

DOT. FILE  
No. 531

Anchorage, Alaska  
October 16, 1951

MEMORANDUM

TO: Mr. J. E. Manley, Acting General Manager  
FROM: R. A. Sharood, Chief Engineer  
SUBJECT: AX No. 217

You have a copy of Mr. Fleming's report of October 11 to me concerning the derailment involving Train No. 2 at M. P. 28.7 on October 8.

I concur in Mr. Fleming's actions in having a 25 mile an hour slow order placed on this line, and believe that instructions should be issued that this restriction be rigidly adhered to.

*R. A. Sharood*

R. A. Sharood  
Chief Engineer

RASharood/jf

cc: Mr. R. V. Boyd  
Mr. J. J. Fleming

Anchorage, Alaska  
October 11, 1951

MEMORANDUM

To: Mr. R. A. Sharrod, Chief Engineer

From: J. J. Fleming, General Roadmaster

Subject: AI No. 217

Date: October 8, 1951.

On: The Alaska Railroad.

Location: Ten degree curve Mile Post 28.7.

Kind of Accident: Derailment.

Train Involved: Passenger Train No. 2 handling four coaches.

Equipment Derailed: Engine 402 laying on its side; baggage car 67 and coach car 88 derailed in an upright position.

Engineer: William Beekie.

Conductor: C. J. Burnett.

Estimated Speed: Estimated by Conductor as 15 to 20 miles per hour.

Weather: Clear.

Causes: None.

Damage: Rail turned over under Engine 402.

Remarks: Passenger Train No. 2 traveling in a northerly direction (Seward to Anchorage) derailed Engine 402, Baggage Car 67, and Coach Car 88 while rounding a ten degree left curve at Mile Post 28.7 just south of Moose Pass Station.

Upon coming to a rest, Engine 402 was laying on its side on the east side of track. Baggage Car 67 paralleled the main line with both sets of trucks derailed and

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OFFICE OF

General Manager

Mr. S. A. Sharood  
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embedded in gravel. Also, Coach 88 paralleled the main line with lead trucks derailed and rear set of wheels on the rail.

Inspection of track, after the derailment, confirmed what has been feared for some time past, and that is we are operating over track which has long ago outlived its life. Ties at point of derailment while not new were not such as to be considered dangerous under normal conditions. The curve was fully tie plated, and carried super elevation varying from three to three and three quarter inches; the line was as good as could be expected with the present rail. Rail, as at many other locations on the South end, was worn on the high side of the curve to the extent wheel flanges were cutting the angle bars.

To eliminate, if possible, the chances of accidents of a similar nature occurring, I instructed Mr. Hamilton, Acting Roadmaster District #1, to place a slow order reading, "no trains to exceed 25 miles per hour from Portage to Seward account rail condition." This order, along with other orders and permanent speed restriction signs, must be observed to the letter, or we can expect more trouble as the 65 and 70 pound rail we are now running over is just not safe for excessive speeds.

A complete report of the equipment, material and labor used in rerailling the derailed equipment, and repairing the track will be submitted soon as possible.

cc: Mr. J. E. Manley ✓  
Mr. E. V. Boyd

(Signed) J. J. FLEMING  
General Roadmaster