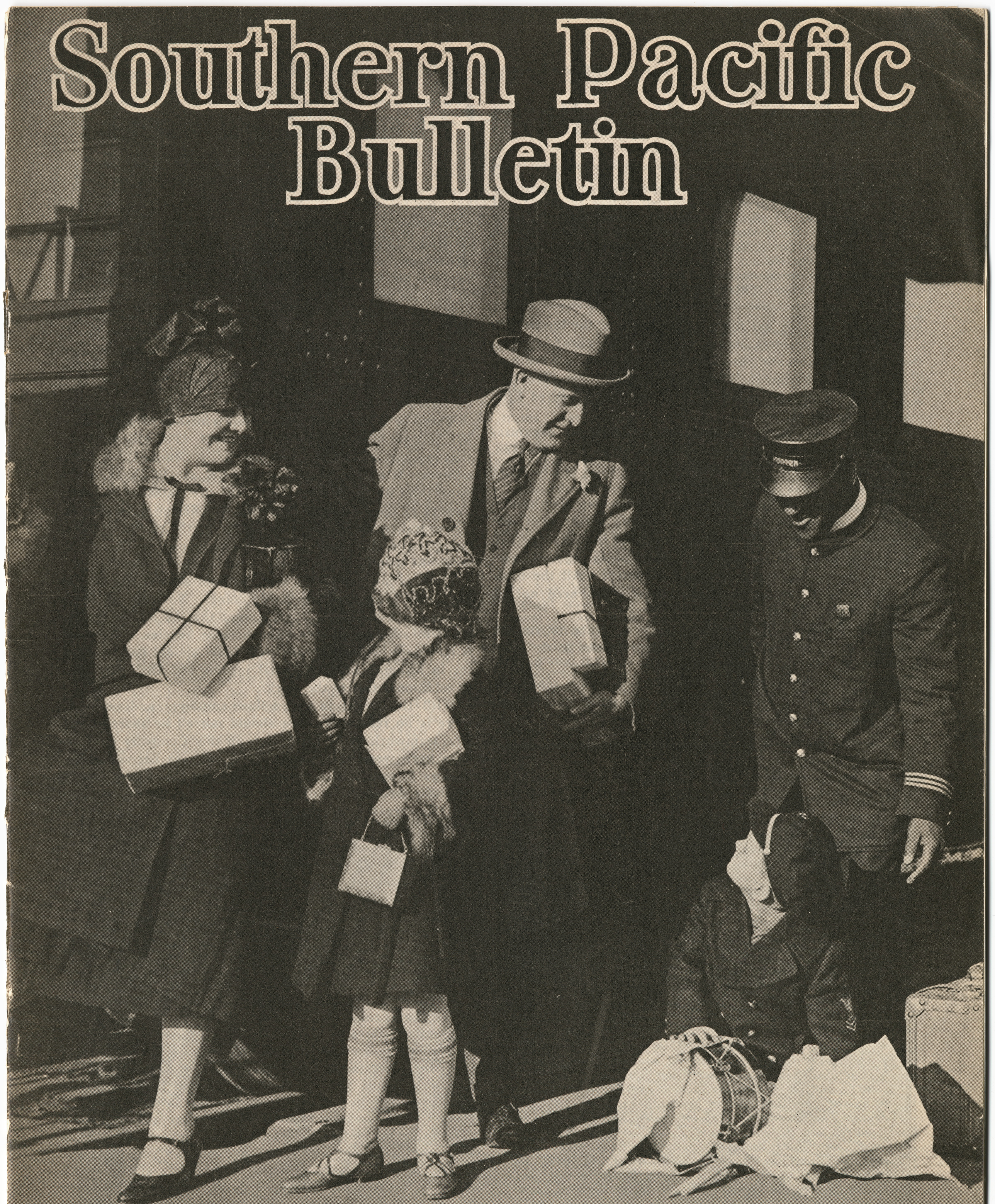
Southern Pacific Bulletin



DECEMBER 1925

Teamwork Shown in Handling Record Traffic

PACIFIC Lines of Southern Pacific, during the months of August, September and October, handled the heaviest volume of traffic in their history. This heavy movement, which helped to balance the decrease in traffic experienced during the early months of the year, was handled most efficiently and every employe of Southern Pacific can take pride in the operating performance of the organization in meeting traffic requirements.

The handling of this tremendous traffic movement was made possible by careful advance planning and the closest kind of team work among all concerned, together with increased and improved facilities of all kinds through the expenditure of enormous sums during the past year. Consequently the highest standard of service was provided.

The Company made a good record in keeping cars and locomotives in good repair and a very high mark was set in average miles per car per day. Tons per car loaded dropped off slightly, owing to the very heavy shipments of light loading perishables.

Roseville terminal, the "hub" of the Pacific Lines, was a beehive of industry during this period. At this terminal freight trains and fruit blocks from the north, south and west are assembled into trains for the trip over the Sierra Nevada Mountains and Salt Lake division to the Ogden gateway. At Roseville is also located the Pacific Fruit Express icing plant, the largest and most modern icing facilities in the United States. Here empty refrigerator cars are iced before being sent into the fruit districts and the returning loads are re-iced before starting on their eastern trip.

A total of 122,321 freight cars were handled during September through Roseville terminal, as compared with 106,361 cars in September, 1924, while in October 130,765 freight cars were handled through the terminal, an increase of 28,727 cars over last year. During the 31 days of October a freight train arrived or departed from Roseville terminal on an average of every 22 minutes each day.

Over the Sierra

The largest movement over the summit of the Sierra Nevadas in a 24-hour period was on September 28, when 1994 cars were handled. On this day 20 trains were moved east over the mountains and 15 trains west during the 24 hours, this in face of double track construction over the Sierra and reconstruction of snow sheds going on at the same time. During the peak business double track construction was completed to Yuba Pass, with an auxiliary track operation from Yuba Pass to Crystal Lake, single track Crystal Lake to Cisco, auxiliary main track from Cisco to Troy for eastward trains, and a westbound auxiliary track from Soda Springs to Spruce. Auxiliary main track for eastbound freight trains was used from Soda Springs to Eder and single track from Eder to Andover.

The double track was completed on November 3 but was operated on auxiliary track basis, the piece from Andover to Eder being used for westbound trains. On November 12, double track was put in operation to Eder, by use of Track 2, or eastbound main track, through the new tunnel at Summit, which is 10,300 feet long.

Prior to November 12, 1925, and during the course of construction of second track, old main track was operated on staff rules for passenger trains in either direction, and freight trains in opposite direction to designated direction of traffic on the new track, or auxiliary main track for eastward or westward freight trains.

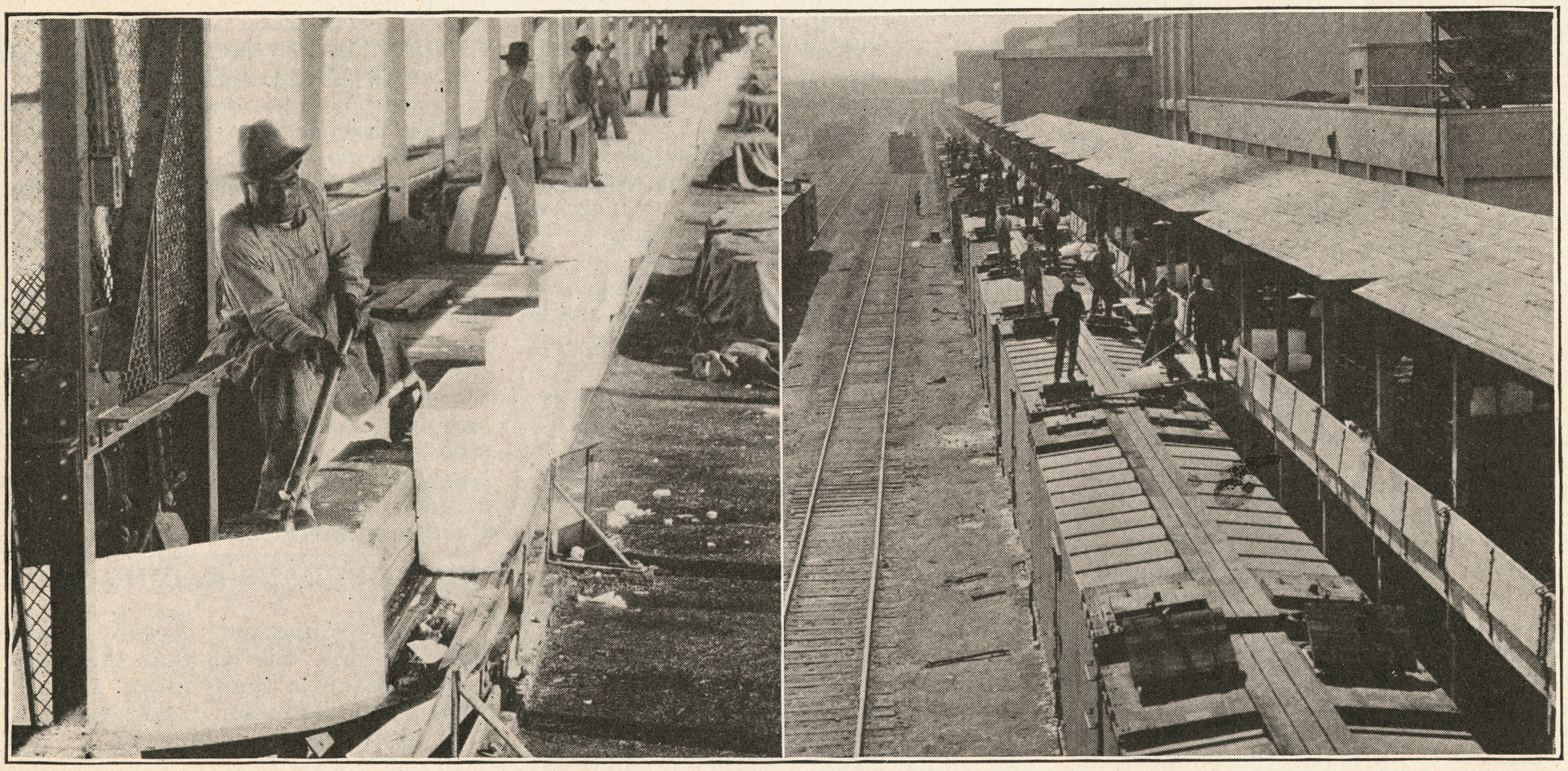
Auxiliary main tracks covered by automatic signals in the direction of traffic, therefore operation thereon confined exclusively to that direction. These tracks also used in the direction of traffic by passenger trains, but only when authorized by train order.

By this method of operation eastward freight trains were permitted to proceed eastward on auxiliary main tracks and be passed en route by eastward passenger trains running under staff operation, while both moving at regular speed.

During October Salt Lake division handled the heaviest traffic in its history, 41.5 per cent heavier than last year. During August, September and October this division handled more than 40.9 per cent of the total gross ton miles of the northern district divisions, and 25.5 per cent of the total handled on entire Pacific Lines.

Heaviest day's business on Salt Lake division was on September 26. Twenty trains were moved east out of Carlin, averaging 61 cars per train. A total of 950 cars were iced at Carlin on this day, averaging one and a half minutes per car. By filling these trains en route, there was handled into Ogden 1331 loads and 51 empties in 15 trains. A total of 1989 cars were handled in and out of Ogden during the 24 hours of September 26.

Over the district Montello to Carlin on this day there were ninety train movements, including helper engines



The largest and most modern icing facilities in the United States are located at Roseville, Cal., in the plant of the Pacific Fruit Express. On the left, ice is being delivered to platform from dock or winter store rooms for immediate use in icing the refrigerator cars as shown in the picture on the right.

After Reading Your Bulletin, Pass It Along

and passenger trains. During the period August 1 to November 1 a total of 275,324 cars were handled through the Carlin yard, 256,585 cars through Sparks yard and 130,526 cars were handled for the Southern Pacific in Ogden yard.

Exceptionally heavy business was handled on the Portland Division during August, September and October, 14,381 more cars being loaded on the division in these three months than during the same period in 1924. A number of special passenger trains and second sections were operated over the division in this period.

The increased business over the Portland division on a ton mile basis was 15 per cent in August, 14 per cent in September and 11 per cent in October. The additional traffic was handled efficiently and with dispatch.

Business over the Shasta Division naturally reflected the general increase in traffic, and good work was done in handling this movement to and from Oregon, as well as the many passenger trains, both regular and special that moved over the division.

During this period the divisions of the southern district experienced the same relative increase in traffic. Owing to the large number of industries served, Coast Division picks up and lays down a great deal of business, and the fact that an increasing volume of traffic from the first of August on through October was handled at all times with hundred per cent service to patrons, speaks well for the entire division organization.

On Southern District

Gross ton miles on this division showed an increase of twenty-five, eight and eleven per cent over last year during August, September and October, respectively. The greatest traffic increase was in handling empty freight cars, the three months showing increases of thirty-two, thirty-two and twenty per cent in empty freight car mileage. October was the heaviest month when a total of 232,402 cars were handled in yards on the Coast Division.

Additional passenger train facilities for the local service between San Francisco and San Jose caused a further increase in volume of traffic handled over Coast Division during the three months. Passenger car miles showed an increase during October of eight per cent over last year.

During September Los Angeles division had the greatest westbound empty car movement in its history, total empty car miles being 2,724,189. These cars were principally refrigerators returning from the east and destined north for the heavy grape movements.

This empty car movement continued in October, during which month Los Angeles terminal handled a record number of cars with a total of 142,071.

Despite this heavy westbound movement of empties during September in connection with which it is difficult to secure engine efficiency, Los Angeles division handled an increase of 10.2 per cent in gross ton miles, with an increase of but 5 per cent in train miles.

San Joaquin Division also experienced its greatest movement during these three months. At Fresno terminal 66,118 cars were handled during October, an increase of 28.4 per cent over last year. There was an increase of 7.3 per cent during August and 15.8 per cent during September.

Heaviest period for Bakersfield terminal was during September, when 38,854 cars were handled, an increase over last year of 14.01 per cent.

A total of 41,877 cars were moved east and westbound over the Tehachapi Mountains, 36 miles of which is single track, during September; during one 24 hours period there were 110 train movements. While eastbound movements were extremely heavy during this period another problem had to be solved in moving the large number of refrigerator cars westbound into San Joaquin Valley fruit fields daily.

Heaviest traffic on the eastern district came earlier in the season when the cantaloupe crop of Imperial Valley was dispatched to eastern markets through the El Paso gateway. The crop totaled about 14,500 cars. The commendatory manner in which the movement was handled brought general praise from shippers and the press, and was explained in the September Bulletin.

Pacific Fruit Express Company, owned jointly by the Southern Pacific and Union Pacific, is closing what is probably the most active season in its history. Refrigerator cars for Western Pacific lines are also handled by this company.

The company's principal point of operation on Pacific Lines is located at Roseville, where the ice manufacturing plant has a daily production capacity of 1300 tons and a storage capacity of 50,000 tons. There are two island type icing platforms, which will together serve 160 cars at one time. Present facilities have never been forced to the maximum, but it is estimated that an average of 4000 tons of ice per day could be delivered from the plant over platform and into tanks of cars.

Icing at Roseville

A total of 53,720 cars were given their initial icing or re-icing at Roseville during the period August to October 31. September 21 was the peak day when 251 empties were iced and 734 cars re-iced.

Sparks is a main line icing station and all refrigerator cars moving through that point are re-iced. September 24 was the heaviest day when 824 cars were re-iced.

Carlin is also a main line icing station where all perishables moving under refrigeration are serviced. On September 26 a total of 815 cars were re-iced.

The icing facilities at Carlin consist of a natural ice storage house of 50,000 tons capacity and an island platform with capacity of 110 cars. The ice is harvested and stored during the winter months from a pond adjacent to the storage house.

Fresno, Bakersfield, Colton, Los Angeles, Yuma, Tucson, El Paso and Visitacion icing stations handled their share of the heavy traffic in very creditable manner.

Electrician Risks Life To Rescue Buddy

WALTER M. WILLIAMS, electrician at Los Angeles General Shops, proved himself a hero November 11 when he offered and almost gave his own life to save that of R. E. Whittington, a fellow electrician.

The two men had completed work on a 440-volt secondary power circuit on a 50-foot pole. Williams had started to descend. Looking up the pole he saw Whittington reclining, unconscious, at the edge of the working platform with his head against one wire and his hand on another wire. Williams climbed back up the pole and from a position on a cross-arm held Whittington's body away from the wires until a groundman reached him and secured the body by means of a safety belt. Williams started to descend the pole, but his strength was exhausted from holding the unconscious body of his electrician "buddy" and he fell backward off the pole. His life was probably saved by striking other wires that helped to break the fall. A ligament in his left arm was cut and he suffered a number of severe lacerations. The back of Whittington's neck and fingers of left hand were burned and he suffered severe shock.

STOP TRAIN NO. 110 TO AID INJURED MOTORIST

The first section of train No. 110 stopped early in the morning of November 23, between Santa Barbara and Ventura, to rescue an unconscious motorist pinioned beneath his overturned automobile on the highway below the right-of-way. Fireman B. Field noticed the plight of the man and told Engineer F. W. Ballou, who stopped the train. Conductor H. Dufty summoned the dining car crew and volunteer passengers, who aided in lifting the automobile. The motorist was taken to a hospital in Ventura. Passengers commended the train crew for stopping to aid the injured motorist.

NEW ORLEANS RACING IS ON

General Passenger Agent Monroe, New Orleans, advises that the winter racing season in the Crescent City will open at the Jefferson track November 26, continuing until January 1. Will open again February 17, operating until March 17. The Fair Grounds track will open January 1, with daily racing to February 16.