

581

Anchorage, Alaska
January 7, 1948

Mr. C. A. Benedict:

According to 88-599, the pony trucks of Engine 404 derailed near Eagle River on December 31, and the crew was unable to rerail this engine account proper frogs not on the engine. If this was the case, the responsibility rests with the warehouse employee.

This derailment resulted in a 4 hour, 25 minutes delay to Train No. 21 and required 4 hours in handling a set of frogs out to the derailment by the yard engine - a cost of \$142.00 to rerail this engine; rather expensive operation.

Your attention is called to the fact that this was another derailment of the pony trucks of the 400-class engines.

Signed J. T. Cunningham
J. T. Cunningham
Asst. General Manager

J. T. Cunningham

Anchorage, Alaska
March 5, 1948

Mr. J. I. Cunningham
Acting General Manager

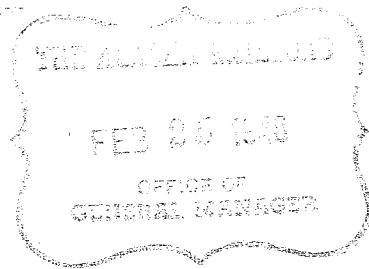
This refers to your tracer of February 28th concerning AM-476 covering the derailment of pony trucks on Engine 503 in the tunnel at Mile Post 51.9.

Our investigation reveals that this derailment was not caused by an accumulation of ice over the rail, regardless of statements made to the contrary as I have information both from Roadmaster Nelson and the Section Foreman at Tunnel that the track was clear at the point of derailment.

It must be remembered that 500 class engines have a bad habit of derailing their pony trucks at almost any and all locations for no apparent reason, and this may be one of them.

R. A. Sharood

R. A. Sharood
Chief Engineer



Anchorage, Alaska
February 24, 1948

MR. J. T. CUNNINGHAM
ACTING GENERAL MANAGER

Reference your memorandum of February 17th concerning AX-476.

Section Foreman Colagrassi at Tunnel and Roadmaster Nelson both report that there was no ice accumulation in the tunnel caused by dripping of water from the ceiling.

As you know the pony trucks on the 500 class engines are likely to derail at almost any point and I, therefore, feel that neither Roadmaster Nelson or Section Foreman Colagrassi have any ulterior motive in making their statement.

R. A. Sharood

R. A. Sharood
Chief Engineer

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Anchorage, Alaska
December 19, 1949

File: 31

To: Chief Engineer
From: Acting Superintendent of Operations
Subject: A- 290

Reference Accident Report number 290. As this is the sixth derailment at or near Jonesville I request that some action be taken to correct this situation immediately.

It was at first the opinion that it could have been Engine 406 causing these derailments so Engine 406 was changed to Engine 402. This apparently was inaccurate reckoning as Accident Report Number 290 shows.

Please advise action taken.

Roy V. Boyd

WVW

cc: John W. Manley

Anchorage, Alaska
January 11, 1943

Mr. G. W. Benedict
Mr. H. S. Sharood

Engine 503 was derailed in Tunnel 46.3 this morning. This is the second derailment of this engine at approximately the same place, caused by either track conditions, engine condition, or a combination of both. Engine and track should be thoroughly inspected to determine any defects. Also check carefully on engine to determine if condensation from air pump might be dropping down and filling center casting of pony truck with water, permitting same to freeze.

J. T. Cunningham
Assistant General Manager

