

The Alaska Railroad

RECEIVED

JUL 16 1929

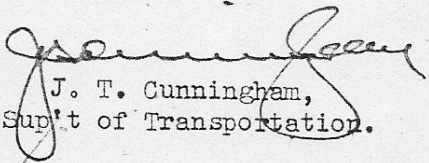
OFFICE OF
General Manager


Anchorage - July 13, 1929.

Mr. O. F. Ohlson -

The Mechanical Department advises that Engine 31 has 18,491 miles up to and including June 30th. This engine built in 1906 and no record of mileage prior to arrival on The Alaska Railroad.

JTC/L

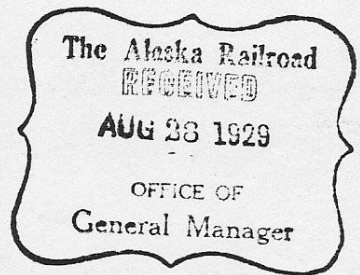

J. T. Cunningham,
Sup't of Transportation.



Engine 31.
"

411.03

Engine Failure



Anchorage - August 28th, 1929.

MR. O. F. OHLSON:

Replying to your letter regarding the unsatisfactory performance of Engine 31. This locomotive costs us more to maintain than any other engine on the line. To begin with, the engine is twenty-nine years old and has been rebuilt from the rear end of the tank to the pilot and every time that she is in Anchorage we have our machinists and boiler-makers working on her until she goes out again.

The last piece of bad luck we had with her was a crack in the back boiler head for which it was necessary to put a big patch over. This patch has been giving us trouble at various times owing to the difference in expansion between the boiler head and the patch. It is almost impossible to keep it tight when the engine has a heavy load and is working full stroke. It has been necessary to reduce ~~water~~ *Steam* pressure 15 pounds which has reduced its traction to quite a degree.

Just as soon as the work train season is over we will take this engine in the shop and put her in condition for snow service this Winter where I think she will give us very good service and not cost us more to maintain than any of the other engines.

R. H. Male

R. H. MALE
Sup't Motive Power & Equipment.

BCE:K

411:03

Anchorage, Alaska.
July, 17, 1929.

Mr. R.H.Hale:

Referring to the attached report
regarding the failure of engine 31.

We have entirely too much trouble
with this engine and I am not at all satisfied with
its performance. Will you please explain why this
engine cannot be made to perform?

Signed: O. F. Ohlson

O.F.Ohlson,
General Manager.

OFO-J.



- Engine 31 -

Failure!

411.03

~~411.05~~

~~411.7~~

Anchorage, Alaska.
August 19, 1930.

MR. W. L. KINSELL.

Your letter of August 7th regarding
engine 31:

It would appear that engine 31 is
useless for any kind of service, except possibly
yard service, and your recommendation to send
this engine to Nenana for the purpose of supply-
ing steam this fall and next spring for the water-
way is, I believe, a good one, and you are author-
ized to do so.

The tender will also come in handy
for use with new rotary.

Signed: O. F. Ohlson

O. F. Ohlson,
General Manager.

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AUG 8 1930
OFFICE OF
General Manager

ANCHORAGE - AUGUST 7, 1930

MR. O. F. OHLSON:

Engine No. 31 has been costing an excessive amount for maintenance and delays have been charged against this engine and while the boiler is in good shape we can make use of this boiler at Curry or Nenana.

It will be necessary to have an engine at Nenana this fall when the boats are taken out of the water and after looking into this matter I believe that it would be a good move to send the "31" to Nenana for this purpose and leave it there for supplying steam next spring when the boats are set back into the water.

The tender, which is in first class condition, holds 8,000 gallons of water and ten tons of coal, would render us good service on the new rotary this winter and we could send a small tank up to Nenana for furnishing the steam required at the Marine Ways.

We could make good use of this boiler at Curry but believe it would pay better to use it at Nenana instead of using an engine that can be used in freight or work train service.

If you concur in this I will arrange accordingly.

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

WLK:MSW