

Old B-2
(Repairs)
new M-1

410.31

X 414.011.1
X 412.016
X 417.

Anchorage - May 29, 1935.

MR. W. L. KINSELL:

Your letter of May 15th, regarding B-2.

I have already made arrangements with Mr. Ummel to call for bids for a new inspection motor car, and it will, therefore, not be necessary to spend any money on the present B-2, except apply a heavier axle and the old steel wheels that we used before, which, of course, means lesser speed, but since the body and the balance of appliances are in good condition, we can get some use out of the car anyway.

Signed: O. F. Ohlson

O. F. Ohlson,
General Manager.

rec file
417.

Rail Car

410.37

Don't

351.0017

ANCHORAGE ALASKA MAY 16 1935

J R UMMEL SEATTLE WASHINGTON

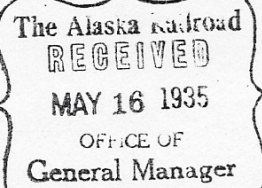
RETEL TRANSMISSION FOR RAIL CAR SHOULD BE STANDARD THREE SPEEDS AHEAD
AND ONE SPEED REVERSE ALSO QUOTE ON AN APPROVED REVERSE UNIT AND
EQUIPMENT SO GEARED AS TO OPERATE ECONOMICALLY UP TO FIFTY MILES PER
HOUR

O F OHLSON

Signed: O. F. Ohlson

O. F. Ohlson,
General Manager, A.R.R.

W. H. K.



Anchorage, Alaska,
May 15, 1935.

COLONEL O. F. OHLSON:

SUBJECT: B-2

In Mr. Ummel's letter to you dated January 12th, 1935, the last paragraph on the first page states that he talked to two Ford mechanics from one of the principal Ford dealers in Seattle, and they recommended that you purchase a new 1935 Ford sedan with an especially-built front axle, etc., and that the estimated cost on this proposition was \$94.30 for the special front axle.

If this axle is applicable to the 1931 sedan the present B-2 body and rear housing could be readily repaired and equipped with this special front axle, making the car usable for any service, as it formerly was.

This body is in the Shop taking up room and we have no advice as to what to do with it. If it is to be made usable, would suggest that Mr. Ummel take the matter up and see if this special front axle referred to could be applied to the 1931 sedan body, in which case the present 20-inch press steel wheels, which we have, could be applied; also, one-half of the present rear housing could be replaced and we would thus have a car suitable for someone if you so-desired, unless it was decided not to do anything with the present B-2.

A handwritten signature in cursive script, appearing to read "W. L. Kinsell".

W. L. Kinsell,
Sup't. Motive Power & Equipment.

WLK:S

cc: Mr. Longacre.

B-2

Heavy Axles and Pneumatic Tires

410340

2-19-35

417

The Alaska Railroad
RECEIVED
FEB 23 1935
OFFICE OF
General Manager

Anchorage - February 4, 1935.

MR. W. L. KINSELL:

I am attaching hereto copy of a letter from Mr. J. R. Ummel, addressed to Colonel Ohlson at Washington, regarding equipping B-2 with heavy axles and pneumatic tires.

After noting this letter, will you please return it to me for file.

J. T. Cunningham
J. T. Cunningham,
Acting General Manager.

Mr Cunningham
of noted B-2

Equipping
B-2 with Heavy Axles and Pneumatic Tires
[Railmobile]

4110.31
X 412.016
X 417.

Anchorage - February 4, 1935.

MR. W. L. KINSELL;

I am attaching hereto copy of a letter from Mr. J. R. Ummel, addressed to Colonel Ohlson at Washington, regarding equipping B-2 with heavy axles and pneumatic tires.

After noting this letter, will you please return it to me for file.

SIGNED-J. T. CUNNINGHAM

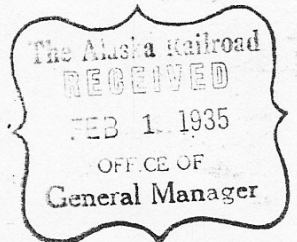
J. T. Cunningham,
Acting General Manager.

2110.3
2477

UNITED STATES
DEPARTMENT OF THE INTERIOR
CONSOLIDATED PURCHASING AND SHIPPING UNIT
441 FEDERAL OFFICE BUILDING
SEATTLE, WASH.

January 12, 1935

cc. The Alaska Railroad, Anchorage



Colonel O. F. Ohlson
c/o U. S. Department of the Interior
Washington, D. C.

Dear Colonel Ohlson:

I have finally obtained an estimate from Mr. Scobey, Ford Agent, on the proposition of equipping your 1931 Ford sedan with heavy axels and pneumatic tires. The estimate is as follows:

Building new chassis complete with truck axels, springs, and differential, ready to install body and engine - - - - -	\$575.00
Wheels with Goodyear tire assembly - -	<u>571.00</u>
Total - - - - -	\$1,146.00

The only objection I see to this proposition is that the truck axel housing requires raising the car about four inches, and you would be riding higher above the track than in your present car.

I am enclosing a circular from Fairbanks-Morse describing the Railmobile being built by Fairbanks-Morse. The local representative informs me that very few of these units have been built. However, I believe that a Plymouth sedan with the Fairbanks-Morse equipment would be much more satisfactory than building over the 1931 Ford. The price quoted me on a 1935 Plymouth sedan is \$1,910.00. I am sure this would make you a much better looking job, but perhaps would be no more serviceable than equipping your present car as suggested above.

I talked with two Ford mechanics at Hugh Baird's, one of the principal Ford dealers here, and they recommend that you purchase a new 1935 Ford sedan with an especially-built front axel, equipped with Goodyear pneumatic tires. They claim that the 1935 rear assemblies and axels are built better, and they do not think you would have any trouble breaking rear axels.

Colonel Ohlson

1/12/35

The estimated cost on this proposition is as follows:

Special front axel - - - - -	\$ 94.30
1935 Standard 4-door Sedan	779.00
Wheels and Tire Assembly	571.00
	<hr/>
Total - - -	\$1,444.30

I have made further inquiry, but have been unable to learn of any company manufacturing solid tires. With the improvements made in connection with the pneumatic tires since purchasing the tires which you reported unsatisfactory, I believe the defects have been corrected.

Copy of this letter is being sent to the Anchorage office.

The above prices are estimates only, and may be changed somewhat upon advertising, which will be necessary in any event before purchase can be made.

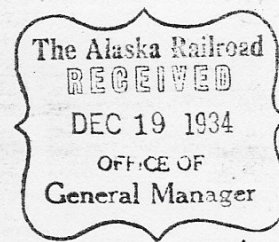
Very truly yours,

J. R. Umel,
Purchasing Agent
& Office Manager.

JRU:EW

cc. Anchorage office, Alaska Railroad.

*Noted & copy made
2/21/35. MLK.*



410.3!

X-412.016

#117

Anchorage, Alaska,
December 17, 1934.

MR. D. W. METZDORF:

I note memo from Mr. Uamel with letter from De Huff & Hopkins, dated November 28th, stating that they are not in a position to offer solid rubber tire wheels for the service we requested, namely for the B-2, but expect to be able to do so in the very near future, etc.

It would seem to me that information can be obtained from some of the various railroads which are using this kind of equipment for inspection cars and for other purposes, and that surely there should be some way of obtaining information as to just what to order if these people do not furnish us with same. They expect to offer solid tire wheels for this service, and I am wondering if there aren't some of the railroads already using hard rubber tires as there are small cars now in service on various roads, but I do not know what they are equipped with.

In my memo October 10th I referred to De Huff and Hopkins, Fairbanks Morse, and Lovsted. I hope we will soon be able to get some information so that we will be able to equip this Model A Ford Sedan (B-2) and have it ready before Spring.

My memo to you October 10th gave sufficient information from which one would be able to tell just about what we figure we want, namely, "heavy front axle and differential, complete for placing on a 1931 Model A Ford Sedan in rail motor service. Preferably equipped with one-half or one-quarter Elliptic springs to eliminate side sway. Gear ratio of differential equal to 9.34 or same as Standard Sedan. Solid rubber tired wheels with rail flanges, diameter equal to Standard Sedan wheels or Firestone, #450 - 19 tires."

W. L. Kinsell
Sup't. Motive Power & Equipment

WLK-J

cc: Mr. Ohson ✓
Mr. Longacre

WLK

DEPARTMENT OF THE INTERIOR
THE ALASKA RAILROAD

OFFICE OF INDIAN AFFAIRS

TERRITORY OF ALASKA
ALASKA REINDEER SERVICE
ALASKA ROAD COMMISSION

Col. Johnson

UNITED STATES
DEPARTMENT OF THE INTERIOR

CONSOLIDATED PURCHASING AND SHIPPING UNIT

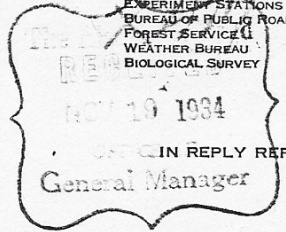
441 FEDERAL OFFICE BUILDING

SEATTLE, WASH.

November 3, 1934

41031
DEPARTMENT OF AGRICULTURE
ALASKA DIVISION

4725016
ALASKA GAME COMMISSION
EXPERIMENT STATIONS
BUREAU OF PUBLIC ROADS
FOREST SERVICE
WEATHER BUREAU
BIOLOGICAL SURVEY



Mr. D. W. Metzdorf,
General Storekeeper,
The Alaska Railroad,
Anchorage, Alaska.

Dear Mr. Metzdorf:

Referring to your letter of October 12 regarding
tires and axle for the General Manager's rail car:

Under date of October 24 we wrote De Huff &
Hopkins, C. M. Lovsted & Company and Fairbanks, Morse &
Company regarding this equipment and under date of October
26 we mailed you copy of reply from Fairbanks, Morse &
Company.

We are now in receipt of further communication
from Fairbanks, Morse & Company as per their letter of
November 2, copy of which is enclosed herewith together
with the cuts and bulletins attached thereto.

Very truly yours,

John J. Lichtenwalner
JOHN J. LICHTENWALNER,
Acting Purchasing Agent
and Office Manager.

JJL:IMK

Encl.

(Copy)

FAIRBANKS, MORSE & CO.
1226 First Ave. So.
Seattle, Wash.

November 2, 1934

Mr. John J. Lichtenwalner,
Acting Purchasing Agent & Office Manager,
441 Federal Office Building,
Seattle, Washington.

Dear Mr. Lichtenwalner:

We have been advised by our factory that they regret they cannot furnish heavy front axle and differential complete for placing on a 1931 Model "A" Ford Sedan to convert for rail motor service, and at the present time are not in position to quote on solid rubber tired wheels.

The only running gear equipment which we can furnish for any type of car is the running gear as shown in our pamphlets on the railmobile for the Chrysler 8-cylinder Royal Sedan, Model "CT", 1933. If you can secure one of these cars we can furnish complete running gear with penumatic tires for \$1,040.00 f.o.b. factory.

We would like to call to your attention, however, that if you wish to do so you can get Firestone tires which can be applied to the present Ford "V-8", as shown in the October issue of Ford News, a sheet of which is attached.

Yours very truly,

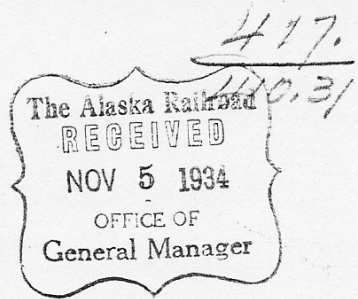
FAIRBANKS, MORSE & CO.

W. S. Covington, Manager.

*Col. Johnson
#2 per your request
Pastor!
4/11/34*

(Copy)

FAIRBANKS, MORSE & CO.
1226 First Ave. So.
Seattle, Wash.



October 25, 1934

Mr. John J. Lichtenwalner,
U. S. Department of the Interior,
Seattle, Washington.

Dear Mr. Lichtenwalner:

We wish to acknowledge receipt of your letter of October 24, in connection with the inquiry from Anchorage for front axle and differential and rubber tired wheels with flanges, similar to those used on the Fairbanks-Morse Railmobiles.

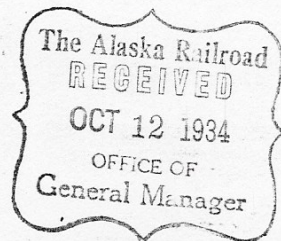
We do not have the information on these component parts of the Railmobile here in this office, but have forwarded your inquiry to our General Railroad Sales Division in Chicago, requesting them to give immediate attention to your inquiry. You will probably hear from them direct.

Yours very truly,

FAIRBANKS, MORSE & CO.

By W. S. Covington, Mgr.

Copy to D. W. Metzdorf



Anchorage, Alaska
October 12, 1934.

Mr. J. R. Ummel,
Purchasing Agent,
The Alaska Railroad,
441 Federal Office Bldg.,
Seattle, Washington.

Dear Mr. Ummel:

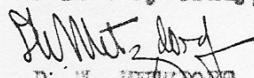
I am attaching hereto a copy of letter, dated October 10th, 1934, from Mr. Kinsell regarding tires and axle for General Manager's rail car.

As you have inspected this car, you can readily see that some change would be required before heavy wheels can be applied. C. M. Lovsted's Royal Steel Wheels were unsatisfactory on account of spokes breaking. The Firestone Pneumatic Tires were an absolute failure as solid rubber inner tubes would loosen inside of casing causing friction and practically melting inner tube.

The last four wheels received from C. M. Lovsted did not last one trip - all four wheels were broken off inside of hubs after running a short distance. It was ridiculous to recommend this heavy wheel for light standard Ford axles.

What we really want is a set of wheels and axles such as equipped on Fairbanks-Morse "Railmobiles", as described on attached folder. I do not know if you can purchase such a set that would be interchangeable for 1931 Ford Passenger Sedan but wish you would inquire and submit all information to this office.

Yours very truly,


D. W. METZ
General Storekeeper

cc: O. F. Ohlson ✓

Copy

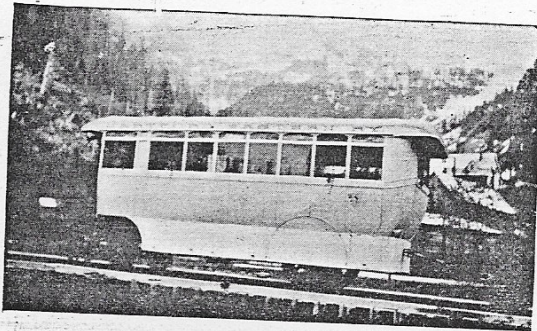
Anchorage, Alaska
October 10th, 1934

D. W. METZDORF:

Please furnish data and quotations on the following for estimating purposes, Ref: DeHuff and Hopkins, Fairbanks-Morse, Lovsted:

One heavy front axle and differential, complete for placing on a 1931 Model "A" Ford Sedan in rail motor service. Preferably equipped with one-half or one-quarter Elliptic springs to eliminate side sway. Gear ration of differential equal to 9.34 or same as Standard Sedan. Solid rubber tired wheels with rail flanges, diameter equal to Standard Sedan wheels or Firestone No. 450 - 19 tires.

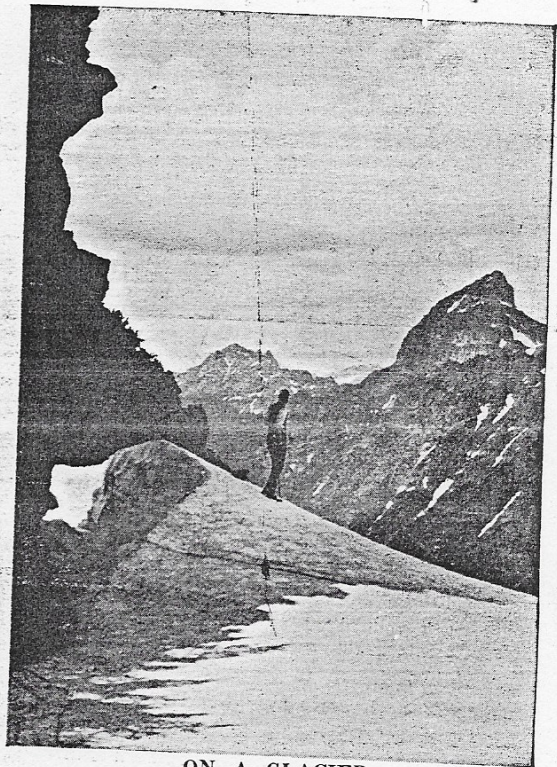
W. L. KINSELL
Sup't Motive Power & Equipment



HOW TO GET THERE

The Monte Cristo District is easily and comfortably reached from Seattle, Washington, by a few hours ride over the Seattle- Everett Interurban, and Stage Lines or Great Northern Railroad to Everett. Connections are made at Everett over the Hartford and Lake Stevens Stage Line which runs in connection with the Hartford & Eastern Railroad to Monte Cristo.

The above photograph shows one of the closed cars operated over this line.



ON A GLACIER

In

"THE SWITZERLAND OF AMERICA"

The famous MONTE CRISTO DISTRICT at Monte Cristo, Washington, located at the upper terminal of the Hartford & Eastern Railroad better known by tourists as "The Monte Cristo Scenic Route."

OFFICES:

PURCHASING DEPARTMENT

BELL STREET TERMINAL
SEATTLE, WASH.

204 NEW POST OFFICE BUILDING
PORTLAND, OREGON

306 CUSTOMHOUSE
SAN FRANCISCO, CALIFORNIA

DEPARTMENT OF THE INTERIOR

ALASKAN ENGINEERING COMMISSION

THE ALASKA RAILROAD

SEATTLE, WASH.

IN REPLY REFER TO

September 14, 1923

Colonel Jas. G. Steese,
Chairman and Chief Engineer,
Alaskan Engineering Commission,
Anchorage, Alaska.

My dear Colonel Steese:

Referring to your letter of August 20th from Juneau, in regard to wheels for Dodge car:

I enclose copy of my cablegram of the 7th to Mr. Haag and copy of letter of the same date from the Skagit Steel & Iron Works. During the past month I made several trips on Saturdays and Sundays over the Hartford & Eastern Railroad, originally a branch line of the Northern Pacific, now operated between Hartford and Monte Christo (about twenty-five miles) entirely by gasoline motor cars. For a period of several years the wheels supplied for these cars were manufactured by George Hoffman of Seattle and were partly of wood.

I understand from talking with the Hartford & Eastern agent at Hartford that they are now getting their wheels of the Skagit Steel & Iron Works. I believe, therefore, that the wheels offered by this company might prove satisfactory for your service. The price quoted is much lower than offered by Hoffman. I have never known of any instance of difficulties having occurred on the Hartford & Eastern because of failure of the wheels under their cars.

Very respectfully,


General Purchasing Agent.

ced-mbm

SEP 24 1923

4668

COPY OF MESSAGE SENT

ALASKAN ENGINEERING COMMISSION SEATTLE, WASH.

Seattle, Washington - September 7, 1923

HAAG - Anchorage

Requisition four six six naught Your cablegram twenty seventh George Hoffman who equipped our Dodge car estimates wheels with wooden spokes and wood felloe five eighth inch cast steel tires six hundred fifty dollars for two sets complete with hubs delivery about two weeks estimated cost of tires machined seventy five dollars each stop Hkagit Steel and Iron Works Sedro Woolley, Washington, make wheels for gas cars operated on Harford and Eastern Railroad and logging roads twenty eight inch cast steel tires with steel spokes manufactured for bolting to Ford hubs also suitable for Dodge weight one hundred twenty five to one hundred fifty pounds each price one hundred sixty dollars per set of four delivery ten days

DOIE

ced-nhm

cc - confirmation
cable file
file

C O P Y

SKAGIT STEEL & IRON WORKS
Sedro-Woolley, Wash.

September 8, 1923

Alaska Railway Company
Bell Street Terminal
Seattle, Washington

Attention: Mr. C. E. Dole

Dear Sirs:

Pursuant to our telephone conversation of today we are pleased to quote you a price of \$160.00 (one hundred sixty dollars) per set of four 28-inch Cast Steel Wheels for either Dodge or Ford car.

These wheels have a 6-inch standard M.C.B. face and are turned on the outside so that they run without vibration. The rim is large enough to allow for several turnings in case the flanges wear thin or flat spots on the treads. The hubs are made to fasten on standard Ford and Dodge hubs so that they may be applied without the aid of any special tools other than ordinary wrenches. While they are a comparatively light wheel, you would have no trouble from them breaking as they are sufficiently strong to carry all that either a Ford or Dodge car are capable of hauling.

Delivery can be made in from ten days to two weeks after receipt of your order.

If we can serve you further in this connection, please advise us.

Very truly yours,

SKAGIT STEEL & IRON WORKS

(signed) S. S. McIntyre

Vice President.

[Handwritten mark]

Anchorage, Alaska,
Sept. 13, 1923.

4660

Mr. C. E. Dole,
General Purchasing Agent,
Seattle, Washington.

Dear Sir:-

There has been so much delay in connection with getting data and prices on these wheels that the season for the use of railroad motorcars is now nearly over with and it would be received too late to be of any use to us this season.

The prices quoted in your wire of Sept. 7th are too high, furthermore our master mechanic does not desire CAST steel tires but ROLLED steel tires. As we have no description of the wheels furnished by the Skagit Steel & Iron Works, we cannot state whether they will be satisfactory.

We can make good enough wheels here ourselves for \$15.00 each and if you can secure ROLLED steel tires as specified for not more than \$35.00 each, it is recommended they be purchased. Will you please see what you can get such tires for, submitting bids and data to this office for approval before ordering.

Yours truly,

A. Haag
General ~~Engineer~~ ~~Surveyor~~

RECEIVED
SEP. 13 1923

cc - Mr. Ferrell
SUBJECT: Mr. Hansen

ALASKAN ENGINEERING COMMISSION
DEPARTMENT OF THE INTERIOR

ALASKAN ENGINEERING COMMISSION
TO THE
ADDRESS ALL COMMUNICATIONS

FILE NO.

Anchorage, Alaska,
Sept. 10, 1923.

4660

Mr. Ferrell:-

I quote you below wire received from Mr. Dole,
dated Sept. 7th;

"Requisition 4660, your cablegram 27th. George Hoffman who equipped our Dodge car, estimates wheels with wooden spokes and wood felloe 5/8" cast steel tires \$650.00 for two sets complete with hubs, delivery about 2 weeks. Estimated cost of tires machined \$75.00 each. Skagit Steel & Iron Works, Sedro-Woolley, Washington, make wheels for gas cars operated on Hartford & Eastern Railroad and logging roads 28" cast steel tires with steel spokes manufactured for bolting to Ford hubs, also suitable for Dodge, weight 125 to 150 lbs. each. Price \$160.00 per set of four, delivery 10 days."

A. Haag

General Storekeeper

cc - Mr. F. A. Hansen ✓

J. B. G.

RECEIVED

not final ans. leave suspended

410-31

THE MARYLAND CAR WHEEL WORKS

CAR AND LOCOMOTIVE WHEELS

OFFICE AND WORKS
BALTIMORE, M.D. Oct. 19, 1920.

Alaskan Engineering Commission,
Department of the Interior,
Anchorage, Alaska.

Gentlemen:- (Attention of Mr. W. Gerig, A.C.E.)

In answer to yours of the 25th inst., would say that our Mr. Wellington is out of town for a few days. On his return the matter will be referred to him for his immediate attention.

Yours very truly,

W. M. Millan

For President.

SHM:C

*M
to
Boultrace*



11-30-20
E

410-31

Anchorage, Alaska,
September 25, 1920.

Maryland Car Wheel Works,
Baltimore, Maryland.
Gentlemen:

During the last year we shipped a number of flat cars from Panama for use on this railroad and during the last summer we have had 22 car failures caused by broken flanges on wheels cast by your Company in 1910 and 1912. The wheels were in good condition, amply flanged. We have wheels made by other concerns, which do not show anything like the number of failures that this particular set of wheels has shown. My thought was that it might be possible that you used different mix for wheels in the tropics than those you would use in a cold country like this, also that it was possible that the great variation in the thermometer might have a tendency to cause crystallization. This, of course, is only a theory with me and I shall be glad to have your opinion.

Yours very truly,

Assistant Chief Engineer.

WG-d

cc: Mr. Ferrell.

Anchorage, Alaska,

September 25, 1920.

Mr. Ferrell:

I have your letter of September 23rd, relative to car wheel failures, in which you particularly call my attention to the broken flanges on wheels cast by the Maryland Car Wheel Works in 1910 and 1912, and that these wheels came from Panama with the Panama Flat cars. I do not see that I can give you any particular advice in this connection, and the only thing I could suggest is that it is possible that these cars wheels may have been cast for a tropical climate and the change from Panama to Alaska has caused crystallization due to the great change in temperature, which may explain some of the failures. However, I shall take the matter up with the Maryland Car Wheel Works and see what they have to say to this Commission.

Assistant Chief Engineer.

WG-d

Anchorage, Alaska

Sept. 23, 1920.

Mr. Wm. Gerig
Asst. Chief Engr.

Dear Sir:

During the last four months we have had 22 car failures caused by broken wheel flanges. Upon investigation, I find that 20 of these broken flanges were on wheels cast by the Maryland Car Wheel Works in 1910 and 1912 and these wheels all came here with Panama Flat cars. A number of these failures were on cars assembled here this year and these wheels get a thorough inspection before putting under cars so it is apparent that these defects are very difficult to detect.

We have five Car Inspectors at different points on the road and I have issued instructions to be very careful in inspections of wheels, paying particular attention to seamy treads.

This for your information and I would be glad to have your advice on the situation.

Yours truly,

Jud C Farrell

Master Mechanic