

San Francisco, Calif. July 28, 1911

Vulcan Iron Works,
Wilkes-Barre, Pa.

Dear Sirs:

Arrived all O.K. yesterday. The M.M. complains that there are not sufficient cleaning plugs in leg of boiler and should be, he thinks, two more on each side of boiler in cab - already have 1 each side. Also wants cleaning hooper under smoke box and hand hole on side to clean out sand which he says accumulates almost as fast as cinders on a coal burner. Have engine partly connected up. Will not take out until Monday. They don't like the closed-in cab at rear. I think they intend to cut out rear of cab. I am afraid I will have to make change in connection between engine and tender to accomodate the very short curves. The M.M. said some were very short. I did not see them yet. They are building a new road out of Stockton, Cal. The Stockton Terminal & Eastern R.R. Co. The Manager came out to my engine while I was there about 15 minutes before I left. Said they were going to buy a loco and seemed so favorably impressed with this one and asked me for price and spec. of a 50 ton double ender of 2-4-2. I gave him Photo. of the Northern States Portland Cement Co. engine, which I happened to have, also one of our regular cuts spec. of the standard 2-4-2 saddle tank, which he thought would best suit their purpose. Said they had one 25° curve. I have no doubt our standard 2-4-2 with trucks and couplers like the Berlin N.H. engine will make it all O.K. I have written him and quote price \$7000.00 as per your message, f.o.b. W-B.

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and now await his reply. Am trying to get him come here, only 94 miles away; if he does not I will go there and see him and see if I can close with him, or would you rather I would turn over to your agent here. Have not said anything to them, nor will not unless you desire it. I have no doubt can handle them alone if they really want to buy, if you want me to turn over to your agent wire me; if not, say nothing, and I will understand that you wish me to go ahead.

Respectfully yours,

C. W. Bowen.