

ADQ. FILE
No Egg ?

July 18th, 1956

Rohmer, Gehrig & Co.,
International Forwarders
76 Front Street,
New York, 5, N. Y.

Attn: Mr. E. L. Boehr

Dear Sir:

Reference your letter of July 9, 1956, your file 'Traffic
RHB/uv':

This is to advise that the fourteen (14) locomotives which
are presently stored at Birchwood Yard have been acquired FOB Whittier,
and therefore no charges will be assessed from Birchwood to Whittier.

I believe Whittier would be the most suitable loading port
since they have a large loading crane which is used for heavy lifts.
It is not possible to roll any of this equipment onto vessels, and
they will all have to be lifted by crane.

Attached is a table showing center of gravity for each
locomotive and tender. I believe you already have the weights for
each item.

In accordance with the letter from Lt. Col. R. W. Wildey,
Office of the Transportation Officer, U. S. Army, Alaska dated
July 2nd, 1956, the details for the use of the crane at Whittier
will be handled by The Alaska Railroad.

Will you please advise when your detailed arrangements
have been completed so that we may prepare plans for our part of
the transaction.

Yours very truly,

encl - 1

HPJones/gk
Div. of Opns

R. H. Bruce
General Superintendent
Division of Operations

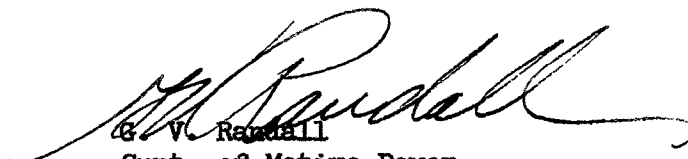
~~CONF. FILE~~
Egp 7

Anchorage, Alaska
July 13, 1956

Memorandum:

To: Mr. Harry Jones, Assistant to the General Supt.
From: G. V. Randall, Supt. of Motive Power and Equipment Branch
Subject: Excess Steam Locomotives

In accordance with your request, attached is a list showing the heights of center of gravity for locomotives and their tenders measured above top of rail, also for general shipping information, we are attaching our equipment book drawings showing general dimensions of each of the various classes of locomotives, which are now excess to the Railroad.


G. V. Randall
Supt. of Motive Power
and Equipment

*The files in position show
12 engines are 2.0.B. Whittier
Files to Staff
7-17-56*

217071 2110
Dr. Egg 9

Locomotive No.	Engine C. G.	Tender C. G.
401	65-3/4"	69"
402	65-3/4"	69"
404	65-3/4"	69"
405	65-3/4"	69"
406	65-3/4"	69"
552	67"	80-1/2"
555	67"	80-1/2"
558	67"	80-1/2"
559	67"	80-1/2"
560	67"	80-1/2"
701	64-1/2"	75-1/2"
702	64-1/2"	75-1/2"
703	64-1/2"	75-1/2"
902	68-1/2"	74"

Center of Gravity Measured above Top of Rail.

DOT. FILE
No. 747

ROHNER, GEHRIG & Co., INC.

CUSTOM HOUSE BROKERS
INTERNATIONAL FORWARDERS

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

Heavy Machinery
Freight Contractors



International Removals
Insurance-Trucking

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

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

WHEN REPLYING PLEASE REFER TO:

Traffic ELB/uv

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

July 9, 1956

Mr. R. Bruce
Supt. of Operations
Alaska Railroad
Anchorage, Alaska

Dear Mr. Bruce:

This is to refer to your letter of June 19, 1956, and are referring to a letter of Headquarters, United States Army, Alaska, as per copy attached herewith.

Kindly note that we learned in the meantime, that this shipment consists of 14 locomotives instead of 12, and that these locomotives are presently at Birchwood, Alaska instead of at Whittier.

As indicated previously, we are to offer a freight quotation to our associates in Spain, and would greatly appreciate your kindness to advise us freight rates for these locomotives from Birchwood, Alaska, to the most suitable Alaskan loading port.

Would you, furthermore, be kind enough to please advise us whether the locomotives would have to be loaded on to the seagoing vessel by crane, or whether same could be rolled on.

We will greatly appreciate to hear from you at your earliest convenience, and thanking you in advance for your cooperation, we remain,

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

E. L. Boehr

Enclosure

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

FORWARDERS FMB NO. 798



NAVY FILE
105-1037

Office of the Transportation Officer

ARABE-P

JUL 2 1956

Kohner, Gehrig & Company
78 Front Street
New York 5, New York

Gentlemen:

Receipt is acknowledged of your letter file Traffic WED dated 25 June 1956 addressed to Colonel E. A. Lentz requesting information regarding handling of locomotives at Whittier. Reference is also made to letter from the Alaska Railroad to your firm dated 19 June 1956.

Since the Port of Whittier is a military port operated by U. S. Army, Alaska and only handles movements of military cargo it has been decided that the Alaska Railroad will handle the outloading of the 12 locomotives. Facilities at Whittier are such that locomotives can be handled. There is available a floating crane capable of lifting 100 short tons. It is not believed that any of the locomotives you refer to, which are of standard gauge, are presently at Whittier.

The handling of these locomotives has been discussed with the Traffic Department of the Alaska Railroad and it is suggested that future inquiries with respect to the locomotives be referred to the Alaska Railroad.

Very truly yours,

Copy furnished:
Mr. E. Bruce, Capt
of Operations, Alaska
Railroad

R. C. WILSON
Lt Col TC
Executive Transportation Officer



APARTADO Nº 201 - GIJÓN

**ANDRÉS RUIZ DE VELASCO
S. A.**

CARMEN, 30, 32 Y 34
GIJÓN

CONSIGNACIONES, FLETAMENTOS
CARBONES, SEGUROS
AGENCIA DE ADUANAS

Madrid, 3rd July 1956

J. L. R. TELÉFONOS 1905-1906

SUCURSALES:

MADRID AVILÉS

Marques de Cubas 25 | Generalísimo Franco 45
Teléfono 25.050 | Teléfono 28

SAN ESTEBAN DE PRAVIA

Teléfono 41

Chartering Department

The Alaska Railroad
United States Depart-
ment of the Interior
Anchorage

Dear Sirs,
Locomotives Whittier/Gijon

We wish to express our very best thanks for your kind letter of 15th June quoting us the several costs against cargo and vessel for the above mentioned transport.

We contacted charterers immediately and now we are pleased to let you know that we have closed this fixture with Belships Company of Norway and now Owners require drawings showing more complete details of the locomotives and longitudinal incl centre of gravity of the engines.

Please send us as soon as possible the drawings and thanking you most sincerely for your endeavours, we remain, dear Sirs,

Yours very truly

Andrés Ruiz de Velasco, S. A.

P. P.

7/10/56

Original and copy to Mr. R. H. Bruce -

Necessary action.

John E. Hanley
Acting General Manager

ANDRES RUIZ DE VELASCO
S. A.
Carmen, 30, 32 Y 34
Gijon

Madrid, 3rd July 1956

Chartering Department

The Alaska Railroad
United States Depart-
ment of the Interior
Anchorage

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Locomotives Whittier/Gijon

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Yours very truly

Andres Ruiz de Velasco, S.A.

7/10/56

Original and copy to Mr. R. H. Bruce -

Necessary action.

John E. Manley
Acting General Manager

HDQT. FILE
No. 411



UNITED STATES
DEPARTMENT OF THE INTERIOR
THE ALASKA RAILROAD
ANCHORAGE, ALASKA
June 19th, 1956

Mr. W. Hoegger, Vice-President
Rohner, Gehrig & Co.,
78 Front Street
New York, 5, New York

Dear Sir:

Reference your file WH:MM, letter dated June 11, 1956 addressed to the General Manager, Alaska Railroad, requesting information regarding the facilities at Whittier, Alaska for the handling of locomotives:

Please be advised that the Port of Whittier is completely controlled by the United States Army, and any arrangements for the handling of any cargo through that port would have to be made with the Army directly. I suggest that you contact Colonel B. J. Lentz, Transportation Officer, Transportation Corps, U. S. Army, Alaska, Fort Richardson, Alaska, and he can give you the information you require.

I can state, however, that facilities at Whittier are such that locomotives can be handled for shipment, however, the locomotive and tender would have to be handled as two separate units.

I am forwarding copy of your letter and copy of this to Colonel Lentz so that he may be aware of your requirements when you contact him sometime in the future.

Yours very truly,

RHBruce/gk
Operations

R. H. Bruce
Supt. of Operations

cc-Colonel B. A. Lentz, USARAL
cc-R. N. Whitman

C O P Y

C O P Y

June 15, 1956

Andres Ruiz De Velasco, S.A.
41 Juan Bravo Street
Madrid, Spain

Dear Sir:

With reference to your inquiry of May 30, 1956, we are please to quote the following costs against cargo and vessel.

There will be a flat fee of \$2500.00 to strip locomotives down to weight that may be handled by your vessel's booms.

Wharfage and slinging fees will amount to \$7.50 per ton.

Against the vessel a service charge of 85¢ per ton, and a berthage charge of one cent per registered ton of vessel for the first day and 1/2¢ per registered ton thereafter will be assessed.

I believe arrangements have been made to load either through the Port of Seward or the Port of Whittier, Alaska.

Please let us know if you need any further information.

Yours very truly,

E. J. Kunz
General Traffic Manager

cc: Mr. R. G. Deede

FWHoeffler/MF

ROHNER, GEHRIG & Co., INC.

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

CUSTOM HOUSE BROKERS INTERNATIONAL FORWARDERS

Heavy Machinery
Freight Contractors



International Removals
Insurance-Trucking

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

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.

WH:MM

June 11, 1956

Mr. R.N. Whitman,
General Manager,
Alaskan Airways,
Fairbanks, Alaska

Dear Sir:

Your name has been given to us by Mr. Milner of the Department of the Interior, with the thought that you might be able to give us certain information which we need to solve a potential transportation problem, from Whittier to Bilbao, Spain.

One of our associates in Spain asked us to offer them a freight quotation on twelve locomotives which presently are at Whittier, Alaska. Each locomotive and tender combined weighs approximately 200 tons, the tender and locomotive being of approximate equal proportion in weight.

Before we can proceed any further, it is necessary that we know what facilities exist at Whittier for the handling of such cargo, namely, crane facilities, pier facilities and depth of water. Any information which you can give us would be highly appreciated, and we thank you in advance for your kind cooperation.

Yours very truly,

ROHNER, GEHRIG & CO. INC.,

W. Hoegger
W. Hoegger
Vice President

WH:MM

6/15/56 - cc to Mr. R. H. Bruce:

Please prepare reply.

R. N. Whitman
General Manager

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

FORWARDERS FMB NO. 793



ALASKA AIRLINES

AVOID ORAL INSTRUCTIONS

ALSO USE FOR PENCIL MEMO'S

DATE June 14, 1956

TO M. R. N. Whitman
FROM MR. Forbes D Baker

SUBJECT _____

Received the enclosed letter and opened it thinking it was for us. After glancing at the letter it was obvious that it was for the Alaska Rail Road, as our equipment won't handle Engines of the type you use.

Regards /
Forbes D Baker

SIGNATURE

R

HDQT. FILE
No.

XXXXXXXXXXXXXXXXXXXX
P. O. Box 1998
Anchorage, Alaska

May 31, 1956

Alltransport Incorporated
6 State Street
New York 4, N. Y.

Gentlemen:

Your letter of May 25, 1956 to the Alaska Railroad, Anchorage, Alaska has been referred to me for reply.

The answers to your specific questions are as follows:

- a. The locomotives were transferred to Foreign Operations Administration.
- b. Port of loading is Whittier, Alaska.
- c. There are 14 locomotives being transferred.
- d. & e. Attached list will give you the dimensions and weight.

There is a floating crane at the Whittier dock that belongs to the Army. Arrangements can be made for its use through the Alaska Railroad. The capacity of the crane is 100 tons. Four of the locomotives exceed that weight. The Supt. of Motive Power and Equipment of the Alaska Railroad gave me an estimate of \$2,500.00 for stripping these locomotives down to the 100 ton limitation.

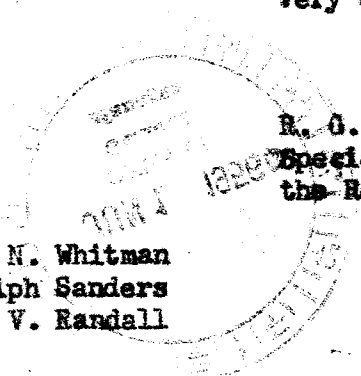
If there is any additional information you desire, please advise.

Very truly yours,

R. G. Deeds
Special Assistant to
the Regional Director

Attachment

cc: Messrs. ✓ R. N. Whitman
Ralph Sanders
G. V. Randall



DIMENSIONS & WEIGHT OF LOCOMOTIVES & TENDERS

The dimensions of the locomotives and tenders to be transferred to Spain are as follows:

Quantity	Length	Height	Width	Working Weight	Light Weight
1 - 900 Series					
900 Loco.	48'-10"	15'-0"	10'-10"	219,000	226,000
900 Tender	35'-0"	13'-3"	10'-2"	90,000	86,500
				<u>309,000</u>	
3 - 700 Series					
700 Loco.	47'-7"	14'-10"	10'-5"	214,400	*224,400
700 Tender	32'-5"	14'-0"	10'-2"	90,000	86,300
				<u>304,400</u>	
5 - 500 Series					
500 Loco.	37'-0"	13'-5"	9'-0"	162,500	147,100
500 Tender	27'-3"	11'-8"	9'-0"	55,000	57,500
				<u>217,500</u>	
5 - 400 Series					
400 Loco.	40'-0"	14'-5"	9'-6"	180,000	163,900
400 Tender	28'-0"	10'-9"	9'-6"	53,000	50,800
				<u>233,000</u>	

* ESTIMATE

FIGURES IN LAST COLUMN FROM SENNER 11-26-56

1 - 233,000 = 233,000
 3 - 304,400 = 913,200
 5 - 217,500 = 1,087,500
 5 - 233,000 = 1,165,000

14,094,700
 2097.75

2117 @ 85¢ =
 @ 7¢ =

1799.05
 15,877.50
\$17,676.55



HDQT. FILE

ALLTRANSPORT INCORPORATED No. 411

ALBANY, N. Y.
24 JAMES STREET
NORFOLK I. VA.
BANKERS TRUST BUILDING
SAN FRANCISCO, CAL.
510 BATTERY STREET
BALTIMORE, MD.
101 NATIONAL MARINE BANK BLDG.

International Freight Forwarders

CUSTOM HOUSE BROKERS
FREIGHT CONTRACTORS · INTERNATIONAL REMOVALS

6 STATE STREET
NEW YORK 4, N. Y.

LIMA, PERU
ED. NUEVA MUNICIPALIDAD 137-141
MEXICO D. F.
VENUSTIANO CARRANZA NUM. 63-521
SANTIAGO, CHILE
AGUSTINAS 1070

May 25, 1956

IN REPLYING REFER
TO: ha:rk

Alaska Railroad Co.
Anchorage, Alaska

Attention: Mr. R. N. Whitman
General Manager

Gentlemen:

Our agent in Madrid, Spain has been approached by F.C. de Langreo in connection with the handling of the transportation to Spain of a number of steam locomotives which this Spanish Railroad Company is apparently contemplating buying from you. We only received meagre information from Madrid about the whole matter and all we understand is that the locomotives would be delivered to Wittier.

We assume that this transaction is known to you and in order to permit us to quote intelligently for the transportation of these locomotives to Spain we would appreciate if you would kindly furnish us with the following information:

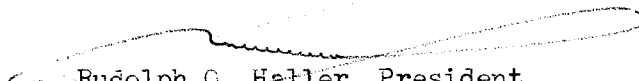
- a) Terms of sale.
- b) Port of loading.
- c) Number of locomotives involved.
- d) Dimensions of locomotives and tenders.
- e) Gross weight of locomotives and tenders.

We understand that there is a floating crane available at Wittier capable of lifting pieces up to 100 tons but it also appears that some of these engines may be heavier than 100 tons.

We hope to hear from you in this matter at your earliest convenience, and remain

Very truly yours,

ALLTRANSPORT INCORPORATED


Rudolph C. Haller, President

5/29/56

cc: Mr. R. G. Deede:

Please prepare reply.

John E. Manley
Acting General Manager

**SCHEDULE OR
VOUCHER AND SCHEDULE
OF WITHDRAWALS AND CREDITS
BETWEEN APPROPRIATIONS AND/OR FUNDS**

D. O. No. _____

Bur. No. 3072
(Paying office)

Bur. No. _____
(Billing office)

To J. F. CAMDEN _____
(Disbursing officer) (D. O. symbol)

Address WASHINGTON, D.C. _____

You are hereby authorized to effect the withdrawal and payment indicated below.

PAID BY

(For use of paying office)

WITHDRAW FROM—			PAY TO—		
DEPARTMENT <u>GENERAL SERVICES ADMINISTRATION</u>			DEPARTMENT <u>GENERAL SERVICES ADMINISTRATION</u>		
BUREAU <u>CENTRAL OFFICE</u>			BUREAU <u>INTERIOR</u>		
ADDRESS <u>WASHINGTON, D.C.</u>			ADDRESS <u>ANCHORAGE, ALASKA</u>		
Bureau Vou. No.	Appropriation and/or Fund (Symbol only)	Amount	Bureau Bill No.	Appropriation and/or Fund (Symbol only)	Amount
<u>3072</u>	<u>11-115103</u>	<u>16,796.92</u>	<u>6-137</u>	<u>14 X 4400</u>	<u>16,796.92</u>
TOTAL		<u>16,796.92</u>	TOTAL		<u>16,796.92</u>

MAR 13 1958

I CERTIFY that the items listed herein are correct and proper for payment from the appropriation (s) designated.

Deposit and send accomplished C/D to

J. F. CAMDEN _____
(Disbursing officer) (D. O. symbol)

ANCHORAGE, ALASKA _____
(Address)

Paid by _____, dated _____

Check No. _____, dated _____

C/D No. K-1969, dated 2/3/56

(Date) (Authorized certifying officer)

ADQT. FILE

No.

Director, Personal Property Utilization - FU
Division, FSS, Washington, D. C.

December 29, 1955

In Reply Refer To: 10FU

Chief, Personal Property Utilization
Division, FSS, Seattle, Washington

Locomotives - Alaska Railroad (FUU 12-8-55)

Enclosed is voucher SF-1081, in the amount of \$16,796.92
covering costs incident to preparing the 14 locomotives for shipment,
order GS-OOP-2 1156-FOA.

CC: R. N. Whitman, General Manager
Alaska Railroad, Anchorage, Alaska

J. F. Brown, Chief Accounting Officer
 Juneau, Alaska (Juneau) Alaska 12/31/55

General Services Administration
 Attn: E. A. Brown
 Chief, Federal Property
 Federal Supply Service
 Seattle, Washington

Director
 Alaska National 11-07-003
 Anchorage, Alaska

1955 11-1-1955 \$ 15,756.92

POSTING NO.

Amount B.	C.

\$ 15,756.92

With Order 6-25- New Inventory Received to Anchorage
 With Order 6-15- Receipt from Anchorage
 Inv. Order 10-15- Inventory from Anchorage
 Order 10-15- Receipt from Anchorage
 With Order 10-15- Receipt from Anchorage
 With Order 10-15- Receipt from Anchorage

\$ 15.00
 12,100.16
 100.00
 100.00
 1,100.00
 100.00
 1,100.00
 100.00
 \$ 15,756.92

11-1-1955 15,756.92
 11-1-1955 15,756.92

Authorized Certifying Officer

3/3/56

Office Memorandum

TO : Mr. R. N. Whitman, General Manager, A.R.R.

DATE: September 21, 1955

FROM : R. G. Deede, Special Assistant to the Regional Director, G.S.A.

SUBJECT: Locomotives for Korea

Attached is a copy of a memorandum that I have just received from our Washington office. I shall keep you advised as to the outcome of this transfer.

R. G. Deede

R. G. Deede
Special Assistant to
the Regional Director

Attachment

Manby

note + pass to
Manby
notes R
AD

* COPY *

Deputy Regional Director, FSS

September 16, 1955
In Reply Refer To: FUU

Deputy Director, Personal Property Utilization Division
Washington, D. C.

Locomotives

ATTN: Chief, PPU Division

As you will recall, one of the factors considered in the transfer of the Alaska Railroad locomotives was the possibility of the Republic of Korea acquiring the ship GADSDEN. When negotiations were completed with respect to the sale of the ship, ICA (FOA) went ahead with the arrangements to purchase the locomotives so shipment could be made on the GADSDEN on her initial voyage.

The sales agreement for the GADSDEN stipulated it could not return to American waters for cargo after the initial voyage. Unfortunately arrangements were not made to hold the GADSDEN so the locomotives could be included in the cargo. We are of the opinion that this was the result of pressure from U. S. commercial shipping interests. As a result, estimates obtained for shipping by commercial carrier amount to \$225,000. This increased cost of transportation raises the total cost of the locomotives to the Republic of Korea to over \$510,000.

When ICA requested additional funds, the Minister of Transportation of the Republic of Korea requested cancellation of the order. In an attempt to complete the transfer, we have offered the locomotives without reimbursement under provisions of GSA Reg. 1-III-303.03a4(e). This will permit ICA to divert the funds set up for the fair value for the payment of the transportation costs. The cost of repairs, loading and stripping of course, has been provided for. We are not sure at this time that the transfer can be completed under these conditions but will advise you as soon as definite information is available.

L. C. Tuttle

R

Anchorage, Alaska
July 13, 1955

Memorandum

To: Mr. G. V. Randall, Superintendent of Motive Power and Equipment

From: R. G. Deeds, Special Assistant to the Regional Director, General Services Administration

Subject: Repair of Locomotives for Korea

I have today received a wire from our Washington office authorizing me to proceed with repairs of locomotives. The fourteen locomotives to be repaired are as follows: 401, 402, 404, 405, 406, 552, 555, 558, 559, 560, 701, 702, 703, and 901.

The Foreign Operations Administration has obligated \$11,000.00 for this repair work. They have obligated \$2,500.00 for stripping 4 locomotives to get them within the 100 ton weight limit. They have also obligated up to \$25,000.00 for the purchase of any spare parts that may be available.

It will be appreciated if you will proceed with this repair work at once. It will probably be best for you to order in the locomotives as you need them. I had previously advised Washington that four weeks would be required to place them in operating condition.

No definite plans have yet been made for shipping.

A copy of this memorandum is being sent to J.W. Miles requesting him to gather up the spare locomotive parts. It is believed that only unused parts that are in good condition should be transferred.

R. G. Deeds

R. G. Deeds
Special Assistant
to the Regional Director

cc: Mr. R. N. Whitman
Mr. J. W. Miles

R

July 13, 1935

221 JMI

Mr. A. V. Nepe
American President Lines
311 California Street
San Francisco 4, California

Dear Sir:

Your letter of July 5, 1935 addressed to Mr. Whitman has been referred to me, concerning the fifteen steam locomotives manufactured by The Alaska Railroad to the Bureau Government.

Mr. Charles Suter of the North Star Stevedoring Company, Anchorage, has been working with us to obtain information to reply to a similar request which he has received from you.

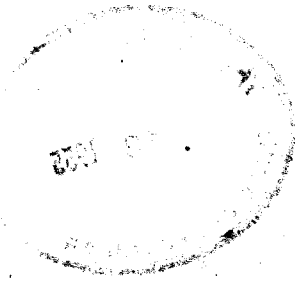
I am advised by Mr. Suter that he replied to your letter on July 9th and no doubt by this time you have received the information requested.

If we can be of further assistance to you please advise.

Very very truly,

J. H. Miles
Superintendent of
Stores and Purchases

cc: Mr. E. E. Whitman ✓
JHM:ow
Stores and Purchases



July 8, 1955

Memorandum

To: J. W. Miles, Supt. of Stores & Purchases
From: R. N. Whitman, General Manager
Subject: Locomotives for Korean Government

Attached copy of a letter from A. F. Moze' of the American President Lines asking for certain information about surplus steam locomotives recently sold to the Korean Government.

Will you please furnish Mr. Mose' with the information direct.

SIGNED—R. N. WHITMAN

R. N. Whitman
General Manager

Attachment

RNWhitman:ast
Gen. Mgr's Office



AMERICAN PRESIDENT LINES

311 CALIFORNIA STREET • SAN FRANCISCO 4, CALIFORNIA U. S. A.

Trans-Pacific Service • Round-World Service

July 5, 1955

Mr. R. N. Whitman
General Manager
The Alaska Railroad
Anchorage, Alaska

Dear Mr. Whitman:

We have been informed that fifteen surplus steam locomotives have been sold by Alaska Railroad to the Korean government financed with FOA funds.

American President Lines is interested in participating in the ocean transportation of these locomotive from Alaska to Korea. We are, however, lacking in details which if provided would place us in a better position to base our planning.

We would be most appreciative if you could possibly furnish the following information:

1. Weights and dimensions of each locomotive.
2. When available for shipment
3. Most likely port of loading
4. Heavy lift facilities at port of loading

We will be grateful for the above data and any other information that could be furnished as it will be of real assistance.

Very truly yours,

A. F. Moze'
A. F. Moze'

P R I O R I T Y

21 JUNE 1955

FM WHITMAN GENERAL MANAGER THE ALASKA RAILROAD ANCHORAGE ALASKA
TO FITCH SPECIAL REPRESENTATIVE OF THE ALASKA RAILROAD
OFFICE OF TERRITORIES WASHINGTON D C

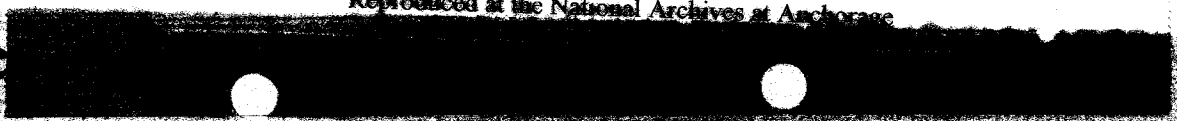
REURWIRE JUNE 20 1955 CONCERNING BIDS RECENTLY RECEIVED ON
SURPLUS EQUIPMENT THE ALASKA RAILROAD PD ALL BIDS RECEIVED AND
AWARDED WITH THE EXCEPTION OF FOURTEEN STEAM LOCOMOTIVES WHICH
ARE BEING TRANSFERRED TO THE KOREAN GOVERNMENT AND ALL COPPER
WIRE AND CABLE WHICH WAS WITHDRAWN FROM BIDS AND AWARDED TO
REPRESENTATIVE OF THE PAKISTAN GOVERNMENT

SIGNED—R. N. WHITMAN

R N Whitman
General Manager

JWMiles:ow
Stores and Purchases

258



KUBOGWKCO4SEUBO122202

TELEGRAM
ALASKA COMMUNICATION SYSTEM
SIGNAL CENTER, UNITED STATES ARMY
FEDERAL BLDG., ANCHORAGE, ALASKA
TEL. ACS EXT.

June 17, 1955

MM RUKPDA
DE RBEP C 25C
M 172119Z

FM INTDEPT OFCTERRITORIES

TO ALASKA RAILROAD ANCHORAGE

INT GRNC

BT

FOR R N WHITMAN X HAVE INQUIRY FROM GENERAL AGENT ILLINOIS CENTRAL
WHETHER BIDS ON RECENTLY OFFERED SUPPLS WERE ACCEPTED OR WHETHER
OFFER OF SALE WITHDRAWN AND NEGOTIATED DISPOSAL TO A FOREIGN GOVERNMENT
BEING ARRANGED X FROM EDWIN H FITCH

BT

17/2130Z JUN RBEP C

RB

The Alaska Railroad
JUN 20 1955
OFFICE OF
GENERAL MANAGER

GENERAL SERVICES ADMINISTRATION



RECEIVED
GENERAL SERVICES ADMINISTRATION
P. O. Box 3096
Anchorage, Alaska

IN REPLY REFER TO:

June 16, 1955

AIR MAIL

Mr. G. E. Rosenwald, Jr.
Vice President
Dukon Steel Products, Inc.
P. O. Box 1386
Seattle 14, Washington

Dear Mr. Rosenwald:

Thank you for your letter of June 8, 1955, wherein you agree to accept incentive 902 in lieu of 901.

Our Washington office has advised that the Foreign Operations Administration would be happy to accept 901.

After thinking this matter through, it appears to be much simpler to handle this by letter with copies going to the necessary files, rather than to cancel one sales document and prepare another as the cover document would also have to be cancelled and reissued.

Copies of this letter will also go the custodian. Sales document No. 1875 therefore is being returned to you.

Your cooperation on this matter is greatly appreciated.

Very truly yours,

R. G. Deede

R. G. Deede
Special Assistant
to the Assistant Director

Enclosure:

cc: Mr. R. N. Whitman
Mr. G. V. Randall
Mr. Earl Bonduant - Birchwood

DDQT. FILE

NS. 411...

Anchorage, Alaska
June 2, 1955

Memorandum

To: Mr. G. V. Randall, Supt. of Motive Power & Equipment

From: R. G. Deeds, Special Assistant to the Regional Director
General Services Administration

Subject: Locomotives to be transferred to Foreign Operations
Administration for Republic of Korea

Information has just been received that the Foreign Operations Administration is definitely taking the 14 steam locomotives for the Republic of Korea.

The locomotives being transferred are as follows:

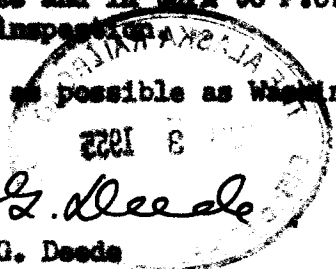
ARR 601	ARR 552	ARR 701
ARR 602	ARR 555	ARR 702
ARR 604	ARR 558	ARR 703
ARR 605	ARR 559	ARR 902
ARR 606	ARR 560	

A request has also been received to have the Alaska Railroad put these locomotives in operating condition. Is it possible for you to do this? If so, what will the estimated cost be and how much time would be required?

The Republic of Korea has acquired the boat, Gadsden, which is presently docked at Seattle. They wish to transport these locomotives on the Gadsden's initial voyage. They state that each day the boat is docked it costs them \$200.00, so time is of the essence.

When I discussed the condition of these locomotives with you last September you indicated that they could be put in operation for approximately \$500.00 to \$1,000.00 each. This information was passed on to our Washington office and in turn to F.O.A. On that basis they are taking them without inspection.

Will you please advise me as soon as possible as Washington is waiting for a reply from me.



R. G. Deeds
Special Assistant
to the Regional Director

cc: Mr. R. H. Whitman

R

Anchorage, Alaska
June 1, 1955

Memorandum

To: Mr. R. N. Whitman, General Manager

From: R. G. Deede, Special Assistant to the Regional Director
General Services Administration

Subject: Locomotives for Korean Government

Letter from Edwin M. Fitch addressed to you has been noted.

The following wire has just been received from the Seattle office of General Services Administration:

"REFERENCE ALASKA RAILROAD LOCOMOTIVES. REPUBLIC OF KOREA DEFINITELY WANTS THE 14 LOCOMOTIVES AND ARE ACCEPTING STATEMENT OF CONDITION AS REPORTED BY ALASKAN RAILWAY. WILL NOT MAKE INSPECTION. PLAN TO SHIP ON GADSDEN ON INITIAL VOYAGE. WILL ADVISE FURTHER AND SEND PURCHASE ORDER AS SOON AS PROCESSED. SIGNED HERRON."

This transfer is the result of negotiations which began last September and pleases me greatly as I am reluctant to see property of this type scrapped when there is a need for it elsewhere. I will keep you advised as this transfer progresses.



R. G. Deede
Special Assistant
to the Regional Director

Attachment



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

*RAW
6-1-55*

Air Mail

*DEEDS
MANLEY*

MAY 24 1955

Mr. R. N. Whitman
General Manager
The Alaska Railroad
Anchorage, Alaska

Dear Mr. Whitman:

In response to my wire of April 21, Mr. Manley sent me a list of the surplus steam locomotives which we have for sale together with the statement about their condition. I sent the list to Mr. R. C. Barton, of the Department of Commerce, who had reported an inquiry from the government of Mexico in regard to the possible purchase of some of these locomotives.

Last week I called Mr. Barton as to whether any progress had been made as far as the Mexican government was concerned. He reported no progress but stated that he had learned from a Mr. Dreany of the Foreign Operations Administration that the government of Korea had made an inquiry about 14 of the locomotives. I called Mr. Dreany's office and found that FOA was actively interested in facilitating the purchase via the government of Korea of 14 of our surplus steam locomotives. I also learned that the FOA has acquired title to the Gadsden, and was hoping to use this ship in the transfer of Alaska Railroad locomotives to Korea in the event the purchase should be consummated. However, I am informed that the Gadsden was turned over to the Korean government and is now on the way to Korea. If Korea purchases the locomotives will it be possible to load them with equipment available in Alaska? I would also like to know whether FOA or the Korean government has been in touch with you direct about these locomotives.

Sincerely yours,

Edwin M. Fitch

Edwin M. Fitch
Special Representative
The Alaska Railroad