415-22 415-22
Sacramento, March 2, 1931.

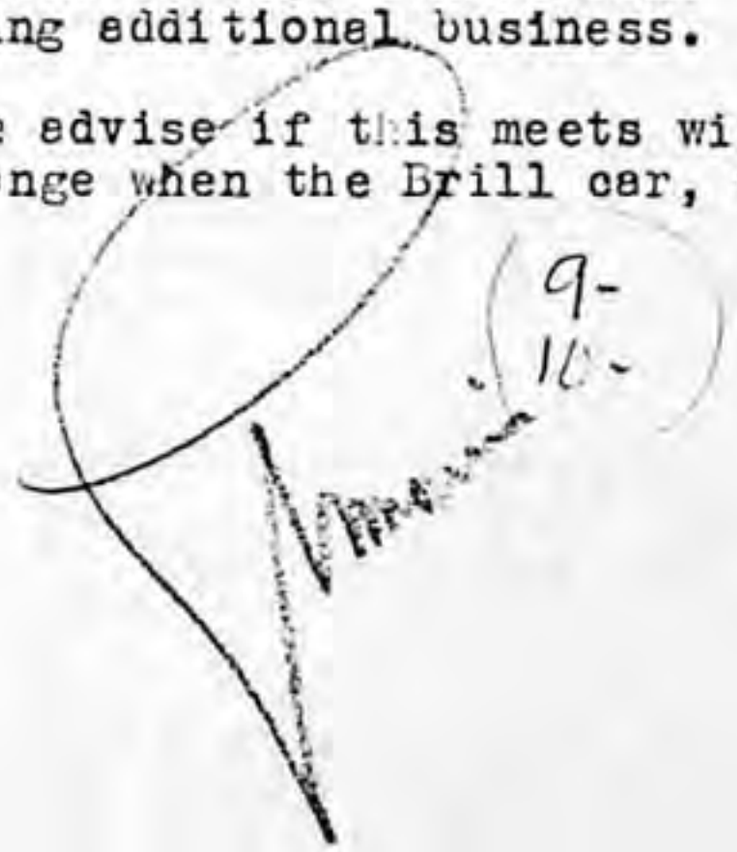
Mr. F.L.Burckhalter:

Now that it has been decided that Trains 31 and 32 on the Portland Division will be discontinued, we will have available for permanent assignment a Brill motor car which is now at Sacramento undergoing repairs.

At the present time the Sacramento Division has assigned for its use to handle Trains 53 and 54 and 42 and 41 one of the small 400 h.p. gas-electric cars and one of the 600 h.p. Brill cars. The 400 h.p. car is not large enough to make the schedules on trains 41 and 42 with combination car and coach, and in order to handle these runs successfully day in and day out from now on, account Express business increasing, we should have two of the 600 h.p. gas-electric cars assigned to these runs. Therefore, when the 600 h.p. car that was recently sent to the Stockton and San Joaquin Divisions for service relieving similar car that required shop attention, is released, recommend this car be assigned to the Sacramento Division. This will release the 400 h.p. gas-electric car and I strongly recommend this car be kept on the Sacramento Division and operated on Trains 47 and 48 between Sacramento and Chico in place of the McKeen motor car that is operating on this run. The operation of these three cars on Trains 53-54, 41-42 and 47-48 on the Sacramento Division will give an average mileage of 6896 miles per month per motor or an average of about 230 miles per day. The extra gas-electric car placed in this pool of runs will many times avoid the necessity of operating steam train, which is necessary under present arrangement when one of the gas electric cars has to be held off run for repairs. This extra expense can, in many cases, be eliminated by doubling one of the other two cars, if there are three cars in the pool.

While the McKeen car that has been operating on 47 and 48 has been maintaining schedule, the car itself is not at all suitable to handle the traffic that patronizes this high class train. The lighting of the car is poor, does not ride comfortably and has only limited seating capacity, which makes it necessary to operate a steam train at times, which could be avoided if the small gas-electric car was placed on this run, as this car will handle two additional coaches.

At last time-table meeting the Passenger Department insisted upon keeping on this connection for competitive reasons, and inasmuch as it has been decided this will be done, I think we should go all the way and furnish the better service on this connection. In this regard we may be instrumental in attracting additional business.

Will you please advise if this meets with your approval, and if so, we will make the change when the Brill car, which is now in shops is turned out.

cc—Mr. R. L. Ruby