

1944
ANNUAL REPORT

ENDING 6/30/1944

Posts, sills and joists were placed under most of the Fairbanks freight house and the entire floor was renewed.

Ten culverts were installed and many others repaired.

At Mile 443.5, where the fill washed out, a temporary crib bridge was placed pending the installation of a culvert and fill.

At Mile 457.3 a 42-foot trestle was installed at a washout.

Minor repair work was done on miscellaneous buildings and equipment.

MECHANICAL DEPARTMENT

At all times during the year there has been a substantial volume of mechanical work done on locomotives, cars, and equipment. All heavy repair work was performed in the Anchorage shops. Light maintenance work was done in the auxiliary shops at Seward, Curry, Healy, Fairbanks and Whittier.

During the year the Anchorage shops completely overhauled Locomotive 702 and were about 10 percent along in the overhaul of Locomotives 239 and 801.

Heavy repairs were performed on seven locomotives, and eight locomotives received light-heavy repairs. Two locomotives, Nos. 553 and 606, are out of service awaiting a complete overhaul. Locomotive 285, a Mogul type obtained from the Panama Canal in 1916, was scrapped account of being worn out.

The six new locomotives purchased from the War Department were received "set up" in September and October, 1943, and were immediately placed in service. They were built by the Baldwin Locomotive Works and are of the Consolidation type weighing 288,950 pounds with a tractive effort of 31,500 pounds.

The two diesel-electric locomotives purchased from the American Locomotive Company were also shipped "set up". They were received early in June and immediately conditioned and placed in service. Each locomotive is

551 THROUGH 556?

1945 ANNUAL REPORT
 ENDING 6/30/1945

457.

- 22 - Box cars, secondhand, purchased from the Army
- 40 - Flat cars, secondhand, purchased from the Army
- 1 - Military type locomotive, new, purchased from Army
- 1 - Weed burner, self-propelled, new
- 5 - Section motor cars
- 4 - 16" lathes
- 1 - Power flanger sheet-metal working machine
- 1 - Lockformer sheet-metal working machine

The Railroad also procured from the Army in June 1945 on a reimbursable basis a quantity of track tools and materials held by the 714th Railway Operating Battalion. Included in the transfer were 32 section motor cars, two 2-ton trucks with auto-rail attachment, two carry-alls with auto-rail attachment, three jeeps, eight tractors, three compressors, and one small power shovel.

Other equipment received from Army surplus included two tractors, six air compressors, one tractor truck with pole trailer, one truck chassis with a well drill outfit, five small light plants, two arc welders, one half-ton truck, and two concrete mixers.

Rolling stock and other equipment purchased in 1945 and the previous year, but not received during the year, included:

- 1 - Locomotive, new, from Baldwin Locomotive Works
- 5 - Caboose, steel, new, from International Railway Car & Equipment Mfg. Company
- 1 - Jordan spreader
- 1 - Steam shovel, secondhand, from Lomen Bros.

Four Bureau of Mines cars located at Boulder City, Nevada, were transferred to the Railroad at a cost of \$3000 per car. Contracts were let in June 1945 to convert three of these cars into coaches and the fourth into a business car, at a cost of \$109,558.00, exclusive of freight costs.

"MILITARY TYPE LOCOMOTIVE APPEARS TO BE NOW THE ONE REFERRED TO S-160s.

ANCHORAGE ALASKA MAY 24, 1943.

THORON DIRECTOR
TERRITORIES INTERIOR
WASHINGTON D C

REURAD TWENTY SECOND NORTH WESTERN LOCOMOTIVES NOT SATISFACTORY AND STANDARD
MILITARY NOT SUFFICIENT TRACTIVE POWER FOR ROAD SERVICE STOP I AM HOWEVER
CONTACTING COLONEL OLSON WITH RECOMMENDATIONS

SIGNED: J. T. CUNNINGHAM

CUNNINGHAM

J. T. Cunningham,
Acting General Manager
The Alaska Railroad

SIGNAL CORPS, UNITED STATES ARMY

ALASKA COMMUNICATION SYSTEM

TELEGRAM

3-8481

RECEIVED AT

A238 D BD 148 INT NL CENWXE

ANCHORAGE ALS MAY 25 1943 0400Z

COL O F OLSON 167

CARE ALS SS CO JUNEAU ALS

HAVE WIRE FROM THORON AS FOLLOWS QUOTE LACKAWANNA LOCOMOTIVES
 ALREADY SOLD ONLY CHOICE IS BETWEEN NORTHWESTERN AND STANDARD
 MILITARY PERIOD CHARACTERISTICS OF LATTER TRACTIVE EFFORT THIRTY
 ONE THOUSAND FIVE HUNDRED TYPE TWO DASH EIGHT DASH O TOTAL WEIGHT
 ON DRIVERS ONE HUNDRED FORTY THOUSAND PERIOD TOTAL WEIGHT OF ENGINE
 ONE HUNDRED SIXTY ONE THOUSAND WEIGHT OF TENDER ONE HUNDRED FIFTEEN
 THOUSAND FIVE HUNDRED PERIOD PLEASE RADIO IMMEDIATELY WHICH TYPE YOU
 WANT AND HOW MANY NO OTHER KINDS AVAILABLE AND TWELVE MONTHS
 REQUIRED FOR NEW CONSTRUCTION UNQUOTE HAVE WIRED THORON ADVISING

SIGNAL CORPS, UNITED STATES ARMY

ALASKA COMMUNICATION SYSTEM

TELEGRAM

3-8481

RECEIVED AT

A238 D BD 148 INT NL CENWXE ----- PAGE TWO-----

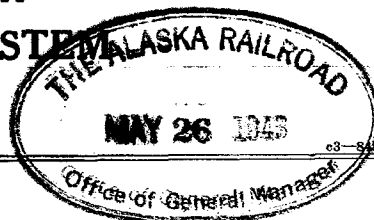
NW LOCOMOTIVES NOT SATISFACTORY AND STANDARD MILITARY NOT SUFFICIENT
 TRACTIVE POWER STOP HOWEVER MILITARY LOCOMOTIVES HAVE APPROXIMATELY
 SAME TRACTIVE POWER NP SWITCH ENGINE AND HAVE DISCUSSED WITH
 KINSELL AND RECOMMEND THAT SIX BE SECURED TO REPLACE TWO HUNDRED
 CLASS ENGINES IN YARD SERVICE WORK AND SNOW SERVICE WORK IMPOSSIBLE
 TO KEEP TWO HUNDRED CLASS ENGINES IN SERVICEABLE CONDITION

CUNNINGHAM

1939Z

ALASKA COMMUNICATION SYSTEM

TELEGRAM



U. S. GOVERNMENT PRINTING OFFICE

RECEIVED AT

566 WVD SW 25 INT GENWXA

JUNEAU ALASKA MAY 26 1943 1242Z

CUNNINGHAM

ANCHORAGE

REURAD TWENTY FIFTH PERIOD IF NO OTHER ENGINES AVAILABLE PRESUME BEST
THING TO DO IS TO ORDER SIX OF THE STANDARD MILITARY TYPE OF ENGINES

OHLSON

261845Z

HQ ADC JUNE 13 1943

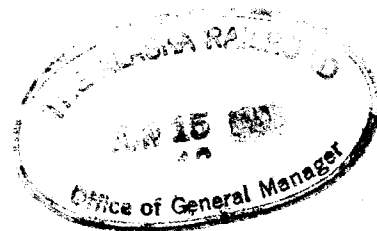
R A D I O G R A M

RNSO 26 124 WD CENWVD

WAR WASHINGTON DC 13 1813 Z

COMMANDING GENERAL ADC

ANCHORAGE ALS



ADC 4010 WAR DEPARTMENT HAS INITIATED ACTION DIVERTING TO ALASKA RAILROAD SIX
COMMA TWO DASH EIGHT DASH NAUGHT MILITARY TYPE LOCOMOTIVES NOW BEING BUILT PERIOD
THEY WILL BE ADAPTED TO REQUIREMENTS LISTED YOUR RADIO MAY THIRTY PERIOD FOR JIG
RARE CONNINGHAM ACTING GENERAL MANAGER OF THE ALASKA RAILROAD ANCHORAGE ALASKA FROM
RUTH HAMPTON ACTING DIRECTOR ESTIMATED TIME FOR COMPLETION EIGHT WEEKS PERIOD ARMY
WILL DELIVER THESE LOCOMOTIVES TO ALASKA RAILROAD IN ALASKA PERIOD COST TO BE COVERED
BY DEPARTMENTAL TRANSFER FUNDS FORM TEN EIGHTY PERIOD LETTER FOLLOWS

NO SIG

1905 Z

ORIGINAL TO _____ FOR ACTION

"THIS DOCUMENT CONTAINS INFORMATION EFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50, U. S. C., 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW."

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN ONLY SUCH EXTRACTS AS ARE ABSOLUTELY NECESSARY WILL BE MADE AND MARKED THIS COPY WILL BE SAFEGUARDED WITH THE GREATEST CARE AND WILL BE RETURNED TO THE ORIGINATOR WITHOUT DELAY

CONFIDENTIAL

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

AIRMAIL

June 17, 1943



Mr. J. T. Cunningham,
Acting General Manager,
The Alaska Railroad,
Anchorage, Alaska.

My dear Mr. Cunningham:

Enclosed is a letter and data addressed to Colonel J. A. Appleton, Chief, Rail Division, War Department, and forwarded by him to us. We shall appreciate hearing from you of the action, if any, you desire to take in the matter in order that we may inform Colonel Appleton of your decision.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "B. W. Thoron". The signature is written in a cursive style with a horizontal line extending to the right.

B. W. Thoron,
Director.

Enclosure.

WAR DEPARTMENT
HEADQUARTERS, SERVICES OF SUPPLY
OFFICE OF THE CHIEF OF TRANSPORTATION
WASHINGTON, D. C.

C
O
P
Y

JUNE 22, 1943

Mr. B. W. Thoron,
Division of Territories & Island Possessions,
Department of Interior,
Washington, D. C.

Dear Mr. Thoron:

This will acknowledge receipt of your letter dated June 15, 1943 regarding the six military type locomotives for The Alaska Railway.

It is not possible, at this time, to give you exact cost or delivery date for this equipment. The present estimate is that the locomotives will cost approximately \$60,000 each and will be delivered during the second and third week in August. More definite information will be furnished when it is available.

Sincerely,

C. P. Gross,
Major General,
Chief of Transportation.

(signed J. K. Herbert)

J. K. Herbert
Colonel TC
Executive

SIGNAL CORPS, UNITED STATES ARMY
ALASKA COMMUNICATION SYSTEM
TELEGRAM

11/22
DETAILED
JUN 24 1942
Office of General Manager

RECEIVED AT

SONGLO 59 INT PRTY CABLE CENWD

310

WNU WASHINGTON DC 24 3088

GOVT 1ST CUNNINGHAM

THE ALASKA RAILROAD ANCHORAGE ALS

FOUR OF MILITARY TYPE LOCOMOTIVES DIVERTED BY WAR DEPARTMENT WILL BE
READY TO LEAVE PHILADELPHIA FOR DELIVERY TO ALASKA RAILROAD MONDAY
JUNE TWENTY EIGHTH PERIOD WAR DEPARTMENT URGENTLY INQUIRING WHETHER
GENERAL OR WHITTIER BEST UNLOADING POINT PERIOD RADIO REPLY
THOUGH.

ANCHORAGE ALASKA JUNE 24, 1943.

TRUCK DIRECTOR
DIVISION TERRITORIES, INTERIOR
WASHINGTON

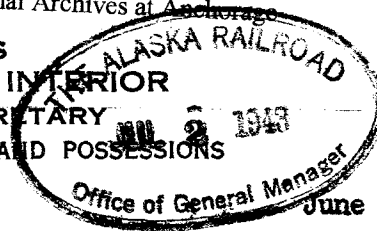
REURTEL TWENTY FOUR LOCOMOTIVES SHOULD BE SHIPPED TO SEWARD ~~AND~~ UNLOADED

CUNNINGHAM

J.F. Cunningham, Acting General Manager,
The Alaska Railroad

REURTEL =
REFERENCE YOUR
TELEGRAM

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON



June 25, 1943.

AIRMAIL

Mr. J. T. Cunningham,
Acting General Manager,
The Alaska Railroad,
Anchorage, Alaska.

My dear Mr. Cunningham:

I enclose, for your information, a copy of a letter dated June 22 from Major General Gross, Chief of Transportation, War Department regarding the six military type locomotives which the War Department is diverting to The Alaska Railroad.

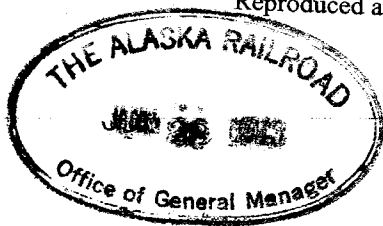
Subsequent to the receipt of this letter, we received a telephone message from the War Department that four of these locomotives will be delivered by the manufacturer to the War Department on Monday, June 28, and that the other two will follow shortly. The War Dept. is making all arrangements for the delivery of these locomotives to you in Alaska. A copy of this letter and a copy of the letter from Gen. Gross are being sent to Mr. Ummel in Seattle for his information.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "B. W. Thoron".

B. W. Thoron,
Director.

Enclosure.



Anchorage - June 25, 1943

Mr. Cunningham
Acting General Manager

Per advise you received relative to 4 of the Consolidation engines recently purchased for the Alaska Railroad being shipped from Baldwin Works next Monday, would suggest that one complete set of blueprints and specification be sent us, without delay, so that we can place orders for various parts which either break or wear out fast, or in the case of grates, they might burn out and we would have nothing to replace them with.

It would be advisable for them to ship us one complete set of engine truck, drive ~~and~~ tender truck springs so that we would have them here by the time these locomotives went into service. This also applies to the brick arch which is often replaced in part or whole.

We do not know what kind of grates are coming with these locomotives, and therefore we cannot recommend shipping a set of the rocking grates as they might be the finger type that we formerly used and replaced with the rosebud, and they might be the patented kind like on engine 501 and 502, which work fine with Eska coal but which rocking grate is made up of a dozen or more patented bars that we have a few of, and as soon as we see the prints of the various parts of the locomotive, we can immediately order the items which are going to give us trouble from wearing, burning out or breakage.

Will you please, therefore, wire for set of prints and specification for these locomotives, and as soon as these are received we can order the various items needed, although it would be a good plan to order a complete set of springs and arch brick which could be placed on one of these locomotives, so that these parts will arrive here with one of the locomotives, but ship the blueprints and specification by parcel post or express as soon as possible.

A handwritten signature in cursive script, appearing to read "W. L. Kinsell".

W. L. Kinsell
Sup't. Motive Power & Equipment

Anchorage - May 28, 1943

Mr. J. T. Cunningham
Acting General Manager

The standard U.S.A. consolidation type (280) offered in telegram from Washington is slightly smaller than the 500 class, it having 140,000 lbs. on drivers against 160,500 for the 500 class, and 149,000 for the 300 class switch engine.

Below is a comparison which is a comparison between these 3 classes of engines:

| Class | 500 | 300 | U.S.A. |
|---------------------|---------|---------|---------|
| Type | 2-8-0 | 0-6-0 | 2-8-0 |
| Weight of engine | 180,000 | 149,000 | 162,500 |
| Weight on drivers | 160,500 | 149,000 | 141,000 |
| Tractive force | 37,100 | 31,200 | 31,500 |
| Cylinders | 21 x 26 | 20 x 26 | 19 x 26 |
| Steam pressure | 210 | 180 | 225 |
| Diameter of drivers | 50 | 51 | 57 |
| Tanks of coal | 13 tons | 7 tons | 10 tons |
| Gallons of water | 6500 | 4350 | 6500 |
| Tractor adhesion | 432 | 477 | 4.5 |

The front bumper is made suitable for center buffers, automatic couplers, or hook and link couplings with side buffers, so we should specify the following to be furnished on the 6 new locomotives recommended to be purchased:

Standard pilot and automatic pilot coupler on front end of locomotive.

Standard coupler and draft gear - rear of tender

Fire box to be equipped with standard air operated fire door

Engine to be equipped with steam driven head light generator, with head lights on front of engine and back of tender, as well as in cab.

We do not have a complete specification on this engine, and I took this information from the Baldwin publication Volume #20, No. 2, December, 1942.



W. L. Kinsell
Sup't. Motive Power & Equipment

ANCHORAGE ALASKA
MAY 29, 1943.

THORON DIRECTOR
TERRITORIES INTERIOR
WASHINGTON D C

REURAD TWENTY SECOND IF NO OTHER LOCOMOTIVES AVAILABLE PRESUME BEST ORDER SIX
STANDARD MILITARY TYPE STOP UNDERSTAND THESE LOCOMOTIVES HAVE CYLINDERS NINETEEN

BY TWENTY SIX STEAM PRESSURE TWO HUNDRED TWENTY FIVE POUNDS FIFTY SEVEN ~~FEET~~ ^{INCH}
DRIVERS TANK CAPACITY TEN TONS COAL AND SIXTY FIVE HUNDRED GALLON WATER STOP

IF NO LOCOMOTIVES WOULD BE SATISFACTORY FOR YARD SERVICE WORK CORRA SNOW SERVICE
AND SOME ROAD SERVICE STOP OUR PRESENT TWO HUNDRED CLASS ENGINES NOT IN SERVICEABLE

CONDITION AND SHOULD BE RETIRED PLEASE CHECK AND ADVISE STOP SHOULD ORDER BE
PLACED THROUGH SEATTLE OFFICE OR WILL THEY BE SUPPLIED BY ARMY STOP LOCOMOTIVES

SHOULD BE EQUIPPED WITH STANDARD PILOT AND AUTOMATIC PILOT COUPLER ON FRONT END
AND STANDARD COUPLER AND DRAFT GEAR ON REAR OF TENDER STOP FIRE BOX TO BE

EQUIPPED WITH STANDARD AIR OPERATED FIRE DOOR LOCOMOTIVE TO BE EQUIPPED WITH
STEAM DRIVEN HEADLIGHT GENERATOR WITH HEADLIGHTS ON FRONT OF ENGINE AND REAR

OF TENDER AS WELL AS IN CAB STOP ENGINE SHOULD ALSO HAVE AIR REVERSE EQUIPMENT
AND CAN BE SHIPPED ON OWN WHEELS TO SEATTLE FOR TRANSHIPMENT

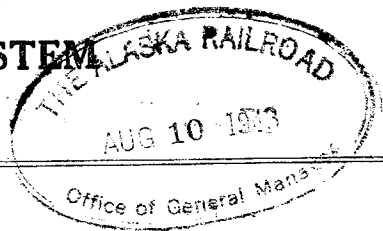
CUNNINGHAM

J.T. Cunningham
Acting General Manager
The Alaska Railroad

REURAD =
REFERENCE YOUR RADIO

411

SIGNAL CORPS, UNITED STATES ARMY
ALASKA COMMUNICATION SYSTEM
TELEGRAM



RECEIVED AT

~~AGVY K ER DE P T HYEM - 26 -~~

AGV

SOC

20 19 INT CABLE

SEATTLE WN 10 0120Z

OHILSON

ANCHORAGE ALS

FOUR TYPE TWO DASH EIGHT DASH NAUGHT BALDWIN LOCOMOTIVES NOW
SEATTLE ATS ADVISES WILL SHIP ABOUT LAST OF AUGUST

LICHTENHALFER.

0234 LX.



3

Ch. Barrett

January 29, 1947

FROM: MOORE, THE ALASKA RAILROAD, ANCHORAGE, ALASKA

TO : COLONEL J. P. JOHNSON, GENERAL MANAGER, THE ALASKA RAILROAD
C/O TERRITORIES, INTERIOR, WASHINGTON, D. C.

REFERENCE PHONE CONVERSATION THIS DATE ON TWO DASH EIGHT DASH NAUGHT
ENGINE PD BENEDICT ADVISES THIS ENGINE CAN BE USED TO GOOD ADVANTAGE
AS SOON AS POSSIBLE.

L. A. Moore

ALASKA COMMUNICATION SYSTEM
SIGNAL CORPS U. S. ARMY

WN21

R R R

KNX V WNC NR 14 R

WASH DC CK 58 GOVT 012252Z

GOVT INT

COLONEL J P JOHNSON

GENERAL MANAGER

THE ALASKA RAILROAD

ANCHORAGE ALASKA

DO YOU WANT ANY MORE OF THE TWO EIGHT NAUGHT TYPE STEAM LOCOMOTIVES
FROM SURPLUS OTHER THAN THE FIVE THAT WE HAVE PROCURED SO FAR
PERIOD ANY FUTURE TWO EIGHT NAUGHT LOCOMOTIVES THAT COME UP WILL
PROBABLY BE THE FIFTY SEVEN INCH DRIVER TYPE

SNELL

2248/01 MAY OC 012252Z/HD

FROM: JOHNSON, THE ALASKA RAILROAD, ANCHORAGE, ALASKA

TO: SNELL, ISLAND POSSESSIONS, INTERIOR, WASHINGTON, D. C.

REURAD MAY FIRST IN CHECKING OVER POWER SITUATION AND REQUIREMENTS OF
LOCOMOTIVES FOR WORK TRAIN SERVICE WE CAN USE SIX MORE TWO EIGHT NAUGHT
LOCOMOTIVES IF YOU CAN LOCATE SOME WHICH ARE IN GOOD CONDITION

(SIGNED) J. P. JOHNSON

J. P. JOHNSON
General Manager
The Alaska Railroad

Anchorage, Alaska

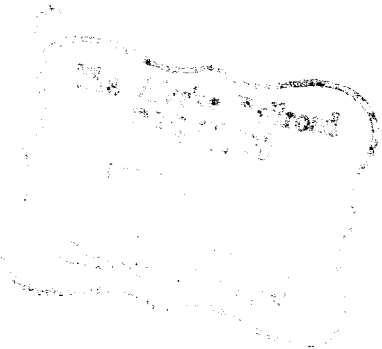
May 2, 1947

File 411

COLONEL J. P. JOHNSON:

With reference to 'phone conversation concerning availability of some additional 550 Class locomotives, steam, (2-8-0):

It is my recommendation that six (6) additional steam locomotives, coal burners (2-8-0), be secured.




J. T. Cunningham
Supt. of Operations

ADDRESS ONLY
THE ALASKA RAILROAD

UNITED STATES
DEPARTMENT OF THE INTERIOR
THE ALASKA RAILROAD

Anchorage, Alaska
May 28, 1947

Colonel J. P. Johnson, General Manager
The Alaska Railroad, Department of the Interior
Division of Territories & Island Possessions
Washington 25, D. C.

Dear Colonel Johnson:

Attached are three (3) photographs of re-converted
car No. 215, which was formerly Brill No. 115, and
one (1) photograph of new locomotive No. 560.

Mr. Hughes requested that I forward these to you.

Very truly yours,

C. D. Beery
Chief Clerk

CDB:mf

MUST MEAN 560 WAS RECENTLY
RECEIVED

Anchorage, Alaska
September 25, 1945

411

MR. E. J. MacDONALD

MR. W. L. KIRKELL:

I am handing you herewith Form 1080 of the Army Transport Service, Alaskan Department, their Bill No. AT-20-45 in the amount of \$59,638.63 covering Locomotive No. 3523.

This locomotive was received during 1943 and renumbered NR 557.

In accordance with his letter of January 20, 1945, to the office of the Commanding General, Fort Richardson, Colonel Wilson agreed to reimburse the War Department for this locomotive at the landed cost at Prince Rupert without transportation cost from Prince Rupert to Whittier.

You may therefore place this voucher in line for payment.

SIGNED J. T. CUNNINGHAM

J. T. Cunningham
Acting General Manager

cc: Mr. J. J. Delaney
Mr. W. A. Stiles

DOES THIS MEAN
551-556 WERE THE
SIX LOCOMOTIVES IN
THE 1943 CORRESPONDENCE
AND 557 CAME LATER?

Anchorage, Alaska
January 17, 1946

MR. W. L. KINSHILL:

I am enclosing a letter from the Chairman of the Brotherhood of Locomotive Firemen and Enginemen pertaining to improvements on some of The Alaska Railroad's locomotives.

With reference to paragraph 1 regarding the steam throttle of engines 501 and 502. According to this statement, it is evident that these locomotives are not equipped with balanced throttles. Please arrange to remove the dome cap of one of these locomotives at the first opportunity and advise me so that I may make a personal inspection and discuss a change in the design with you.

Reference to paragraph 2 regarding the small cabs on the 550 class locomotives. Please investigate and advise if this condition can not be remedied by enlarging the present cabs on these locomotives or if some of the cabs of locomotives to be retired could be placed on this type of locomotive.

Reference to paragraph 3. Please check the water glass condition and advise if you have plans for equipping these locomotives with the water column and also a water glass which are according to the Interstate Commerce Commission laws. If you do not have plans for equipping these locomotives with the two water glasses, please make the necessary arrangements immediately to do so. Also please advise me when you have one of these locomotives in the Shop so I may make a personal inspection of this condition.

550
~~3~~
ALPES

DIDNT SEE ORIGINAL LETTER OR LATER
RESPONSES

J. P. Johnson
General Manager

cc: Mr. J. C. McMahon, Chairman, B. of L. F. & E.

411

24-6

1946 OCT 25 AM 7:52

ALASKA COMMUNICATION SYSTEM
SIGNAL CORPS U. S. ARMY

URGENT

ZLA317 W

KAR221

KZE V UKS NRA163 INT

FROM SESSIONS SEATTLE WASH 251537Z

TO JOHNSON ALASKA RAILROAD ANCHORAGE ALASKA

2-8 0

GR52

3 5

THE TWO EIGHT NAUGHT LOCOMOTIVES AT AUBURN NUMBERS THREE FIVE

2 1 3 5 1-2 80
TWO ONE AND THREE FIVE TWO TWO COAL BURNING EIGHTY TON

EACH TENDERS CAPACITY TEN TONS COAL AND SIX THOUSAND

FIVE HUNDRED GALLON WATER PD MISCELLANEOUS SPARE PARTS CONSISTING VARIOUS

BOLTS STAY BOLTS GLASSES PACKING WASHOUT PLUGS ET CETERA ALSO

WITH LOCOMOTIVE

1726Z

3521 = ARR 558
3522 = ARR 559



JPH

SYSTEM

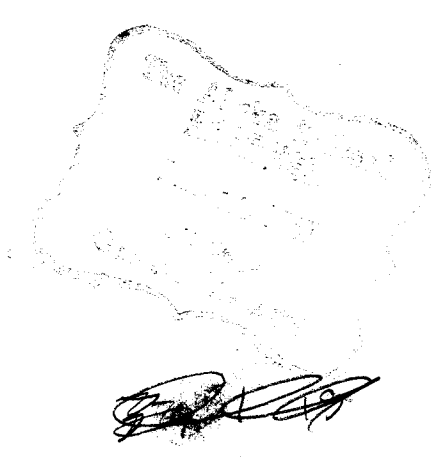
Anchorage, Alaska
February 12, 1947

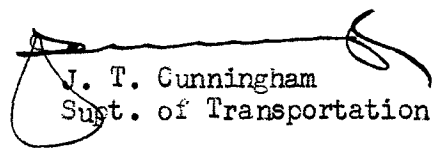
COLONEL J. F. JOHNSON
MR. G. A. BENEDICT
MR. H. J. MACDONALD

File 411

There was received at Whittier, Alaska, off the SS CHIEF WASHAKIE,
February 7, 1947, the following locomotives:

Engine 643 - Type 280 - Oil Burner.
Engine 3521 Type 280 - Coal Burner




J. T. Cunningham
Supt. of Transportation

~~3521~~ 3521 IS APR 55P

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON 25, D. C.

PERSONAL

July 18, 1947

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

Dear Colonel Johnson:

Mr. Sessions has indicated on several occasions that you are very desirous of obtaining additional information as to when you can expect motive power reinforcements. At present the status of the next few locomotives which you will receive is as follows:

Locomotive 8043 and locomotive 6996, a 1000 horsepower diesel and a 500 class steam engine, respectively, left St. Paul enroute to Seattle July 12. Locomotives 8044 and 2629 and 2631, a 1000 horsepower diesel and two 550 class steam engines, respectively, should leave Holabird July 23. Locomotives 8045 and 8035, two 1000 horsepower diesel locomotives, should leave Holabird August 4, 1947. With this movement we are attempting to consolidate two 550 class locomotives, namely, the 1600 and 3409. Locomotive 8049, a 1000 horsepower diesel locomotive, should be ready to leave Holabird approximately August 20, and with this locomotive Major McGuire will consolidate the last two named steam engines if he is unable to make connections with the August 4 shipment. In addition to the above mentioned engines the A and B units at Kenton are almost ready to leave, but will be held up several days due to changes being made in the steam heat equipment by the Vapor Car Heat Company.

The Naval Proving Ground at Dahlgren, Virginia will also be shipping another motor railer in the immediate future and are now only waiting for the delivery of a flat car of sufficient length to carry this piece of equipment.

With regards to the Bethlehem Steel Company rehabilitating some of the 1000 horsepower diesel engines for the Alaska Railroad, I feel sure that we will have a definite answer within the next week, inasmuch as their shop superintendent has indicated a willingness to do this work and is awaiting word from their fiscal people as to whether or not this would be in line with their policy.

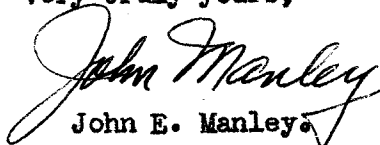


2629 AND
2631 DON'T
CORRESPOND
TO ARR #5.

1600 = 562
3409 = 561

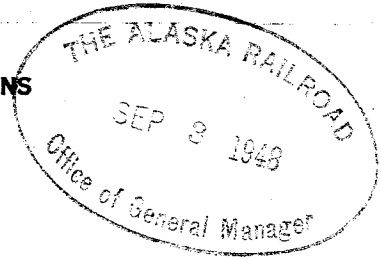
With reference to your radio of July 13, 1947, in which you requested 10 tank cars of either eight or 10,000 gallon capacity, I have been informed by Mr. Heimer of the War Department that the only cars that are now available are six tank cars of approximately 7500 gallon capacity. These cars, while they have good 50 ton trucks under them, are badly in need of repair and it is estimated that these repairs would cost on an average of approximately \$750.00 per car. It has been suggested, however, that it may be possible to acquire other tank cars by various means and inasmuch as the procedure is quite involved I am giving this information to Mr. Flakne, suggesting that he pass this information on to you in one of his personal letters.

Very truly yours,


John E. Manley



UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON 25, D. C.



Lieut. Col. Harry E. Owens,
Acting Chief,
Railway Transport Service Division,
Office, Chief of Transportation,
Department of the Army.

AUG 31 1948

My dear Colonel Owens:

Colonel John P. Johnson, General Manager of The Alaska Railroad, has advised us that he is interested in acquiring some additional road locomotives of the 2-8-0 type by transfer from the Army, if there are any that are surplus to Army needs. He is also interested in acquiring, by transfer, a Diesel locomotive which is reported on the dead track at Ogden, Utah. This locomotive was badly burned by fire, but has spare parts that could be used on one of the Railroad's Diesel which is out of service indefinitely due to a cracked block and some burned-out traction motors.

I should appreciate it if you would look into the situation and let me know whether the Army has any locomotives of the 2-8-0 type that might be available for transfer, and also whether the Diesel locomotive at Ogden could be transferred and stripped of such parts as could be used to advantage by The Alaska Railroad.

Sincerely yours,

(Sgd.) Irwin W. Silverman

Irwin W. Silverman
Acting Director.

cc - ARR

THOMAS det
8/30/48.

Mr Cunningham -

*These are the weights given me
by Mr Manley for the various locomotives.*

127 ton Diesel Locomotive

MS

| | |
|------------------------|----------------|
| Overall length | 10' 0" |
| Overall height | 11' 1" |
| Length over end frames | 51' 0" |
| Volume | 751 cubic feet |
| Weight | 250,000 |

65 ton Diesel Switcher

| | |
|----------------------------------|-----------------|
| Volume of engine | 4750 cubic feet |
| Volume of boiler | 5110 cubic feet |
| Engine length | 36' 9" |
| Boiler length | 21' 3" |
| Width | 10' 0" |
| Height | 13' 9" |
| Eng. weight light | 142,500 |
| Boiler weight light | 40,000 |
| Combined engine and boiler light | 182,500 |

The above figures are official U. S. Army shipping figures.

Following is the weight and volume of a 65 ton diesel switcher which is not a boiler, but will probably work out within one or two percent correct.

65 ton Diesel Switcher

| | |
|---------------------|---------|
| Length over buffers | 39' 0" |
| Width overall | 8' 11" |
| Height | 12' 0" |
| Volume | 5224 |
| Weight | 150,000 |

It should be remembered that this last set of figures is for a locomotive different than a boiler, and while they are quite close, they should not be used as accurate.

2-2-0 Steam Locomotives

| | | |
|-------------------------|---------------|---------------------|
| Engine | 117,100 | 3850 cu. ft. |
| Boiler | <u>77,400</u> | <u>2700 cu. ft.</u> |
| | 194,500 | 6,550 cu. ft. |
| Length overall (engine) | | 37' 0" |
| Width | | 9 3/4' |
| Height | | 12' 10" |

The above figures were given us by Mr. Manley.

400/500 CLASS

DATE ADDED
COPY

MS