

Anchorage, Alaska  
May 8, 1948

Colonel J. P. Johnson  
General Manager  
Anchorage, Alaska

Dear Sir:

The following for your information from Mr. John E. Manley,  
Acting Supt. of Operations:


"Reference to derailment at Mile 13.5.

According to Track Foreman Blackman, Car 2401, which was involved in the derailment, a wooden underframe car, has all sills broken. I told him to salvage the trucks and to pull this car two or three hundred feet north of the derailment to get it away from the ground that has been saturated with spilled gasoline, but it is too early to burn it at this time account of the grass being dry all around in that vicinity.

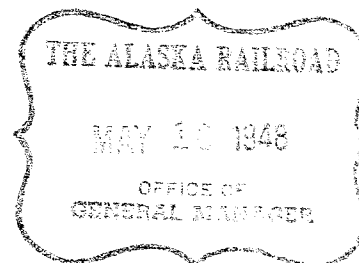
It is requested that Mr. Sharood notify the Section Foreman at Divide that the body of this car be burned up and the ground cleared of any debris as the results of burning this car at the earliest practical date. As the location is in the Forest Reserve the Section Foreman at Divide should clear the matter with the Forestry Personnel at Lawing before burning this car body."

In view of the above, authority is requested to retire this car.

Yours truly,

  
G. A. Benedict  
Supt., MP&E

EC:dee  
Mech.



Anchorage, Alaska  
May 5, 1948

File: 581

Colonel J. P. Johnson  
J. T. Cunningham  
R. A. Sharood  
G. A. Benedict

Extra 501 North with Helper Engine 702 left Seward 6:45 A.M. May 4, 1948, with 34 loads, 1715 Tons, doubled from Woodrow to Divide and while descending grade north of Divide the rear 11 cars in this train derailed at Mile 13.5 account of broken rail.

The following cars are in the derailment commencing at the south end:

1019	Caboose	1 pair trucks off	
914	Merchandise	not derailed	Wasilla Nenana Way
1224	Merchandise	both trucks off	Agent, Fairbanks
10961	Gas	On side	P.T.O., Ladd Field
10929	Gas	On side	P.T.O., Ladd Field
2401	Machinery	Both trucks off	Agent, Nenana
3140	Hardware	1 pair wheels off	Agent, Nenana
12030	Merchandise	both trucks off	McKinley to Fairbanks Way
30401	Gas	1 pair wheels off	Standard Oil, Fairbanks
10225	Insulation	not derailed	P.T.O., Ladd Field
10232	Insulation	1 pair wheels off	P.T.O., Ladd Field

This derailment covered a distance of approximately 825 feet, the distance is about 330 feet between the two cuts of derailed cars, between cars 10961 and 10929.

Information received indicates that this was definitely caused by a broken rail. About 10 feet of the rail was broken out in small pieces and the caboose when it came to rest was standing on the broken rail.

Derailment occurred at 8:30 A.M. May 4, 1948. Balance of the train was brought by crew into Anchorage. Wrecker, ordered at Anchorage at 12 Noon, departed at 1:45 P.M.. Delayed account gasket blew out on blow-off cock of Crane 55.

Main line clear at 4:00 P.M., May 5, 1948.

All of the cars remained upright excepting cars 10961 and 10929 which turned over on their sides. These are Gas for Ladd Field and will be transferred. Car 2401, a Panama Flat, was badly damaged.

*John E. Manley*  
John E. Manley  
Acting Supt. of Operations

UNITED STATES  
DEPARTMENT OF THE INTERIOR

Report No. 45

The Alaska Railroad

May 11, 1948

(Service)

(Date)

REPORT OF SURVEY

MEMBERS OF BOARD OF SURVEY:

Flanning, Reino Vanaja, Leif Strand

Mile 13.5

(Location)

You are requested to convene Mile 13.5

for the purpose of surveying the unserviceable (or) lost, stolen, damaged property listed below.

*C. D. Beery*

(Administrative Officer)

C. D. Beery

ITEM NO.	PROPERTY NO.	ARTICLES	QUANTITY	VALUE	DISPOSITION*				
					A	B	C	D	E
1	2401	Panama Flat	1						

\*To be filled in by Board:  
(A) Continued in service.  
(B) To be destroyed.

(C) Advertised for sale. See Executive Order No. 6166, June 10, 1933

(D) For issue to Indians on receipts.  
(E) Used for repairs.