

PRESENT STATUS BRANCH LINE TRAIN SERVICE
- referred to in -
BUREAU OF TRANSPORTATION RESEARCH STATEMENT 4-B

Item 4.

Rumsey Branch: No change to be made between Elmira and Esparto. Tri-weekly mixed train operation between Esparto and Rumsey to be discontinued and local freight train service to be inaugurated over such portions of that line as may be required to handle carload freight. Reduction on this branch is dependent upon favorable decision on our application before California Railroad Commission for truck franchise to operate between Esparto and Rumsey for the handling of mail, express, less carload freight. Application filed June 10th 1933.

Item 5.

San Ramon Branch: Concurrently with the inauguration of truck service for LCL freight, the semi-weekly mixed trains between Avon and San Ramon will be discontinued, and thereafter freight trains will be operated only when necessary to handle carload freight. Application to operate truck service filed May 7th 1933 with California Railroad Commission; hearing July 10th 1933. Decision pending.

Item 16.

Oakdale Branch: Present service this branch consists of daily except Sunday local freight train each direction between Stockton and Oakdale, and tri-weekly mixed train each direction between Stockton and Merced, latter train making passenger train connections at both terminals. Mixed trains have been handling very light traffic until commencement of fruit shipping season and while it is not advisable to make any reduction train service this branch at this time, after close of fruit shipping season we shall consider discontinuance of mixed train service between Stockton and Merced, thereafter operating local freight train over such portions of that line as may be required to handle freight traffic.

Item 20.

Colusa Branch: Train service on this branch consists of semi-weekly mixed train in each direction and tri-weekly local freight service in each direction over such portions of the line as service is required to handle freight traffic on days mixed trains do not operate. It is proposed to reduce freight train operation from three round trips per week to one round trip per week with the inauguration of truck service to handle less carload freight between Williams and Colusa. Application for truck franchise filed with California Railroad Commission May 12th 1933; hearing held July 10th 1933. Decision pending.

Item 23.

Pruto Branch: Mixed trains discontinued May 9th 1933.

Item 26.

Oroville Branch: Authority has been received to discontinue daily except Sunday mixed trains, and that will be done when truck service is inaugurated for the handling of LCL freight, mail and express. Freight trains will thereafter be operated only when necessary to handle carload freight. Application for truck franchise filed with California Railroad Commission May 12th 1933; hearing July 10th 1933. Decision pending.

Item 32.

Lakeview Branch: We have considered discontinuing the tri-weekly local freight trains and handling the business on this branch by tri-weekly mixed trains, but the Freight Traffic Department are not agreeable, contending that satisfactory service would not be given the lumber mills, especially with respect to the movement of box shock. Subject to further study.

Item 34.

Fallon Branch: Present service this branch is one round trip daily and one round trip daily except Sunday. It is the view of the Operating Department that one round trip daily is sufficient for that branch and while Freight Traffic Department have not agreed to reduction, they have recently concurred in proposal to inaugurate truck service between Hazen and Fallon as substitute for the present daily except Sunday trains between Hazen and Fallon. Truck service now under study.

Item 35.

Corinne Junction - Brigham: Reduction train service pending Interstate Commerce Commission decision to abandon portion of the line.

Item 36.

Hazen - Mina: Effective May 1st 1933 we inaugurated daily except Sunday daylight service in each direction to substitute for the night train operation over this branch and this also resulted in the elimination of mixed train in each direction between Reno and Hazen.

Item 36.

Mina - Keeler: Mixed train operation this branch has been reduced from two round trips per week to one round trip per week.

Item 37.

Churchill - Moundhouse: Reduction of service to Tuesdays only when there is carload freight to move is pending decision from Nevada Public Service Commission.

Item 38.

Lucin - Cecil Junction: (Same as Item 35)

Item 39.

Westwood Branch: It is proposed to discontinue daily passenger train each direction on this branch and arrange for bus-truck service to handle passengers, baggage, mail and express. This reduction will also result in the reduction of passenger train service between Reno and Wendel from daily to tri-weekly frequency. Application to discontinue passenger train service filed with California Railroad Commission and hearing held September 26th 1933. Decision pending.

Item 61.

College Park - Santa Cruz: Now have under study proposal to operate passenger trains Nos 33 and 34 Saturday and Sunday only instead of daily.

Item 82. Owenyo Branch: No change.

Item 97.

Newport Branch: Interstate Commerce Commission has authorized abandonment of that portion of this branch between Dyer and Huntington Beach and has authorized abandonment of operations between Dyer and New Delhi and between LaBolsa Yard and Huntington Beach. As soon as freight tariffs are cancelled, freight train service will be discontinued over those portions of the branch.

X Item 105.

Montalvo - Saugus: Application filed with California Railroad Commission May 27th 1933 to discontinue daily motor passenger trains, which would include discontinuance these trains Los Angeles - Saugus and Montalvo - Oxnard, but account public protest for amendment of application, our application was withdrawn. On account reduction passenger fares, Passenger and Freight Traffic Departments recommended we continue operation of these trains for ninety day period to determine if sufficient traffic could be developed to justify continuance of operation. Effective October 1st 1933 we reduced running time of these trains in order to make service more attractive and in event present train service and fares do not attract enough business to pay for cost of operation, we shall again consider taking off the trains.

Item 110.

Christmas Branch: Application filed with Arizona Corporation Commission April 29th 1933 to eliminate daily except Sunday motor passenger trains operating over this branch, was denied, Commission stating in its decision that if applicant still sustaining substantial losses January 31st 1934, it then may again bring matter before Commission for further consideration. It is not likely that passenger earnings on this branch will develop to profitable basis between now and January 31st 1934 and we are therefore keeping accurate record of cost of operation and earnings for use in filing new application.

Item 114.

Maricopa Branch: Motor passenger train discontinued effective April 16th 1933.

Item 116.

Nogales Branch: Passenger train service reduced from daily to daily except Sunday effective April 16th 1933.

Item 118.

Benson - Fairbank Branch: Mixed trains reduced from four round trips to three round trips weekly effective June 1st 1933.

Item 121.

Patagonia Branch: Mixed trains reduced from two round trips to one round trip weekly effective June 1st 1933.

Item 122.

Clifton Branch: Action to reduce mixed trains from daily except Sunday to tri-weekly basis deferred account protest from people at Clifton.

Item 123.

Cochise - Douglas Branch: Interstate Commerce Commission authorized discontinuance of all train service, and that was made effective July 20th 1933.

Item 125.

Courtland Branch: Interstate Commerce Commission authorized discontinuance of all train service, and that was made effective July 15th 1933.

Item 126.

Fort Huachuca Branch: Mixed trains reduced from 12 round trips per week to 2 round trips per week effective September 1st 1933 and bus-truck service inaugurated between Hereford and Fort Huachuca.

Item 127.

Gleeson Branch: All train service discontinued July 15th 1933.

Item 128.

Globe Branch: Passenger train service discontinued between Globe and Miami effective April 19th 1933. Plan to reduce passenger train service between Bowie and Globe from daily to tri-weekly basis has been deferred account protest from residents that territory.

Item 130.

Fairbank - Tombstone Branch: Mixed train operation this branch reduced from daily except Sunday to tri-weekly frequency effective June 1st 1933.

Item 135.

Dawson Branch: Plan to reduce service this branch has been deferred account protest from the residents in that territory who made strong plea for restoration of the Sunday train operation and appealed to New Mexico Corporation Commission at the time Sunday operation was discontinued.