

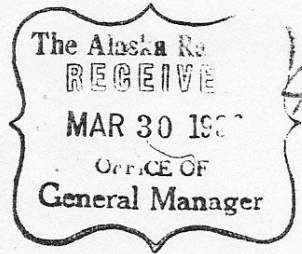
McKinsey

Found the letter from the  
Kalamazoo Ry Supply Co & attached  
same to the file

Please look it over  
and discuss matter with  
me after having done so

WJ  
3/23-36

did so + Col Q. says get out  
spec + send out for bids



Anchorage, Alaska,  
March 30th, 1936.

MR. D. W. METZDORF:

Attached six copies of specification dated March 27th, 1936 and blue-prints of Drawing C-151-A covering a four wheel (cushion tire) 28 passenger trailer to operate in conjunction with Alaska Railroad Rail Motor Car #111, which is of the same width and height and of the same general design and appearance as the specified trailer. Early delivery is required in order to have equipment ready when the season for same opens up.

Attached letter from Kalamazoo Railway Supply Company dated February 27th, 1936 describes a trailer which is like one that should be purchased to operate in conjunction with Alaska Railroad Rail Motor Car #111 for the sum of \$3,747.50 f.o.b. Kalamazoo, Michigan, delivery in approximately six weeks after receipt of order. This price covers the trailer equipped with rubber cushion wheels. The attached specification was made up to cover a trailer like the one proposed by the Kalamazoo Railway Supply Company.

If any more copies of either specification or drawing are wanted please advise.

Will you please send out specifications and blue-prints and have them submitted to the manufacturers in accordance with Government regulations.

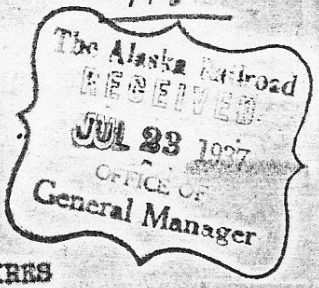
W. L. Kinsell,  
Sup't. Motive Power & Equipment.

WLK:S

cc: Colonel Ohlson.

*copy of spec & print for your info*  
*WLK*

417



Anchorage - July 23, 1937

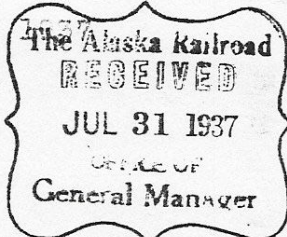
URGENT SEATTLE

MY WIRE NINETEENTH ORDER 8 FIVE NAUGHT SIX NINE ADVISE IF TIRES  
SHIPPED BY EXPRESS STOP LOAD WITH MAIL ON STEAMER FOR QUICK  
UNLOADING AT SEWARD AS GAS CAR NOW OUT OF SERVICE WAITING FOR  
THESE TIRES

METZDORY

cc. O.F. Ohlson ✓  
J.T. Cunningham  
W.L. Kinsell

Anchorage - July 30,



Mr. Metzdorf:

After talking with you yesterday relative to when we could expect the two spare inner tubes which were ordered in March on M-450 for Motor Car M-111, I called up Mr. Gilbert to see if by chance any inner tubes or tires of any kind had been sent through from Seward to Fairbanks but he could find no trace of any tires or tubes at Fairbanks freight house.

The two casings complete with tubes were received the latter part of June but I understand that these spare inner tubes which we ordered were not shown on the manifest or covering any shipment. I am wondering if the tire company ever received an order for these two spare inner tubes which if we had them today we could keep M-111 in service until those ordered two months later on 5069 arrive although I note that they have been shipped by freight from Akron when they should have been shipped by express as referred to in attached telegram dated July 27th from Mr. Ummel.

W. L. Kinsell  
Sup't. Motive Power & Equipment

WLK e

cc: Colonel Ohlson - These are the tires referred to in Mr. Metzdorf's wire to Mr. Ummel July 23, of which you and Mr. Cunningham received copies of.

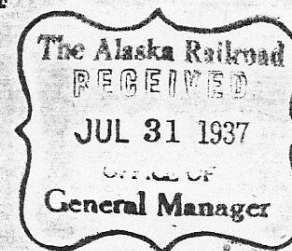
*W. L. Kinsell*

Anchorage - July 30, 1937

UMMEL SEATTLE

ORDER S FORTY FIVE HUNDRED MY RADIO NINETEENTH CAN YOU NOW ADVISE WHEN  
TWO INNER TUBES WILL BE SHIPPED STOP ORDER FIVE NAUGHT SIX NINE RUSH  
FIRST BOAT AFTER RECEIVING IN SEATTLE AS GAS CAR STILL OUT OF SERVICE  
WAITING FOR THESE TIRES

METZDORF



*cc. General Manager*

417  
Alaska Railroad  
RECEIVED  
AUG 10 1937  
OFFICE OF  
General Manager

Anchorage - August 10, 1937

UMMEL SEATTLE

YOURS THIRD EXPECTED INNER TUBES ON M TWO THOUSAND AND TWO SUPPLEMENTAL  
ON LAST SATURDAYS BOAT STOP ADVISE WHERE TIRES AND TUBES ARE ON S FIFTY  
SIXTY NINE STOP GAS CAR STILL OUT OF SERVICE WAITING STOP THE TWO INNER  
TUBES SHORT ON S FORTY FIVE HUNDRED RECEIVED TODAY BUT CANNOT USE AS AIR VALVES  
ARE STRAIGHT INSTEAD OF ANGLE STOP BE CERTAIN THAT VALVES ARE IN ACCORDANCE  
WITH FOOT NOTE ON M TWO THOUSAND TWO SUPPLEMENTAL

METZDORF

*C. E. O. F. ...*

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The Alaska Railroad  
RECEIVED  
SEP 1 1937  
OFFICE OF  
General Manager

Anchorage, Alaska,  
August 30th, 1937.

MR. CUNNINGHAM:

For your information, Gas Car M-111 is here in Anchorage and ready for service, as the tires which were ordered in May have arrived and are now on the car. I do not look for as much trouble in the future as we have had in the past on this car as we have fixed the tires so that they will not have the tendency to creep and we should get better results in the future.

However, for your information there are two spares on this car and it is now ready for service.

W. L. Kinsell,  
Sup't. Motive Power & Equipment.

WLK:s

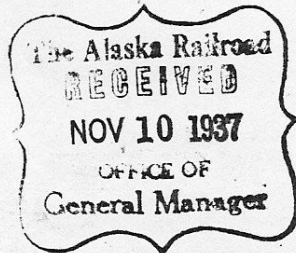
cc: Colonel Ohlson -

The large amount of trouble we have had with tires on M-111 going bad has been due principally to casings creeping on the rims as the pressure in the tire is all that gives the friction between the side walls of the tire and the rim and the friction between the inside surface of the inner tube and the rim, and in order to prevent the casings from sliding around I had some rims painted (where the tires bear against the rims) with water-proof gasket cement, which is very sticky and dries quickly, and when wet had the rim rolled in coarse emery, which gives the surface of the rim a rough appearance like emery cloth. We have fixed four rims in this manner, putting two tires under the car and two spare tires on the car, and will try this method of holding the tires from slipping until we receive information from the Kalamazoo Company as to what parts they can furnish so that we can put on another axle and have four driving wheels instead of two.

This for your information.

*W. L. Kinsell*

WLK:s



Anchorage - November 10, 1937

Mr. Metzdorf:

Colonel Ohlson advised me to put a reinforced arrangement under the front end of the M-2 (Ford truck) similar to what we put under the B-2 so as to prevent any breakage of axles as occurred on the B-2 before we put under the rigid axle in this shop last spring, but in looking at the front end construction of this Ford truck used by the B & B Department it would be a very expensive job as it would have to be a considerable different arrangement than we designed for the B-2, and in order to do this job as reasonable as possible and at the same time have it satisfactory would suggest that the Ford people be consulted with the view of having them make a suitable rigid axle with the same principle we used on the B-2 but altogether different construction as I note the Ford axle is held square with the center line of the track by the triangular torque rod sometimes called a wishbone and the weight of the front end of the car rests on the ends of the projections of the wishbone arms and the wishbone is supported by this axle which is of I beam construction but is very much different than what is under the Dodge car.

We could not design an axle for this Ford car which would be so simple and cost so little as the axle we made for the B-2 (Dodge) and believe that if you can buy this axle which could be made up by the Ford people it would be cheaper than what we could make and would suggest that you send out this blueprint No. E 114 for them to follow in order to use the same wheel construction as we used on the B-2 so that you could take one wheel off of one car and put it on the other making the wheel and timkin bearings identical.

I do not believe that it would be necessary to have the front wheels braked if it would ~~interfere with~~ <sup>interfere with</sup> applying a rigid axle although they might be able to work in a brake which would be satisfactory but would probably be different from the one that is on there at present and different from the one on the B-2 as the Ford is a mechanical brake and the one on the B-2 is hydraulic. We want to use the bearings on the front end of the M-2 as we now have on the front end of the B-2 and on the rear wheels of the 111 as they are the timkins used on Dodge model H-30, 1½ ton truck and duplicates of the bearings purchased on requisition M-1964 dated February 6th, 1937, the cones of these timkin bearings fitting on the solid axle which is grounded 2½" in diameter.

W. L. Kinsell  
Sup't. Motive Power & Equipment

cc: Colonel Ohlson  
Mr. Longacre