AGA

San Francisco, April 30, 1930.

Mr Ruby:

SUBJECT: 2 Gas electric cars on Trains 40, 96, 95 and 39 Tracy-Bakersfield.

Following are the facts:

(1) The combined mileage of these 4 trains is 484.4, or 242.2 per car per day.

(2)Consist of all trains except 95 can be reduced to 2 trailers.

(3) Minimum consist of No. 95 stated to be 3 trailers Bakersfield to Fresno and 1 additional express refrigerator Bakersfield to Tipton.

(4) Saving in wages alone, if use gas car, $1090 per month.

(5) Saving in fuel if use gas car (484.4 Mi @ 9¢ per mile) 1307 " "

(6) Saving in wages and fuel alone . . . . 2397. " ", or $28,764 per year, not including engine house expense, other locomotive supplies and locomotive repairs.

(7) New investment, 2 cars @ $80,000 $160,000

(8) Interest @ 5%, Depreciation @ 4% 14,400

(9) Net saving per year after interest and depreciation, $28,764 – $14,400 = $14,364, or 9% return on investment. This is conservative figure account credit not taken for reduced engine house expense, loco repairs and other loco supplies

(10) Coast Division has one spare 600 h.p. car and would like to get rid of another, which will provide the two cars necessary for this operation.

(11) Sacramento Division frequently haul 3 trailers with a 400 h.p. gas electric car, maintaining schedule, and as the ruling grade Bakersfield-Tracy is 18 ft. per mile, and stops average 10 miles apart, no reason why San Joaquin Division cannot do as well or better with a 600 h.p. car

(12) The express refrigerator is hauled only from Bakersfield to Tipton, 52.5 miles, with regular stops at Delano, Pixley, and flag stops at Famoso, McFarland and Earlimart; and if 4 cars exceed capacity of 600 h.p. gas car to make schedule they would have the distance Tipton to Fresno, 54.9 miles to run off any delay encountered on this account. West of Tip-ton No. 95 has stops at Tulare, Goshen Jct. Traver, Kingsburg, Selma and Fowler.

(13) File contains statements showing what we cannot do -

(a) Passenger Dept. decline to take off sleeper operating in No. 95 (although it leaves Bakersfield as late as 7 AM.. This sleeper arrives from Los Angeles in Train 55.

(b) San Joaquin Division say they should have 2 baggage cars because in addition to regular mail, express and baggage, necessary to handle from 150 to 200 empty milk cans for Lemoore and Los Banos; and cannot haul the express refrigerator in Train 303, local freight scheduled to arrive Tipton 9.28AM (one hour behind No. 95), or #251 scheduled at Tipton 12.35PM, account shippers insist on arrival not later than No. 95.

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In view of the indicated savings, and Mr. Hack's comments, recommend we now develop what can be done, and suggest following procedure:

1. Send the spare 600 h.p. gas electric car to Fresno and put it on No. 96 leaving Fresno 7.10 PM and arriving Bakersfield 11.20 PM, hauling 2 trailers.

2. The following morning put this car on 95 leaving Bakersfield 7.00 AM with one baggage car and one sleeper (allowing the other baggage car and the express refgr for Tipton to go on No. 303 during this test); and study performance of the car on this schedule with 2 trailers. - Return car to Bakersfield on No. 96 same day.

3. Next morning run gas car on 95 with 3 trailers (1 baggage car, 1 express refgr and 1 sleeper) and again watch performance as compared with schedule; returning car to Bakersfield on No. 96.

4. If find car will haul 3 trailers OK let them find ways and means of taking care of the empty milk cans, mail and express, in 1 baggage car and 1 express refgr, and/or put the milk cans for Los Banos on 25 or 59, unloading at Fresno; and make consist of No. 95 gas car and 3 trailers, although in this case some of the savings will disappear, account necessary to use a second brakeman.

5. If train later on present schedule Bakersfield to Tipton with 3 trailers, fix schedule on new time table effective June 1st to fit capacity of the car to haul this tonnage, and figure to regain west of Tipton any time lost between Bakersfield and Tipton.

F B M

Please refer to file. 415-22

San Francisco, June 3d, 1930.

Mr. J. H. Dyer:

Please refer to my letter of March 11th, and subsequent correspondence, relative to assignment of gas electric cars.

The sixth 600 h.p. car is now ready for assignment, and in canvassing field it seems to me that considerable economy might be had, and our mileage per car per day increased, should we take this car, together with one of the two now operating in Peninsula service on the Coast Division, and assign them to fulfill schedules of Nos. 39-95 and 40-96, on Stockton and San Joaquin Divisions, between Tracy and Bakersfield.

As some question existed as to whether or not these cars would satisfactorily handle the work of Nos. 95 and 96, I arranged for a trial run of the spare 600 h.p. car on May 26th and 27th. Result of the trial runs is given in attached statements.

You will note that an on-time performance was made by the car on the schedule of Nos. 39 and 40, handling threetrailers in both cases. On No. 95's schedule, car handling four trailers, including a standard Pullman, departed Bakersfield sixteen minutes late and arrived Fresno twenty minutes late, losing four minutes on the running time, largely because of the accumulated delay of twenty-five minutes incurred at the two stations, Tipton and Goshen Junction, account heavy station work and setting out an express car. On the schedule of No. 96, with three trailers, including a standard Pullman, on-time performance was had.

Mr. Ahern recommends the assignment, insofar as Nos. 39 and 40 are concerned. Mr. McCormick states these tests proved conclusively that the 600 h.p. gas electric car can handle these trains and make the schedule. His remarks applied to all trains under consideration. Superintendent Murphy is reluctant to recommend the assignment to Nos. 95 and 96, particularly because of necessity, during the fruit season, for switching enroute, stating that performance of such switching with a car containing passengers would probably lead to complaint. He further states that, when once behind schedule, there is very little possibility of making up lost time. Mr. Williams concurs in the Superintendent's recommendations.

In respect to the first difficulty cited; I cannot see why there should exist any more cause for complaint than is the case when we switch our heavy main line trains enroute, picking up and cutting out cars, and which of course is a prevalent practice. With reference to the second objection, I feel that with proper interest on the part of local Division officers, these cars should have no difficulty in maintaining schedules.

Were the above assignment made, average mileage per car per day would be 242.2, and the annual saving in wages and fuel alone would be about $28,000.

In view of the very substantial economy to be enjoyed, I

recommend that the spare 600 h.p. car and one of those operating on the Coast Division be assigned as above outlined.

Your approval is solicited.

(Signed) F.L. BURCKHALTER

Encl.

Approved:

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Vice President in Charge
of Operations

cc - Messrs:
Geo. McCormick,
E. W. Clapp,
R. L. Ruby.