

NOV 17 1942
Office of General Services

Anchorage, Alaska,
November 14, 1942.

Mr. Metzdorf:

Referring to Mr. Lichtenwalner's air mail letter, October 22nd, just received relative flanger equipment, Item 3, Requisition K-3281:

Please note this requisition calls for flanger for ARK locomotive 751 to be in accordance with three drawings; we sent them, namely:

- N. P. Drawing 22082-A
- N. P. drawing 47175
- N. P. drawing 13880-A

These drawings show the flanger and arrangement as the N. P. would make it, per Vice President E. E. Stevens' letter to Colonel Olson, dated July 17th for \$500, but Mr. Lichtenwalner's air mail letter, October 22nd attached, refers to furnishing them exactly as shown on their Plan 135480 at a price of \$895 each, but this drawing they mention is one that they made to show the flange for the Lima Built Locomotives, which are different from American Locomotive Built Engine 751, and I believe there is probably an error in their sending this drawing to cover flanger for Engine 751, which requests for bids were sent out and is nothing like that shown on the three N. P. drawings mentioned in the inquiry for bids, No. 013299 of September 30th.

See letter to you this date in answer to the duplicate copy of this same letter dated October 22nd, sent by regular mail, arriving before this letter was received.

As stated in the other letter I wrote concerning flanger for Engine 751, possibly Mr. Umel did not know about the offer made by Mr. E. E. Stevens, although I mentioned this fact in my memo to you dated September 5th.

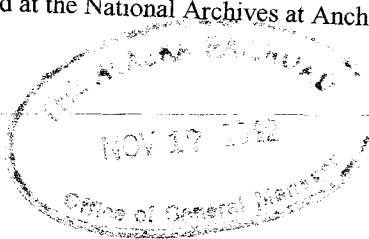
Although I mention, and as stated in the other letter I wrote in answer to this letter, dated October 22, the matter should be taken up by wire so that we can get these flangers as soon as possible so as to do as much good as possible during this winter.

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

cc; Col. Olson



Carl Olson



Anchorage, Ala.
November 14, 1942

Mr. Metzdorf:

With return of attached letter from Mr. Lichtenwalner, dated October 22, relative flanger for engine 751, on requisition M-3281, wherein they quote \$695.00 for the flanger for this locomotive, but you will note in my memo, dated September 5th, I referred to a letter received by Colonel Olson, from Vice President H. E. Stevens of the Northern Pacific, they can make up a set at South Tacoma for about \$500 exclusive of the cost of boxing for shipment and transportation charges from South Tacoma to Seattle.

On receipt of Mr. Steven's letter containing this information, it was decided to make requisition for flanger for engine 751, and this was referred to in my memo to you, September 5, enclosing six prints each of the following drawings:

N. P. drawing No.	22082-A
" " " "	47175
" " " "	13830-A

together with requisition for one complete flanger for locomotive 751 which, according to letter received by Colonel Olson from Vice President H. E. Stevens, of the Northern Pacific, could make for \$500.00 etc.. I understand bids were sent out per inquiry No. 010299, of September 30, for quotation on this flanger, on requisition M-3281, and the Q & C Co. bid \$695.00 each but on an entirely different arrangement and not per N.P. drawings, and not like the flanger which was originally on this locomotive, and since the N. P. offered to make these flangers per the three above mentioned drawings, showing the way we want this flanger made, the N. P. Railroad Co. should be given this order to make these for \$500.00, in accordance with Mr. Stevens letter to Colonel Olson, dated July 17, which I returned to Colonel Olson's office.

Mr. Lettner - 2-

Colonel Carlson instructed us to order flanges for the 751 after I told him we would do the best we could to equip locomotives 501 and 502 in Anchorage shop as we have been short of machine shop help, and knew that we could not make equipment for all three engines, and it would help us out by having the N. P. make the equipment for the 751 as we are going to have a great deal of trouble if we do not have this locomotive 751 equipped with flangers on account of snow interfering with the running of this locomotive. I am wondering if the matter was referred to the N. P. as the last correspondence from the N. P. that I know of was Mr. Steven's offer to make these flangers for \$500.00, and if there is no reason why Mr. Ummel should not be instructed to have the N. P. make them, in accordance with the drawings submitted which is the way they planned to make them, when the \$500.00 was quoted in Mr. Steven's letter of July 17, then Mr. Ummel should be ~~WIND~~ relative to having the N. P. make them on account of the price would be much lower than the J & C as well as they would be made in accordance with the drawings that we submitted to be followed to make these flangers like, and this should be hurried all possible so that locomotive 751 will not give us trouble and cause unnecessary delays on account of not being equipped with flangers.

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

Cal Carlson

cc: ~~Mr. Ummel~~

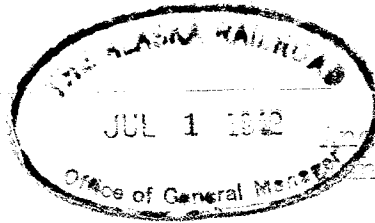
Anchorage, Alaska
July 2, 1942

H.E. STEVENS
VICE PRESIDENT
NORTHERN PACIFIC RAILROAD
ST PAUL MINN

YOUR ENGINE HAS PROVEN VERY SATISFACTORY BUT WILL NOT DO WELL
NEXT WINTER WITHOUT PILEST FLANGERS PERIOD WOULD APPRECIATE IF
YOU COULD SELL US A SET

OHLSON

U.F. Ohlson
General Manager
The Alaska Railroad



Colonel C. F. Chilson:

Engine 751 formerly MP1676 was assembled in the shop and has been in constant revenue service beginning May 28, and they took a light freight train to Willow and the engine has been operating ever since. This engine had the Priest flanger on the front end when it was built at the factory, as I remember specifying the Priest flanger for all road locomotives at that time, and on looking at the castings at the front end, I notice they are drilled and tapped for the brackets, cylinders, etc., which are used without Priest flanger.

This locomotive had no flanger on it and may have been used in a Territory where they didn't use them, but we should have the flangers applied to this locomotive for use next winter, and suggest that the matter be taken up with the Northern Pacific to see if we cannot get a set of flangers for the front truck same as it had years ago, for otherwise it will be necessary for us to make a set similar to what we have on the 700 and 800 Class Locomotives, but somewhat different. If we cannot get a set from the N.P. it will be necessary to make up drawings for the shop to follow, which naturally will take some time, as we are not prepared to make drawings at the present time.

I might add that it will be necessary to make flangers for engines 501 and 502, and would suggest that the matter be taken up with the Lima Locomotive Works to see if we can get two sets of Priest flangers for these two locomotives so that it will not be necessary for us to make up drawings and then make up the flangers in the shop as we will need these for next winter.

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

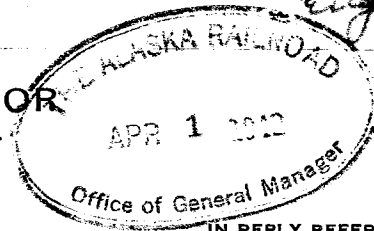
W. L. Kinsell
Supt. Motive Power &
Equipment

UNITED STATES
DEPARTMENT OF THE INTERIOR

CONSOLIDATED PURCHASING AND SHIPPING UNIT

~~423 FEDERAL OFFICE BUILDING~~

510 Virginia St.
SEATTLE, WASH.



IN REPLY REFER TO

Telephone SEneca 3100

March 16, 1942

Colonel O. F. Ohlson
General Manager
The Alaska Railroad
Anchorage, Alaska

Dear Colonel:

Enclosed are two copies of a packing list I made up as I had the various parts crated and numbered so as to be sure we had all the parts accounted for as they were loaded on the cars and which we will check when loading on transport. One of these copies should be used in checking the parcels as they are unloaded at Seward, the other copy being for your office file.

In order not to run any chance of this locomotive being tied up and out of service after it is assembled at Anchorage due to not having any extra grates, driving springs and arch brick, I arranged with the storekeeper at South Tacoma to let us have two complete sets of grates and driving springs and one set of arch brick which will allow us time to have patterns made for the two different grates used on this locomotive (Rosebud type but different length and width from those used on our locomotive) so we can order them as needed. It takes a few months to get driving springs and these two sets (12 of one kind weighing 220 lbs. each and 4 of another kind weighing 183 lbs. each) will allow us to send springs and grates to outlying points for this locomotive.

They also gave us a box of new lagging to replace any damaged due to removing some of the jacket to assist in handling the boiler without injuring the jacket.

I also obtained enough rough saddle bolts so Mr. Dart will not run short of bolts to bolt boiler to cylinders due to their spoiling so many when taking boiler off frames.

All these extra crates weigh nearly 11,000 lbs. resulting in the locomotive without these extras weighing approximately 160 tons ready for shipping.

I left more parts on the frames and on the boiler than Baldwin did on the 801 and 901 which will help the shop get this engine in service in a shorter time. I also had two 40 foot timbers fastened under the frame to keep them from springing or getting strained and to protect the bolts, etc., underneath and hope that they are careful to get the frames of the two Lima locomotives pro-

perly timbered up in order to eliminate any damage in case of rough handling.

Since there are two of these locomotives, we need additional driving springs, grates, and arch brick, so that the locomotives will not be tied up waiting for any of these parts after they are once put in service. We could get along without arch brick in a pinch but need driving springs and grates for replacement. Probably the grates are not what we need for our fine coal and if we should need to change them I could take care of having patterns made and grates cast and shipped to Anchorage so we would have them by the time the engines are set up if I could obtain blueprints of them, of the grate arrangement and supports for the grates. The bids on the new box and flats won't be opened until 2:00 P.M. on March 26.

I'll remain here and be on hand when they load the N.P. locomotive and see that they set the three heaviest pieces near the sides of the transport to facilitate unloading, the heaviest piece being the frame and cylinder weighing 43 tons and is 44 feet long, the boiler weighing 37 tons is 38 feet long and the tank and tender frame is 31 feet long and weighs 27½ tons. I told the inspector here that in case I wasn't here when loading these parts that he could see that this was done and check off all pieces as loaded to see that all 51 pieces are placed aboard the boat. Many N.P. men and others have inquired about you and wanted to be remembered to you.

Received your radio of March 9 and will await further instructions.

Yours very truly,



W. L. Kinsell

PACKING LIST

No Tacoma 3/11/42

W.P. LOCOMOTIVE 1676 DISMANTLED FOR SHIPMENT TO ALES
TERMINAL, SEATTLE, ENROUTE TO SEWARD, ALASKA,
C/O ALASKA RAILROAD.

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No. #		Cubical Space		Weight
Crate	1	Stoker Engine	33" x 52" x 28"	Actual 1,485
Crate	2	Air Pump	52" x 36" x 20"	Actual 1,528
Crate	3	Steam Dome Casing & Bolt	39" x 39" x 31"	Actual 311
Crate	4	Pipe Box	21' 8" x 52" x 48"	Estimate 4,900
Crate	5	Brake Rigging & Misc.	8' x 4' x 4'	Estimate 6,000
Crate	6	Reversing Gear	62" x 22" x 26"	Actual 600
Crate	7	Stoker Parts	33" x 28" x 18"	Actual 500
Crate	8	Two Main Rods	20" x 24" x 12'	Actual 2,300
Crate	9	Two Inter. Rods	17" x 23" x 8'	Actual 1,615
Crate	10	Two Side Rods	14" x 18" x 64"	Actual 426
Crate	11	Two Side Rods	14" x 18" x 64"	Actual 535
Crate	12	Smoke Box Front	6'-10" x 7'-9" x 20"	Actual 2,304
Crate	13	Running Boards	3'-10" x 25" x 15' 2"	Actual 1,010
Crate	14	Sand Box	53" x 53" x 41" High	Actual 1,898
	15	Cab	12'-6" x 10'-7" x 8'	Estimate 1,800
Crate	16	Grates	41" x 41" x 84"	Actual 5,100
Box	17	Lagging	31" x 43" x 22"	Actual 254
Box	18	Lagging	31" x 30" x 22"	Actual 140
Box	19	Headlite	29" x 31" x 27"	Actual 136
Box	20	Lubricators, gauges, etc.	40" x 18" x 18"	Actual 200
Crate	21	Jacket box crate	8'-5" x 7' x 8-1/4"	Actual 840
	22	Boiler	38'-2" x 7' x 11'-8"	Actual 73,700
	23	Frame, Cyl. etc.	44' x 10'-6" x 6' 6"	Actual 86,300
	24	Front Engine Truck	68" x 90" x 34"	Actual 4,000
	25	First Pr. Drivers	63" x 63" x 80"	Estimate 8,600
	26	Second Pr. Drivers	63" x 63" x 83"	Estimate 8,700
	27	Third Pr. Drivers	63" x 63" x 100"	Estimate 11,300

No. #	Cubical Space		Weight
27	Rear Eng. Truck 48" x 40" x 38"	Actual	4,700
28	Tank on frame & blocks 51" x 101-2" x 151-3"	Estimate	55,000
29	Tender Truck 21-10" x 21-5" x 36"	Actual	9,000
30	Tender Truck 21-10" x 21-5" x 36"	Actual	9,000
32	Pilot 46" x 38" x 40"	Estimate	400
34	Smoke Stack 28" x 20" x 30"	Actual	330
35	Smoke Stack Extension 20" x 20" x 20"	Actual	504
36	Main Reservoir 24" Dia. x 102"	Actual	610
37	Main Reservoir 24" Dia. x 70"	Actual	340
38	Drumbar Eng. to Tender 20" x 8-1/2" x 4"	Actual	300
39	Rear Cab Support 21-10" x 41-4" x 11"	Actual	1,400
40	Pilot Coupler & Pocket 35" x 20" x 15"	Estimate	500
41	Steam Pipe 3t. 28" x 72" x 14"	Actual	551
42	Steam Pipe 1st. 28" x 72" x 14"	Actual	551
43	Handlite Gen. 53" x 22" x 20"	Actual	458
44	Ecc. Arms 14" x 16" x 32"	Actual	334
45	Seat Cushions 22" x 24" x 14"	Actual	55
46	Drake Valves, Injectors, etc. 20" x 26" x 37"	Actual	390
47	Arch Brick 41" x 50" x 32"	Actual	1,903
48	Ashpan, Stoker Parts, Spark Arrestor, etc. 56" x 102" x 44"	Estimate	2,800
49	Thirty-Two Rough Cyl. Bolts 9" x 12" x 16"	Actual	150
50	Sixteen Driv. Springs 41" x 41" x 42"	Actual	3,550
51	Two Pistons on Rods 33" x 57" x 80"	Actual	2,175
Total			820,000