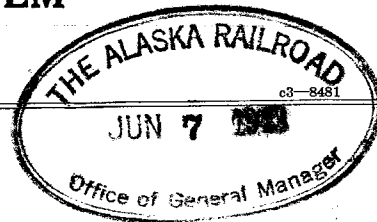


ALASKA COMMUNICATION SYSTEM  
TELEGRAM



U. S. GOVERNMENT PRINTING OFFICE

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448/WB 95 1/2 GOVT INT CENWVD

RDO WASHN DC JUNE 6 0030Z 1943

CUNNINGHAM

ALASKA RAILROAD ANCHORAGE ALS

AIR MAIL TO DIVISION DRAWINGS AND SPECIFICATIONS FOR EIGHT MOUNTAIN  
TYPE LOCOMOTIVES LISTED OHLSONS LETTER APRIL THIRTEEN LISTING IF  
POSSIBLE IN DETAIL QUANTITIES CRITICAL CONTROLLED MATERIALS  
INCLUDING VARIETIES STEEL AND COPPER REQUIRED PERIOD THIS INFORMATION  
NECESSARY FOR SCHEDULING IN REQUIRED APPLICATION FORMS WHEN  
SUBMITTING REQUESTS FOR AUTHORIZATION OF PRIORITIES TO OBT AND  
WPB IF WE DECIDE NEW LOCOMOTIVES TO BE ORDERED PERIOD MATERIALS  
REQUIRED MUST BE LISTED IN SEPARATE QUARTERS EACH YEAR PERIOD AN

ALASKA COMMUNICATION SYSTEM  
TELEGRAM

U. S. GOVERNMENT PRINTING OFFICE

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SUBMITTING REQUEST TO WAR DEPARTMENT FOR SIX MILITARY TYPE  
LOCOMOTIVES FOR ALASKA RAILROAD TO INCLUDE FEATURES SPECIFIED  
YOUR RADIO MAY THIRTY

THORON

061915Z  
061931Z

ANCHORAGE ALASKA  
MAY 29, 1943.

THORON DIRECTOR  
TERRITORIES INTERIOR  
WASHINGTON D C

REQUIRED TWENTY SECOND IF NO OTHER LOCOMOTIVES AVAILABLE PRESUME BEST ORDER SIX  
STANDARD MILITARY TYPE STOP UNDERSTAND THESE LOCOMOTIVES HAVE CYLINDERS NINETEEN

BY TWENTY SIX STEAM PRESSURE TWO HUNDRED TWENTY FIVE POUNDS FIFTY SEVEN ~~FEET~~ <sup>Inch</sup>  
DRIVERS TANK CAPACITY TEN TONS COAL AND SIXTY FIVE HUNDRED GALLON WATER STOP

IF SO LOCOMOTIVES WOULD BE SATISFACTORY FOR YARD SERVICE WORK COAL SNOW SERVICE  
AND SOME ROAD SERVICE STOP OUR PRESENT TWO HUNDRED CLASS ENGINES NOT IN SERVICEABLE

CONDITION AND SHOULD BE RETIRED PLEASE CHECK AND ADVISE STOP SHOULD ORDER BE  
PLACED THROUGH SEATTLE OFFICE OR WILL THEY BE SUPPLIED BY ARMY STOP LOCOMOTIVES

SHOULD BE EQUIPPED WITH STANDARD PILOT AND AUTOMATIC PILOT COUPLER ON FRONT END  
AND STANDARD COUPLER AND DRAFT GEAR ON REAR OF TENDER STOP FIRE BOX TO BE

EQUIPPED WITH STANDARD AIR OPERATED FIRE DOOR LOCOMOTIVE TO BE EQUIPPED WITH  
STEAM DRIVEN HEADLIGHT GENERATOR WITH HEADLIGHTS ON FRONT OF ENGINE AND REAR

OF TENDER AS WELL AS IN CAB STOP ENGINE SHOULD ALSO HAVE AIR REVERSE EQUIPMENT  
AND CAN BE SHIPPED ON OWN WHEELS TO SEATTLE FOR TRANS SHIPMENT

CUNNINGHAM

J.T. Cunningham  
Acting General Manager  
The Alaska Railroad

Anchorage - May 28, 1943

Mr. J. T. Cunningham  
Acting General Manager

The standard U.S.A. consolidation type (280) offered in telegram from Washington is slightly smaller than the 500 class, it having 140,000 lbs. on drivers against 160,500 for the 500 class, and 149,000 for the 300 class switch engine.

Below is a comparison which is a comparison between these 3 classes of engines:

Class	500	300	U.S.A.
Type	2-8-0	0-6-0	2-8-0
Weight of engine	180,000	149,000	162,500
Weight on drivers	160,500	149,000	141,000
Tractive force	37,100	31,200	31,500
Cylinders	21 x 26	20 x 26	19 x 26
Steam pressure	210	180	225
Diameter of drivers	50	51	57
Tanks of coal	13 tons	7 tons	10 tons
Gallons of water	6500	4350	6500
Tractor adhesion	4.32	4.77	4.5

The front bumper is made suitable for center buffers, automatic couplers, or hook and link couplings with side buffers, so we should specify the following to be furnished on the 6 new locomotives recommended to be purchased:

Standard pilot and automatic pilot coupler on front end of locomotive.

Standard coupler and draft gear - rear of tender

Fire box to be equipped with standard air operated fire door

Engine to be equipped with steam driven head light generator, with head lights on front of engine and back of tender, as well as in cab.

We do not have a complete specification on this engine, and I took this information from the Baldwin publication Volume #20, No. 2, December, 1942.



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

HQ ADC JUNE 13 1943

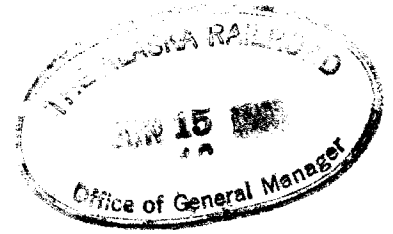
R A D I O G R A M

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WAR WASHINGTON DC 13 1813 Z

COMMANDING GENERAL ADC

ANCHORAGE ALS



ADC 4010 WAR DEPARTMENT HAS INITIATED ACTION DIVERTING TO ALASKA RAILROAD SIX COMMA TWO DASH EIGHT DASH NAUGHT MILITARY TYPE LOCOMOTIVES NOW BEING BUILT PERIOD THEY WILL BE ADAPTED TO REQUIREMENTS LISTED YOUR RADIO MAY THIRTY PERIOD FOR JIG RARE CONNINGHAM ACTING GENERAL MANAGER OF THE ALASKA RAILROAD ANCHORAGE ALASKA FROM RUTH HAMPTON ACTING DIRECTOR ESTIMATED TIME FOR COMPLETION EIGHT WEEKS PERIOD ARMY WILL DELIVER THESE LOCOMOTIVES TO ALASKA RAILROAD IN ALASKA PERIOD COST TO BE COVERED BY DEPARTMENTAL TRANSFER FUNDS FORM TEN EIGHTY PERIOD LETTER FOLLOWS

NO SIG

1905 Z

ORIGINAL TO \_\_\_\_\_ FOR ACTION

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ALASKA COMMUNICATION SYSTEM

TELEGRAM

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BY

1943 JUN 24 PM

133  
**PRTY**

UNRAISED

THE  
JUN 24 1943  
Office of General Manager

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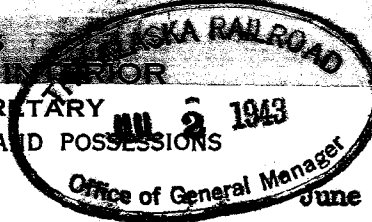
GOVT INT CUNNINGHAM

THE ALASKA RAILROAD ANCHORAGE ALS

FOUR OF MILITARY TYPE LOCOMOTIVES DIVERTED BY WAR DEPARTMENT WILL BE  
READY TO LEAVE PHILADELPHIA FOR DELIVERY TO ALASKA RAILROAD MONDAY  
JUNE TWENTY EIGHTH PERIOD WAR DEPARTMENT URGENTLY INQUIRING WHETHER  
SEWARD OR WHITTIER BEST UNLOADING PORT PERIOD RADIO REPLY  
THORON.

UNITED STATES  
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY  
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS  
WASHINGTON



AIRMAIL

Mr. J. T. Cunningham,  
Acting General Manager,  
The Alaska Railroad,  
Anchorage, Alaska.

My dear Mr. Cunningham:

I enclose, for your information, a copy of a letter dated June 22 from Major General Gross, Chief of Transportation, War Department regarding the six military type locomotives which the War Department is diverting to The Alaska Railroad.

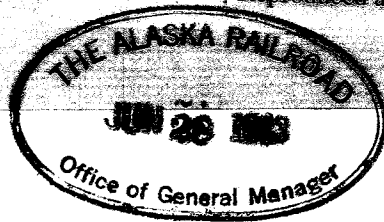
Subsequent to the receipt of this letter, we received a telephone message from the War Department that four of these locomotives will be delivered by the manufacturer to the War Department on Monday, June 28, and that the other two will follow shortly. The War Dept. is making all arrangements for the delivery of these locomotives to you in Alaska. A copy of this letter and a copy of the letter from Gen. Gross are being sent to Mr. Ummel in Seattle for his information.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "B. W. Thoron".

B. W. Thoron,  
Director.

Enclosure.



Anchorage - June 25, 1943

Mr. Cunningham  
Acting General Manager

Per advise you received relative to 4 of the Consolidation engines recently purchased for the Alaska Railroad being shipped from Baldwin Works next Monday, would suggest that one complete set of blueprints and specification be sent us, without delay, so that we can place orders for various parts which either break or wear out fast, or in the case of grates, they might burn out and we would have nothing to replace them with.

It would be advisable for them to ship us one complete set of engine truck, ~~driver~~ and tender truck springs so that we would have them here by the time these locomotives went into service. This also applies to the brick arch which is often replaced in part or whole.

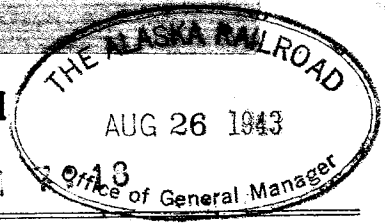
We do not know what kind of grates are coming with these locomotives, and therefore we cannot recommend shipping a set of the rocking grates as they might be the finger type that we formerly used and replaced with the rosebud, and they might be the patented kind like on engine 501 and 502, which work fine with Eska coal but which rocking grate is made up of a dozen or more patented bars that we have a few of, and as soon as we see the prints of the various parts of the locomotive, we can immediately order the items which are going to give us trouble from wearing, burning out or breakage.

Will you please, therefore, wire for set of prints and specification for these locomotives, and as soon as these are received we can order the various items needed, although it would be a good plan to order a complete set of springs and arch brick which could be placed on one of these locomotives, so that these parts will arrive here with one of the locomotives, but ship the blueprints and specification by parcel post or express as soon as possible.

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

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

SIGNAL CORPS, UNITED STATES ARMY  
ALASKA COMMUNICATION SYSTEM  
TELEGRAM



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ANCHORAGE ALS

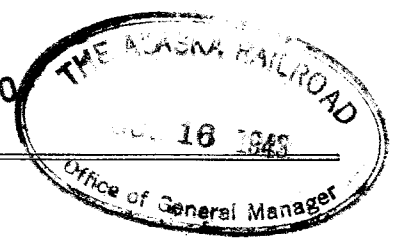
LOADING FOUR LOCOMOTIVES ON SHIP TOMORROW BALDWIN LOCOMOTIVE WORKS

WILL SEND TWO ADDITIONAL LOCOMOTIVES LEAVING PLANT TODAY

DICHTENTHALWER.

200407Z. TL

SIGNAL CORPS, UNITED STATES ARMY  
ALASKA COMMUNICATION SYSTEM  
TELEGRAM



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TO GOVT INT CUNNINGHAM THE ALASKA RAILROAD

ANCHORAGE ALASKA

262

REURAD JUNE TWENTY NINTH WAR DEPARTMENT HIS INSTRUCTED BUILDERS TO

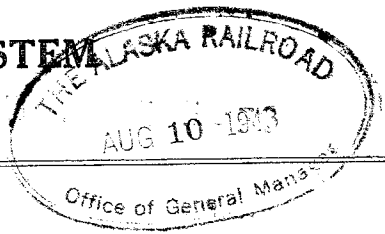
MAIL YOU COMPLETE SET BLUEPRINTS AND SPECIFICATIONS MILITARY TYPE

LOCOMOTIVES

THORCH.



SIGNAL CORPS, UNITED STATES ARMY  
ALASKA COMMUNICATION SYSTEM  
TELEGRAM



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~~ACCW K MB 52 F T RYER - 26 -~~

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SEATTLE WN 10 0120Z

OHLSON

ANCHORAGE ALS

FOUR TYPE TWO DASH EIGHT DASH NAUGHT BALDWIN LOCOMOTIVES NOW  
SEATTLE ATS ADVISES WILL SHIP ABOUT LAST OF AUGUST

LICHTENWALMER.

0234 LX.



3

Ohlson

ANCHORAGE ALASKA JULY 26, 1943.

THORON DIRECTOR  
TERRITORIES INTERIOR  
WASHINGTON

THE SIX LOCOMOTIVES WAR DEPARTMENT INDICATE WOULD RELEASE TO ALASKA  
RAILROAD NOT YET ARRIVED SEATTLE PERIOD PLEASE TRACE

"Signed" O. F. Ohlson

OHLSON

O. F. Ohlson  
General Manager  
The Alaska Railroad

ALASKA C  
SIGNAL

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY

ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY

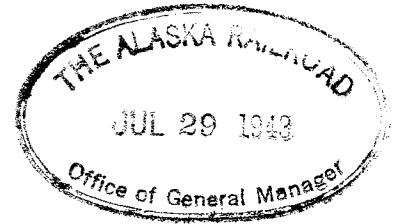
ALASKA COMMUNICATION SYSTEM  
SIGNAL CORPS U. S. ARMY

SOAGC135 MMU148 30 INT CABLE LANDLINE

WASHINGTON DC 281745Z

GOVT INT OHLSON

39



THE ALASKA RAILROAD ANCHORAGE ALS

REURAD TWENTY SEVEN FOUR MILITARY LOCOMOTIVES SHIPPED FROM PHILADELPHIA  
JULY SEVEN REPORTED HAVING PASSED MINNEAPOLIS MINNESOTA JULY TWENTY  
THREE SHOULD REACH SEATTLE ABOUT AUGUST FIRST PERIOD SNELL  
ARRIVED WASHINGTON TODAY

THORON.

ANCHORAGE ALASKA      JULY 22, 1943.

UMMEL  
SEATTLE

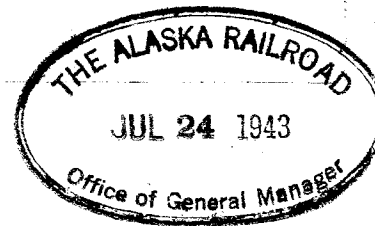
ADVISE IF THE FOUR LOCOMOTIVES FROM PHILADELPHIA HAVE REACHED SEATTLE  
AND IF SO WHEN THEY WILL BE FORWARDED STOP ALSO ADVISE NUMBER OF CARS ON  
DIFFERENT CLASSES AND OTHER EQUIPMENT NOW SEATTLE WAITING TRANSPORTATION

OHLSON

Wiggett O. F. Ohlson

O. F. Ohlson  
General Manager  
The Alaska Railroad

~~CONFIDENTIAL~~



SOAGC V SO WD

ACS SEATTLE WASHN JULY 24 1943

COL OHLSON

ALASKA RAILROAD

YOUR WIRE TWENTY THIRD NO RECORD OF LOCOMOTIVES PERIOD REFER  
TO OUR WIRE OF TWENTY SECOND TRANSPORT INGHAM NOW LOADING  
FOLLOWING ITEMS COLON EIGHTEEN FLATS COMMA LOCOMOTIVE CRANE  
COMMA SPREADER AND DOG EIGHT TRACTOR PERIOD THIS SHIPMENT TAKES  
CARE OF HEAVY EQUIPMENT ON HAND

UMMEL

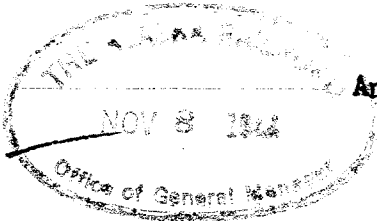
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DATE & TIME \_\_\_\_\_

DEC'D BY ACS/JN 241012 Z

/JK



Anchorage - November 8, 1944  
File 411

Colonel O. F. Ohlson  
Mr. W. L. Kinsell  
Mr. M. J. MacDonald:

The following locomotives were received at Whittier November 2 on the SS CROWLEY:

U.S.A. 3521  
U.S.A. 3522  
U.S.A. 3523

These were consigned to the Transportation Officer at Fort Richardson, but will be moved on Railroad billing from Whittier to the Mechanical Department, Anchorage.

On the SS CROWLEY tank of only one engine was received. The other two tanks, I understand, will be received on the SS ODUNA.



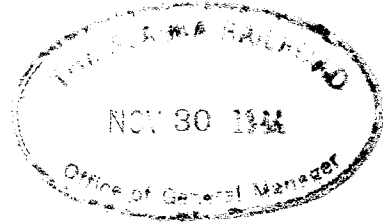
~~J. T. Cunningham~~  
Supt. of Transportation

411

# The Baldwin Locomotive Works

## Philadelphia

Eddystone, Penna.  
November 13, 1944



Col. O. F. Ohlson, Gen'l Manager  
The Alaska Railroad  
Anchorage, Alaska

Dear Sir:

We acknowledge with thanks, your telegram of November 10th confirming that you received, through the U. S. Army Transportation Office at Seattle, Washington, one (1) set of blue prints covering the U.S.A. consolidation type locomotives, Road Nos. 2379 to 2382, which locomotives were furnished to the War Department under Contract W-2789-tc-430.

Very truly yours,

For Chief Order Clerk

JVL:hg



Anchorage, Alaska  
April 7, 1948

File: 411

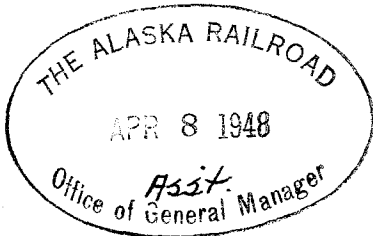
Mr. J. T. Cunningham:

Recently the SQUARE KNOT unloaded at Whittier new 2-8-0 locomotive with tender, and in addition a tender for a locomotive that is following on the COASTAL RAMBLER.

Account no manner of coupling to but one end of either locomotive or tender, it creates extra handling on Whittier Dock to couple the tender with the locomotive.

If complete unit, consisting of locomotive and tender, was handled on the same ship it would minimize handling considerably.

It is recommended that instructions be issued accordingly.



*No action  
ep-*

*M. M. Shappell*  
M. M. Shappell  
Supt. of Operations