Assignment of Gas Electric Cars

No.	Manufacturer	H.P.	Fuel	Seat. Capy.	Bag. Space	Assignment	Miles per Day
1	Mack	405	Gasoline	84	12'1"	Tucson Div. Trains 35-36 37-38	265.2
2	Brill	600	"	59	14'0 7/8"	Tucson Div. Trains 107 and 108	242.6
3	Pullman	400	Distillate	34	15'6"	Portland Div. Trains 351-352	176.4
4	"	400	"	34	"	Sacramento Div. Trains 41-42 Sacto-Tehama	245.8
5	"	400	"	34	"	Portland Div. Trains 501-502	243.2
6	"	400	"	34	"	Sacramento Div. Trains 143-44/43-142	252.0
7	Brill	600	"	54	None	Coast Div. SJ Locals	187.6
8	"	600	Gasoline	54	"	Rio Grande Div. Trains 48-47-46-45, Bowie-Miami	289.0
9	"	600	"	54	"	Unassigned	-
10	"	600	Distillate	54	"	Western-Coast Div. Trains 503-504-89/90, 93-94, 196, 179	220.3
11	"	600	"	54	"	Coast Divn. S.J.Locals	187.6
						Total	2309.7
						Average daily mileage of assigned cars . .	231.

Office of General Manager,
April 16th, 1930.

C.S.

MAILGRAM

On Line, May 2, 1930

Mr. T. H. Williams:

Referring to your letter at San Francisco, May 1st, regarding performance of gas-electric cars between San Francisco and San Jose.

1. These cars are not maintaining on time performance, as shown by attached report over a 30 day period.

2. Delays have not been numerous due to motor trouble. During the test period of 30 days, out of a total of 306 trains, delays attributable to motor trouble totaled only 9, for the most part of a minor nature, although the principle trouble seems to be due to the high temperature necessary in using distillate, switching over from gasoline when the proper temperature has been attained.

3. They will do fairly well with one trailer but we can never be sure of their doing the business with only 150 seating capacity, as they are not flexible enough to accommodate necessities.

4. Have had no complaint from commuters about riding qualities of the cars, although there have been rumors of objection account of noise from great vibration and odor from the distillate, however, there is nothing of record in the way of complaints.

5. Statement showing saving over a 30 day period compared with steam service being compiled in my office this morning and will be forwarded on line today. However, Master Mechanic reports that cost of maintaining gas-electric cars amounts to $1,380.60 per month (30 days) being an increase of that amount over expense of maintaining steam power, as it has not reduced the maintenance cost of steam power in any way.
A-022

E R Anthony.

PERFORMANCE OF GAS ELECTRIC CARS

Make	Car No.	H.P.	Number Trailers	Assignment Trains	Assignment Between	Number Stops Regular	Number Stops Flag	M.P.H	Miles Per Day	Comments
				351	Portland - Corvallis	16	17	25.8		
Pullman	3	400	1	352	Corvallis - Portland	16	17	25.8	176.4	Performance satisfactory.
				501	Marshfield - Eugene	10	33	23.2		
Pullman	5	400	1	502	Eugene - Marshfield	8	34	22.5	243.2	Performance satisfactory.
				41	Tehama - Sacramento	13	13	29.7		Performance satisfactory. Handled
Pullman	4	400	1	42	Sacramento - Tehama	14	12	33.2	245.8	as many as 3 trailers successfully.
				143-44	Sacramento - Gerber	12	19	32.2		Performance satisfactory. Handled
Pullman	6	400	1	43-142	Gerber - Sacramento	15	18	29.6	252.0	as many as 3 trailers successfully.
			1	107	Tucson - Phoenix	3	29	32.5		
Brill	2	600	1	108	Phoenix - Tucson	3	29	31.6	242.6	Performance satisfactory.
			1	48	Globe - Miami	1	6	22.3		Performance satisfactory. Figure
			1	47	Miami - Bowie	8	24	27.7		would handle additional trailer if
			1	46	Bowie - Miami	9	24	28.0		necessary.
Brill	8	600	1	45	Miami - Globe	0	6	18.9	289.0	
			2	164	San Francisco - San Jose	2	0	43.3		Performance satisfactory with one
			1	134	" " " "	11	13	35.6		trailer which being handled on all
			1	161	" " " "	3	0	43.3		trains except No. 164 which has 2
			1	152	" " " "	12	9	31.3		trailers and account that train
			0	191	" " " "	10	14	33.1		only having two stops, performance
Brill	7	600	1	138	" " " "	14	6	33.1	187.6	with two trailers is satisfactory.
(2 Cars)			1	165	" " " "	10	8	33.1	(Each	
	11	600	0	193	" " " "	6	17	35.2	Car)	
			2	503-89	San Jose - Oakland	11	10	24.8		
			2	90	Oakland - San Jose	10	8	28.8		
			1	93	San Jose - Niles	0	4	37.5		
			1	94	Niles - San Jose	2	3	32.8		
			1	179	San Jose - San Francisco	10	4	33.1		
Brill	10	600	1	196	San Francisco - San Jose	11	11	35.2	220.3	Performance satisfactory.

San Francisco, May 5th, 1930.

San Francisco, August 14th, 1930.

Mr. J. H. Dyer:

Please see my letter of July 9th, relative assignment of 600 HP gas-electric cars, with particular reference to proposal to use one of them to fulfill schedules of No. 49 and 50, between Oakland Pier and Fresno.

After agreeing to discontinuance of dining car service in these trains, and thus making assignment of the gas-electric car possible, Passenger Traffic Department later altered their position and would not consent to the withdrawal of the dining car from Train 50. This caused defeat of the proposal, as it would result in 3 trailers, Oakland Pier to Merced and 4 beyond. The car could not maintain No. 50's schedule with this number of trailers.

It is therefore planned to use the car on schedules of Nos. 503/504, 89, 90, 97, 98 and 501, between Oakland or Niles and San Jose, which will give a daily service mileage of 170.

When Western Division timetable is changed, we plan on making a slight adjustment in the schedule of No. 123, Avon to Oakland Pier, and No. 502, Oakland Pier to San Jose, which will permit the assignment of this gas-electric car to fulfilling schedules of Nos. 123, 502, 97, 98, 501 and 130, between Oakland Pier, Avon and San Jose. This will give a daily mileage of 190.

Your approval of the assignment first described above is solicited.

(Signed) F. L. BURCKHALTER

Approved:

_____

Vice President in Charge
of Operations

REH:oc

415-22

San Francisco, February 9, 1931

Mr. Dyer:
Mr. Burckhalter:

Operating Revenues, Expenses and Net Income for Gas-Electric Rail Cars for 12 months ended December 31st, 1930 follow:

Runs	Operating Revenues		Operating Expense		Net Income	
	Amount	Per Train Mile	Amount	Per Train Mile	Amount	Per Train Mile
Phoenix-Winkleman via Maricopa	$37,854.58	55.99¢	$34,262.40	50.68 ¢	$3,592.18	5.31 ¢
Tucson-Phoenix	29,201.41	50.35	29,459.20	50.79	257.79	.44
Portland-Corvallis	14,986.20	33.46	21,124.02	47.16	6,137.82	13.70
Sacramento-Gerber	32,776.56	53.19	26,324.28	42.72	6,452.28	10.47
Marshfield-Eugene	29,998.42	50.69	22,631.44	38.24	7,366.98	12.45
Los Angeles-Oxnard via Fillmore	5,899.05	24.52	8,927.07	37.11	3,028.02	12.59
Sacramento-Tehama via Chico	35,728.28	56.77	27.408.54	43.55	8,319.74	13.22
Sacramento-Marysville	1,709.56	25.38	2,452.39	36.41	742.83	11.03
Fresno-Bakersfield	12,084.39	45.82	15,575.83	59.06	3,491.44	13.24
San Francisco-San Jose	44,708.88	75.88	35.924.68	60.97	8,784.20	14.91
Oakland-San Jose	7,300.91	58.53	8,863.96	71.06	1,563.05	12.53
San Francisco-SantaCruz	139.04	91.47	73.71	47.49	65.33	42.98
Globe-Miami-Bowie	18,689.15	31.65	28,143.97	47.66	9,454.82	16.01
Sacramento-Chico	1,243.32	34.64	2,008.01	55.95	764.69	21.31
Tracy-Fresno	9,351.25	29.78	13,041.59	41.53	3,690.34	11.75
Total All Runs-SP	$281,671.00	48.83¢	$276.221.09	47.89¢	$ 5,449.91	.94¢
Total All Runs-NWP	$206,863.34	89.72¢	$125,943.35	54.62¢	$80,919.99	35.10¢
Total All Runs-T&L	$614,336.45	56.7¢	$402,410.92	37.2¢	$211,924.08	19.5¢

Source of Information:
Form 4990

415-22
San Francisco, March 17th, 1931

Mr.A.S.McKelligon:

All gas-electric cars are now assigned to permanent runs, and in compliance with request of your office, am showing this assignment below:

Car No	Builder	H.P.	Fuel	Operating between	Division	Train No's
1	Mack	405	Gas.	Phoenix-Winkleman-Maricopa	Tucson	35-36 & 37-38
2	Brill	600	Gas.	Tucson-Phoenix	"	107 108
3	Pullman	400	Dist.	Portland - Corvallis	Portland	351 & 352
4	Pullman	400	Dist.	Sacramento-Chico	Sacramento	47 & 48
5	Pullman	400	Dist.	Eugene-Marshfield	Portland	501 & 502
6	Pullman	400	Dist.	Los Angeles-Oxnard	Los Angeles	37-38 & 39-34
7	Brill	600	Dist.	Sacramento-Gerber	Sacramento	53 & 54
8	Brill	600	Dist.	Bowie-Miami	Tucson	48-47 & 46-45
9	Brill	600	Dist	Tracy-Bakersfield	Stockton-San Joaq	40-95 & 96-39
10	Brill	600	Dist	Tracy-Bakersfield	" " "	40-95 & 96-39
11	Brill	600	Dist.	Sacramento-Tehama	Sacramento	41 and 42

cc-Mr.F.L.Burckhalter-Your file 415-22...sr.16 to Mr.L.U.Morris,copy to me.
cc-Mr.W.H.Kirkbride
cc-Mr.R.L.Ruby
cc-Mr.A.D.Williams.
cc-Mr.O.B.Schoenky
cc-Mr.R.U.Lipscomb.

Southern Pacific Company
Pacific Lines
Assignment of Gas-Electric Cars

Car No.	Division	Assignment	Trains	Daily Mileage
S.P. 1	Tucson	Phoenix – Winkleman – Maricopa	35-36-37-38	265.2
S.P. 2	Tucson	Phoenix – Tucson	107-108	242.6
S.P. 3	Portland	Portland - Corvallis	351-352	176.4
S.P. 4	Sacramento	Sacramento – Gerber	143-44-43-142	252.0
S.P. 5	Portland	Eugene – Marshfield	501-502	243.2
S.P. 6	Los Angeles	Los Angeles – Oxnard	37-38-39-34	166.4
S.P. 7	Sacramento	Sacramento – Tehama	42-41	245.8
S.P. 8	Tucson	Bowie - Miami	48-47-46-45	289.0
S.P. 9	Western	Oakland - San Jose	503-504-89-90-97-98	126.5
C.P. 10	Stockton & San Joaquin	Tracy - Bakersfield	40-96-95-39	242.2
C.P. 11	Stockton & San Joaquin	Tracy - Bakersfield	40-96-95-39	242.2
Total Daily Assigned Mileage				2491.5
Average Daily Assigned Mileage per Car				226.5

415-22

R. E. H. JUL 17 1931

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

ASSIGNMENT OF GAS-ELECTRIC RAIL MOTOR CARS

July 1931

No.	Make	Weight	Length	Baggage Space	H.P.	Passgr Capac.	Train	Between	Service	Miles Daily	Miles Monthly
1	Mack	132000	75'	12'1"	405	74	35-36	Phoenix-Winkleman	Daily except Sun.	195	5086
2	Brill	154000	73'	14'7 8"	600	55	107-108	Tucson-Phoenix	Daily	111.4	3388
3	Pullman	141000	74'	15'6"	400	34	351-352	Portland-Corvallis	"	174.6	5307.(
4	"	141000	74'	15'6"	400	34	35-36	Los Ang-Ventura	"	167.2	5085.(
5	"	141000	74'	15'6"	400	34		Unassigned			
6	"	141000	74'	15'6"	400	34	33-34 37-38	Los Ang-Oxnard	Daily	166.4	5061.(
7	Brill	167000	73'	None	600	54	53-54	Sacramento-Gerber	"	252.0	7665.(
8	"	167000	73'	"	600	54	45-47 46-48	Bowie-Miami	"	268.2	8157.(
*9	"	167000	73'	"	600	54	40-96)			(242.2	7367.(
*10	"	167000	73'	"	600	54	39-35)	Tracy-Bakersfield	"	(242.2	7367.(
*11	"	167000	73'	"	600	54	41-42) X)	Sacto-Tehama Sacto-Oakland	" Saturday	246.8 12.6	7507.(382.(

* 9, 10, and 11 equipped for automatic train control.

JUL 13 31

Car No. 11 - Deadheads on 209 Sacramento to Oakland and operates as an extra handling newspapers.

RECD

Office of Supt. Transportation,

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

ASSIGNMENT OF GAS-ELECTRIC RAIL MOTOR CARS

Oct. 1, 1931

No.	Make	Weight	Length	Baggage Space	H.P.	Passgr Capac.	Train	Between	Service	Miles Daily	Miles Monthly
1	Mack	132000	75'	12'1"	405	74	35-36	Phoenix-Winkleman	Daily except Sun.	195.0	5086.0
2	Brill	154000	73'	14'7/8"	600	55	107-108	Tucson-Phoenix	Daily	242.4	7376.0
3	Pullman	141000	74'	15'6"	400	34	351-352	Portland-Corvallis	Daily	174.6	5307.0
4	Pullman	141000	74'	15'6"	400	34	35-36	Los Ang-Ventura	Daily	167.2	5085.6
5	Pullman	141000	74'	15'6"	400	34	41-42	Sacto-Tehama	Daily	246.8	7507.0
6	Pullman	141000	74'	15'6"	400	34	39-34 37-38	Los Ang-Oxnard	Daily	166.4	5061.0
7	Brill	167000	73'	None	600	54	21-22	Sparks-Klam Falls	Daily	308.6	9381.6
*11	Brill	167000	73'	None	600	54	21-22	Sparks-Klam Falls	Daily	308.6	9381.6
8	Brill	167000	73'	None	600	54	45-47 46-48	Bowie-Miami	Daily	268.2	8157.0
* 9	Brill	167000	73'	None	600	54	40-96)	Tracy-Bakersfield	Daily	(242.2	7367.0
*10	Brill	167000	73'	None	600	54	39-35)			(242.2	7367.0

* 9, 10, and 11 equipped for automatic train control.

Office of Supt. Transportation,
San Francisco. Oct. 3. 1931.

MARCH 1932 CS-3646 - ESTIMATED PASSENGER TRAIN REVENUE

WESTERN DIVISION

TRAIN	OPERATED From	To	Miles	Passgrs.	Revenue Passenger	REVENUE PER MILE Passenger	Bage & Mail	Express	Total
*243	Fresno	Tracy	3906	347	$342.00	.09	.16	.17	.42
*244	Tracy	Fresno	3906	271	277.00	.07	.17	.21	.45

* New numbers

MARCH 1932 CS-3646 - ESTIMATED PASSENGER TRAIN REVENUE

SACRAMENTO DIVISION

*TRAIN	OPERATED From	To	Miles	Passgrs.	Revenue Passenger	REVENUE PER MILE Passenger	Bage & Mail.	Express	Total
291	Colfax	Sacramento	1643	399	$239.00	.15	.16	.02	.33
294	Sacramento	Colfax	1643	283	213.00	.13	.16	.02	.31
289	Gerber	Sacramento	3906	545	669.00	.17	.16	.10	.43
290	Sacramento	Gerber	3813	845	1081.00	.28	.16	.07	.51
298	Sacramento	Placerville	1860	325	145.00	.08	.24	.02	.34
299	Placerville	Sacramento	1984	340	161.00	.08	.23	.02	.33

* New numbers.

MARCH 1932 — CS-3646 - ESTIMATED PASSENGER TRAIN REVENUE

PORTLAND DIVISION

TRAIN	OPERATED From	To	Miles	Passgrs	Revenue Passenger	REVENUE PER MILE Passenger	Bago & Mail	Express	Total
351	Portland	Corvallis	2728	306	$275.00	.10	.24	.08	.42
352	Corvallis	Portland	2728	339	321.00	.12	.24	.07	.43

MARCH 1932 CS-3646 - ESTIMATED PASSENGER TRAIN REVENUE

SAN JOAQUIN DIVISION

TRAIN	OPERATED From	To	Miles	Passgrs.	Revenue Passenger	REVENUE PER MILE Passenger	Bage & Mail	Express	Total
95	Bakersfield	Fresno	3875	426	$544.00	.14	.17	.10	.41
96	Fresno	Bakersfield	3875	481	724.00	.19	.17	.10	.46
57	Portervillo	Fresno	483	47	62.00	.13	.19	.04	.36
58	Fresno	Portervillo	483	33	47.00	.10	.19	.15	.44

MARCH 1932 — CS-3646 - ESTIMATED PASSENGER TRAIN REVENUE

LOS ANGELES DIVISION

*TRAIN	OPERATED From	To	Miles	Passgrs	Revenue Passenger	REVENUE PER MILE Passenger	Bage & Mail	Express.	Total
351	Los Angeles	Ventura	2604	213	$234.00	.09	.10	.03	.22
354	Ventura	Los Angeles	2604	253	286.00	.11	.11	.03	.25
355/352	Oxnard	Los Angeles	2573	358	346.00	.13	.04	.02	.19
353/356	Los Angeles	Oxnard	2573	389	405.00	.16	.04	.04	.24
363	Calexico	Niland	1271	277	273.00	.21	.04	.02	.27
364	Niland	Calexico	1271	253	205.00	.16	.04	.02	.22
365	Calexico	Niland	1271	159	108.00	.08	.001	.02	.10
366	Niland	Calexico	1271	423	297.00	.23	.08	.02	.33

* New numbers.

MARCH 1932 — CS-3646 - ESTIMATED PASSENGER TRAIN REVENUE

TUCSON DIVISION

*TRAIN	OPERATED From	To	Miles	Passgrs	Revenue Passenger	REVENUE PER MILE Passenger	Bage & Mail	Express	Total
375	Winkelman	Phoenix	2646	99	$160.00	.06	.16	.04	.26
376	Phoenix	Winkelman	2646	55	74.00	.03	.16	.38	.57
377	Tucson	Phoenix	3752	260	591.00	.16	.05	.01	.22
378	Phoenix	Tucson	3751	501	1227.00	.33	.05	.01	.48
382	Globe	Miami	310	No passengers carried.				.01	.01
383	Miami	Globe	310	"	"	"		.02	.02
381	Miami	Bowie	4154	122	359.00	.09	.15	.13	.37
384	Bowie	Miami	4154	104	294.00	.07	.15	.11	.33
385	Phoenix	Maricopa		Inaugurated Apr.24th,1932					
386	Maricopa	Phoenix		"	"	"	"		

*New train numbers.

415-22

415-22

R. E. H.
APR 5 1932

San Francisco, April 4th, 1932

Mr. A. S. McKelligon:

As requested by your office am tabulating below Assignment of Gas-Electric cars for your file and information.

Car No	Make	HP	Fuel	Operating	Division	Train No's
1	Mack	405	Gasoline	Phoenix- inkleman	Tucson	35 & 36
2	Brill	600	"	Tucson-Phoenix	Tucson	107 & 108
3	Pullman	400	Dist	Portland-Corvallis	Portland	351 & 352
4	"	400	"	Los Angeles-Ventura	L.A.	35 & 36
5	"	400	"	Niland-Calexico	L.A.	153-154 155 156
6	"	400	"	Los Angeles-Oxnard	L.A.	(39 & 34 (37 & 38
7	"	600	"	Sacramento-Tehama	Sacto	41 & 42
8	"	600	"	Bowie-Miami	Tucson	45, 47 46 &48
9	"	600	"	Fresno-Porterville	San Joaquin	57 & 58
10	"	600	"	Tracy-Bakersfield	Western & San Joaquin	40-96 & 95-39
11	"	600	"	Tracy-Bakersfield	Western & San Joaquin	40-96 & 95-39

cc-Mr. F. L. Burckhalter)
cc-Mr. . B. Kirkland)
cc-Mr. A. D. Williams.) For your information
cc-Mr. O. B. Schoenky.)
cc-Mr. R. U. Lipscomb.)

STUDY OF
MOTOR CAR PASSENGER TRAIN SERVICE ON PACIFIC LINES
AND
EXHIBIT OF EARNINGS

ITEM	DIVISION	TRAIN	BETWEEN	AND	SHEET
1	Tucson	375-376	Winkelman	Phoenix	1
		377-378	Tucson	Phoenix	1
		382-383	Globe	Miami	1-2
		381-384	Miami	Bowie	2-3
		385-386	Phoenix	Maricopa	3
2	Western	243-244	Fresno	Tracy	4
3	Sacramento	291-294	Colfax	Sacramento	5
		289-290	Gerber	Sacramento	5
		298-299	Sacramento	Placerville	5-6
	Salt Lake	No motor car passenger train service			
	Shasta	" " " " " "			
4	Portland	351-352	Portland	Corvallis	7
	Coast	No motor car passenger train service			
5	San Joaquin	95- 96	Bakersfield	Fresno	8
		57- 58	Porterville	Fresno	8
6	Los Angeles	351-354	Los Angeles	Ventura	9
		355/352-353/356	Oxnard	Los Angeles	9
		363-364	Calexico	Niland	9
		365-366	"	"	9
	Rio Grande	No motor car passenger train service			

Prepared in Office of Superintendent of Transportation,
San Francisco,
May 14, 1932.

415-22

8/9

File 415-22

San Francisco, Calif., August 4th, 1932.

Mr. A. S. McKelligon:-

Following my letter of May 6th, tabulating assignment of Gas-Electric cars.

Below is assignment to date:

Car No.	Make	HP	Fuel	Operating	Division	Train No's
1	Mack	405	Gas	Phoenix-Winkleman	Tucson	375 & 376
2	Brill	600	"	Tucson-Phoenix	"	377 & 378
3	Pullman	400	Dist	Portland-Corvallis	Portland	351 & 352
4	"	400	"	Pacific Grove-Del Monte Jct.	Coast	189 & X4
5	"	400	"	Niland-Calexico	Los Ang.	363, 364, 365 & 366
6	"	400	"	Los Angl.-Ventura	Los Ang.	351 & 354
7	"	600	"	Sacto - Tehama	Sacto	289 & 290
8	"	600	"	Bowie - Miami	Tucson	381, 382, 383 & 384
9	"	600	"	Fresno-Porterville	San Joaquin	57 & 58
10	"	600	"	Tracy-Bakersfield	Western & San Joaq.	243, 244, 95 & 96
11	"	600	"	Tracy-Bakersfield	Western & San Joaq.	243, 244, 95 & 96

JUN 2 95

cc-Mr.F.L.Burckhalter)
Mr.W.B.Kirkland)
Mr.A.D.Williams)
Mr.O.B.Schoenky) For your information.
Mr.R.U.Lipscomb)

(Signed) A. S. McKELLIGON

RECD

San Francisco, October 14th, 1932.

Mr. A. D. McDonald:

Yours of October 10th, about possibility of substituting motor car for steam service for fulfilling schedules of Trains 349-350 between Los Angeles and Santa Barbara:

We have had that possibility in mind for some time, and the only reason it has not been carried out before this is that we have no gas-electric motor car available, without taking it from some run where now in service, which would cause steam service to be used on the run from which car was taken with no net advantage obtained.

We are attempting to obtain authority of Arizona Corporation Commission to discontinue schedules of Nos. 377-378 between Tucson and Phoenix, which are now being fulfilled by gas-electric car, and in event this authority is obtained we intend using the car thus released to take care of the Los Angeles-Santa Barbara service.

Our eleven gas-electric cars are now employed as follows:

No.	Trains			
1	375-376	Phoenix	-	Winkelman
	385-386	Phoenix	-	Maricopa
2	377-378	Tucson	-	Phoenix
3	327-328	Portland	-	Corvallis
4	Extras 3 RT	Del Monte Jct.	-	Pacific Grove
5	363-364	Calexico	-	Niland
	361-362	Calexico	-	Yuma
6	351-354	Ventura	-	Los Angeles
7	289-290	Sacramento	-	Gerber
8	381-382			
	383-384	Bowie	-	Miami
9	57- 58	Fresno	-	Porterville
10	240-346	Tracy	-	Bakersfield
11	345-249	Tracy	-	Bakersfield

:cc

(Signed) J. H[illegible]

415-22

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San Francisco, Jan. 25th, 1933

Mr.A.S.McKelligon:

Your letter of January 13th, file 51, about assignment of Gas-Electric cars No's 1 to 11 inclusive.

The following shows the present assignment of Gas-Electric cars:

Car No	Make	HP	Fuel	Operating	Division	Train No's.
1	Mack	405	Gas	Phoenix - Winkleman	Tucson	375 - 376
2	Brill	600	"	Bowie - Miami	"	381-382-383-384
3	Pullman	400	Dist	Portland - Eugene	Portland	331-332
4	"	400	"	Pac-Grove Del Monte Jct	Coast	190-191-192-193 194-195-196-197
5	"	400	"	El Centro - Yuma	L.A.	362-363
6	"	400	"	Fresno-Porterville	S.J.	57-58
7	"	600	"	L.A. - Santa Barbara	L.A.	349-350-351
8	"	600	"	L.A. - Oxnard	L.A.	352-353-354
9	"	600	"	Sacramento-Gerber	Sacto.	289-290
10	"	600	"	Tracy - Bakersfield	West & SJ.	239 - 240
11	"	600	"	" - "	" "	345 - 346

(Signed) Geo. McCormick

cc-Mr.F.L.Burckhalter.
cc-Mr.W.B.Kirkland.
cc-Mr.A.D.Williams.
cc-Mr.C.B.Schoenky.
cc-Mr.R.U.Lipscomb.