MEMORANDUM

Mr. C. W. Petitt

I have been working for the last 10 days or so to see if sufficient coach equipment can be rounded up to run a special train to Goodland, Kansas, on the afternoon of September 20, returning late afternoon September 21, for the official dedication and opening of the factory.

The Rock Island Railroad is unable to furnish equipment because of a special train they are running on September 22 to the University of Iowa football game at Iowa City, Iowa. The D&RGW no longer has any spare passenger equipment as they sold it all except for three or four cars not suitable for this purpose. I handled with the UP, and so did the Rock Island, in an attempt to keep four or five of the cars they used on the Cheyenne Frontier Days Special but they cannot do this because they have no coach yards in Denver and no way to take care of the cars for that length of time. Storage costs would exceed costs of getting cars that are available in other places. We checked with the C&S to see if the old Texas Zephyr cars could be used. We are told that those cars are beyond repair and are not fit for service.

The Santa Fe does have cars available in Chicago and they can be moved deadhead to Denver at a cost of 19¢ per mile per car for the round trip mileage. This would make a cost of about $400 per car. We can also get UP cars from Los Angeles for the same 19¢ per mile but this would total about $700 per car. In addition to the cost of getting the cars to Denver, we would have to pay the Rock Island a certain minimum amount reflecting their cost of performing the service. Based on past experience, I expect this would be a minimum of 150 first class fares at about $20 each or a total of $3,000. If we had 200 people this would be $4,000 and assuming five cars from Chicago, at $400 each, makes a total of $6,000. The Rock Island feels they can get one or two bar cars at no additional cost.
If desired, we can get Pullman cars on a per diem basis. The cost is $260 per car per day which includes a porter with a three day minimum. These cars would hold less people and it probably would take 10 Pullman cars for 200 people. The cost would then be about $7,800 plus 200 fares at $20 each, or a total of $11,800.

The Chicago office of the Rock Island Railroad is at the moment calculating the exact costs so that we can get exact figures. The above figures are approximate, but I believe they are pretty close and will serve as a yardstick. I will be on vacation next week but Jim Holt is familiar with the matter and when he gets more definite information, he will pass it on to you.

J. C. Jensen

cc: Mr. R. J. Fisher
    Mr. J. M. Holt