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Anchorage - August 30, 1948

Colonel J. P. Johnson
General Manager

Please note print of proposed conversion of Hospital Coach to RPO, express and baggage car; also print of proposed express and baggage car.

At the staff meeting Saturday morning, August 28, you stated that it was your desire to have one each of these cars ready for Alaska Day celebration. Work will be started immediately on the RPO, Express and Baggage Car; rough estimate cost of this conversion is \$8,000; for the straight baggage and express car, approximately \$5,500. However, this does not coincide with the previous planned summary of passenger equipment, as it was thought our requirements for straight baggage and express would not warrant the use of a complete coach.

Please note the attached letter dated August 18. I have discussed this list with Mr. Manley on several occasions and we feel that it is the most suitable for our operations and conditions.

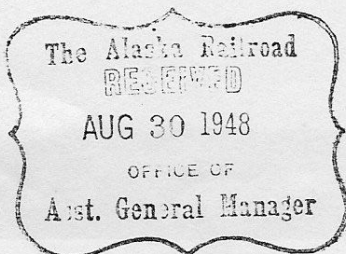
After reviewing the attached, I would be very glad to receive your comments, approval, or just what equipment we should have in service after December 31, 1949. With reference to the twenty-two hospital coaches at Seattle, fourteen of which are being converted and it is felt the remaining eight should be immediately contracted out for conversion, if any possible means can be worked out for financing; this to offset any possible chance of the Army reclaiming them.

G. A. Benedict
Supt., MP&E

dee
Mech.

Att.

cc - Mr. J. T. Cunningham ✓
Mr. J. E. Manley



Anchorage, Alaska
August 30, 1948

Colonel J. P. Johnson
General Manager
Anchorage, Alaska

Dear Sir:

With reference to my letter of July 29 regarding passenger equipment, please disregard and use the following for future reference:

AUGUST 15, 1948
HOSPITAL CARS TO PASSENGER EQUIPMENT

15 Coaches	convert to	Deluxe Chair Cars -	at Seattle
3 Coaches	" "	Buffet & Lounge Cars	" "
2 Coaches	" "	Comb. Psgr. & Bagg. Cars	" "
2 Coaches	" "	Bagg. & R.P.O. Cars	" "
1 Coach	" "	Bagg. & R.P.O. Car	at Anchorage
2 Coaches	converted to	Sportsmen's Cars	" " -A-3, A-4
4 Coaches	convert to	Power & Bagg. Car	" "
1 Coach	keep intact as	Hospital Car	

PASSENGER EQUIPMENT THAT SHOULD BE IN SERVICE AFTER DECEMBER 31, 1949:

15 Hosp. -	15 Coaches	Capc. 52 psgr. (chair) (Hosp.)
	4 Coaches	" 60 psgr. (chair)
	3 Coaches	" 72 psgr. (W.O. seats) 14-15-16
	3 Coaches	" 80 psgr. (W.O. seats) 17-18-19
2 Hosp. -	5 Comb. Bagg. & Psgr.	" 40 psgr. (W.O. seats) (2-Hosp.) 82-84-86
	2 Observation Coach	" 40 psgr. (chair)
3 Hosp. -	4 Buffet & Lounge Cars	(3-Hosp.)
4 Hosp. -	4 Comb. Bagg. & Power Car	(Hosp.)
3 Hosp. -	4 Comb. Bagg. & R.P.O. Car	(3-Hosp. and No. 41)
	4 Baggage Car	(No. 64, 65, 66, 67)
2 Hosp. -	2 Sportsmen's Cars	(Hosp.)
1 Hosp. -	1 Hospital Coach Comp.	
<u>30</u>		

Brill 216	Capc. 50 Psgr.
Brill 215	" 24 Psgr. Trailer 304 - 55 psgr.
Brill 214	" 39 Psgr. Trailer 303 - 58 psgr.
Motorailer 213	" 40 Psgr.
Motorailer 212	" 38 Psgr.

Yours truly,

G. A. Benedict
Supt., M.P.&E.

GAB:lal
Mech.

Anchorage, Alaska
August 18, 1948

Colonel J. P. Johnson
General Manager
Anchorage, Alaska

Dear Sir:

With reference to my letter of July 29 regarding passenger equipment, please disregard this letter of July 29 and use the following for future reference:

AUGUST 15, 1948

HOSPITAL CARS TO PASSENGER EQUIPMENT

15 - Coaches	convert to	DeLuxe Chair Cars	at Seattle
3 - "	" "	Buffet & Lounge Cars	" "
2 - "	" "	Comb. Psgr. & Bagg. Cars	at Seattle
2 - "	" "	Bagg. & R.P.O. Cars	" "
1 - "	" "	Bagg. & R.P.O. Car	at Anchorage
1 - "	keep intact	as Hospital Car	
2 - "	convert to	Sportsmen's Cars	" "
* 4 - "	" "	Power & Bagg. Car	" "

Summary of Passenger Equipment that should be in service after December 31, 1949:

15 - Coaches	Capc. 52 psgr.	(chair) (Hosp.)
4 - "	" 60 "	(chair)
3 - "	" 72 "	(W.O. seats) 14-15-16
3 - "	" 80 "	(W.O. seats) 17-18-19
5 - Comb. Bagg. & Psgr.	" 40 "	(W.O. seats) (2-Hosp.)
2 - Observation Coach	" 40 "	(chair)
4 - Buffet & Lounge Cars		(3-Hosp.)
4 - Comb. Bagg. & Power Car		(Hosp.)
4 - Comb. Bagg. & R.P.O. Car		(3-Hosp. & No. 41)
4 - Baggage Car		(No. 64, 65, 66, 67)
2 - Sportsmen's Cars		(Hosp.)

Brill 216	Capc. 50 Psgr.	
Brill 215	" 24 "	Trailer 304 - 55 psgr.
Brill 214	" 39 "	Trailer 303 - 58 psgr.
Motorailer 213	" 40 "	
Motorailer 212	" 38 "	

Yours truly,

GAB:lal
Mech.

**use 5 1/2 X 10 alloy
increasing load limit
to 253500**

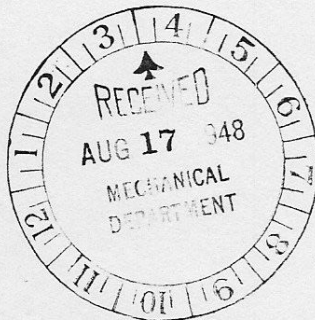
G. A. Benedist
Supt., M.P.&E.

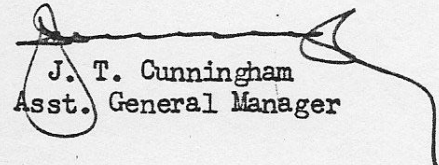
Anchorage, Alaska
August 16, 1948

Mr. G. A. Benedict:

With reference to your letter of August 10, regarding Coaches Nos. 20, 21, 22, 23 and 24, Baggage Car 64 and 66, RFO Car 42 being slated for retirement after December 31, 1949, why retire Baggage Cars 64 and 66? These two cars are the same as other two baggage cars. The coaches should be held.

This office does not have copy of your letter to Colonel Johnson July 29. Will you please furnish.




J. T. Cunningham
Asst. General Manager

Anchorage, Alaska
July 29, 1948

Colonel J. P. Johnson
General Manager
Anchorage, Alaska

Dear Sir:

As per our recent conversation regarding passenger equipment, the following is proposed and recommended by the Mechanical Department:

- 19 - Hosp. coach to Delux chair coaches
- 3 - Hosp. coach to Buffet Lounge car
- 3 - Combination passenger and baggage coach
- 2 - Sportsmen coaches
- 2 - Combination baggage and mail car
- 1 - Hosp. coach intact

SUMMARY OF PASSENGER EQUIPMENT THAT SHOULD BE IN SERVICE
AFTER DECEMBER 31, 1949:

- | | | |
|---|------------------------|------------|
| 19 - Coach | (chair) | 52 psgr. |
| 4 - Coach | (chair) | 60 psgr. |
| 3 - Coach | (W.O. seats) | 70 psgr. |
| 3 - Coach | (W.O. seats) | 80 psgr. |
| 2 - Parlor Coach | (chair) | 40 psgr. |
| 4 - Buffet & Lounge Coach | | |
| 2 - Sportsmen Car | (chair & beds) | 18 psgr. |
| 5 - Comb. Psgr. & Bagg. | (W.O. seats) | 44 psgr. |
| 4 - Comb. Mail & Baggage | | |
| 1 - Hospital Coach | (36 beds) | |
| 1 - Mail Car | (67) | |
| Brill 216 | 50 psgr. | |
| Brill 215 | 24 psgr. & Trailer 304 | - 55 psgr. |
| Brill 214 | 39 psgr. & Trailer 303 | - 58 psgr. |
| Motorailer 213 | 40 psgr. | |
| Motorailer 212 | 38 psgr. | |
| 4 - Head-end power cars to be made from troop kitchen cars, using two 15 K.W. electric generating sets and Vapor-Clackson or Heilman Boilers. | | |

G. A. Benedict
Supt., M.P.&E.

EC:lal
Mech.
(fb)

Will visit Aug 14th