

Anchorage - July 20, 1937

Mr. Metzdorf:

Last summer the matter of pneumatic tire failures on Gas Car M-111 was taken up with your Department, relative to what we should do in order to obtain an economical mileage from this car which was acquired from the Hillsbro & North-eastern Railway, it having been built by the Kalamazoo Railway & Supply Company of Kalamazoo, Michigan, and on November 5, 1936, Mr. F. W. Stavely, of the Firestone Tire and Rubber Co. of Los Angeles wrote Mr. Umel after reviewing the correspondence which you transmitted regarding tire failures stating that the trouble being experienced is no doubt due to the tires being overloaded causing premature tire failures.

They go on and state that "This can be remedied by either putting in a second trailing axle as indicated in Schedule C and reducing the tire load or else by using another type of wheel, etc. We feel certain that if this car is re-vamped to take a trailing axle reducing the load per tire the failures will be eliminated and an economical mileage attained from the equipment". Since the regular practice is to use 2 axles and 4 wheels under the rear end of such a car, will you please have the Kalamazoo Railway & Supply Company advise just how they would change this car so as to add this other axle and pair of wheels and if they could furnish everything which is required to make this change as I was talking with Colonel Ohlson, about cars of this size being built with 2 pairs of axles under the rear end instead of the way this car was built which caused a considerable overload on the 2 tires even before we made any change.

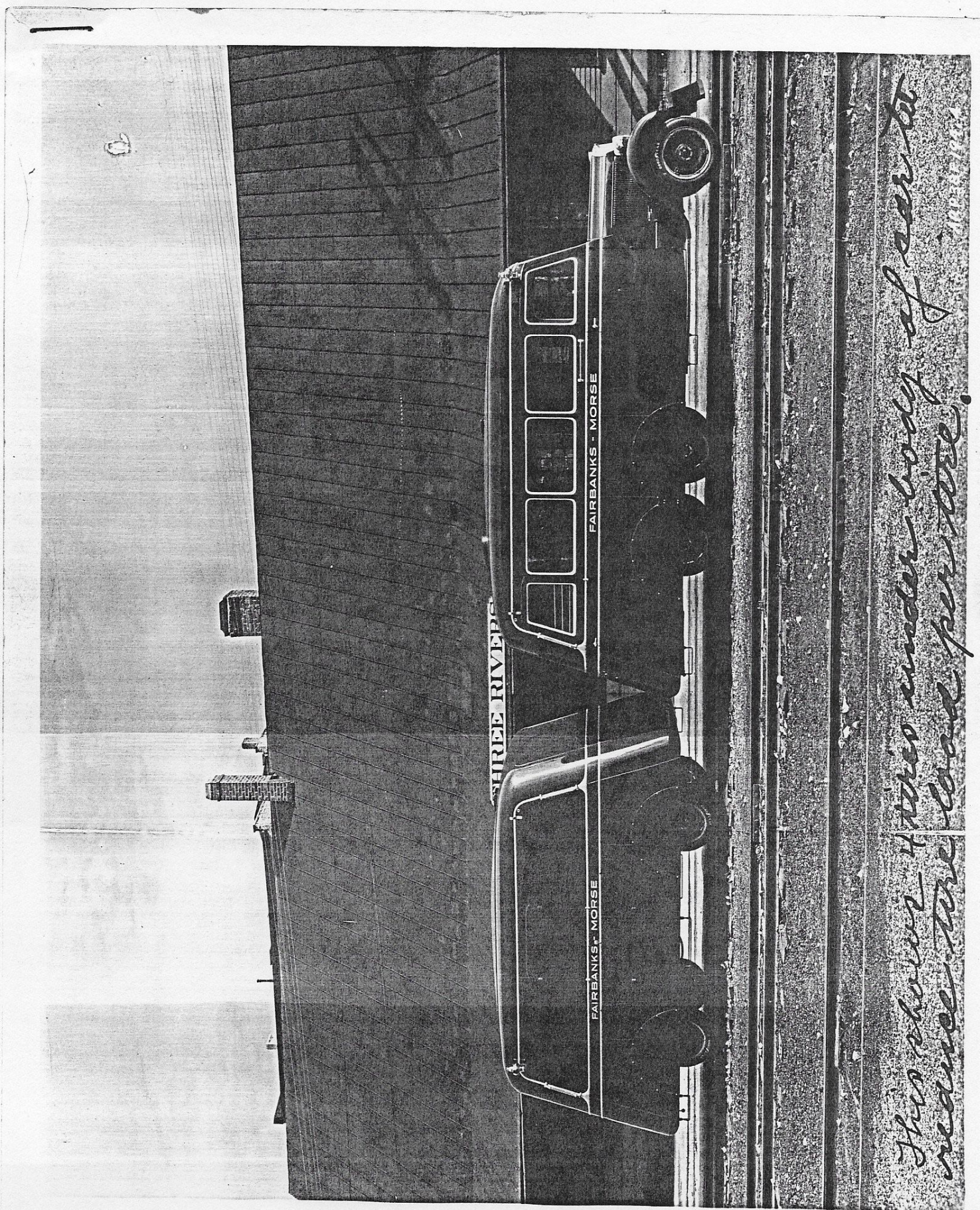
The idea is to find a method of reducing the weight on these 5 1/2 by 35 inch pneumatic tires so that they will not be overloaded. No doubt the Kalamazoo Railway & Supply Co. build cars similar to the one that we have, using 2 axles in the rear same as Fairbanks-Moorse do, even on cars that do not weigh as much or are as large as Gas Car M-111 acquired from the Hillsbro Railway. We would also like to know what the necessary parts will cost and what delivery can be made on them together with their idea of just how these axles should be spaced and attached to the frame of this car and the proposed method of driving this additional axle and pair of wheels.

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

WLK e

cc: Colonel Ohlson

Umel



*This shows 4 tires under body of car to
resemble tire load pattern.*

Anchorage, Alaska
August 27, 1937

Gibson Manufacturing Co.
2910 First Avenue South
Seattle, Washington Attention Mr. A. C. Haines.

Gentlemen:

I have for acknowledgment your letter of August
16th advising of a gasoline rail car which you have for
sale.

Please be advised that we are not interested
in this car.

Yours very truly,

Signed: O. F. Ohlson
O. F. Ohlson
General Manager.