415-22

Report No. 765-A
San Francisco, January 5th, 1934

Mr. A. T. Mercier,
San Francisco.

Referring to your letter of December 14th, 1933, file 415-22, concerning proposed operation of gas-electric motor trains between Oakland Pier and Sacramento; consist to be one of our 600 HP gas-electric cars handling two trailers:

Estimated out-of-pocket savings per 30 day month that would accrue by fulfilling schedules of trains 248-247 and 224-223 with gas-electric operation will be as follows:

	248-247	224-223
Wages, enginemen and trainmen	$548	$445
Fuel, ...	432	449
Loco. and/or motor car repairs, ...	276	276
Enginehouse expense,.	88	88
Loco. and/or motor car supplies	58	58
Train supplies and expenses	148	127
Passenger car repairs	212	151
Maint. of Way affected by use	367	348
TOTAL SAVINGS, ...	$2,129	$1,942

The above savings are based on the elimination entirely of steam trains operating with large Pacific type locomotives handling five and six cars, consisting of coaches, club, observation and dining cars and substituting therefore 600 HP Brill motor car carrying two sixty ton trailers similar to the trailers we are now using on the Peninsula.

V.S. Andrus

TELEGRAM

CLASS OF SERVICE
(Preferred, Day or Night)

PREFERRED

On line Hold OP Ref

G. C. P.
JAN 6 1934

San Francisco, January 5, 1934.

415-22

A. T. Mercier,
On Line,
Los Angeles.

Orig. ATM, Copy GCP.

McCormick says motor car 8 has been equipped with high gear and converted to burn butane fuel, is now Los Angeles, and if Mr. Dyer wants make test trip some day next week between Oakland Pier and Sacramento, using one suburban car one direction and two other direction, that car will be available.

Motor 10 is in shops Los Angeles and should be out in few days for use as second car on runs between Los Angeles and Santa Barbara and between Los Angeles and Oxnard via Santa Paula Branch.

Motor 9 going into shops today from Tracy-Bakersfield run.

Can you say when test will be made, as we should like use Car 8 to replace Car 9 between Tracy and Bakersfield; otherwise should get car 10 from Los Angeles for that service as on long run between Bakersfield and Tracy it is very desirable use motor instead steam service.

A-84.

W. B. Kirkland.

cc - Mr. G. C. Paterson, Building.

WBK-jcg

On hand Hold

415-22

X: 75/404-3

January 6, 1934.

Mr. A. D. McDonald:

SAN FRANCISCO - SACRAMENTO SERVICE: Your letter December 12:

We have made an exhaustive study of passenger business moving on all trains between San Francisco and Sacramento and it is our conclusion the operation of faster schedules between San Francisco and Sacramento has proved beneficial to the Southern Pacific.

Below give you statements, taken from the Auditor's two-day checks, showing business moving on those two-day periods between San Francisco, Sacramento, and intermediate points.

	2 Days November		2 Days October		2 Days September	
	1933	1932	1933	1932	1933	1932
Passengers Moving Between S.F.-Sacto. and Intermediate Points	2,768	2,713	2,648	3,033	2,703	2,807
Passengers Moving Between Bay Region and Sacto.	626	528	615	688	546	566
Passengers Moving Between S.F.-Sacto.and Intermediate Points Except Between Bay Region and Sacto.	2,142	2,185	2,033	2,345	2,157	2,241
Passengers Moving Between Bay Region and Davis	39	59	36	74	32	39
Passengers Moving Between Bay Region and Dixon	12	9	12	18	9	15
Passengers Moving Between Bay Region and Suisun	57	46	40	64	35	49
Total Passengers Moving Between Bay Region, Davis, Dixon, and Suisun	108	114	88	156	76	103
Total Passengers Moving Except Those Between Sacto.-Davis, Dixon, Suisun, and Bay Region	2,034	2,071	1,945	2,189	2,081	2,138

From the above you will note that through business moving affected

by the changes in the 2 hour 20 minute schedules have shown a gradual increase from month to month, whereas in 1932 November was considerably lower than October and somewhat lower than September. Had the business in the area between San Francisco and Martinez, which was not affected by the change, continued to increase on the same basis as the business between Bay Region points and points beyond Martinez, we would have made a very much better showing in the entire area between San Francisco and Sacramento.

You will note that business to the three cities beyond Martinez where we eliminated stops on the 4 trains speeded up has increased each month, bearing out our view that with the change these cities were given more than a sufficient service to handle the amount of business which we have been receiving from them. Not only this, but we were able by shifting trains and stops to give each of these cities practically the same service as they had previously.

In the fall of 1933 we established low round trip Sunday rates between San Francisco and Sacramento. This developed a very heavy Sunday movement between the Bay Region and Sacramento. Naturally many passengers who ordinarily would move during the week delayed their trips to take advantage of the low Sunday fares. This Sunday business is not reflected in the figures submitted above, as the checks from which these figures were derived were taken on week days. Therefore, the figures of the Bay Region - Sacramento business are conservative and indicate the faster schedules have benefited us more than the figures reflect.

We feel that the establishment of the faster schedules between San Francisco and Sacramento has been very beneficial indeed. The improvement in our business could have been more marked had we been able to

415-22

A.T.M.
JAN 12 1934

San Francisco January 12, 1934.

Mr. G. E. Gaylord:

As you know there is to be a high-speed test train run tomorrow, 13th, over both tracks Oakland to Sacramento.

In discussing this matter with Mr. Dyer it was deemed desirable (1) as far as possible to eliminate slow orders that now exist in the track:

(2) Line up the section men so they will be on duty performing proper kind of work that will not interfere with high-speed movement; and

(3) So far as possible, prior to test, pick up the rough spots at road crossings, at the ends of bridges, examine all switches and endeavor to make a running inspection and spotting up of the entire track. Also to assign section men at the more important grade crossings (not now protected) so as to flag the crossings at time of passage of the speed test train.

I have explained these matters verbally to Mr. Porter and this is to request that every effort be made to carry out the principles enunciated above.

Obviously our section and bridge gangs should not be performing any work in the track that would interfere with fast train movement.

W. H. Kirkbride

cc-Mr. Marcier

establish the two-hour schedules we desired. We therefore strongly urge that you approve as quickly as possible the plan to establish two-hour schedules between San Francisco and Sacramento.

CC-Mr. J. H. Dyer.

J D McAdams

s-d

X: 415-22

January 17, 1934.

Mr. A. D. McDonald:

PASSENGER SERVICE BETWEEN SAN FRANCISCO AND SACRAMENTO: Your letter January 12:

Figures contained in my letter to you of January 6 do not include through business but include only business moving during the periods of check between San Francisco and Sacramento and intermediate points. Figures submitted in your letter, which you abstracted from form 3646, do include through business and therefore from that standpoint your figures are unfair to consideration before us.

Over a period of years, checks have been made to ascertain how closely the two-day checks kept by the Auditor coincide with the actual flow of traffic and it has been found in each instance that these two-day checks are very representative of the business moving. The Auditor does not use in his two-day checks any periods of abnormal travel, but selects days representative of the current trend. Therefore, results of one of these two-day checks should be as conclusive as figures abstracted from form 3646.

We do not feel it is possible to gain a proper understanding of the trend of traffic from statistics which are based upon both through and local traffic, which do not take into consideration changes in train service nor stops on trains nor the type of business handled by the particular train. For this reason, we do not feel that the study you have made of the business handled on certain trains between San Francisco and Sacramento, which you have abstracted from form 3646 is truly representative of the question which you have raised, but that in order to understand this local situation we must analyze every ticket moving on every train between the points involved.

To illustrate, last year train 15, the West Coast, connected at Sacramento with No. 223, therefore 223 last year carried through business

from points between Gerber and Sacramento to San Francisco and this business is shown in your figures for 1932. That business is now handled on train 243, which is one of the contributing reasons for train 243 showing up well in comparison with 223. Furthermore, No. 243 makes the stops formerly made by No. 209 and this intermediate business handled on No. 209 in 1932 is now handled on No. 243. Again, in 1933, the through business moving on No. 21, as well as the business from Reno to San Francisco, was heavier than in 1932, which figures reflect themselves in the figures which you have prepared. In 1932 No. 248 handled commuters from San Francisco to Richmond, Crockett, and Martinez, averaging about 35 a day. In 1933 that business moved on No. 206 and naturally No. 248 in 1933 will show a decrease over No. 248 in 1932.

We feel that the figures contained in our letter of January 6 are a true picture of the actual business moving between San Francisco and Sacramento and intermediate points and do indicate that faster service between San Francisco and Sacramento has had a very beneficial effect.

Further illustrating the benefit which these faster schedules have had on the through business on the 4 trains in question, I give you below comparison of the actual business moving on these trains for 3 months of 1933 as compared with the same 3 months in 1932, showing for 1932 the business on those trains moving between the points at which the trains stopped in 1933. In 1932 November showed a marked decrease over October, 1932, while in 1933 November showed in all an increase over October, 1933.

	6 224		248		223		247	
	1933	1932	1933	1932	1933	1932	1933	1932
Sept.	51	57	65	70	48	114	62	59
Oct.	57	52	73	67	42	104	65	73
Nov.	55	49	73	58	75	86	73	61

Following shows passengers moving between bay region and Sacramento

on trains 21, 209, 243, 222, and 10, September, October, and November, 1933, compared with 1932, from which you will note that there is about the same patronage for 1933 as in 1932 and that this through business is much less than on the fast non-stop trains. Therefore, the heavier business on the slower trains is intermediate business, or increased through business.

	21		243	209	222		10	
	1933	1932	1933	1932	1933	1932	1933	1932
Sept.	62	49		5	29	21	15	19
Oct.	59	53	24	18	34	24	23	13
Nov.	40	48	23	7	34	10	21	29

Give you below further statement showing sales San Francisco to Sacramento and vice versa for September, October, and November, 1931, 1932, and 1933.

	1931		1932		1933	
November	Psagrs.	Rev.	Psagrs.	Rev.	Psagrs.	Rev.
Sacramento-San Francisco	6,708	$10,646	4,081	$ 7,820	8,480	$ 9,939
San Francisco-Sacramento	5,430	8,488	3,404	6,550	6,530	8,313
Total	12,138	$19,134	7,485	$14,370	15,010	$18,252
Percentage of Sept. Revenue		74.5%		76.4%		85.2%
October						
Sacramento-San Francisco	7,202	$11,123	4,650	$ 8,370	8,000	$ 8,964
San Francisco-Sacramento	5,833	9,104	3,699	6,719	6,557	7,453
Total	13,035	$20,227	8,349	$15,089	14,557	$16,417
Percentage of Sept. Revenue		78.7%		80.2%		76.6%
September						
Sacramento-San Francisco	6,929	$11,377	6,016	$ 8,624	7,754	$ 8,997
San Francisco-Sacramento	9,949	14,312	7,636	10,182	12,032	12,436
Total	16,878	$25,689	13,652	$18,806	19,786	$21,433

Direct your attention to the fact that November, 1931 and 1932 showed a decrease as against October, 1931 and 1932, while November, 1933 shows an increase over October, 1933. Call your further attention to the fact that

revenue in November, 1931 was 74.5% of the September 1931 revenue. In 1932 the percentage of November against September revenue was 76.4%, while November, 1933 revenue was 85.2% of the September, 1933 revenue.

The desire of the traveling public is for faster service. The figures given in my letter of January 6 and the analysis of business on specific trains given you above show conclusively that with faster service the public will patronize our service. We again urge speedy approval of our two-hour schedule program.

CC-Mr. J. H. Dyer.

(Signed)F. S. McGinnis

8-d

C-75/924-3

San Francisco, January 23, 1934

Mr. A. T. Mercier:

Referring to your file 415-22 of January 20 regarding two-hour schedules between here and Sacramento:

The proposed consist of trains 223 and 224 on two-hour schedule is gas-electric car and one or two coach trailers, as required for the business.

We will discontinue operation of the club car, which now moves on these trains.

The observation sleeper and diner which now move on train 224 from Oakland to Sacramento will move on train 204; the diner will continue through to Sparks on train 224, while the observation sleeper will continue on to Portland on train 16.

It may be necessary to operate steam trains on Sunday and holidays. In that case if regular schedule cannot be maintained it may be necessary to run a few minutes late or have a longer schedune on those days.

F. S. McGinnis
Pres

cc - Mr. J. H. Dyer

415-2

January 27, 1934.

Mr. Dyer:

Am not clear as to what, if any, action should now be taken in connection with proposal to inaugurate a high speed, gas-electric train service between Oakland Pier and Sacramento.

As you know, our Passenger Traffic officers are pressing for this service, and they are in possession of the benefit of test runs that have been made, in substantiation of the claim that it is practical. They are willing to substitute the gas-electric trains for present Nos. 223 and 224, and to the fulfilling of the fast schedule on Sundays with steam service, when the traffic offering exceeds the capacity of the motor and two trailers.

In agreeing to this, they realize that in those cases when steam service is operated the two-hour schedule between San Francisco and Sacramento cannot be made.

Analysis shows that on basis of operating Nos. 223 and 224 with gas-electric train instead of steam service on 26 days a month, retaining the steam service on Sundays, the monthly saving under the present operation would be $1,310, or $15,720 annually.

G. C. P.
JAN 29 1934

415-22

FEB R. E. M. 1934

Mr. F. S. McGinnis:

FEB 23 1934

Your X-75/924-3 of the 15th inquiring as to when we shall be able to establish two-hour schedule between here and Sacramento:

I am agreeable to joining you in recommending to the President that we establish two-hour schedule for trains Nos. 223 and 224 between San Francisco and Sacramento, with the understanding that these trains will stop only at Oakland 16th Street and Berkeley University Avenue, and that you satisfactorily handle with the people at Suisun-Fairfield to eliminate the stop made by No. 223 at that station, otherwise we shall require 2 hours and 5 minutes running time for train No. 225.

We now have two 600-H.P. motor cars, Nos. 7 and 8, equipped with Butane gas, which are assigned between Los Angeles and Santa Barbara-Oxnard. I am not agreeable to taking either of these cars off the run to provide for Oakland Pier-Sacramento service. We expect to shop car No. 11 on March 1st to be equipped with Butane gas and car should be ready for service about April 1st. Shortly thereafter, when car No.10 is shopped it will be equipped with Butane gas and assigned to Oakland Pier-Martinez run in order to give us a relief car at Oakland Pier to take care of Nos. 223 and 224 with a motor car daily except Sundays in case of failure of car No. 11, it being the understanding it is desired to have a longer schedule and to provide steam service in lieu of motor car on Sundays.

It will be April 1st, or shortly thereafter, before we will have a motor car available for this service, and if there is any possibility of a change in the overland train schedules, we should make time table effective at the same time to cover both changes and not issue time table to cover the operation of the fast motor trains and shortly thereafter re-issue time table to provide for the new overland train schedules.

WBK-h

(Signed) J. H. DYER

BC: Mr. Kirkland.

Mr. Dyer:
Recommend for your signature.

415-22

X:75/924-3

May 21, 1934.

Personal

Mr. A. T. Mercier:

Will you please refer to correspondence we have had in regard to the establishment of two hour schedules between San Francisco and Sacramento.

We have been very anxious to establish these two hour schedules as soon as possible and have been hoping we could have them in effect with the new timetable, May 27.

Can you let me know the present status of the matter and when we can expect to have two hour schedules in effect?

F. S. McGinnis
Ker

8-e

415-22

May 24, 1934.

R. E. H. MAY 24 1934

-Personal-

Mr. F. S. McGinnis:

Yours, May 21st, file X:75/924-3, in regard to two-hour schedules between San Francisco and Sacramento:

Under date of March 19th Mr. Dyer advised you that before any arrangements could be decided upon for this train, we would have to await an opportunity for you and him to discuss the matter with the President. So far as I know that discussion has never been held, and I am not, therefore, in position to advise you anything definite in the matter.

(Signed) A. T. MERCIER

REH:oc

R. E. H. 24 1934

R. N. G. MAY 24 1934

G. C. P. MAY 24 1934