S20-42

March 28, 1930.

Mr. F. L. Burckhalter:

Understand that three of the new gas-electric motor cars have been assigned to Sacramento Division for use on trains 41, 42, 43 and 44 between Sacramento and Gerber. To date they have not been used on trains 42 and 43 for the reason that train 43 has two head end cars between Gerber and Sacramento, which would make necessary three trailers, as a coach must also be handled on this train.

A study of head end traffic on this set of trains indicates the possibility of successful operation of gas-electric cars on these four trains with the following head end consist on each train:

A combination 30-55 foot car to be assigned to trains 42 and 41; a 15-55 foot mail and express car to be operated on train 14 from Oakland Pier to Gerber, thence train 43 to Sacramento and train 29 to Oakland Pier. This car will be the only head end car on train 43. Train 44 requires no head end car, so far as this department is concerned; the baggage space provided in the motor car being sufficient to accommodate what little traffic is moved on that train. The 60' postal car now being cut out of train 15 at Gerber, moved to Sacramento in train 41 in service and then deadheaded to Oakland Pier on train 209, will be replaced on train 41 by the car operating in trains 42 and 41. This RPO car may be continued in train 15 to Sacramento and then deadheaded to Oakland Pier on train 209, transferring at Tehama Junction only such mail as must be worked in the apartment of train 41. If, however, it is more convenient, all mails in the postal car may be transferred at Gerber to the baggage cars and the postal car cut out and deadheaded to Oakland on following train 13. The latter movement will require transfer of mail at Gerber, a second transfer at Tehama Junction and a third transfer at Sacramento of all mail in the train.

There is a possibility that at certain times of the year the 55

#2 F.L.B. 5-26-42

feet of baggage space in the combination car operating on train 43 will not be sufficient. In that event, it may be possible to use one or two of the steel combination cars now operating between El Paso and Douglas on trains 7 and 8 in place of the coach which will be operated on train 43. This would then give the Passenger Traffic Department all of the seating space in the motor car, plus a small amount of seating space in the combination car, and would give us a small amount of space in the combination car, plus 55 feet of space in the mail and express car.

With the gas-electric cars placed in service on trains 41, 42, 43 and 44, believe consideration should be given to the use of the car reaching Sacramento on train 41 and due to depart the following morning on train 42 in service on trains 543 and 544. During the strawberry and cherry season we will frequently have three or four express cars to move from Sacramento to Davis for connection to trains 8 and 12. These cars should be able to successfully handle our express movements to Davis and therefore avoid the necessity of operating steam service on trains 543 and 544.

cc-Mr.R.L.Ruby.