

1935

417.

DEPARTMENT OF THE INTERIOR
THE ALASKA RAILROAD
ALASKA ROAD COMMISSION
OFFICE OF INDIAN AFFAIRS
TERRITORY OF ALASKA
ALASKA REINDEER SERVICE

UNITED STATES
DEPARTMENT OF THE INTERIOR
CONSOLIDATED PURCHASING AND SHIPPING UNIT
441 FEDERAL OFFICE BUILDING
SEATTLE, WASH.
August 31, 1935

DEPARTMENT OF AGRICULTURE
ALASKA DIVISION

ALASKA GAME COMMISSION
EXPERIMENT STATIONS
BUREAU OF PUBLIC ROADS
FOREST SERVICE
WEATHER BUREAU
BIOLOGICAL SURVEY

The Alaska
RECEIVED
SEP 14 1935
IN REPLY REFER TO
OFFICE OF
General Manager

*Col of Johnson
please note
pwm a114*

Mr. D. W. Metzdorf
Sup't of Hotels,
Commissary & Stores
The Alaska Railroad
Anchorage, Alaska

Dear Mr. Metzdorf:

I received your radiogram of August 8, and regret very much to learn that the reverse unit which we had installed on the Dodge Railmobile had proved to be unsatisfactory.

We tested the car here on the tracks along the waterfront for about two hours and everything seemed to be satisfactory. However, on account of the traffic we could not test it out at high speed. We were disappointed also that we were unable to obtain the gunmetal color which you specified. We waited for two shipments from the factory, and there were no gunmetal colored cars in either of these shipments. Of the colors available, it seemed to me that black would be the most practicable. I hope that Colonel Ohlson was not too much disappointed in not receiving the color specified.

The reverse gear was built and installed on the Dodge car by the Gibson Manufacturing Company. These are the standard gears used on the type of rail cars which they are building in considerable quantities for logging camps and the railroads in the states. I made inquiry before the purchase was made, and as far as I could learn, the reverse units were giving very satisfactory service. In all of these units, however, the engine is bolted solid to the frame, and it is the opinion of the manufacturers that the trouble experienced in this particular installation is due to the fact that the Dodge engine has inflexible mountings which they did not take into consideration in making the installation. The manufacturer stated to me that the trouble could be overcome only by installing the unit at the rear of the car with universal joints between the engine and the reverse unit.

Mr. D. W. Metzdorf
Anchorage, Alaska

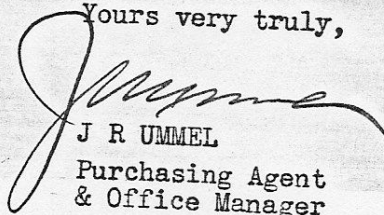
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One of the Ford dealers submitted a proposal of the turntable attachment in lieu of the reverse gear, and I will send you some literature on this as soon as it is received from the factory. It was explained to me that this apparatus was attached underneath the car so as not to interfere with the road clearance when not in use. The car is lifted free from the track, permitting the car to be easily turned in the opposite direction by hand. It operates on the principle of the hydraulic jack, the power being furnished by the engine motor.

If, upon further investigation, this attachment seems practicable, I will write you again regarding it.

Yours very truly,



J R UMMEL
Purchasing Agent
& Office Manager