

COPY

MEMORANDUM

To : Chief, Utilization and Sales Division 12/9/57
Seattle, Washington
From : Chief, Utilization Branch, FUU
Washington, D. C.
Subject: Transfer of Locomotives to ICA/USQM/Spain

A copy of the latest advice from ICA concerning the subject transfer is enclosed for your information and guidance.

Anchorage, Alaska
November 26, 1956

Memorandum

To: C. J. Evey, Supt., Transportation Branch
G. V. Randall, Supt., F&M Branch

From: R. H. Bruce, General Superintendent

Subj: Movement of locomotives from Whittier to Spain

The MV BELLETTY will arrive at Whittier approximately December 15, 1956, to load the fourteen locomotives which have been sold to the Spanish Government. Following is the loading order of these locomotives and tenders:

Main hold:	5	400 class locomotives
	5	500 class locomotives
	2	700 class locomotives
Air hold:	2	tenders of the 400 class locomotives
Between decks:	2	tenders of the 400 class locomotives
Forward deck:	1	tender of the 400 class locomotives
	3	tenders of the 400 class locomotives
Main deck:	1	700 class locomotive
	1	900 class locomotive
	2	tenders of the 500 class locomotives
	3	tenders of the 700 class locomotives
	1	tender of the 900 class locomotives

This loading is listed in order of first on and locomotives and tenders should be separated prior to arrival of vessel and stored in Whittier Yard in loading order to eliminate switching delay at time vessel is loading.

The following material will be required for sling purposes:

- 6 1-1/2" by 12 foot cables with eyes in both ends.
Cable to be made of plow steel, if possible.
- 100 feet of 3/4 inch cable, soft wire.
- 6 turnbuckles, 3/4 inch
- 24 cable clamps, 3/4 inch

This sling equipment should be forwarded to the Roundhouse Foreman at Whittier prior to arrival of the vessel. Mr. Evey and Mr. Randall will make all arrangements necessary covering locomotives, tenders and sling equipment.

cc-John L. Manley ✓
T. H. Jones
G. Bantz, North Star
Terminal & Stevedore Co.

/s/ R. H. Bruce
General Superintendent

C O P Y

November 22, 1957

2365/57

Re: PA 52-850-00-XX-6209

Mr. Roscoe Stowell
Office of Industrial Resources
International Cooperation Administration
Washington 25, D. C.

Dear Mr. Stowell:

With reference to our letter No. 1521/57 of July 22, addressed to Mr. J. S. McCall of the General Services Administration, I wish to inform you that we have today received a telegram from our Ministry of Commerce in Madrid stating that the vessel ~~BELLIS~~ or substitute BELBETTY of Belship Co., Oslo, has been chartered by Cia. del Ferrocarril de Langree de Asturias, S. A. to transport the 14 locomotives and spare parts from Alaska to Spain.

This vessel is expected to arrive at Whittier, Alaska, on or about January 5, 1958. Since the delivery period established in PA 6209 ends on December 31, 1957, a new extension until March 1st, 1958 is required in order that shipment of the locomotives and spare parts may be effected.

I will very much appreciate your favorable consideration of this request.

Yours very truly,

Enrique Dominguez-Passier
Economic Attache'

cc to Mr. J. S. McCall, General Services Administration

U. S. GOVERNMENT AGENCY
PURCHASE REQUISITION

INTERNATIONAL COOPERATION ADMINISTRATION, WASH. DC, U.S. GOVERNMENT AGENCY

REFERENCE NO. **0* 1/100**
AUTHORITY TO PROQUIRE - You are hereby authorized to procure the commodities and/or services specified hereon for the country specified in block 3, from the source specified in block 4, for delivery in the period specified in block 7.

TYPE OF ORDER: ORIGINAL AMENDMENT - LINE NUMBER **3**
PARTICIPATING COUNTRY: **Spain**
COMMODITY CODE: **50** APPROPRIATION SYMBOL: **NA**
SOURCE: **USA and Possessions**
DELIVERY PERIOD: **October 1, 1956**

ITEMS (a)	DECREASE (b)	INCREASE (c)	DECREASE (d)	NEW TOTAL (e)
TOTAL VALUE				0
COMMODITY AND/OR SERVICE COST				
VALUE TOLERANCE %				
ADMINISTRATIVE COST %				
QUANTITY (NO. OF UNITS)				
UNIT OF MEASURE				
FOR ICA AND COUNTRY USE ONLY UNIT OF MEASURE VALUE (Thousands of Dollars)				
PROCUREMENT INSTRUCTIONS				

To avoid delivery period as indicated above.

DATE	TO	FOR	FOR	
6/10	RNB		INFORMATION	<input checked="" type="checkbox"/>
			REPLY	
			ACTION	
			COMMENT	
			RECOMMEND	
			SEE ME	

RECEIVED

JUN 11 1956

Operations Division

Not to be used by Mr. Stovall from Spanish Embassy.

FOR ICA USE ONLY
E. B. Stovall
F. R. Stovall
F. P. N.
DATE OF ORIGINAL ISSUANCE: **May 9, 1956**

SIGNATURE - FOR THE DIRECTOR

ICA REGULATION 1 - This requisition is issued under and is subject to the provisions of ICA Regulation 1, as amended at any time by the ICA Board.

REQUEST AND COMPLIANCE - The requisition is hereby accepted to be furnished by ICA through the U.S. Government Agency designated herein, and compliance herewith is hereby accepted.

DATE: **6/10/56** NAME: **E.B. Stovall** TITLE: **Director** COUNTRY: **Spain**

ICA-11-12x (7-55)
**PROCUREMENT AUTHORIZATION
 AND
 U.S. GOVERNMENT AGENCY
 PURCHASE REQUISITION**
 INTERNATIONAL COOPERATION ADMINISTRATION, WASH. 25, D.C. USA
 TO - U.S. GOVERNMENT AGENCY REFERENCE NO.

1. PROCUREMENT AUTHORIZATION & REQUISITION NO.
52-050-00-TX-6209 *E 909*
 2. TYPE OF AUTHORIZATION
 ORIGINAL AMENDMENT - GIVE NUMBER **3**
 3. PARTICIPATING COUNTRY
Spain *Spain*
 4. COMMODITY CODE **850** 5. APPROPRIATION SYMBOL
NA
 6. SOURCE
U.S. and Possessions
 7. DELIVERY PERIOD
December 31, 1957

020/PSS
AUTHORITY TO PROCURE - You are hereby authorized to procure the commodities and/or services described herein for the country specified in block 3, from the source specified in block 6, for delivery in the period specified in block 7.

8. ITEMS (A)	PREVIOUS TOTAL (B)	INCREASE (C)	DECREASE (D)	NEW TOTAL (E)
TOTAL VALUE	0			0
COMMODITY AND/OR SERVICE COST				
VALUE TOLERANCE _____%				
ADMINISTRATIVE COST _____%				
9. QUANTITY (No. of units)				
UNIT OF MEASURE				
FOR ICA AND COUNTRY USE ONLY				
10. OBLIGATION VALUE (Thousands of Dollars)				

11. PROCUREMENT INSTRUCTIONS

To amend delivery period as indicated above.

DATE	TO	FROM	FOR	✓
4/10	RHB	JHX	INFORMATION	✓

Ref: ltr to Mr. Stowell from Spanish Embassy.

12. FOR ICA USE ONLY
R. D. Stowell
F. R. Maxwell
F. P. M.
 DATE OF ORIGINAL ISSUANCE **May 9, 1956** DATE OF THIS ISSUANCE

SIGNATURE - FOR THE DIRECTOR

13. ICA REGULATION I - This authorization is issued under, and is subject to the provisions of ICA Regulation 1, as amended at any time up to the date of this issuance.

14. REQUEST AND ACCEPTANCE - The assistance described in this authorization, to be furnished by ICA through the U.S. Government Agency indicated above, is hereby requested and the terms and conditions set forth herein are hereby accepted.

DATE **R.D. Stowell:rd 6-3-57** FOR THE GOVERNMENT OF THE ACCEPTING COUNTRY

*Compañía del
Ferrocarril de Langreo
en Asturias*

9

Domicilio social: MADRID - Serrano, 52, pral - Tel. 25-45-16

Oficinas Centrales: GIJÓN - Sanz Crespo, 4 - Tel. Apartado 122

Dirección 5023
Secretaría 1169
Vía y Obras 2769
Oficinas 4405

Mr. R.H. Bruce
General Superintendent
The Alaska Railroad
ANCHORAGE, ALASKA.-

Rogamos citen completas referencias

Su referencia

Su escrito del

Ntro. escrito del

Ntra. referencia

GIJÓN

611-13

17-5-1957

Asunto: PARQUES DE MATERIAL:-

Dear Sir.-

We have received your letter of the first of May through Mr. Ruiz de Velasco, answering to our of the 22 of last April. We are grateful to you.

Yours sincerely.

RECEIVED

17 MAY 1957

17 5 1957

[Signature]

Operations Division

C.º del F.C. de LANGREO
EN ASTURIAS
17 MAY 1957
No. 2394
SALIDA



ANDRÉS RUIZ DE VELASCO
S. A.

CARMEN, 8
GIJÓN

CONSIGNACIONES, FLETAMENTOS
CARBONES, SEGUROS
AGENCIA DE ADUANAS

J.E.R. AGENCIA DE LÍNEAS AÉREAS "I.A.T.A."
CALEFACCIONES, SANEAMIENTO
ACONDICIONAMIENTO DE AIRE
INSTALACIONES INDUSTRIALES
TELÉFONOS 1905-1906

SUCURSALES:

MADRID AVILÉS
Juan Bravo, 41 Ceneralísimo Franco, 45
Teléfono 355556 Teléfono 1028

SAN ESTEBAN DE PRAVIA
Teléfono 41

NO REG. FILE
No [handwritten]

Madrid, 6th May 1957

Chartering Department

Messrs. The Alaska Railroad
Anchorage
Alaska

Dear Sirs,

We acknowledge receipt of your favour of the 23th April in reply to the telegram of the Charterers concerning the transport of the locomotives and tenders from Whittier to Gijón.

We have passed on to Charterers copy of your letter and we thank you most sincerely for your information and as soon as we obtain any news about this matter we shall not fail to inform you immediately.

Meantime, we remain, dear Sirs,

Yours very truly

Andrés Ruiz de Velasco
[Handwritten signature]

EDQT. FILE
No. E 1017
[Signature]

May 1, 1957 Time _____

MANAGER
FERRICARRELL DeLANGERO,
GIJON
MADRID, SPAIN

ACKNOWLEDGE YOUR LETTER APRIL 22, 1957. PLEASE REFER TO MY LETTER DATED APRIL
23 IN REPLY TO YOUR CABLE. PD. SUGGEST YOU CONTACT VESSEL OWNERS FOR SHIPPING
RATES.

[Signature]
R. H. Bruce, General Superintendent
The Alaska Railroad
Anchorage, Alaska

RHBruce/gk/j
Div. of Opns

SEARCHED
SERIALIZED
INDEXED
FILED
NO 2 24 9
[Signature]

TRANSLATION

Compania Del F. C. DeLangres
Osturias

My dear Sir:

We have the pleasure to confirm you the cable that with this date we send to your consignment and it says:

"We will appreciate if you could give us a complete information of the possibility to designate a Representative Company that mfg the cargo locomotive. Also we thank you if you could provide information concerning if it is possible to ship the locomotives in a ship of a Liberty type, and if you could make arrangements to provide a crane. We would like to know if you could give us the estimate of the shipping cost from here to the harbor point of its destination including the crane".

Some difficulties came out on our negotiation concerning to the transportation of the locomotives that I. C. A. have given us, therefore, we urge you to send us immediately information in order to consider and study the possibility of the transportation of those locomotives in a ship of Liberty type registered in Spain.

Once more we thank you in advance for an ample information concerning this matter, and we will appreciate very much you sending us your answer by a cablegram.

Yours very truly,

/s/ COMPANIA Del F. C. DeL.

Compañía del F.C. del Fomento
Asturias

TRANSPORT BY MARITIME COMPANY,
SPANISH TEACHER-CONTRACTING CO.

My dear Sir,

We have the pleasure to confirm you the cable that with this date we send to you consignment and it says:

We will appreciate if you could give us a complete information of the possibilities to designate a Representative Company that may the cargo locomotive. Also we will thank you if you could provide information concerning if it is possible to ship the locomotives in a ship of a Liberty type, and if you could make arrangements to transport same. We would like to know if you give us the estimate of the shipping cost from here to the harbor point of destination including the crane.

Some difficulties came out on our negotiat ion concerning to the transportation of the locomotives that I.C.A. have given us, therefore we urge you to send us immediately information

In order to consider and ~~submit~~ the
possibility of the transportation of ~~the~~ those
deportees in a ship of ~~Spain~~ ~~Spain~~
registered in Spain

Once more we thank you in ~~advance~~
for an ~~early~~ ~~information~~ ~~concerning~~
this matter, and ~~we~~ ~~will~~ appreciate ~~very~~ ~~much~~
you sending us ~~your~~ ~~answer~~ ~~by~~ ~~a~~
cablegram

Yours ~~very~~ ~~truly~~
Compania Del F C de

Compañía del
Ferrocarril de Langreo
en Asturias

Domicilio social: MADRID - Serrano, 52, pral. - Tel. 25-45-16

Mr. R.H. Bruce
General Superintendente
The Alaska Railroad
ANCHORAGE - ALASKA.-

Oficinas Centrales: GIJÓN - Sanz Crespo, 4 - Tel.
Apartado 122

Dirección	5023
Secretaría	1169
Via y Obras	2769
Uficias	4405

Rogamos citen completas n/ referencias

Su referencia

Su escrito del

Ntro. escrito del

Ntra. referencia

GIJON

611-12

22-4-1957

Asunto: PARQUES DE MATERIAL.-

Muy Sr. nuestro:-

Nos es grato confirmar a Vd. el cable que con esta fecha expedimos a su consignación y que dice:

"Ruégole me informe posibilidad designar representante Compañía carga locomotoras punto Agradeceríamos informe si pueden cargarse en buque tipo Liberty y si puede disponerse de grúa punto Agradeceríamos presupuesto gastos en puerto incluida la grúa."

Dificultades surgidas en nuestra gestión para el transporte de las locomotoras que nos ha cedido I.C.A. nos obligan a la demanda urgente de dichos informes, a fin de poder estudiar a la vista de ellos la posibilidad de realizar el transporte en buque tipo Liberty, abanderado en España.

Agradecemos una urgente y amplia información, rogándoles nos anticipen cablegraficamente los extremos de la misma.

Atentamente le saluda.

COMPAÑIA DEL FERROCARRIL DE LANGREO

C. J. M.
Director General

COMPAÑIA DEL FERROCARRIL DE LANGREO
22 ABR 1957
1906
SALIDA

RECEIVED

22 APR 1957

Operations Division

Box 2111

April 23, 1957

Donces Ruiz de Velasco, SA
 El Juan Bravo
 Madrid, Spain

Gentlemen:

In reply to your telegram received April 22, 1957 regarding the loading of locomotives and tenders, this is to advise that the locomotives and tenders could be loaded on a Liberty type vessel, providing there was sufficient load in the vessel to balance the deck load of the locomotives, and also, that the deck was reinforced starting from the bottom hold.

Some of the locomotives could be loaded in the hatches, but ten of the tenders could be loaded below decks. This would leave the fourteen locomotives and four of the tenders for deck loading. It is estimated that the possible maximum which could be deck-loaded on one vessel of the Liberty type would be eight locomotives.

The tariff charge for rental of cranes to perform heavy lifts is as follows:

Weights of locomotives and tenders and rate for crane service

Number of locomotives	Series No.	Light Weight	Crane, per ton	Weight of Tender	Crane, per ton
1 each	900	113 tons	23.97	43 tons	8.01
3 "	700	112 "	23.97	43 "	8.01
1 "	500	74 "	11.01	26 "	4.18
5 "	400	52 "	18.88	25 "	3.46

Would suggest that you contact some steamship company for definite advice as to loading these steam locomotives and tenders on the deck of a Liberty ship since it might be very difficult, if not impossible, to make satisfactory loading arrangements.

When the SS BELESTY was chartered to handle this shipment Mr. Claude Bentz of the North Star Terminal & Stevedore Company, Box 1012, Anchorage, Alaska, was appointed by the steamship company to act as their agent. Mr. Bentz has indicated he would be interested in acting as your agent when final shipping arrangements are made and you can contact him direct at the address given above.

Yours very truly,

H. A. Bruce

H. A. Bruce

General Superintendent

cc-Mr. Claude Bentz

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TELEGRAM

ALASKA COMMUNICATIONS SYSTEM
SIGNAL CORPS, UNITED STATES ARMY
FEDERAL BLDG., ANCHORAGE, ALASKA

KUA154

AN SEA262 46 PD INTL FR CD GIJON VIA RCA 22 1827

SUPERINTENDENT OF THE ALASKA RAILROAD

ANCHORAGE

BEG YOU INFORM POSSIBILITY TO APPOINT AGENT COMPANY TO

LOAD LOCOMOTIVES STOP SHOULD SHOW GRATITUDE INFORM US IF

CAN BE LOADED SHIP LIBERTY TYPE AND MAY DISPOSE CRANE

STOP SHOULD SHOW GRATITUDE ESTIMATE COST ON HARBOURS

INCLUSIVELY CRANE

FERROCARRIL LANGREO

(54)..

RECEIVED

APR 22 1957

Operations Division

HQBT. FILE

No

E 30 9
Horton

March 5th, 1957

Colonel Keith H. Ewbank,
Chief of Staff, USARAL,
APO 949,
Seattle, Washington

Dear Sir:

Reference your letter of February 26, 1957, file ARATC-T, pertaining to permission granted by the Army to The Alaska Railroad for the outloading of fourteen (14) locomotives through the Port of Whittier, which was cleared last December.

In your letter you stated that since our new dock facilities at Seward were now in operation, you recommended that these locomotives be outloaded through that facility rather than through Whittier.

I would like to state at this time that these locomotives are in the Whittier area and have been stored for sometime and partly stripped in preparation for shipment. Also, there are certain operational factors involved in moving these locomotives to Seward. First, they are not in running condition; second, they do not meet the air brake requirements for handling down the 2% grade which exists south of Portage.

Further, I believe consideration should be given to the fact that The Alaska Railroad is a Federal Agency and these locomotives were disposed of to the Spanish Government through another Federal Agency in Washington, D. C.. The movement of these locomotives to Seward for outloading would create considerable extra expense for The Alaska Railroad.

In addition, I would like to mention that our new pier facilities at Seward, while in operation at this time, are not yet fully equipped with cranes of sufficient rating to handle these locomotives, if by chance the vessel which is chartered to handle them is not equipped with its own crane.

Yours very truly,

cc-Colonel H. J. Dial

RHBruce/gk
Div. of Opns

R. H. Bruce
R. H. Bruce,
General Superintendent

HEADQUARTERS, UNITED STATES ARMY, ALASKA

APO 949, SEATTLE, WASHINGTON

ARANC-T

28 FEB 1957

United States
Department of the Interior
The Alaska Railroad
Anchorage, Alaska

ATTN: Mr. R. H. Bruce

Dear Mr. Bruce:

Reference your letter dated 21 November 1956 addressed to Colonel Richard J. Dial, Transportation Officer, this headquarters, and my reply thereto dated 12 December 1956.

Permission for outloading of fourteen (14) locomotives through the Port of Whittier was predicated on the weight restrictions then in effect which prohibited handling of these locomotives over the then existing docks at Seward. Recent press release indicates that your new dock facility at Seward is now operational and the first vessel was scheduled to go on berth 16 February 1957.

Since the new pier at Seward is apparently operational it is recommended that they be outloaded through that facility.

Sincerely yours,

Keith H. Ewbank

KEITH H. EWANK
Colonel, GS
Chief of Staff

RECEIVED

Operations Division

ADDT. FILE

No E 997
Ljain

December 28, 1956

Colonel R. J. Dial, Chief of Transportation
U. S. Army, Alaska
APO 949, Seattle, Washington

Dear Colonel Dial:

Confirming verbal advise, the MS BELBETTY, which was scheduled to arrive at Whittier about December 20th, 1956, has been diverted because the Spanish Government cancelled the charter.

We have been officially advised that the fourteen locomotives are now scheduled to be shipped sometime during the month of March, 1957.

Will confirm later this tentative date when we receive information concerning this movement.

Yours very truly,



R. H. Bruce
General Superintendent

Cly-Claude Bentz, North Star
Terminal & Stevedoring Corp.
G. V. Randall
C. J. Evey
E. J. Kunz

HFJones/gk
Div. of Opns

HDQT. FILE

No. *Exp 7*



UNITED STATES
DEPARTMENT OF THE INTERIOR

THE ALASKA RAILROAD
226 FEDERAL OFFICE BUILDING
SEATTLE 4, WASHINGTON

AIR MAIL

December 21, 1956.

DATE	TO	FROM	FOR	
12/26	RNB		RECORDED	✓
			REPLY	
			INDEX	
			COMM-F	
			RECORDS	
			DIS-10	

Mr. J. H. Lloyd,
General Manager,
The Alaska Railroad,
Anchorage, Alaska.

Dear Mr. Lloyd:

I am enclosing for your information copy of a letter of December 14, 1956, from the International Cooperation Administration, Washington, D. C., together with copy of letter of December 10, 1956 from the Spanish Embassy, Washington, D. C., pertaining to the movement of the 14 used locomotives and 70 tons of spare parts, which are being shipped to Spain.

Yours very truly,

A. R. Sessions,
Special Representative
of the General Manager.

FILE
No. 100-100000-100000

INTERNATIONAL COOPERATION ADMINISTRATION

Washington 25, D. C.

In Reply Refer To:
IPD:BC

DEC 14 1956

Mr. E. B. Herron, Chief
Personal Property Utilization Division
General Services Administration
Federal Supply Service
Naval Air Station
Seattle 15, Washington

Dear Sir:

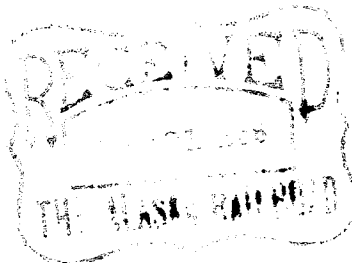
The enclosed copy of letter of December 10, 1956 from the Spanish Embassy, Washington, D. C. File No. 2841/56 Ref: PA 52-850-00-XX-6209, is forwarded for your information. This letter indicates that 14 used locomotives and 70 tons of spare parts, located at Whittier, Alaska, will be transported to Spain by a Spanish vessel during March 1957.

Sincerely yours,

/s/ H. H. Dreany

H. H. Dreany
Chief, Industrial Procurement Division
Office of Industrial Resources

Enclosure:
As Stated



HEADQUARTERS, UNITED STATES ARMY, ALASKA
APO 949, SEATTLE, WASHINGTON

FILE
No. 8829

ARATC-T

United States
Department of the Interior
The Alaska Railroad
Anchorage, Alaska

ATTN: Mr. R. H. Bruce
General Superintendent

11 23 56
OPERATIONS DIVISION

Dear Mr. Bruce:

Receipt is acknowledged of your letter dated 21 November 1956, to Colonel Richard J. Dial, USARAL Transportation Officer, this Headquarters, requesting the use of the facilities at the Port of Whittier during the period 15-23 December 1956 for the purpose of loading fourteen (14) locomotives aboard the M V "Belbetty".

Since the dock facilities at Seward cannot accommodate the surplus locomotives due to weight restrictions, your request for permission to use the Army Terminal facilities at Whittier is granted, subject to the following conditions:

- a. Military movements will take priority.
- b. This cargo being other than military but sponsored by another Federal agency and being of a special and peculiar nature requiring facilities only available at this Port make appropriate, in this particular case, deviation from this Headquarter's policy regarding the handling of non-military cargo and the use of other than military stevedores at the Port of Whittier. Therefore, authority is hereby granted for the outloading of the M V "Belbetty", utilizing stevedores provided by the Alaska Railroad.
- c. The Alaska Railroad will reimburse the Department of the Army for the actual cost of repairs to Army property which may be damaged as a result of the negligence of the Alaska Railroad, its officers, agents or employees.
- d. Alaska Railroad Tariff 37 D, item #100, will apply for berthing.
- e. No Wharfage charges will be made as agreed in US ARMY/ARR contract #1 - 3 ARR - 8684, dated 15 September 1950.

ARATC-T

Mr. R. H. Bruce

f. Should tug service be required, the charges will be as follows:

- (1) Flat charge of \$75 per tug for docking and undocking
- (2) \$75 per hour for each hour in excess of three hours

g. Billing for services to be between the United States Army and Alaska Railroad.

It is hoped that the above meets with your approval and that you will call on this Headquarters for any further assistance that may be required.

Sincerely yours,



KEITH H. EWBANK
Colonel, GS
Chief of Staff

CC: POW

RECEIVED

SEP 14 1956

Operations Division