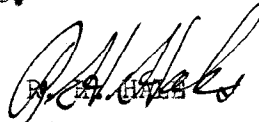


Anchorage, July 16th, 1924.

SUBJECT: Installation of Automatic Couplers on
Narrow Gauge Equipment.

Colonel Lee H. Landis:

1. With reference to your letters of June 16th and July 14th on the above subject - YOUR FILE 410.11:
2. At the present time, there are thirty (30) cars equipped with automatic couplers. Your letter states that on November 20, 1923, twenty-one cars (21) cars were equipped and on April 21, 1924, twenty-six (26) cars were equipped. This information is correct insofar as the number equipped on April 21st is concerned, at any rate.
3. It seems that Mr. Ferrell was making a rather vigorous campaign to get the narrow gauge equipment equipped with automatic couplers, and couplers and yokes were applied to cars as fast as possible. The new equipment - consisting of gondolas, hot cars, and one or two box cars - was of one height and the old equipment to which Mr. Ferrell had had automatic couplers applied was of another height, making it impossible to couple old and new cars together without the use of a link and pin. I issued instructions that before any additional couplers were applied, cars already equipped be brought to a proper height. The adjustment in height of these cars, which are complete wood underframe and truck bolster, is just about as big a job as applying of couplers and yokes.
4. However, there are at the present time thirty (30) cars equipped and it is very seldom that it is necessary to use a link and pin. If cars are unloaded and returned to Fairbanks in anything like a reasonable length of time, it is not necessary to use link and pin equipment at all. We are continuing making this change and will until such time as all equipment that is serviceable is equipped with automatic couplers.



R. H. Giff

Sup't. Motive Power & Equipment.

RHH-p