

18. If your appropriations were reduced, how would you absorb the cut—by an overall reduction, or by cutting or curtailing certain activities?
Overall reduction.

19. If additional funds were available, what would you do with the new money?

Stimulate more industry and supplier interest and invest in research and development work.

Activity 4 (Federal Railroad Administration): Alaska Railroad

Subpart A. Operation and Maintenance

1. What is the nature of and authority for this program?
Act of March 12, 1914 (38 Stat. 305).

2. Who is the person primarily in charge of this program at the operative level (name and title)?

John E. Manley, General Manager.

3. How much money and capital equipment is available under this program for fiscal 1968?

The Railroad has an apportionment of \$16.321 million for fiscal 1968, of which \$3,883 million was approved for the capital improvements and replacement program; the remainder to be utilized by operations and maintenance. Capital equipment, at April 30, 1968, had a value of \$117,411,000.

4. Would you describe the output generated by this program?

The railroad's output generated by the O. & M. program is revenue tons and revenue passengers.

5. Can you quantify this output in any way?

The railroad has quantified this output in standard railroad terminology.

6. Would you describe the principle operations that are involved in producing this output?

The principal operations of the railroad are departmentalized under its operations division as follows: (a) transportation—responsible for the operation of freight and passenger trains; (b) engineering—responsible for maintenance of way; (c) motive power and equipment—responsible for maintenance and repairs; (d) communications—responsible for communications facilities; and (e) support activities such as the division of administration, personnel, traffic, real estate and special agents (security).

7. How many employees are involved in the program and in what general type of employment categories do they fall?

Average employment is equivalent to approximately 880 man-years. In order to keep employment to a minimum and to utilize scarce skills, a number of these personnel work both in the O. & M. program and the capital improvements and replacement program. Employment categories are train and enginemen, white collar nonoperating employees, or Army and Air Force wage board blue collar employees.

8. What is the grade structure and how many supergrades—quota and non-quota—are involved?

The railroad does not have any supergrades.

9. What capital equipment, such as ADP, if any, do you rely upon to fulfill this program?

Capital equipment employed by the railroad in its operations consists of land, buildings, structures and facilities (roadbed and track), and equipment (rolling stock, machine shop, office equipment including IBM 1440 computer).

10. Do you expect the expenditures or the benefits of the program to grow appreciably in the future?

The railroad's expenditures increase as railroad revenues increase and decline in like manner.

11. At what level are the personnel responsible for the various parts of the program coordinated to determine if the program as a whole is being efficiently carried out?

At all supervisory levels, and such reports are evaluated in Alaska by the General Manager, Assistant General Manager, and Comptroller. Final review is in FRA.

12. Is there a continual program review within the agency, other than the annual budgetary review, to determine more effective and efficient ways to achieve these program objectives?

There is a continuing program review of revenue and expense by management.