

Anchorage, Alaska  
July 24, 1951

Memorandum

To: Messrs. R. A. Sharood, Chief Engineer  
R. V. Boyd, Supt. of Operations

From: G. A. Benedict, Supt., M.P. & E.

Subject: Air Dump & Ballast Cars now in Service.

In reply to Mr. Sharood's Memorandum of July 20, below is the requested information:

AIR DUMPS

<u>Series Number</u>	<u>Number of Cars</u>	<u>Where Purchased</u>	<u>Average Condition</u>
* 1 to 30	16	S.H. Panama Canal	Very Poor
401	1	Western Wheeled Scraper Co.	Poor
402-419	17	Western Wheeled Scraper Co.	Poor
420-422	2	Western Wheeled Scraper Co.	Poor
440-446	3	Iron & Steel Products Co.	Poor
481-483	3	Iron & Steel Products Co.	Poor
* 501-538	16	S.H. Panama Canal	Very Poor
* 553-582	10	" " "	" "
15100-15109	10	Austin Western Company (Mfg.)	Excellent

Total number of Air Dump Cars - 78.

\*All cars in series authorized to be retired.

BALLAST CARS

<u>Series Number</u>	<u>Number of Cars</u>	<u>Where Purchased</u>	<u>Average Condition</u>
1401-1436	22	Seattle Car & Foundry	Very Poor
1701-1710	10	Pacific Car & Foundry	Very Poor
7001-7010	10	General American Tank Car Corp.	Fair
7011-7040	29	Pacific Car & Foundry Co.	Fair

Total number of Ballast Cars - 71.

The Alaska Railroad  
RECEIVED  
JUL 25 1951  
OFFICE OF  
Asst. General Manager

cc: J. E. Manley, Asst. General Manager

G. A. Benedict  
Supt., M.P. & E.



414.013-2

Anchorage, Alaska, December 14, 1923.

Mr. Ferrell:

On November 6th Mr. Truitt made a request on your office for six 4-yard dump cars with brakes, and six 4-yard dump cars without brakes for Moose Creek Spur.

Please rush these cars all possible.

In addition to above, please ship six 4-yard cars with brakes, making a total of 18 cars.

F.A. Hansen  
Engineer of Maintenance  
and Construction.

FAH-c



Anchorage, Alaska  
May 11, 1948

Mr. R. A. Sharood:

For your information, I am attaching hereto a three-page list of equipment for the reconstruction program as prepared by Mr. Benedict.

I am sending a copy of this letter to Mr. Benedict with the request that he recheck the work equipment listed, especially with respect to the following cars:

7 - 1600 Class Ballast Cars:

These are old Rogen ballast cars that are now at the Spencer Gravel Pit and before they can be set up for any kind of ballast work a thorough inspection should be made of them. They have wood underframes, light draft gear, and I am of the opinion that they would last only a few weeks in gravel service.

4 - 3500 Class Ballast Cars:

These cars have small narrow gauge bodies set on standard trucks and have wood underframes. While they are somewhat better than the 1600 class ballast cars, I doubt if they would be suitable for the heavy work due to their light construction and small capacity.

I note that the 1700 class cars have not been listed on this report. These are ballast cars with steel underframe construction and can be converted to either center or side dumps; check should be made of these cars to determine their availability.

It is also noted that the 1400 class ballast cars are not listed. Mr. Benedict has been asked to make a recheck of these cars to determine possibility of getting them in condition for center dump ballast service.

Attachment

*Signed J. T. Cunningham*  
J. T. Cunningham  
Asst. General Manager

cc: Mr. G. A. Benedict

JTC:lm