

November 21, 1945.

CONFIDENTIAL

Mr. Collins
Mr. Cotsworth
Mr. Dickinson
Mr. Gallaher

Mr. Hicks
Mr. Martin
Mr. Pardee
Mr. Peterson

The attached memorandum and statements are self-explanatory and refer to a suggested program for through trans-continental passenger train service between New York and Los Angeles-San Francisco-Seattle, which we have worked out for your further consideration.

As suggested, we will be glad to have you review this contemplated plan either individually or jointly and discuss it further with us at a meeting to be held at the Waldorf-Astoria Hotel, New York, in room to be later designated, the afternoon of Friday, November 30, following the Inter-territorial Passenger Committee meeting.

You appreciate the urgent importance for obvious reasons of treating this information as confidential and we will be glad to have you acknowledge receipt by telegram -- advising whether it will be agreeable for you to meet with us on Friday afternoon of next week in New York.

F. H. BAIRD

General Passenger Traffic Manager
New York Central System

C. H. MATHEWS, Jr.

Passenger Traffic Manager
Pennsylvania Railroad

TRANSCONTINENTAL TRAIN SERVICE

1. Four trips per week New York to Los Angeles and return divided equally between NYC and PRR east of Chicago and divided equally west of Chicago between the Santa Fe, Overland, and Golden State Routes, as per Exhibit "A". An alternative plan providing a trip every third day is shown in Exhibit "B".
2. Two trips per week New York to San Francisco and return divided equally between NYC and PRR and routed Overland Route west of Chicago is shown in Exhibit "A".
3. Days of departure and number of trips per week are subject to modification after conference with all interested lines.
4. If New York-Seattle trains are operated a minimum of two trains per week in each direction is suggested alternating the trains between the NYC and PRR east of Chicago and between the Milwaukee Road and CB&Q-GN west of Chicago as indicated in Exhibit "A".
5. Suggested minimum consist for a Transcontinental train is as follows:

- 1 Baggage-Dormitory
- 3 Reclining Seat Coaches
- 1 Coffee Shop-Diner-Lounge
- 1 Dining Car
- 5 Sleeping Cars
- 1 Buffet-Lounge-Observation-Sleeping Car
- 12 Cars

Based upon proportion of mileage lines east of Chicago would provide approximately one-third of total equipment and lines west of Chicago two-thirds of total equipment required to operate the Transcontinental service.

6. For purposes of maintenance of equipment and selection of personnel 50% of the train units should be designated as "at home on the PRR" and 50% as "at home on the NYC" - all equipment manipulation to provide for the operation of these equipment units over the home roads east of Chicago. This will not preclude roads west of Chicago from contributing cars to various equipment units, but will provide a basis whereby NYC and PRR dining car crews may operate through between the Coasts and be on the home line in each direction east of Chicago.