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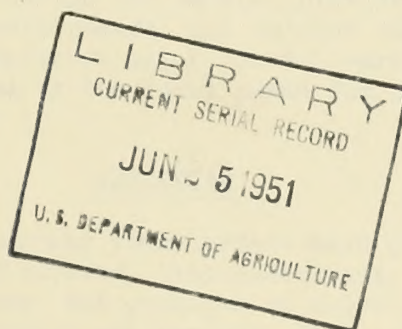
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X FRUIT TEMPERATURES IN COMMERCIAL NORTHWESTERN APPLE SHIPMENTS
PROTECTED WITH AUTOMATIC ALCOHOL HEATERS DURING
JANUARY AND FEBRUARY 1951. X

By

T. R. Wright, Associate Pathologist
Edwin Smith, Senior Horticulturist



Division of Handling, Transportation, and Storage of
Horticultural Crops

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Fruit Temperatures in Commercial Northwestern Apple Shipments
Protected with Automatic Alcohol Heaters During
January and February 1951

OBJECT

Thermostatically controlled alcohol heaters have been put into use to an increasing extent for winter protection of apple and pear shipments in refrigerator cars from the Pacific Northwest following tests conducted by the Department and the Association of American Railroads from 1946 through 1948. The latter agency conducted further tests during 1948 and 1949, and these data have been published independently.

During the past two winters the Western Fruit Express Company has used a large number of Preco thermostatically controlled alcohol heaters for shipments billed Carrier's Protective Service. At the request of the Wenatchee Valley Traffic Association, shipping tests were undertaken during 1951 by the U. S. Department of Agriculture with the cooperation of the Western Fruit Express Company and Washington fruit shippers to obtain information on transit commodity temperatures in cars moved under commercial shipping conditions. It was the desire of shippers to have this information secured in a variety of refrigerator cars, both standard and fan-equipped, and in good and poor condition, such as are normally available throughout the variable weather conditions of the winter shipping season.

Ryan recording thermometers were placed in 17 commercial loads of apples, for shipment from North Central Washington shipping points to Chicago and New York from January 11 to February 24, by the U. S. Department of Agriculture. The Western Fruit Express Company, through its agents, provided information on train schedule, heater servicing and performance, and outside maximum and minimum air temperatures at each regular inspection point for all cars while in their territory. The data were consolidated by the local agent for release to the Department of Agriculture.^{1/}

PROCEDURE

Commodity Temperatures: Ryan recording thermometers were placed in the centers of apple packages, consisting of cartons, tray-pack boxes, and standard boxes in different shipments. In all cases, the packages in which the instruments were placed were a part of the consignment and received the same treatment as the remainder of the load. In each shipping test a package containing an instrument was placed in the bottom and top layers of the load at doorway, centerline positions. In one instance, test No. 5, it was necessary that the bottom test package be placed at the south side rather than at the centerline of the car.

Although the instruments recorded air temperatures within the packages, these would so closely approximate the temperature of the fruit that the temperatures recorded are referred to as "commodity temperatures" in this report. Fruit temperatures were secured with hand thermometers while the test packages were being prepared at time of loading and are shown in table 1. Temperatures recorded within the packages on the thermograph tapes were plotted at six-hour intervals and are presented in figures 1 to 17 as top and bottom layer temperature graphs for each car excepting for tests 5 and 6 from which instruments in bottom-layer boxes were not recovered and only top layer temperatures were secured.

^{1/} The authors are further indebted to the staff members of the Market Disease Laboratories, U.S.D.A. at Chicago and New York for their valuable assistance in returning instruments.

In test 9 no record of bottom temperatures were obtained due to instrument failure.

Heater Records: The Western Fruit Express was advised which cars contained the Ryan thermometers in order that the necessary data could be taken, and in most cases the cars received the normal Carrier's Protective Service. Preco alcohol heaters, with thermostats set at 32.5° F., were installed and pilots lighted at Appleyard, Washington, after the cars were brought from the various loading points. Exceptions to this occurred in test 11 in which charcoal heaters were used, and in tests 9, 10, and 17 in which pilots were lighted at Whitefish, Montana or Havre, Montana in accordance with operational procedures for charcoal heaters under Rule 515 par. C.

All drains were left open on the cars.

At each regular inspection point in Western Fruit Express territory it was noted whether the heaters were on pilot, full burner, or were dark at times of arrival and departure. The Preco heaters were removed at Minnesota Transfer as the cars went off-line and notations were made as to heaters supplied by the connecting lines and whether or not they were lighted. In the case of tests 14 and 15 the connecting line did not light heaters when they were installed, but the commodity temperature records indicate the heaters were lit sometime before the cars left Minneapolis. The above information, with maximum and minimum outside temperatures prevailing while the car was at the inspection point, and delays, is given on the charts, figures 1 to 17.

RESULTS

Temperature records for each car between Wenatchee and destination are shown in figures 1 to 17. No excessively high fruit temperatures were indicated in any of the cars during the period of protection by the alcohol heaters.

For a more ready comparison of transit temperatures, the data have been consolidated in table 1 with group segregations according to wheather encountered. The first group included cars which moved through weather of zero and above west of Minneapolis; the second, zero and below as far west as Breckenridge, Minnesota; the third, zero and below between Williston, N. Dakota and Minneapolis; the fourth, zero and below between Whitefish, Montana and Minneapolis; and the fifth, zero and below as far west as Hillyard, Washington. The gain in temperature was computed from temperatures recorded on the Ryan tapes at Appleyard and at the Minnesota Transfer. The initial fruit temperatures at Appleyard were not always identical with those taken by hand thermometer at loading because of temperature gains between times of loading and lighting of heaters.

Comparison of Charcoal and Alcohol Heaters: It will be observed in table 1 that the maximum temperature recorded in a top layer box between Wenatchee and Minneapolis was 50° F. in test 11. This was a non-fan car heated with charcoal heaters and experienced outside temperatures of zero and below from Whitefish east. The temperature gain in this car was 16°. The highest comparative temperature in a car heated with the alcohol heaters in similar weather, was 45° (test 9), with a temperature gain of 12°.

Figures 4, 5, and 6 are illustrative of instances where the temperature in the top layer of apples started a more rapid rate of gain as soon as the Preco heaters were replaced with charcoal heaters at Minneapolis.

Periods of Temperature Gains in Non-fan Cars: In tests 9, 10, and 17, pilots were lighted either at Whitefish or Havre, Montana following operating procedures for charcoal heaters under Rule 515 par. C. Although temperature gains in top-layer boxes shown for the cars in table 1 do not evidence benefits from the delayed lighting of pilots, such a conclusion would be invalid because of weather conditions. An examination of top layer temperatures in figures 1, 2, and 3 shows that when outside temperatures were moderate (from 25° to 45° F.) cars having pilots lighted at origin had top commodity temperature increases of approximately one degree per day in contrast to temperatures in tests 9, 10, and 17 in which pilots were dark. Tests 6, 8, and 10 indicate that when outside temperatures were in the range 12° to 25° F. the burning of pilot lights had little effect on top layer temperatures.

A study of temperature gains in the individual graphs, figs. 1 to 17 shows that there are two general conditions when temperature increases take place in the top layer, (1) when the weather is moderate (25° F. and above) with pilots burning and (2) during periods of sustained low temperatures when heaters are full burning for long periods. The studies suggest that there would be some benefit from leaving pilots dark when outside temperatures are 25° F. or higher.

The series of tests by the Association of American Railroads and the U. S. Department of Agriculture in 1947-48 ^{1/} showed that the use of automatic alcohol heaters in non-fan cars would not avoid excessive temperature increases in the top layers during protracted periods of full burner operation. Since the tests were conducted in 1947-48 some modifications have been made in the Preco heater. In none of the 1951 tests did top commodity temperatures increase at as fast rates as they did in some of the earlier tests.

Alcohol Heaters in Fan Cars: Tests 4, 5, 7 and 13 were made with fan cars. The temperature graphs for these cars are excellent for the period of heating with Preco heaters. [However delays caused by the switchmen's strike, at or near terminals, after charcoal heaters had been installed at Minneapolis resulted in excessive heat accumulations in the top of the loads and raised temperatures to undesirable levels in tests 4, 5, and 13.] These tests confirmed the conclusions of previous studies (cited above) that the use of automatic alcohol heaters in fan cars avoided freezing without causing excessive temperatures in the tops of the loads.

CONCLUSIONS

1. Thermostatically controlled alcohol heaters gave satisfactory protection to apple loads in non-fan refrigerator cars while in transit between Wenatchee and Minneapolis during a variety of winter weather conditions.

2. These heaters, under the same weather conditions, did not raise commodity temperatures in top layers of the load as rapidly as the charcoal heaters used in one test. This was further demonstrated where charcoal heaters were

^{1/} Redit, W. H., and Smith, Edwin. 1948. Car heaters and winter protection of fruit shipments. Summary of transportation tests with apples from Washington State December 1947, January and February 1948. AAR-USDA tests 22, 23, 24, 25, 26 and 27.

installed and lit by connecting lines at Minneapolis.

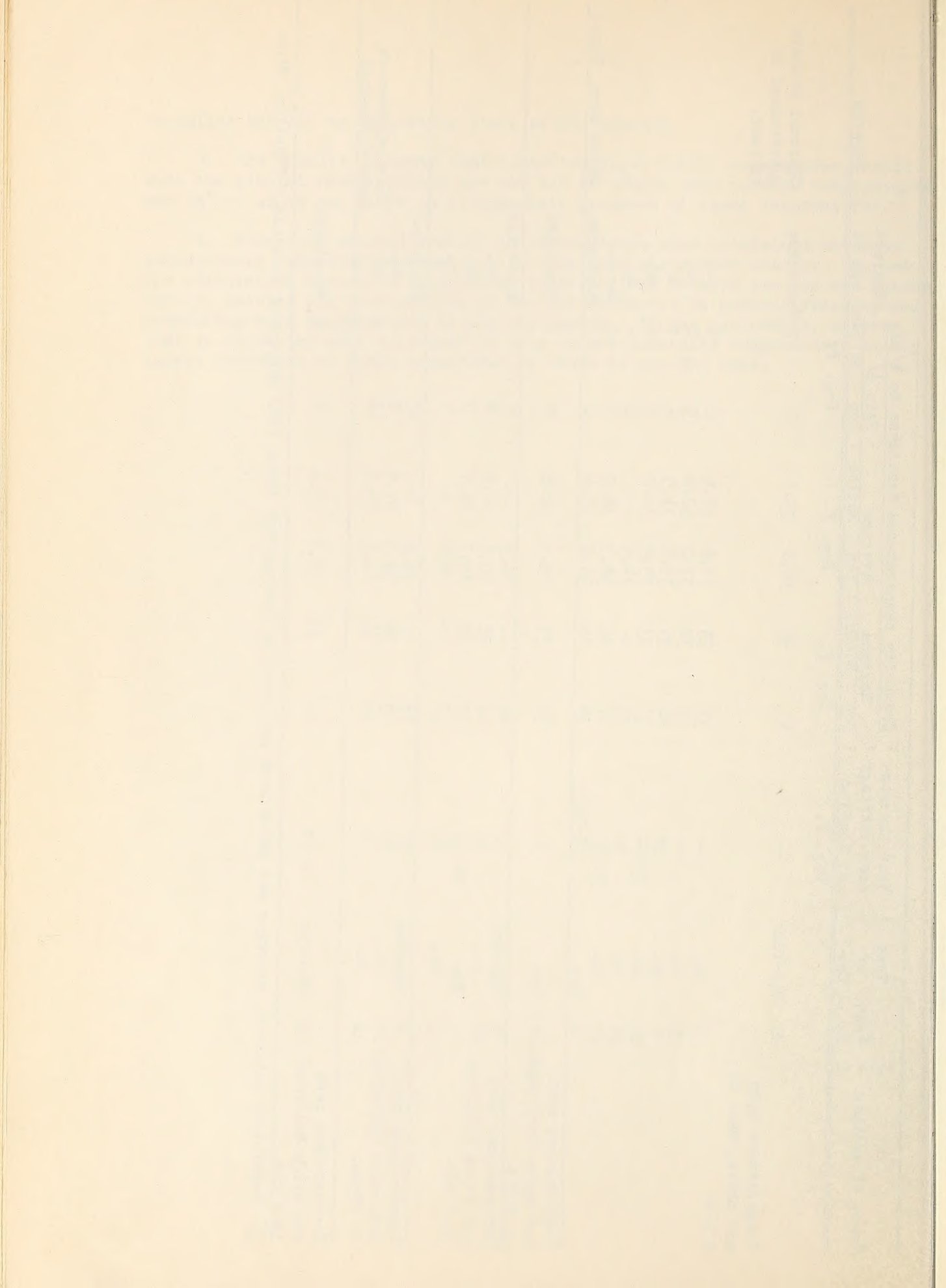
3. The results indicate that lower top layer fruit temperatures result when the alcohol heater pilots are not lit at origin when outside temperatures are 25° or above and there is no immediate prospect of lower temperatures.

4. Automatic alcohol heaters in fan-equipped cars maintained the most satisfactory commodity temperatures in both mild and severe weather. Forced air circulation minimized temperature differentials between the top and bottom layers, raising the temperatures of the bottom layers to prevent freezing and preventing warm temperatures in the top layers. It was noticeable, however, that in those fan cars subjected to long delays commodity temperatures in top layers increased at rates comparable to those of non-fan cars.

Table 1. Commodity temperature data from seventeen apple shipping tests, 1951.

Types of weather	No	Type of Test	Hand thermometer readings at loading	Commodity temperatures		Average	Gain		Heaters lit at	Remarks	
				Top	Bottom		Top	Bottom			
			Deg. F.	Deg. F.	Deg. F.	Deg. F.	Deg. F.	Deg. F.			
Temperatures zero and above, Wen. to M'pls.	1	Non-fan	---	41	36	36.8	33.7	7	2	Wenatchee	Charcoal heaters substituted at Willmar.
	2	do.	---	37	33	34.6	32.5	6	1	do.	
	3	do.	---	35	32	33.0	32.0	5	0	do.	
	8	do.	32	40	34	35.6	31.5	6	-3	do.	
	14	do.	33-34	37	33	35.9	32.2	4	1	do.	
	15	do.	31	36	---	34.5	---	6	-	do.	
	17	do.	31-32	41	36	38.3	36.0	4	0	Havre	
Temperatures zero and below Brck'rdge to M'pls.	7	Fan	32-34	35	34	34.8	33.4	1	1	Wenatchee	Below zero, Minot
	13	Fan	31	35	35	33.5	32.6	4	4	Wenatchee	
	6	Non-fan	32	40	---	36.5	---	6	-	Wenatchee	
	16	do.	36	44	36	40.8	34.9	8	-1	do.	
	4	Fan	34-35	37	35	35.7	33.7	0	-3	do.	
Temperatures zero and below Whitefish to M'pls.	5	do.	35	37	---	36.3	---	1	-	do.	
	9	Non-fan	32	45	---	38.4	---	12	-	Whitefish	
	10	do.	32	43	34	38.3	31.5	8	-4	do.	
	11	do.	33	50	36	41.4	34.1	16	1	do.	Charcoal heaters used throughout
Temperatures zero and below Hillyard to M'pls.	12	Non-fan	32-33	42	33	38.2	31.4	8	-1	Wenatchee	

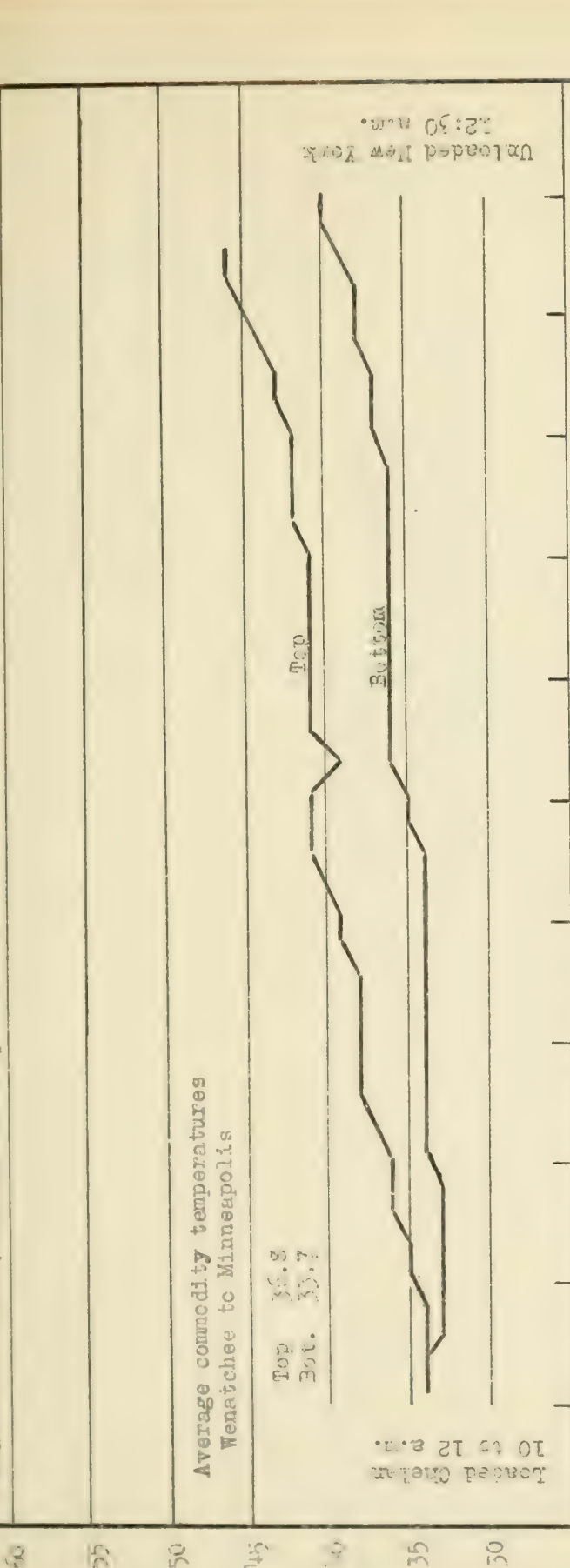
1/ Temperature maximums, averages and gains were indicated on thermograph tapes from Appleyard to Lyndale Junction, Minn.



Test No. Wen.-1.
 Car No. PFE 71289
 Type of Car - Non-fan
 Car Condition - Fair
 Commodity - Rome Beauty Apples
 Heaters - Preco (Wenatchee to M'pls.)

Type of Packages - Standard Boxes
 Clearance Around Lading:
 Top - 9 1/2 inches
 Sides - 4 to 9 inches
 Height of Floor Racks - 5 inches
 Heater Placement - 1 each bunker

FIGURE 1.



Average commodity temperatures
 Wenatchee to Minneapolis
 Top 45.8
 Bot. 35.7

Loaded Green 10 to 12 p.m.
 Unloaded New York 12:30 p.m.

Front	F,P	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	

Rear
 F,P PP PP PP PP PP DF *
 *Charcoal heaters substituted, Willmar, one lit.

Max. 32 32 31 34 16 15 7 9 31
 Min. 23 30 30 34 11 12 5 7 30

Outside Temp.
 Inspection Points Terminal Delay

Jan. 11	12	13	14	15	16	17	18	19	20	21	22
Appleyard Wash.	Hillward	Whitefish Mont.	Havre	Williston N.D.	Minot	Brookridge Minn.	Willmar	M'pls.			



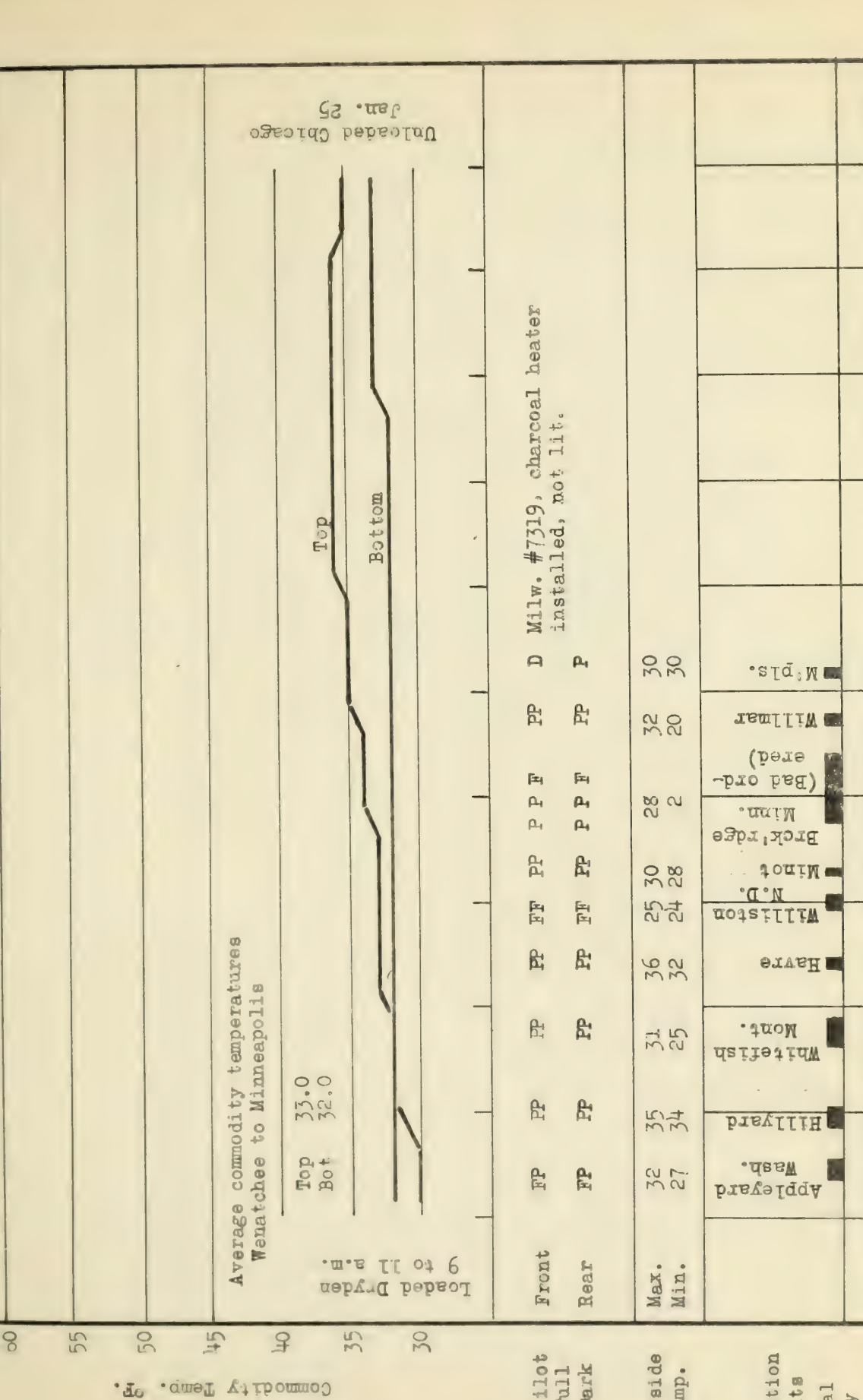


FIGURE 1.
 Type of Packages - Cartons
 Clearance Around Lading:
 Top - 13 inches
 Sides - 5 inches
 Height of Floor Racks - 6 inches
 Heater Placement - 1 each bunker

Test No. Wen.-3
 Car No. PFE 75196
 Type of Car - Non-fan
 Car Condition - Fair
 Commodity - Delicious Apples
 Heaters - Preco (Wenatchee to M'pls.)

Average commodity temperatures
 Wenatchee to Minneapolis
 Top 33.0
 Bot 32.0

Loaded Dryden
 9 to 11 a.m.
 Unloaded Chicago
 Jan. 25



Heaters	Front	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	D	Max.	Min.	Outside Temp.	Inspection Points	Terminal Delay
P-Pilot	FP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	32	27	36	Willmar	12
F-Full	FP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	35	34	31	(Bad order)	13
D-Dark	FP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	34	25	28	Minot	14
														28	2	20	Brck' rdge	15
														30	2	30	Williston	16
														32	24	32	M'pls.	17
														30	30	30	Willmar	18
														30	30	30	Willmar	19
														30	30	30	Willmar	20
														30	30	30	Willmar	21
														30	30	30	Willmar	22
														30	30	30	Willmar	23



FIGURE 4.

Type of Packages - Standard Boxes
 Clearance Around Lading:
 Top - 12 inches
 Sides - 6 to 8 inches
 Height of Floor Racks - 7 inches
 Heater Placement - 1 each bunker

Test No. Wen. 4
 Car No. SFRD 15269
 Type of Car - Fan
 Car Condition - Good
 Commodity - Winesap Apples
 Heaters - Preco (Wenatchee to M'pls.)

Commodity Temp. °F.

Average commodity temperatures
 Wenatchee to Minneapolis

Top 35.7
 Bot. 33.7

Loaded Wenatchee
 8:30 to 12 noon

Top

Bottom

Unloaded Chicago
 Jan. 30

P-Pilot
 F-Full
 D-Dark
 H

Front * * F PP PP PP PP PP PP PP PP PP PP PP F F F Milw. #11211, charcoal heater installed, lit.
 Rear * * F PP PP PP PP PP PP PP PP PP PP PP F F F Milw. #11221, charcoal heater installed, lit.
 *Charcoal heaters in place, not lit.

Outside Temp.

Max. 45 34 30 12 12 0 2 -10 5 -2
 Min. 28 34 23 12 12 -5 -3 -12 4 -11

Inspection Points
 Terminal Delay

Appleyard Wash.	Hillyard	Whitelish Mont.	Hayre	Williston	N.D.	Minot	Brck'ridge Minn.	Willmar	M'pls.	21	22	23	24	25	26
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FIGURE 6.

Type of Packages - Tray Pack Boxes
 Clearance Around Lading:
 Top - 5 inches
 Sides - 2½ to 4 inches
 Height of Floor Racks - 5 inches
 Heater Placement - 1 each bunker

Test No. Wen.-6
 Car No. FGE 33523
 Type of Car - Non-fan
 Car Condition - Fair
 Commodity - Delicious Apples
 Heaters - Preco (Wenatchee to M'pls.)

60

55

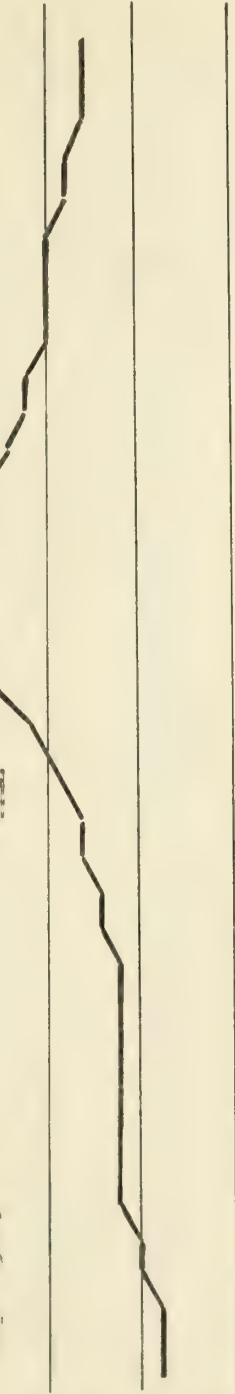
Commodity Temp. °F.

Average commodity temperatures
 Wenatchee to Minneapolis

Top 36.5

Top

Loaded 9 am to 1:30 pm



Unloaded Milwaukee
 Jan. 26

30

P-Pilot
 F-Full
 D-Dark

Front	FP	FP	PP	PP	PP	DF	DF	PP	DF	FF	FF	FF	FF	B12974, charcoal heater installed, lit.
Rear	FP	PP	PP	PP	PP	FF	FF	FF	FF	FF	FF	FF	FF	B1293, charcoal heater installed, lit.

Outside Temp.

Max.	42	28	24	12	-4	-14	-6	5
Min.	31	28	22	12	-2	-14	-10	-3

Inspection Points Terminal Delay

Appleyard Wash.	17
Hillyard	18
Whitetish Mont.	18
Have	19
Williston N.D.	20
Minot	20
Brck'ridge	20
Minn.	21
Willmar	21
M'pls.	21

Jan. 16

17

18

19

20

21

22

23

24

25

26

27

FIGURE 7.

Type of Packages - Tray Pack Boxes
 Clearance Around Lading:
 Top - 10 inches
 Sides - 2 to 7 inches
 Height of Floor Racks - 7½ inches
 Heater Placement - 1 each bunker

Test No. Wen. 7
 Car No. URTX 37513*
 Type of Car - Fan
 Car Condition - Good
 Commodity - Delicious Apples
 Heaters - Preco (Wenatchee to M'pls.)

*Ribbed inside lining.

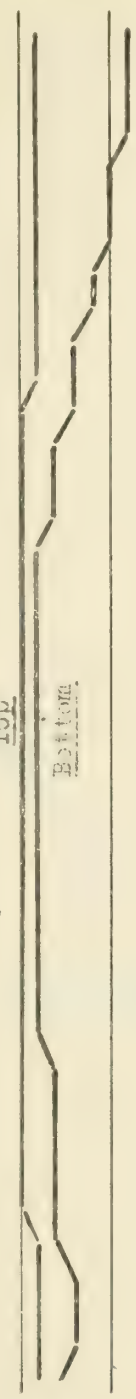
Average commodity temperatures
 Wenatchee to Minneapolis

Top 34.8
 Bot. 33.4

Loaded Chelan
 or to Minn.

Unloaded Chicago
 Jan. 10

Top
 Bottom



P-Pilot
 F-Full
 D-Dark

Front	F	F	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	P	B10976, charcoal heater installed, not lit.
Rear	F	F	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	P	F5397, charcoal heater installed, not lit.

Outside Temp.

Max.	32	24	20	8	6	-1	10	26	21
Min.	25	20	20	0	4	-5	8	21	20

Appleyard Wash.	Hillyard	Whitefish Mont.	Have	Williston N.D.	Minot	Brck'rdge Minn.	Willmar M'pls.
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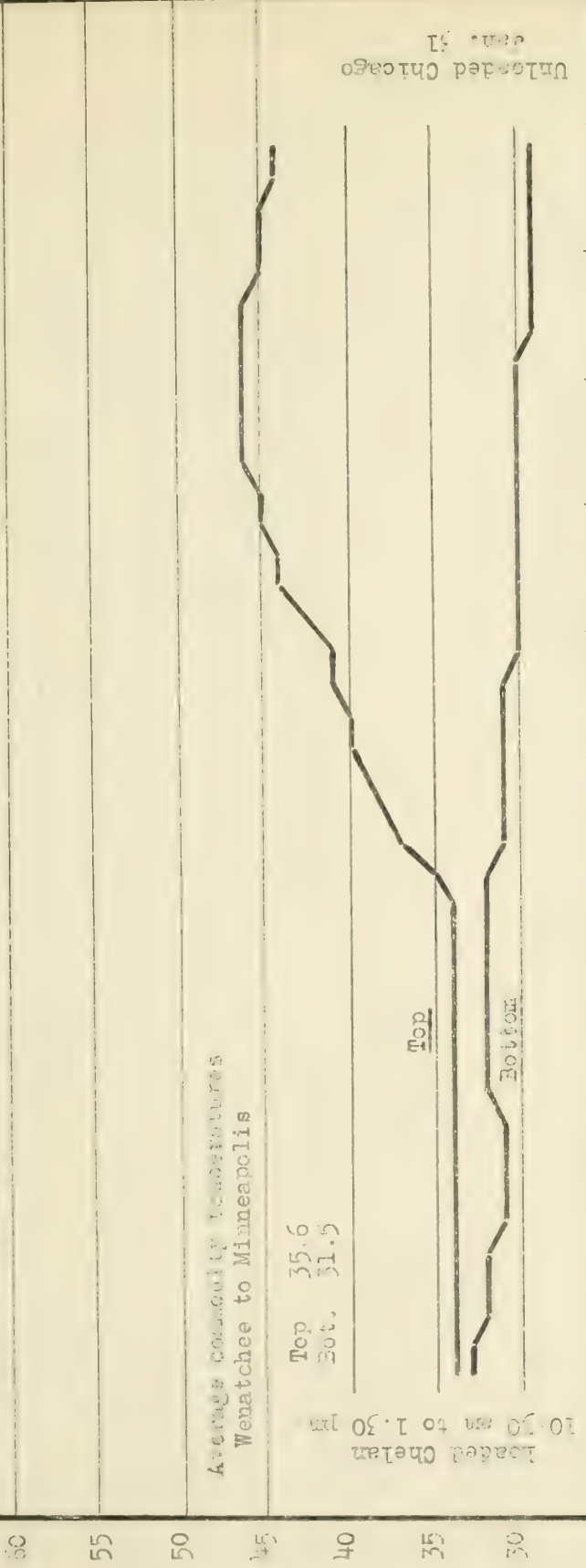
Inspection Points
 Terminal Delay

Jan. 17	18	19	20	21	22	23	24	25	26	27	28
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FIGURE 8.

Type of Packages - Tray Pack Boxes
 Clearance Around Loading:
 Top - 7 inches
 Sides - 4 1/2 inches
 Height of Floor Racks - 5 inches
 Heater Placement - 1 each bunker

Test No. Wen.-8
 Car No. BRE 75356
 Type of Car - Non-fan
 Car Condition - Fair
 Commodity - Delicious Apples
 Heaters - Preco (Wenatchee to M'pls.)



Loaded Chelan
 10.30 mi to 1.30
 Unloaded Chicago
 Jan. 31

P-Pilot
 F-Full
 D-Dark
 Heaters

Front	F	F	P	PP	PP	PP	PP	PP	F	FF	FF	FF	FF	FF	FF	FF
Rear	F	F	P	PP	PP	PP	PP	PP	F	FF	FF	FF	FF	FF	FF	FF

FF FF FF B0006, alcohol heater installed, lit.
 FF FF FF B0046, alcohol heater installed, lit.

Outside Temp.

Max.	30	34	18	44	44	30	10	2	3	6
Min.	16	30	16	44	44	30	0	2	0	-2

Inspection Points Terminal Delay

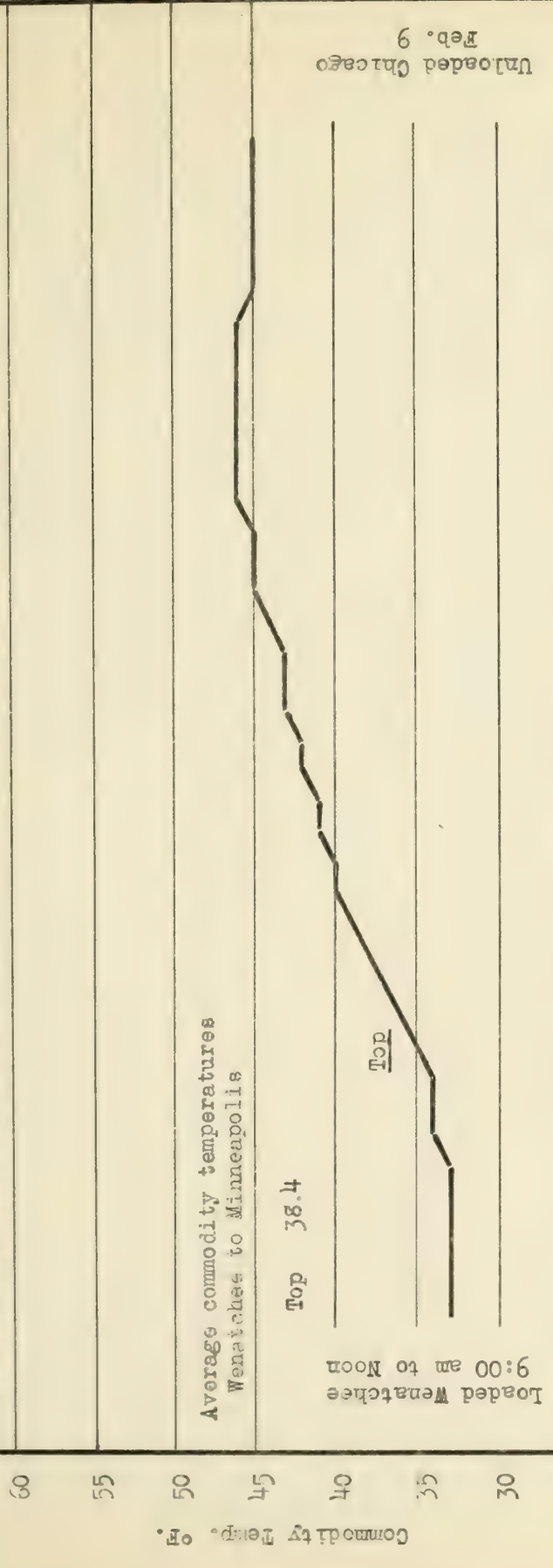
Appleyard Wash.	Hillyard	Whitefish Mont.	Have	Williston N.D.	Minot	Brck' rds	Minn.	Willmar	M'pls.
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Jan. 18	19	20	21	22	23	24	25	26	27	28	29
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FIGURE 2.

Type of Packages - Standard boxes
 Clearance Around Lading:
 Top - 10 inches
 Sides - 4 to 6 1/2 inches
 Height of Floor Racks - 4 1/2 inches
 Heater Placement - 1 each bunker

Test No. Wen.-9.
 Car No. FWDX 20047
 Type of Car - Non-fan
 Car Condition - Fair
 Commodity - Winesap Apples
 Heaters - Preco (Wenatchee to M'pls.)



Unloaded Chicago
 Feb. 9

Front D D D D P* FF FF FF FF P CNW 8716, charcoal heater installed, lit.
 Rear D D D D P* FF FF FF FF P

* Changed to CPS at Whitefish, heaters lit.

Max. 38 40 38 -2 -16 -25 -8 4
 Min. 30 38 -8 -16 -32 -32 -10 -2

Apple yard Wash.	Hillyard	Whitefish Mont.	Have	Williston N.D.	Minot	Brck' rds Minn.	Willmar Minn.	M'pls.			
Jan. 24	25	26	27	28	29	30	31	Feb. 1	2	3	

Inspection Points
 Terminal Delay

Outside Temp.

°P-Pilot
 °F-Full
 °D-Dark

Commodity Temp. °F.

FIGURE 10.

Type of Packages - Standard boxes
 Clearance Around Lading:
 Top - 10 inches
 Sides - 4 to 6 inches
 Height of Floor Racks - 5 inches
 Heater Placement - 1 each bunker

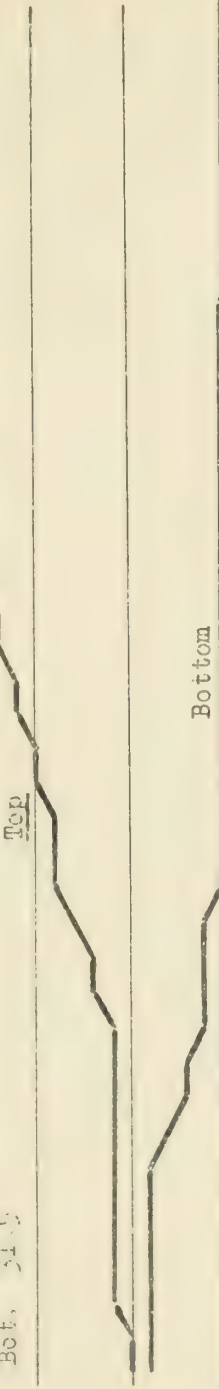
Test No. Wen.-10
 Car No. BRE 75428
 Type of Car - Non-fan
 Car Condition - Fair
 Commodity - Delicious Apples
 Heaters - Freco (Wenatchee to M'pls.)

Average commodity temperatures
 Wenatchee to Minneapolis

Top 38.3
 Bot. 31.5

9:00 am to Noon
 Loaded Chelan

Unloaded New York
 Feb. 8



P-Pilot
 F-Full
 D-Dark

Front D D D P* FF FF FF F Soo #2976, charcoal heater installed, lit
 Rear D D D P* FF FF FF F Soo #5806, charcoal heater installed, lit
 * Changed to CPS at Whitefish, heaters lit.

Outside Temp.

Max. 40 20 -18 -2 -6 0 -15 -7 -14
 Min. 36 12 -19 -2 -10 0 -18 -15 -18

Inspection Points
 Terminal Delay

Appleyard Wash.	Hillyard	Whitefish Mont.	Have	Williston N.D.	Minot	Brck' rds Minn.	Willmar M'pls.	Feb. 1.	2	3	4
Jan. 25	26	27	28	29	30	31	Feb. 1.	2	3	4	

Test No. Wen.-12
 Car No. WFE 49364
 Type of Car - Non-fan
 Car Condition - Fair
 Commodity - Delicious Apples
 Heaters - Fraco (Wenatchee to M'pls.)

FIGURE 12.
 Type of Packages - Standard boxes
 Clearance Around Lading:
 Top - 11 inches
 Sides - 5 inches
 Height of Floor Racks - 6 inches
 Heater Placement - 1 each block

60
 55
 50
 45
 40
 35
 30

Average commodity temperatures
 Wenatchee to Minneapolis

Top 38.2
 Bot. 31.4

Commodity Temp. °F.
 Loaded Chelan
 12 p.m.



Unloaded New York
 Fig. 13

Front F F FF FF FP FF FF FP F Soo #5719, charcoal heater
 Rear F F FF FF FP FF FF FP

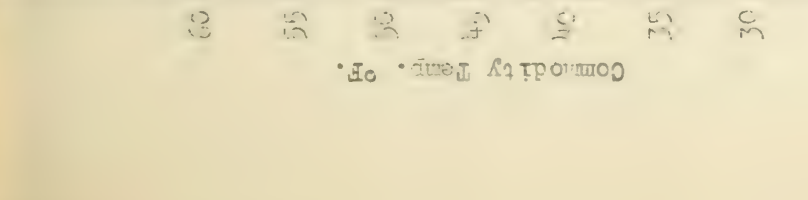
Max.	10	-5	-17	-8	-6	-13	-15	9	18	
Min.	6	-6	-26	-10	-15	-15	-12	-12	6	
Jan. 27	28	29	30	31	Feb. 1.	2	3	4	5	6
	Appleyard Wash.	Hillyard	Whitfish Mont.	Havre	Williston N.D.	Minot	Brk'rdge	Havre	Willmar	M'pls.

Outside Temp.
 Inspection Points
 Arrival Delay

FIGURE 15.

Type of Packages - Standard Boxes
Clearance Around Loading
Top - 15 inches
Sides - 5 1/2 inches
Height of Floor Racks - 4 inches
Heater Placement - 1 each bunker

Test No. Wen.-15.
Car No. WFE 65283
Type of Car - Non-fan
Car Condition - Fair
Commodity - Delicious Apples
Heaters - Preco (Wenatchee to M'pls.)



Front	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	P	WS2717, charcoal heater installed, not lit.
Rear	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	PP	P	F4911, charcoal heater installed, not lit.
Max.	32	34	36	46	46	26	20	24	20	24	20	24	25	24	25	18	-3	
Min.	27	32	34	46	46	24	20	24	20	24	20	24	25	24	25	-3		
Inspection Points	Appleyard Wash.	Hillyard	Whitefish	Mont.	Have	Williston N.D.	Minot	Brck'r Ridge	Minn.	Willmar	M'pls.							
Terminal Delay																		
Feb. 6	7	8	8	9	9	10	10	11	11	11	12	13	14	15	16			

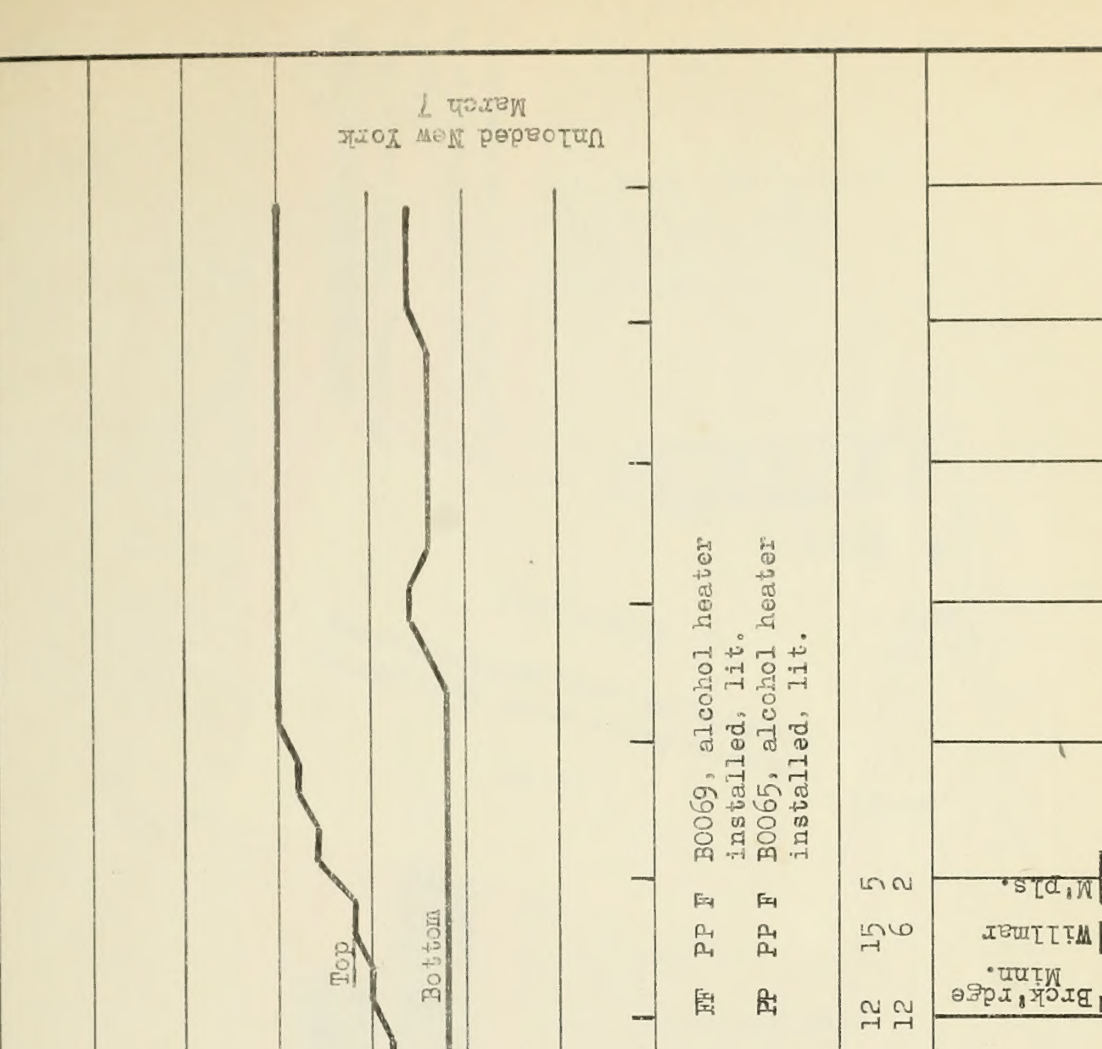
FIGURE 17.

Type of Packages - Standard boxes
 Clearance Around Lading:
 Top - 13 inches
 Sides - 6 inches
 Height of Floor Racks - 5½ inches
 Heater Placement - 1 each bunker

Test No. Wen.-17.
 Car No. BRE 74947
 Type of Car - Non-fan
 Car Condition - Fair to Good
 Commodity - Delicious Apples
 Heaters - Preco (Wenatchee to M'pls.)

Average commodity temperatures
 Wenatchee to Minneapolis

Top 38.3
 Bot. 36.0



Front	D	D	D	DF*	FF	PP	PP	FF	PP	F	B0069, alcohol heater installed, lit.
Rear	D	D	D	DF*	FF	PP	PP	FF	PP	F	B0065, alcohol heater installed, lit.
* Changed to CPS at Havre, heaters lit.											
Max.	38	32	36	6	10	12	12	12	15	5	
Min.	38	28	28	6	10	12	12	12	6	2	
Inspection Points	Appleyard Wash.	Hillyard	Whitefish Mont.	Havre	Williston N.D.	Minot	Brck' rds Minn.	Willmar	M'pls.		
Terminal Delay	Feb. 24	25	26	27	28	March 1	2	3	4	5	6

