

October 10, 1951

Colonel J. P. Johnson
Care of Mr. James P. Davis
Director, Office of Territories
U. S. Department of the Interior
Washington 25, D. C.

Dear Colonel Johnson:

On October 8, 1951, Train No. 2, Engine 402, derailed at Mile 28.8 at approximately 9:40 A.M. Engine 402 turned over on its side together with its tender but the balance of the train remained upright. Big hooks were dispatched from Seward and Anchorage and main line was opened up for movement of trains at 9:00 P.M. October 8, 1951. Passengers on Train No. 2 were returned to Seward and they arrived back in Seward at 3:50 P.M. on October 8.

On October 18, 1951, Work Extra 405 on gravel haul from Hunter to new line between Mile 47.5 and Mile 49 derailed all engine drivers while making back-up movement approximately 1:20 P.M. October 8. Work Extra 401 was dispatched from Spencer Pit to assist in clearing up the derailment. Engine 405 had broken right front spring hanger, which was repaired at Portage. Engine 405 was returned to service in the morning of October 9.

On October 8, 1951, Train No. 23, Engine 1043, derailed 9 cars at Mile 278 at approximately 5:00 P.M. This derailment was caused by bulldozer falling off a flat car and sideswiped train, causing cars to derail. Outfit cars X 306, X 339 (both old outfit cars) were completely demolished and were put in clear of main track at MP 278, where they will be burned and their scrap reclaimed. The track was reported OK for trains at 6:00 A.M. October 9.

No injuries were reported account any of the above-mentioned derailments.

Yours very truly,

(Signed) JOHN E. MANLEY
John E. Manley
Asst. General Manager

JEM:lmm