520-31 (TT)
520-310-1

San Francisco, October 3, 1933.

Mr. Mercier:

OCT R. E. H. 3 1933

Yours of the 2d, about train mileage results of recent change in time tables:

The Bureau of Transportation Research estimated an increase of 3787 passenger train miles monthly, but through readjustment of pooled crews, additional monthly expense was estimated at only $1306, as was clearly brought out in letter which I drafted for Mr. Dyer's signature to the President on August 8.

The new gas-electric motor car service which we were compelled to inaugurate between Oakland and Martinez the day before the new time table became effective (and as reported to the President in mailgram which I drafted for Mr. Dyer's signature September 29) is also partially chargeable to the new fast trains between Oakland and Sacramento, and will cause an increase of $370 monthly, as follows:

Wages	$ 75
Fuel	93
Repairs	138
Lubricants	18
Enginehouse expense	12
Train supplies and expense	17
MofW affected by added traffic . .	17
	$370

but as the motor car is working in the present pools between Oakland and Martinez on the one hand, and Oakland and San Jose on the other, the Bureau of Transportation Research estimates the additional expense at but $15 a day. There will be practically no additional crew expense, since the guaranteed mileage will be absorbed by operating the additional trips.

Neither of those additions to the service is entirely chargeable to the establishment of the new fast train service between Oakland and Sacramento, but as pointed out in the two communications mentioned in the foregoing, we purpose eliminating a number of stub sections of Train 21 which has formerly been operated from Sacramento because of the regular train being late; and it was absolutely necessary that we improve the connection between Trains 15 and 21 at Sacramento for traffic from the east side of the Sacramento Valley to the Bay territory, which we accomplished by scheduling No. 243 to leave Sacramento at 6.30 PM.

Further, the earlier arrival of No. 224 at Sacramento, and the advancement of the head end traffic on No. 204, were necessary to improve the schedule of No. 16 and enable it to arrive Portland in time to make northern lines connections.

It is my opinion that practically all we could directly charge to the fast train operation is the $370 a month for motor car between Oakland and Martinez, as the Passenger Traffic Department felt it desirable to protect the Vallejo connection with No. 241 and could not agree to set that train back to leave Martinez on No. 243's former schedule of 4.20 PM.

W B Kirkland

WBK-hm

5/20
5/26

May 10, 1933.

Mr. W. B. Kirkland:

Your file 415, April 21st, about proposal to assign gas-electric car No. 3 to the Western Division to fulfill schedules of Nos. 203-206 between the Pier and Martinez:

Am now advised it will cost about $340 to equip this car with automatic train control, $220 of which is actual cash as represented by that necessary to purchase new material. Before I can recommend such expenditure I want to be very sure that there is no other place on the System where this car could be economically employed, without having to go to the necessity of applying train control apparatus, and if not I want to be equally sure that the car will handle the run to which you propose to assign it on the Western Division. As to the latter point, please solicit Mr. McCormick's views.

A. T. M[illegible]

E. H.
MAY 11 1933

REH:oc

415-22

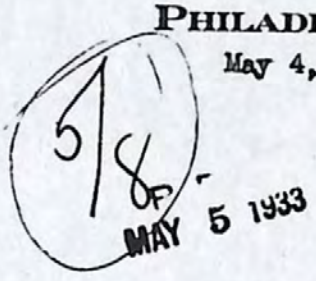
THE J. G. BRILL COMPANY

DOUGLAS W. DODGE
PACIFIC COAST REPRESENTATIVE
RIALTO BUILDING
SAN FRANCISCO

PHILADELPHIA, PA.

May 4, 1933

CABLE ADDRESSES
"BRILL" PHILADELPHIA
"AXLES" LONDON
"BOGIBRIL" PARIS



855-1

Mr. A. T. Mercier, General Manager
Southern Pacific Company
65 Market Street
San Francisco, California

Dear Mr. Mercier:

Complying with a notification just received from our headquarters at Philadelphia which considers the probability of increase in price of certain raw materials, we are under the need of advising our customers, with reference to all outstanding quotations, that such quotations after 30 days from date are subject to change without notice.

On March 10, I wrote you regarding a demonstrator gas-electric car which we have available at Philadelphia, quoting you a price on it, and while this was understood to be merely a tentative consideration, I want to qualify our proposal with the condition that after 30 days the price is subject to change.

Very truly yours,

Douglas W. Dodge

DWD:GA

Pacific Coast Representative

1-32-750M—8

C. S. 5527

MAILGRAM

415-22

415-22

San Francisco, May 2nd, 1933.

Mr.A.T.Mercier.

Your mailgram April 25th, symbol H-367, file 415-22, inquiring what it will cost to equip Gas-Electric car No. 3 with automatic train control.

This car will require identical equipment as applied to Gas-Electric cars Nos. 9, 10 and 11, at a cost of $766.00 per car covered by G.M.O's 86829 and 86830 for the year 1930.

We understand that the price of this equipment has not been reduced, therefore the cost will be the same. D-5

Geo. McCormick.

HH

415-22

May 4, 1933.

Mr. E. W. Clapp:

Your file C:75/006 of April 20th about assignment and condition of our gas-electric cars:

Attached statement shows the assignment of these cars. No. 9 is temporarily in service between Tracy and Bakersfield in place of No. 11 which is in Sacramento Shops undergoing repairs. As soon as No. 11 is available for service, we will use it or No. 10 for Trains 232 and 237 between Oakland and Stockton. These motors satisfactorily take care of runs on which they are assigned but are out of service periodically for repairs occasioned by use.

Encl.

(SIGNED) A. T. MERCIER

R.E.H.

MPB f

415.22

415

San Francisco, April 28th 1933.

Mr. A. T. Mercier:

H-367. Your mailgram of April 25th to Mr. McCormick, copy and blind notation to me, about Gas-Electric Motor Car No 3.

It is proposed to assign that car to Trains 203 - 206 between Oakland Pier and Martinez in order to reduce cost of operation of low earning passenger trains.

W. B. Kirkland

1-32-750M—S

MAILGRAM

C. S. 5527

415-22

May 1, 1933.

Mr. Geo. McCormick:

Please see my mailgram of April 25th, and advise as quickly as possible your estimate of the cost to equip gas-electric motor car No. 3 with automatic train control apparatus.

In replying please state which of the gas-electric cars are now already equipped with automatic train control. H-367

A. T. MERCIER

415-22

415

San Francisco, April 28th 1933.

Mr. A. T. Mercier:

Replying to yours of April 24th, file 415-22, asking for assignment gas-electric rail cars and whether they are taking care of their runs regularly.

Attached is statement showing assignment of these cars.

Car No 3 is reported extra at Sacramento and is on hand that point awaiting authority to be equipped with automatic train control apparatus, after which car can be used between Oakland and Martinez on Trains 203 - 206 in order to reduce cost of operation of low earning passenger trains.

Motor No 9 reported extra at Sacramento is temporarily in service between Tracy and Bakersfield in place Motor No 11 which is in Sacramento Shop undergoing repairs. As soon as No 11 is available for service, will use it or Motor No 10 for Trains 232 and 237 between Oakland and Stockton.

These motors satisfactorily take care of runs to which they are assigned but are out of service for long periods resulting in the use of steam trains on assigned motor car runs.

Records for the first three months of this year show that eleven motor cars were in shops 323 days awaiting or undergoing repairs and am informed by Mr. McCormick's representative that principal shop delays were account waiting for material.

cc Mr. Geo. McCormick

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

ASSIGNMENT OF GAS-ELECTRIC RAIL MOTOR CARS

No.	Make	Weight	Length	Bage. Space	H.P.	Passgr Cap'y.	Trains	Between		Service	Miles Per Day
1	Mack	132000	75'	12'1"	405	74	375-376)	Phoenix	- Winkelman	Daily Ex.Sun)	167.2
2	Brill	154000	73'	14'-7/8"	600	55	381-384)	Bowie	- Globe	Daily	247.4
3	Pullman	141000	74'	15'6"	400	34	[redacted]	Extra at Sacramento			
4	Pullman	141000	74'	15'6"	400	34	192-193-194-195-196-197	Pacific Grove	- Del Monte Jct.	Daily	107.4
5	Pullman	141000	74'	15'6"	400	34	364-365)	Niland	- Calexico	Daily	
							362-363)	Calexico	- Yuma	Daily	204.4
6	Pullman	141000	74'	15'6"	400	34	57-58	Fresno	- Portersville	Daily	137.8
7	Brill	167000	73'	None	600	54	349-350	Los Angeles	- Santa Barbara	Daily	
8	"	"	"	"	"	"	351-352-353-354	Los Angeles	- Oxnard	Daily	374.6
9	Brill	167000	73'	None	600	54	[redacted]	Extra at Sacramento			
10	Brill	167000	73'	None	600	54	240-346	Tracy	- Bakersfield	Daily	
11	Brill	167000	73'	None	600	54	345-239	Bakersfield	- Tracy	Daily	501.6

Office of
Superintendent of Transportation,
San Francisco, April 25, 1933.

415-22

April 6, 1933.

Mr. A. D. McDonald:

Your C-403, April 3rd, and supplementing my H-427 about letting the Cotton Belt have some McKeen gasoline motor cars:

In addition to cars 45, 53, 55 and 57 which I informed you were available, we have the following 11 cars which are also available, none of which are now in service:

Car No.	Location	Speed level track	Seating Capacity	Time to Condition	Approx Cost	Depr. Value As of Dec. 31, 1932
27	Sacto	60	62	3 weeks	$3,881	$3,104.59
29	"	47	62	2 "	888	3,145.57
31	"	60	62	3 "	3,330	3,234.55
37	"	60	62	2 "	3,659	2,959.40
39	"	60	62	3 "	2,968	2,914.28
43	"	47	62	3 "	2,860	3,265.71
47	L.A.	50	62	15 days	600	3,236.41
49	Calexico	60	60	1 week	90	3,410.25
51	"	60	62	1 week	90	3,190.62
65	Sacto	60	86	4 weeks	2,366	3,296.78
67	"	47	80	4 "	3,819	3,201.25

Estimated costs to recondition these cars were hastily made and may be subject to revision.

The only car which we now have in service is No. 29 operating on the Placerville Branch. Car No. 41 is leased to the Tonopah & Goldfield. Car No. 61 is not in service but is specially equipped mechanically and is being used for conducting tests in connection with possible use of new type of gas. We would not care to release this car on that account.

(Signed) J. H. DYER
G. C. P.

APR 6 1933

NPB f

1-32-500M—S

C. S. 5527-A

MAILGRAM

415-22

San Francisco, April 11, 1933.

Mr. Dyer
Note

APR 11 1933

J. DYER
APR 11 1933

R. E. H.
APR 12 1933

Mr. Burckhalter:

Your notation 10th on copy of Mr. A. D. McDonald's M-1 from line April 8, about McKeen gasoline motor cars:

The difficulty with McKeen cars is that they will not handle trailers and maintain passenger train schedules. Practically all of our light runs requiring one car operation have been discontinued.

Car 29 is operating on the Placerville and Fair Oaks Branches, but we are seeking to discontinue that service, and hearing has been set by the California Railroad Commission for May 9 on our application so to do.

Car 45 was in service between Sacramento and Colfax until last month.

Car 49, which was operating between Calexico and Niland, was replaced last fall with gas-electric motor car No. 5, because of the former's inability to handle trailers and maintain schedule, and to permit operation through between Niland and Yuma via the Inter-California Railway and Calexico.

Car 51 was released when we discontinued a train in each direction between Niland and Calexico last fall.

Car 61 is used to accommodate small excursions in the vicinity of Sacramento.

The remaining eleven cars have not been used for some time, the runs on which they are capable of handling the traffic having been discontinued.

(Signed) L. M. DYER
G. C. P.

R. E. H.
APR 11 1933

Mr. Dyer:
Recommend for your signature.

A J Mercier

Mr. Mercier:
Recommend.

VBK-hm

TELEGRAM

1-33 1,500M

CLASS OF SERVICE
(Preferred, Day or Night)

C. S. 2191

San Francisco 230PM 4-2-33

Preferred

Mr J H Dyer - On Line - Portland Divn

Orig.JHD copy GCP A-3689 Unable today to locate Mr McDonalds C-395 Will release 400HP Motor No 3 between Portland and Eugene and 600HP Motor No 9 between Sacramento and Gerber Apr 16th Will put motor 9 in service between Fresno and Portterville releasing 400HP Motor No 6 Do not believe we now have any run in which can use No 3 and No 6 to advantage Would not recommend releasing any 600HP cars A -73

W B Kirkland

cc Mr.G,C.Paterson,
Building.

Dictated by phone
W B K/ LFH

C.S. 2191-B

TELEGRAM

CLASS OF SERVICE (Preferred, Day or Night) DAY SPM 415-22

San Francisco, March 16, 1933.

WALTER DOUGLAS,
MEXICO CITY.

D-82. McKeen Cars are quipped with reconstructed distillate burning engines and are capable of giving good service. The cars have in operation on Pacific Lines made 67,000 miles in 1932 and pulled trailers 20,000 miles at cost per train mile of twenty decimal forty-two cents for repairs, eighteen decimal seventy-seven cents for wages, two decimal seventy cents for fuel, one decimal seven cents for lubricants or a total including depreciation, enginehouse, train supplies, and other expenses of forty-seven decimal eighty-seven cents, which compares quite favorably with the gas electric cars recently put in service.

Car No. forty-five will seat forty-nine passengers and is satisfactory for operation on two percent grade. Can be reconditioned in four days at estimated cost of two hundred dollars. Depreciated value three thousand three hundred twenty-three dollars.

Car No. fifty-three seating capacity sixty-two passengers satisfactory for operation on five tenths grade. Will require thirty days to recondition at estimated cost of one thousand one hundred dollars. Depreciated value three thousand two hundred two dollars.

Car No. fifty-seven seats sixty-two passengers and is satisfactory for operation on five tenths grade. Will require twenty-five days to recondition at estimated cost of one thousand one hundred dollars. Depreciated value three thousand four hundred forty-nine dollars.

All of these cars are of steel construction with two hundred horsepower engines and have baggage compartments. If you would like