415-22

On Tucson Division, November 24, 1932.

Mr A D McDonald:

Yours October 29th, file 521-3. Your recollection is correct. We are now operating one motor cars to and from Los Angeles over the Santa Paula Branch. Our people have had up with the Passenger Department and later I handled with Mr McGinnis personally the matter of taking off this motor car and operating Nos. 349 and 350 over the Santa Paula Branch, but he was not agreeable for reasons set forth in his letter November 21st, copy of which is attached.

Furthermore Supt. Donnatin developed that there would be strong opposition from the people of the Santa Paula Valley, particularly the citrus people, to taking from them the morning service into Los Angeles.

We are arranging, with new time table on Los Angeles Division, effective December 11th, to rearrange the service, operating the Santa Barbara local, Nos. 349 and 350 and the Santa Paula Branch local with two 600 horse power motor cars, as follows.

Motor to leave Oxnard early in the morning via Santa Paula Branch to Los Angeles, arriving there about 10:00 AM. The same car will leave Los Angeles about 3:15 PM on No. 349's schedule and move over the main line to Santa Barbara.

The other motor will leave Santa Barbara about 2:20 PM on about No. 350's schedule, with the sleeper for the Golden State, arriving Los Angeles 5:45 PM, making a quick turn at Los Angeles, leaving promptly for Oxnard by way of the Santa Paula Branch, tying up at Oxnard.

Mr Donnatin contacted the principal shippers of the Santa Paula

Valley and they agreed to the schedule changes we proposed.

These two 600 horse power motor cars will take the place of the present motor and two steam trains, making a net saving of $847 a month over the present cost of service.

(Signed) J. H. DYER

JHD-h

San Francisco, November 21, 1932.

Mr J H Dyer:

Referring to your file 415-22 of November 17th - local service on Los Angeles Division:

As we have heretofore stated any local trains operating between Los Angeles and Santa Barbara via the Santa Paula Branch would, because of the longer schedules, be of little or no use to us. We must object to any proposed changes in service or re-arrangement of schedules that contemplate lengthening of the elapsed time between Los Angeles and Santa Barbara. We are still of the opinion earnings of these trains will increase when winter weather sets in and travel on the highway is less attractive than it is during pleasant weather. Further, object to any re-arrangement of our local service that will necessitate lengthening the schedule of the Daylight.

Understand some saving can be accomplished by pooling crews of Nos. 349, 350 and 351 and 354, changing No. 351 to operate out of Los Angeles in the evening and No. 354 to arrive there in the morning, instead of vice versa as at present. We will not object to this change providing it is satisfactory to our Santa Paula Branch friends, whom, we understand, Superintendent Donnatin has already contacted.

(Signed) F S McGinnis

11/25

San Francisco, November 17, 1932.

Mr. McGinnis:

Referring to our conversation some time ago in connection with discontinuing Trains 349 and 350:

Presume you have observed that those trains during month of October did not earn operating expenses: total revenues for No. 349 having been 46 cents a mile, and for No. 350, 53 cents. Likewise, the motor car operating over the Santa Paula Branch is not making operating expenses, revenues for October having been 17 and 23 cents, respectively.

You are also aware that our passenger revenues for that month were off 31 per cent., making it imperative that we further reduce our train service to a point where it will be more in keeping with our declining revenues.

The President has already called my attention to the poor earnings of Trains 349-350, and of Trains 351-354 operating over the Santa Paula Branch.

During the past week or ten days Mr. Kirkland has been investigating with your representatives the possibility of extending Nos. 351 and 354 between Ventura and Santa Barbara, to handle the Santa Barbara sleeper which moves east from Los Angeles on No. 4, but he has been unable to reach an agreement with your department.

It is my view that we should immediately extend Train 351 from Ventura to Santa Barbara, arriving latter point at 11.10 AM, returning to leave Santa Barbara at 1.30 PM with the sleeper via Santa Paula Branch, arriving Los Angeles at 5.45 PM and making direct connection with No. 4. In order to accomplish this it will be necessary to add 20 minutes to the schedule of No. 71, to perform the local work now being done by Nos. 349 and 350 on the main line. No. 70

now makes the same flag and regular stops as does No. 350, and it could do the local work between Montalvo and Burbank without any additional time.

May I have your concurrence in this plan?

J.H.DYER
NOV.17.1932

Mr. Dyer:
Recommend for your signature.

Mr. Burckhalter:
Recommend.

R. N. G.
NOV 17 1932

WBK-hm

San Francisco, October 14th, 1932.

Mr. A. D. McDonald:

Yours of October 10th, about possibility of substituting motor car for steam service for fulfilling schedules of Trains 349-350 between Los Angeles and Santa Barbara:

We have had that possibility in mind for some time, and the only reason it has not been carried out before this is that we have no gas-electric motor car available, without taking it from some run where now in service, which would cause steam service to be used on the run from which car was taken with no net advantage obtained.

We are attempting to obtain authority of Arizona Corporation Commission to discontinue schedules of Nos. 377-378 between Tucson and Phoenix, which are now being fulfilled by gas-electric car, and in event this authority is obtained we intend using the car thus released to take care of the Los Angeles-Santa Barbara service.

Our eleven gas-electric cars are now employed as follows:

No.	Trains	Between		
1	375-376	Phoenix	-	Winkelman
	385-386	Phoenix	-	Maricopa
2	377-378	Tucson	-	Phoenix
3	327-328	Portland	-	Corvallis
4	Extras 3 RT	Del Monte Jct.	-	Pacific Grove
5	363-364	Calexico	-	Niland
	361-362	Calexico	-	Yuma
6	351-354	Ventura	-	Los Angeles
7	289-290	Sacramento	-	Gerber
8	381-382			
	383-384	Bowie	-	Miami
9	57- 58	Fresno	-	Porterville
10	240-346	Tracy	-	Bakersfield
11	345-249	Tracy	-	Bakersfield

[illegible]:oc

(Signed) J. H[illegible]

415-22

521-3-GEN.
San Francisco, August 18, 1932.

Mr. A. D. McDonald:

Referring further to my letter of August 2d and Mr. Shoup's mailgram from New York under date of June 7th to Mr. Dyer regarding study of motor car service in Arizona and elsewhere, particularly the portion dealing with the Niland-Calexico service:

Effective August 14th, 1932 we discontinued motors 365-366 thereby effecting an annual saving of approximately $3300. The schedule of trains 819-820 will be re-arranged so as to practically correspond with present schedules of trains 355-356, consequently, we expect to retain the traffic now moving on the latter trains.

Effective August 14th the gas-electric car which is used to fill the remaining run of motors 363-364 between Niland and Calexico is also being used to fill the runs of Inter-California Railway trains Nos.361-362 between Calexico and Yuma thereby effecting an operating saving by virtue of the lesser expense of handling gas-electric car as against the steam service. However, independent of the operation of trains 361-362 our study with respect to substituting PGL bus for motor 363-364 reveals that the bus service would cost us approximately $857 more per year than what it now costs to operate the gas-electric cars for these runs.

Detailed statement of expenses and revenues of the train service and bus service is attached. We have credited bus service with the same amount of revenue now accruing to the trains, however, our ex-