

MUTUAL SECURITY AGENCY

WASHINGTON 25, D. C.



July 3, 1952

Mr. D. H. Nucker
Executive Officer
Office of Territories
Interior Department, Room 6421
Washington 25, D. C.

Dear Mr. Nucker:

This refers to a conversation this date between Mr. Loring Miller of this Division and yourself regarding steam locomotives on the Alaska Railroad which might become available for disposal in the future in view of the dieselization program on that railroad.

Our Mission in Greece anticipates the need for a presently unknown number of locomotives for the Greek Railways and although 2-10-2 or 2-10-0 type with 20 ton axle weight limit are preferred, it is believed the 2-8-0, which we understand is the type now in use on the Alaska Railways, can be utilized.

I would appreciate it if you would ascertain and advise me whether, when and how many of these Alaska steam locomotives will become available, and the price they would likely bring, if that can reasonably be forecasted. I understand the availability is largely dependent upon improvement of portions of the Alaska line to enable use of the heavier diesels.

Sincerely yours,

Arthur G. Syran
Director
Transportation Division



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

Air Mail

JUL -8 1952

Col. J. P. Johnson
General Manager
The Alaska Railroad
Anchorage, Alaska

My dear Colonel Johnson:

The attached letter from the Mutual Security Agency is self explanatory.

Will you please advise me if in your opinion the Alaska Railroad will have any steam locomotives available for sale in the near future.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "D. H. Nucker".

D. H. Nucker
Executive Officer

Enclosure

July 16, 1952

Mr. James P. Davis, Director
Office of Territories
U. S. Department of the Interior
Washington 25, D. C.

Attention: Mr. D. H. Husker
Executive Officer

My dear Mr. Davis:

Reference is made to your memorandum of July 8 in regard to the availability of steam locomotives for sale.

The availability of steam locomotives is entirely contingent on the final determination of the fate of the Portage-Toward section. As a matter of information, we have 17 2-8-0 type locomotives. One of these was extensively damaged in the fire on January 15, 1951, and as we have a sufficient number of these locomotives available to protect our business, it is not anticipated that we will spend the money necessary to place it in serviceable condition. If and when final determination as to the fate of the south end has been made, which at best will be a year from now, it is our opinion at this time that we may be able to release 11 of this type locomotive and we most assuredly would want to include the damaged locomotive, which could be repaired in the States for a cost which would be consistent and justifiable for anyone having need for such a locomotive. It is our opinion that we should retain 6 for light work and emergency standby locomotives. Selection of the locomotives to be disposed of, and the price at which they could be sold, must await determination of our needs at that time.

Sincerely yours,

(Signed) JOHN E. MANLEY

John E. Manley
Acting General Manager

W. J. ...

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Locomotive Number	Surplus Value	Cash Value	Total Value	Date Acquired
401	None	78,969.05	78,969.05	8-42
402	None	79,051.03	79,051.03	8-42
403	5000.00	7,624.33	12,624.33	2-47
404	5000.00	8,351.31	13,351.31	7-47
405	5000.00	8,409.25	13,409.25	4-48
Received From Army For locomotive 314				
406	5000.00	714.88	5,714.88	9-49
551	None	67,181.60	67,181.60	9-43
552	None	67,245.16	67,245.16	9-43
554	None	67,239.48	67,239.48	9-43
555	None	68,039.40	68,039.40	10-43
556	None	68,062.89	68,062.89	10-43
557	None	63,796.57	63,796.57	11-45
558	5000.00	6,566.24	11,566.24	2-47
559	5000.00	6,835.18	10,835.18	2-47
560	5000.00	12,070.31	17,070.31	2-47
561	5000.00	15,119.32	20,119.32	5-48
562	5000.00	9,725.89	14,725.89	8-48
	45,000.00	634,053.59	679,053.59	
Garage		37,297.27	39,944.33	