

UNITED STATES
DEPARTMENT OF THE INTERIOR

REFERENCE:

Telephone ELIOTT 7083

ALASKAN PURCHASING AND SHIPPING OFFICE
510 VIRGINIA STREET
SEATTLE 1, WASH.

AIR MAIL

January 15, 1947.

DEC- JTC
248
MAN

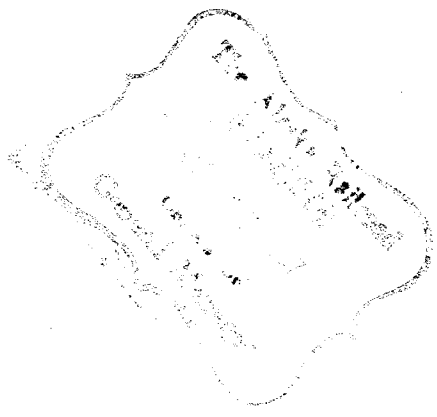
Mr. J. T. Cunningham, Acting Gen'l Manager,
The Alaska Railroad,
Anchorage, Alaska.

My dear Mr. Cunningham:

When engine 643 is lifted from the vessel the pony truck
will have to be tied to the engine, otherwise it will come loose
when the engine is raised.

Sincerely yours,

A. R. Sessions,
Special Representative
to the General Manager,
The Alaska Railroad.



RR

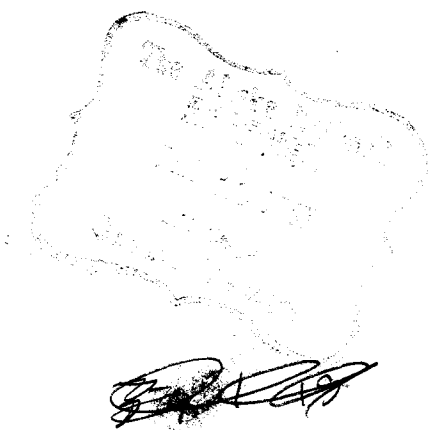
Anchorage, Alaska
February 12, 1947

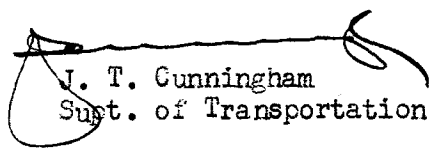
COLONEL J. P. JOHNSON
MR. G. A. BENEDICT
MR. M. J. MACDONALD

File 411

There was received at Whittier, Alaska, off the SS CHIEF WASHAKIE,
February 7, 1947, the following locomotives:

Engine 643 - Type 280 - Oil Burner.
Engine 3521 Type 280 - Coal Burner




J. T. Cunningham
Supt. of Transportation

3521 IS ARR 558

HDQT. FILE

No.

February 21, 1947

MEMORANDUM

To: Mr. Edwin G. Arnold, Director
From: Colonel J. P. Johnson, General Manager, The Alaska Railroad

The attached memorandum regarding locomotives 751 and 752 purchased by the former General Manager for the Alaska Railroad, both of which were retired from service on one of the railroads in the northwest and one of the railroads in the United States.

This is another example of buying junk for use on the Alaska Railroad and the statement gives a comparison of the service of a new locomotive as against the two junk locomotives, which, after three to four years had to be scrapped. While the new locomotive would be good for a period of some thirty years.

These locomotives are not only old and reached the age where the frames had become crystalized and continue breaking, which is with any steel which becomes fatigued after many years of service, but these locomotives were of a poor design and very destructive to the track on the Alaska Railroad and caused additional expenditures for track maintenance at \$500. monthly for the entire period of time these locomotives were in service.

The above is just another example of the former General Manager's junk dealings.

Attachment

791 + 792
ARE EX-NP

Anchorage, Alaska
February 15, 1947

Colonel J. P. Johnson

For your information the following charges to locomotives #751 and #752, built by the American Locomotive Company in 1910 for the Northern Pacific Railroad, from whom they were purchased, in comparison with Locomotive #802, which was purchased new December 31, 1942.

Locomotives #751 and #752 were retired July 11, 1946 on account of the prohibitive cost and necessary work to overhaul in order to continue in service. Also too heavy on drivers for road bed, weighing 208,900 pounds, also too rigid to take curves. Frames too light, continually breaking. Would have required to keep in service new fire boxes, new frames and cylinder saddles.

	<u>#751</u>	<u>#752</u>	<u>#802</u>
Date of Purchase	June 30, 1942	May 31, 1943	Dec. 31, 1942
Date of Retirement	July 11, 1946	July 11, 1946	Dec. 31, 1972
Cost of Purchase	\$41,823.51	\$42,390.04	\$124,657.97
Transportation & cost of setting up	2,231.02	3,196.16	4,657.97
Operating Cost for period	31,937.83		42,514.77
Operating Cost for period		45,586.20	29,752.89
Total		91,172.40	171,830.71*
Total	75,992.36		159,068.83#

*This figure is in comparison with Locomotive #751 from December 31, 1942 to July 11, 1946.

#This figure is in comparison with Locomotive #752 from May 31, 1943 to July 11, 1946.

Please note that Locomotive #802 was purchased in December, 1942. A month by month comparison could not be made with Locomotive #751 and #752; Locomotive #751 having been in service 4 years and 1 month.

*These figures represent the cost of purchase and maintenance for Locomotive #802 for a period of 4 years and 1 month.

#These figures represent the cost and maintenance for Locomotive #802 for the period from May 31, 1943 to July 11, 1946.

M. T. Hughes
M. T. HUGHES

EC:mjs

John P. Johnson

FOOT. FILE
No.

Anchorage, Alaska
February 14, 1947

Colonel J. P. Johnson

For your information, the following locomotives re-
tired on account of being obsolete and the cost of maintaining
in service prohibitive: Nos. 1, 5, 224, 239, 266, 270, 606,
614, 618, 751 and 752.

The following locomotives will be retired as soon as
replacements are received on account of being built in 1906 for
the Panama Canal and are completely worn out: Nos. 601, 605,
610 and 620.

Locomotive No. 23 built in 1907 for the Copper River
and Northwestern Railroad is in the same condition as the above
locomotives and will also be retired.

Locomotive No. 301, built in 1906 for the Northern
Pacific Railroad from whom purchased at a cost of \$28,785.00,
was placed in service May 31, 1943, cost of overhauling \$4,286.19,
total \$33,071.19. This locomotive is not good for more than
one more year of service on account of the condition of boiler
and flues.



M. T. HUGHES

EC:mjs

*Filed
10/10/1947*

Anchorage, Alaska
February 26, 1947

File 411

Colonel J. P. Johnson
Mr. G.A. Benedict
Mr. M. J. MacDonald

There was received at Whittier on the SS STETSON VICTORY, February 20,
the following:

Steam Locomotive 0-6-0 type - No.4073

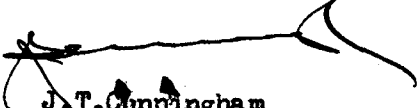
There was received at Whittier on the SS SWORD KNOT, February 23, the
following:

Steam Locomotive 0-6-0 type - No.4072.

For matter of record there was received at Whittier on the SS STETSON
VICTORY, February 20, the following Locomotive, property of and consigned to
the U. S.Army, Fairbanks:

Steam Locomotive No.4077.

cc: Mr.Geo. Schwartz


J.T. Cunningham
Supt. of Transportation

Anchorage, Alaska,
April 15, 1943.

General Frank L. Whittaker,
Deputy Commander, A.D.C.
Fort Richardson, Alaska.

Dear General Whittaker:

While Colonel Charles F. Daugherty of the Transportation Corps was in Alaska early in March this year, I advised him that The Alaska Railroad had one narrow gauge locomotive surplus at Fairbanks.


He requested that this locomotive be turned over to the Transportation Corps without the exchange of funds, and that it be forwarded to Skagway, Alaska for use on the White Pass & Yukon Railways now under lease to the Transportation Corps.

This locomotive arrived Seward, Alaska April 10th and will be forwarded on Transport 25 which will be loaded within the next day or two.

This is a narrow gauge 36" locomotive built by the Baldwin Locomotive Works, and I am attaching a list showing data covering cylinder, wheels, boiler, fire box, tubes, heating surface, weight, wheel base, etc. Picture is also attached.

This locomotive is transported from Fairbanks to Seward free of charge.

Sincerely,


O. F. Ohlson,
General Manager.

Encl.

DI-104
(Approved April 1942)

UNITED STATES DEPARTMENT OF THE INTERIOR

No. _____

THE ALASKA RAILROAD
(Service)

Date recorded: _____

TRANSFER OF PROPERTY

(Property section)

(Accounts section)

From The Alaska Railroad

To War Department

At Anchorage, Alaska

At Transportation Corps

PROPERTY No.	QUANTITY	DESCRIPTION OF ARTICLES	VALUE*	AGE AND CONDITION	REMARKS
	1	<p>Narrow Gauge Engine and tender No. 152 description as follows:</p> <p>Make: Baldwin No. 53296 Date made: 1920 Type: 4-6-0 Weight: 80,000 lbs. Weight on drivers: 50,000 lbs. Tractive Effort: 16,865 lbs. Water capacity tender: 2,500 gal. Coal capacity: 5 tons</p>	\$22,125.20	Very good	Transfer made without exchange funds.

* Use value carried on property records.

Shipped via The Alaska Railroad

Bill of lading No. _____

Date shipped April 6, 1943

Date received _____

Signature *[Signature]*
(Transferor)

Signature *[Signature]*
(Transferee)

Official title General Manager

Official title Lt. Colonel, TC

HARRY E. WATSON
Lt. Colonel, TC

SEE INSTRUCTIONS ON REVERSE SIDE

Property Officer 16-28422-1

Incl

1 - 4 - 100000 34 115 115 115 115
 8" x 12" 34" 12,000# No record on this loco. unfit for service never used by
 purchased by Tanana Valley R.R. from Coal Road near Dawson in 1914
 This loco. is now placed on base in front of Fairbanks Depot.

"MOTRI" 4 - 4 - 0 Type"
 11" x 18" 40" 41,000# 9,400 no record unfit for service
 purchased by Tanana Valley R.R. from White Pass R.R. in 1905
 Scrapped in 1930

"MOTRI" 2 - 6 - 0 TYPE"
 14" x 18" 38" 50,000# 9,800 no record
 purchased by Tanana Valley R. R. from White Pass R.R. in 1905
 Scrapped in 1930

"MOTRI" 2 - 6 - 0 TYPE"
 14" x 18" 38" 50,000# 9,800 no record
 purchased by Tanana Valley R.R. from D.A. R.R. in 1907
 Scrapped in 1930

"Consolidation 2-8-0 Type"
 16" x 21" 36" 140# 17,400 no record
 purchased by Alaska Engineering Commission from a logging road in British
 Columbia in 1917. Scrapped in 1928

"TEN WHEELED 4 - 6 - 0 TYPE"
 14" x 20" 44" 180# 15,500
 purchased by Alaska Railroad in 1910. Retired about 1920 when
 was taken up.

Note - Locomotives Numbers 1 - 50 - 51 & 52 were purchased by the Alaska Engineering Commission
 from the Tanana Valley Railroad when road was purchased.

NO DATE

Anchorage, Alaska
November 21, 1945

MR. J. J. DELANEY:

For the information of your Accounting Department locomotive No. 23 was donated to The Alaska Railroad by the Copper River and Northwestern Railroad.

The Alaska Railroad arranged for the movement of this locomotive to Whittier where it was received on November 6.

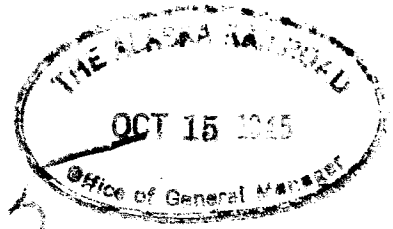
O. F. Olson

O. F. Olson
General Manager

FROM OHLSON, ALASKA RAILROAD, ANCHORAGE, ALASKA, OCTOBER 17, 1945
TO F E HANSEN, C/O ALASKA STEAMSHIP COMPANY, SEATTLE, WASHINGTON
REURAD FOURTEENTH APPRECIATE DONATION TO ALASKA RAILROAD BY COPPER RIVER RAILROAD
OF THEIR ENGINE TWENTY THREE AS IS AND WHERE IS AT CORDOVA, WHICH WE WILL GLADLY
ACCEPT PD KINDLY ADVISE IF YOU COULD ARRANGE FOR MOVEMENT OF LOCOMOTIVE TO DOCK
ALSO LOADING ON TO SHIP AND ADVISE APPROXIMATE COST THEREOF WHICH COST WE WILL
PAY PD THANKS FOR CONGRATULATIONS

Signed O. F. Ohlson

O. F. Ohlson
General Manager
The Alaska Railroad



ZEA48

KA64

KZE V UKSC NR15 20 PAID NIGHTLETTER
SEATTLE WASH OCT 14 1945

O F OHLSON *ANCHORAGE HOTEL*
ANCHORAGE ALASKA

I HAVE AUTHORITY TO DONATE TO ALASKA RAILROAD
ENGINE 23 AS IS WHERE IS AT CORDOVA ADVISE
CONGRATULATIONS YOUR RETIREMENT

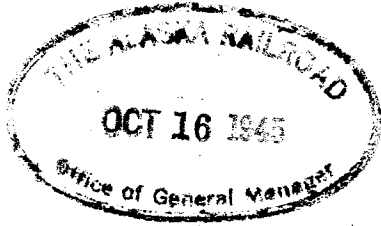
FHANSEN 150/45

ETEDG23 *ut*

SIGNAL CORPS U. S. ARMY

SIGNAL CORPS U. S. ARMY

SIGNAL CORPS U. S. ARMY



Anchorage - Oct. 16, 1945

Colonel O. F. Ohlson:

Copper River Railroad Locomotive No. 23 was built in 1907 and is a consolidation type, 2-8-0. Wheel centers are 50" in diameter and with new tires, outside diameter of tires is 57".

The firebox sets over the rear pair of drivers, which naturally makes the engine sit up rather high with the center of the boiler 103" above the rail. The 2nd and 3rd pair of wheels have blind tires with no flanges on them so that the engine will be able to move around sharper curves than though the tires had flanges on them. This engine has piston valves, super heater and air reverse and was fixed up by using parts from other engines to put it in good condition to handle the passenger trains back and forth from Cordova to Mile 13 where the Airfield was located.

There will be very little work to do on the boiler, but as this is an oil burner we may have to have patterns made and grates and side frames cast and fitted in the firebox in order to make it a coal burning engine.

This is the locomotive you 'phoned me about yesterday that they would turn over to the Alaska Railroad at Cordova.

A handwritten signature in cursive script, reading "W. L. Kinsell".

W. L. Kinsell

WLK:rh