

C O P Y

BUREAU OF SAFETY

August 30, 1943,
11495- E

Commissioner W. J. Patterson,
Interstate Commerce Commission,
Washington, D.C.

RE: Inspection Report on 50 box cars purchased
by the Alaska Railroad from the C. M. St. P. &
P. R.R. Co.

Dear Sir:

Supplementing my report of August 21 concerning this lot of cars, Nos. 8500-8549 both inclusive, I am now advised by the Milwaukee Road that the remaining 23 cars of this lot of 50 have all been completed; the last of them being forwarded for Seattle on August 27.

The same practice of putting them in first class condition for service was carried out on these 23 cars as was done on the first 27 reported. A comparison of some important features is as follows:

	Type E Couplers	Type D Couplers	Dft. Gears Re- conditioned	Complete New dft. Gears	Pairs of New Wheels
On 1st 27 cars	17	37	all	11	32
On last 23 cars	15	31	all	10	35
On Total 50 cars	32	68	all	21	67

This lot of cars are an excellent purchase and the action of the Milwaukee Road in furnish these cars in such a thoroughly repaired condition is worthy of commendation.

Yours very truly,

/s/ R. N. Dodge,

Sr. Inspector, Car Equipment.

COPY
kw:9/7/43

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
Division of Territories and Island Possessions
Washington 25

September 2, 1943.

Mr. J. R. Ummel, Purchasing Agent,
Consolidated Purchasing & Shipping Unit,
510 Virginia Street,
Seattle, Washington.

My dear Mr. Ummel:

There are transmitted herewith, for your information, copy of a letter dated August 31, 1943, from Mr. W. J. Patterson, Commissioner Interstate Commerce Commission; and copy of a letter dated August 30, 1943, from Senior Inspector Dodge, covering final inspection of the remaining 23 box cars purchased by The Alaska Railroad from the Milwaukee Railroad.

Sincerely yours,

Ruth Hampton,
Acting Director.

Enclosure.

C O P Y

INTERSTATE COMMERCE COMMISSION
WASHINGTON (25)

August 31, 1943.

Mrs. Ruth Hampton, Acting Director,
Division of Territories & Island Possessions,
Department of the Interior,
Washington, D. C.

Dear Mrs. Hampton:

Reference is made to my letter of August 24 and report on 50 box cars purchased from the Chicago, Milwaukee, St. Paul and Pacific Railroad Co.

I enclose a copy of a final comparative statement of our inspector showing that the entire lot has now been completed as the 27 cars previously reported; the last of the lot being forwarded on August 27.

Yours very truly,
/s/ W. J. Patterson,

Commissioner

C O P Y

INTERSTATE COMMERCE COMMISSION

WASHINGTON

August 24, 1943

Mrs. Ruth Hampton,
Acting Director,
Division of Territories and Island Possessions,
Department of the Interior,
Washington, D. C.

Dear Mrs. Hampton:

In accordance with your request, inspection has been made on box cars and gondola cars purchased from the Chicago, Milwaukee, St. Paul & Pacific Railroad Company.

I enclose copies of the separate reports of our Senior Inspector of Car Equipment, with photographs of the two types of cars.

Some minor variations in the small lettering from that shown on prints furnished has been made to have the correct data on the respective ends of the cars and to suitably locate the lettering within the panel spaces which have outside body framing.

The gondola cars have all been forwarded to Seattle and the last of the box cars should be enroute by August 25. A final comparative statement will be rendered on the box cars which were not entirely complete on the date of his report.

Yours very truly,

(signed W. J. Patterson)

Encls.

Commissioner.

INTERSTATE COMMERCE COMMISSION
WASHINGTON (25)

August 24, 1943.

Mrs. Ruth Hampton, Acting Director,
Division of Territories & Island Possessions,
Department of the Interior,
Washington, D. C.

Dear Mrs. Hampton:

In accordance with your request, inspection has been made of 20 insulated box cars purchased for the Alaska Railroad, on their order No. T-12259, from the Chicago, Rock Island and Pacific Railway Co.

I enclose for your information a copy of the report of our Senior Inspector of Car Equipment, with photographs of the cars.

These are substantial cars built new, 1927 to 1929, and are being put in good condition for immediate service. Eight are reported as complete and awaiting your bills of lading, but the remaining 12 will not be completed for two or three weeks. Our inspector has arranged for direct advice as to when they will be completed and will make inspection and you will be advised further as to completion of the whole lot. The report indicates they are an exceptionally good purchase at \$1075 and there is a possibility of acquiring 10 or 12 more at the same price.

Yours very truly,

/s/ W. J. Patterson,

Commissioner.

C O P Y

BUREAU OF SAFETY

August 21, 1943,
111495-G

Commissioner W. J. Patterson,
Interstate Commerce Commission,
Washington, D.C.

Dear Sirs:

RE: Inspection Report on 20 Insulated Box Cars
Purchased from C. R. I. & P. Ry. Co. by
Alaska Railroad. Order No. T-12259.

Inspection has been made of cars in this lot and 8 units, Nos. 920 to 927 inclusive, are now acceptable for shipment, awaiting Bills of Lading, as per my wire of August 17.

The construction conforms to my report of June 5, 1943, and blue prints which I will submit when the lot of 20 cars is completed.

The repair work is being done at Silvis shop and these cars are in good condition for immediate service and should not require a general repair for 3 to 4 years.

On the accepted cars, all worn, broken or damaged parts were renewed or repaired. Roofs were put in good condition, all new running boards were applied, side doors repadded and many of them rebuilt. Siding and flooring that was not sound and serviceable was renewed. Two of these 8 cars had complete new floors applied. Interior lining was put in good condition and interior was fully painted for a desirable sanitary condition. Exterior was given 2 coats of paint and roofs coated with special Lucas cement paint for corrosion resistance. Draft gears, couplers and attachments were in good condition. Four of the 8 cars had Miner A-18 gears and 4 of them National-M-17 gears. The A-18 gears are standard 24-5/8 inch but are not A. A. R. Certified gears. The M-17 are A.A.R. certified design. The pockets are standard 24-5/8 inch so that all are interchangeable. New No. 3 lock lifts were applied to all the D-couplers which are 6" by 8" shanks with cast steel yokes and key attachments. The body bolsters are in first class condition and an excellent design. Steel cross ties are of heavy construction with queen posts riveted and cars are in perfect alignment. The steel draft members with cover plate have 24 sq. in. cross sectional area at draft lugs so that these are A.A.R. class D-construction under rule 112. Four of these 8 cars have U-section Bettendorf truck frames and 4 of them have T-section frames which are in good condition. They all have cast steel truck bolsters and trucks as a whole are in good condition. Brake beams were all No. 2 plus or better and safety hangers in good condition. Wheels were all in good serviceable condition and journals were examined and boxes repacked.

As repaired, these 8 cars are in good condition for immediate service for several years without need of general repairs.

They were stencilled as nearly to the print as practical. The general form and plan was followed but the small lettering details was modified to meet the facts on these second-hand cars. It was also kept in line with the stencilling on the 50 Milwaukee Cars. Dimension data seems essential on these cars and it has been used, as is customary and the coupler and draft gear data has been applied on the ends. The type of car "RB" has been shown to conform to standard practice.

COMMENTS

These are good serviceable cars built new 1927 - 1929 and should render 12 to 15 years of good service and may be utilized for various services as mentioned in report of June 5. The repair work is averaging around \$150 per car whereas only \$50 to \$60 per car was anticipated.

I consider it is essential to inspect the remaining 12 cars which will be completed in about 2 or 3 weeks. The work on these cars is not on a definite schedule and should be followed up to obtain a job that is acceptable.

These are an excellent purchase at \$1075 each. They are refrigerators without ice bunkers and new value about \$3000.

I will be advised when remainder are nearing completion and will make inspection to see that work I have indicated has been done before acceptance. Blur prints will be sent with final report on the lot.

Yours very truly,

/s/ R . N. Dodge,

Senior Inspector Car Equipment

Photo attached.

Note: I suggest they be carefully considered on arrival in Alaska as to their possibilities for that service. It is probable that 10 or 12 more of same type can be secured at this exceptional price, if they are desired.

BUREAU OF SAFETYAugust 21, 1943.
111495-E

Commissioner W. J. Patterson,
Interstate Commerce Commission,
Washington, D. C.

RE: Inspection Report on 50 Box Cars purchased by
The Alaska Railroad from C. M. S t. P. & P. R. R.

Dear Sir:

Inspection has been completed on 27 of the 50 box cars purchased second hand from the Milwaukee Road.

The construction conforms to prints already furnished and the description given in my report of June 19, 1943.

They were repaired at Minneapolis shop and numbered 8500 to 8526 inclusive, numbers to continue consecutively to 8549 inclusive.

They were given a general classified repair as regularly done by the Milwaukee Road on this series of cars to put them in good condition for any service. They were given 2 coats of paint. All worn, broken or damaged parts were renewed or repaired so that they were in first class condition for class A loading.

The body superstructures were generally overhauled and all parts that were not sound and serviceable were replaced. The roofs, sheathing, and doors were put in excellent weather tight condition. The steel framing was in good condition and well preserved against corrosion. About 50 percent of flooring, on the average, was renewed and none left in car that was not sound and serviceable. Floors were sanded smooth with power sanding machine so that they are clean and smooth for any high class lading.

The underframes are in good condition with very little corrosion effects. Draft gears were all removed and those reapplied to cars had been thoroughly reconditioned in the draft gear shop where it is done correctly and thoroughly. The draft gears are all A. A. R. certified gears which are interchangeable. The reconditioned gears are practically equivalent to new condition. Eleven complete new gears were applied in these 27 cars; 7 of them were the latest model Westinghouse NY 11 F, 2 were Westinghouse NY 11-E and 2 National M-17.

Couplers and attachments were all gauged and renewed where needed. In these 27 cars there were 17 AAR type E- 6 1/4 x 8 shanks, and 37 AAR type D - 6 x 8 shanks. They all have cast steel yokes and key attachments. The trucks were all removed from cars and fully reconditioned. Brake rigging was put in first class condition, worn hangers and pins replaced and all safety hangers and bottom rod supports were in place. Brake beams are all No. 2 plus or better, some No. 15 and No. 3 being used. Air brakes were reconditioned according to AAR code.

The trucks are all Bettendorf U-Section type. On the 27 cars there were 30 cast-steel truck bolsters and 24 pressed-steel "bath tub" type. All truck springs, center plates, side bearings, etc., were put in first-class condition. No wheels were retained in these cars which were near the limit of wear; 29 pairs of new

wheels were applied on the 27 cars.

As repaired, these cars were in first-class condition for any service and may be expected to run 4 to 5 years before another general repair is necessary. It is assumed that light and running repairs will be made as they become necessary.

These cars were stencilled as nearly as possible to the print furnished. The general design and plan was fully preserved but some minor variation was necessary in the small lettering in order to show the facts. Coupler and draft gear data has been applied on ends of cars and other data so reduced as to be placed in the panel rather than being cut up by the posts and braces. The stencilling has been placed to fit the available space on the car sides and to maintain the general plan as per print. All data required by AAR and even more than required has been given. I did not deem it proper to delay cars for such minor details of stencilling, and could not permit data being stencilled on sides of car which was not correct for both ends of the car.

General Comments.

These are first-class cars for any lading suitable for box cars and will no doubt give 15 to 20 years of good service. Such cars purchased through equipment companies would no doubt have cost the Alaska Railroad \$2,000 to \$2,100 f.o.b. Seattle, and at \$1,300 f.o.b. Seattle, they are an excellent purchase.

The schedule of repairs to these cars is very definite and work is being done in A-1 manner, so that I do not consider it essential to return to Minneapolis to inspect the remaining cars. They are all expected to be complete by August 25 and I will be furnished data on repairs same as I have taken on the 27 completed cars.

The supervisory staff of Milwaukee Road have a keen interest in seeing that these cars are put in good condition for the Alaska Railroad and are more exacting on their requirements on these than they are on same class of cars for their own service.

I will furnish a report on the remaining cars when completed, for comparative purpose.

Yours very truly,

(Signed R. N. Dodge)

Sr. Inspector, Car Equipment

Note: The cars are being shipped with side doors closed and fastened by a heavy gauge twisted nail. Some useful stencils will be found in the last car, No. 8549.

BUREAU OF SAFETY

August 21, 1943

Commissioner W. J. Patterson,
Interstate Commerce Commission,
Washington, D. C.

RE: Inspection Report on 50 Gondola Cars Purchased by
The Alaska Railroad from G. M. St. P. & P. R. R.

Dear Sir:

Inspection has been completed of the fifty, 100,000 capacity, 40 foot gondola cars purchased, second-hand, from the Milwaukee Road.

The construction conforms to prints already furnished and the description in my report of June 19, 1943.

They were repaired at the Terre Haute shop of C. M. St. P. & P. and numbered A. R. R. 4250 to 4299, inclusive.

They were given a general classified repair as regularly done by the Milwaukee Road to put them in good serviceable condition. They received the same general repairs as the Milwaukee give this class of cars for their own and interchange service; from which they expect 3 1/2 to 4 years service before another general repair is necessary. All worn, broken or damaged parts were renewed or repaired to a good serviceable condition. The floors were completely renewed with 2 1/4 inch tongue and groove lumber and all unserviceable side and end planks renewed.

The drop doors were removed, as specified, making plain bottom gondolas.

The car bodies were given 2 coats of paint.

Due to the necessity for conserving steel under present war conditions, splicing and repairing of steel members was done where practical. Welding, in lieu of riveting, is extensively used on the Milwaukee Road on all their cars and has been followed on these cars, same as if for their own service.

Renewals, repairs and work on steel members was the heaviest part of the work. A total of 32 complete new steel side sills were applied on these 50 cars at this time and all, or most of the cross bearers, were renewed in connection with the side sills. A large number of side sills had also been renewed at previous shopping of these cars. The body bolsters have all been reinforced by the application of new diaphragm plates over the old plates, these being welded in place. Many of side sills have been spliced or plated where it was practical and justified but in no case was this done unless it was reasonable to expect them to serve for several years until car is again due for general repairs.

The draft gears were all removed from these cars and thoroughly reconditioned so there is no free black or worn parts. They all have standard A. A. R. certified draft gears, which are interchangeable.

All of the trucks were removed from cars and thoroughly reconditioned. No wheels which were near to condemning limit were retained in the cars. A total of 23 pairs of new wheels were applied to the 50 cars. All journal bearings were removed and examined and renewed if any doubt of their condition. Journals were cleaned and boxes repacked. Brake rigging was carefully checked and worn hangers and pins renewed.

and center plate, side bearings and truck springs were put in good condition. All safety hangers on brake beams and bottom rods were in place and in good condition.

Air brakes were cleaned and stencilled in accordance with the A.A.R. code.

As repaired, these cars are in good serviceable condition and may be expected to run 3 1/2 to 4 years before they will be in need of another general repair; it being expected that minor and running repairs will be made as is necessary.

The cars were stencilled as nearly to the print as was practical. There was no variation from the general form for appearance as a whole, but it was necessary to vary somewhat on the details of small lettering in order to place it on these cars having outside framing and also to show the correct data on the respective cars.

The type of draft gears and couplers varies on these second-hand cars and this data has been stencilled on the ends. The date that draft gear was renewed or was inspected and reconditioned is also shown on the ends of cars. All the cars have cast steel yokes, and K-2 triple valves are required by A.A.R. rules so that stencilling of these items on car would serve no purpose. The kind of brake beams was also omitted as they are mixed, being No. 2 plus or better.

All essential data, even more than required under A.A.R. rules has been stencilled on the cars. The cars all have cast iron wheels and it is not the practice to stencil this on cars. The proper balance of appearance has been maintained in the stencilling effect by showing the dimension data at right hand end of side of car. This is uniform on all cars and is desirable in service, and is ordinarily stencilled on all cars. It could be conveniently placed in the panel without being cut up by the stakes and braces.

I regretted very much to have to vary from the print as furnished, but these minor variations of the small lettering did not justify delaying the cars and I could not permit data being stencilled on sides of car which was not correct for both ends of the car. The customary and essential data has been used and general plan as shown by print has been followed.

General Comments

These cars have been regularly used in hauling coal from Illinois-Indians mines and the corrosion effects from this service is quite severe, the side sills and cross bearers suffer the most, as indicated by repairs required.

It is likely that service on the Alaska Railroad will be less destructive than these cars have had on the Milwaukee. The general type and construction will justify periodical general repairs of \$200 to \$300 per car about every 4 years, up to the time the center sills begin to fail, which is not yet indicated. When that stage is reached, I do not believe further heavy maintenance of the car body will be justified. At least one more general repair cycle can be expected and likely two more on many of them, so that 8 to 12 years more service may be reasonably expected. However, it is not to be expected that these good standard 100,000 capacity, U-section trucks will justify being scrapped when the car bodies no longer justify maintenance. These trucks will no doubt then have a service value of \$400 to \$500 per car set for use under new car bodies or otherwise.

Conclusion

These gondola cars are in good reliable condition for immediate service. The

repairs have been made in accordance with good railroad practice and A.A.R. standards.

Based on past experience such cars would no doubt cost the Alaska R.R. \$1700 to \$1800 f.o.b. Seattle, if obtained through equipment companies.

I consider these are in excellent purchase at \$1165 f.o.b. Seattle.

Yours very truly,

(signed R. N. Dodge)

Sr. Inspector Car Equipment

Photos attached.

-C O P Y

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

Office of:

K. F. Nystrom, Mechanical Assistant Chief Operating Officer

Milwaukee, Wis., August 23, 1943.

File: F-3-173

AIR MAIL

Mr. R. N. Dodge
Senior Inspector Car Equipment
Interstate Commerce Commission
Washington, D. C.

Sale of Cars to the Alaska Railroad

Dear Sir:

Through a misunderstanding, 23 of the gondola cars sold to the Alaska Railroad and relettered Alaska Railroad markings and renumbered in the 4250-4299 series, were selected from the wrong gondola car series of our ownership. Therefore, arrangements have been made to select 23 other cars of identical construction but in the correct group in this series.

The numbers of the 23 cars which were incorrectly selected are shown below, opposite which are shown the Alaska Railroad numbers which were applied. Will you please advise by wire or air mail letter where you would want to inspect the 23 cars we are now fixing up in lieu of the 23 above mentioned. The same Alaska Railroad numbers as appeared on the 23 cars incorrectly selected will be applied to the cars that we are now fixing up. I am sorry that this occurred.

<u>Old CMSTP&P No.</u>	<u>Alaska R.R. No.</u>	<u>Old CMSTP&P No.</u>	<u>Alaska R.R. No.</u>
304175	4250	305158	4279
304619	4253	303378	4280
303827	4254	305313	4281
303234	4258	303548	4285
304816	4259	305325	4286
305197	4262	303278	4288
303126	4263	303657	4289
305445	4266	303337	4295
304329	4268	303869	4296
304055	4272	303522	4298
303941	4274	304993	4299
303629	4277		

Very truly yours,

s/ K. F. Nystrom

P.S. - The cars we are now fixing up on this sale order are identical to the 27 remaining cars renumbered.

INTERSTATE COMMERCE COMMISSION
WASHINGTON 25

August 25, 1943.

Mrs. Ruth Hampton,
Acting Director,
Division of Territories & Island Possessions,
Department of the Interior,
Washington, D.C.

Dear Mrs. Hampton:

Reference is made to my letter of August 24, and our inspector's report, covering the 50 gondola cars recently purchased from the Chicago, Milwaukee, At. Paul and Pacific Railroad.

I enclose for your information a copy of a letter just received from the Milwaukee Road advising that 23 of these 50 cars which were relettered "Alaska Railroad" were selected in error by their forces and that they must now substitute the correct cars.

Correction of this unfortunate occurrence is reported as being now under way and our inspector will make inspection of the substituted cars and correct his report accordingly, and you will be further advised.

Inspection of Rock Island cars at Silvia, Ill., will be concluded on the same trip, if possible to do so.

Yours very truly,

/s/ W. J. Patterson
Commissioner.

C O P Y

August 25, 1943.

AIR MAIL

Mr. K. F. Nystrom,
Mechanical Assistant,
Chief Operating Officer,
Chicago, Milwaukee, St. Paul and
Pacific Railroad Company,
Milwaukee, Wis.

Dear Sir:

Your air mail letter of August 23, file F-3-173, has been received and noted, relative to the sale of cars to the Alaska Railroad. The misunderstanding which resulted in 23 cars of wrong series being chosen for this sale is indeed unfortunate.

It is noted from your letter that you are now working on the 23 cars to be substituted and you are requested to hold these at Terre Haute for my inspection as it is necessary that I correct my records and report covering this lot of gondolas.

I expect to be at Terre Haute Friday, September 3, to make inspection.

Yours very truly,

Senior Inspector,
Car Equipment.

cc: Commissioner Patterson,
Interstate Commerce Commission,
Washington, D. C.

Mrs. Ruth Hampton,
Acting Director, Div. of
Territories & Island Poss.
Dept of the Interior,
Washington, D. C.

C O P Y

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
Division of Territories and Island Possessions
Washington 25, D.C.

August 31, 1943.

Mr. J. R. Ummel, Purchasing Agent,
Consolidated Purchasing & Shipping Unit,
510 Virginia Street,
Seattle, Washington.

My dear Mr. Ummel:

There are transmitted herewith the following letters and reports of inspection regarding cars purchased by The Alaska Railroad:

Letter dated August 24 from Commissioner Patterson regarding inspection of box and gondola cars purchased from the Chicago, Milwaukee, St. Paul & Pacific Railroad Company.

Inspector's report dated August 21 covering the 50 gondola cars.

Inspector's report dated August 21 on 27 of the 50 box cars purchased from the Milwaukee Railroad.

Letter dated August 25 from Commissioner Paterson in regard to an error made by the Milwaukee Railroad in selecting 23 of the gondola cars which had been inspected by the ICC.

Letter dated August 23 from K. F. Nystrom, Chicago, Milwaukee, St. Paul & Pacific Railroad Company, with regard to the 23 cars incorrectly selected, and reply to Mr. Nystrom's letter from the Senior Inspector of the ICC dated August 25.

Letter from Commissioner Patterson dated August 24 regarding inspection of 20 insulated box cars purchased from the Milwaukee Railroad.

Inspector's report dated August 21 covering the 20 insulated box cars.

Sincerely yours,

Ruth Hampton,
Acting Director.

Enclosure.

C O P Y

BUREAU OF SAFETY

August 30, 1943,
11495- E

Commissioner W. J. Patterson,
Interstate Commerce Commission,
Washington, D.C.

RE: Inspection Report on 50 box cars purchased
by the Alaska Railroad from the C. M. St. P. &
P. R.R. Co.

Dear Sir:

Supplementing my report of August 21 concerning this lot of cars, Nos. 8500-8549 both inclusive, I am now advised by the Milwaukee Road that the remaining 23 cars of this lot of 50 have all been completed; the last of them being forwarded for Seattle on August 27.

The same practice of putting them in first class condition for service was carried out on these 23 cars as was done on the first 27 reported. A comparison of some important features is as follows:

	Type E Couplers	Type D Couplers	Dft. Gears Re- conditioned	Complete New dft. Gears	Pairs of New Wheels
On 1st 27 cars	17	37	all	11	32
On last 23 cars	15	31	all	10	35
On Total 50 cars:	32	68	all	21	67

This lot of cars are an excellent purchase and the action of the Milwaukee Road in furnish these cars in such a thoroughly repaired condition is worthy of commendation.

Yours very truly,

/s/ R. N. Dodge,

Sr. Inspector, Car Equipment.

C O P Y
kw:9/7/43

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
Division of Territories and Island Possessions
Washington 25

September 2, 1943.

Mr. J. R. Ummel, Purchasing Agent,
Consolidated Purchasing & Shipping Unit,
510 Virginia Street,
Seattle, Washington.

My dear Mr. Ummel:

There are transmitted herewith, for your information, copy of a letter dated August 31, 1943, from Mr. W. J. Patterson, Commissioner Interstate Commerce Commission, and copy of a letter dated August 30, 1943, from Senior Inspector Dodge, covering final inspection of the remaining 23 box cars purchased by The Alaska Railroad from the Milwaukee Railroad.

Sincerely yours,

Ruth Hampton,
Acting Director.

Enclosure.

C O P Y

INTERSTATE COMMERCE COMMISSION
WASHINGTON (25)

August 31, 1943.

Mrs. Ruth Hampton, Acting Director,
Division of Territories & Island Possessions,
Department of the Interior,
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Dear Mrs. Hampton:

Reference is made to my letter of August 24 and report on 50 box cars purchased from the Chicago, Milwaukee, St. Paul and Pacific Railroad Co.

I enclose a copy of a final comparative statement of our inspector showing that the entire lot has now been completed as the 27 cars previously reported; the last of the lot being forwarded on August 27.

Yours very truly,
/s/ W. J. Patterson,

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C O P Y

INTERSTATE COMMERCE COMMISSION

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Acting Director,
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Dear Mrs. Hampton:

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I enclose copies of the separate reports of our Senior Inspector of Car Equipment, with photographs of the two types of cars.

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The gondola cars have all been forwarded to Seattle and the last of the box cars should be enroute by August 25. A final comparative statement will be rendered on the box cars which were not entirely complete on the date of his report.

Yours very truly,

(signed W. J. Patterson)

Encls.

Commissioner.

C O P Y

INTERSTATE COMMERCE COMMISSION
WASHINGTON (25)

August 24, 1943.

Mrs. Ruth Hampton, Acting Director,
Division of Territories & Island Possessions,
Department of the Interior,
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Yours very truly,

/s/ W. J. Patterson,

Commissioner.