

ARA031

MM RUKPAN 20V

RUKPC 017

EKUC66KHTKA083EUB004PRA211

MM RUKPC

DE RBEPG 434B

M 311643Z

FM INTADVT/OPS

TO ALASKA RAILROAD

INT GRNC

BT

FOR J H LLOYD X AM BOARDING ... SIGNER FOR L C  
 TUTTLE DIRECTOR OF ... SERVICES  
 ADMINISTRATION REQUEST ... OF LOCOMOTIVES  
 AND PARIS FAS AND BY ... AND 15  
 X LETTER ALSO ASKS ... ADMINISTRATION BE  
 BILLED BY RAILROAD ... TO COMP-  
 TROLLER GSA WASHINGTON ... PREPARATION  
 FOR EXPORT SHIPPING ... SERVICE  
 CHARGES X E M F I P A

BT

CFN 30 10 15 52, 40

31/2030Z DEC RBEPG

26

NO	DATE	INITIALS	REMARKS
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			

*Handwritten signature*



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
OFFICE OF TERRITORIES  
Washington 25, D.C.

150-1111  
No. 949  
L...

Air Mail

DATE	TO	FROM	FOR
1/3	RHB	JWZ	INFORMATION

Mr. J. H. Lloyd  
General Manager  
The Alaska Railroad  
P. O. Box 2111  
Anchorage, Alaska

Dear Mr. Lloyd:

In accordance with my radio, December 31, there is enclosed a letter of December 30 from the Utilization and Sales Division of the General Services Administration in regard to the locomotives and spare parts to be shipped to Spain via the MV Belbetty from Whittier, Alaska, between January 10 and January 15, 1958.

The bill for the amounts due The Alaska Railroad on these charges should be made out to the International Cooperation Administration and forwarded for payment to the Comptroller, GSA, Washington 25, D. C.

In a radio of December 30, I informed you that Claude Bentz, North Star Terminal and Stevedoring Company, Anchorage, had been designated as forwarder with respect to these locomotives and parts by the Minister of Commerce of the Spanish government. I am assuming that Bentz will arrange the necessary export papers and that the GSA arrangement for billing of amounts due The Alaska Railroad with respect to this shipment is satisfactory to you.

Mr. Scott-Hansen, Transportation Advisor of the Norwegian Embassy here in Washington has been in touch with me several times during the past week in regard to this shipment. I put him in touch with the Export Section and the Utilization and Sales Division of GSA in the hope that the problem of the export papers and charges due The Alaska Railroad could be quickly ironed out.

I informed Mr. Scott-Hansen by telephone today that I received the GSA letter authorizing the billing of Alaska Railroad charges on these locomotives and that I would radio you this information in addition to forwarding the enclosed letter.

Sincerely yours,

Edwin M. Fitch  
Special Representative  
of the General Manager  
The Alaska Railroad

Enclosure

HEADQUARTERS, UNITED STATES ARMY, ALASKA  
APO 949, SEATTLE, WASHINGTON

ARATC-T

30 DEC 1957

United States Department of the Interior  
The Alaska Railroad  
Box 2111  
Anchorage, Alaska  
ATTN: Mr. R. H. Bruce

Dear Mr. Bruce:

Receipt is acknowledged of your letter dated December 17, 1957, in which the Alaska Railroad requested permission to out-load fourteen (14) locomotives at Whittier during period 10 January through 15 January 1958.

Permission is granted for the M. V. Belbety to berth at the DeLong Pier at Whittier during period 10 January through 15 January 1958 for purpose of loading locomotives. Since the vessel is self-sustaining, there will be no requirement for the Army owned floating crane.

It is recommended that prior to arrival of the vessel the Commanding Officer, Port of Whittier be contacted and necessary arrangements made for the arrival and out-loading of the locomotives.

Sincerely yours,

Copy furnished:  
CO, Port of Whittier



G. L. WHITMER  
Capt, AGC  
Asst Adj Gen

RECEIVED

JAN 2 1958

Operations Division

# GENERAL SERVICES ADMINISTRATION



*Federal Supply Service*  
*Washington 25, D.C.*

In Reply Refer To: FUU

Mr. E. M. Fitch  
Special Representative of the  
General Manager  
The Alaska Railroad  
Department of the Interior  
Washington 25, D. C.

Dear Mr. Fitch:

This letter is forwarded to you to request and authorize delivery of the locomotives and spare parts covered by GSA Purchase Order No. GS-COP-22098-ICA, and Amendment No. 1 thereto, FAS the MV Belbety docking at Whittier, Alaska, between January 10 and January 15, 1958.

The transferee, the International Cooperation Administration, should be appropriately billed by the Alaska Railroad, the transferor, for all direct charges incurred incident to this transfer, as provided by subsection 305.01.b, GSA Regulations, Title I, Chapter III. All billings should make reference to the authorizing document, ICA Procurement Authorization and Requisition No. 52-850-00-XX-6209, and, should be forwarded to the paying office, the Comptroller, General Services Administration, Washington 25, D. C.

It is understood that the charges are estimated to amount to \$2,400.00 for preparation for export shipment and \$17,676.95 for wharfage, handling and service charges attending delivery at dock, Whittier, Alaska.

Sincerely yours

*for* L. C. Tuttle  
Director  
Utilization and Sales Division

NOV. FILE  
No Egg 9  
*[Handwritten signature]*

5959

DEC 30 PM 7:02

Dec. 30 PM 7:02

# TELEGRAM

ALASKA COMMUNICATION SYSTEM

*12/31*  
*31*

DATE	TO	FROM	FOR
12/31	RNB	JNR	INFORMATION
			REPLY
			ACTION
			COMMENT
			RECOMMEND
			SEE ME

KUB086WKB037EUD04206E

MM RUKPAN

DE RBEP 91B

M 302126Z

FM INT DEPT OFC TERRITORIES

TO ALASKA RR ANCHORAGE

INT GRNC

BT

FOR J H LLOYD X GENERAL SERVICES ADMINISTRATION INFORMS ME  
SPANISH MINISTER OF COMMERCE HAS APPOINTED CLAUDE BENTZ OF  
NORTH STAR AS FREIGHT FORWARDER WITH RESPECT TO LOCOMOTIVES  
WAITING SHIPMENT AT WHITTIER X E M FITCH

BT

30/2126Z DEC RBEP

HDQT. FILE

No 8999

*Spain*

6754

ALASKA CO. UNITED STATES ARMY  
SIGNAL CORPS. ANCHORAGE, ALASKA  
FEDERAL BLDG. ANCHORAGE, ALASKA  
DEC 30 AM 8:44  
TEL 5345

Dec 30 AM 8:44

KUB059KUC093WKB023

RR RUKPAN

DE RUWKC 24

R 301826Z

FM A R SESSIONS ALASKA RAILROAD SEATTLE WASH  
TO J H LLOYD ALASKA RAILROAD ANCHORAGE ALASKA  
INT GRNC

*12/30*

DATE	TO	FROM	FOR
12/30	RWB	JH	INFORMATION
			REPLY
			ACTION
			OP. INST.
			RECOMMEND
			SEE ME

BT

REGARDING LOCOMOTIVES FOR SPAIN. GSA ADVISES EXPORT PAPERS ARE TO BE PREPARED BY SPAIN BUT IF NOT RECEIVED IN TIME ICA WILL FURNISH THEM PRIOR TO ARRIVAL OF VESSEL IN ALASKA. ICA GUARANTEES THE \$20,000 IF THE MONEY IS NOT FORTHCOMING FROM SPAIN

BT

CFN \$20,000

30/1826Z RUWKC

*J.M.*

NNNN



**ANDRÉS RUIZ DE VELASCO  
S. A.**

CARMEN, 30, 32 Y 34  
GIJÓN

CONSIGNACIONES, FLETAMENTOS  
CARBONES, SEGUROS  
AGENCIA DE ADUANAS  
TELÉFONOS 1905-1906

**SUCURSALES:**

<b>MADRID</b>	<b>AVILÉS</b>
Marqués de Cubas, 25	Generalísimo Franco, 45
Teléfono 25.858	Teléfono 28

**SAN ESTEBAN DE PRAVIA**  
Teléfono 41

Chartering Department

*The Alaska Railroad*  
*Box 2111*  
*Anchorage*

Dear Sirs:

Madrid, 28th. December, 1957

DATE	TO	FROM	FOR	V
12	RNB		INFORMATION	
			REPLY	
			ACTION	
			COMMENT	
			RECOMMEND	
			SEE ME	

We acknowledge herewith receipt of your letter dated 18th. instant concerning the fixture of the M.V. BELBETTY for the transport of the 14 locomotives and tenders from Whittier to Gijón.

We contacted immediately charterers requesting to remit to you soonest the amount of \$17,676,95 to cover wharfage dock handling and service charges and they have done the necessary steps, so that the Spanish Institute of Foreign Currency has already granted the above mentioned amount and within the next days a certified check will be forwarded to you to cover these charges prior to time of loading.

Today we have sent a wire to Mr. Claude Bents of the North Star Terminal and Stevedore Company of Anchorage in which we stated that he was designed by charterers to act as their agent to put in order with the United States Customs authorities at Anchorage all the matters concerning the exportpapers.

Thanking you again for your collaboration we remain, dear Sirs

Yours faithfully,  
Andrés Ruiz de Velasco, S. A.  
P. P.

jlr/mlm

JAN 2 1958

Operations Division

FILE  
No. 8-11-57  
H. H. Bruce

Anchorage, Alaska  
December 27, 1957

Memorandum

To: H. W. Hutchinson, Agent, Whittier  
From: R. H. Bruce, Supt. of Operations  
Subj: Movement of Locomotives from Whittier to Spain

Reference your memorandum of December 21, 1957, in which you requested additional information and clarification on some matters.

1. Additional labor used for stripping, etc., will be charged for. The Roundhouse Foreman at Whittier will furnish you with this information. Rates as outlined in AFM's will govern.
2. Switching charges. There will be no switching charge on these locomotives as it is the Railroad's responsibility to deliver them to ships' tackle. This same thing is true of your item No. 3.
4. Manifests from Stores will be complete with weights so \$ 0.35 per ton charge may be assessed.
5. In regard to use of Army floating crane. No request has been made of the Army for use of this floating crane for the handling of this shipment as it is felt that the vessel will be able to make all lifts. However, in my correspondence with the Military requesting use of the Port of Whittier, I stated that it might be necessary to use their floating crane in case ships tackle broke down. Believe arrangements can be made to use this crane for heavy lifts if it becomes necessary. Charges for such use, as outlined in Terminal Tariff would be due. All billing for this would be handled between the vessel and the Railroad. The Railroad, in turn, would settle separately with the Army. This floating crane, therefore, should not be used until a definite commitment has been made with the vessel and they agree to accept charges for the use of this crane.
6. The responsibility for slings and cables has been placed jointly on Mr. Davidson and Mr. T. H. Jones, so feel they will work out this matter satisfactorily prior to ships arrival.

*R. H. Bruce*

R. H. Bruce  
Supt. of Operations

cc-J. W. Miles  
G. V. Randall  
W. C. Davidson

RYBruce/gk  
Div. of Ops



POST. FILE

No. 9.

*[Handwritten signature]*

Box 2111

December 23, 1957

Mr. A. R. Sessions, Special Representative  
of the General Manager  
The Alaska Railroad  
Room 226 - Federal Office Bldg.,  
Seattle, W. Washington

*[Handwritten initials]*

Dear Mr. Sessions:

Reference your memorandum of December 17, 1957 in regard to shipment of fourteen locomotives and 70 tons of spare parts from Anchorage to Spain:

The shipping date of early January, 1958 is satisfactory to the Railroad and I have been informed that the vessel will arrive at Whittier approximately January 10th. Preparations are being made here for loading.

Attached hereto for your information is copy of a letter from Mr. Bruce to Mr. de Velasco covering this shipment. The biggest drawback at this time seems to be in the export papers which will have to be completed prior to loading of the vessel. Whatever USA or ICA can do to assist with these papers would be appreciated.

Yours very truly,

*[Faint signature]*

J. H. Lloyd  
General Manager

encl.

RHBruce/gk  
Div. of Opns



Whittier, Alaska  
December 21, 1957

To; Mr. R. H. Bruce  
Supt. of Operations - Anchorage

From; H. W. Hutchinson, Agent.

Subject; Movement of Locomotives from Whittier to Spain

Re above subject - your letter dated December 17th. 1957.

Request additional information and a few points clarified to be able to assess proper and all charges.

1. Labor for cutting tenders loose not chargeable. Any additional labor such as stripping etc. to be charged for. Will the figures be furnished locally by RH Foreman or from Mech. dept. Anchorage.
2. Existing tariff requires a switching charge of \$16.15 for each car handled on tracks 1 and 2 army dock. Will these locomotives come under this charge and if so will the tender and engine be considered as one complete unit at \$16.15, or will tender and engine be considered individual units and charges assessed per unit, total \$32.30.
3. Switch crews might possibly work over regular 8 hours and/or on their days off. Shall we charge for this and on what basis?
4. Will require copy of manifests from Stores department with complete weights so can assess the \$8.35 per ton wharfage-handling charges as outlined in your letter.
5. Presume the use of the army floating crane will be required and any arrangements and charges involved will be handled between the vessel and army?
6. I recall sometime ago when cables and slings were sent to Whittier it was the opinion of the army crane operator they were not satisfactory. This no doubt will be 'ironed out' ahead of time if necessary.

*H. W. Hutchinson*  
H. W. Hutchinson,  
Agt.

RECEIVED

DEC 26 1957

Operations Division

FILE  
No. 697  
L. J. J.

Box 2111

December 12, 1957

Andres Ruiz de Velasco, BA  
41 Juan Bravo  
Madrid, Spain

Dear Sir:

I have received a copy of the cablegram sent by Christen Smith Company of Oslo, Norway to their agent, North Star Terminal and Stevedore Company of Anchorage, Alaska, stating that the MS BELSHITY charter is now confirmed and the vessel will arrive at Whittier between January 10-15, 1958, to load fourteen locomotives and tenders.

At this time I wish to refer you to my letter dated November 26, 1956, wherein I set forth charges of \$ 17,676.95 to cover wharfage, dock handling and service charges for the dockside work of placing these locomotives to end of ships' tackle. A review of the file reveals that you, as the skipper, are responsible for these dockside charges and in addition, any charges resulting from stripping locomotives as requested by the Master of the vessel. It may be necessary to strip these locomotives of cow catchers, draftbars, etc., for loading purposes at an estimated expense of \$ 2,000.00.

It is essential that we have your certified check in the amount of \$ 20,000.00 (twenty thousand dollars) prior to time of loading, to cover all known expense and any extra charges which might arise from such loading. It is understood, of course, that any monies remaining after all charges are paid, will be refunded.

Also, as stated in my memorandum of November 26, 1956, it will be necessary for all export papers to be filed with the United States Customs authorities at Anchorage, Alaska, before we can start loading operations.

At this time I wish to state that the amount of \$ 17,676.95 does not include any shore-side crane services. It is understood, however, that the BELSHITY is equipped to handle all lifts.

It is our understanding that the vessel will be responsible for the berthage charge of 1¢ (one cent) per registered ton for the

first day, and 1/2 ¢ (one-half cent) per registered ton for each day thereafter; also, the vessel will be responsible for any tug service which might be required in the amount of:

1. Flat charge of \$ 75.00 per tug for docking and undocking.
2. \$ 75.00 per hour for each hour in excess of three hours.

We trust that we shall receive an early reply from you so that all plans for this movement can be finalized.

Yours very truly,

*R. H. Bruce*  
R. H. Bruce  
Superintendent of  
Operations

By-Christen Smith Co.  
Sole, Agency  
North Star Terminal &  
Stevedore Co.,  
Box 1018, Anchorage,  
Alaska

RHBruce/gk  
Div. of Opns

*Spencer*

Anchorage, Alaska  
December 17, 1957

Memorandum

To: W. C. Davidson, Ass't Supt. of Operations  
G. V. Randall, Chief Mechanical Officer

From: R. H. Bruce, Supt. of Operations

Subj: Movement of Locomotives from Whittier to Spain

This office has been advised by North Star Terminal & Stevedore Company, their agents, that the MV BELBETTY will arrive at Whittier on approximately January 10, 1958, to load fourteen locomotives and tenders for the Spanish Government.

You are referred to the attached copy of my memorandum dated November 26, 1956, on this subject, outlining the loading order of this shipment; also listing material which will be required for slinging purposes. I understand that some of the sling material which was prepared and forwarded to Whittier has since been transferred to Seward for use on our stiffeleg there. Mr. Davidson will check this out and make sure all material required is at Whittier prior to arrival of the vessel.

In addition to the fourteen locomotives and tenders, there is approximately seventy (70) tons of parts in Stores Department, Anchorage, which will also be loaded aboard this same vessel. These parts must be at Whittier prior to the arrival of the vessel. Stores Department will make necessary manifests to cover the entire shipment.

I understand Mechanical Branch has a complete set of prints for the 400, 700 and 900 class locomotives; also a set of prints covering the 500 class locomotives. Unless the prints of the 500 class locomotives are duplicates these should be retained by The Alaska Railroad inasmuch as we still have that class of power. Prints should be turned over to Stores Department so they can be properly crated for shipment and be forwarded with the locomotives.

Mr. T. H. Jones, Dock Superintendent, will make arrangements to be in Whittier during the loading of the BELBETTY, to represent The Alaska Railroad.

It will be necessary for the Mechanical Branch to detach the locomotives from the tenders for loading purposes. If any other stripping is required it will be on a re-inburseable basis and the Agent at Whittier must be advised of the amounts for billing purposes.

*R. H. Bruce*

R. H. Bruce  
Supt. of Operations

encl.

cc: John E. Manley  
T. H. Jones  
P. VanKomer  
H. W. Hutchinson  
C. Bantz

Mr. Hutchinson:

An amount of \$ 8.35 per ton has been quoted to cover wharfage, handling, service charges, etc.. DeValesco has been requested to furnish a certified check in the amount of \$ 20,000.00 to cover these charges and any additional charges for stripping. Your office will prepare the billing to cover.

No charge is to be loaded unless the certified check has been received by us, and you will be notified.

R. H. Bruce

-2-

RHBruce/gk  
Div. of Opns







UNITED STATES  
DEPARTMENT OF THE INTERIOR  
THE ALASKA RAILROAD  
226 FEDERAL OFFICE BUILDING  
SEATTLE 4, WASHINGTON

*Handwritten notes:*  
12/19/57  
RNB

AIR MAIL

December 17, 1957

*Handwritten:* 12/19/57

DATE	TO	FROM	REMARKS
12/19	RNB	15347	

Mr. J. H. Lloyd,  
General Manager,  
The Alaska Railroad,  
P.O. Box 2111,  
Anchorage, Alaska.

Dear Mr. Lloyd:

Enclosed is copy of a memorandum from General Services Administration's Central Office dated December 9, together with copy of letter from ICA dated November 22, concerning shipment of 14 locomotives and 70 tons of spare parts from Anchorage to Spain about January 5, 1958. I have been requested to ascertain if this shipping date is satisfactory to the Railroad.

Yours very truly,

*Handwritten signature of A. R. Sessions*

A. R. Sessions,  
Special Representative  
of the General Manager.

Cablegram :

To: North Star Terminal & Stevedore Co.  
Anchorage, Alaska

BELBETTY ANXIOUSLY AWAITING REPLY TO CABLE 13-12. PLEASE ADVISE ALASKA  
RAILROAD VESSEL ETA ABOUT JANUARY 10 ENABLING THEM TO HAVE ALL CARGO  
READY.

Chris Smith Co.  
Oslo, Norway

Phoned to this office by C. Stover of North Star 12/17/57

45301

Shipment of locomotives to Spain

I - A R R should

1. Confirm permission to use W Whittier
2. Advise: Andres Ruiz de Velasco,  
Carrera 8, Pujon Spain  
who are agents for Charterers  
that charges will be:

a - To be paid to A R R:

Wharfage 85¢ per ton on cargo  
Slings etc \$7.50 per ton

Total 8<sup>35</sup> for 2117 tons = \$17,676.95

Plus \$2,500 to strip 1900  
+ 3-700 Class locos to 100 tons  
if this is necessary

3. Advise North Star (Bantz) that
  - (a) A R R will collect berthage  
charge from vessel @  
1¢ per registered ton for first  
day & 1/2¢ per ton each day  
thereafter  
A R R or North Star, depending  
on instructions from Whittier,

2  
 will collect from vessel \$75.00  
 per tug plus \$75.00 per hour  
 after three hours if tug is  
 required.

Also water charges, if  
 any, assessed by military  
 at Whittier.

(b) Request North Star to obtain  
 customs clearance

4. Confirm & advise Davidson &  
 Randall of loading order  
 (see letter Nov 26, 1956) and date  
 & also confirm that slings,  
 clamps, etc to be furnished  
 by ADR will be at Whittier


5. Make arrangements with  
 Inaffie for proper billing  
 by Hutchinson & proper  
 payment to North Star

6. Do we have to sign contract  
 with North Star?

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
		DEFERRED	
DAY LETTER		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

ALASKA COMMUNICATION SYSTEM



SIGNAL CORPS U. S. ARMY

# TELEGRAM

ACCOUNTING DATA

T/L
D/L
TAX
TOTAL

PATRONS SHOULD CHECK CLASS OF SERVICE DESIRED; OTHERWISE MESSAGE WILL BE TRANSMITTED AS A FULL RATE COMMUNICATION

NUMBER	TIME FILED	CHECK
--------	------------	-------

SEND THE FOLLOWING MESSAGE, SUBJECT TO THE TERMS ON BACK HEREOF:

Cablegram received by North Star Terminal & Stevedore Co, 8:10 A.M., 12/13/57

NORTH STAR TERMINAL & STEVEDORE CO

BREXIT, REFERRING OUR LETTER 12/11/56 CHARTER NOW CONFIRMED. VESSEL ARRIVING WINTER ABOUT 10-15 JANUARY LOADING 14 LOCOMOTIVES TENDERS. PLEASE CONFIRM YOU HOLD COMPLETE FILE AND WILL PREPARE LOADING ACCORDANCE INSTRUCTIONS GIVEN. ALSO ADVISE BY BILL OF LADING FORMS SENT OUR LETTER 6/12/56 YOUR POSSESSION. AFFIRMATIVE PLEASE SEND US ONE SPECIMEN AIR MAIL EXPRESS. ACKNOWLEDGE.

CHROSSMITH  
0010