

Anchorage, Alaska
May 3, 1954

Memorandum:

To: Mr. G. V. Randall, Supt. of Motive Power and Equipment
From: John E. Manley, Assistant General Manager
Subject: Continuous tonnage rating for 1500-class locomotives

Sometime ago, the writer and yourself discussed the feasibility of working 1500 class locomotives and 1000-class locomotives in multiple. At that time, it is my recollection that you stated that 1000-class locomotives could be worked in multiple with 1500-class locomotives without harm occurring to the 1000-class locomotives, provided the continuous tonnage rating of the 1500-class locomotives was not exceeded.

Please furnish this office with a continuous rating for 1500-class locomotives over all districts for which the present tonnage ratings are furnished.

(Signed) JOHN E. MANLEY

John E. Manley
Asst. General Manager

JEM:lms

Anchorage, Alaska
January 11, 1954

Memorandum:

To: Mr. G. A. Benedict, Supt. of Motive Power and Equipment
From: John E. Manley, Assistant General Manager
Subject: Diesel Locomotives of different horsepower working in tandem

Reference is made to your memorandum of January 9, 1954, to Mr. R. H. Bruce, Supt. of Operations, concerning subject.

In the first paragraph of your memorandum you request that the utilization of 1000-HP Alcos in conjunction with the 1500-HP EMD be restricted to emergencies only.

I have discussed this matter with Mr. Dodd, and it would appear that the 1000-HP Alco Locomotives will not be harmed by using them in tandem with the 1500-HP EMD Locomotives, provided the continuous rating (750-Amps) is not exceeded on the EMD Locomotives.

It would appear that it might be better to restrict the Operating Department in the use of the Alco Locomotives in conjunction with the 1500-HP EMD Locomotives only at such times as the train loading will be such as to cause the continuous rating of the EMD Locomotives to be exceeded at times other than starting the train.

Please discuss this matter with your people and advise this office of the feasibility of such an arrangement.

(Signed) JOHN E. MANLEY

John E. Manley
Asst. General Manager

cc: Mr. R. H. Bruce
Supt. of Operations

JEM:lmm

Anchorage, Alaska
January 9, 1954

Memorandum:

To: Mr. R. H. Bruce, Supt. of Operations
From: G. A. Benedict, Supt. of Motive Power and Equipment
Subject: Diesel Locomotives of Different Horsepower Working in Tandem

At the time specifications were being formulated for our new locomotives, it was specified that in emergencies it would be possible to work the new locomotives in tandem with our present 1000-HP Alco's; however, it must be readily understood, by all concerned, that this should not be allowed to become a common or usual practice, and positively restricted to emergencies only - similar to State-side regulations.

Please note the attached copy of a letter from Mr. Dodd, Diesel Locomotive Supervisor, which is self-explanatory, regarding the use of three EMD 1500-HP locomotives, and Locomotive 1077.

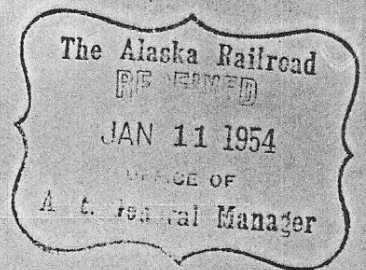
On Wednesday, January 6, three EMD 1500-HP units and Alco No. 1065 were again used in tandem on Train No. 26; even regardless of the fact that Locomotive No. 1500 has been in the Diesel Service Shop, and okeh for service since January 1. No call for this locomotive has been made until January 8, when called for No. 26.

In order to keep our maintenance costs to a minimum, it is suggested that due consideration be given to the utilization of power; having in mind the possible damage to equipment by impracticable use of different rated locomotives; also, the continual use of our new modern power on runs where schedules will permit, rather than have them setting around the shop waiting for use or standing outside idling.

G. A. Benedict
Supt. of Motive Power
and Equipment

GABenedict:dr
Mechanical

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



Anchorage, Alaska
January 6, 1954

To: Mr. G. A. Benedict, Supt. Motive Power & Equipment
From: A. M. Dodd, Supvr. Diesel Locomotives, Electrical
Subject: 1000 Horsepower Alco locomotives running with 1500 horsepower
EMD locomotives.

You no doubt know diesel electric locomotive builders do not recommend operating locomotives of various horsepower ratings together as a locomotive. The general reason for this is the abuse the traction motors are subjected to on the lower horsepower locomotives, especially when the lower horsepower locomotive is used as the trailing unit.

On our 1500 horsepower locomotives, both forward and backward transition is automatic, and on our 1000 horsepower locomotives, transition is automatic forward only. This leaves the loading of the of the traction motors on a 1000 horsepower locomotive, when trailing a 1500 horsepower locomotive, up to the operator, and he has no means of knowing when the motors on the trailing unit are over-loaded aside from the miles per hour he is moving. No speed meter is accurate at low speeds and it is very easy to mis-judge low locomotive speed or disregard it entirely. At low locomotive speeds, one mile per hour can mean the total destruction of a traction motor.

Recently the 1077 operated one trip with three 1500 horsepower locomotives and it was necessary to remove three traction motors on account of overheating and throwing solder.

A. M. Dodd
Supervisor Diesel
Locomotives, Electrical