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Tr. V. A. enedict:

decording to the 599, the pony trucks of Engine 404 derailed near lagic aiver on Todacher 31, and the cre, was unable to retail this engine account proper from now on the engine. If this was the case, the responsibility report all the responsibility

Dis detailment remitted in A hours. 25 minutes delay to Trois in. 21 and remitted in a considerable in handling a set of frogs out to the distillment by the part engine - a cost of CLA2.00 to result this engine; rather appresive uses them.

lour attention is called to the fact that this was another derailment of the pony trucks of the ACC-class engines.

Signed J. 7. Gunningham J. 7. Gunningham anst. Conerel Sankaer

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Anchorage, Alaska March 5, 1948

Mr. J. T. Cunningham Acting General Manager

This refers to your tracer of February 28th concerning AX-476 covering the derailment of pony trucks on Engine 503 in the tunnel at Mile Post 51.9.

Our investigation reveals that this derailment was not caused by an accumulation of ice over the rail, regardless of statements made to the contrary as I have information both from Roadmaster Nelson and the Section Foreman at Tunnel that the track was clear at the point of derailment.

It must be remembered that 500 class engines have a bad habit of derailing their pony trucks at almost any and all locations for no apparent reason, and this may be one of them.

Rowsharood

R. A. Sharood

R. A. Sharcod Chief Engineer



Anchorage, Alaska February 24, 1948

MR. J. T. CUNNINGHAM ACTING GENERAL MANAGER

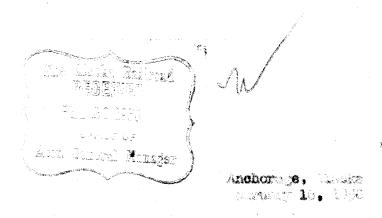
Reference your memorandum of February 17th concerning AX-476.

Section Foreman Colagrassi at Tunnel and Roadmaster Welson both report that there was no ice accumulation in the tunnel caused by dripping of water from the ceiling.

As you know the pony trucks on the 500 class engines are likely to derail at almost any point and I, therefore, feel that neither Roadmaster Nelson or Section Foreman Colagrassi have any ulterior motive in making their statement.

Rasharood

R. A. Sharood Chief Engineer



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y. A. C. Byc. Tapt. of Operations

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(Signad) J. J. FLEMING

V. G. DISCOLOGY

THEORY I HAVE ALLOGY OF

Amehorago, Alasim December 10, 1949

er ja signing og en signing

10:

Chief Digitow

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deting Superintendent of Operations

Stinicot: All 200

deference Accident Report number 298. As this is the similar consilhert at or near Jonesville I request that seme action be talked to respect this situation immediately.

There so fight the opinion that it could have been lingine 406 areally three derailments so Ingine 406 was changed to Ingine 402. This is providly was inaccurate reckning as Accident Report Turber 290 shows.

Thease advise action taken.

TTT

John - Manley

Roy V. Boyd

Anchors to, Claska January 11, 1944

Nr. 9. . Denedict

Engine 503 was derailed in funnel 48.3 this morning. This is the second derailment of this engine at approximately the same place, caused by either track conditions, engine condition, or a combination of both. Engine and track should be thoroughly inspected to determine any defects. Also check carefully on engine to meter in condensation from air pump might be dropping down and filling center casting of pony truck with water, permitting same to freeze.



J. T. Cuminghan Assistant General Manager