

THE HEADLIGHT

Western Pacific "Navy"

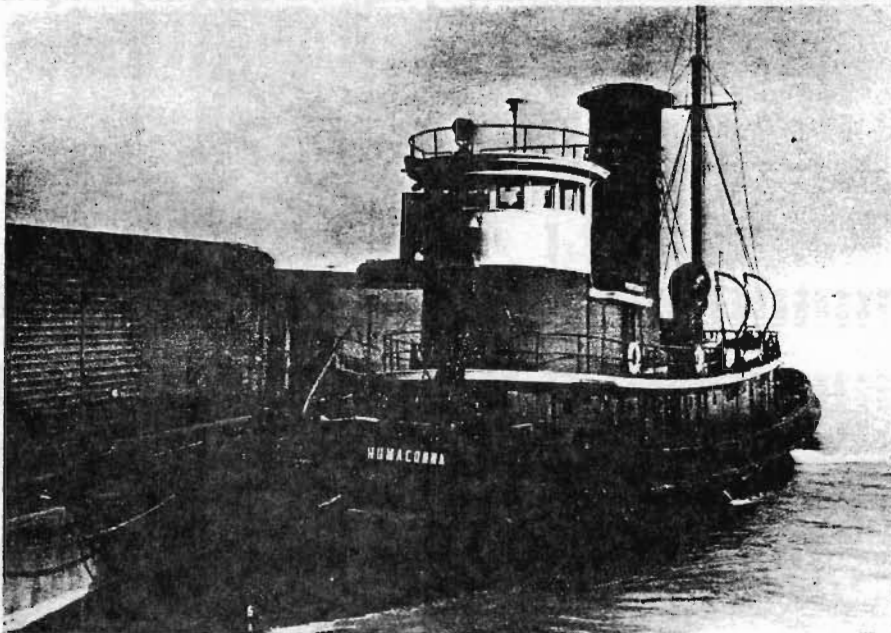
★ Our Marine operations on San Francisco Bay are not too well known by many of our employes and we therefore prevailed upon Harry B. Glatt, chief clerk to our terminal trainmaster at Oakland, to provide us with some information about this interesting activity.

We own two steam tugs, the Humaconna, of 1250 horse power, and the Hercules, of 1000 horse power. We also own three car floats each of which has three tracks. Each barge will accommodate either thirteen or fourteen cars, depending upon the length of the cars.

Each crew consists of eight men . . . captain, mate, chief engineer, fireman, oiler, deckhand and two borgemen. In addition, a cook is employed in the daytime on the tug Humaconna.

Three crews, plus necessary relief personnel, are assigned to the Humaconna, working on the basis of 12 hours on and 24 hours off. The Humaconna is in continuous service.

Two crews are assigned to the Hercules, working in eight hour shifts,



The HUMACONNA at the 25th Street Slip, San Francisco, photographed by William A. Pennington, Western Pacific engineer.

daily except Sunday, between the hours of 4:00 P.M. and 8:00 A.M.

The five "stations" for our Marine operations are Western Pacific Mole in Oakland, Alameda Belt Line Slip in Alameda, and 25th Street, Pier 36, and Powell Street in San Francisco. The Western Pacific owns and operates the facilities at WP Mole in Oakland and 25th Street in San Francisco and at those two points WP yard crews place and remove the cars from the barges. At the Alameda Belt Line Slip, Alameda, ABL crews place and remove cars from the barges while that work is performed by the State Belt Railroad yard crews at Pier 36 and Powell Street in San Francisco. The facilities at Pier 36 and Powell Street, together with the State Belt Railroad, are owned and operated by the State of California through the Board of Harbor Commissioners.

In the loading and unloading of the car floats, three or four specially assigned flat cars, called boat flats, are used in front of the switch engine to eliminate the necessity of the engine moving onto the apron of the slip. The first car in the string of boat flats is equipped with a running board for the switchmen, similar to the running boards found on switch engines. About 50% of the WP car float traffic is between WP Mole in Oakland and 25th Street in San Francisco.

During May, an average of 249 cars per day were moved by our "navy", the tug Hercules making 266 one-way trips between our "stations" and the tug Humaconna making 473 such trips. Depending upon weather and tide conditions, it takes about 45 minutes for one of our tugs to move a car barge from WP Mole to 25th Street.

Of the fifty employes required in our Marine operations, the senior is Captain Manuel C. Silva, who has been in continuous service for over thirty-three years, carrying a seniority date of November 1, 1913.

T.K.



Senior Tug Captain Manuel Silva and his crew. Photo taken at Western Pacific Mole May 27th.

Left to right . . . Leon C. Organilla, fireman; Ole K. Thorsen, oiler; Joseph Ganey, bargeman; Peter M. Van Oudennaardon, fireman; John Zahn (kneeling), bargeman; Yngve Johnson, deckhand; Marie Peterson, cook; Gunnar Wilstrup, chief engineer; James E. Engstrom, mate; and Manuel C. Silva, captain.