

COMMERCIAL OFFICE
2558 MASSACHUSETTS AVE. N. W.
TEL. COLUMBIA 5-8600-01-02

December 10, 1956

SPANISH EMBASSY
WASHINGTON, D. C.

In replying please refer to no.
2841/56
Ref: PA 52-850-00-XX-6209

Mr. Roscoe Stowell
Industrial Procurement Division
Office of Industrial Resources
International Cooperation Administration
Washington, D. C.

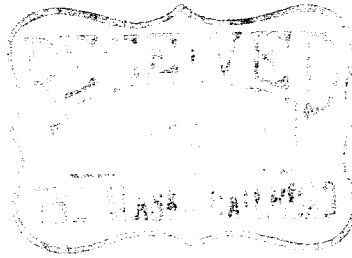
Dear Mr. Stowell:

I am referring to your conversation with this Office regarding the 14 used locomotives offered to Spain by the U.S. Interior Department, located at Whittier, Alaska, and ready to be shipped to Spain, as well as some 70 tons of spare parts to go with the locomotives.

In this connection I wish to transmit to you the information I have just received from the Ministry of Commerce in Madrid stating that due to the present acute foreign exchange scarcity in Spain it is impossible at the moment to obtain the 100,000 needed for payment of the vessel BELBETTY for the transportation of these locomotives. Therefore, the Spanish Government considers it advisable and requests approval from ICA, to delay shipment of the locomotives to Spain until March 1957 when a Spanish vessel may effect such transportation.

I am transmitting to you this information with the request that steps may be taken accordingly.

Thanking you in advance for your attention to this matter, I am



Very truly yours,

Jose M. Ruiz-Morales
Economic Counselor

CC to Mr. Harry K. Lennon, Spain-Portugal Desk Officer

RM/cd

November 26, 1956

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

Gentlemen:

By letter dated November 14, 1956 this office advised Rohner, Gehrig & Company of New York City, the approximate charges of The Alaska Railroad for loading locomotives at the Port of Whittier. A copy of this letter was forwarded to you.

We have now been advised by the Rohner, Gehrig Company by letter of November 19th, that they are not handling this shipment, but that your company would be the one to look to for payment of the \$ 17,676.95 to cover wharfage, dock handling and service charges. The details of this amount were in our November 14th letter.

Could you please, therefore, send us a certified check for this amount.

Also, would like to call your attention to the fact that the necessary export papers must be filed with the United States Customs authorities at Anchorage, Alaska, before we can start loading these locomotives.

Please advise when your check will be forwarded, and also, when the customs papers have been accomplished.

Yours very truly,

Conts include:

*6100 Cu ft
 491 Conts, bundles, boxes
 100 Tons*

R. H. Bruce
 General Superintendent

*Phillips to WHJ 11-28
 Steamer of North Star was
 advised 11-28-56
 -JDJ*

HFJones/gk
 Div. of Opns

Anchorage, Alaska
November 26, 1956

Memorandum

To: C. V. Evey, Supt., Transportation Branch
G. V. Randall, Supt., WPAAS Branch

From: R. H. Bruce, General Superintendent

Subject: Movement of locomotives from Whittier to Spain

The MV BELLEVILLE will arrive at Whittier approximately December 15, 1956, to load the fourteen locomotives which have been sold to the Spanish government. Following is the loading order of these locomotives and tenders:

Main hold:	5	400 class locomotives
	5	500 class locomotives
	2	700 class locomotives
Fore hold:	2	tenders of the 400 class locomotives
Thru deck:	2	tenders of the 400 class locomotives
Forward deck:	1	tender of the 400 class locomotives
	3	tenders of the 500 class locomotives
Main deck:	1	700 class locomotive
	1	900 class locomotive
	2	tenders of the 500 class locomotives
	3	tenders of the 700 class locomotives
	1	tender of the 900 class locomotive

This loading is listed in order of first on and locomotives and tenders should be separated prior to arrival of vessel and stored in Whittier Yard in loading order to eliminate switching delay at time vessel is loading.

The following material will be required for slings purposes:

1 1/4" OK per Buntz 11-27-56

6	1-1/2" by 12 foot cables with eyes in both ends. Cable to be made of plow steel, if possible.
100	feet of 3/4 inch cable, soft wire.
5	turnbuckles, 3/4 inch
24	cable clamps, 3/4 inch

This sling equipment should be forwarded to the Spanish so foreman at Whittier prior to arrival of the vessel. Mr. Evey and Mr. Randall will make all arrangements necessary covering locomotives, tenders and sling equipment.

RHBruce/gk
Div. of Opns

cc - Mr. Evey
T. S. James
J. Lentz, North Star
Terminal & Stevedoring Corp.

R. H. Bruce
General Superintendent

11/21/56
File 5-277
H. H. Bruce

November 21, 1956

Colonel R. J. Dial, Chief
Transportation Corps
U. S. Army, Alaska
APO 979, Seattle, Washington

Dear Sir:

Arrangements have been made and approved by your office to use the Port of Whittier for loading fourteen (14) locomotives which have been transferred to the Spanish Government through negotiations of the State Department and the General Services Administration. The use of the Port of Whittier was predicated on the floating crane at that port being required.

The Christen Smith Company of Oslo, Norway has been given the charter for this shipment and we have been notified that their ship, the MS "HELBETTY" will arrive approximately December 15th, 1956. This vessel has a crane capable of lifting these locomotives and therefore, the floating crane at Whittier will not be required.

Due to the weight of these locomotives which are being shipped it will be impossible to load at either the old Railroad dock or the Army Dock at Seward, which are the only two docks in operation at Seward at this time. Our special instructions have restricted all classes of engines from Seward Dock or trestle approaches for the past several years. Our Chief Engineer advises that these docks and approaches are in such condition that they could not stand the concentrated weight of the locomotives. In addition, a recent accident occurred at Seward when a scrap ship rammied the trestle approach and sheered through the deck to the inside approach track on the old Railroad dock. Even without weight restrictions on the Railroad dock loading could not be completed since the track nearest the ship side is inoperative.

Since the only facility at Seward is the Army dock which cannot accomodate the surplus locomotives due to weight restrictions this makes Whittier the only port where the shipment can be loaded. With your approval we would like to complete arrangements for the "Helbetty" to dock at Whittier and load the fourteen locomotives in December.

Yours very truly,

R. H. Bruce
R. H. Bruce
General Superintendent

HFJones/gk
Div. of Opns

ROHNER, GEHRIG & Co., INC.

NOV 21 1956
No.

PHONE BOWLING GREEN 9-6350
(20 LINES)
CABLES "ROHGEHRIG"

CUSTOM HOUSE BROKERS INTERNATIONAL FORWARDERS

Airfreight Division
IDLEWILD AIRPORT
141-34 ROCKAWAY BLVD.
SOUTH OZONE PARK 20, N. Y.
TELEPHONE: JAMAICA 9-5188-9

*Heavy Machinery
Freight Contractors*



*International Removals
Insurance-Trucking*

CANADIAN OFFICES:
MONTREAL
637 CRAIG STREET W.
TORONTO
ROYAL BANK BLDG.

WHEN REPLYING PLEASE REFER TO:

78 FRONT STREET
(HANOVER SQUARE)
NEW YORK 5, N. Y.

November 19, 1956

Traffic ELB;uv

U.S. Department of the Interior
The Alaska Railroad
Anchorage, Alaska

Att: Mr. R. H. Bruce
General Superintendent

Dear Mr. Bruce:

This is to thank you very kindly for your letter of November 14, and indeed regret to advise you that we were finally not entrusted with the forwarding of this shipment.

The principals in Spain meanwhile selected an unknown competitor to move this shipment of 14 Locomotives from Alaska to Spain, wherefore we are unable to arrange payment of the charges indicated.

Very truly yours,
ROHNER, GEHRIG & CO. INC.

E. L. Boehr

RECEIVED

NOV 21 1956

Operations Division

All quotations are subject to confirmation and contracts contingent upon strikes, delays in delivery and other causes beyond our control. Insurance effected only on special request. Rates subject to change without notice. All shipments handled as per terms and conditions of the New York Freight Forwarders and Brokers Association, Inc.

PLEASE ADDRESS ALL COMMUNICATIONS TO THE CORPORATION



H.D.O.T. FILE

No

E 117

Spain

November 11, 1956

Hobner, Gehrig & Co.,
70 Front Street,
New York, N. Y.

Gentlemen:

Detailed arrangements are being made by the Christen Smith & Company for the shipment of fourteen locomotives to Madrid, Spain.

In a letter from the Christen Smith Company dated October 24, 1956, they stated their understanding of the arrangements for paying charges, to the effect that wharfage, dues and any other tariff charges against the cargo would be paid by the shipper and not by the steamship company. The steamship company states that they will be liable for, and will pay, all port charges customarily paid for by the vessel which, in this case, will include berthage charges.

The loading will be performed by vessel's boom but there will still be tariff charges assessed by the Railroad as outlined in a letter from our General Traffic Manager to Andres Ruiz de Velasco dated June 15, 1956, copy attached for your information. It will not be necessary to strip the locomotives to maximum tonnage of 100 tons each since the ship's tackle can handle the locomotives at the present weights. In addition to the fourteen locomotives and tenders there is one lot of spare parts which are crated, weighing approximately 70 tons. These parts will probably be shipped with the locomotives. This weight added to the weight of the locomotives will gross 2117 tons for the shipment.

Our total charges to be assessed the shipper will include wharfage and deck handling at \$ 7.50 per ton for a total of \$ 15,077.50, and service charge of 0.5¢ per ton for a total of \$ 1,779.45, making a grand total of \$ 17,856.95.

Could you, therefore, please arrange for the consignee to have these charges in the amount of \$ 17,856.95 paid by certified check, to be received by us prior to December 20, 1956. Also, could you arrange to file the necessary export papers with the United States Customs authorities at Anchorage, Alaska, to permit this shipment to be loaded and depart as scheduled.

Yours very truly,



R. H. Bruce,
General Superintendent

HFJones/gk
Div. of OPS
By Andres Ruiz de Velasco

North Star Term. & Steved. Co.
E. J. Kinn
Gen. Supt.

CHRISTEN SMITH & CO.
Telegrams: Crissmith
Telephones: 416415 - 416571

H. Heyerdahls Gate 1
OSLO

JCJ/EA
EUR-167

24th October, 1956

Messrs. North Star,
Terminal and Stevedor Co.,
P. O. Box 1018
Anchorage, Alaska

Dear Sirs:

M.S. "BELBETTY" - Captain L. Lorck.
14 Locomotives & Tenders - WHITTIER (Alaska) / GIJON (Spain).

With reference to our letter of October 1st, position is that the "BELBETTY" should now arrive at WHITTIER some time between December 20th/30th. We have instructed the Captain to cable you his departure from JAPAN, and to keep you advised about his ETA at WHITTIER. Please let us know whether we should keep both you and your office at WHITTIER advised about the vessel's position, and also if you have any telegraphic address at these ports. If there are any particular instructions which should be given to the Captain, you will please let us know. For your guidance we quote below some conditions of the freight contract:

From: Alongside ship within reach of ship's derricks at loading port - WHITTIER (Alaska)

To: Delivery on to quay at discharge port - GIJON (North Spain) via port or ports to be declared on the Bills of Lading.

Charterers: The Railway Company of Langreo.

Shippers to guarantee a suitable berth for loading and discharging, which should be ready for ship on arrival and remain at ship's disposal during the whole period of loading and discharging.

The shipment to be subject to Carriers' Bill of Lading, and is also subject to the following additional conditions:

- (a) Beams and slings for lifting cargo for loading and discharge to be supplied by the Carriers.
- (b) Cranage, stevedoring, lashing and dunnage at port of loading, and cranage and discharge at port of destination to be for Carriers' account.
- (c) Carriers' responsibility to start from the moment the cargo is in the ship's tackle at loading port and to cease at the moment it is free from the ship's tackle on quay at discharge port.
- (e) Wharfage dues and/or landing charges, whether levied on the ship or on the cargo, are NOT to be for the Carriers' account, and all Spanish Taxes are to be for Charterers' account.

(h) If required by Carriers for safe stowage, buffers, cowcatchers, footsteps, headlamps to be removed before loading. It may be necessary to remove drawbars, but this will not be done unless absolutely essential. Any expenses connected with the removal and replacement of said parts to be for Shippers' account.

1. All ordinary port charges customarily paid by the vessel to be for carriers' account, but dues, tariffs, taxes, etc., if any, on the cargo at port of loading and/or port of destination not to be for carriers' account. If carriers pay such charges on the cargo, they will have recourse to the shippers and/or receivers.

2. The cargo may be carried on and/or under deck at carriers' option, and it may be stowed either longitudinally or athwartships at carriers' option.

3. The cargo is to be delivered alongside ship within reach of ship's derricks as fast as ship can load, and it is also to be received from under ship's tackle at discharging port as fast as ship can deliver.

4. When carriers' responsibility is to start from the moment when the cargo is in the ship's tackle at loading port and is to cease at the moment when the cargo is free from the ship's tackle at destination.

We shall let you have sufficient supply of Bill of Lading forms, as well as the necessary instructions for making out these documents, later.

Immediately the vessel is ready at WHITTIER, she should be cleared for GIJON, Spain, via Panama Canal. Agents for the vessel for the Panama Canal passage are:

Messrs. Wilford & McKay
P. O. Box 5024
Cristobal - C.Z. Cable Address: "HUWILFORD".

We shall let you have the name and address of the agents at GIJON later.

STEVEDORING

You shall decide in conjunction with the Captain the number of stevedores and carpenters to be required. As agreed, our arrangements for stevedoring will be as follows:

For supplying of labour to assist the captain in loading and stowing coaches at labour cost + 20% for overhead, administration and profit

Handwritten notes:
Part of the
arrangements
made
11/13/50

September 18, 1956

Andres Ruiz De Velasco, SA
Al Juan Bravo
Madrid, Spain

Dear Sir:

Reference is made to your letter of September 11th, 1956 covering shipment of locomotives from Whittier, Alaska to Gijon, Spain, and inquiring if the MS "BelBetty" would be suitable for loading between December 15th and January 20th:

This schedule of loading would be satisfactory. For your information, the Port of Whittier is an ice-free port year round and the vessel will not experience any difficulty arising from ice conditions.

Since Whittier is a military port, all military cargo will take priority. There is only one berth at the port which may require your vessel to interrupt loading operations for a few hours to give way to incoming vessels to discharge military cargo. Such interruptions, if any, will be held to a minimum so there will be the least possible delay to your vessel.

Yours very truly,



R. H. Bruce
General Superintendent

FILE
No. 699-9

COLLECT

SEPTEMBER 12, 1956

MANAGER
FERRICARRIL DELANGERO OLJON
MADRID, SPAIN

VESSELS BOOMS MAY LOAD LOCOMOTIVES STOP OUR LETTER AUGUST 29 ADVISED
FLOATING 100 TON CRANE ALSO AVAILABLE STOP PREVIOUSLY ADVISED ROHNER
OSTRIG OF NEW YORK AND CHRIS SMITH OF OSLO FLOATING CRANE WAS AT WHITTIER
END

R. H. Bruce
R. H. BRUCE
GENERAL SUPERINTENDENT

(ACS has credit voucher for \$3.78 to apply on charges for this message)

HFJones:hdb
Div. of Opns



TELEGRAMAS: EN GIJÓN "RUIDEVELASCO"
 CODES: A. B. C. 5ª EDICIÓN
 SCOTT'S 10ª EDICIÓN
 APARTADO Nº 201 - GIJÓN

**ANDRÉS RUIZ DE VELASCO
 S. A.**

CARMEN, 30, 32 Y 34
 GIJÓN

J. L. R.

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

SUCURSALES:

MADRID AVILÉS
 Generalísimo Franco, 45
 Teléfono 28

SAN ESTEBAN DE PRAVIA
 Teléfono 41

ADOT. FILE
No

Madrid, 11th September 1956

Chartering Department

The Alaska Railroad
Anchorage

Dear Sirs,
Ref: Locomotives Whittier/Gijon

We thank you for your letter of the 29th August 1956, and note all you write.

We should be much obliged if you can inform us, as soon as possible if the m.s. "BELBETTY" for loading 15th December/20th January, owing the loading date, would be suitable or in view of the season, the port of Whittier will be frozen, being therefore impossible to load during the mentioned months.

Owners intended to nominate the m.s. "BELLIS" when they changed their minds and asked for the option of nominating the m.s. "BELBETTY" for loading 15th Decr/20th January. Owners are now awaiting to hear if Charterers agree and before giving a definite reply to Owners, we should be much obliged if you can advise if there will be sureness for loading the mentioned vessel during the month of December owing the ice at Whittier.

Awaiting your soon reply, we remain, dear Sirs,

Yours faithfully

Andrés Ruiz de Velasco, S.A.
 J. L. R.

DATE	TO	FROM	FOR
9/17	RNB	JLR	INFORMATION
			REPLY
			ACTION
			COMMENTS
			RECEIVED
			SEE ME

463

HDQT. FILE
No 7432

KKUBC27WKAC21

AM SEC038 INTL FR PD (RP 1956 SEP NAME PD 7432) SUBJECT TO CORRECTION

CD MADRID VIA RCA SEP 10 1956 2020

RP139.00 ALASKA RAILROAD

ANCHORAGE (ALASKA)

YOUR LETTER 15TH JUNE INFORMED US THAT LOCOMOTIVES MAY
BE LOADED BY THE VESSELS BOOMS STOP HAVING FIXED FOR
THIS TRANSPORT VESSEL BELLIS OR CHRISTEN SMITH WITH HEAVY
LIFTS PLEASE WIRE DIRECTLY TO THE MANAGER OF FERROCARRIL
DE LANGREO GIJON CONFIRMING THAT THE LOADING OF HE
LOCOMOTIVES MUST BE DONE BY THE HEAVY LIFTS OF THE VESSEL
BEING YOUR CONFIRMATION HE WARRANT FOR CHAPERERS
THANK YOU

RUIDEVELASCO

RP139.00 15

(25).

Copies to R. H. Bruce

DATE	TO	FROM	FOR	✓
9/11	RNB	JMS	INFORMATION	
			REPLY	
			ACTION	✓
			COMMENT	
			RECOMMEND	
			SEE ME	

HDQT. FILE
No *E 9*

August 29, 1956

Andres Ruiz De Velasco, S.A.
Carson, 30, 32 Y 34
Oijon
Madrid, Spain

*R.N.B.
8/29/56*

Dear Sir:

This will acknowledge your letter of August 22, 1956, wherein you advise that the Belships Co. Ltd. of Oslo would handle the transportation of the fourteen (14) locomotives and tenders to Spain, using either the "BILLIS" or "CHRISTENSEN".

We have had correspondence on the subject of this shipment previously with Mr. E. L. Boehr of Rehner, Gehrig & Company, so I am therefore sending him a copy of this letter for his information.

In making detailed arrangements for birthage, use of crane, etc., in connection with the shipment from Whittier Port, please contact Mr. E. J. Kuns, General Traffic Manager, who will in turn finalize arrangements with the Army since the Port of Whittier is a military port.

The dock at Whittier, referred to as "quay" in your letter, was destroyed by fire. Since the fire, however, the dock has been replaced and is large enough to handle commercial type vessels. The type of dock in use now is a "De Long" dock. I feel quite certain you will find the docking facilities are satisfactory. Also, for your information, the military has a floating crane capable of handling 100 net tons, which will be available for use in loading the locomotives and tenders.

Should you have any further questions, please advise.

Very truly yours,

(Signed) JOHN E. MANLEY

John E. Manley
Assistant General Manager

cc: Mr. E. L. Boehr
Mr. E. J. Kuns



TELEGRAMAS: EN GIJÓN "RUIDEVELASCO"
 A. B. C. 5ª EDICIÓN
 CODES SCOTT'S 10ª EDICIÓN
 APARTADO Nº 201 - GIJÓN

ANDRÉS RUIZ DE VELASCO
 S. A.

CARMEN, 30, 32 Y 34
 GIJÓN

CONSIGNACIONES, FLETAMENTOS
 CARBONES, SEGUROS
 AGENCIA DE ADUANAS

TELÉFONOS 1905-1906

J.L.R.

SUCURSALES:

MADRID AVILÉS

Marqués de Cubas. 25 | Generalísimo Franco. 45
 Teléfono 25.858 | Teléfono 28

SAN ESTEBAN DE PRAVIA
 Teléfono 41

**United States Department of
 the Interior. The Alaska Rail-
 road. Anchorage.**

Madrid, 22th August 1956

DATE	TO	FROM	FOR
8/27	Bruce	J.N.J.	INFORMATION
		Prepared	REPLY ✓
			ACTION
			COMMENT
			RECOMMEND
			SEE ME

Dear Sirs,

Ref: Locomotives Whittier/Gijon

We have now fixed definitively "BELLIS" or "CHRISTENSMITH" of the Belships Co. Ltd. of Oslo for this transport and Owners wrote us to whom their representative in Whittier should apply in order to get some particulars about centre of gravity and distance from edge of quay to the centre of the rail track, from which the locomotives and tenders will be loaded.

We suggested that they could write to E.J. Kuns, General Traffic Manager or John E. Manley, Acting General Manager of this Company and we should be much obliged if you are so kind and could inform Owners about the particulars requested.

We were somewhat alarmed to learn from Owners that the quay at Whittier was totally destroyed by fire about a year ago. We understand however that a new quay is now being built, but we have not yet got confirmation when this quay will be ready. We should feel obliged if you would kindly inform us if the quay of the port of Whittier has a suitable loading berth or on the contrary arrangements have been made to load either through the Port of Seward or The Port of Whittier.

We should be much obliged if you can inform us if the port of Whittier is not furnished with cranes or other instruments for loading the locomotives. Will you be so kind and answer us immediately about this point?

Thanking you most sincerely for your endeavours, we remain, dear Sirs,

Yours faithfully

Andrés Ruiz de Velasco, S. A.
 S. A.

FILE
Eggs

ANCHORAGE, ALASKA
AUGUST 22, 1956

WIRE

WIRE

TO: H. W. HUTCHINSON, AGENT WHITTIER
FROM: E. R. SANDERS, ASS'T. GENERAL TRAFFIC MANAGER

BRUCE HANDLING RE REPLY TO OSLO RE 11; LOCOMOTIVES. REQUESTING RE
INFORM YOU.

ERH

ERSanders/mf

cc: R. H. Bruce

Wire from Mr. Hutchinson is quoted for your information.

"Any answer you want us to make to Oslo in reply to Cablegram
relative locomotive loading. We hold prepaid certificate to cover
cost of cable answer."

BWH...9:19 A.M.

OPERATIONS
AUG 22 1956
Operations Division

Following wire received by H. W. Hutchinson, Agent - Whittier

August 16, 1956 -

EM GM - Oslo, Norway via RCA

REGARDING SHIPMENT FOURTEEN LOCOMOTIVES OJON SPAR. UNDERSTAND
KUAY AT WHITTIER DESTROYED BY FIRE ABOUT A YEAR AGO BUT NEW KUAY
BEING CONSTRUCTED. PLEASE ADVISE IF NEW KUAY COMPLETED, ALTERNATELY
ANTICIPATED DATE OF COMPLETION. REGARDS.

signed: Chris Smith

8/23/56 - Mr. Bruce directed Mr. Hutchinson to send the following
cable to Mr. Chris Smith:

STIFF LEG DESTROYED BY FIRE BUT FLOATING CRANE NOW IN OPERATION
IS CAPABLE OF MAKING NECESSARY LIFTS.

The original message from Mr. Smith included prepay for reply.

TELEGRAM

ALASKA COMMUNICATION SYSTEM
SIGNAL CORPS, UNITED STATES ARMY
WHITTIER, ALASKA

HDQT. FILE

No *Exp 9*

(7&12)

1956 AUG 16 AM 8 23

AT SEA249 42 INTL FR CDOSLO VIA RCA 16 1415

RP84.41 ALASKA RAILROADCO

WHITTIER *134*

REGARDING SHIPMENT 14 LOCCMOTIVES GIJON SPAIN STOP

UNDERSTAND KUAY AT WHITTIER DESTROYED BY FIRE ABOUT A

YEAR AGO BUT NEW KUAY BEING CONSTRUCTED PLEASE ADVISE

IF NEW KUAY COMPLETED ALTERNATIVELY ANTICIPATED DATE

OF COMPLETION REGARDS

CHRIS SMITH

RP84.41 14

(17)

RECEIVED

AUG 24 1956

Operations Division

FA 835 AM

CLASS OF SERVICE DESIRED

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

ALASKA COMMUNICATION SYSTEM



SIGNAL CORPS U. S. ARMY

TELEGRAM

ACCOUNTING DATA

T/L
O/L
TAX
TOTAL

TRANS 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:

WHITTIER, ALASKA AUGUST 23, 1956

CHRIS SMITH
(ANSWER PAID)
OSLO, NORWAY.

RETEL SIXTEENTH STIFF LEG DESTROYED BY FIRE BUT FLOATING CRANE
NOW IN OPERATION CAPABLE OF MAKING NECESSARY LIFTS.

R H BRUCE ALASKA RAILROAD

REPLY PREPAID VOUCHER #1784 DATED AUG 16.

*Sanders
answer turned
over to R H
who will handle*

BYLQ

WHITTIER AUG 2- 21 1956

SANDERS TRAFFIC ANCH

ANY ANSWER YOU WANT US TO MAKE TO OSLO IN REPLY TO CABLEGRAM
REGATIVE LOCOMOTIVE LOADING. WE HOLD PREPAID CERTIFICATE TO
COVER COST OF CABLE ANSWER.

HWH....919AM H

HDQT. FILE

No *Egp 9*

TO: F. L. BOESE
ROMNER GERRIG & CO
78 FRONT ST
NEW YORK CITY NEW YORK

Anchorage, Alaska - August 2, 1956

ROUTINE COLLECT

REUNTEL LOADING CHARGE FOR LOCOMOTIVES CMA RAILROAD WILL ARRANGE AND PAY ARMY AT WHITTIER
FOR WHARFAGE AT TWO DOLLARS PER TON CMA BERTHAGE AT ONE CENT PER REGISTER TONS FIRST DAY
AND ONE HALF CENT EACH DAY THEREAFTER CMA HEAVY LIFTS HUNDRED TON CRANE VARYING RATES

EXAMPLES TWENTY SEVEN AND ONE HALF TONS FOUR TEN PER TON CMA FORTY FIVE TONS SEVEN FIFTY
EIGHT CMA EIGHTY ONE TONS EIGHTEEN SIXTY SIX CMA NINETY TONS TWENTY ONE THIRTY ONE CMA
ONE HUNDRED TONS TWENTY THREE NINETY SEVEN CMA PLUS RAILROAD SERVICE CHARGE EIGHTY FIVE

CENTS PER TON PERIOD YOU SHOULD CONTACT NORTH STAR TERMINAL AND STEVEDORING CORPORATION
CENTRAL BUILDING ANCHORAGE AND ARRANGE LONGSHORING CMA DOCKSIDE COST TWO TWENTY FIVE PER
MAN HOUR STRAIGHT TIME CMA HOURS EIGHT TO THREE MONDAY THROUGH FRIDAY OVERTIME BEYOND CMA

ALSO SHIPSIDE STEVEDORING IF REQUIRED PERIOD CANNOT ESTIMATE LOADING TIME.

R. H. Bruce

R. H. Bruce, General Superintendent
The Alaska Railroad
Anchorage, Alaska

KUB294

1956 JUL 31 AM 11:30

Handwritten notes and signatures in the top right corner, including a large 'X' mark and various illegible scribbles.

IN SEA562 PD AR CD NEW YORK NY GEQ 331PME

H BRUCE GEN SUPT DIVISION OF OPERATIONS

THE ALASKA RAILROAD ANC

THANKSING YOU INDEED FOR TELEGRAPHIC COMPREHENSIVE

INFORMATION FURNISHED STOP PLEASE FAVOR US WITH LOADING CHARGES

AND FEES FOR CRANE USE FOR 14 LOCOMOTIVES AS

WELL AS ESTIMATED LOADING TIME BY WIRE COLLECT STOP APPRECIATE YOUR

COOPERATION

E L BOEHR ROHNER GEHRIG AND CO INC 78 FRONT ST NEW YORK

5 NY

14 78 5

(24)

RECEIVED

JUL 31 1956

Operations Division

HDQT. FILE

No 59/9

TO E. L. SMITH
ROBINSON STEPHEN & CO
78 FRONT ST
NEW YORK NEW YORK
FM R. H. BRUCE

July 27, 1956

ROUTINE

WHITTIER PORT ICE FREE ALL WINTER HAS FISH AND WATER DEPTH TO ACCOMMODATE
COMMERCIAL VESSELS CAN USE ON GEAR BY FLOATING ONE HUNDRED TON CRANE CAN HANDLE
LOCOMOTIVES WHITTIER LOCATED SIXTY DEGREES FORTY SIX MINUTES NORTH LATITUDE
ONE HUNDRED FORTY EIGHT DEGREES FORTY THREE MINUTES WEST LONGITUDE CONNECTED

TO ANCHORAGE SIXTY TWO MILE RAIL HAUL STOP CONTACT PORT COMMANDER WHITTIER
FOR BERTH ARRANGEMENTS & NINE OR TENTATIVE LOADING DAYS WILL BEVE LOCOMOTIVE
SENT TO WHITTIER.

R. H. Bruce

R. H. Bruce
General Superintendent
The Alaska Railroad
Anchorage, Alaska

HFJones:hdb
Div. of Opns

34

TELETYPE

HDOT FILE

No 8999

ALASKA COMMUNICATION SYSTEM
SIGNAL CORPS, UNITED STATES ARMY
FEDERAL BLDG, ANCHORAGE, ALASKA 1956
TELETYPE UNIT

JUL 27 AM 6:14

KUA189

57/8 12:44

AN SEA249 DL PD CD NEW YORK NY 27 1007AME

R H BRUCE GENL SUPT DIV OF OPERATIONS

THE ALASKA RAILROAD ANC

RE 14 LOCOMOTIVES KINDLY WIRE COLLECT DEPTH OF WATER

STOP LENGTH OF PIER STOP ICEFREE MONTHS OF PORT OF

WHITTIER AND WHETHER COMMERCIAL VESSELS ARE ALLOWED

TO PICKUP LOCOMOTIVES WITH OWN GEAR STOP ALSO LOCATION

OF WHITTIER STOP IF IMPOSSIBLE PLEASE WIRE WHETHER

WHITTIER NEAR ANCHORAGE AND WHETHER RAILROAD CONNECTION

WHITTIER ANCHORAGE STOP ALSO IF POSSIBLE WIRE CAPACITY

OF CRANE LOCATED AT WHITTIER AND WHETHER CRANE COULD

HANDLE THESE 14 LOCOMOTIVES STOP URGENT THANKS FOR

COOPERATION

E L BOEHR ROHNER GEHRIG AND CO INC 78 FRONT ST NEW YORK 5 NY

14 14 78 5

(00)

DOT. FILE

No 799 9

July 18th, 1956

Mr. Andres Ruiz De Velasco, SA
Carmen, 30, 32 Y 34
Gijon, Spain

Dear Sir:

In reply to your letter of July 3rd, 1956 requesting additional data on the locomotives being transported to Spain:

Attached hereto is detail sheet showing center of gravity for each locomotive and tender; also, four prints for the locomotives involved in this shipment.

If you so desire, when these locomotives are shipped, we have on file complete blueprints and specifications from the manufacturer which we could ship to you, on request.

We are also furnishing a copy of the table of locomotives showing center of gravity to the Hahnemann, Gehrig & Company, International Forwarders at 78 Front Street, New York, N. Y., from whom we have had inquiries concerning these engines.

ENB
3

Yours very truly,

encl - 5

John E. Manley,
Acting General Manager

HF Jones/gk
Div. of Opns