

Anchorage, Alaska
October 10, 1949

Mr. A. B. Gray, Seward
Mr. W. Hendricks, Seward
Mr. B. Van Slyke, Seward
Mr. E. V. Sloniger, Whittier
Mr. Wm. Brady, Anchorage
Mr. K. Smith, Anchorage
Mr. V. Mahaven, Anchorage
Mr. J. F. Wallace, Anchorage
Mr. C. G. Brown, Anchorage

Mr. Wm. Koehler, Curry
Mr. S. Bailey, Curry
Mr. Sol Bickett, Curry
Mr. J. Dechantreiter, Healy
Mr. A. C. Folk, Healy
Mr. B. Kendall, Healy
Mr. C. E. McCabe, Fairbanks
Mr. R. F. Jenkins, Fairbanks
Mr. A. Kenley, Fairbanks

The following is inaugurated in the procedure of firing up a locomotive and will be strictly adhered to in future operations relating to same:

(a) Hostlers and/or hostler helpers, or other qualified personnel, will henceforth be used to light-off engines. Laborers will not be used for this purpose henceforth.

(b) The roundhouse foreman will personally check and so note on a blackboard, which will be provided for that purpose, also sign Form 1278 that an engine has the proper water level before issuing instructions to light-off any engine.

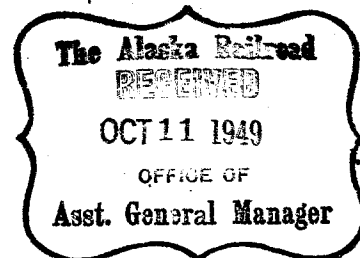
(c) Boilermakers washing out engines will make the proper notations on the above-mentioned blackboard, indicating whether they left the engines drained or full.

You will also read and follow the attached letter relative to the use of Form 1278. These forms have been provided at all terminals and will be forwarded to this office at the end of each month.

A. T. Hughes
Master Mechanic

Attachment

cc: Mr. J. L. Manley
Mr. E. A. Benedict
Mr. E. L. Plunkett
Mr. E. W. Barnett
Mr. Wm. Akers
Mr. W. Pierrelie
Mr. H. Kuhse



1. Employees responsible for filling boilers preparatory to starting fire must know that the water glass cocks are open and that the correct height of water in the glass is ascertained by the test of the water glass and by trying of gage cocks. There must be at least TWO (2) INCHES OF WATER ABOVE IN WATER GLASS and water must flow freely from bottom water cock.
2. Fire builder and foreman in charge, before firing up locomotives must see that:
 - (A) All terminal house pipes are disconnected from blow-off cocks and blow-off cocks are closed.
 - (B) The main steam throttle is closed.
 - (C) The cylinder cocks open.
 - (D) Reverse lever on center.
 - (E) Steam chest relief valves open.
 - (F) The engine is blocked by having chain placed under driving wheel.
3. To comply with the above instructions as outlined, Form L278 standard shall be used by firebuilder and foreman in charge or second person assigned to witness the correct amount of water in the water glass before fire is started and that both persons shall be in the cab of locomotive with fire-up record Form L278 standard. This form must be signed by both persons (with indelible pencil), firebuilder and foreman or witness, while in the cab of the locomotive, and in the presence of each other.
4. It must be understood that the person in charge must know that all appurtenances relating to and securing and sustaining the proper water levels are in good working condition, and that the minimum amount of water is at least two inches above the top of the bottom water glass packing nut, and is correctly accounted for before permitting fire to be started.
5. At points where foreman is not employed, employees assigned will make inspection as outlined above and record their inspection, together with their signature, in the column provided. At change of shift when two or more shifts are employed at outlying points, both parties will sign Form L278 as an indication that proper inspection has been made of the firebox and items A, B, C, D, E, and F.
6. The above instructions supersede all other instructions and the supervision will be held strictly responsible for their being properly executed.

J. P. JOHNSON
General Manager

Anchorage, Alaska
October 10, 1949

October 3, 1949

Memorandum

To: Supt. of Motive Power & Equipment
From: Acting Assistant General Manager
Subject: Damage to Engine No. 401 on September 22, 1949

Reference is made to the recent damage to engine 401 account of laborer Grippo building fire in this engine without first filling boiler with water.

In view of the facts brought out by the investigation of this incident, you will please inaugurate the following changes immediately:

a. Hostlers and/or hostler helpers, or other qualified personnel, will henceforth be used to light-off engines. Laborers will not be used for this purpose henceforth.

b. The Roundhouse foreman will personally check and so note on a blackboard, which you will provide for that purpose, that an engine has the proper water level before issuing instructions to light-off any engine.

c. Boiler-makers washing out engines will make the proper notations on the above-mentioned blackboard, indicating whether they left the engines drained or full.

d. You will inaugurate any further safeguard practices in this connection that may occur to you.

JOHN E. MANLEY

J. E. Manley
Acting Assistant
General Manager

JEM:lmm

Anchorage, Alaska
September 28, 1949

Mr. Louis Grippio
Laborer
Anchorage

You will please be present at investigation held in Superintendent of Motive Power and Equipment's office at 10 a.m. Thursday, September 29, 1949, to determine your responsibility in damage to engine 401 by lighting fire with no water in boiler, afternoon of Thursday September 22. You may bring as your representative an employee of your own choosing if you so desire.

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

cc: Mr. Kenneth Smith, Night Roundhouse Foreman
Mr. T. P. Brady, Roundhouse Foreman

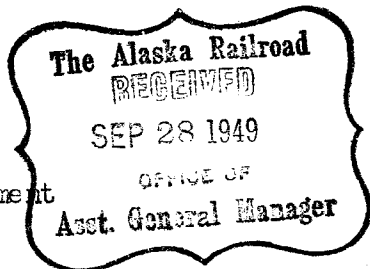
Anchorage, Alaska
September 28, 1949

Mr. J. E. Manley
Actg. Asst. Gen. Mgr.

Please note the attached file in regard to damaging engine 401 which is self-explanatory.

A transcript of the investigation will be submitted to your office with recommendations or action taken regarding this damage.

In the meantime, it will be necessary to place engine 401 on storage track until such time as labor and material are available to place in shops for repairs.



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

C
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Y

Anchorage, Alaska
September 22, 1949

Mr. M. T. Hughes
Master Mechanic

Dear Sir:

Engine 401 was fired at 5:15 p.m. this date without water in the boiler.

I instructed the fire builder Grippio to get Engine 401 ready for fire. Then I went to the Diesel Shop to see how work was progressing there.

I was at the Diesel Shop 20 minutes or so, when I returned to check the 401 for fire, found fire already built. Found no water in water glass or gauge cocks and immediately dropped fire.

Called Mr. Brady, who examined fire box and found crown sheet damaged. He in turn notified you.

Yours truly,

/s/ Kenneth Smith
Nite R.H. Foreman

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y

Anchorage, Alaska
September 27, 1949

Mr. G. A. Benedict
Supt., Motive Power & Equip.

Subject: Damage to boiler of Engine 401.

Night Roundhouse Foreman, K. Smith, came to my home about 6 p.m. on September 22 and informed me that Engine 401 had been fired without water in the boiler.

I came down to roundhouse and entered firebox and upon finding crown and flue sheet damaged, immediately notified Mr. M. T. Hughes, Master Mechanic.

Upon close inspection by boilermakers the firebox was found to be badly damaged.

Yours truly,

/s/ W. F. Brady

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Anchorage, Alaska
September 27, 1949

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

Dear Sir:

Subject: Report on boiler of Locomotive #401.

The back flue sheet is cracked about forty inches in the heel of the flange at the top. At least four bridges are broken between flue holes.

The flues are over seven years' old and are in very poor condition, developing cracks inside of flue sheet.

Crown sheet shows distortion for quite an area, a buckle through the center, running longwise with the sheet and distortion between radial stays.

I would recommend that this locomotive be withdrawn from service until such repairs, as new flue sheet and new flues have been replaced, and other repairs made.

Respectfully submitted,

/s/ W. H. Cannon

W. H. Cannon
Acting Boilermaker Foreman
and Inspector

WHCannon:mg
Mech.