**Testimony of Mr. Thomas E. Brooks**
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**Before the House Subcommittee on Railroads, Pipelines and Hazardous Materials**
**House Transportation & Infrastructure Committee**
**2167 House Rayburn Building**

**Hearing:**
**Historic Preservation of Railroad Property and Facilities**

**June 5, 2008**
**2:00 pm**

**Statement of Mr. Thomas E. Brooks**
**Assistant Vice President for Projects and Chief Engineer, Alaska Railroad**
**Subcommittee on Railroads, Pipelines and Hazardous Materials**
**U.S. House Transportation & Infrastructure Committee**
**June 5, 2008**

Thank you Chairman Brown, Chairman Oberstar, and members of the subcommittee for holding this hearing and inviting me speak with you today on behalf of the Alaska Railroad Corporation. I also would like to thank Rep. Shuster for offering the amendment at the markup, and Rep. Young for his leadership on bringing the issue to the attention of the committee.

My name is Tom Brooks, and I am Assistant Vice President of Projects and Chief Engineer at the Alaska Railroad. The Alaska Railroad has a 500-mile-long mainline running from the ports of Seward, Whittier and Anchorage to the interior city of Fairbanks. We operate a year-round full service passenger and freight railroad. The Alaska Railroad carried over a half-million passengers in 2007, and has extensive freight operations in interstate commerce. Because of our service to five military bases, we have been designated by the Department of Defense as a Strategic Railroad.

The Alaska Railroad was built and operated by the U.S. government from 1914 until it was sold to the State of Alaska in 1985. We are proud of its history and we actively support historic preservation in numerous ways that are detailed in the backup materials. However, the effect of expansively applied historical laws and regulations imperils our ability to maintain safety. It also compromises the operational and business agility vital to our railroad's mission of stimulating state economic development. We support an amendment along the lines of the Shuster Amendment that was offered and then withdrawn at the full committee markup pending this hearing.

Let me start by sharing a current problem that illustrates the dilemma very well-- our bridge "432.1". This 160-foot-long bridge spans a small creek in a remote location; it is ten miles from the nearest road. Two separate independent historians have determined this bridge has no historic merit on its own. However, it has been, in practical effect, declared historic by Alaska's State Historic Preservation Officer, or SHPO, merely because it is part of the Alaska Railroad. This has triggered the extensive bureaucratic process meant to preserve and protect historic structures.

The foundation of this bridge is failing badly and we want to replace it this year. We can't. We are currently passing around documents between the Alaska Railroad, the Federal Transit Administration, the National Park Service, and the Alaska SHPO. We expect to obtain the required approvals so that the replacement can be completed in fall 2009. In the meantime, we've got to get 150,000 passengers, a bunch of freight including 700 million gallons of fuel oil, and critical military equipment safely over that bridge. We believe we can do it, but it is expensive and so unnecessary. While we are a year-round railroad, Alaska has a short construction season, from May through September because of winter freeze-up, which emphasizes the importance making timely decisions.

We submit that this is a misapplication of public process that squanders federal resources and public funds. There is no reason for this delay. This problem is created by overzealous attempts to identify the Railroad as a single "historic district". This designation automatically triggers historical protections for mundane railroad features that lack historic merit on their own. Bridge 432.1 represents the sixth time we have been through this process since 2002. It is expensive and delays our efforts to improve safety and efficiency, and to serve our customers.

The Shuster Amendment will ensure that historic preservation standards continue to be applied to railroad features with historical merit in their own right – not because they are merely part of a railroad historic district. This amendment would provide the same relief to railroads that was afforded to the Interstate Highway System in 2005 through SAFETEA-LU Section 6007. Like the Interstate System, railroads have been evolving since their inception and continue to do so, having been constructed, expanded, and upgraded to serve national transportation needs. Their integrity depends on continuing maintenance and upgrades so that they can continue to operate and move passengers and/or freight efficiently.

The Alaska Railroad is a critical component of our state's transportation infrastructure and must continue its mission as an economic tool for development as mandated by Congress in the Alaska Railroad Transfer Act (Public Law 97-468). Without the Shuster Amendment, there is an immediate danger that our entire railroad corridor will, in practical effect, be treated as a historic district, as detailed in one of the exhibits being submitted with my testimony. Safety improvements and routine maintenance of even mundane features such as Bridge 432.1 are incurring undue delay and costs, and the problem will get even worse in the future if the railroad corridor is either officially declared a historic district or, as is currently the case, simply treated as if we are. While avenues exist to appeal historical determinations, they are made to bodies like the Advisory Council on Historic Preservation or the Keeper of the National Register. These entities are firmly grounded in historic preservation and have a far different mission from running a safe transportation system. In addition, project delay is inherent in any appeal process. Delay, in most cases, will equal additional costs and continued deterioration of infrastructure.

In closing, we will gladly continue to support efforts to preserve Alaska's history and that of the Alaska Railroad, but we must also ensure the safe operation of the railroad. Alaska is

America's last frontier, and it is the Alaska Railroad that provides economical access to a significant portion of that frontier. Through the Shuster Amendment, we will continue our historic preservation efforts, focusing them on truly deserving properties, while moving ahead with our mission of safety and service.

Thank you for the opportunity to speak with you today. I'd be happy to answer any questions.

## List of Exhibits


**Exhibit 1** Examples of Alaska SHPO's Intent to Identify the Alaska Railroad as a Historic District

**Exhibit 2** Bridge 432.1 – Example of Alaska Railroad Historic District Problem

**Exhibit 3** Details of the Historic Preservation Issues on the Alaska Railroad

**Exhibit 4** Alaska Railroad Section 4(f) Submittals

**Exhibit 5** Alaska Railroad Historic Initiatives

## Exhibit 1
## Examples of Alaska SHPO's Intent to Identify the Alaska Railroad as a Historic District

**SHPO's August 9, 2007 letter (regarding Broad Pass project)**

*In order to expedite reviews of railroad undertakings, it is imperative to evaluate the railroad as a potential historic district and to identify the features found throughout the corridor. Please update this office on the progress made to identify cultural resources related to [the] railroad corridor.*

**SHPO's November 20, 2006 letter (regarding Alaska Railroad Historic Context and Survey)**

*In April 2006 our offices met and discussed compliance with National and State Historic Preservation laws. At that meeting, Commissioner Michael Menge, Department of Natural Resources, and Pat Gamble, President and CEO of the Alaska Railroad Corporation, decided that the Alaska Railroad Corporation will develop a railroad historic district context and begin the process to list the district in the National Register of Historic Places.*

**NOTE December 1, 2006 response to that letter from Railroad President Pat Gamble**

*I see from your letter that I need to set the record straight regarding the meeting you mentioned, which took place on April 20, 2006 between Commissioner Menge and me. Let me be very clear. The Alaska Railroad's purpose going into that meeting was exactly the opposite of your characterization ... we agreed to create an inventory of individual historical items for the express purpose of not having to declare a railroad historic district, an alternative which would most certainly stifle the tempo of safe operations, maintenance and business. . . .*

*The correct expression of our intent was that we would agree to list key historic railroad elements eligible for inclusion in the National Register of Historic Places if qualified expertise determined that they warranted such special recognition. This solution was acceptable to the Railroad because it better accommodated the operational imperative for the Railroad to continue its broad based 24 hour by 7 day a week operations and maintenance in an unfettered manner on behalf of the State of Alaska.*

**SHPO's December 1, 2005 letter (regarding Bridge 233.3 replacement)**

*Bridge 233.3 (TAL-0122) is a contributing feature to a potential historic district.*

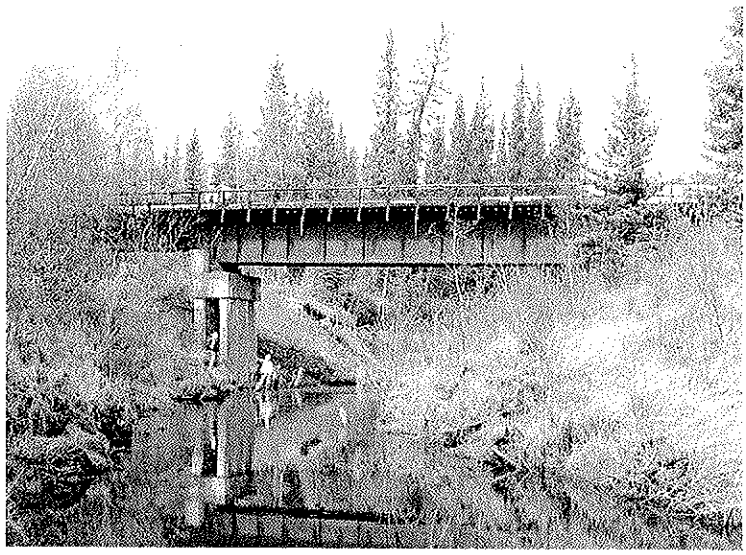
**SHPO's June 19, 2002 letter (regarding repair of two Alaska Railroad bridges)**

*The Alaska Railroad Corporation previously reported to the Alaska State Historic Preservation Officer that the Alaska Railroad Corporation is in the process of preparing a historic context study and survey of all railroad properties. The survey will evaluate the historical significance of the Alaska Railroad and identify features of the Alaska Railroad that contribute to its significance.*

**NOTE September 30, 2002 response from Railroad Chief Engineer Tom Brooks**

*At our meeting in January 2002, it is our recollection that we agreed to conduct an historic survey of the Alaska Railroad, including an inventory of the various types of facilities owned by ARRC, such as bridges, buildings, and possibly other structures. This survey would establish the historic context for the railroad, which is important for evaluation of the various railroad facilities to assess their eligibility for the National Register of Historic Places (NRHP). . . . ARRC representatives did not agree to evaluate the historical significance of the Alaska Railroad, which suggests that we would provide a determination of eligibility of the Alaska Railroad for the NRHP.*

## Exhibit 2
## Bridge 432.1 – Example of Alaska Railroad Historic District Problem



**Summary**: The foundation under this bridge is failing. Because it is part of a potential "Alaska Railroad Historic District", replacement has been delayed a year while the historical preservation process is completed. During that period, 150,000 passengers and about 700,000,000 gallons of fuel will pass over the bridge. The bridge will require close monitoring to ensure safety, and a service interruption is possible if interim repairs are needed.

**Additional Information**: The bridge spans a small creek in a remote area, with the nearest road access about 10 miles away. The bridge was built in 1925 and modified in 1950 using typical railroad construction. Unfortunately, the designers did not properly address the frozen soils, and the foundation is failing. Engineering investigations in 2007 revealed the state of deterioration was worse than expected -- it is in need of immediate replacement.

Rail traffic over the bridge in 2007 included 150,000 passengers and about 700,000,000 gallons of fuel. Proper functioning of this bridge is essential to the State of Alaska, the Alaska Railroad, and the Department of Defense.

| | |
|---|---|
| 2003-5 | Bridge 432.1 had an initial historic evaluation by independent historians working on an Alaska Railroad Historic Bridge Survey. It was not identified as historic, but Alaska SHPO requests additional information. |
| Dec. 2007 | Second historian does separate evaluation, also indicates bridge is not historic. |
| March 2008 | Federal Transit Administration (FTA) determines bridge is not eligible for the National Register, requests Section 106 concurrence from SHPO. Indicates beneficial reuse of the steel spans is part of proposed bridge replacement project. If a suitable railroad purpose for the spans is not identified, they will be offered to other entities for reuse (e.g., pedestrian or vehicular bridge) |
| April 2008 | SHPO does not concur with FTA finding, determines project will have an adverse effect because of the bridge's association with the Alaska Railroad. This effectively eliminates completion of the project in 2008. |
| April 2008 | Railroad/FTA prepare document for "Section 4(f)" of the 1966 Transportation Act. Must show there is "no feasible and prudent" alternative to replacing the bridge. |
| April 2008 | Section 4(f) forwarded to Department of Interior/National Park Service for review. Response is expected in late July. |
| August 2008 | Approval expected from FTA to begin purchase of materials. Delivery expected mid to late winter, 2009. Construction expected to begin in spring, 2009. |

***Burdensome delay and higher costs, with no additional public benefit.***
*Completion of construction for time-critical safety improvement project is now fall 2009. No public benefit to finding bridge eligible for National Register – mitigation requested by SHPO is the same as originally offered by Railroad as part of project.*

**Exhibit 3**
**Details of the Historic Preservation**
**Issues on the Alaska Railroad**

When an element of the Alaska Railroad is formally identified as historic, protections are triggered under Federal laws, particularly the National Historic Preservation Act and the Transportation Act of 1966. The issue here, and reason we are seeking protection, is that historic designations are being widely and expansively made. Specifically, historians are attempting to designate the Alaska Railroad corridor as a large historic district, trigging an extensive preservation bureaucracy. This bureaucratic process would apply to many minor and mundane features of the Railroad, inhibiting our ability to respond to change. It is important that we be responsive to change, both to safely maintain the Railroad, and to better serve our customers.

The Alaska Railroad is an important part of Alaska's history. We celebrate our history and actively support historic preservation. We absolutely agree that some components of the Alaska Railroad are truly historic properties. Bridge 264.1 on the Susitna River was listed on the National Register in 1977. We supported the listing of our Anchorage Depot in 1999. Eight other railroad properties formerly owned by the Alaska Railroad are also listed on the National Register. In addition, over 50 other Alaska Railroad properties, including a third of bridges, have been determined to be eligible for listing on the National Register of Historic Places.

To further reinforce our commitment to historic preservation, the Alaska Railroad has sponsored or currently sponsors a number of historic initiatives, as summarized in Exhibit 5 of our materials. To highlight a few of these endeavors -- we sponsor a tour guide program, where Alaska high school students provide historical information to our passengers; we have extensively archived our historical records to the National Archives; and we have made many donations of historical buildings to local governments and historical materials and equipment to local museums for public exhibits on the history of the Railroad.

The National Historic Preservation Act (NHPA) requires Federal agencies to take into account the effects of their actions (including grants, licenses, and permits) on historic properties (Section 106). The Alaska Railroad relies on federal funds, particularly from FRA and FTA, to bring the railroad back to working order after many years of neglect under federal ownership. In accordance with the NHPA implementing regulations (36 CFR 800), consultation with the Alaska State Historic Preservation Officer, or SHPO, is required for these federally-assisted undertakings.

What concerns the Alaska Railroad is that the SHPO considers the entire Alaska Railroad corridor to be eligible for inclusion on the National Register of Historic Places as a historic district, and supports such a designation. Correspondence over the past several years with SHPO reveals this intent as demonstrated in Exhibit 1. Despite federal agency determinations that specific railroad resources are not eligible for the National Register, based on surveys conducted by cultural resource professionals, SHPO did not concur with many determinations and continues to evaluate most of our projects based on a potential Alaska Railroad historic district. SHPO has implied that nearly all our buildings, bridges, sidings, and other properties not significant enough to be individually eligible for the National Register, are eligible as

contributing elements to a potential railroad historic district, solely due to their association with the Alaska Railroad.

As an example, we proposed extending an existing ordinary rail siding 2,000 feet to improve our operating flexibility. An archeological and historic survey revealed no adverse impacts from this mundane project. The SHPO did not concur and required an additional evaluation of the project because the SHPO believed that the siding and other features were historic solely due to being part of the Alaska Railroad. This added four months of delay to the project – which is considerable given Alaska's unique construction constraints due to its short construction season (May–September) before ground freeze-up. It also added at least $25,000 in extra costs.

The situation is exacerbated when removal and replacement of mundane and ordinary properties is planned, even when it is necessary to improve safety or operational flexibility. Removal and replacement constitutes an adverse effect under Section 106. An adverse effect to a property listed on or eligible for the National Register triggers Section 4(f) protection under the Department of Transportation Act (49 USC 303). This Act directs that the Secretary of Transportation shall not approve any program or project that requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of or from an historic site unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm.

Section 4(f) protection also applies to contributing elements to historic districts that do not individually possess integrity and meet the criteria for National Register eligibility, which is the case with many Alaska Railroad properties. SAFETEA-LU Section 6009 specifically addressed de minimis impacts to historic sites, but not historic districts and contributing elements. According to the regulations and as confirmed by an Advisory Council on Historic Preservation representative, removal of a contributing feature, regardless of how minor or mundane the feature, is considered an adverse effect to the historic district. There is no mechanism for determining that an adverse effect to one or more contributing elements to a historic district can be considered a de minimis impact if the historic district as a whole is not adversely affected. Therefore, a minor contributing feature that is not individually eligible for the National Register has the same status under Section 4(f) as a significant bridge or other property that is eligible on its own merits.

This situation requires preparation of a Section 4(f) evaluation for the subject historic property, which is a detailed analysis documenting there is no feasible and prudent alternative to the use of the property, and all possible planning to minimize harm has been conducted. The Section 4(f) process unnecessarily delays environmental reviews and transportation decision-making. It adversely affects the Alaska Railroad by limiting our ability to improve rail safety, to enhance operational efficiency, and to expand our services in a timely manner. Important safety improvement projects, such as replacing a structurally deficient bridge, are unnecessarily encumbered by paperwork and delays, and higher costs.

In addition to the Bridge 432.1 situation highlighted in our oral testimony and Exhibit 2, examples regarding our timber trestle bridges further illustrate the problem. In these situations,

the Section 106 and Section 4(f) processes delayed important safety upgrades. Between 2002 and 2006, 17 bridge safety projects, replacement of structurally deficient timber bridges, were delayed. Bridge 233.3 replacement was delayed one year because SHPO asserted the bridge was, quote, a "contributing feature to a potential historic district." Removal of these bridges constituted an adverse effect and therefore completion of the Section 4(f) process was required. Exhibit 4 summarizes the 4(f) submittals that have been required since 2002.

Projects funded by other federal agencies would also be affected if the Alaska Railroad is determined to be or treated as an historic district. Consider separated highway/railroad grade crossing projects undertaken by the Alaska Department of Transportation and Public Facilities, funded by the Federal Highway Administration. Grade separation is a federally supported nation-wide safety initiative for pretty obvious reasons. Existing at-grade crossings constructed over 50 years ago would also be contributing elements to a railroad historic district. Agencies sponsoring conversion to separated grade crossings for safety reasons would also experience unnecessarily burdensome delays in environmental reviews and transportation decision-making, along with higher costs.

There are appeal mechanisms available. The appeal mechanism regarding eligibility determinations is to the "Keeper" of the National Historic Register. The appeal mechanism regarding findings of effect (e.g., is there an adverse impact on the historic property or not?) is to the Advisory Council on Historic Preservation. These appeal processes take time, adding to project delays and costs. In addition, they are made to historic preservation professionals who are, by their own statutory mandates, more focused on preservation than on operational realities.

A key part of our problem is the de facto assumption by SHPO that the Alaska Railroad is an historic district, and any individual properties near or over 50 years in age are eligible as contributing elements simply because of that association. There is no basis to appeal such a determination, as the regulations are clear that this would be an adverse effect. In fact, such an appeal could trigger a requirement to conduct a determination of eligibility for the entire Railroad for the National Register. Should the Alaska Railroad be formally determined eligible as an historic district, we would be in an even worse situation than we are now—undoing or reversing a determination would be even harder than preventing the determination in the first place.

In closing, we continue to support efforts to preserve Alaska's history and that of the Alaska Railroad, but we must ensure the safe operation of the Railroad. The historic district issue is an ongoing immediate problem that needs to be fixed. The Alaska Railroad is a critical component of the state's transportation infrastructure and must continue its mission as an economic tool for development. Essential safety improvement projects or projects to improve our operational efficiency and flexibility have been and will continue to be unnecessarily encumbered by paperwork and delays -- at the expense of the Alaska Railroad, the Federal government, the traveling public, and taxpayers, with no discernable public benefit. Through the Shuster Amendment, we can ensure the safe operation of the Railroad and continue our historic preservation efforts, focusing those efforts on truly deserving properties.

**Exhibit 4**
**Alaska Railroad Section 4(f) Submittals**

Section 4(f) Evaluations completed prior to 2002: None

Section 4(f) Evaluations completed since 2002: Six (6)

1. Replacement of Five Alaska Railroad Bridges

   Mile 187.6 – Iron Creek (Willow Creek Overflow)
   Mile 200.9 – Caswell Creek
   Mile 233.4 – Unnamed Drainage to Susitna River
   Mile 233.6 – Unnamed Drainage to Susitna River
   Mile 267.7 – Valentine Creek

2. Replacement of Five Alaska Railroad Bridges

   Mile 238.4 – Gold Mine Creek
   Mile 239.0 – Unnamed Tributary to Susitna River
   Mile 239.1 – Unnamed Tributary to Susitna River
   Mile 245.8 – Portage Creek (also know as Porter Creek)
   Mile 260.3 – Valentine Creek

3. Replacement of Eight Alaska Railroad Bridges

   Mile F5.7 - Placer Creek (timber)
   Mile 217.5 - Question Creek (timber)
   Mile 233.9 - Unnamed drainage to the Susitna River (timber)
   Mile 244.6 - McKenzie Creek (timber)
   Mile 252.5 - Skull Creek (timber)
   Mile 256.2 - Unnamed drainage (timber)
   Mile 305.7 - Chulitna River (steel)
   Mile 354.4 - an unnamed drainage (steel)

4. Replacement of Bridge 233.3 and Other Alaska Railroad Timber Bridges

5. Alaska Railroad Moody Tunnel Removal

6. Alaska Railroad Bridge 432.1 Replacement

# Exhibit 5
# Alaska Railroad Historic Initiatives

The Alaska Railroad has ongoing programs that address its historic resources. We also undertake extensive public outreach activities to provide historic information to the public as described below.

**Alaska Railroad Historic Record Collection at National Archives and Records Administration**
In 1995, Alaska Railroad historic records were physically transferred to the National Archives and Records Administration – Alaska Region. These records cover the period when the Alaska Railroad was part of the U.S. Department of the Interior (1914-1967) and the U.S. Department of Transportation (1967-1985). In April 2007, NARA staff in Anchorage provided information on these records by identifying the records series, approximate dates, and cubic footage. NARA staff has also provided brief narrative summaries of the contents of each records series. Since 2002, Architectural Recordation Forms prepared for various Alaska Railroad features determined eligible for the National Register (e.g., bridges, Curry Wye, Moody Tunnel) are also archived here.

**Alaska Railroad Photo Collection at the Anchorage Museum of History and Art**
The Alaska Railroad houses its historic photo collection at the Anchorage Museum. The collection is comprised of approximately 15,000 images that include construction photos dating from as long ago as 1914. The photos are searchable by subject or railroad milepost. Photos and negatives are not loaned, but photo reproductions are available for purchase, either in print format on photo-quality paper, or as a digital scan on CD. Many of these photos are now available for public view on an internet site maintained by the University of Alaska-Fairbanks at vilda.alaska.edu.

**Alaska Railroad Engineering Library**
The Alaska Railroad maintains an engineering library, including historical design drawings and other information pertaining to the construction of the Railroad and its various elements (bridges, buildings, tunnels, etc.). SHPO representatives and cultural resources professionals are provided access to that information for research purposes.

**Records Retention Project**
The Alaska Railroad is developing a records retention program that includes digitization of Alaska Railroad records. Historic original engineering drawings are currently undergoing digitization. Unless otherwise prevented by law or security concerns, the Railroad's records are considered public records.

**Donation/Preservation of Historic Structures and Equipment**
In October 1997, the Railroad donated two historic residences known as the "Browns' Point Cottages" to the Municipality of Anchorage and issued a "no-fee" lease for the underlying ground. The cottages were constructed on railroad property in 1941 for the US Army Corps of Engineers. The cottages were restored and listed on the National Register in July 2004.

Numerous other structures and equipment have been donated by the Railroad to various local governments or non-profit organizations, including the Wasilla Depot and the Nenana Depot, both listed to the National Register in 1977, and historic rail equipment to the Museum of Alaska Transportation and Industry.

In addition, the Railroad's flagship passenger facility, the Anchorage Depot, was added to the National Register in 1999 and continues to be maintained and operated under historic preservation guidelines.

**Anchorage Museum of History and Art Railroad Exhibit**
Anchorage Museum featured an Alaska Railroad exhibit April 16 through October 1, 2006. The exhibit highlighted the construction and development of the railroad and the communities tied to it, revealing the railroad's impact across southcentral and interior Alaska during the past century. In addition to photographs, the exhibit included three-dimensional artifacts, including railroad equipment, facility signs and memorabilia from the Railroad and its employees. The Railroad underwrote the exhibit and now owns 12 large interpretive boards that will be displayed in depots.

**Other Interpretive Signage**
Over the years many interpretive sign projects have included Alaska Railroad history. Recently, the railroad's bridge rehabilitation and construction program and the U.S. Forest Service's Chugach National Forest Whistle Stop program have also included interpretive signs. The Railroad also installed interpretive signs at its Curry location as part of a plan to develop a new tourist/cultural opportunity. Locations of interpretive signage are:

- Denali Park
- Moody Tunnel
- Curry
- Whistle Stop (Forest Service)
- Ship Creek (vicinity of original railroad headquarters in Anchorage)

**Alaska Railroad Website**
The Alaska Railroad currently hosts a historical photo timeline with editorial on its internet site highlighting significant events from 1914 to present.

**Panoramas Magazine**
This magazine, produced by the Railroad and distributed to all train passengers, includes several articles about the Railroad's history and references:

- Then and Now
- The Frederick Mears story
- Curry and gold
- Points of interest – Anchorage to Fairbanks: select mileposts described, often with historical information
- Next stop sections on each major town/city, which include relevant historical information

**Tour Guides and On Board Staff**
Alaska Railroad Tour Guides are high school students trained and paid at Railroad expense to share information on passenger trains using an intercom system in each rail car. The tour guide comments cover special points of interest, cultural and historical information, geological features, and many other interesting facts about Alaska and the Railroad's history. The Railroad updates all the tour guide scripts annually.

**Collateral Materials Including Historical Information**
The Alaska Railroad develops various materials containing historical information: *Alaska Railroad Strip Map* (provided to all rail passengers) features historical information by milepost. *Panoramas Magazine* (noted above) features many historical articles and facts. Corporate Media Kit features a history overview and timeline. Broadly distributed Railroad newsletters (*All Aboard, Community Ties, Tenant Ties*) often feature historical articles. The theme of the Railroad's 2004 Annual Report was "A Vision Etched in Steel" featuring historical references and photos.

**Tourist Opportunities**
The Railroad, often in partnership with others, is actively developing new tourist opportunities that educate visitors and provide historic information about the Railroad. Examples include the planned development in the Curry area (important in the early history of the Railroad through the late 1950s) and the Forest Service's Whistle Stop program. Both projects promote visitor use of the area and include interpretive signage about historic resources.