Southern Pacific Bulletin



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Southern Pacific to Spend Millions in 1923 for New Equipment to Serve West

Construction of 4,525 Freight Cars and 141 Passenger Cars Ordered for Pacific System; 5,330 Refrigerator Cars For P. F. E. Co.

IN order to maintain the high state of efficiency of its transportation plant and to meet the increasing demands of the communities served by its lines, the Southern Pacific Company is to spend millions of dollars for new rolling stock to be placed in service on its Pacific System lines this year.

Plans for the construction of new freight and passenger train equipment, to cost approximately $12,000,000 and for delivery during 1923, have been approved by the Executive Committee of the Company. The program calls for the expenditure of about $8,500,000 for new freight cars and about $3,500,000 for new passenger train equipment. This is in addition to the $18,000,000 for new refrigerator cars to be constructed for the Pacific Fruit Express, in which the Southern Pacific Company has a one-half interest and the Union Pacific a half interest.

Included in the new freight train equipment will be 2500 box cars of 50-ton capacity, 500 stock cars of 40-ton capacity, 950 all-steel gondola cars with 100% drop bottoms, 500 latest type logging cars and 75 caboose cars.

New rolling stock for passenger service will include 60 modern 72-foot steel interurban coaches to be placed in commutation service between San Francisco and San Jose, 15 all-steel main line coaches 72 feet in length, 11 steel buffet-baggage cars of a new type to be placed in service on the Shasta and Sunset Limited, 35 steel mail and baggage cars, 10 steel baggage cars of the most modern design with large end doors for handling stage scenery and motion picture properties, 10 of the latest type all-steel dining cars equipped with safety ceiling fans and many other up-to-date appliances for the comfort of patrons.

An Established Policy

Commenting on the new rolling stock for the Southern Pacific Company President Sproule said:

"The substantial purchases of new equipment we are making indicates our faith in the territory we serve and in the continued prosperity of the West. They are in line with the Southern Pacific Company's established policy of providing its customers with the best equipment obtainable."

The new box cars will be of the standard 50-ton capacity, single sheathed type with steel framed superstructure and steel underframe. Inside dimensions of the new cars will be: length. 40 feet, 5 3-8 inches; width, 9 feet 2 inches; and height, 9 feet 11-16 inches. They will weigh 42,175 lbs. and be used for general carload and less-than-carload freight shipments.

The new stock cars will have a steel superstructure and underframe and weigh 36,200 lbs. They will be 40 feet 7¼ inches in length coupled and have the following inside dimensions: length, 36 feet 6 1-8 inches; width, 8 feet 10 3-8 inches and height, 8 feet ¼ inches. The width between slats on the new stock cars will be lessened and openings made in the car ends, so that this type of equipment may be used for handling cannery fruit in season when occasion demands.

The new gondola cars will be of all steel construction with 100 per cent drop bottoms for general service work. They will be 45 feet 7½ inches in length coupled, with the following inside dimensions: length, 41 feet 6 inches; height, 4 feet 7¾ inches and width, 9 feet 6 inches.

Special Logging Cars

The logging cars to be constructed will be of the skeleton type with steel sills, having a capacity of 80,000 lbs. They will be 43 feet 10 inches in length coupled, with a length over sills of 41 feet. These new cars will be used in lumber districts and will release an equal number of flat cars from logging service to be used in other work.

The new caboose cars will be of standard type having a steel underframe and will be provided with regular accommodations for the train crew. They will be 30 feet in length over body with a coupled length of 38 feet 9 inches.

New all-steel interurban passenger coaches to be constructed for the Company will be 72 feet in length, with a seating capacity of 96 passengers and weigh approximately 114,000 lbs. These coaches, which will be placed in service on Southern Pacific lines between San Francisco and San Jose, will be the largest and finest interurban coaches on the Pacific System. They will have plush covered seats and closed vestibules, instead of open platforms. A feature of the heating devices will be an automatic appliance which assures proper temperature in the car at all times. The interurban coaches now in commutation service down the Peninsula carry 72 passengers and are 60 ft. in length. These new cars are designed to provide all the comforts of regular standard main line coaches.

Main Line Coaches

The 15 new main line coaches to be placed in service by the Company will have a seating capacity of 90 passengers and will be equipped with all modern devices and appliances for the comfort of passengers. These cars will have six-wheel trucks and will weigh approximately 131,500 lbs. With an all-steel construction, these cars will be the longest main line coaches on the Company's lines, having a coupled length of 80 ft. 5 in.

All the improvements of modern passenger train equipment will be included in the construction of the new all-steel buffet-baggage cars. Among the many conveniences for passengers that will be incorporated in the new cars will be shower baths, barber shop, library, buffet, electric fans and lights and a smoking room.

All the latest appliances and devices for comfort, convenience and safety will be installed on the new passenger equipment, including the most recent developments in air brakes and clasp brake trucks. All new passenger cars will be equipped with the most modern vapor-steam heating and electric lighting systems, adequate ventilation as well as heavy ca-

New Rolling Stock Will Include All Classes

SOUTHERN Pacific Company, in 1923, will spend over $12,000,000 for new rolling stock for the Pacific System in addition to sharing half of the Pacific Fruit Express Company's $18,000,000 expenditure for refrigerator cars, according to plans announced in December. These vast sums of money will be spent for the following equipment:

2500 box cars.
500 stock cars.
950 all-steel gondolas.
500 logging cars.
75 caboose cars.
60 suburban coaches.
15 main-line coaches.
11 buffet-baggage cars.
35 mail and baggage cars.
10 steel baggage cars.
10 dining cars.
5030 standard refrigerators.
300 express refrigerators.

1700 automobile cars and 200 other box cars previously ordered, costing over $3,000,000 will also be delivered to the Company in 1923.

pacity draft gears, buffing devices and couplers. The new steel passenger equipment has been designed with special steel end construction to prevent telescoping. Other features of the new passenger cars will be anti-pinch door hinges and door checks to prevent accidents to passengers.

The new steel mail and baggage cars will be approximately 73 feet in length coupled and so constructed as to meet the latest United States Postal Department standard plans and specifications as to interior arrangements and structural strength. Ten of the cars will be provided with 30 foot mail compartments and 40 foot baggage space. The remaining 25 cars will have a 15 foot mail compartment and 55 feet baggage space. They will be lighted by electric lights instead of Pintsch gas. The Southern Pacific now has in service on its Pacific System 142 combination mail and baggage cars including 34 exclusive mail cars and 108 combination cars. The new all-steel cars, which will be as long as any mail and baggage cars in the country, will be used to retire wooden cars of shorter lengths.

Baggage and Express Cars

New baggage and express cars to be constructed for the Company will have a length of 73 feet coupled. They will be of all-steel construction, weigh 117,200 lbs., equipped with six-wheel trucks and be provided with large end doors wide enough to handle automobiles or other bulky express or baggage.

With the addition of the 10 modern steel dining cars the Southern Pacific Company is providing its patrons with the last word in railroad dining car equipment. These cars will have a seating capacity of 36 persons and are designed with all modern appliances and appointments for convenience and comfort, including safety devices, electric lighting and ceiling fans. The new cars will be provided with large kitchens and pantries and will be equipped with the latest appliances for the cooking and preparation of food. The interior of the diners will be finished in vermillion wood. With the new cars the Company will have 97 dining cars in operation on its Pacific System.

Best Equipment Obtainable

The new passenger equipment to be placed in service by the Southern Pacific Company during 1923, will be the finest obtainable. No expense has been spared to secure the best passenger rolling stock that modern railroading practice has developed.

The new refrigerator equipment which has just been authorized by the Pacific Fruit Express Company, consists of 5030 standard refrigerator cars and 300 fifty-foot express-refrigerator cars of steel construction specially designed and constructed for passenger train service.

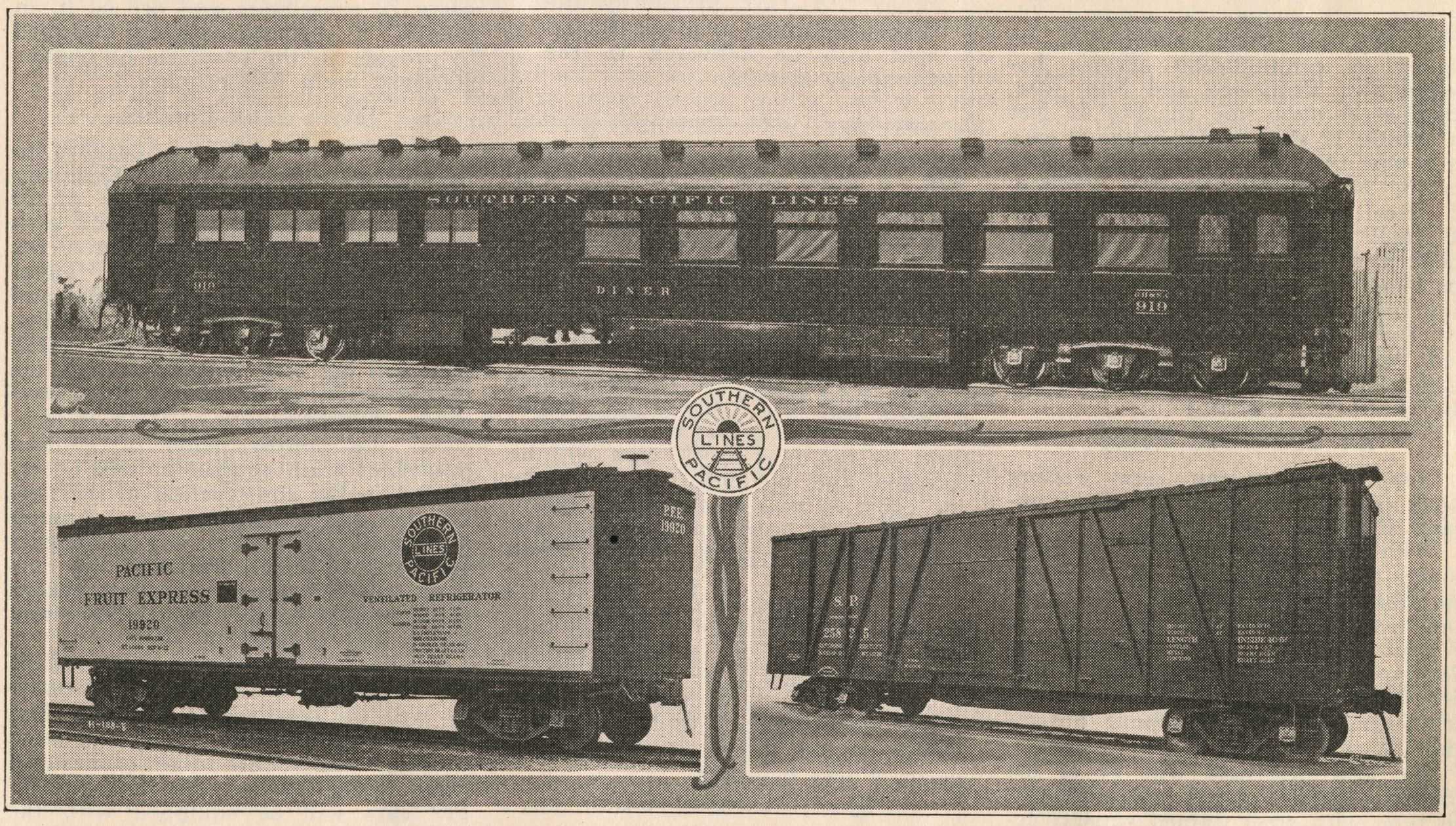
The 5030 standard refrigerator cars are in addition to the 3,300 new cars now being manufactured for the Pacific Fruit Express. There are 1600 cars yet to be delivered on the 3,300 order and these, with the new lot of 5,330 just authorized, will give the Pacific Fruit Express Company 6,930 new standard refrigerator cars for the 1923 business.

In commenting on the construction of the new refrigerator cars, officials of the Southern Pacific Company pointed out that this increase of the Pacific Fruit Express Company's refrigerator equipment should minimize the losses caused by any repetition of the unusual conditions which caused a car shortage in 1922. The main reason for the refrigerator car shortage was the difficulty in getting cars back from the East to Southern Pacific rails, because of the slowing up of railroad transportation on eastern lines, due principally to the coal strike and bumper crops throughout the country. The peak demand for refrigerator cars usually varies in different sections of the United States, but the 1922 peak appeared in all sections simultaneously and made the already disrupted transportation situation still more complicated and difficult to handle.

The addition of the new cars will give the Pacific Fruit Express Company a total of between 28,000 and 29,000 refrigerator cars with which to handle the fruit and vegetable business originating in the states of California, Oregon, Washington, Idaho, Utah, Colorado, Arizona, Texas and Louisiana on the lines of the Southern Pacific and Union Pacific, joint owners of the Pacific Fruit Express Company.

Effort to Serve Shippers

An idea of the extent to which the Southern Pacific Company is increasing its refrigerator car service for



Some of the types of equipment ordered for use on Southern Pacific Lines. Upper car is the latest thing in all-steel diners; lower left shows famous "reefer," the cold storage car which lands California fruit in New York in perfect condition. The other car is the Southern Pacific's standard type of box cars.

perishable shippers along its lines is shown by the fact that with the 5,030 new standard and 300 express-refrigerator cars just ordered the Pacific Fruit Express will have added more than 12,000 cars to its refrigerator equipment since the end of government control at a cost of nearly $40,000,000. This huge expenditure for cars is in addition to many millions of dollars spent for improvement of icing facilities to take care of the rapidly growing fruit and vegetable business of the Pacific Coast.

Another factor which will place additional cars at the disposal of Southern Pacific perishable shippers, is the discontinuance by the Western Pacific of the use of Pacific Fruit Express cars effective January 1, 1923. In future, the Western Pacific will handle their own perishable freight service. This will release some two thousand cars to Western shippers.

New Automobile Cars

In addition to the new freight and passenger equipment just approved by its Executive Committee, the Southern Pacific will also place in service on its lines during 1923, 1700 new automobile cars which were to have been delivered during 1922 but the construction of which was delayed owing to the inability of eastern car manufacturers to obtain raw materials for fabrication.

The new automobile cars, to cost $3,133,270, are being placed in service by the Southern Pacific Company to take care of the rapidly increasing shipments of automobiles to the Pacific Coast. They are of the most modern design equipped with staggered side doors having an opening clearance of 10 feet. With the addition of these new cars, the Southern Pacific will have in service on its Pacific System more than 3800 automobile cars and be in a position to render automobile dealers and manufacturers most efficient transportation service.

Other freight equipment to be added to its facilities during 1923 will be 200 box cars now being built by the Southern Pacific Company in its shops at Los Angeles.

Motive Power Equipment

Following its established practice of increasing its equipment to meet the transportation needs of the territory it serves, the Southern Pacific Company placed in service on its Pacific System during 1922, fifty giant "2-10-2" type locomotives and 2 switch engines. The new "2-10-2's," which were constructed recently for the Southern Pacific Company at a cost of $4,000,000, are the last word in railroad motive power. They are equipped with the most modern approved devices for the conservation of power and fuel as well as the latest auxiliary power appliances. They are the most powerful locomotives of this type ever built and constitute the largest number of engines equipped with feed water heaters and boosters ordered by any railroad.

How All Can Aid in Saving of Fuel

STOPPING trains unnecessarily should receive the attention of all officials and employes connected with train operation," says R. J. Clancy, Assistant to General Manager. "Besides delays and disruptions of schedules and consequent payments for overtime in road and yard service for unproductive time the expense involved in additional fuel is a very large factor. As an illustration, a tonnage freight train moving at 20 miles per hour on level track, stopped and again accelerated to that speed, consumes 55 gallons of fuel oil for the stop in addition to the fuel required to move the train.

"Train dispatchers, station, yard and maintenance of way employes can be of assistance in reducing this item of expense if not eliminating it. Train dispatchers by planning train movements far enough in advance; yardmen keeping incoming and outgoing tracks clear; station men responding promptly to whistle signals and not stopping trains unless necessary; and maintenance of way employes planning their work to give least interference possible with train movements and above all, keeping down use of slow flags to minimum requirements consistent with safety. All these are factors primely related to fuel conservation."

These leviathans of the rail were brought to the Pacific Coast in special trains, one of which, the "Prosperity Special," attracted country wide attention. They are now in service on the Company's lines across the Siskiyou and Tehachapi Mountains.

Other equipment which the Southern Pacific Company purchased during 1922, or which will be placed in service during 1923, at a cost of a half million dollars, include 2 rotary snow plows for service on its lines over the Sierra and Siskiyou mountains; 20 air dump cars for maintenance of way work; 34 box cars of 40-ton capacity built at Sacramento General Shops, and four switch engines to be built at Sacramento shops.

Vast Equipment

The Southern Pacific Company now has in service on its Pacific System 35,800 freight cars, 1733 passenger cars and 1517 locomotives and with the addition of the new equipment to be delivered during 1923, it will be in a position to render its customers an even more adequate and efficient transportation service than before.

Addition of this new equipment by the Southern Pacific Company will not only be of immediate benefit to Pacific Coast shippers but will be of material benefit to the West as a whole as the growth and development of any community or section of country depends on the ability of its transportation facilities to carry its commerce.

In making these huge expenditures for new equipment, the Southern Pacific Company is seeking to give to its patrons the finest transportation service possible.

As a public servant it realizes its obligations to the shipping and traveling public and it is with a full realization of this responsibility that it is endeavoring to so improve its facilities that, not only will it be able to adequately meet the increasing transportation demands of the present, but to anticipate the still greater growth in prospect for the territory along its lines.

FULL TURKEY DAY MENU IS SERVED 'MOVIES' BY S. P.

Inauguration of the first dining car service in the history of the Lake Tahoe Railway, saving the Allen Holubar Company a matter of $1,000 and providing a motion picture company of sixty people with an up-to-the-minute Thanksgiving dinner, was one of the accomplishments of the Southern Pacific Hotel at Truckee, California, November 30.

Thanksgiving day gave the chief of the film company, at work on location about nine miles up the Truckee River, some cause for worry. A return to the town meant a loss of money and time and it was finally decided that a sandwich lunch would have to suffice.

With the co-operation, however, of Lake Tahoe Railway officials, W. L. Maynard, Manager of the Southern Pacific Hotel at Truckee, secured a combination chair-baggage car of the narrow gauge road and rapidly converted it into a dining car. It was hauled to the location of the film company's operations and put into commission.

Everything from "combination salad, mayonnaise" to "French pastry" was served the picture people. Sixty were served in two courses. 1124 dishes of the Southern Pacific Hotel being used for the occasion.

CHANGES AMONG AGENTS ON PORTLAND DIVISION

The following changes of note have have been made in Station Agents on the Portland Division:

F. A. Luce to Cochran from extra list; L. E. Hufstadter to Marcola from extra list; C. R. Albers to Garibaldi from extra list; G. L. Crochnow to Myrtle Creek, temporarily.

Professor—"Who were the three wise men?"

Student—"Stop, Look and Listen."