

# American Locomotive Company

30 Church Street

New York

D. W. Fraser,  
Vice President



Mr. Lee H. Landis, General Manager  
The Alaska Railroad  
Anchorage, Alaska

April 25, 1924

Dear Sir:-

Supplementing our letter of April 9th with reference to your inquiry of January 3rd covering from three to five Mikado type freight locomotives, and with which we enclosed copy of our Specification A-11497 together with carbons of our letters of March 4th and 7th to Major John C. Gotwals, naming approximate price on the 2-10-2 or Santa Fe type locomotive.

Prior to the arrival of Major Gotwals in New York we had prepared specifications covering two designs of Mikado type engines; one design conforming to the specification enclosed with your inquiry and a somewhat heavier engine which we would recommend in view of the severe climatic conditions under which the locomotive will operate and the grade of coal which we understand is available in Alaska. As Major Gotwals seemed to prefer the 2-10-2 or Santa Fe type engine, these specifications were not forwarded to him.

It occurs to us, however, that you may prefer the Mikado design and we enclose two copies of specifications as follows:

A-11469 illustrating and describing a Mikado type engine with 22 x 28" cylinders, 57" driving wheels, weighing in working order 223,000 lbs. with 162,000 lbs. on drivers, having with 200 lbs. working pressure a tractive power of 40,400 lbs., together with an additional tractive power of 11,000 lbs., due to the application of booster on the trailing wheel. We have included the size of tender and materials and specialties requested in your inquiry. While this design meets the average figures called for in your specification, we would recommend for operation in extremely cold climates and using Alaska coal, a somewhat heavier design as covered in Specification A-11470. This design has the same cylinders, driving wheels, working pressure and tractive power as the smaller design but with a considerably larger boiler and firebox. There is about 10% additional heating surface; the engine weighing in working order 242,000 lbs. with 175,000 lbs. on drivers. In case you prefer this design, we will, of course, include the same materials and specialties as covered in the specification for the lighter engine. Approximate prices on these locomotives equipped with the booster are as follows:



Mr. Lee H. Landis - The Alaska RR -

4/25/24

Lighter engines to Specification A-11469 -

FIFTY THOUSAND DOLLARS.....\$50,000.00 each

Heavier engines to Specification A-11470 -

FIFTY-TWO THOUSAND FIVE HUNDRED DOLLARS.....\$52,500.00 each

f.o.b. our Works, including boxing and packing for ocean shipment. The freight to New York Harbor, including lifting charges, would be approximately - NINE HUNDRED FIFTY DOLLARS (\$950.00) and ONE THOUSAND DOLLARS (\$1,000.00) respectively.

We can offer shipment in three to four months after receipt of order and settlement of all details, and shall be glad to furnish any additional information desired and hope to be favored with your order.

Yours very truly,



Vice President

EHD/R  
Encs.