

TELEPHONE:
JUNIPER 7-8275

CABLE ADDRESS: "AFECI"
ALL STANDARD CODES

TRANSOCEANIC TRADING CO.

IMPORTERS AND EXPORTERS

14 MARSTON AVENUE
SAN FRANCISCO 12, CALIFORNIA
U. S. A.

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TERRITORIES

November 1, 1948

United States Department of Interior,
Division of Territories & Island Pssns,
Washington, D. C..

Gentlemen:

We have under our control, subject to prior sale, certain locomotives and tank cars, full particulars of which appear on the enclosed lists.

Since this equipment is located in Hilo Hawaii, we thought it advisable to write you regarding the matter to ascertain whether you would be interested in purchasing any of the items for use in Alaska or any other island or territorial possession.

It is requested that you acknowledge receipt of this letter informing us whether you are interested in the equipment mentioned. If your department is not interested please inform us of the name of any other governmental department we may contact relative to the sale of this equipment.

Thanking you for your kind attention to this matter, we are;

Very truly yours,

TRANSOCEANIC TRADING CO.


D. J. DALTON

DJD/d

LOCOMOTIVES- STEAM - Oil Burning
ALL STANDARD GAUGE - 4' 8 $\frac{1}{2}$ ''

- A- Baldwin, Serial #54897; Type 4-6-0; Year built July, 1921; Westinghouse Air Brakes; Injectors and lubricators; Boiler tested, steam-200 lbs; Water-240 lbs.; working pressure 100 lbs; 46.5 tons on drivers; 63 tons total engine; 102.5 tons engine and tender; water tank 4105 Gallons; oil tank 1200 gals.
- B- Consolidation American; Serial #56163; Type 2-8-0; Year built Aug 1916; Westinghouse Air Brakes, injectors;lubricators; Boiler working pressure 185 lbs.; steam pressure 185lbs; 54.5 tons on drivers; 65 tons total engine; 105 tons engine and tender; Water tank 4000 gals; Oil tank 1200 gals.
- C- Baldwin, Serial #37785; Type 4-6-0; Built May, 1912; Injectors, lubricator Boiler steam pressure 200 lbs.; Water test 240 lbs.; working pressure 180 lbs.; Water tank 3981 gals.; Oil tank 1004 gals.; 41 tons on drivers; 53 tons total engine; 87-5 tons engine and tender.
- D- Baldwin, Serial #35433; Type 4-6-0; Built Oct.,1910; Injectors; Lubrictrs; Boiler steam pressure 200 lbs.; Water test 240 lbs.; working pressure 180 lbs.; Water tank 3472 gals.; Oil tank 1009 gals.; Air brakes; 41 tons on drivers; 53 tons total engine; 85 tons engine and tender.
- E- Baldwin, Serial #32925; Type 4-6-0; Built Aug. 1908; injectors; Lubrictrs; Boiler steam pressure 200 lbs.; Water test 240 lbs.; Working pressure 180 lbs.; 41 tons on drivers; 53 tons total engine; 83 tons engine and tender; water tank 2962 gals; Oil tank 1011 gals.
- F- Baldwin, Serial #20052; Type 4-6-0; built Feb. 1902; Injectors; Lubricators; Boiler steam pressure 180 lbs.; Water test 214 lbs.; working pressure 160 lbs.; 44.3 tons on drivers; 55.1 tons total engine; 95.1 tons engine and tender; water tank 3148 gals; Oil tank 980 gals.
- G- Serial #5177; Type, originally a 6 wheel switcher built by Schenectady Locomotive Works; Glass 2-6-2; built Nov. 1899; Injectors; Lubricators; Boiler steam pressure (hydrostatic test 200 lbs); working pressure 150 lbs 42.5 tons on drivers; 54 tons total engine; 95 tons engine and tender. Although this locomotive has 2 trucks and 8 wheels and tanks, no available data on the water or oil capacity.
- H- Baldwin, Serial #17318; Type 4-6-0; Built Oct. 1899; Injectors; Lubricators; Boiler steam pressure 180 lbs.; water test 214 lbs; working pressure 180 lbs.; 33 tons on drivers; 44 tons total engine; 74 tons engine and tender; water tank 3148 gals; Oil tank 980 gals; A new boiler was installed in 1935, no visable indications or leaks or cracks while being tested.

All of the above locomotives have Pyle National Turbo-generators, electric head lights, and all have Westinghouse Air Brakes to all drivers, tender wheels and for train.

PRICE \$6,500.00 each FOB docks,, HILO, HAWAII "AS IS".

SUBJECT TO PRIOR SALE

STEEL TANK CARS

- 3-30 ton, #135,133,137, with American Car & Foundry Co. arch bar trucks, with 4 $\frac{1}{2}$ " x 8" journals, 33" cast iron wheels, ARA couplers. Some have Cardwell and some Minor draft gear. To 12" Channel center sills, with pressed steel truck bolsters and built up steel car bolsters, Cars 32' long. Tanks are of riveted construction with full length $\frac{1}{2}$ " bottom plates and two $\frac{3}{8}$ " full length top plates. The dome is approximately 56" in diameter, with a 6" relief valve. The tank shells are 28 feet long and have a capacity of approximately 6200 gallons. They have been used to handle crude oil and have a 6" flanged valve on each side at the bottom.
- 3-40 ton with B. S. C. cast steel side frames #F431, with 5" x 9" A. R. A. journals, 33" diameter cast iron wheels. Tanks similar to those in above paragraph. Have been used for crude oil service.
- 2-50 ton, 36' 8" long with arch bar trucks, 5 $\frac{1}{2}$ " x 10" Journals, 33" diameter cast iron wheels, two one half inches by fifteen inches I-beam center sills, 10" brake cylinders. Tanks are of $\frac{3}{8}$ " plate, 5course riveted steel tanks of approximately 6300 gal capacity, mounted on wood block saddles, 6" bottom piping, with a 7" valve and 15" round manhole on top with no dome.
- 1-50 ton steel tank car, 36' long with a 10,000 gal tank used for transporting water. Arch bar trucks 5 $\frac{1}{2}$ " x 10" journals, 33" diameter cast iron wheels, 2 $\frac{3}{4}$ " x 15" Channel center sills and Cardwell friction draft gear. The tank is secured at the center and supported wood block saddles at each end. The tank has a 1 piece $\frac{1}{2}$ " bottom and 2 full length $\frac{3}{8}$ " top pieces. The heads and longitudinal joints are double rivetted. There is one relief valve. A Duplex pump which appears to be 5" x 6" x 8" is mounted on the end of the tank, with approximately 20 ft. of 4" piping with a 3" and a 4" valve.

The above tank cars are in apparent good working order, although in need of paint. PRICE---- \$5,500.00 each FOB Hilo, Hawaii, "AS IS"

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