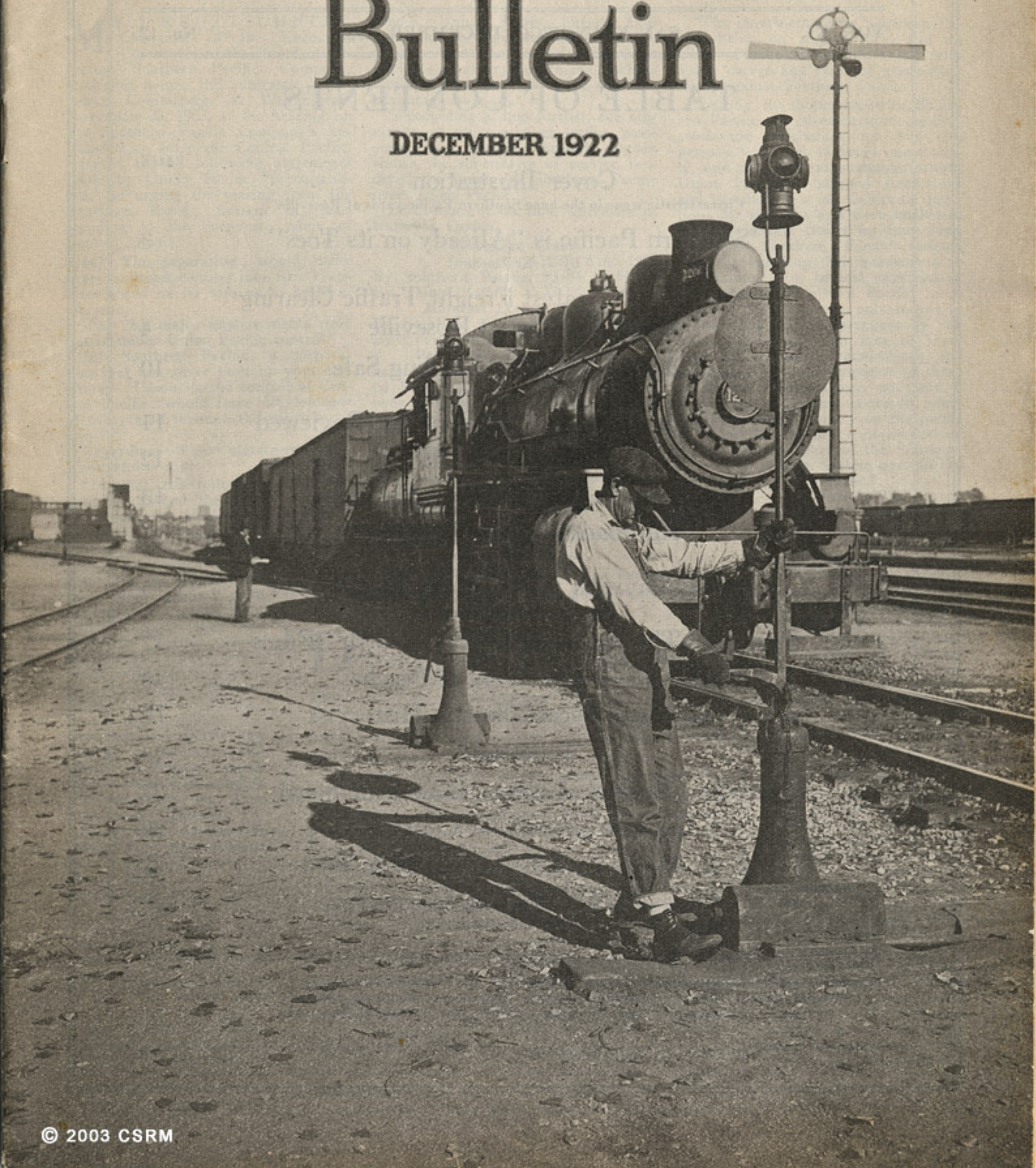


# Southern Pacific Bulletin

DECEMBER 1922



# Pacific Coast's Greatest Freight Traffic Clearing House Located at Roseville

## While Purely Central Pacific Point, Roseville's Functions Have to Do with Transportation Needs of Entire Pacific Coast

FROM the southernmost points in California to Portland, from the Golden Gate to the precipitous sides of the Sierra Nevada, and from the valleys and hillsides of two great states, there pours to and fro a constant stream of freight. It comes and it goes, feeding, housing, amusing or otherwise contributing to the welfare and happiness of millions of people of the East or of the Pacific Coast. Originating in small rivulets, it gathers force as it comes upon the main arteries of transportation and becomes a raging torrent when it strikes the head of the traffic flume over the mountain barrier. That headgate, for the current east and west and north and south, is Roseville, eighteen miles east of Sacramento, on the Ogden gateway line—the greatest clearing house for traffic in the West.

Laymen and shippers, in Central California, who annually receive and market, through the transportation facilities of the Southern Pacific Lines, millions of dollars worth of freight, know two things: their goods are shipped or received, as the case may be. They bother not about the mechanical and human agencies by which their fruit is sent to the East or how their merchandise is received and distributed.

Roseville is the transportation hopper—the focal point—the hub—of that part of the System, broadly speaking, lying north of the Tehachapi.

In this community, built around the transportation activities of the Southern Pacific System, the freight of thousands of shippers from Oregon to Los Angeles, from San Francisco to the most distant end of an isolated branch, and other lines is gathered, segregated, classified and dispatched.

When the harvest of fruit it at its height at Fresno, for instance, local shippers and railroad people are bending every effort to facilitate their work. Cars are sent on their way to the great central artery of transportation. They may be sent arranged more or less according to

their order of destination, their equipment or in several other forms that are demanded for the most expedient handling of freight. More frequently they are not. It is then the expression is heard: "Let Roseville do it."

And Roseville does it!

There is more to the handling of freight trains from west to east, over the Sierra, from east to west, or from north to south, than the mere stringing of a specified number of cars together. In addition to the prosaic problems of handling freight, there is a great range of mountains to be crossed, where mile upon mile of snow sheds are constructed to protect the right of way from the heavy, wet snows of the high altitudes. Moreover, the handling of trains from sea-level to an altitude of 7018 feet involves problems such as to attract the greatest brains of the railroad world today.

Roseville also contributes another feature to the transportation needs of the state in its great icing plant for refrigerator cars and also by reason of the location, at that point, of the repair and construction shops of the Pacific Fruit Express. Through the icing plant passes every "reefer" used through the Ogden gateway, and practically all of those used in north and south traffic.

It is interesting, and at the same time, a serious angle of the traffic situation in connection with Roseville that

its effectiveness and utility should be threatened by the possibility of an unmerger of Southern Pacific-Central Pacific lines. For Roseville, as in the case of other great improvements made by the parent railroad, has been built up with the idea of serving the entire system and not a disjointed part of either or both. Whereas Roseville, as a classifying and distributing center now gathers freight from Oregon, from isolated and distant Southern Pacific points both north and south and handles all with freedom, dispatch and no idea of discrimination, it would appear impossible to continue its service should the lines be broken up into Central Pacific and Southern Pacific.

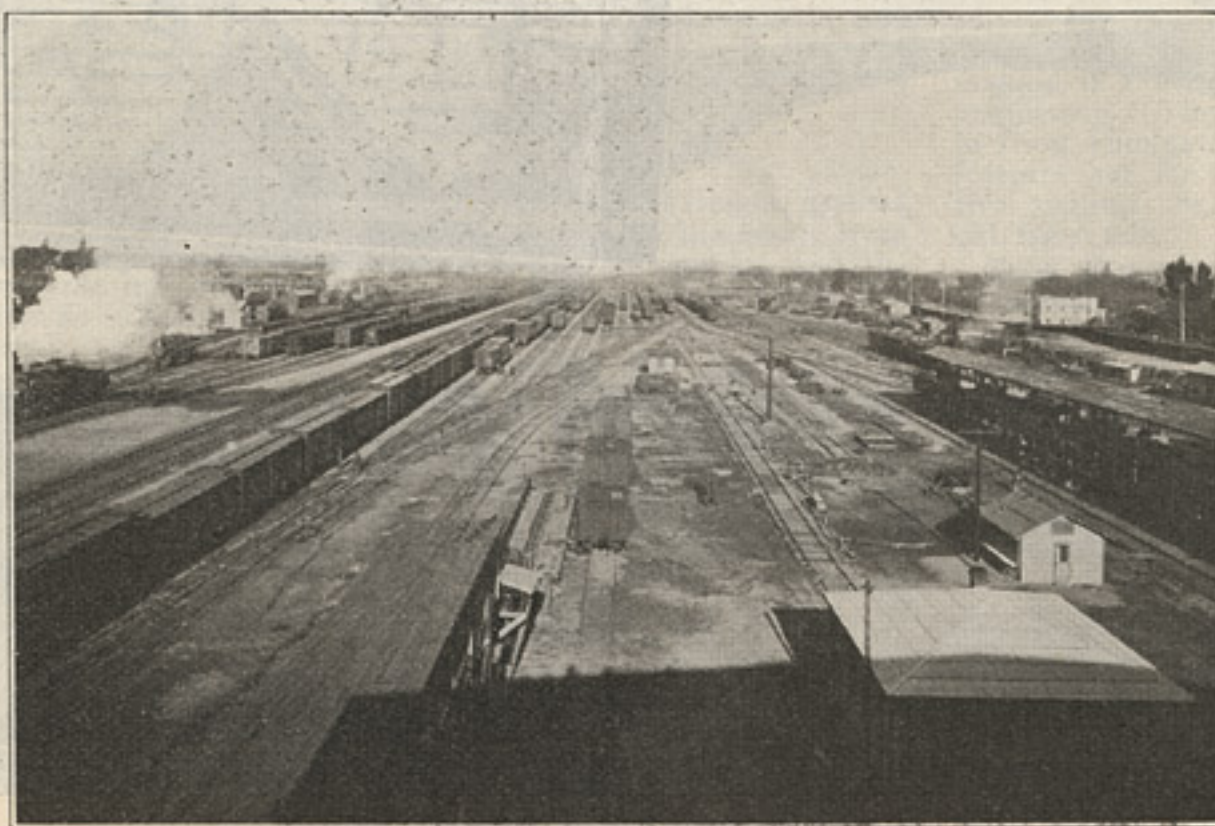
Of tremendous importance to the industries and growers of California is the work, at Roseville, of distributing empty equipment. Empty cars, of every nature, are received and sent out to every part of the Pacific Coast from this center as fast as they are received and needed and upon this activity depends much of the prosperity of the entire region.

If a car, a refrigerator, loaded with fruit at a point in the Southern San Joaquin Valley were to be followed, its course and route would be of stimulating interest. In the first place the empty is received from a point in the east. It receives a cargo of ice in Roseville, following a thorough cleaning. It is then dispatched south into the Valley and sent, as fast as possible,

to its loading station. After it receives its cargo, it is picked up by a local freight train and taken to the main line, if it has been upon a branch, and sent with other refrigerators and cars, up the valley by the most direct route to Roseville.

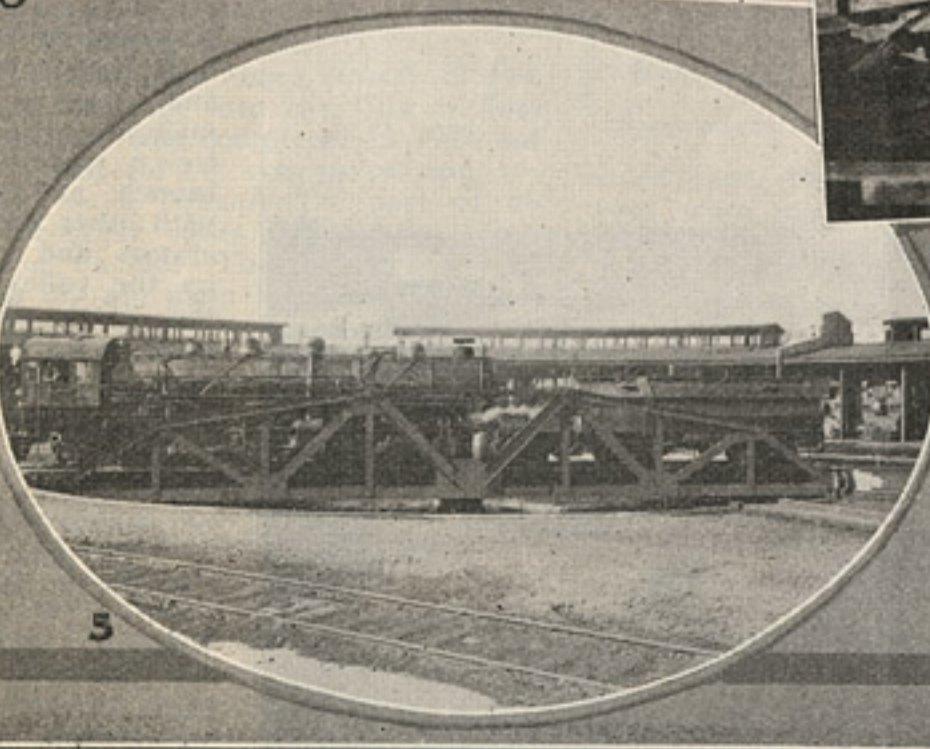
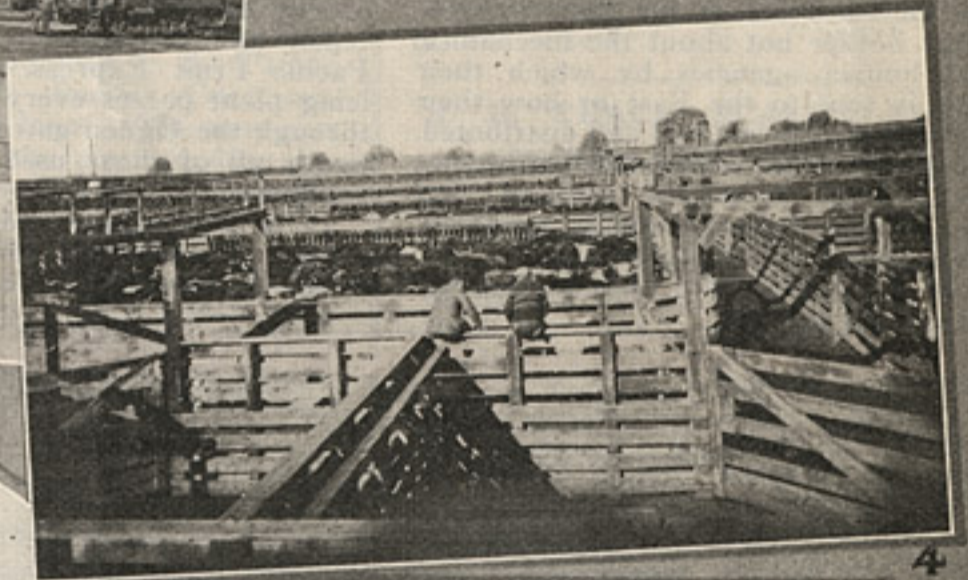
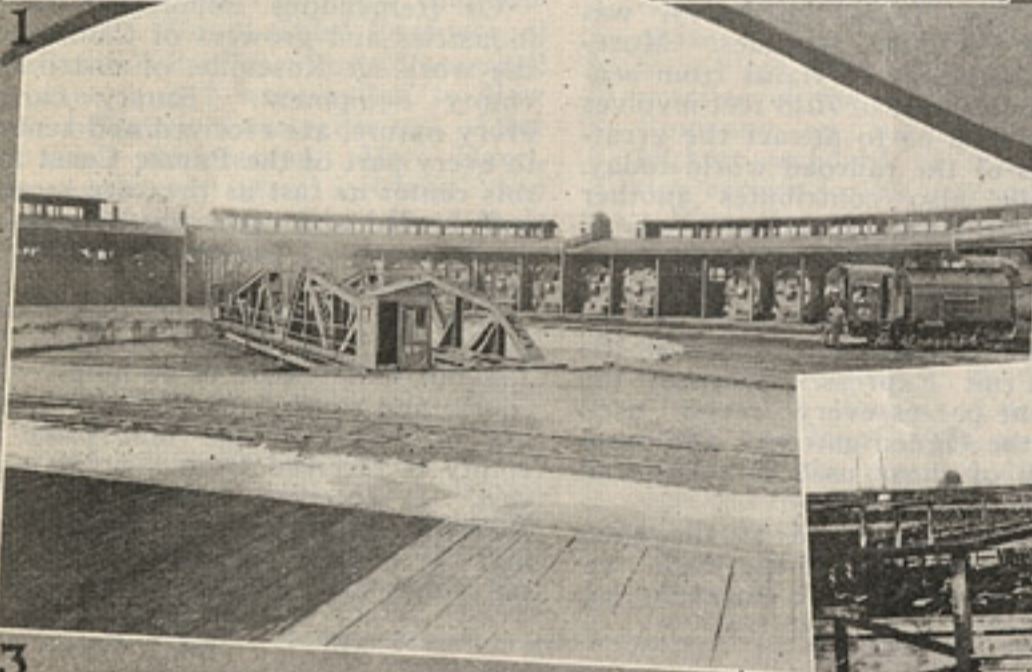
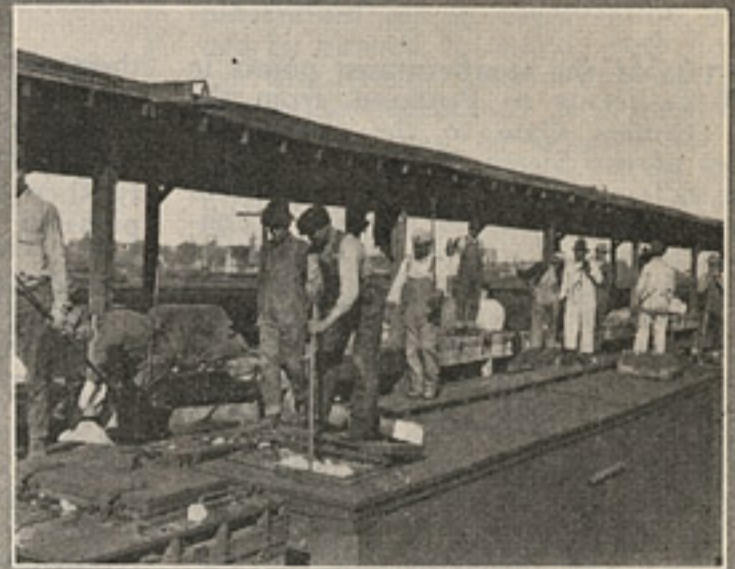
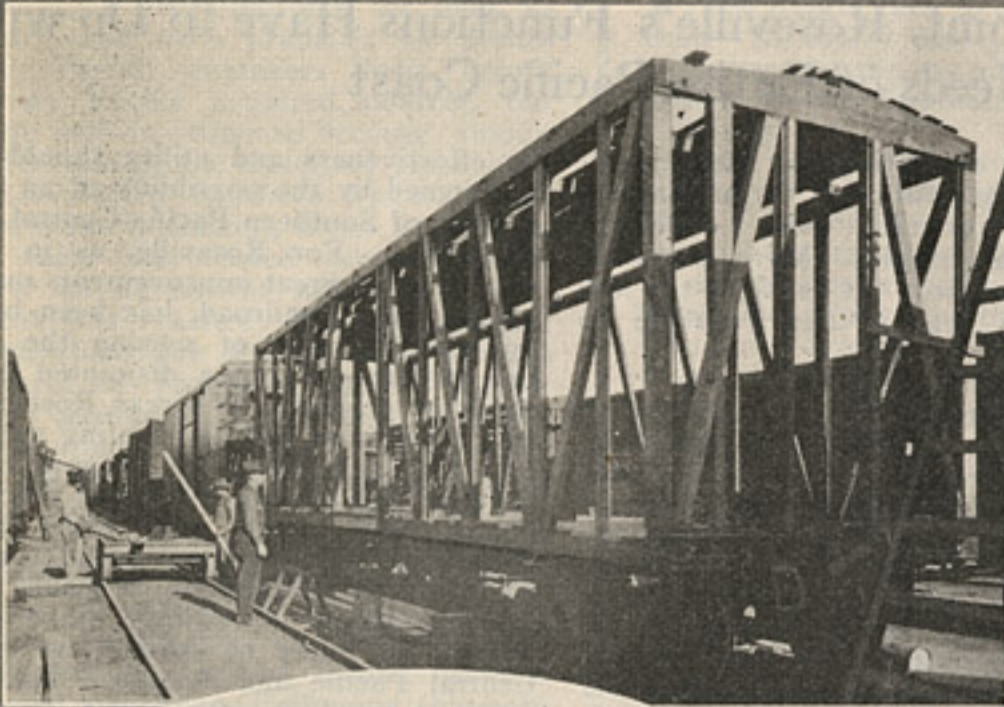
### Hourly Puzzles

At Roseville the train is broken up. There may be cars of general freight in it for points in Oregon, for Sacramento, for the Rumsey branch, for Eureka or for Santa Rosa, and for eastern points. Each refrigerator is sent again through the icing shed and enough ice added to assure



This scene of the Roseville yards, taken from the top of the ice plant and loading platforms of the Pacific Fruit Express, gives an idea of the extent of the facilities provided by the Southern Pacific System for the expeditious handling of freight to and from the Pacific Coast.

# CALIFORNIA'S FREIGHT HUB—IN PICTURES



1. A. S. Teal, assistant general car foreman, overseeing the rebuilding of a box car. 2. Icing refrigerator cars at Roseville. 3. A part of the "Wampus" stable at Roseville, as the Mallet round house is called. 4. A shipment of cattle being fed and rested in the Roseville stock yards. 5. One of the huge Mallet locomotives, used to haul heavy freight trains over the Sierra Nevada, being handled on the 100 foot turn table of one of the Roseville round houses. 6. Roseville's stock pens handle thousands of sheep annually, of which the picture shows a small portion.

the safety of its perishable contents until it arrives at the next icing point. It is then taken again into the general yards and with other refrigerators, assembled into a train for dispatch to its destination. During heavy movements of perishable, refrigerator cars are sent east in solid trainloads.

The telling of the action sounds simple. In reality it is anything but simple. In the gathering process through the valleys of the state of California, cars of various types have been strung together. There may be a "reefer," consigned to Jersey City, N. J., next to a flat car, carrying lime, destined for Calistoga. There may be a steel frame car, behind the refrigerator and a car with wood sills in front. The following "reefer" may be destined for Calumet, Michigan, or Pueblo, Colorado. Obviously these cars can not be sent out of Roseville on their way into the east in this manner.

#### Cars Are Classified

Upon a train's arrival at Roseville it is sent promptly into the receiving yard. The yards at Roseville are divided into various divisions to facilitate the movement of trains. East and north bound cars are shunted into one part and cars destined south and west into another part. Car men immediately begin their work of inspection, frequently beginning at both ends of the train and from the two sides. The yard crew, assigned to work the train, then begins its work. The refrigerator cars are cut out and sent to the icing sheds. Cars, destined for Oregon or northern California points, are placed upon one track and those consigned to eastern points on another. The cars in a given direction are classified according to destination, to equipment and the order of handling. If a car of perishables, for instance, must be routed by way of Salt Lake City into Southern Colorado and is the first to be taken from the train, it is placed in such a position in the arrangement that it can be cut off with the least amount of work for a switching crew. The classification of equipment is made in order that a maximum of efficiency, with commensurate safety, can be effected in negotiating the difficult grades of the Sierra.

If the yards at Roseville had only a few trains a day to handle in this manner, this story would not be told. When the situation is complicated with hundreds of trains, with trains arriving and departing—during the heaviest season—at twenty minute intervals, the problem becomes serious and the manner in which it is handled reflects the utmost of credit upon Southern Pacific organization and upon the men whose labor and thought is so coordinated as to make it possible.

On September 24, last, twenty-eight trains were received from the west, eight from the north and thirteen from the east. Sixteen trains were delivered to the west, three to the north and twelve to the east.

On October 10, last, the greatest car movement in the history of the system

## ROSEVILLE

**T**HE greatest freight traffic clearing house on the Pacific Coast.

Thirty-five miles of track within the yard limits.

One train, during the month of October, was received, switched, inspected and otherwise handled in and out of the yard in twenty-one minutes.

In October, 33,674 cars were handled over the summit of the Sierra Nevada—1453 being the record for one day.

Icing of refrigerators at Roseville, in one day, consumed 1600 tons of ice.

On a straight, level track one of the forty-nine Mallet freight locomotives, used for mountain service east of Roseville, would haul a train of 235 cars of a capacity of fifty tons each. Such a train would be over two miles in length.

Roseville, though a Central Pacific point exclusively, is important because its job is to expedite the freight not only from other points on Central Pacific line but also from the thousands of square miles of territory served by the Southern Pacific.

over summit of the Sierra Nevada occurred when 1453 cars were sent over the mountains. The daily average for the same month was 1086 cars and during the same period the yards at Roseville handled 94,000 car movements. If these cars averaging forty-five feet in length, were strung together there would be a line of freight equipment extending from the Ferry Building, in San Francisco, to Winnemucca, Nevada, a distance of 400 miles. And this does not include the locomotives that are used to haul the equipment.

#### Making a Record

Thousands of tons of freight, drained from Oregon points in the north, from all points of the Sacramento and the San Joaquin valleys, from Coast line stations, from points on the Northern coast of California and from localities in Southern California, south of the Tehachapi mountains, are sent into Roseville. Time is the essence of freight movement, if service is to be given, and the railroad officials at all points on the Southern Pacific lines take pride in their efforts looking to the prompt handling of business. So it is at Roseville and the splitting up, reorganizing and reassembling of trains for dispatch in any one of the four directions from the point, is done with the greatest dispatch and accuracy.

If there are bad order cars in a train, cars that have a truss-rod broken or more serious disorders, they must be sent to the "rip" track for attention.

If the equipment happens to be a re-

frigerator it is sent into the plant of the Pacific Fruit Express.

At the height of the season one train arriving in Roseville was received, switched, inspected and otherwise handled and was on its way twenty-one minutes after it had come to a stop in the yards. This, the yard officials maintain, is a record.

Not all of the activity in Roseville is confined to the yard. To move, a train must have motive power. The cars must also be in a condition to withstand the terrific strain put upon them over the mountain passes. As a consequence, Roseville is the seat of two round houses and an extensive car repairing plant and yards.

#### Cars and Locomotives

Round House Number 1 is devoted to small powered locomotives. It is divided into thirty-two stalls, each eighty-five feet deep. It has two drop table pits where driving wheels may be worked upon, and two pits for truck wheels. Round house Number 2 has the same number of stalls but each is 120 feet in depth. It is in this house that the huge Mallet and Mallet-Mogul locomotives are housed and attended to when in Roseville. The house has a turn table, 100 feet in length, three drop pits for driving wheels and two for truck wheels.

To successfully carry the immense tonnage of freight developed on the Pacific slope and routed through the Ogden Gateway, a new form of Mallet type locomotive was introduced by the Southern Pacific. These monsters of power are known as "Wampus" engines, for the reason that the cab is placed exactly at the head of the locomotive instead of behind and in front of the tender. These locomotives are the only ones in the United States with such a cab arrangement. This was made necessary by the length of the unit and also due to the fact that the great mileage of snowsheds causes exhaust and used gases from the firebox to follow back, making it a very serious problem for enginemen. The placing of the cab in front eliminated both of these bad features but the looks of the locomotive suggest the huge goblins of an old fairy tale.

Each of these huge Mallets develops a tractive pulling power of 94880 pounds. One of this type of engines could haul, on a level, straight track, 235 cars of freight of 50 tons capacity each at a rate of ten miles per hour. The difficulties of handling trains over the Sierra can be imagined when it is found frequently necessary to use three of the Mallets for one train.

It would be necessary to combine the horse power of forty-eight and one-third sixty horse powered automobiles to equalize the horse power of one Mallet.

At Roseville forty-nine of the Mallet freight locomotives are used and twelve Mallet-Mogul engines, which are devoted to passenger and fast freight service.

In the back shop, 120 feet by 90 feet, there are three stalls and two drop

*Having read your Bulletin—Pass it along*



**Yard Office Staff at Roseville.** Standing—Left to right: George Seward, Crew Dispatcher; M. L. Jennings, Trainmaster; D. F. Stone, Chief Clerk; Wm. Rau, General Yard Master; A. B. Allen, Ass't Trainmaster. Sitting—Left to right: G. C. Lowry, Stenographer; M. B. Moore, Telegrapher; Louise Butler, Manifest Clerk; Jas. Fitzpatrick, Train Clerk; Marion McCallan, Record Clerk.

table pits. The machine shop equipment consists of huge lathes, planers, shapers, drill presses and other machinery. The blacksmith shop boasts of three fires and a steam hammer. A large power house is in constant use and the two electrically-driven air compressors develop a total of 2625 cubic feet.

Whether a car has a broken flange on one of its wheels, a bent frame, a leaky roof or a twisted truss rod, the car repairing department of Roseville comes into action. When the car inspectors find a car, in a train, that is damaged in the slightest degree, they tag it. It is then switched into the "bad order" yard. Repairs from the lightest to the heaviest are the everyday portion of this department. It can build and paint a box car or straighten out a shifted load of timber.

After a P. F. E. car has been to an eastern, or other destination, it is sent to the coast, usually empty. It is received in the yards of Roseville and its troubles begin. It is first inspected and if in any degree in bad order is sent into the repair yard of the plant. In any event it is given a cleaning. Frequently the car is scrubbed and when it becomes necessary to remove ice from the refrigerators, this work is difficult and burdensome.

#### Building "Reefers"

Actual construction of refrigerators for the P. F. E. is effected at Roseville. In 1921, 350 new cars were built from "cellar to roof." Repairs of every character are done in the plant before the equipment is sent into further duty.

When cleaned and ready for duty, the refrigerator is sent to the icing platforms, of which there are three. Here it receives approximately five and one-half tons of ice. It is then sent back into the railroad yard, attached to a train and dispatched to some point

where an order for a car of this character has been received. It is loaded with perishables, sent back to Roseville and again goes to the icing shed, whether there is car trouble or not. This operation is called reicing as the amount of ice put into the refrigerator is only about one-fifth as much as in the first instance.

At the height of the season the operation of the icing plant is most interesting. There are three ic-

ing platforms. The speed with which they have been handled is incredible and would be impossible but for the organization and machinery that has been introduced for this particular purpose. Reicing has been carried on at a rate of two cars to a minute. This means the placing of approximately one ton of ice in two cars in sixty seconds. While this speed can be secured in handling the work the need for it exists only during the rush of the deciduous fruit season.

#### Mountains of Ice

In addition to the manufacturing capacity of 500 tons of ice per day, the Roseville plant has a storage capacity of 45,000 tons. Great cavernous rooms, dimly lighted and cooled at least to the freezing point, contain thousands of tons of this commodity. During the period of the year when the demand for ice is materially reduced, the manufacturing plant proceeds to fill up the storage. During the rush season the plant is worked to its complete capacity and sometimes faces the necessity of securing ice from other sources.

On one day, during the past season, 1600 tons of ice were put in the tanks of refrigerator cars. During the month of September, 1921, 37,726 tons of ice were used by the plant at Roseville and during the same period a matter of 13,525 cars were iced.

Outside of a very few ice manufacturing plants in the country, devoted to supplying ice for domestic and commercial purposes, the Roseville plant is one of the largest in the world. Another P. F. E. plant, located at Colton in this state, has the same manufacturing capacity. The storage capacity,



**Shop, Roundhouse and Car Department heads at Roseville.** Sitting—Left to right: H. A. Patrick, Boiler Shop Foreman; A. F. Burke, General Foreman Locomotive Department; L. S. Pratt, Master Mechanic; Edward Pendergast, General Car Foreman; J. R. Swindell, Roundhouse Foreman. Standing—Left to right: W. B. Lavine, Chief Clerk; A. S. Teal, Ass't Gen. Car Foreman; W. E. Hagerty, Machinist Foreman; H. J. Osborn, Machinist Foreman; W. C. Heilbron, Ass't Gang Foreman; J. C. Mugford, Electrician Foreman; J. E. Fisher, Truck Foreman; R. G. Othen, Air Brake Foreman; L. E. Lonergan, Machinist Gang Foreman; F. Madison, Shop Foreman; P. E. Neuerburg, Labor Foreman, and J. H. Vaughn, Pipe Foreman.

however, is tremendous and rarely approximated in any quarter of the globe.

#### Stock Yards

One of the principal adjuncts of Roseville is a tremendous stock yard for the resting and feeding of live stock. Built along lines that will permit of the most expeditious handling of this class of freight, cattle, horses, sheep, mules and other live stock find their way into the pens.

Here stock from Ogden, Imperial Valley and Oregon points meet and is fed and rested. It is then reloaded and sent on its way to a destination where it will be fattened, butchered or used for other purposes, as the case may be.

In synchronizing the various activities of Roseville as between the yard, the locomotive and car departments and the work of the Pacific Fruit Express, to the end that track, equipment, motive power and other facilities be utilized to the greatest point of efficiency, the Southern Pacific System has reached a fine point of perfection. Train service through this point attests the thought and labor that goes to make up the accomplished purpose of this great transportation system—service.

#### Roseville's Position

Around the work of the railroad yard, the locomotive and car departments and the Pacific Fruit Express, there has grown a prosperous town. It derives its income, largely, from the payrolls of the Southern Pacific System. The personnel of both the railroad system and the Pacific Fruit Express numbers, including train and engine crews as well as those employed by the shops and yard office, in the neighborhood of 1500 men. It has brought prosperity to a locality where merely a rail line and a station existed before. It has meant greater things for California while at the same time increasing its own ability to serve.

In considering the present efficiency of Roseville and the manner in which thousands of cars of perishable and other freight are annually handled through this clearing house coming from and destined to thousands of shippers located in communities all over the United States, the possibility of disruption of the System pushes an ugly head of possibilities into the limelight.

Roseville is serving one great System—the Southern Pacific. All of the rails and properties there stand in the corporate name of the Central Pacific. This great Southern Pacific System was constructed and developed with the idea that Roseville was the hub of the entire wheel—not a single spoke or two. The facilities furnished at Roseville are of as direct and invaluable bearing upon such points on Southern Pacific exclusively as Santa Barbara, California, or Eugene, Oregon, as they are upon points on Central Pacific exclusively such as Lathrop or Weed. Roseville has never discriminated between north or south, east or west, Southern Pacific or Central Pacific. Its job was to expedite the move-

## COURTESY

With Apologies to K. C. B.

I AM writing this  
TO THANK the man  
IN OUR general office  
WHO SAID in his letter:  
"I WISH to thank you  
IN ADVANCE for giving  
THIS MATTER your usual  
VERY PROMPT and careful at-  
tention."  
I SURE did get in high  
AND HE had the answer  
ON NEXT train.  
AND I thought  
IF ALL employes,  
WHO WROTE letters to others,  
SHOWED THE same tact  
AND COURTESY and every-  
thing,  
THAT FEWER MEN would  
have  
THEIR FEELINGS hurt,  
AND MAKE us understand,  
WE ARE all human  
AND LIKE little courtesies  
THAT COST nothing,  
BUT MEAN a lot,  
AND GET results.  
I THANK you.

—Selected.

### APPLES FEATURED FOR WEEK ON S. P. DINING CARS

Special apple dishes, prepared from Pacific Coast apples, were featured on all Southern Pacific dining cars during the week of October 31 to November 7, in observance of "Apple Week" which had been set aside by the International Apple Shippers Association. Southern Pacific chefs showed considerable originality in their many and varied recipes for enticing apple dishes. On "Apple Day", October 31, apples were distributed free to patrons in the Southern Pacific dining cars during the luncheon period. Hundreds of boxes of Pacific Coast apples were given away.

### RED CROSS SUBSCRIPTIONS

Notable among the many subscriptions made in the annual campaign of the American Red Cross is the subscription of Dr. F. K. Ainsworth, Chief Surgeon of the Southern Pacific Hospital Department. In addition to his personal membership Dr. Ainsworth provided Red Cross memberships for the one hundred and forty employes in the General Hospital, exclusive of Visiting Surgeons.

ment of freight to and from the west over the rails of the entire system.

Roseville's task is of the utmost importance to Southern Pacific and, consequently, to the Pacific coast. It is merely one of the great transportation centers developed by a great, western railroad system to take care of the transportation needs of the West.

### MANY PROMOTIONS MADE ON SAN JOAQUIN DIVISION

During the past few weeks a number of important promotions and transfers have been made on the San Joaquin Division.

On account of the large volume of traffic arising from increased acreage in grapes and other products in the San Joaquin Valley it has become necessary to create a new trainmasters' district in order to obtain proper supervision. This new position is being filled by V. S. Burnham, who was transferred from a similar position on the Los Angeles Division.

Trainmaster J. B. Wilson, formerly located at Bakersfield, has been transferred to Mojave with headquarters at that point, covering district from Bakersfield to Saugus.

T. M. Spach has been transferred as Yardmaster to Santa Barbara on the Los Angeles Division, relieving G. E. Donnatin, who has been promoted to the position of Assistant Trainmaster of the Los Angeles Division with headquarters at Indio.

H. C. Thompson, formerly Yardmaster at Mojave, has been promoted to General Yardmaster at Bakersfield, relieving Mr. Spach. J. N. Armstead has been promoted to Yardmaster at Mojave and Geo. Morrell was appointed Night Yardmaster at Bakersfield.

H. H. Frazer has been transferred as Water Service Supervisor from Shasta Division relieving J. T. Caldwell, who has been assigned other duties. J. G. Wiley has been appointed Division Foreman of Water Service on the Shasta Division relieving Mr. Frazer.

### VALUE OF INSURANCE IN EMPLOYEES' ASSOCIATION

The Employees' Mutual Benefit Association which provides Southern Pacific employes with life insurance, recently had an opportunity to prove the worth of policies issued by the Association. A member died from accidental injuries within three weeks from the time he joined the Association and the full amount of his insurance was promptly paid his aged mother.

Miss Julia Mott, Secretary of the Association, is located in the General Office at San Francisco.

#### Both of 'Em

Judge O'Neill (to Irish prisoner)—  
Well, and what brought you here?"  
"Two policemen, your honor."  
"Drunk, I suppose?"  
"Oh, begorra, they were, your honor—both of them."  
"Ten dollars, or a month in jail!"  
"Thank yer kindly, I'll take the money."—C. A. Wagner.

During the first six months of 1922 the Southern Pacific ferry boats carried 12,383,770 passengers across the San Francisco Bay.

Having read your Bulletin—Pass it along

largest industries. It is with a full realization of the increasing transportation needs of such a gigantic business that the Southern Pacific has cooperated and aided in every way possible.

#### "Location Bureau"

A "Location Bureau" whose sole function is to gather up-to-date information on the myriad locations along Southern Pacific lines, is maintained by the Company in Los Angeles. The object of the bureau is to have available at all times authentic data that will assist motion picture companies in selecting locations that are best suited to the requirements of the picture to be filmed. Detailed information on hundreds of locations along Southern Pacific lines is kept in this bureau.

If a director is planning to film a desert picture, he may call up the bureau and find that all the essentials of a Sahara desert picture, including sand dunes, camels, palm trees, as well as other requirements of such a picture, are available at Oxnard, Cal. Or, should scenes along the waterfront or shipping activity be needed, San Francisco or Los Angeles Harbor offer a variety. If picturesque mountain or lake scenery is to be used, Yosemite and Lake Tahoe will suit admirably. If southern scenes or river shipping are required, New Orleans and the Sacramento River have much to offer. Very fine rugged and rocky mountainous country may be filmed in the vicinity of Chatsworth, Cal. Indio, Palm Springs, Mojave Desert and Lovelock, Nevada, furnish wonderful settings for western pictures. In fact, almost every background needed for cinema production, from arctic to tropical, is available along Southern Pacific lines.

#### PORTLAND DIV. AGENT AND ROADMASTER TRANSFERS

Among the recent changes in agencies on the Portland Division are the following:

J. R. Willis has obtained the agency at Leland being transferred from Cochran; J. H. Kannaird, former relief Agent, has been assigned to Mapleton Station; J. O. Wilson, present Agent at Marcola has been assigned to Wendling and will soon assume his new duties; S. W. McIlvaine, who has been on the Portland Division for many years, has been assigned to Cornelius and has taken charge of that station.

B. W. Redick has been appointed Roadmaster of the Eugene District, relieving G. W. Donnell, who was transferred to Marysville District on the Sacramento Division. Mr. Redick was transferred to Portland Division from the Texas Lines, formerly having been Roadmaster at Marfa, Texas.

He to the Nurse: "Will you give me something for my head?"

She: "I wouldn't take it as a gift."  
—Selected.

## Handle 85-Car Train of Peaches



This train crew recently handled the longest peach train that has ever been known. Reading from left to right are Conductor Hendricks, Trainmaster C. C. Fisher, Conductor Hayes, Brakemen Thompson and Stamp, Conductor Grass, Brakeman Weigel, Fireman Geo. Martin and Engineer Roy Willey. On the headlight, left to right, are Brakemen Poole and Kendricks.

WITH the California fruit season practically at a close Southern Pacific trainmen and yardmen are comparing notes of achievements in the speedy and efficient handling of fruit shipments over their Divisions. Here's a little word of praise for the work of the train crews on the Sacramento Division that handled the Sutter County peach crop during the past season.

A total of 3973 cars of peaches and 38 cars of Thompson Seedless grapes were handled by these crews, some of the members of which are shown in picture above. The men in this particular picture have the honor of handling the longest peach train that has ever been known—85 cars of one variety of Phillips Cling and 60 cars in another train. This was one day's

output, the average movement per day being about 117 cars. The most significant part of the movement of this fruit is that the crews picked it up, assembled it and delivered it at Davis in four hours. The Western Division in turn delivered the shipments to the canneries at San Jose, Redwood and other points by 7 a. m., the following morning.

The engine used on the 85-car train was the 2301 and was not available at the time the above picture was taken. Additional trainmen who took part in the handling of the fruit from the Knights Landing Branch are Conductor Gordon, Brakemen Klotz, Banto, Tuttle and Marsh, all of whom, while not shown in the picture, played a valuable part in the efficient handling of the Sutter County fruit shipments.

#### YUMA REPAIRMEN CREDITED WITH SPEEDY WORK

The car repair gang, composed of Chona Olaeta, Howard Johnson, Frank Townsend and D. McIntyre, Jr., who were credited in the October Bulletin with having set a record in removing a pair of cracked wheels with arch-bar trucks of a stock car and substituting a new set in the remarkable time of nine minutes, is one of the gangs at the Yuma Car Repair Shop, and not Tucson.

#### E. O. McCORMICK NAMED HEAD OF COMMERCIAL BODY

The election of E. O. McCormick, Vice President of the Southern Pacific in charge of promotion and development, as permanent chairman of the Pan-Pacific Commercial Congress has won further international prominence for the Southern Pacific. The Congress recently held an important session at Honolulu at which time important international commercial questions were discussed.

## S. P. HAULS FIRST FRUIT SPECIAL IN 1886



Hundreds of people gathered at the Southern Pacific station in Sacramento on August 5, 1886, to see California's first fruit special pull out of the yards bound for eastern markets. "Matt" Rudech was the Engineer of No. 18 on the first stretch of this notable trip and A. K. Prather, veteran Engineer on the Los Angeles Division, who was a Fireman then, is shown standing in the cab. Martin Halloran, then Yardmaster is in shirt sleeves standing by the tender. It is interesting to note the cord wood piled high in the tender for that was in the days of the historical wood burners.

**T**HIRTY-SIX years ago, on June 24, 1886, the first solid train of fruit cars ever shipped from California to eastern markets was pulled out of the Sacramento yards of the Southern Pacific.

The train was chartered by W. R. Strong & Co. and Edwin T. Earl, who were later prominently identified in the fruit industry of California, and was composed of sixteen cars. The cars were not of the present day refrigerator type but were just the ordinary box cars of the type which would now be used for manifest freight.

As shown in the picture above, the event was recognized as a notable one in the annals of California and hundreds of Sacramento residents and visitors were on hand to see the train pull out of the yards. From cow-catcher to caboose the train was decorated with flags and large placards on the sides of the cars broadcasted the news that this was California's first special fruit train.

The picture and information used herewith was furnished the Bulletin by A. K. Prather, Engineer on the Los Angeles Division, who was the Fireman on Engine No. 18, which hauled the train from Sacramento to Truckee. "Matt" Rudech, one of the best known engineers at that time, was the Engineer in charge of the train.

Mr. Prather has remained continuously in the service of the Southern Pacific since August 5, 1884 and says that he is good for several more years at his seat in the cab before the seventy-year limit forces him to accept a pension retirement. He has been on the Los Angeles Division since 1890.

### LINING OF LONG TUNNEL IS OVER HALF FINISHED

Work of lining with concrete the long San Fernando Tunnel (Tunnel No. 25) is now over half done. The tunnel, one of the longest on the Company's Pacific System, is 6978 feet long and the entire job calls for an expenditure of well over a million dollars. Work of placing the concrete lining in the Chatsworth Tunnel (Tunnel No. 26) has also started and over 450 feet have been lined with concrete to date. The latter tunnel is 7370 feet in length and this job will entail an expenditure of nearly a million and a half dollars.

The lining of the tunnels with concrete obviates any fire hazard and will do away with the necessity of trains slowing down while passing through them. In order to place the concrete lining the tunnels have to be enlarged, the timbers being renewed, set back and then cemented in. The concrete is reinforced with steel rods.

One of the most interesting features of the work of lining the San Fernando tunnel is that the concrete is mixed outside the tunnel and then blown by compressed air through a six inch wrought iron pipe directly into the forms. As the work progresses the concrete has to be carried a greater distance and recently the concrete has been blown by compressed air a distance of 4000 feet. This method has been used before in engineering operations but this is believed to be the longest distance concrete has ever been "shot" in this manner. The compressed air is obtained from two air compressors run by two 200 horse power motors.

The work is being carried on "under traffic," trains proceeding through the tunnels without delay. George W. Corrigan, Division Engineer for the Los Angeles Division is in direct charge of the work.

A force of about fifty men is at work on Tunnel 25 and, according to Mr. Corrigan, fine team work has been developed on the job, causing an excellent record of accomplishment. A number of good suggestions have been made by various members of the force which have resulted in facilitating the work to a great extent.

### BANDITS ATTACK OPERATOR IN RAID ON STATION

Two bandits were unsuccessful in an attempted robbery of the station at Mecca, Los Angeles Division, on October 24th after having felled third-trick operator Geo. H. Reid, with blow on his head with a pistol when he refused to hold up his hands. The men searched the station and went through Mr. Reid's pockets, but did not find anything of value. They evidently operated very hurriedly for they overlooked a considerable sum in the cash drawer.

Mr. Reid's injury was not serious and after attention from the Company doctor he was again at his key. Chief Special Agent O'Connell's office is working with local authorities in attempting to trace the bandits.

Dolly—"They say she spends twice as much money as any other woman for complexion powder."

Polly—"Of course she does. She is two-faced."—N. Y. C. Lines Magazine.

Having read your Bulletin—Pass it along