

TOUR
ALASKA

Midnight Sun Express

Gazette

WELCOME
ABOARD

Welcome to the railroad adventure of a lifetime—a 356 mile journey past some of the world's most spectacular scenery. Aboard the most luxurious train ever to roll in North America—the magnificent Midnight Sun Express. We invite you to sit back, relax and enjoy Tour Alaska's special brand of hospitality.

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The Midnight Sun Express continues the tradition of the private railcar. The above illustration shows President and Mrs. Grover Cleveland on their wedding trip in the spring of 1886.

PRIVATE RAILCARS,
STATUS SYMBOLS OF THE 1900S

The rich and famous have always traveled in style. Today you'll see them arriving by limousine, private jet—or yacht.

But in the days of J.P. Morgan, the rich (and not-so-rich) coveted a different mode of luxury travel—private railcars, the status symbols of railroad barons and wealthy industrialists.

Wealthy families rolled south to Florida to escape harsh Northeastern winters; and west to Colorado to beat the heat of summer. For those who were not inclined (or financially equipped) to buy a railcar, the Pullman Company offered private car leasing service.

Between 1890 and 1929, the private railcar business boomed. Then it crashed with the stock market. Private railcar construction came to an abrupt halt. And the fickle rich switched alle-

giance to a more "in vogue" form of travel: private automobiles and commercial airliners. Railroad passenger trains had almost become an endangered species by the mid 1950s.

A handful of dedicated individuals, however, still owned private railcars. In an effort to preserve the grand era of railroading, they founded the American Association of Private Railroad Car Owners (AAPRCO). Today the group has grown to over 250 dues-paying members who own and operate over 150 private railcars in North America.

Tour Alaska is proud to be a member of AAPRCO, and to offer you the comfort and luxury of your own private railcar—the Midnight Sun Express. Enjoy!

The Life And Times Of The Alaska Railroad

Gold! Its 1898 discovery in the Yukon inspired the first dreams of building an Alaska railroad. Its purpose was to connect the rich mining districts of the Interior with the ice-free ports of Southcentral Alaska. Discoveries of rich copper and coal deposits sparked still further interest, instigating the formation of the Alaska Central Railroad.

A shaky beginning. The Alaska Central chose Seward as its terminus. The plan was to build a route from this seaport north to the Tanana Valley. But staggering construction costs and the failure of the railroad's principal bank in the 1907 panic forced the road into receivership after laying only 51 miles of track. Reorganized as the Alaska Northern Railway Company, it laid an additional 21 miles of track to Kerr Creek on Turnagain Arm. But funds ran out once more.

High freight costs, difficult northern construction and a lack of traffic stymied the railroad. It had become obvious that the only railroad with sufficient resources to overcome these obstacles would be one built and operated by the U.S. Government.

Congress to the rescue. Alaska petitioned President Taft for help. Through an act of the U.S. Congress on August 24, 1912, a Railroad Commission was appointed to examine the transportation problems in Alaska.

A second act, approved in March 1914, authorized the routes for Territory railroad lines to connect the southern coast of Alaska with the Interior.

Several routes were recommended. After careful examination by survey parties, Woodrow Wilson announced the chosen route—the one originally planned by the Alaska Northern Railroad. From Seward, the route extended 412 miles north to what is now the town of Nenana.

Construction began on the "Government Railroad" in 1915 and continued for nearly a decade. On July 15, 1923, President Warren G. Harding drove the golden spike, signifying the completion of the route.



The Hurricane Bridge is 296 feet above the streambed.

\$35 million over budget! Partially due to high prices during and after World War I, the original construction appropriation of \$35 million was not enough. Even though there were no wasted funds, the Alaska Railroad cost a staggering \$70 million. Even at that, much of the construction was temporary and required expensive finish work on railbeds and structures.

Requests for further funding were ignored by the Appropriations Committee. Budgets were cut. And the original purpose of the Alaska Railroad (to develop the Territory) was forgotten. Federal inspectors declared Alaska worthless. Some even recommended scrapping the line altogether!

The big boost. The colonization of the Matanuska Valley Farm community in the 1930s gave the Alaska Railroad the shot in the arm it needed. In 1935, the railroad helped the Federal Emergency Relief Administration bring over 200 "colonist family farmers" to the Palmer area.

Another boost in business resulted from the building of the Mt. McKinley Park Hotel. But it was World War II that really spearheaded the growth of the Alaska Railroad.

The demands of wartime freight were overwhelming. With the help of the 714th Railroad Operating Battalion, Alaska Railroad civilian crews worked to expand the railroad.

To safeguard the flow of military supplies, equipment and personnel from Tidewater to Anchorage and Fairbanks, a branch called the Whittier Cut-Off was constructed under the supervision of the Engineer Corps of the War Department. The resulting line runs from Whittier on Prince William Sound to Portage Station. It is 12.4 miles long and includes two mountain tunnels—one 13,090 feet long and another 4,910 feet long. The construction of the Cut-Off shortened the distance from Tidewater to Fairbanks by 51.5 miles, and connected the railroad with ocean vessels at two terminal ports: Seward and Whittier.

After the war, a construction boom further fueled the Alaska Railroad business. Much of the line was upgraded. Old equipment was retired, and new terminal facilities were built.

Then the Big 'Quake hit. On Good Friday, March 27, 1964 the railroad suffered \$27 million in damages in just 5½ minutes! Of 536 miles of track, 186 were damaged. But even a devastating 'quake couldn't stop the Alaska Railroad now. Within a week, service between Anchorage and Fairbanks was restored. Within three weeks, the trains were once again rolling into Whittier.

The Railroad continued to grow. The building of the Trans-Alaska Pipeline (1974-1977), once again created a freight boom with mountains of material and pipe rolling north over the Alaska Railroad.

A change in ownership. In January 1985, after almost three years of negotiations, the Federal Railway Administration turned operating authority over to the Alaska Railroad Corporation. The State of Alaska paid the U.S. Government \$22.3 million for the railroad, which is now operated as a private business enterprise.

What are future possibilities for the railroad? One idea, which has been the dream of northern industrialists since Alaska's earliest days, is to build a "rail extension" connecting Alaska with Canada and the Lower '48, forming the last true transcontinental railroad.



The Last American Streamliner

THE ALASKA RAILROAD, A TRAIN OF FAMOUS COACHES

The private full dome cars of the Midnight Sun Express are by far the most luxurious cars on the Alaska Railroad—the last two cars of the summer train service between Anchorage, Denali National Park and Fairbanks, and the only ones with vista dome viewing throughout.

But the coaches coupled on the train ahead share a colorful history worth noting.

Most are ex-Union Pacific coaches, domes and diners that ran on such

trains as the "City of Los Angeles" and the "Portland Rose".

Some are the stainless steel coaches from Southern Railway's "Southern Crescent" train. Others once ran on the "California Zepher" between Chicago, Denver and San Francisco over the Burlington, Rio Grande and Western Pacific railroads.

With the addition of the Tour Alaska full domes from Milwaukee Road's famous "Olympian Hiawatha" service, the Alaska Railroad quite literally represents the "last great American streamliner."

05/97
Super Dome

The luxurious railcars of Tour Alaska's Midnight Sun Express may look as if they were constructed in the 1980s. But behind their luxurious appointments is a history of over 30 years of railroading.

They were originally built in 1952 for the Milwaukee Road by the Pullman Standard Company of Illinois.

Only ten such cars were ever constructed. But they were the biggest and best of them all.

They were the largest and heaviest dome cars ever designed. Each car weighed 205,000 pounds. The largest truck sets (wheels) ever built for a passenger car were specially designed to carry this weight.

At 625 square feet, the dome area comprised the largest single panes of curved glass ever manufactured.

And they were the most expensive railcars in the world—a staggering \$320,000 for each car.

The Milwaukee Road aptly named them the "Super Domes" and began service in 1953, running from Chicago to the West Coast on the railroad's transcontinental train: The Olympian Hiawatha. In 1961, the Olympian Hiawatha train was discontinued, and six of the ten cars were sold to the Canadian National Railways in 1964. The remaining four domes were transferred to the Chicago-Minneapolis/St. Paul run until the Amtrak takeover of U.S. rail service in 1971.

Rolling proud in Canada. Canadian National Railways restored the lower level lounges and renamed the cars after endeared Canadian placenames:

- | | |
|----------------------|---------------------|
| (50) 2400 Jasper | (56) 2403 Fraser |
| (53) 2401 Athabasca | (51) 2404 Qu Apelle |
| (54) 2402 Yellowhead | (52) 2405 Columbia |



Pre-renovation, the Midnight Sun Express in 1952.

The cars were first used on the "Panoramic" and later on the "Super Continental" service between Winnipeg and Vancouver. In 1972 the domes were renumbered 2700-2705.

VIA Rail Canada then operated the domes until the Super Continental was discontinued in 1982. In late 1983, four of the cars were sold to Mr. John B. Baldwin, a San Francisco equipment dealer. The fifth was sold to a Winnipeg scrapyard. The sixth car was retained, pending decision on disposition.

The plight of the cars. By 1984, the Super Dome family of ten was widely dispersed, but not forgotten. Interested parties had new plans for the cars.

In February 1984, Thomas G. Rader, President of Tour Alaska, Inc., purchased two of Baldwin's four cars. No. 2705 was brought to Seattle from Vancouver, B.C. via freight service.

Number 2703 was resurrected from storage in the Midwest and brought to Seattle behind Amtrak's Empire Builder.

A third car, Number 2702, was located in the Winnipeg scrapyard, damaged beyond

repair after being rolled by a bulldozer. This car was purchased for parts, stripped and dismantled on site.

When VIA Rail Canada auctioned their final dome, Rader successfully bid for the car, and also brought it to Seattle for restoration.

New homes for Amtrak cars. The Amtrak domes were pulled from service in 1979. And although they had been poorly cared for, their auction attracted a good deal of interest.

One superdome became a restaurant in Portland, Oregon.

A second car went to Dr. Howard Blackburn, an Indianapolis physician and railroad enthusiast, who refurbished his dome and uses it today in regular excursion train service.

The third was purchased by Richard Sprague of Cincinnati, Ohio. His Railway Exposition Company rebuilt it, and today leases it out on Amtrak and excursion line service.

The fourth unit was purchased by Diesel Traction Corporation of Port Arthur, Texas and was designated as their DTCX 1.

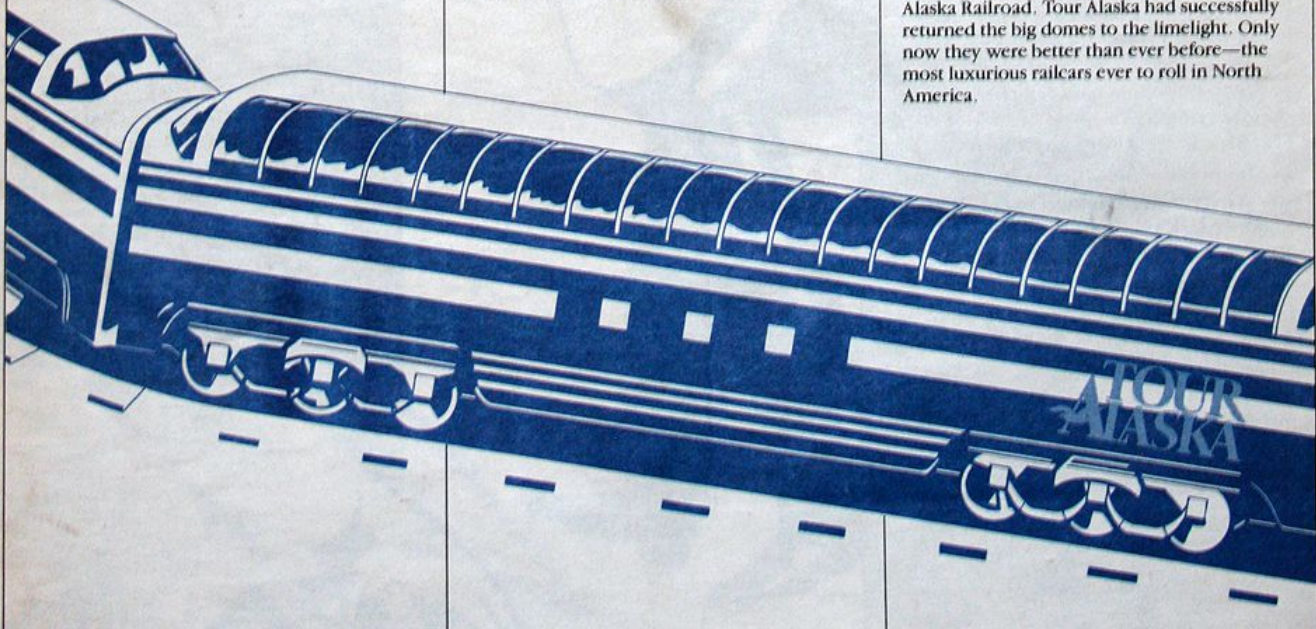
Rader later purchased the DTCX 1, and moved the car to Seattle. (Its trucks were used under Tour Alaska's TAIX 7090.)

Tour Alaska now owned four of the super domes. They were all at Pacific Car & Foundry. And the painstaking task of restoring them began.

Three of the cars were stripped to the floorboards, and lovingly restored with elegant fabrics, fixtures and furnishings, including 1,400 pounds of gleaming brass trim in each new car. (The fourth car was retained for parts.)

In all, over 25 separate subcontractors were involved in the restoration. The total cost: A well-spent \$1.4 million.

The superdomes return to the limelight. On May 26, 1984, the first Tour Alaska private full-dome car rolled out of Anchorage over the Alaska Railroad. Tour Alaska had successfully returned the big domes to the limelight. Only now they were better than ever before—the most luxurious railcars ever to roll in North America.



HOME IN THE SNOW

(Sung to the tune of "Home on the Range")

Oh give me a home
between Fairbanks and Nome
where the moose and
the caribou play,
Where nothing will grow
'cause it's covered with snow
from June 'til the following May.

Home, home in the snow
where it's mild when it's
forty below
It's the tundra for me
by the old Bering Sea
and the life of a
gay sourdough.

(Lyricist unknown—passed on
by the "oral tradition" from
musician to musician)

TRIVIA QUIZ

1. What is the population of Alaska?
2. Apart from Canada, what country is nearest Alaska?
3. What three bodies of water bound Alaska?
4. Of the 20 highest mountains in the United States, how many are in Alaska?
5. What mountain range was the last major system in North America to be explored?
6. Alaska's land area is one-fifth the size of the rest of the United States. True or false?
7. How many miles does the Aleutian Island chain reach across the North Pacific?
8. What are the only two Southeastern Alaska communities accessible by road?
9. What Alaska community was a tent city for railroad workers in 1914?
10. What 1942 project did the Army Corps of Engineers, Public Roads Administration engineers and civilian contractors complete in only eight months?
11. What is the Alaska state flower?
12. What is the Alaska state bird?
13. Where is the "Golden Spike" from the Alaska Railroad displayed?
14. What was the capital of Russian America?
15. What Russian word often applied to the Interior means "land of the little sticks"?

Answers on page 7



Who is this man, and what is he doing?

RAILROAD SLANG

- A** **Air Monkey** Air brake repairman.
Alley Clear track.
B **Baby Litter** Passenger brakeman.
Basinery A railroad eating house.
Basinery Queen Waitress.
Bee Five Yard office.
Bell Bottom Brakemen College students.
Band the Iron Change the position of a switch.
Brain Plate Trainman's badge.
Buggy Caboose passenger car; box car.
Bug Torch Trainman's lantern.
C **Car Toad** Car repairer; there are many variations of this word, viz.: car knock, car tonk, car whack, etc.
Chasing the Red The act of a flagman who has gone back with red flag or red light to protect a train.
Crown A switchman or yard brakeman.
Cupola The observation tower on a caboose.
D **Deck** The floor part of a locomotive cab.
Drone Cage Private car.
E **Eagle-Eye** Locomotive engineer.
F **Filmsy** Train Order.
G **Gandy Dancer** Track laborer.
Gangway The space between the rear cab post of a locomotive and the tender.
Go High The act of decorating or climbing to the top of box cars to receive signals or to transmit signals or to apply hand brakes.
H **Hack** Another term for caboose.
Hand Shoes Gloves.
Highball Signal waved by the hand or by lamp in a high, wide semicircle, the meaning of which is to get out of town at full speed ahead.
Highball Artist A locomotive engineer who is noted for fast running.
Highliner Main line fast passenger.
Hitting the Grit Falling off a car.
Hole Term applied to passing track where one train pulls in to meet another.
- J** **Jack** Locomotive.
Johnson Bar Reverse lever on a locomotive.
K **Knowledge Box** Yardmaster's office.
L **Ladder** The main track of a system of tracks which comprise a yard and from which each individual track leads off. This is also called a lead.
Lead **Scorcher** Cook.
M **Main Pin** An official.
Marker Rear end signal.
Master Maniac The master mechanic.
Mud Chicken Surveyor.
P **Paddle** Semaphore signal.
Pin Ahead and Pick Up Two Behind One Cut off the engine and pick up three cars from the siding, put two on the train and set the first one back on the siding.
Possam Belly Tool box under caboose.
R **Red Ball** Fast freight.
Rubberneck Observation car.
Rule G Thou shalt not drink.
S **Sidedoor Pullman** Box car.
Snoozer Pullman car.
Spar A pole used to shove cars in the clear when switching.
T **Teakettle** Usually applied to leaky old locomotives.
Train Line The pipe that carries the compressed air used to operate the air brakes.
Traveling Man Usually applied to the traveling engineer.
W **Washout** A stop signal waved violently by using both arms and swinging them in a downward arc by day, and swinging a lamp in a wide, low semicircle across the tracks by night.
Y **Yard** A system of tracks for the making of trains or the storing of cars.

SUPER NAMES FOR THE SUPER DOMES

When Tour Alaska first purchased the private dome cars of the Midnight Sun Express, they were known by numbers only: The TAIX 7090-7092.

But Tour Alaska President, Tom Rader, thought names were more meaningful than numbers and appropriately suggested that the domes be named for great Alaska peaks.

During the dedication ceremonies on July 6, 1984, Alaska's Governor Bill Sheffield renamed the dome cars.

The TAIX 7090 was christened Mt. McKinley, after North America's tallest peak, McKinley, at 20,320 feet.

The TAIX 7091 was christened Mt. Susitna, after a prominent mountain range across Cook Inlet from Anchorage. (Also known as the "Sleeping Lady", this range resembles the profile of a reclining woman.)

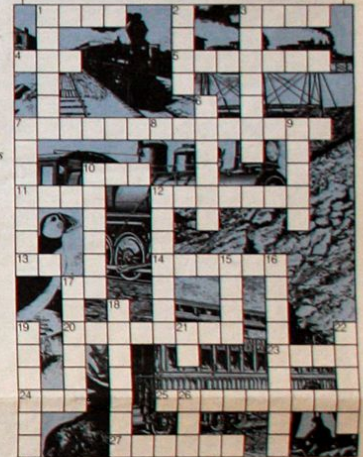
The TAIX 7092, which arrived too late for the ceremonies, was later named Mt. Forraker, after the second highest peak (17,400 feet) in Denali Park.

MT. MCKINLEY

MT. SUSITNA

MT. FORRAKER

ALASKA CROSSING



DOWN

1. Capital of Alaska
2. The only rail in Alaska (bird)
3. A stop signal using both arms
6. Indian name for "The Great One"
7. U.S. President who finished the Alaska Railroad
8. Abbreviation for Alaska
9. River navigated by sternwheeler "Discovery"
10. The 49th state
12. Well-known glacier south of Anchorage
15. Tour Alaska guests view the scenery from here
16. Alaska's largest city
17. U.S. President who authorized government railroad built in Alaska
18. Gold Rush Town of 1898
19. Pirrot-like water flow
21. Motorhome (abbreviation)
22. Large Northern animal
26. Opposite of none

ACROSS

1. Locomotive (slang)
3. The life you'll find in Alaska
4. Number of operating railroads in Alaska
5. The heritage of Sitka
7. Milepost 284-2 crosses here
10. Alaska Railroad abbreviation
11. Sheep found in Denali Park
12. Original builders of the Tour Alaska Domes
13. Opposite of stop
14. Boggy, partially frozen arctic ground
17. Abbreviation for Washington State
20. One of the Great Lakes (Lower 48)
23. Cookies
24. What you will have on the Midnight Sun Express
25. Capital of the "interior"
27. Gold, the _____ metal

Answers on page 7

As you follow the Alaska Railroad through craggy mountain passes and snake along the banks of scenic rivers, you'll see some of the most spectacular scenery in the world. Your conductor will point out the more interesting sights along the way. And your Midnight Sun Express map will give you some idea of the history of the area between Anchorage, Denali National Park and Fairbanks.

But you're also going to see an abundance of unusual flora and fauna. Literally hundreds of different varieties of wildflowers and species of wildlife make Alaska's Interior their home. And while you won't see *all* of them, there are some that are especially prominent. Here's a quick rundown of what you can surely expect to see.

Lupine. This purple-blue flower is among the showiest of Alaska's wildflowers. Watch for it everywhere, especially on the hillsides surrounding the Alaska Railroad.

Fireweed. This popular Alaska flower acquired its name for two reasons. First, because of its brilliant purple-pink color; and second, because it is the first vegetation to appear in the North Country after a forest fire. Blooms in July and August.

Willow. You'll see lots of this wispy tree, especially near the town of Willow (Mile 185.7), which takes its name from the surrounding countryside vegetation.

FLORA & FAUNA ALONG THE RAILROAD

Alder, Birch, Aspen, Cottonwood. You'll find these varieties in mixed stands. Alder is especially prominent along streams and rivers; cottonwood, along the low-lying valley of Susitna. In the light summer breezes, the leaves of these deciduous trees turn and twinkle in the soft light. In the fall, their leaves turn brilliant gold, splashing the landscape with a burst of color.

Black Spruce. Deep in the Interior, you'll see spindly, scraggy evergreen conifers that look like they'll never make it. The fact is, many of these four-foot tall midgets are nearly 100 years old, and are among the few plants that can grow in the muskeg and permafrost of the Interior. Russian explorers nicknamed the Interior after them—Taiga, meaning "land of the little sticks."

Fish. Wondering what fish are in them thar' lakes and rivers? In the watershed of the Susitna River and its tributaries are King, Red,

Chum, Pink and Silver salmon. During the salmon run (three weeks in July and August), you can actually see these brightly colored fish from the train as you cross the series of bridges in Indian River Canyon. The up-country freshwater lakes are abundant with lake trout and Arctic grayling, a distant relative of the trout.

Beaver. You'll see lots and lots of their dams and lodges in the flat, marshy muskeg areas, and occasionally a beaver itself (they're shy and quick to submerge underwater). Beavers are especially abundant near Honolulu (Mile 288.7) and Hurricane Gulch (Mile 284.2), where they have built massive lodges, some 10 or 12 feet high!

Black Bear. Soon after spring breakup and through mid-summer, black bear are frequently sighted along the Susitna River.

Caribou. At Broad Pass (Mile 304.3) and Summit (Mile 312.5), your chances of seeing wandering herds of caribou are excellent—all summer long. Truly a spectacle as they lift their elegant racks from the green brush or tundra and trot along with their heads held high.

Dall Sheep. Watch for their delicate creamy silhouettes delineated against the dark foothills of the Alaska Range and along the Nenana River Canyon.

Moose. Watch for these giants all along the way—from Anchorage to Fairbanks. You'll spot them grazing on lush vegetation in ponds; and in willow and alder thickets, munching on the tender new growth.



MidnightSunExpress SCHEDULE

Depart Anchorage	8:30am
Stop at Denali Park	2:35pm
Arrive Fairbanks	6:00pm
Depart Fairbanks	10:30am
Stop at Denali Park	1:55pm
Arrive Anchorage	8:00pm

Tour Alaska is a major Alaska tour operator, offering eight spectacular cruise ships to the Great Land; plus 28 Alaska cruise tours, each featuring a ride on the Midnight Sun Express. Our big, beautiful 68-page brochure tells all. For a free copy, see your travel agent or call 1-800-835-8907, toll free.

GIFT SHOP

Midnight Sun Express Baseball Cap.

These stylish caps in Tour Alaska Blue are decorated with a distinctive patch of the Tour Alaska Private Railroad Dome Cars, and sport gold "scrambled eggs" on the brim. One size fits all.



\$10.00 each

Tour Alaska, Inc.
2555 76th Ave. S.E.
Mercer Island, WA 98040

Please send me (quantity) _____
"Midnight Sun Express" ball caps at
\$10.00 each. I enclose my check or
money order for \$ _____.

Please mail to:

Name _____

Address _____

City, State _____ Zip _____



GENERAL INFORMATION

Luggage storage space on the train is limited to ONE small piece of luggage per person and should be able to fit beneath your seat. All other luggage should be checked as instructed on your itinerary page for the specific day of travel. We ask your cooperation in this regard so that we may serve you in optimum comfort.

When preparing to board the train, please exercise caution. Do not approach train or attempt boarding until given instructions by the Tour Alaska conductor. Please board railcar with traveling partner(s) if you wish to sit together. Seating is not reserved but is available on a first-come basis. All seating is in railcar dome.

A smoking section is provided at the rear of each car on the dome level, leaving the front section of the dome as a non-smoking area. For the comfort of other guests, we allow cigarette smoking only. We ask that you kindly refrain from smoking in the lower level dining room.

Each car is equipped with restrooms located at either end on the lower level.

Window shades have been installed for your traveling comfort. These "conductor shades" are best positioned by our experienced Tour Alaska crew members. Please ask for assistance if you desire to raise or lower your shades.

Sit back, relax and enjoy unsurpassed viewing of the "Great Land" in luxurious surroundings. To further enhance your travel with us on the "Midnight Sun Express", your favorite cocktail or beverage may be purchased from our bar on the dome level. In our lower level dining room we also offer a variety of affordable and appetizing entrees. Train meals are not included in our package except for "Best of Alaska" escorted groups.

Meal Hours:

- a. 8:30 a.m.-12:30 p.m. Brunch Northbound
- b. 10:30 a.m.-12:30 p.m. Brunch Southbound
- c. 4:00 p.m.—start serving Dinner Southbound

TRIVIA ANSWERS

1. 460,000
2. Soviet Union
3. Arctic Ocean, Bering Sea, Pacific Ocean
4. 17
5. Brooks Range
6. True.
7. 1,000+
8. Haines and Skagway
9. Anchorage
10. The Alaska Highway
11. Forget-me-not
12. Willow Ptarmigan
13. Harding Museum, Marion, Ohio
14. Sitka
15. Taiga

ALASKA CROSSING ANSWERS



BAR MENU

"The Midnight Sun Express Bloody Mary"
\$3.00
Our "own" famous recipe.

"The Mt. McKinley"
\$3.00
Coffee, Yukon Jack, and a mountain of whipped cream with shaved chocolate.

"Denali Daiquiri"
\$3.25
One of our strawberry daiquiris is as delicious as a view of the "Great One" itself.

"Matanuska Margarita"
\$3.25
Mixed in honor of one of the most beautiful valleys in Alaska.

"Fairbanks Gold Rush"
\$2.75
A light blend of rum, cream, and orange juice.

"Chatanika Choo-Choo"
\$3.00
A festive drink of champagne and orange juice.

After Dinner Liqueurs
\$3.00

Kahlua
Grand Marnier
Remy Martin VSOP Cognac
Amaretto
Courvoisier
Creme de Menthe
Baileys Irish Cream
Chambord

Cocktails
\$3.00

Wines by the Glass
Please ask your server as our daily selection varies.

Sparkling Wines by the Glass
Cook's Champagne \$3.00
Domaine Chandon Blanc de Noirs \$4.75

Beer
Domestic \$2.00
Imported \$3.00

Soft Drinks
Coca-Cola
Diet Coke
7-Up
Diet 7-Up
Canada Dry Ginger Ale
\$1.25

Juice
Orange
Grapefruit
Tomato
V-8
\$1.25

Tea
English Breakfast
Earl Grey
Orange Spice
\$1.00

Hot Chocolate
\$1.25

Mineral Water
Perrier
\$1.50

Coffee
\$1.00

Visa/MasterCard and American Express
Gladly Accepted.

MILEPOSTS

- 470.3 **FAIRBANKS**—"Capital of the Interior." Began in 1901 as a trading post, became a mining center the next year. Named for U.S. Senator and Vice President Charles W. Fairbanks of Indiana.
- 467.1 **COLLEGE**—Location of the University of Alaska-Fairbanks.
- 466 **UNIVERSITY FARM**—University of Alaska agricultural experimental station.
- 431.7 **DUNBAR**—At one time trains led from here to northern mining districts. Winter temperatures of -70 degrees have been recorded.
- 413.7 **"MEARS MEMORIAL BRIDGE"**—This 700-foot steel structure over the Tanana was named for the builder of the railroad and is one of the longest single span bridges in the world. On July 15, 1923, President Harding drove the golden spike on the north end of the bridge to mark the completion of the railroad.
- 411.7 **NENANA**—Originally an Indian village, Nenana became a base for railroad construction in 1916. It is at the confluence of the Nenana and Tanana Rivers and is a major center for river transportation.
- 392 **CLEAR**—A military station and early warning site.
- 370.7 **FERRY**—Trails lead east from here to mining areas.
- 362.3 **USIBELLI TIPPLE**—Industry track serving coal loading tipple. Alaska has vast coal fields whose development is stimulated by a growing export market to the Orient.
- 358.1 **HEALY**—A four-mile branch line runs east to the Healy River lignite coal mines. Large black coal seams are visible from Healy. South of Healy the railroad passes through the narrow, twisting Nenana Canyon.
- 347.9 **DENALI PARK**—You are at the entrance to Denali National Park. North of the station you can see the McKinley Chalet complex and from the station, the Denali Park Station Hotel. The bridge over Riley Creek is the second highest on the Alaska Railroad Route.
- 342.7 **OLIVER**—Named in memory of Thomas Oliver, an engineering department employee of the railroad. Normally, this is where the summer express trains meet.
- 319.5 **CANTWELL**—A small community at the junction of the Denali and Parks highways. Its economy is supported by highway business, tourism and government activity.
- 312.5 **SUMMIT**—A continental divide, elevation 2,363 ft. Rivers north of here empty into the Bering Sea and rivers south empty into the Pacific Ocean.
- 304.3 **BROAD PASS**—Southern end of a wide, treeless pass which is a major route from the south to the north side of the Alaska Range.
- 297.1 **COLORADO**—A road here goes west to coal and gold mines.
- 288.7 **HONOLULU**—This is the half-way point between Anchorage and Fairbanks. Two miles south is an old suspension bridge over the Chulitna River once used by prospectors.
- 284.2 **HURRICANE GULCH**—The bridge is 918 feet long and 296 feet above the creek. Highest bridge point on the Alaska Railroad.
- 279 The mountain Denali (Mt. McKinley) is only 46 miles from the tracks at this point.
- 248.5 **CURRY**—Originally, the passenger train went from Seward to Fairbanks, a two day trip. Curry was mid-way, and there was a hotel here for overnight stays.
- 233 If the weather cooperates, here is one of the best views of the mountain Denali (Mt. McKinley). You are looking across the Susitna River.
- 226.7 **TALKEETNA**—This is the take-off point for most expeditions climbing Denali. It has an FAA-operated flight service station. The Susitna, Chulitna and Talkeetna Rivers join here. There is a highway spur connecting with the main Anchorage-Fairbanks highway. It is a major interior center for hunting, fishing and mining activity.
- 224.3 A panoramic view of Denali, Mt. Hunter and Mt. Foraker from this point. You are looking across the Susitna River.
- 190.5 **JOHNSON'S HOMESTEAD** at Little Willow contains the oldest continuously used buildings along the railroad. Built in 1914-15, the log shed was used to house horses and mules during railroad construction.
- 180.7 **NANCY**—Nancy Lake is on the west. This is the beginning of a popular recreation area extending from here to Wasilla.
- 159.8 **WASILLA**—A hub of roads fan out from here to farms, fishing areas, former gold and coal mines. Wasilla Lake, across the highway from the tracks, has good trout fishing and several resorts. Wasilla is one of Alaska's fastest growing communities, an easy commute from Anchorage.
- 150.7 **MATANUSKA**—A major agricultural area in Alaska. Growing season is 120 days with a maximum of 19 hours of sunlight. A record cabbage was weighed in at 86 lbs. Much of the agricultural area is giving way to residential areas as the population moves this way from the Anchorage area.
- 141.2 **EKLUTNA**—Site of Russian Orthodox Church and native cemetery.
- 114.3 **ANCHORAGE**—Alaska's largest city, established in 1915 as a construction base for the Alaska Railroad.

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