

13. To your knowledge, does this program duplicate or parallel work being by any other agency?

This program does not duplicate or parallel work being done by any other agency.

14. Is your organizational structure such that the program is being carried out most efficiently and effectively?

We think so, to the best of our ability. The organizational structure would be changed if potential improvements become apparent.

15. Are there any outstanding GAO reports on this program? If so, what is the status of the GAO recommendations the report contains?

The work of the GAO team currently conducting a management survey is not completed. A letter report from the Seattle region, dated April 23, 1968, is currently being replied to.

16. What significant problems, if any, are you facing in accomplishing the program objectives?

The same problems of any commercial common carrier; the challenge to produce revenues in excess of costs and still perform the developmental functions of the railroad.

17. Do you administer any grants, loans, or other disbursed funds related to this program? If so, is the size of your administrative staff commensurate with the magnitude of the outlays?

The railroad disposed of its powerplant to the Chugach Electric Cooperative, April 14, 1960. This is being sold for \$2,350,710, of which \$1 million was paid at date of sale; the remaining balance to be paid over a 25-year period. There are no special problems attached to administering this receivable.

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

We have not asked for O. & M. appropriations since 1939, nor capital improvements since 1956, with the exception of the costs of repairing earthquake damage in 1964.

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

If the additional funds were sufficient, we would begin a location survey and an economic feasibility study of an extension of the railroad from Dunbar to Bornite, and north from the proposed railroad through the Anaktuvuk Pass to the oil and gas fields on the northern slopes of the Brooks Range.

SUBPART B. CAPITAL IMPROVEMENTS AND REPLACEMENT PROGRAM—ALASKA RAILROAD

1. What is the nature of and authority for this program?

Senate Report 1761 (84th Congress, second session).

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 millions of dollars for fiscal 1968, of which 3.883 millions of dollars 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. A portion of the capital equipment available for operations and maintenance of the railroad is also used in this program.

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

The railroad's output generated by this program is numbers of buildings, structures and facilities, and equipment produced or purchased each year.

5. Can you quantify this output in any way?

The output is quantified as noted above.

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

Principal operations in the capital improvements and replacement program consists of upgrading buildings, structures and facilities with present work forces and purchasing and/or upgrading equipment. The latter process is carried out in-house.

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

Same force structure applies to this program as to the O. & M. program.