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May 1, 1936.

Mr. Ernest Gruening, Director,
Division of Territories and
Island Possessions,
Department of the Interior,
Washington, D. C.

Dear Sir:

Reference is made to your letter of the 22nd and my
reply of the 23rd ultimo, in connection with the inspection of
two passenger coaches on the Lehigh Valley Railroad, in response
to an inquiry from Col. O. F. Ohlson, General Manager of the
Alaska Railroad.

An inspection was made on April 29, 1936, of two Lehigh
Valley coaches numbered 851 and 854, by two of our inspectors,
from which I quote:

	"General Construction"
Date built new.	1911 by the Pullman Co.
Construction.	All steel. Body steel plate riveted, Underframe Built up structural. Weight 107984 pounds. Roof Clere story type steel covering with upturned seams.
Length over body.	(60) sixty feet. Seating capacity (72) seventy two
Length over all.	(67) sixty seven (9 1/4) nine and one half inches over pulling face of knuckles.
Width over eaves.	(9) nine feet (11 1/2) eleven and one half inches.
Height over all.	(14) Fourteen feet one and three sixteenths inches
Distance between truck centers.	(46) Forty six feet (8) eight inches.
Trucks.....	Commonwealth cast steel, (4) four wheel type, (8) foot wheel base.
Axles. Wheels..	M.C.B. 5" x 9". Wheels Thirty six (36") inch multiple wear rolled steel.
Center Sills...	Two twenty six (26") inch fish belly.
Draft Gears....	Standard coupler co. spring type
Couplers.....	Buhcup three (3) stem.
Vestibules.....	Pullman wide steel doors, traps, and tail gates, three stem buffers and diaphragm. Three tread metal steps.
Air Brakes....	Westinghouse P M -1612
Train signal..	Westinghouse
Hand Brake....	Lindstrom ratchet type each end of car.
Heating system	Ward Vapor

Lighting system.	Electric axle light system, 2-K W body hung generator, 23 cell Edison storage batteries. 22 bracket lamps and 4 vestibule lamps.
Toilets.....	Two. Flush hoppers, overhead water tanks.
Interior Finish.	Steel, mahogany grained sides and ends and painted head lining.
Seats.....	Thirty Two (32) Hale and Kilburn reversible and four stationary.
Upholstery.....	Green plush.
Parcel Racks...	Two (2) continuous metal.
Drinking Water.	One (1) water cooler and one (1) cup vending machine.
Floor.....	Flexolith covering over sub floor and steel plates with one layer of hair felt insulation $\frac{1}{4}$ to $\frac{3}{4}$ inch thick.
Windows.....	Single sash, wood with sheet copper covering.
Curtains.....	Pantasote faced roller type.
Door stops.....	Yale air cushioned
Ventilators.....	Twelve (12) automatic.
Insulation.....	Specifications show one fourth inch ($\frac{1}{4}$ ") Resisto demented and riveted to all outside sheets.
Safety Appliances.	Conform to standards for this type car.

Our inspection disclosed that these cars are in reasonably good condition, in consideration of their age of 25 years, they are in serviceable condition and are now actually being used in regular passenger trains on the Lehigh Valley RR. for excursions and extra service as occasions require; however, they are due for general repairs as soon as it can be conveniently done. The records show that car No. 851 was last in the shop for general repairs July 16, 1929, at which time \$225.00 was expended on repairs, and car No. 854 was last in the shop December 18, 1929, at which time \$852.00 was expended for repairs.

The bodies are straight and in good alignment, and the general appearance is fairly good. The underframes were noted to be in good general condition, with no excessive corrosion and no indication of weakness or failure in any of the members.

The cast steel (four wheel) trucks are in good general condition, with no evidence of weakness or failures, and no welds were found showing there had ever been any failures of the major sections of the truck frames. The journal boxes, pedestals, equalizers, springs and truck hangers were all in ordinary serviceable condition, with a varying amount of wear on wheels.

The air brakes, foundation brake rigging, brake beams and connections were all in condition for regular service.

The lack of good first class maintenance was more noticeable in the car body. The roof sheets are quite badly corroded and will require renewal soon, altho with some minor repairs and attention, a year or two more service is quite possible.

About twenty per cent of window sash will require repairs to put them in good condition and to properly preserve them, but they are reasonably tight and serviceable as is.

The seats and upholstery are in good ordinary serviceable condition, likewise all doors, toilets, hoppers and other fixtures.

The interior finish is in fair condition, but painting of head lining and cleaning, will greatly improve the general appearance.

In general, it is our opinion that these cars are in reasonably sound and serviceable condition, other than the periodic repairs which are necessary in the normal maintenance of equipment of this type and that with ordinary normal maintenance they will render ten or more years of service.

While they are due for general shopping, yet their condition is such that with only reasonable attention they can be used this season and it is estimated that they can be put in good first class condition for from \$1000.00 to \$1200.00 each, including new roof sheets and painting inside and outside."

It appears desirable and in the public interest if purchase of these cars is contemplated, to have repairs made before shipment to Alaska. Overhauling will be necessary within a year and if the work is done at this time, considerable saving will be realized in material and labor.

Respectfully,



Director.

E. A. D.