

4/1/18-7

Anchorage, Alaska, Oct. 25, 1918.

Mr. Al Hanson:

Referring to the damage done to Engine 221 on Sept. 20th 1918, when you were called out by the hostler to help get water into the boiler, and you found as per your own statement, that the back end of the crown sheet was then overheated, or scorched, as you state. You also satisfied yourself that there was no water in the gauge nor in the gauge cocks; but still thinking that you had wet steam in the lower gauge cock you proceeded to raise more steam before you could see the water in the boiler, and then started to fire and raise the pressure 20 lbs, when the soft plug gave way. The action you took when finding the boiler in the condition you did, was absolutely wrong, and you took great chances in damaging the boiler as well as endangering your own life and those nearby you. In view of these facts you are reduced to the position as hostler for a period of six months, if such services are needed from this date. Upon the expiration of this time you will be placed on your seniority list as engineer with your rights as such dating from the first time you were employed as engineer.

You will communicate with this office before leaving the states as I do not know at the present how many engineers will be needed next Spring and as you are quite far down on the list we may not need you right after the expiration of your penalty.

Yours truly,

Master Mechanic.

DEPARTMENT OF THE INTERIOR

Alaskan Engineering Commission.  
Report of damage to rolling stock.

(Location) Caswell (Date) 9/20/18

Train No. Ex Engine No. 221

Number and kind of equipment damaged (Car, engine or other rolling stock.)

Engine 221

What damage done? Melted soft plug 126 crown bolts leaking, 15 radial stays leaking, top flues leaking.

State fully how damage was done: Hostler failed to get injector to work, partly dumped the fire out of her and took the engine back to the engineer, who then fired her up and started injector, in the meantime the soft plug blew out.

Whom or what is responsible for this damage, in your opinion?

The engineer should not have put any more coal in and built up the fire until he knew that he had water in the glass or first gauge cock.

Damaged equipment set out at: Pulled into Anchorage

Remarks: From the statements made by the hostler and engineer I consider the engineer to blame for the accident, as he took extremely big chances in trying to raise steam in the boiler when he was not sure where the water level was, and after starting to raise the steam the soft plug blew out, and he then first found that he had too low water.

Estimated cost of repairs: Actual labor: boilermakers \$21.45  
While actual cost of repairs to boiler did not amount to very much, the dead-heading of the engines from Caswell to Anchorage and back again cost considerable and also the delay of the shovel, which probably would amount to \$300 in all.

(Signed) *E. P. Redberg*  
(Title) Master Mechanic

(Three copies of this form to be mailed to the Master Mechanic, Anchorage, Alaska, covering any damage to rolling stock)

Anchorage, Alaska, Sept. 23, 1918.

Mr. E.P. Hedberg,  
Master Mechanic:-

About 7 o'clock in the evening of the 20th I took over engines 221 and 242 to hostle during the night. About 9 o'clock that evening I had trouble with injectors on engine 221 and asked engineer of engine 242 to come over and take a look and see if he could help me out. He was working on engine 242 at that time, putting in some new water glasses. When he came over we got the left injector to work but the right injector he could not get to pick up the water. I filled the boiler up to full glass and lay there for a little while waiting for a speeder to pass before I proceeded to the place where we fill up the tanks with water, which is about a mile and a half from where the engine is tied up. On my way to the watering place I used engine 221 to pull engine 242 and the water car. After I got to the watering place and had put some water in engine 221's tank with the syphon, I again started to fill up the boiler; I then had about an inch of water in the glass, but as the water in the tank was hot or considerably warm, I could not get the injector to start, and after I tried it for a long while without success I shook the fire down so there was practically nothing left in the fire box but some red hot clinkers and very little fire. After watering up the tanks and tank car I pulled back to the tie-up place and about 2 o'clock in the morning I called Mr. Hanson, engineer of engine 221, and told him the trouble. He asked me why I did not have more steam on the engine and I told him that I did not have any water and that I shook down the fire; the water was then out of sight in the gauge cocks as well as in the glass. He put on a few shovels of coal on the remaining fire and raised the steam up to about 80 lbs. and in the meantime got one injector to work, and after having it work for about 20 minutes I tried the gauge cocks and did not see any water there, I was to look after engine 242 also, and just as I started to leave engine 221 the soft plug blew out. Hanson then proceeded to kill the fire with water and in the morning the orders were to take the engine in to Anchorage.

*J C Rogers*  
Hostler.

Anchorage, Alaska.  
June 22, 1920.

Mr. J. T. Cunningham:

Under date of June 21st, Mr. Ferrell writes me  
as follows:

"Caboose U. S. 1006, arrived at Anchorage  
evening of June 19th, on extra from Seward with  
one pair wheels slid flat  $3\frac{1}{2}$ ". Sliding of wheels  
means a cost to the Commission of approximately  
\$100.00 for each pair slid.  
This for your information."

Please investigate and give me a complete report.

WM. GERRI,  
Assistant Chief Engineer.

cc: Mr. Ferrell.

CLM-d

Wheels Slid Flat - Car 4003

✓ 413-9000

Anchorage, Alaska. November 26th, 1919.

Mr. Wm. Gerig,  
Asst. Chief Engineer:

For your information side board flat car  
No. 4003 arrived from the South November the 24th  
with one pair wheels slid flat 5-inches.

Estimate of damage approximately \$100.00

Yours truly,

*E. Medberg*  
Master Mechanic.

Cy. J.T.C.

*This car left Anchorage Sept 28  
x 2 64 South  
x 2 65 N. Car No. 4003  
arrived here Nov 24  
one pair wheels slid flat  
5 inches  
J.T.C.*

Anchorage - November 10, 1937.

MR. W. L. KINSELL:

I have received your memorandum of November 5th, advising of journal box packing being removed from cars standing west of the Anchorage Depot.

Mr. Herriman is looking into this matter and will undoubtedly be able to apprehend some of the guilty youngsters.

Signed: O. F. Ohlson  
O. F. Ohlson,  
General Manager.

RECEIVED  
NOV 10 1967  
OFFICE OF  
General Manager

Anchorage - November

Colonel Ohlson:

With further reference to the loss of journal box packing from freight cars due to them using this for building fires at the skating pond, I note three more cars that Mr. Herriman told me about and two more that Mr. Lucason just reported had the packing taken out of them 3565, 4101, 4135, 4136 and 1620. I was wondering if there was any chance of eliminating this practice by not leaving cars on that siding which makes it so easy for the skaters to remove this packing.

It is only this season of the year when we have this trouble and these three cars that Mr. Herriman told me about today and the other four that I have reported are those which we have had to or will have to pack before the cars leave Anchorage.

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

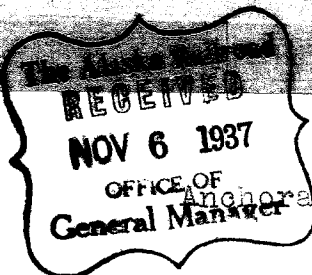
cc: Mr. Lucason:

Mr. Herriman advised me this morning that they found the packing had been removed from the following cars and you should have the oiler check up on these and pack them before they are taken out of Anchorage.

- 5 boxes on 4101
- 2 boxes on 3565
- 2 boxes on 4135

This makes a total of four cars which you have found and three reported by Mr. Herriman that have had packing removed from them.

7 cars.  
W. L. K.



OFFICE OF Anchorage - November 5, 1937  
General Manager

Colonel Ohlson:

We are again troubled with the loosing of journal box packing from cars which are located anywhere near the place where they ice skate west of the depot, and the other morning as the oiler was over at the depot to do some work he examined the freight cars around the depot and found that the journal box packing had been robbed out of (7) seven journal boxes on the two coal cars 4108 and 4114, of course he repacked them but unless this practice is stopped there will be cars get into a train which will run hot and cause serious delays. Possibly the practice of robbing journal boxes can be stopped. This for your information.

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

cc: Mr. Herriman



## THE ALASKA RAILROAD

 RECEIVED  
 NOV 27 1936  
 FILE NO.  
 OFFICE OF  
 General Manager

193

Mr Cunningham  
 Acting Gen Mgr.

Today we found 4 coal  
 cars that had packing re-  
 moved probably by boys  
 to build fires with while  
 skating.

1603 - 1 box,

4135 - 4 "

4073 - 2 "

4107 - 1 "

This usually happens  
 each fall and can cause  
 a lot of trouble causing  
 hot boxes if it isn't stopped  
 Would suggest the Chief Insp  
 be notified to be on the look  
 out for those pulling these  
 boxes as it means trouble  
 if we don't discover the packing  
 gone. This for your information

11/24/36 J. M. C.

THE ALASKA RAILROAD

Mr. Cunningham  
Sitting room

Today we  
were told

MR. PHILIP O. HERRING

to build  
the

DEPARTMENT OF THE INTERIOR  
ALASKAN ENGINEERING COMMISSION

Anchorage, Alaska. October 4th, 1921.

Mr. Wm. Gerig,  
Asst. Chief Engineer.

Dear Sir:

To date we have had four engine failures due to broken axles on engine tender trucks.

These trucks are designed to carry 88,000 pounds which is more than the tender weighs loaded but due to the fact that the axles have rusted away and have pitted badly from standing in the salt air at Panama and also due to the fact that the wheels are pressed on  $1\frac{1}{2}$  inches farther than a standard axle which gives additional bending moment on the axles, these axles are not safe.

There are only two remedies, one is to reduce the load and the other is to change the trucks to 5"x 9" journals. The former I do not think advisable for the coal capacity would have to be reduced to 8 tons to make any appreciable difference and the large coal capacity on these engines has proven of great benefit.

The trucks can be changed by making new arch bars and changing the wheels and axles and applying new journal boxes. The only thing scrapped will be the arch bars and the change can be made for \$100.00 per engine and without tying up any equipment.

I will go ahead and make the change unless I get orders from you not to.

Yours truly,

*Hubert Powell*  
Master Mechanic

