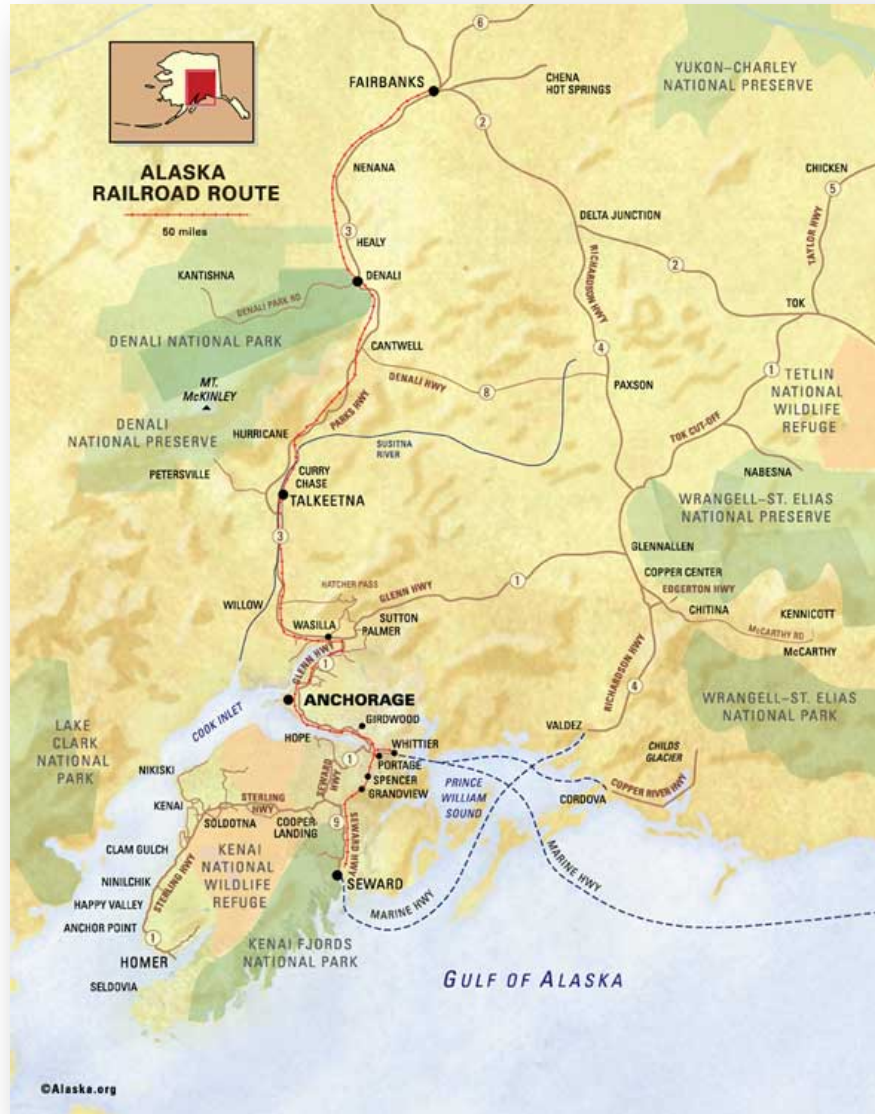
However, its population, only about 723,000, ranks number 47 of the 50 states. There are more people in most cities than in all of Alaska. Of course, this is swollen in summer, especially, by tourism. And in terms of natural beauty, Alaska will hold its place in comparison with any state or nation.

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Alaska has a large land mass and two lengthy, but narrow “pan handles”. However, most of its population is concentrated in Anchorage, which is NOT the state capital - that honor goes to tiny Juneau in the southern “panhandle”.

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Focusing in on the Alaska Railroad routes, it can be seen that Anchorage is the hub, as well as headquarters. From Anchorage, the principal passenger route extends north 350 miles to Fairbanks, past Denali National Park, and North America's tallest peak, Mt. McKinley. The other routes are shorter and provide intermodal connectivity between the ports of Seward and Whittier as well as Ted Stevens Anchorage International Airport.

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Alaska's passenger trains, like those in the lower 48 states, must share tracks and schedules with increasing freight traffic demands.

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2011 Year-End Information:

Miles of main line:	467
Locomotives:	51
Freight cars operated:	1,254
Passenger cars:	45
Year-round employees:	685
Passenger ridership:	412,200
Freight tonnage:	6.2 million

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The summer season shows greatly increased train lengths and frequencies on the Alaska Railroad.

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The harsh Alaska winters see weekly passenger service between Anchorage and Fairbanks and a monthly service to an area north of Talkeetna. Both trains make flag stops to serve residents living off the road system

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The weekly service provides a lifeline to small communities. These are the railroad's Korean (Dae-Woo) built modern single level cars, of LAHT steel.

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Some trains stop anywhere in the wilderness for passengers.

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This is the interior of a Korean (Dae-Woo) built coach.

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Although dining on the Alaska Railroad is a treat, with many local foods on the menu . . .

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the food must compete with the view from the dining car.

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Some of the Alaska Railroad's fleet consists of heritage cars built for other railroads in the 1950's era. This former Union Pacific aluminum dome coach is an example.

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This is the interior of the heritage dome car.

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The passenger's view from heritage dome car is quite spectacular.

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The Alaska Railroad's newest cars are these double level Ultra Domes, of LAHT Steel. They were built by Colorado Railcar.

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Similar cars were built for cruise ship and tour operator Princess, and are hauled, in summertime, on Alaska Railroad's trains, along with the railroad's own cars.

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Royal Celebrity Cruises also operates Ultra Dome cars on Alaska Railroad trains in the summer.

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Finally, Holland America's McKinley Explorer Ultra Domes are carried on the Alaska Railroad train between Anchorage and Fairbanks in the summer. The combination of Alaska's own equipment and that of the three tour operators, makes for a long train.

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This is the interior of a Holland America McKinley Explorer car.
All the Ultra Domes have roughly the same interior arrangement.

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The lower level dining Room of a Holland America Ultra Dome.

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The lower level kitchen of a Holland America Ultra Dome.

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The view out the end of the Ultra Dome replicates that of the Heritage dome car.

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Many of the Ultra Domes have an exterior porch or deck where passengers may enjoy the scenery without enclosure.

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Another group of cars acquired by the Alaska Railroad was formerly used on the Florida Fun Train. These LAHT Steel cars had been rebuilt from older cars in service on U.S. and Canadian Railroads. This is a bi-level snack lounge.

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This bi-level car now has just one large level, with a very high ceiling.

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This is the snack bar in the bi-level.

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These former Florida Fun Train single level “dome” cars began life as Canadian National baggage cars.

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This is the interior of the single level “dome” car. A small galley is at the car end.

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Once again, these are the Alaska Railroad's routes in 2012.

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However, several studies have indicated the feasibility and desirability of an extension southward to connect with the network of North America's railways. Today, this 1,000 mile connection is made by water, using barges for freight traffic only. The future may someday see continuous service from California, Florida, New York (or even Mexico) to Alaska.

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From the rear open platform of a single level conference-lounge car (originally built for Florida Fun Train), let me say ***thank you for listening.***

Copies of this presentation are available on request. Enjoy the Expo, and your visit. Safe travels.

Special thanks to Wendy Lindscoog and the Alaska Railroad for many of the photographs