

UP's DLS Freight Train - Final Report

JThomp1945@...

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To all:

I was gone all day, but I'll try to update Don Borden's form (below) with what we've learned about the U week. It may need another revision after you review it.

Train: UP's DLS. Officially carded as No. 299, Stock Special.

Direction: Westbound only (and no eastbound counterpart). Eastbound empties ran daily at the rear end train (at least c.1970).

Description: Day Live Stock. A fast stock train. The DLS began running on March 13, 1947. (It replaced Stock over Cajon.) It was treated like a passenger train. It was later (late 1960s?) replaced by the Califo Special (CLS).

Origin: Salt Lake City.

Destination: Los Angeles via San Bernardino.

Railroads Represented: Union Pacific and others. Photos show a mix of UP cars in both yellow and blue, with a healthy dose of foreign cars mixed in, with black D&RGW stock cars somewhat prominent.

Products: Livestock (hogs, cattle, sheep), and other loads to fill out the rest of the train, as needed. For the year DLS usually ran solid livestock; the other three months it was filled out with preferred loads such as parts, dairy products, and pool freight.

Train Length and Weight: About 60 stock cars per train in 1950, plus other cars. It was limited to not more than 3,000 to 3,500 tons.

Car Types: Stock cars, plus miscellaneous car types to fill out the train, as needed. There were 877 "Live Stock" cars in 1950. Approximately 400 were a novel double-deck design, having a shallow upper level with its height higher than in ordinary two-deck cars. They could be used with two decks of swine or sheep; for cattle or sheep on the upper; or for a single deck of cattle.

Typical Schedule: 1946: Arrive LA at 5:30 PM. 1948: Leave Yermo at 6:30 am, at Riverside at 11:55 am, Salt Lake City at 12:30 pm, arrive in LA at 3:30 pm the next day. 1955: Yermo 10:15A, San Berdo 3:15P. 1957: Yermo 9:15A, Berdoo 2:15P, Colton 2:30P, LA 5:00P. 1964: Yermo 10:30 am, Colton 3:45 pm, LA 6:00 pm.

Road Power: It used "modern" steam power for the first three months (mid-March-April-May-mid-June) and then switched to diesels. The steam power may have been 4-10-2s and/or 4-6-6-4s.

Once the diesels arrived in 1947, the normal road power (it seems) was F3 ABBA sets. The alternate power was ABBA sets. It was probably GP9 sets that took over the train in 1954 from the F3 and FA sets.

FA-1's 1500A-1523A and FB-1's 1524B-1539B arrived during 1947 numbered in the 1500 series, but with the 1600 series during 1948 (check rosters for exact dates). And during 1948 more FA-1's arrived already in the 1600's.

F3s numbered in the 1400s began arriving in 1947.

Helper Power: Helpers were often used from Victorville to Summit. There could have been some steam helpers in 1947 (2-10-2s, 2-8-2s, 4-8-2s, 4-10-2s), but the FM H20-44s took over from 1947-1950. Then we had the steam helpers during 1950-1951, until being replaced by TR5s and GP7s in 1951. In 1954 the TR5s were the helper power (with the GP7s still in the helper pool too).

Operations Details:

The DLS had a 36-hour travel deadline for the livestock. It made its 784-mile journey in 27 hours, at an average of 29 mph, including an average of eight stops en route for inspection or pick-ups. Top speed was 60 mph. The train was daylight only at the extreme ends of its run. The majority of its running was done in the cool of the night in two sections. In the rush stock season (August-October) it ran in up to three sections.

At its origin the DLS was fully blocked in advance for set-outs in the Pacific Coast area. Chief of the late Barstow for delivery to points in the San Joaquin Valley by the Santa Fe; (2) San Bernardino for movement to San Diego; and (3) Colton for interchange with the Southern Pacific. In addition, five classifications were required in Los Angeles proper.

The train hauled hogs from Nebraska to Clougherty Packing Company (Farmer John) in Vernon, CA. The Farmer John hogs were, for the most part, expedited by Santa Fe train dispatchers. It was not unusual for them to issue a D-251 instruction message putting those trains on a time schedule at each station with the hamr "DELAY THIS TRAIN." This was not always the case with the stock train. If the train was close to the hamr special handling, because the Santa Fe did not want to be responsible for unloading the stock at San Bdn and rest.

It used to be quite a production when the stock train arrived in LA. Wilson was on the S.P., and a switch was run for the track near the Shops and Mission Tower where the U.P. and S.P exchanged hot cars. Another train delivered the L.A. Junction and Union Stockyard cars to the LAJ. The ATSF cars would be delivered to a tower where the U.P. and ATSF exchanged hot cars. A U.P. engine would take the U.P. cars.

Modeling the CTX Train: A typical train would be mostly UP stock cars (mostly yellow, but some brown and some non-UP stock cars, such as DRGW, and some non-stock cars at the end of the train to fill it out. The train might be from any railroads connected to the UP east of Ogden. In HO, Athearn made the S-40-12 yellow with backwards roof panels), and Trix made sets with three S-40-12 cars (with correct roofs?) (two yellow and one brown car in the set).

Please review all of this and get back to me with corrections and additions.

Thanks,
John Thompson