

41.0.11

Anchorage, July 30, 1923.

Col. Steese:

Yours of July 28, relative to standard couplers on narrow gauge equipment: This matter was investigated and was found that these couplers were ordered for delivery on August 1, at Seattle. It is certain that they will not be installed until early in the fall. Instructions, however, have been issued to narrow gauge crews to confine their use to such narrow gauge cars as have automatic couplers as far as possible.

J. T. Cunningham,
Supt. of Transportation.

JTC:LR

RECEIVED
JUL 31 1923

JTC

J. T. Cunningham

418.11

Anchorage, July 28, 1923.

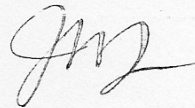
Maj. Gotwals:

Referring to the narrow gauge equipment which has not been provided with standard couplers and other safety appliances: This matter was referred to Mr. Ferrell who states that the material required to do this work was ordered April 9 by the Mechanical Department. The Store Department placed the order on April 21. Mr. Dole placed the order on June 16 for delivery, August 1, purchase order number 22378.

J. T. Cunningham,

Supt. of Transportation.

JTC:LR



Anchorage, Alaska, July 28, 1923.

Mr. J. T. Cunningham

Mr. F. C. Ferrell

Referring to joint memorial of the Territorial
Legislature last season and to report thereon, information
is now requested as to when it is contemplated to have
standard couplers installed upon equipment on the Chatanika
line.

C h a i r m a n.

JGS-C

410-11

Anchorage, Alaska,
April 17, 1923.

Mr. Karl Theile,
Secretary of Alaska,
Juneau, Alaska.

My dear Mr. Theile,-

Permit me to refer further to your letter of April 4th and my reply of April 11th concerning House Joint Memorial No. 7 recently passed by the Legislature of this Territory, calling attention to the style of couplers used on the narrow gauge portion of The Alaska Railroad.

Upon investigation I find that the management in charge of the railroad before my coming to this project were mindful of the condition of this narrow gauge rolling stock as regards safety appliances. However, as the larger portion of this narrow gauge line was to be standard gauged at an early date, resulting in discontinuance of use of much of this equipment, it was not considered necessary to expend public funds in repair of said equipment. The men working with this equipment were familiar with its condition and were cautioned to use extreme care in handling.

The line from North Manana to Fairbanks is now rapidly being standard gauged, but that portion extending from Fairbanks to Chatanika will remain narrow gauge, and there is now under order sufficient material to place the equipment to be retained for use on that portion of the line in condition to meet Interstate Commerce Commission regulations as regards safety appliances. When this material is received arrangements will be made to place a number of men at work in Fairbanks equipping the cars with these safety appliances as quickly as consistent.

We sincerely trust that this action will be satisfactory to the memorialists and to all concerned.

Yours very truly,

Chairman.

CLM



Anchorage, Alaska, April 16, 1923

John C. Gotwals,
Vice-Chairman,

In connection with the attached correspondence and Col. Steese's memo attached thereto.

When the narrow gauge road operating between Nenana and Fairbanks was taken over by the Mechanical Dept. on the southern division I took the matter of making all cars on the narrow gauge safety appliance up with your office and was instructed that no money was to be expended for this, for the reason that it would not be long before the narrow gauge equipment would be scrapped. Recently Mr. Gerig made a trip over the road and the condition of the couplers on the cars on the narrow gauge was again called to his attention and upon his return he instructed me to prepare the number of cars which would be necessary to take care of the traffic on the narrow gauge between Fairbanks and Chatanika so that they would comply with the regulations of the Interstate Commerce Commission relative to safety appliances.

Acting upon these instructions a requisition was prepared for 40 automatic couplers, grab irons, steps, etc, necessary to equip the coaches, locomotives, six box cars, 2 hot cars and 12 flat cars and make them standard. It was decided that this number of cars with the 10 Hart convertibles which are on order would be enough to take care of the traffic on the Chatanika Branch. When this material is received arrangements will be made to place a number of car men at work in Fairbanks and the cars will be safety appliance within thirty days after the material is received.

FCF:MM

John C. Gotwals
Master Mechanic

Anchorage, Alaska,

April 11, 1923.

Mr. Karl Theile,
Secretary of Alaska,
Juneau, Alaska.

My dear Mr. Theile,-

I beg to acknowledge receipt of your letter dated April 4, 1923, forwarding certified copy of House Joint Memorial No. 7 recently passed by the Legislature, calling attention to style of couplers used on the narrow gauge portion of The Alaska Railroad.

The matter will be investigated ^{at} once and such remedy as feasible applied.

Cordially yours,

Chairman.

CLM

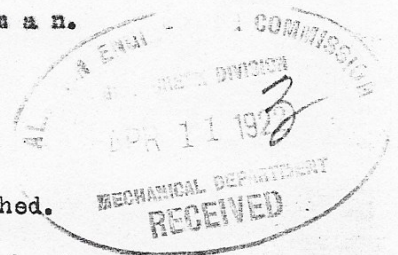
cc - Mr. Ferrell,-

Papers in this matter are attached.

Please investigate and report what can and will be done.

Return papers.

James D. Stearns
Chairman.



KARL THEILE
EX-OFFICIO SECRETARY
OF ALASKA

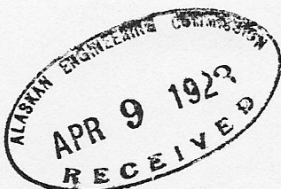
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY

FOR THE TERRITORY OF ALASKA

JUNEAU, ALASKA

April 4, 1923.

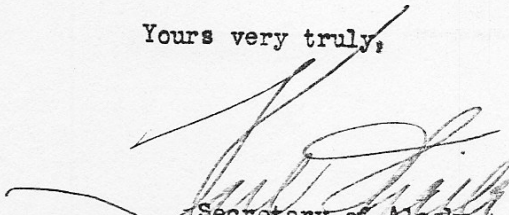


Alaska Engineering Commission,
Anchorage, Alaska.

Gentlemen:

I have the honor of transmitting herewith certified copy of House Joint Memorial No. 7, passed by the Legislature of the Territory of Alaska at its Sixth Session held at Juneau, the Capital.

Yours very truly,



Secretary of Alaska.

*Acknowledged
Mr. [unclear] to report
4/11/23 - JWS*

UNITED STATES OF AMERICA
TERRITORY OF ALASKA
OFFICE OF THE SECRETARY FOR THE TERRITORY

I, **KARL THELLE**, Secretary of Alaska and
Custodian of the Great Seal of said Territory, DO HEREBY CERTIFY that I
have compared the annexed copy of

HOUSE JOINT MEMORIAL NO. 7

passed by the Legislature of the Territory of Alaska at its Sixth Session
and that the same is a full true and correct copy of the original thereof
now on file in my office.



IN TESTIMONY WHEREOF, I have hereunto set
my hand and affixed hereto the Seal of
the Territory of Alaska, at Juneau,
the Capital, this second
day of April A. D. 1923

Karl Thelle
Secretary of Alaska.

In the House

By Mr. Keys

HOUSE JOINT MEMORIAL NO. 7
IN THE LEGISLATURE OF THE TERRITORY OF ALASKA
SIXTH SESSION.

TO THE ALASKA ENGINEERING COMMISSION:

Your memorialists, the Senate and House of Representatives of the Territory of Alaska, respectfully call your attention to the antiquated system of coupling the cars operated on the narrow-gage railroad under the control of the Alaska Engineering Commission, and the hazard to life and limb of the employees of the railroad, resulting from the use of the antiquated type of couplers;

WHEREFORE, your memorialists respectfully suggest that appropriate steps be taken to eliminate the danger of accident attending the continue use of the couplers in question.

And your memorialists will ever pray.

Passed by the House March 17, 1923

ATTEST:

E. Earle Blossom
Chief Clerk of the House

Cash Cole
Speaker of the House

Passed by the Senate Mar. 24, 1923.

ATTEST:

Selma N. Scott
Secretary of the Senate

Forest J. Hunt
President of the Senate.

5-25

Anchorage, Alaska,

April 11, 1923.

Mr. Karl Thelle,
Secretary of Alaska,
Juneau, Alaska.

My dear Mr. Thelle,-

I beg to acknowledge receipt of your letter dated April 4, 1923, forwarding certified copy of House Joint Memorial No. 7 recently passed by the Legislature, calling attention to style of couplers used on the narrow gauge portion of The Alaska Railroad.

The matter will be investigated ^{at} and once and such remedy as feasible applied.

Cordially yours,

C h a i r m a n.

CLM

cc - Mr. Ferrell,-

Papers in this matter are attached.

Please investigate and report what can and will be done.

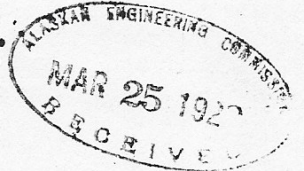
Return papers.

C h a i r m a n.

WAR DEPARTMENT
BOARD OF ROAD COMMISSIONERS FOR ALASKA
JUNEAU, ALASKA

410-11

March 19, 1923.



Alaskan Engineering Commission,
Anchorage, Alaska.

Gentlemen:

I am inclosing herewith copy of
Joint Memorial introduced in the House of Repre-
sentatives here yesterday by Mr. Keyes, of the
Fourth Division.

Very truly yours,

Jas. G. Steese,
President.

JGS:D
1 Incl:
Copy above memorial.

*Col Meant's note
see report
3/25/23*

*410-11
3/26-23*

1924

S

410.11

Anchorage, Alaska.
July 18, 1924.

NARROW GAUGE EQUIPMENT.

Mr. J. T. Cunningham:

1. Effective at once, please discontinue the use of any narrow gauge equipment that has not been equipped with automatic couplers.
2. Mr. Hale will please continue the work of changing any cars not so equipped, at the earliest convenient date.

(Signed) LEE H. DANDIS

LEE H. DANDIS
GENERAL MANAGER

INT. U

Copy to Mr. R. H. Hale

Anchorage, July 16th, 1924.

SUBJECT: Installation of Automatic Couplers on
Narrow Gauge Equipment.

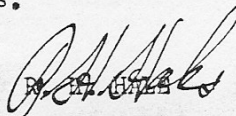
Colonel Lee H. Landis:

1. With reference to your letters of June 16th and July 14th on the above subject - YOUR FILE 410.11:

2. At the present time, there are thirty (30) cars equipped with automatic couplers. Your letter states that on November 20, 1923, twenty-one (21) cars were equipped and on April 21, 1924, twenty-six (26) cars were equipped. This information is correct insofar as the number equipped on April 21st is concerned, at any rate.

3. It seems that Mr. Ferrell was making a rather vigorous campaign to get the narrow gauge equipment equipped with automatic couplers, and couplers and yokes were applied to cars as fast as possible. The new equipment - consisting of gondolas, hot cars, and one or two box cars - was of one height and the old equipment to which Mr. Ferrell had had automatic couplers applied was of another height, making it impossible to couple old and new cars together without the use of a link and pin. I issued instructions that before any additional couplers were applied, cars already equipped be brought to a proper height. The adjustment in height of these cars, which are complete wood underframe and truck bolster, is just about as big a job as applying of couplers and yokes.

4. However, there are at the present time thirty (30) cars equipped and it is very seldom that it is necessary to use a link and pin. If cars are unloaded and returned to Fairbanks in anything like a reasonable length of time, it is not necessary to use link and pin equipment at all. We are continuing making this change and will until such time as all equipment that is serviceable is equipped with automatic couplers.



Sup't. Motive Power & Equipment.

RHH-p

General Manager
Office of
July 19 1924
The Alaska Railway
Fairbanks, Alaska

8

ANCHORAGE, July 14, 1924.

410.11

SUBJECT - Installation of Automatic Couplers
C on Narrow Gauge Equipment.

Mr. R. H. Hale:

Please refer to my letter of June 16, on the above
noted subject, and advise present status.

(Signed) LEE H. LANDIS

LEE H. LANDIS
General Manager

B

9

Anchorage, Alaska.
June 16, 1924.

File 410.11

INSTALLATION OF AUTOMATIC
COUPLERS ON NARROW GAUGE
EQUIPMENT

Mr. R. H. Hale:

1. Please be referred to your letter under date of April 21 last, under heading as above.
2. Notice that on November 20, 1923, 21 of these narrow gauge cars had been equipped with automatic couplers. On April 21, as per your letter, there were 26 cars equipped. This would indicate an exceedingly small ratio of increase.
3. Will you please advise present status.

(Signed) LEE H. LANDIS
LEE H. LANDIS
GENERAL MANAGER

LHL:M

Trace

Anchorage, April 21, 1924.

The Alaska Railroad
RECEIVED
APR 22 1924
OFFICE OF
General Manager

SUBJECT: Installation of Automatic Couplers on Narrow Gauge
Equipment.

Colonel Lee H. Landis:

1. With reference to your letter and telegram of April 16th concerning the status of converting the narrow gauge equipment at Fairbanks from link and pin to automatic couplers:
2. We have in service at the present time forty-six (46) cars, including both freight and passenger equipment, twenty six (26) of which are equipped with automatic couplers.
3. As our present car force at Fairbanks consists of one mechanic (who acts in the capacities of car foreman, inspector and mechanic) one helper and one coach cleaner, it is rather slow procedure to convert these cars over to the automatic coupler.
4. The narrow gauge equipment is in bad shape - we could spend a good many thousand dollars labor and material to get these cars in first class condition. We have been doing all we possibly could with the force we have trying to keep equipment in such condition so as to avoid accident and delay.
5. Have just returned to Fairbanks a carman who was out on leave and estimate that it will take about sixty to seventy days to convert the balance of these cars over.
6. I have talked with enginemen and trainmen since my first trip to Fairbanks regarding the proper handling, especially on the part of engineers, of the link and pin, and do not believe we have had any accidents since then - at least, none have ever been reported to this office.
7. I would be very glad if you would ^{care to} kindly authorize employment of two additional carmen for Fairbanks to assist in this work; with this additional help, it would take possibly thirty days. However, I believe that the present arrangement of two mechanics will work out to your satisfaction.

R. H. HALE

Master Mechanic.

RHH-p

47011

S

ANCHORAGE

APRIL 16, 1924

R. H. HALE....NENANA.

WHAT IS PROSPECT OF BRINGING ABOUT ELIMINATION OF LINK AND
PIN COUPLERS ON NARROW GAUGE EQUIPMENT STOP PLEASE FOLLOW
THIS ENERGETICALLY.

LANDIS

LHL:M

410.11

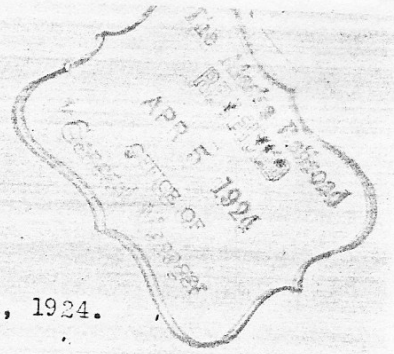
Anchorage, Alaska.
April 16, 1924.

Mr. R. H. Hale:

1. What is present status of the installation of automatic couplers on the narrow gauge equipment out of Fairbanks?
2. Be glad to have you give this feature personal attention.
3. This condition has never been called to my attention until it now comes to me in connection with some compensation claims.

LEE H. LANDIS
GENERAL MANAGER

LHL:M



Anchorage, April 5th, 1924.

Mr. Van Gundy:

Subject: Report on trip to Fairbanks, March 24th to 29th, incl.

1. At the request of Dr. Romig and under your orders I made the above trip to Fairbanks in connection with compensation matters.

2. I had two days with Dr. Romig in Fairbanks, part of one day, however, he was busy operating at the hospital. We went over the compensation matters he had in hand and cleared up all points for the time being, although Dr. Romig expressed a desire that I extend my visit. I told him I thought two days at that time was sufficient and if necessary I could visit Fairbanks again.

3. The particular cases discussed and handled covered: Turner, Goodpaster, Borak, Mrs. G.V. Moore (wife of Roadmaster), Cvietovich, Coslett (since settled), Hoehler, Durand, Hick and Sarkkinen. With the exception of the first three, all these cases have been lined up and will be handled to a conclusion in the near future. The first three are connected with the so-called "Link and pin" cases.

4. These so-called "link and pin" cases are deplorable to say the least and in nearly all, if not in all, cases has resulted in maiming these employees to such an extent that they are barred from like service on any other railroad, and in many instances it is my opinion they are physically disqualified from service on this road without incurring extra hazard to themselves and passengers and equipment.

5. I would recommend that authority be given to immediately take steps to arrive at a percentage of disability in these cases, that settlements be made accordingly, and they taken out of service where necessary. The Act has been strictly construed by this Railroad in these cases, although it is the published policy of the Compensation Commission itself to liberally construe all phases of the Act. A conference should be had with the General Manager on this point or, at least, an expression received from him as to his attitude on these cases.

6. These cases are the subject of much criticism among the trainmen.

PC Hawley

"Commission" file on Link Pin
Couplers

Anchorage, November 20th, 1923.

418-11

Major Gotwals: - ✓

Referring to our conversation relative to the progress of installing automatic couplers and making narrow gauge equipment M. C. B. standard, I wish to advise that the following cars on the Chatanika Branch have been equipped:

- 6 Flat Cars
- 9 Hart Cars
- 3 Hot Cars
- 2 Passenger Coaches
- 1 Box Car.

1)

21

Judc Gull

Master Mechanic.

NOV 21 1923

RECEIVED

OW
m

410.11

Anchorage, August 4th, 1923.

Colonel Jas. G. Steese: -

In connection with the installation of standard couplers on the Chatanika Branch equipment, I wish to advise that the material for making these changes was ordered on Requisition S.C. 4429 on April 21st, 1923, and has been purchased for August 1st delivery.

The Stores Department has been requested to wire Mr. Dole to rush this material all possible and upon its receipt, the couplers will be changed and cars made safety appliance in conformance with safety appliance laws, and such repairs will be rushed as much as possible.

Jud C Jewell
Master Mechanic.

FCF-p

8-8
another
letter will
come in to
that on this.
m

In the House

By Mr. Keys.

HOUSE JOINT MEMORIAL NO. _____

IN THE LEGISLATURE OF THE TERRITORY OF ALASKA
SIXTH SESSION

1 TO THE ALASKA ENGINEERING COMMISSION:

2 Your memorialists, the Senate and House of Repre-
3 sentatives of the Territory of Alaska, respectfully call
4 your attention to the antiquated system of coupling the
5 cars operated on the narrow-gage railroad under the control
6 of the Alaska Engineering Commission, and the hazzard to
7 life and limb of the employees of the railroad, resulting
8 from the use of the antiquated type of couplers;

9 WHEREFORE, your memorialists respectfully
10 suggest that appropriate steps be taken to eliminate the
11 danger of accident attending the continued use of the
12 couplers in question.

13 And your memorialists will ever pray.

14
15 Passed by the House, _____, 1923

16
17 ATTEST:

18
19 _____
Chief Clerk of the House

Speaker of the House

20 Passed by the Senate _____, 1923

21
22 ATTEST:

23
24 _____
Secretary of the Senate

President of the Senate

25 APPROVED:

26
27 _____
Governor of Alaska