9-29-250,000—S

C. S. 5527-A

MAILGRAM

415-22

6/27

June 26th, 1930.

Mr. E. W. Clapp,
Building.

Wish to present for your consideration the substitution of gas-electric car service for present steam service on trains Nos. 31 and 32, between Sparks and Klamath Falls, via Alturas:

Following is shown the present consist of train No. 32, Sparks to Wendel and Wendel to Klamath Falls. For comparison purposes am also showing opposite thereto suggested consist to permit of gas-electric car service. The consist of train No. 31 is and will be the same in the reverse direction.

PRESENT CONSIST	SUGGESTED CONSIST
SPARKS TO WENDEL	
1 - Mail & Express - Through	1 - Gas-Electric car
1 - Express - Westwood	1 - Mail & Express - Through
1 - Sleeper - Through	1 - Express - Westwood
1 - Sleeper - Westwood	1 - Sleeper - Through
1 - Diner - Through	1 - Diner - Wendel
1 - Coach - Through	5 - Cars total
6 - Cars total	
WENDEL TO KLAMATH FALLS	
1 - Mail and Express	1 - Gas-Electric car
1 - Sleeper	1 - Mail and Express
1 - Diner	1 - Sleeper
1 - Coach	3 - Cars total.
4 - Cars total	

This change in service will result in reduction in cost of operation as well as reduction in passenger car miles.

The passenger business offered via this route does not justify the expensive service now furnished, and it is now felt that retrenchment is in order, in view of necessity for reducing expenses because of existing business depression, and particularly in view of recent developments in the Great Northern case.

Will you please advise if you will join with me in recommending this change in service. A-2601

F. L. Burckhalter

cc-Mr. Geo. McCormick:
Please advise if gas-electric car will handle proposed consist in this territory and fulfill schedule.

cc-Mr. T. Ahern:
Shall be pleased to have benefit of your views in regard to this suggested change.

cc-Mr. R. L. Ruby

GJE n

F. F. H. JUN 26 1930

McKellaney ✓

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	39-34 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)	Sacto-Tehama	"	246.8	7507.(
							X)	Sacto-Oakland	Saturday	12.6	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,

415-22

Sacramento, September 17, 1931.

Mr. R. L. Ruby: (2)

In connection with recent correspondence relative substituting gas-electric cars for steam trains on trains No. 21 and 22, Modoc Line.

I have discussed this matter further with local representative of Mechanical Department and they assure me that if two of the 600HP gas-electric cars are assigned to service between Wendel and Klamath Falls that these cars handling a combination RPO-baggage car as a trailer can maintain the schedule, as set up in new time table effective the 27th, between Wendel and Klamath Falls. This would give plenty of room to handle all of the passenger business on this line and take care of the mail and express which, I believe, is all the equipment it is the intention to operate on these two trains in this territory effective with new time table.

In order to obtain two 600 HP gas-electric cars, suggest we take the two that are now in operation on Sacramento Division and put them on this run and substitute therefor the one 400 HP gas-electric car we will have extra when steam train is restored on the Alturas-Klamath Falls end and make steam train on Sacramento Division trains No. 53 and 54.

Taking into consideration the increased cost of operating steam train on the Sacramento Division, figure can make a saving of $1613.70 per month. I further believe it will be possible to cut these two trains down so all that is necessary to handle out of Sparks will be the combination RPO baggage and express car and the San Francisco-Westwood sleeper. If this can be done, we could then operate the two 600HP gas-electric cars between Sparks and Klamath Falls which would permit them to make 308.7 miles per day and, compared with present cost of steam operation as well as taking into consideration the increased cost for substituting steam service on trains No. 53 and 54, we willmake a saving of $4203.00 per month.

The earnings of train No. 21 and 22 between Sparks and Klamath Falls are very low, not sufficient to pay cost of present steam operation and I think we should, by all means, cut this train down to gas-electric car, RPO baggage express car, and sleeper between Sparks and Wendel and gas-electric car, and RPO baggage express car between Wendel and Klamath Falls as there is no question business will not increase on these two trains during coming winter season and the plan proposed is the most economical operation that we can expect to put in effect in this territory.

If we could secure another 400 HP gas-electric car to operate on trains No. 53 and 54 there would be an additional saving of $2899.80 per month.

Statement attached indicates how savings determined.

(SIGNED) L. U. MORRIS

cc Mr. F. L. Burckhalter.

0-250,000—S

MAILGRAM

C. S. 5527-A

X 520-012

4/5-22

521-1

Sacramento, October 26, 1931.

Mr. F. L. Burckhalter:

Recent telegram about discontinuing operation of gas-electric cars between Sparks and Wendel.

Find in operating these two cars between Wendel and Klamath Falls, providing they work entire 30 day period, that they will make 5883 miles a month. By bringing these two cars to Sacramento and putting them on Trains 41 - 42 and 53 - 54, and utilizing the 400 HP car we now have at Sacramento that the three cars on these four trains will average 5040 miles a month. This will give an extra car at Sacramento to replace regular cars when taken off of run for repairs. Taking into consideration these cars on the Wendel - Klamath Falls run will probably be off several days a month, we figure we can make more mileage with the three cars on the Sacramento run than we can with the two cars on the Wendel - Klamath Falls run, and the 400 HP car extra at Sacramento.

Furthermore, we are at considerable less actual expense in taking care of these cars running out of Sacramento than we would be at either Wendel or Klamath Falls.

I have ordered them returned to Sacramento Division and to restore the former steam service on the Modoc Line. AA-390

L U Morris

-30-230,000—S

MAILGRAM

520-012

C. S. 5527-A

Will you please proceed to prepare such a statement, sending it to me in quadruplicate?

Mr. Morris states that engineers operating the gas-electric cars on Trains 21 and 22 were assigned to run between Sparks and Wendel and between Wendel and Alturas, and that if firemen were placed on the cars they would likewise be assigned between Sparks and Wendel only. It would therefore seem that we could defend statement of saving only on the basis of firemen being assigned to the cars between those latter points.

The consist of Trains 21 and 22 on October 11, 12, 14, 15, and 16 (the dates complained of) was -

1 Motor car
1 RPO Mail car
1 Baggage and express
1 Lunch car-coach
1 Standard sleeper.

Crew on those trains consisted of -

1 Engineer
1 Conductor
1 Brakeman
1 Flagman.

C-54.

F. L. Burckhalter.

cc - file 415-22

hwm

30-250,000—S

MAILGRAM

415-22 C. S. 5527-A
~~520-012~~

San Francisco, November 5, 1931.

R. E. H. NOV 6 1931

Mr. Andrus:

Referring to your letter October 1 with which you sent me your Report No. 416-A showing savings to be derived by rearrangement of gas-electric cars on Trains 53-54 and 21-22:

Assignment of two 600 h.p. cars was made to Trains 21 and 22 between Sparks and Klamath Falls as contemplated in my letter September 18, and they began operating September 29. On October 22, however, complaint was brought on behalf of the State of Nevada charging this Company with ten separate infractions of Sections 6318-6326, inclusive, Nevada Compiled Laws of 1929 (Full Crew Law of Nevada) during month of October, by reason of "operating Trains Nos. 22 and 21 between Sparks and California by way of Fernley and Flanigan with only one conductor, one engineer, one flagman, and one brakeman in violation of the...statute which provides that passenger trains of more than three...cars...shall be manned by a full crew consisting of five railroad employes". The State seeks recovery of $5000 aggregated penalties.

To avoid accumulation of further penalties the cars were, on advice of Counsel, withdrawn from service as motive power on Trains 21 and 22 within the State of Nevada, and steam service was restored as of October 25, to continue at least until the matter shall have been definitely decided by the Court.

For use in defense of that suit, Mr. Guy V. Shoup has requested statement showing -

> "...amount of saving per month that can be effected by the operations complained of <u>without a fireman on the gas-electric cars</u>. You may consider the saving for the entire run even though part of it is outside of Nevada if it is impractical to place a fireman on the car merely for the mileage within Nevada. The statement should be somewhat detailed."