



stop in that despite at his room...
find! if not, at least find must be
to be able to stop within the
range of his headlights?

well, those are my queries sir, and if
you would be so kind as to answer them
I shall be most grateful,

Sincerely yours,
John B. Simcox -

THE GENERAL MANAGER,
THE ALASKA RAILROAD,
ANCHORAGE,
ALASKA

← First fold here →

← Second fold here →

Sender's name and address: John B. Simcox

1111, Highway 1, Fairbanks, Alaska

AN AIR LETTER SHOULD NOT CONTAIN ANY
ENCLOSURE; IF IT DOES IT WILL BE SURCHARGED
OR SENT BY ORDINARY MAIL.

To open cut here →

141, HIGH STREET,
TEWKESBURY,
GLOUCESTERSHIRE
GREAT BRITAIN

20th May 1956

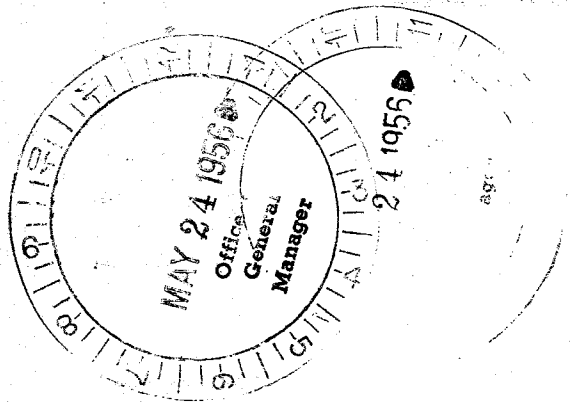
The General Manager,
The Alaska Railroad,
Anchorage, Alaska

Dear Sir,
From reading "Train" and "Railroad Magazine" I understand that your railroad owns some Baldwin 2-8-0 Consolidations (Nos 651-561). Now the mechanical details (cylinder dimensions, pressure, size of drivers, tractive effort, etc) are almost identical with some 2-8-0 locomotives hauling freight around here. So for purposes of comparison I would like to know what, following standard American railroad practice, would be the maximum load (in tons) and the normal economical load (in tons) that one of these Consolidations could haul. Although countries similar to Great Britain I mean, including farmland, not mountainous Alaska.

I have one other query which, I suppose could be answered by any other U.S. railroad, but as I am already writing to you I hope that you do not mind me asking it.

As you know we do not use headlights on our locomotives in this country, and this causes much argument amongst rail fans. I wish therefore to get more information on this subject.

So, could you please tell me how far one of your engineers could see along a straight road and track on a clear night! Would he



HDQT. FILE
No. 411

June 13, 1956

Mr. John B. Simcox
 141 High Street
 Tewkesbury, Gloucestershire
 England

Dear Mr. Simcox:

Reference your letter of May 20, 1956, concerning Baldwin locomotives 2-8-0, 551-561 series, in use on The Alaska Railroad.

Tonnage ratings (maximum and normal load hauls) are as follows:

Level	40 MPH	1900 tons
"	25 MPH	2400 tons
10 mile $\frac{3}{4}$ Grade	8 MPH	300 tons
3 mile $\frac{5}{8}$ Grade	5 MPH	105 tons

Attached hereto is blueprint showing details of this locomotive.

Regarding your inquiry relative to headlights, wish to advise that the United States Interstate Commerce Commission law requires all road locomotives have a headlight bright enough to enable engineers to see an object the size of an average man standing erect on tangent track a distance of at least 800 feet ahead. This requires a lamp of 250 watts. Most new diesel-electric locomotives have twin sealed-beam lights of 400 watts, which can be focussed to give a good beam of light over 1200 feet ahead on tangent track.

At high speed, headlights will not give sufficient warning to allow an engineer to stop a train short of obstructions on the track, but do allow for slowing down to reduce the seriousness of collisions and especially allow time to sound whistle and warn persons or livestock.

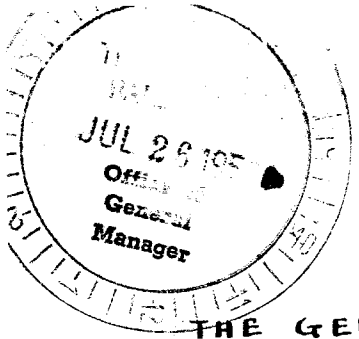
Trust the above information is what you desire.

Very truly yours,

SIGNED—R. N. WHITMAN

R. N. Whitman
 General Manager

allow time to sound the whistle to warn persons
or livestock away from the tracks.



THE GENERAL MANAGER,
THE ALASKA RAILROAD,
ANCHORAGE,
ALASKA

The General Manager,
The Alaska Railroad,
Anchorage, Alaska

23rd June 1956

Dear Sir,

Very many thanks for your air mail letter of 13th June giving information regarding your Baldwin 2-8-0's and headlight range. It was just what I wanted and will be most useful.

Thank you also for the blueprint of the loco,

Sincerely yours,

John B. Simcox