

# Southern Pacific Bulletin

DECEMBER, 1920



STOCKTON DIVISION  
NUMBER



# The Bulletin

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## Stockton Division is Open to the World

Land of "Table Mountain" and "Truthful James" has become an agricultural Empire where water and soil perform miracles

By G. E. GAYLORD, Superintendent, Stockton Division

THE Stockton Division's invitation is open to the world. This division is a sponsor of the injunction, "See America First," adding with what emphasis it may that the Stockton Division reveals a mighty interesting bit of America.

Through the San Joaquin Valley are reached some of the nation's scenic masterpieces. What traveler would boast that he had seen America who had not stood on Glacier Point and gazed overwhelmed into the indescribable wonders of the Yosemite, or who had not stood in the flower-splashed Bridal Veil Meadows and gazed upon the inscrutable face of that mighty rock, the guardian of the valley, "El Capitan," around whose cliffs the storms of countless centuries have raged without leaving a scar, or who had missed the inspiration of the Calaveras Big Trees, or who had failed to tread the historic ground that poured forth its golden millions in days when the integrity of the nation hung in the balance? And surely he has not seen America whose journeyings have not included that playground of the people of the Great Central Valley, the country of Mark Twain and Bret Harte, for their pen pictures of this land where they lived and wrote are a cherished part of the literature of the nation.

All of the counties of the great San Joaquin Valley with its seven million acres of tillable land have mountainous areas—their easternmost boundary lying well up in the Sierra, the "Alps of America," and the western edges serrated in the Coast Range, the barrier to the great Pacific Ocean, the source of rains and soothing winds.

This sun-kissed valley is the very heart of California, and it is noted that California stretches over a territory nearly as vast as that included between Chicago and New Orleans. Here are twentieth century cities, vigorous towns, and productive acres; here are valley and upland; here are more prod-



Superintendent G. E. Gaylord of the Stockton Division.

ucts that grow from the soil than at any other place on earth; here are oranges and beets, asparagus and cherries, strawberries and Egyptian corn, almonds and onions, potatoes and grapes, celery and pears, wheat and walnuts, beans and watermelons, olives and alfalfa; here irrigation water comes through the ditch, the pump or the syphon and floodgate; here rail and water meet and at hand are many markets; here are a broadgauge, generous, kindly people, engaged in every activity in which the people of California are commercially engaged—agriculture, horticulture, dairying, mining, lumbering and other industries. All of these activities may be duplicated in various parts of the world, but nowhere else on the globe can be seen so many of the varied industries as in the San Joaquin Valley,

which is absolutely first in production of any number of the substantial things that count. In the production of cereals, vegetables, potatoes and beans this valley takes precedent over all the other units of this great diversified hundred-million-acre State.

### In Honor of Commodore Stockton.

The division derives its name from and its headquarters are located in the city of Stockton. In 1846 Captain C. M. Weber in traveling over the country from Sutter's Fort selected the present site of the city of Stockton on Stockton Channel, three miles from the San Joaquin River, and secured from the Spanish Governor at San Jose (California being at that time Spanish territory) a grant of land ten miles square, on a portion of which grant the city of Stockton was laid out and named in honor of Commodore Stockton of the United States Navy.

When gold was discovered in California, Stockton, on account of its commanding position, situated not only at the entrance of that great inland empire, the San Joaquin Valley, but also the natural entrance to the rich gold mining territory known as the Mother Lode country, sprang from a village to a city in a day. The gold seekers swarmed up the river in vessels of all kinds, even ocean-going sailing vessels, and from Stockton started on foot, by pack mules and wagon trains with their supplies for the hills, where it was reported that gold could be picked up out of the streams. Stage lines ran from Stockton to the mining country, Mokelumne Hill, San Andreas, Vallecito, Angels Camp, Sonora and Columbia. The latter placed became a town of several thousand population and once aspired for the Capitol. Today Columbia is practically deserted. Only a few of those hardy pioneers who fought and struggled for gold are left, seemingly loath to depart in the twilight of their



lives from the scenes of departed glory where they lived and played a more or less prominent part. This is the country made famous by Mark Twain and Bret Harte—the land of Table Mountain, Murphy's Flat, and the famous characters, "Truthful James" and the "Heathen Chinee." Business in those days was not conducted with silver or paper currency, but the miner weighed out his nuggets and gold dust for the things he needed. Those were the days when Joaquin Murietta and other notorious bandits took their tribute of the golden output.

Seventy-eight miles of travel by rail from San Francisco brings you to Stockton, or you can travel by water through that "Holland of America," the famous Delta, and get some comprehension of the wealth of its reclaimed lands. Here lie a quarter of a million acres of land below the level of the surrounding streams, reclaimed by levee construction and drainage that by actual soil tests have proven richer than the lands of the Valley of the Nile. You will see countless acres of celery, asparagus, onions, beets and potatoes on what were a few years ago desolate tule swamps. The tides which ebb and flow through the Golden Gate have a rise and fall of three feet through this territory.

Following the gold discoveries there was a steady influx of people into California, attracted by wonderful stories which were spread broadcast of fabulous richness of her mines. They came by various routes. Hundreds of the more hardy pioneers braved the dangers and discomforts of thousands of miles of trackless deserts, plains and mountains, inhabited only by tribes of hostile Indians, who demanded their tribute from each outfit not strongly convoyed. The hardships and tortures these immigrants faced are familiar to all, and it is not deemed necessary to take up space recounting these incidents. Others took the easier or more preferable route by steamer and sailing vessels around Cape Horn or across the Isthmus of Panama.

The founders of the Central Pacific Railway, realizing the wonderful natural resources of this empire bordering the Pacific Ocean, saw the necessity of extending their rails to the coast. The western terminus at that time was Sacramento, and in 1869 the line was constructed south through Stockton into Oakland through the Altamont Pass. On account of grade conditions over Altamont Hill, a helper station was established at Ellis, where sidings, turntable, telegraph office and living accommodations were provided for the crews in helper service. This station is now known as Medal, but there is nothing to indicate that it was formerly a terminal other than the old grade on which the tracks were laid.

Copper deposits had also been located and developed at Copperopolis in Calaveras County, east of Stockton, which necessitated some method of better transportation, and a number of

public spirited citizens of Stockton subscribed and eventually induced the city of Stockton to issue bonds for the construction of a railroad to Copperopolis. This line was completed to Milton in 1871, when the finances failed and the terminal remained at Milton, where it is today.

#### After the Gold Rush.

About this time the people who had swarmed into California awakened to the fact that gold was not to be had without hard work. The placer mining district having been practically exhausted there remained only quartz mining, which is still carried on. The rapidly increasing population had to be fed and housed, and it became necessary for California to become self-sustaining. It was then that the inhabitants began to turn their eyes to the fertile Valley of the San Joaquin and agricultural pursuits were started on a small scale. It was found this fertile valley produced tremendous crops of wheat, and in a few years this country became practically one great field of grain, extending from Visalia to Stockton. The necessity of extending the railroad into this territory was apparent, and again the people of Stockton arose to the occasion and formed a company chartered to build a railroad to Visalia. As a result of their activities, construction of the Stockton and Visalia Railroad was commenced in the latter part of 1871 from a junction with the Stockton and Copperopolis at Peters and completed through to Oakdale, where this company also experienced financial troubles, and Oakdale remained the terminus of that line.

The Central Pacific Railroad Company also started construction of a line south from Lathrop. This line was completed into Modesto in 1870, to Merced in January, 1871, and completed into Fresno in May of the same year. The Pacific Improvement Company, a subsidiary of the Central Pacific Railway, laid out the townsites of Modesto, Turlock, Merced and Fresno and in a few years these towns were flourishing.

The Ione Branch was built to tap the mines of Amador County and completed in 1876. In the year of 1885 a narrow gauge line was constructed from Bracks Landing on the Mokelumne River through Woodridge and Lodi to Clements and Valley Spring to serve the copper mines at Valley Spring. After completion this road passed into the hands of the Southern Pacific, and in 1904 the road west of Woodridge was abandoned and the remainder standard gauged, resulting in the present Valley Spring Branch. In standardizing this branch a record was made which probably has never been equaled. Owing to the discovery of the Tonopah gold fields that part of the Salt Lake Division known as the Carson and Colorado Railroad, a narrow gauge, was badly congested and in need of equipment. Accordingly on July 25, 1904, authority was given for the standard gauging of the Valley Spring Branch, it being desired to

ship the rail and all equipment to the Carson and Colorado road. The work was organized with Mr. Thomas Ahern, present superintendent of the Coast Division, in charge. All available track and bridge gangs were assembled at Lodi and material requisitions were placed. In the meantime material was gathered up from all parts of the division. The work was actually started on August 1st and prosecuted with such energy that the widening of banks and culverts, strengthening of bridges, cutting back of freight platforms and changing the light rail with 62-pound steel was accomplished on August 31st. The narrow gauge train made its last trip in the morning and in the afternoon the standard gauge train made its first trip with no delay to train service. The work involved the relaying of 29.54 miles of track, and it must be remembered at that time there was no store department to assemble material, in fact, most of the material ordered on requisitions arrived long after the work had been completed.

For years passengers riding through the San Joaquin Valley on Southern Pacific trains looked out of the car windows upon combined harvesters which were propelled by scores of horses, great caravans moving in all directions, dropping in regular rows sacks of golden grain and piles of glistening straw. Grain laden wagons coupled together and drawn by long teams raised frequent clouds of dust from the highways. These tremendous crops of wheat were moved from the valley points by rail, either to Port Costa for trans-shipments or into Stockton, where large flour mills were erected and immense quantities of wheat converted into flour.

During this period the Federal census rated the San Joaquin Valley as the leading grain producing section of the United States, and that in the heyday of cereals. Farmers boasted ranches exceeding 1000 acres in extent.

#### The Dark Days.

In the early nineties it became apparent to the farmer in the San Joaquin Valley that something was wrong. The soil finally rebelled against his lazy practices and the yield of grain failed to meet the expenses of extensive farming. Lean years followed each other with alarming regularity, and conditions grew to such a state that I well remember a recommendation made to the superintendent that the siding at Turlock be taken up and the buildings moved to some other location, as there was no future for that territory.

During this period of depression the farmers, with a dismal future confronting them, in silent invocation turned their eyes toward the east and there beheld the glistening snow-clad summits of the Sierra Nevada Mountains, which had yielded generously of her treasures of gold and still held locked in her icy canyons and gorges untold treasures of water. And, as these men gazed in their despair, the answer came to them in the light of an in-



spiration that the mighty San Joaquin River, traversing the entire length of the valley and fed by the waters of the Merced, Tuolumne and Stanislaus, was carrying thousands upon thousands of miner's inches of water to waste yearly, and depositing their fertilizing silts into Suisun Bay. They then realized what a tremendous economic calamity was being enacted, in that such an abundance of water was being wasted daily which only needed a dam to turn it from its natural course and distribute it over their parched lands.

### The "White Gold" Arrives.

The forefathers of the irrigation scheme succeeded, after thirteen years of litigation, in turning this water into laterals and ditches, and a new pulse awakened in the impoverished lands.

The La Grange Dam in the Tuolumne River was completed in 1893 at a cost of over five hundred thousand dollars. It is 127 feet high, 301 feet long and comprises 39,652 cubic yards of masonry. The mean total annual flow of the Tuolumne River at the La Grange Dam is 2,130,000 acre feet, enough to pour the maximum amount of water necessary to cover 473,333 acres.

This district has further issued bonds, purchased its first land and the preliminary surveys have been made for what is known as the Don Pedro dam and reservoir. This dam is to be 279 feet high and the reservoir is to have a storage capacity of 260,000 acre feet. This will insure ample irrigation water for the entire irrigation season and will provide eventually for the development of all irrigable land between the Tuolumne and Merced Rivers.

Another irrigation district has bonded itself for a \$10,500,000 system, including a dam on the Merced River near Bagby. Still another irrigation district has been formed in Madera County, which includes a dam in the San Joaquin River. This system will cost approximately \$12,000,000 and when completed the two projects will place under irrigation practically 600,000 acres of land, extending from Herndon on the south to the Merced River on the north, and lying on both sides of the Southern Pacific main line.

Reckoned as time goes it seems but yesterday that the recommendation was made which, if followed out, would have effaced Turlock from among the list of Southern Pacific stations. Yet, within this short period of time water and energy have accomplished a miracle, as the following figures, covering the carload shipments from Turlock alone during the year 1919 will show. There were 5731 carloads of products shipped out of

this one station within that twelve-months' period, including in part:

2719 cars cataloupes.  
296 cars casabas.  
41 cars honey dew melons.  
1037 cars watermelons.  
203 cars sweet potatoes.  
79 cars peaches.  
113 cars beans.  
220 cars grain.  
307 cars grapes.  
170 cars livestock.

The entire figures are not at hand for the present year, but the shipments will undoubtedly exceed those of 1919, and what is true of this district holds true of the entire northern portion of the valley.

The Stockton Division was created on November 1, 1910, by divorcing that portion of the Western Division lying to the east and south of Tracy, extending to Brighton on the east and Fresno on the south via the east and west sides of the San Joaquin Valley, including the Ione, Valley Spring, Milton, Oakdale and Berenda Branches, and totalling 301 miles of main line track and 174 miles of branch line with 22½ miles of double track between Tracy and Stockton, or a total division mileage of 475.13. Mr. J. D. Brennan, present superintendent at Sacramento, was the first superintendent of the Stockton Division.

This division, while one of the smallest, is rapidly developing into one of the most important of the great Southern Pacific System. It is the connecting link between Southern California and the Ogden and Portland gateways, both via the Valley and Coast lines, and it is over this division that practically all of the freight moved between San Francisco and the Ogden gateway in both directions is handled.

Tracy Yard, the western terminus of the Stockton Division, is in reality composed of four small yards located in as many different locations, being intersected by the various main lines leading into the yard. In other words, it is a veritable crossroad of traffic, and during the month of September, 1920, 71,610 cars were handled through this yard. In addition to handling the through business, all fuel oil for the Stockton, Sacramento, Shasta and Salt Lake Divisions is loaded at Tracy, at which point is located a large pumping plant of the Associated Pipe Line Company.

### Record Through Freight District.

Without doubt the Stockton Division has the longest through freight district on the system. Crews run from Fresno to Roseville, a distance of 182 miles, all of which, with the exception of about nine miles, is single track, and on a schedule of ten hours and fifteen

minutes with green fruit and orange trains westward, and thirteen hours and twenty minutes on the Sunset eastward. Practically all of the tonnage which originates on this division is of a perishable nature, and consequently requires preferred attention.

On the west side of the San Joaquin Valley south from Tracy we enter what is probably the last great grain producing region in the north end of the valley. This land is now being placed under irrigation, and within a few years' time this district, where wheat and other grain is grown will be devoted to diversified farming. From Patterson south to Gustine we pass through a fruit belt. Many young orchards are rapidly coming into bearing, and within a few years there will be handled from this territory a vast tonnage of fruit. The old Patterson ranch has been cut up into small farms and put under irrigation by means of water pumped from the San Joaquin River in five lifts. Crows Landing is an old town named after a landing on the river in steamboat days, for it must be remembered that before the railroad was built down the west side and a large part of the water taken from the river for irrigation, the grain of the country was moved out by river steamboats and the towns were located on the river bank, having been moved back to the railroad when it was constructed. Newman, Gustine and Volta are in the center of dairying industries, and at Gustine is located the immense new plant of the Carnation Milk Company. Los Banos is the headquarters of the Miller & Lux Corporation, who are undoubtedly the largest livestock firm in California and was founded by Henry Miller, who came to California as an emigrant boy. At his death the firm owned land from the Mexican border to the California Oregon line, and it has been truthfully said that cattle could be driven from one end of California to the other and every night pastured on Miller & Lux ground. Their holdings on the west side from Los Banos to Mendota are under way for additional irrigation, and within a very short time this entire territory will be given over to diversified farming. Ingle is the junction point with the Tranquility branch of the San Joaquin Division. Kerman is also a junction point with the branch line leading to Armona and Hanford. At Fresno connection is made with the east side line to Los Angeles.

The Lathrop - Fresno subdivision leaves the Tracy-Brighton subdivision at Lathrop and for fifty-two miles runs through what is probably the most productive territory in the world. Manteca has developed into a city within a few years, and at this point is located a beet sugar factory and several canneries. At Salida there is a cheese factory, and at Modesto, the county seat of Stanislaus County, are located several canneries and creameries and is also the home of the Borden's Condensed Milk plant. More





1. The city of Modesto. 2. Southern Pacific steel trestle. 3. Melon season at Turlock. 4. City of Turlock. 5. Section of standard rock ballast track on East Side line. 6. Stockton water front today.

cows are to be seen in a radius of ten miles from Modesto than in any other similar territory in the United States, and our cover photograph well depicts the industry of the region, for it is the alfalfa grown in this territory under irrigation that has made the dairy industry possible. Turlock is the center of the cantaloupe and watermelon industry, and at this point is located the largest sweet potato curing plant in the world. This plant, owned by the Hunt-Jewett-Bontz Co., makes use of the Wells curing system that is in successful operation in forty-eight plants in the southern part of the United States. The Turlock plant has a capacity of 180 carloads of sweet potatoes, which, after being cured, can be held over for the spring trade, at which time field sweet potatoes have dis-

appeared from the market. In this way is eliminated a great loss that formerly resulted from the spoilage of the perishable crop that could not find a market. The plant was erected at a cost of \$95,000 and is 700 feet in length. It might be interesting to know that this industry may be depended upon for more than 100 years to come. There are 50,000 acres of land in the district suitable for sweet potatoes. If this acreage were to be farmed at the rate of 2500 acres per year, and each unit of 2500 acres farmed for only one year, it would require twenty years to use up the land. The average life of land suited to growing sweets consecutively is seven years, after which the crop should be changed. Approximately 14,000 plants are set to the acre.

#### The Turlock Cantaloupe.

The Turlock cantaloupe has achieved such fame throughout the United States that it appears unnecessary to dwell upon this as a factor. This industry is one of the most profitable as well as the most extensive of the district's agricultural interests. Seven thousand five hundred and seventy-one acres were devoted to cantaloupes this year, and there is perhaps not a market in the United States where Turlock cantaloupes are not procurable. Delhi is the home of the Land Settlement Colony. California was the first State in the Union to provide a way by legislative action for ex-service men to get a start on the land, and the purpose of the State Land Settlement Act

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# Moving the Perishable Freight Business

Some illuminating facts concerning this great industry and the part played by the Southern Pacific Company

By J. H. DYER, General Manager

(From an address before the 53d Annual Meeting of the Fruit Growers' and Farmers' Convention at Fresno, Cal., November 10, 1920.)

**I**N greeting you as representative of an industry so large as to encompass the markets of the world and make the name of California familiar at the breakfast tables of two hemispheres, while fully appreciating your contribution in this achievement, I am not unmindful of the part played by transportation in the past, nor of the task confronting the railroads in keeping their facilities abreast of your achievements, and transportation requirements in the future.

California is a State of tremendous resources, tremendous possibilities, and, more important than all, tremendously progressive people. Within the memory of her pioneers she has risen with admirable enterprise from a sparsely settled, undeveloped, territory, to a leader among the States of the Union.

The business of shipping green fruit east was started about 1871 and it was C. W. Reid who stated it "should increase until we can send 1000 carloads annually from California."

Contrast this with the fact that in 1907 the Southern Pacific began operating refrigerator cars, and in 1919 the canned fruit and vegetable pack was 20,747,922 cases; the dried fruit output was 75,500 tons; raisins, 190,000 tons; prunes, 135,000 tons; and the total movement of fruit and vegetables out of California was around one hundred thousand carloads.

It was not until 1884 that the first acceptable carload of oranges was sent to Washington, D. C., while for the past six seasons, 1913-14 to 1918-19, inclusive, there has been a total orange shipment from California amounting to 226,597 cars, or an average yearly shipment of 37,766 cars. For the same period there has been a total lemon shipment of 41,273 cars, or an average yearly shipment of 6879 cars, making for a total citrus shipment for this period of 267,870 cars, a yearly average of citrus shipment, of 44,645 cars.

## Interesting Figures.

As shown by the annual report of the California Fruit Growers Exchange for the year ending August 31, 1920, the value of the citrus crop to the growers was \$81,200,000; transportation charges, including freight and refrigeration, was \$25,400,000 (of which the Southern Pacific's proportion of freight and refrigeration charge was less than \$4,000,000), making a total of \$106,600,000, while the value of the citrus crop as measured by prices to the consumer, was \$166,000,000, indicating the transportation and refrig-

## DID YOU KNOW THAT—

One hundred thousand carloads of fruit and vegetables were moved out of California in 1919?

That in the past six years over a quarter of a million carloads of oranges have been moved from California?

That the value of the last citrus crop to the growers was \$81,200,000, and the transportation and refrigeration charge but 15.3 per cent of the cost to the consumer?

That the total investment of the Pacific Fruit Express for refrigerator equipment alone is in excess of \$41,000,000?

That the Pacific Fruit Express now uses 800,000 tons of ice a year, and for the year ending last October accommodated in California 95,590 carloads of traffic?

That during the last three months the business of the Southern Pacific has exceeded in volume that of any corresponding period in the history of the road?

You will find this article informative and interesting.

eration charge to be but 15.3 per cent of the cost to the consumer.

As evidencing the importance and scope of the fruit industry of California, as related to transportation and as reflecting the intent and desire of the Southern Pacific to encourage development of this industry by stimulative service, it is sufficient to say that preferential movement is accorded outbound loads and homebound empties, and large sums have been expended and are being expended to provide and maintain related transportation facilities, thus equating and increasing our facilities proportionate to the needs of the fruit industry. During the active shipping season loaded cars are moved in fruit blocks of appropriate size on preferential schedules, so arranged when cars are properly refrigerated as to reach the market with fruit in good condition. Equally, if not more helpful and advantageous to fruit shippers is our practice of running special trains of refrigerator cars, returning empties from the East in blocks of 50 on approximate passenger train schedules, which arrangement correspondingly increases the serving capacity of the equipment and to a like extent, accommodate shippers with additional service.

## Increased Service.

Much of this traffic passes through the Ogden gateway, and since March 1, 1920, on return of the railroads to their owners, \$500,000 have been expended for yard improvements and additional sidings and other facilities over the Sierra, and in the State of Nevada, thereby increasing the capacity through this gateway. By the expenditure of a quarter of a million dollars the capacity of the track at the summit of the Sierra-Nevada Mountains has been increased, which enables us to move daily over this mountain an average of 1080 cars, as compared with a daily average of 925 cars, which was the best previous record, an increase of 155 cars per day, and which will correspondingly facilitate and expedite the movement of traffic over this route.

Though we have undertaken to keep our equipment facilities proportionate to the volume of traffic, increased business and war conditions combine to effect a disproportion, and to relieve this situation and provide additional service, an expenditure estimated at upwards of \$11,000,000 has been authorized for new locomotives and cars, to be delivered during the present calendar year. Following the return of railroads to their owners, provision was made for the construction of 20 engines, 50 cabooses, 1500 box cars of 40 and 50-ton capacity, 1000 stock cars, practically all of the foregoing to be constructed in shops of the Southern Pacific Company in California. The program further provides for 30 large locomotives and 20 steel baggage cars, which will be available for service January first.

In the transportation of green fruit refrigeration is a factor of prime importance. This necessitates special equipment, preferential handling of equipment, loaded and empty, and construction of tracks and plants for manufacture, storage and refrigeration or icing of cars. This part of fruit transportation relates to the service rendered by the Pacific Fruit Express Company, of which company the Southern Pacific and Union Pacific are owners.

## More Equipment.

From a small enterprise some years ago to the present the Pacific Fruit Express Company, like the fruit industry of California, has grown in



size and importance. As of August 31, 1920, it had 15,394 cars in service, representing an investment of more than \$25,000,000. Anticipating your needs, an order for 4000 new refrigerator cars was placed in March, 1920, immediately after return of the railroads to private control. Of this number, 1905 have been delivered and are in service, and the remainder will be completed and be available for service before the next fruit season opens. This represents an additional investment of \$16,000,000, making the total investment for refrigerator rolling equipment alone in excess of \$41,000,000. The Pacific Fruit Express has expended \$2,240,000 for icing and storage plants, and for the manufacture of ice, and has planned to enlarge these facilities by an additional expenditure in the amount of \$2,700,000, nearly all of these two amounts being expended for facilities in territory served by the Southern Pacific Company.

As further indicating the volume of traffic accommodated by the Pacific Fruit Express, it is sufficient to say that its average annual ice requirements now amount to 800,000 tons, and for the seasonal year ending October 31, 1920, the interstate and intrastate traffic accommodated by it in California amounted to 95,590 carloads.

The more important improvements in respect to icing facilities are: An increase in manufacturing and storage capacity from 97,000 tons to 120,000 tons at Colton; from 25,000 to 55,000 tons at Los Angeles; from 83,000 to 116,000 tons at Roseville. With the new plants for the manufacture and storage of artificial ice now under construction at Sparks, with annual capacity of 45,000 tons, at Ogden, 80,000 tons, at North Platte, 65,000 tons, with a proposed increase in the Fresno plant from fifty to sixty thousand tons. Natural ice storage plant at Laramie is now being increased to 38,000 tons, and Carlin plant is being increased to 34,000 tons. Car icing platforms at Roseville are to be increased from 41 car lengths to 110 car lengths, at Fresno from 50 to 100 car lengths, at Carlin from 32 car lengths to 110 car lengths, at Ogden from 25 car lengths to 90 car lengths, at Laramie from six car lengths to 100 car lengths, at North Platte from 33 car lengths to 110 car lengths. At Sparks 110 car length platform to replace 21 car length platform at Truckee, and a new plant is now under consideration at Gerber, and also additional manufacturing and storage facilities at Modesto and in the Imperial Valley, Yuma, Tucson, and El Paso.

This program contemplates an increase in storage capacity of 163,000 tons, and an increase in the annual harvest and manufacture of ice of 420,000 tons.

#### How a Crisis Was Met.

On return of the railroads to private control March 1, 1920, Pacific Fruit Express cars were scattered all over the United States, and many of them had gotten into service on roads and territories where it was never in-

tended they should go. On April 1, 1920, there were only 1500 Pacific Fruit Express cars on Southern Pacific lines west of El Paso, Ogden and Portland. This included both empties westbound, and under process of loading, and loads moving to eastern destinations. At that time the Southern Pacific was confronted with the movement of about 10,000 carloads of Imperial Valley cantaloupes, with an extremely heavy fruit crop to move in addition. To the railroads and shippers the situation was one of tense anxiety. Several meetings were held between shippers and representatives of the Southern Pacific and Pacific Fruit Express at which it was determined that supreme effort would be made to build up car supply and relieve the situation to the greatest possible extent. California shippers not only actively co-operated at the source but enlisted the support of their own agencies in the East, and that of their associate business relations. Every one concerned in the fruit and melon industry effectively co-operated with the carriers, with the result that during the six-weeks period from May 20, the Southern Pacific Company successfully moved out of the Imperial Valley the entire cantaloupe crop of 8903 carloads.

By increasing the average load the shippers used about 600 less cars than were formerly required, thus making that many more cars available for loading, and thereby benefitting themselves and aiding the company to better serve them, and indicating in what way and to what extent better loading by shippers not only benefits all shippers, but also enables the carrier to better serve the shipping public.

During the month of May average daily receipts of empty refrigerators westbound through Southern Pacific gateways were 219, increasing to 365 in June, and to 379 in July, which is equivalent to receiving seven full trains of empty refrigerator cars westbound daily. At the same time the Southern Pacific was daily moving about eight trains of loaded refrigerator cars eastward.

For the eight months, March to October, inclusive, the Southern Pacific operated eastbound about 1500 special fruit trains, with an average of about 35 cars, and all carrying the fruits and vegetables of California to widely distributed markets in the East. More than 75 per cent of these trains made schedule running time on Southern Pacific lines, and the balance closely approached schedules. Much other traffic of course was transported, and as a matter of fact, during the last three months the business of the Southern Pacific has exceeded in volume that of any other corresponding period in the history of the road.

Despite the perplexing situation confronted in this respect, on the return to private control there was comparatively no shortage of refrigerator

cars for perishable freight in California until about the middle of August, and had it not been for the delay to equipment in the East, due to failure to unload and release cars promptly, and the extraordinary heavy movement of grapes East, there probably would have been no shortage of refrigerator cars in California during the entire season. To better survey and keep acquainted with the movement of this traffic and needs of producers and shippers, the Southern Pacific, on return to private control March 1, created a new officer with the title of General Agent, Perishable Freight Service, whose exclusive duty is to give special attention and supervision in respect to the service rendered by Southern Pacific Company to fruit and vegetable shippers, with particular regard for the wants of shippers, growers, and receivers of perishable freight, this in addition to our regularly established organization which has at all times given special attention to the perishable freight business.

Efficient handling and transportation of fruit and fresh vegetables is a problem that is daily growing in both size and importance. Picking at the proper time and packing in a proper manner are phases which concern the producer and shipper, while icing the cars, maintaining proper ventilation and temperature en route, movement of shipments on schedules, which are regular and dependable, supplemented by prompt return of empty cars for reloading, are problems which concern those responsible for refrigeration and transportation. Success in all phases depends largely on co-operation between picker, shipper, icer and carrier. I am pleased to say that in the past these factors have been efficiently co-ordinated, with the result that a large volume of perishable traffic has been accommodated with comparatively small losses in handling or transporting, resulting in shipments reaching the market in good order, commanding a fair price, and popularizing the products of your vineyards, ranches and farms throughout the country, in the face of an average haul of more than 2500 miles.

In the future, as in the past, the Southern Pacific will undertake to travel with you face forward, and hand in hand, confidently anticipating your fullest co-operation and pledging in return its best efforts to accommodate your needs and render you efficient service.

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#### POLITENESS.

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Politeness is the exhibition in manners or speech of a considerable regard for others. Politeness costs nothing, but it is worth a great deal; it is a valuable business asset in dealing with the public. Politeness is the distinguishing mark of manners and good breeding.

—Harriman National Bank.



# Sacramento Shops Kept Pace With Demands

Rapid development of Southern Pacific marked by loyalty of pioneer employees who made good in early days

By J. O. WILDER

WITH the road open again we were assured of something to eat. The work in the tunnel was progressing rapidly, for we could hear the gangs in either heading 200 feet apart. Engineer Phelps, Fred King and myself were giving grades and centers. As spring approached we got our stakes ready to cross-section from the tunnel up to the head of Cold Stream and down the other side (this is now known as the horseshoe) to the Truckee River.

One morning at 1 o'clock in early May the two headings were broken through. The honor of this event fell to Helmer in the east end and Dow in the west end. These two men were shift bosses, as were Deardoff and Dave Dramer. They worked twelve hours straight, with no Saturday afternoons off and ten days' vacation was unknown. It was just plain work and push ahead and make every move count. I was sent to the summit with a message to Mr. Clement telling him we had broken through. He read the message, got on his white mule and started for our camp. He got there before I did, although I took a fast freight team.

I did not see him on the road, but we will leave that to the white mule, for he could go almost anywhere and had a way all his own in getting there, as he could pick his way up a mountain or go down one as well as a man, and when it became too difficult to walk he would slide. Anyway, Clement and the mule were there when I arrived, which was late in the day, and Mr. Clement spent the night at our camp. I tied his muleship in the stable. Next morning Mr. Clement, Mr. Phelps and the party went up to the tunnel, tried the centers from both ends and found that it was just two inches out. It was a wonderful piece of engineering at that time. So far as I know I am the only one left of the civil engineer corps at Camp 5. Mr. Phelps and Mr. King have long since passed from the iron trail.

## Back to Sacramento.

In June we laid out the bents for the bridge across Donner Creek, also the big culvert at the head of Cold Stream. Toward the latter part of the month Mr. Montague requested that I be sent to Sacramento for transfer to the locomotive department. So on the 30th day of June I rolled up my blankets, put my belongings in my carpet bag and bidding them all goodbye I made ready to start. The last one I called on was a man I had learned to love. He was a man well up in years, and like myself, alone. He had always been kind to me. Putting his arms around me he kissed me

*This is the third and final installment of the interesting series written by Mr. J. O. Wilder, veteran employee of the company. Mr. Wilder recently retired after fifty-four years of continuous service and his experiences have been read by Bulletin readers with a great deal of interest. During all his length of service Mr. Wilder was only "on the carpet" twice. His recollection of many of the pioneers and his description of the old shops at Sacramento form a valuable addition to the historical data of the Southern Pacific Company.—The Editor.*

goodbye with the tears rolling down his cheeks. He said, "Johnny, be a good boy, for we will never meet again," and his words have come true; and it is a pleasure for me to write the name of C. H. Davis, chief cook at Camp 5, and I still have my boyhood regard for this noble hearted man.

Seated on a fast freight wagon and all wishing me good luck I bid Camp 5 my last goodbye. At the summit we stopped to change horses. I stepped in the civil engineer's office to say goodbye to those who were in at the time. On my way down to Cisco (which at this time was the terminal), where passengers took the Pioneer Stage line for Virginia City and Gold Hill and other points in Nevada, I noted the rapid progress the construction gangs were making, one being within a half mile of the west end of Summit Valley, and it was plain to be seen that the iron horse would be there before the tunnel was completed.

I arrived in Sacramento on July 3, 1867. I reported to Mr. Montague, upstairs over 54 K Street, where I had reported to him one year before. He looked me over, told me to go and get a hair cut, clean myself up, get a new suit of clothes, then come back. I bought my outfit from John Silvercup's store on the northwest corner of Third and K Streets. John Trauback waited on me and my complete outfit cost \$25. I went back and could see by the expression on Mr. Montague's face that I looked more presentable. He took me in his buggy to the shops and introduced me to Master Mechanic I. H. Graves, who told me to report for work on the 5th as the shops were closed on the 4th. I was there on time with my overalls, and was told to report to J. L. Gerrish, foreman of the machine

shop. He started me on a tap machine, tapping nuts for bridge bolts. The shops at this time were located at Sixth and E Streets, and seemed to me to be built on a levee. There were four pits for the engines, and G. D. Welch was the foreman. The machine shop and pits were under one roof.

## Days in the Old Shops.

The blacksmith shop, boiler shop, pattern shop, paint and car shops were in separate sheds. The foremen at this time were J. L. Gerrish, machine shop; Frank LaShell, blacksmith shop; Jim Hall, boiler shop; I. G. Shaw, patternmaker; Ben Welch, master car builder, with H. W. Seaman foreman. The paint shop foreman's name I have forgotten. The work turned out in this small machine shop was enormous, for the truss rods for bridges were threaded and there were hundreds of them, 2 by 30 inches long; bridge plates, bridge bolts and freight car bolts. Each bolt had a nut put on, and there were thousands of them. We never had to wait on the supply department those days; also the car wheels were bored, the axles turned by Bill Hammond, who run two lathes.

It was about this time the Western Division was being built. This meant more work for the shops, for frogs, switch targets and everything that goes with construction, so an annex was built over the slough, more machines put in and started up. The engine which we called the "donkey" bucked at its load and Billy Moran, the engineer, would pat it on the back with a hundred and enough, but it was not equal to the load, so Foreman Gerrish cut out some of the machines until such time as a larger one could be installed. Inside of ten days we had one with more power. Jim Hall, the foreman of the boiler shop, got the dimensions of the smokestack, had it made and ready to put up. One Saturday night they tore out the side of the shop, installed the new engine and every machine was moving Monday morning. The last time I saw the old "donkey" it was standing on the edge of the slough, a monument to those it had so cheerfully worked for. They, too, have passed out from the shop and were forgotten. So far as I know all the men and apprentice boys who worked in the old shop only two remain in the company's employ, my time-honored friend H. G. Thiel and myself, and while I am speaking about the old apprentice boys I would like to say a word to the boys of today.

In our time at 4 o'clock Saturday afternoon we were told to "wipe the machines." After this was done we were handed a broom and each one



had so much floor space to sweep, and you had to make a clean sweep or Gerrish would make a sweep at you with his boot. He was stern yet kind with us boys, and would show us anything we wished to know. There was no nonsense with him. It would not take long for him to tell you in language more forcible than eloquent that the shop was not a juvenile playground, and that you were there to learn. I often think of the advantages you boys of today have been given by the Company, which some of you look upon as a matter of course. I refer to the mechanical schooling given to each one of you alike at the company's expense.

It was not so with us boys. We went to the home of G. A. Stoddard (then a workman in the shops) in the evenings. We furnished our own drawing tools and paid him one dollar per lesson. He was a splendid teacher and later became chief draughtsman for the Central Pacific Company. With the other work we also had the repairs on engines to keep up, for there were some good smashups in those days. One of our engines they never took time to go and look for, as I remember it was engine No. 129, but have forgotten her name, McKay and Aldus makers. The engine struck a rock at Cape Horn and the engineer and fireman saw it in time to jump. Over she went to find a resting place at the bottom of the American River, and is there today so far as I know. I also remember the lightest engine, the William Penn. It was a hook motion and run by a large man by the name of Stockum. She could pull about five old-fashioned freight cars. The engineer was a very large man and took up the whole cab, and without his weight might have been good for one more car.

#### The First "Overland Train."

"C. P. Huntington" was run by an engineer named Obe Hamlin. The Judah was an extra engine. The engine "Governor Stanford" was in charge of Engineer George Chapman. This was the heaviest switch engine they had at this time, and the heaviest were the ten-wheeled Mason engines, the "Corness," the "Owhyee" and the "Idaho." This last named engine had the honor of pulling the first through overland train on what is now the Sacramento Division into Sacramento, with William Mills as engineer. This event I remember as if it happened yesterday, which was either July or August, 1869. The engine was gaily dressed with flags and bunting and the brasswork on the engine glittered like gold. On this train were the first Silver Palace sleeping cars to enter California. We were still in the old shop when this event took place.

The new shops were designed by S. S. Montague, and I. H. Graves with Joe Wilkinson, civil engineer, in charge of construction. The roundhouse was the first of the new buildings to be occupied. Then the car shop next. The machine shop was moved to the new shop in September, 1869. The boiler shop was the last to

move to its present location. I have been connected with the locomotive department for fifty-three years, and have seen the engines grow from the William Penn to the M. C. class. There is one man in the locomotive department to whom I owe much; a better mechanic never stepped into the shop. I refer to Pat Sheedy, present superintendent of motive power at Los Angeles.

This narrative would be incomplete without mentioning the name of one young man who, like myself, started alone. I refer to H. C. Venter, the general foreman of the shops. I have always looked upon him as one of my boys and am proud to claim him as such.

And last but not least it may not be generally known to the apprentice boys of today that D. S. Watkins, superintendent of the shops, is a product of the Sacramento shops, in as much as he finished his mechanical education in them, and there are none in the business to match this gentleman.

In closing, I will say to my superiors that I have none but kind words to offer one and all.

(The End)

### APPOINTMENTS.

Mr. T. L. Williamson, roadmaster of the Mina District, Salt Lake Division, has assumed the duties of trainmaster of the Mina subdivision with headquarters at Mina, Nev., according to an announcement by H. W. Wistner, assistant superintendent at Sparks.

Mr. F. F. Small has been appointed chief train dispatcher for the Salt Lake Division with headquarters at Sparks, Nev. Mr. Small succeeds Mr. H. G. Valleau, who has been appointed assistant chief train dispatcher with headquarters at Sparks. He succeeds Mr. H. F. McDonald, who has been assigned to other duties, according to an announcement by H. W. Wistner, assistant superintendent of the Salt Lake Division.

Mr. B. D. Richart has been appointed trainmaster of the Salt Lake Division with headquarters at Carlin, Nev., according to an announcement by F. C. Smith, assistant superintendent of the Salt Lake Division at Ogden.

Mr. D. W. Dower has been appointed signal supervisor of the Los Angeles Division with headquarters at Los Angeles. He succeeds Mr. C. A. Veale, who has been promoted according to an announcement by G. W. Corrigan, division engineer.

Mr. T. A. Allen has been appointed roadmaster of the Deming District, Tucson Division, with headquarters at Deming, N. M., vice Mr. C. Butler, who has resigned. Mr. W. F. Sampson has been appointed roadmaster of the Benson District, Tucson Division, with headquarters at Benson, Ariz., to succeed Mr. Allen, according to an an-

### INTERESTING VOLUME BY ROY W. KELLY.

The Bulletin acknowledges receipt of an interesting volume entitled "Training Industrial Workers," from the Ronald Press Company of New York. The author is Roy Willmarth Kelly, manager of industrial relations for the Associated Oil Company of California and director of the Harvard University bureau of vocational guidance.

Mr. Kelly dedicates his book to his father and mother and "to other fathers and mothers whose steadfast practical faith in education makes progress possible."

In an introduction to the volume John M. Brewer, Ph. D., associate professor of education and director of the bureau of vocational guidance, Harvard University, notes that Mr. Kelly's book is written to tell industrial managers and educational directors about the lessons which both school people and manufacturers have learned in shop and factory education, and to show how these lessons can be applied to particular establishments. He brings in review the successful accomplishments in vocational education with the reasons for their success. He points out the need on the one hand for quick training in skill and on the other for the more fundamental education which shall give knowledge of the correct principles back of successful business and for the development of responsibility. Whether the reader wishes to find out the theory back of successful plans or the actual way to begin he will find his answer.

### IT IS NOT ALWAYS EASY

To apologize.  
To begin over.  
To take advice.  
To admit error.  
To be unselfish.  
To be charitable.  
To face a sneer.  
To be considerate.  
To avoid mistakes.  
To endure success.  
To keep on trying.  
To recognize the silver lining.  
But it always pays.

—Baltimore Trolley Topics.

nouncement by W. F. Turner, division engineer.

Mr. William Rau has been appointed general yardmaster at Roseville, vice Mr. J. Pfosi, who has been assigned to other duties, according to an announcement of F. J. Berry, trainmaster of the Sacramento Division.

Mr. J. C. Goodfellow has been appointed terminal trainmaster with jurisdiction over the Los Angeles terminal, vice Mr. W. H. Jones, who has been appointed trainmaster of the Los Angeles Division. Mr. Jones succeeds Mr. V. S. Burnham, who has been made trainmaster of the Los Angeles Division with headquarters at Indio, Cal., according to an announcement of A. F. Bowles and C. F. Donnatin, assistant superintendents.