

Anchorage, Alaska  
September 24, 1943

Colonel Ohlson


A few days ago you were inquiring if stokers could be applied to the new military locomotives which weigh approximately 141,000 lbs. on the drivers, as you had some understanding with the enginemen that new locomotives would be equipped with stokers.

The only reference I have, as to what you promised the enginemen at the Engine and Train Men's Conference May 15, and referred to in your memorandum to me, dated May 21, was:

"All engines of 700 class or larger not equipped with stokers at the time they are acquired by The Alaska Railroad shall be equipped with stokers at the first general overhaul."

The 700 class engines have 175,000 lbs. and more on the drivers, while the 500 class have 155,500 lbs. and the 550 class have 141,000 lbs. on the drivers. For your information the Interstate Commerce Commission, Bureau of Locomotive Inspection and Testing of Steam Locomotives and Tenders and their Appurtenances, state that:

"(c) Mechanical stokers - All coal-burning steam locomotives which weigh on driving wheels 160,000 pounds or more to be used in fast or heavy passenger service, built on or after April 15, 1939, shall be equipped with a suitable type of mechanical stoker, and all coal-burning steam locomotives which weigh on driving wheels 175,000 pounds or more to be used in fast or heavy freight service, built on or after April 15, 1939, shall be equipped with a suitable type of mechanical stoker and such stokers shall be properly maintained."



Colonel Ohlson  
September 24, 1943  
Page 2

From this you will note that only locomotives that have 160,000 pounds on the drivers, built on or after April 15, 1939, and used in fast or heavy passenger service and locomotives with 175,000 pounds on the drivers, built on or after April 15, 1939, used in fast or heavy freight service, shall be equipped with a suitable type of mechanical stoker.

We do not have any locomotives on the Alaska Railroad that do not comply with this ruling, although locomotive 752 does not have any stoker on it, it having been built in 1910, but we are figuring on equipping this locomotive with the same kind of a stoker as is on the 751 locomotive, when it is brought in for general overhauling. We are not figuring on stokers for either the 500 class or the 550 class, which are so much lighter on the drivers than what is required of a locomotive in order to comply with the I.C.C. requirements.

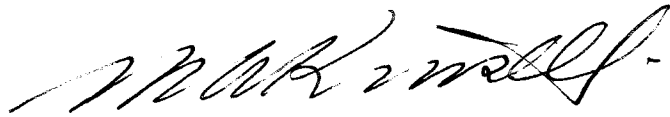
You will note in the proposed schedule of pay, rules and regulations covering locomotive engineers, locomotive firemen, conductors, brakemen, baggagemen and hostlers, that on the last page they have inserted under Rule 66 (B):

"STOKERS. All engines of 500 class or larger, not equipped with stokers at the time they are acquired by the road shall be so equipped at the first general overhaul."

These different suggestions relative to changing equipment should not be put in the rules but should remain in force as they are by letter until changes have been made. It would make a great deal of work to change over the 500 and the 550 class locomotives, and the I.C.C. didn't even suggest that this weight of locomotive be changed, although, of course, it would be okeh if they were equipped with stokers as there would be a saving in coal but, of course,

Colonel Ohlson  
September 24, 1943  
Page 3

there is a large expense <sup>connected</sup> ~~related~~ with making the change,  
as well as the upkeep of the stoker parts amounts to  
something.



W. L. Kinsell, Superintendent  
Motive Power & Equipment

WLKjg