

5/12 To SPC - RHA Jye

Mr. R. H. Anderson, General Manager
The Alaska Railroad
Anchorage, Alaska

Dear Mr. Anderson,

During 1957-8, The American Railroad Curvelining Corporation of Douglaston, New York, developed a new combination vehicle equipped for both highway and railroad use. This car was primarily designed to enable railroad section gangs to cover more territory through improving their efficiency and flexibility. Today's delayed maintenance and reduced work forces compel the railroad industry to have remaining section gangs cover more territory than ever before.

The GANDY WAGON is basically a modified VOLKSWAGEN microbus, the most reliable workhorse in the economy car field. This vehicle has been converted for land and rail use and may be fitted with an ingenious electric mechanical turntable jack which allows the car to be placed on or off the rails almost anywhere by one man only and in less than three minutes - without the use of complicated weighty hydraulic systems.

The Gandy Wagon enables a foreman to transport his men and their tools by road to the crossing nearest the job. At the crossing, the Gandy Wagon is driven onto the track, the jack raises the car, one man turns it 90 degrees, it is placed on the rails and the gang proceeds by rail to the job site. Some railroad men have noted that the Gandy Wagon is ideal as a track inspection vehicle since it permits an unobstructed view of the track from the cab (the motor being in the rear). It is thus apparent that the Gandy Wagon may replace the track motor car long used for this purpose. Additionally, this new vehicle will save considerable time for the gang, since time lost due to train traffic with track motor cars can amount to as much as several hours a day.

The low-running and upkeep expenses may make the Gandy Wagon a useful car for track parcel delivery and other economy runs. Engineers have used it in track clearance testing, etc., as well as an on-and-off track camping car.

INSTRUCTION SHEET-GANDY WAGON

The Gandy Wagon attachment converts any of the Volkswagen buses or trucks to run on rails as well as on roads. All the features of the Volkswagen have been kept intact for running on the highway. The rail conversion unit makes it possible to run on track, switching from road to rail in a minute. This operation is accomplished as follows:

1. Stop the car at the crossing so that marks on the Gandy Wagon line up with rails. Swing out jack bars which are nested underneath Gandy Wagon so that when jack is lowered, bars bridge the track.
2. Open rear window flap and push button marked "UP". The built-in electro-mechanical jack raises the Gandy Wagon until the proper height is reached and then automatically cuts off.
3. The car now pivots on the jack and you may swing it 90 degrees so that the rear rubber tires line up on the rails. Lower two rear rail wheels into position by means of the levers. Important: Check that safety snaps are secure.
4. Lower two front rail wheels into rail position, as in 3.
5. Push button marked "DOWN" and lower Gandy Wagon onto track until jack cuts off.

At this point, your Gandy Wagon is on the rails, the greater part of the weight being carried by the rail wheels (which are regular Kalamazoo Motor Car wheels mounted on automobile brake drums connected to the master cylinder of the Volkswagen). Traction is given by the rear wheels of the Volkswagen which are pressed on the rails by some of the weight of the load and by its torsion bars.

All parts in the Gandy Wagon are either the normal Volkswagen parts or standard U. S. automobile repair parts available everywhere. The attachment is made out of welded steel sheets. It can easily be repaired in any garage. There are no hydraulics or special complicated parts involved, the Gandy Wagon being built for trouble free operation in the roughest usage possible.

The Gandy Wagon, conceived to be the lowest cost vehicle with the highest efficiency, is without direct competition. One firm equips Jeep panel trucks and Pontiac station wagons with hydraulically retracting rail wheels, but these vehicles cost approximately twice the amount the Gandy Wagon costs. In addition, the efficiency of the Gandy Wagon is much higher and the choice of models is wider.

A prototype Gandy Wagon was thoroughly tested by the railway engineers in 1958 and has now done more than 15,000 miles, mostly on the rails, to the satisfaction of the company. The tires, after this mileage, appear almost new. No anti-freeze was required during the winter, since the engine is air-cooled. It was found it was doing about 18 to 22 miles per gallon and the general up-keep cost about one-third of high rail cars presently used.

The Gandy Wagon (Pickup Truck) sells for \$3,800 F.O.B. New York. Other models slightly higher. A turntable jack costs \$160. Gandy Wagon fleets may also be leased on a three year basis. We would be glad to forward further details on request.

From the enclosed leaflets, you will be able to obtain all technical data as well as the various interior designs of the Volkswagen Station Wagon.

If, for the purpose of posting other officers or engineers of your company on the Gandy Wagon, you require further sets of descriptive literature, ~~please be good enough to let us know how many and where to send them.~~

Looking forward to further instructions, we remain,

Very truly yours,
GANDY WAGON COMPANY

Incl to J.P.C.

Herbert Gumprecht