STUDY OF
MOTOR CAR PASSENGER TRAIN SERVICE ON PACIFIC LINES
AND
EXHIBIT OF EARNINGS

ITEM	DIVISION	TRAIN	BETWEEN	AND	SHEET
1	Tucson	375-376	Winkelman	Phoenix	1
		377-378	Tucson	Phoenix	1
		382-383	Globe	Miami	1-2
		381-384	Miami	Bowie	2-3
		385-386	Phoenix	Maricopa	3
2	Western	243-244	Fresno	Tracy	4
3	Sacramento	291-294	Colfax	Sacramento	5
		289-290	Gerber	Sacramento	5
		298-299	Sacramento	Placerville	5-6
	Salt Lake	No motor car passenger train service			
	Shasta	" " " " " "			
4	Portland	351-352	Portland	Corvallis	7
	Coast	No motor car passenger train service			
5	San Joaquin	95- 96	Bakersfield	Fresno	8
		57- 58	Porterville	Fresno	8
6	Los Angeles	351-354	Los Angeles	Ventura	9
		355/352-353/356	Oxnard	Los Angeles	9
		363-364	Calexico	Niland	9
		365-366	"	"	9
	Rio Grande	No motor car passenger train service			

Prepared in Office of Superintendent of Transportation,
San Francisco,
May 14, 1932.

Trains 375-376
Winkelman-Phoenix

These trains are barely paying operating expenses, but they represent the cheapest operation that can be afforded, and it is not thought that by substitution of bus (with trucks to handle mail, baggage, and express) that the cost can be brought any lower than at present.

Consideration has also been given to possibility of serving this branch with mixed train, but the freight service as now operated consists of a turnaround trip on Tuesdays and Fridays only. To operate a mixed train daily, in order to eliminate motor car, would increase cost of operation on the branch.

Trains 377-378
Tucson-Phoenix

Application pending before Arizona Corporation Commission to discontinue these two trains. The Commission's order requires that we operate for a 90 day period from April 24, leaving Tucson with 377 at 6.30 instead of 8 AM, to determine if sufficient revenue can be secured to pay out-of-pocket expense of operating these trains.

It will be noted from attached exhibit that Train 377 during month of March averaged but 22 cents per mile, including passenger, baggage, mail, and express revenues.

Trains 382-383
Globe-Miami

These are not in reality passenger service, but constitute the equipment returning to Globe where shop facilities are available: 383 returning from No. 384, and 382 enroute to Miami to return as No. 381.

To discontinue Trains 382 and 383 does not result in a saving of

(Trains 382-383
Globe-Miami)

wages to train crew, as this mileage is absorbed within the allowed mileage per month. A small amount is paid to enginemen and for fuel in making the return trip to Globe, which is less than it would be if this motor train were tied up at Miami and watchman or repair man provided at that point.

To substitute all of the service between Globe and Miami with buses and trucks would involve a guaranteed bus-truck service, expense of which would be greater than the amount we are now paying to train service employes, and such highway service would be very objectionable to our patrons at Miami.

(Trains 381-384
Miami-Bowie)

Consideration has also been given to the discontinuance of Trains 383 and 384 between Globe and Miami, tying up at Globe on arrival, and handling mail on No. 382 Globe to Miami the following morning, as the trip is made for return movement of Train 381. This has also met with opposition as it deprives the Miami people of their mail at night, now arriving on No. 384.

It is not possible to justify operating a motor bus between Bowie and Miami, as the highway does not parallel the railroad at all points; and neither is it possible to afford a service with any degree of regularity by making a mixed service between those points. Due to the heavy grades and slow time made by freight trains, it would require not less than a 10 hour freight schedule from Bowie to Globe, which would be highly objectionable because of the late delivery of mail and express.

We consider that it would be best for the present to leave undis-

turbed the service on the Globe Branch.

Trains 385-386
Phoenix-Maricopa

This service was placed in effect on April 24, to make connection from Phoenix with Train 2 at Maricopa, and was occasioned by routing Train 2 over the Gila line instead of Phoenix, which was the practice prior to that time table, when we eliminated one pair of through trains between Los Angeles and El Paso.

If we are successful in discontinuing Trains 377-378 between Tucson and Phoenix, as spoken of above, it will then be necessary to inaugurate a side service between Phoenix and Maricopa, similar to Trains 385 and 386, to make connection with Train 1 which passes Maricopa at 8.25 PM.

Trains 243-244
Fresno-Tracy

These trains are paying out-of-pocket operating expenses and are the only daylight train service on the west side of the San Joaquin Valley (Western Division).

Trains 291-294
Colfax-Sacramento

The discontinuance of these trains was before the California Railroad Commission in February 1930. At that time our application to discontinue them was denied (unless certain concessions were made with reference to fares), but in view of the decreased earnings and the failure of these trains to pay out-of-pocket costs, we recommend that a new application be filed and that the Railway Express Agency provide a truck to handle mail and express between Sacramento and Colfax, in a manner similar to that now in effect between Sacramento and Walnut Grove.

We believe the attitude of the Railroad Commission to be different at this time, as they have indicated a willingness to be helpful in the discontinuance of services that are not paying out-of-pocket costs.

Trains 289-290
Gerber-Sacramento

Train 290 was provided to make connection with Trains 206 (old 24) and 16 at Sacramento for the east side of the Sacramento Valley, and Train 289, Gerber to Sacramento via Davis, to serve the west side of the Valley.

These trains are paying out-of-pocket costs, and we believe it would be a mistake to discontinue them or substitute highway bus-truck service.

Trains 298-299
Sacramento-Placerville

The controlling factor in the operation of these trains is the freight traffic on the Placerville Branch, and if they were eliminated, depriving the Placerville people of their mail and express service, it would no doubt result in a loss through short hauling of freight

(Trains 298-299
Sacramento-Placerville)

traffic.

The same result would no doubt follow an attempt to substitute the present service with bus-truck operation, although a combination bus and truck service could probably be provided to handle all the traffic.

Item 4
Portland Division

Trains 351-352
Portland-Corvallis

These trains are paying out-of-pocket expenses. This is the only passenger train service on the west side line out of Portland, serving a number of communities, some of which are of considerable importance.

From the best information we can obtain, it is understood that an attempt to eliminate these trains or substitute bus service would no doubt result in the various communities diverting traffic from our lines.

Trains 95-96
Bakersfield-Fresno

These trains provide the only service on the west side line between Bakersfield and Fresno, and are approximately paying out-of-pocket operating expenses. Were effort made to take them off or substitute highway service, it would no doubt result in loss of freight revenue in that territory.

Trains 57-58
Porterville-Fresno

These trains are now being handled by motor car between Fresno and Porterville and are about paying out-of-pocket expense. We made an effort to discontinue them, but after our application was filed with the Commission, many protests were received and many threats to divert freight business if the service were discontinued.

Trains 351-354 Los Angeles-Ventura
Trains 355/352-353/356 Oxnard-Los Angeles

These are the only trains on the Santa Paula Branch. From time to time an effort has been made to discontinue or substitute the service, which has been met with vigorous protest and threats to divert the freight traffic controlled by the protestants if this passenger train service were disturbed.

Trains 363-364-365-366
Calexico-Niland

These four trains should be discontinued and a bus-truck service or a combination truck and bus service substituted, as there is a first class highway between Calexico and Calipatria, and a fairly good road between Calipatria and Niland. The trip between Niland and Calexico via highway can be made easily in 1'30". However, this change cannot be made until after the cantaloup season is over in the Imperial Valley, for the reason that car load express is now being handled on these trains for connection with Trains 1, 2, 3, and 4 at Niland, and No. 365 is handling the sleeper from Calexico for connection with No. 1, enroute Los Angeles.

Were bus service substituted for train service between Calexico and Niland, it would be necessary for the sleeper to operate between latter point and Los Angeles only, passengers connecting with the car at Niland, because as Train 1 passes there at 2.09 AM it could hardly be expected that passengers would make direct connection with that train at Niland.