

UP's NLS Freight Train - Final Report

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To all:

It's time to make a final report for the UP's NLS (Night Live Stock) train, so I'll use the DLS report as a :
Amfahr:

Train: UP's NLS.

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

Description: Night Live Stock. A regular-speed stock train. The NLS began running in 1942, along with
1944, but it resumed in 1946 and continued into 1947 but was gone by 1949. It was replaced before 194

NLS trains operated to handle livestock from east and intermountain territories. In the UP's 1952 schedule
LA area:

Origin: Salt Lake City.

Destination: Los Angeles via San Bernardino.

Railroads Represented: Union Pacific and related railroads (C&NW, D&RGW, etc.)

Products: Livestock (hogs, cattle, sheep), plus other loads to fill out the rest of the train, as needed. For
other three months it was filled out with other loads such as automobile parts, dairy products, and pool fi

Train Length and Weight: About 60 cars per train, about 3,000 tons.

Car Types: Stock cars, plus miscellaneous car types at the rear to fill out the train, as needed.

Typical Schedule:

1942:

Lv Las Vegas at 4 am, Ar LA 11:30 pm.

May 4, 1945 sample:

Ar SB 10:45 pm, pulled by UP 3806 (4-6-6-4).

August 1, 1946 Union Pacific Manifest & Perishable Schedule

Ar LA East Yd 4:00 am.

March 1, 1947 Schedule:

Lv Yermo at 4:00 pm, Ar SB at 11:30 pm.

Road Power: It used modern steam power (mainly 4-6-6-4s) until the UP dieselized the line in 1947.

Once the diesels arrived in 1947, the normal road power was F3 ABBA sets and Alco FA ABBA sets.

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

F3s numbered in the 1400s began arriving in 1947.

Helper Power: Helpers were often used from Victorville to Summit. There would have been steam helpers that took over during 1947-1950.

Operations Details:

History of UP Stock Trains to LA:

- 1938: no scheduled stock specials listed. Item says that stock will be handled on (the head end of) regular trains.
- 1941: stock moved west to LV on regular manifest trains, was unloaded for feed-water-rest, then reloaded.
- 1942: first appearance of train symbols DLS and NLS. DLS left Ogden 10am, LV 10am-6pm, arrived LA at 5:30pm (51 1/2 hours).
- 1943: no stock trains listed
- 1944: no stock trains listed
- 1946: both DLS and NLS listed SLC to LA (trains ran roughly 12 hours apart).
- Mar 1947: same
- Mar '47 was when the expedited DLS schedule was implemented.

- 1949: only DLS is shown, on expedited (29 hour) schedule without a LV stop.

The suspension of those trains during the mid/late war years may have been in response to the heavy traffic congested and they couldn't justify allocating resources to running priority freight trains just for livestock personnel, etc.

The running of the DLS and NLS 12 hours apart may have been due to limited capacity at the Las Vegas yard. The DLS unloaded, rested & reloaded in the daytime, while the NLS did the same at night. Doing it that way would have been vs. running sections of the trains.

By spacing the train schedules 12 hours apart, the LV pens could have handled all cars on both trains with handlers, etc. Stats show they were handling an average of 60 carloads daily of stock through LV in '46, and that was to keep schedules.

The schedules show that both NLS and DLS trains operated for a few years immediately after the war.

Empty stock cars heading back east moved on various trains during this time. Most trains were known as empty cars and/or low-priority loads). Dispatcher's reports show a couple of Drag freights operating east. UTX also showed quite a few empties in their consists, and those could have been stock cars put on the train.

DLS, NLS and CLS had "livestock" in their names, but other trains handled stock on occasion. Those trains had cars of stock on the head end, if cars missed connections or were loaded late at OG/SLC, or for some other reason.

In the rush stock season (August-October) it ran in two or three sections.

At its origin the NLS was fully blocked in advance for set-outs in the Pacific Coast area. Chief of the late Santa Fe; (2) San Bernardino for movement by the ATSF to San Diego; and (3) Colton for interchange made for Los Angeles proper.

The train hauled hogs from Nebraska to Clougherty Packing Company (Farmer John) in Vernon, CA. The Santa Fe train dispatchers. It was not unusual for freight trains to be issued a D-251 instruction message "DO NOT DELAY THIS TRAIN." This was not always the case with the stock train. If the train was cleared and did not want to be responsible for unloading the stock at San Bernardino for feed, water, 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 Tower where the U.P. and S.P exchanged hot cars. Another engine would deliver the L.A. Junction and load a track at Hobart Tower where the U.P. and ATSF exchanged hot cars. A U.P. engine would take the U.I.

Modeling the Train: A typical train would be mostly UP stock cars, mixed with some non-UP stock cars of the train to fill it out. The non-UP cars might be from any railroads connected to the UP east of Ogden.

The cars in the NLS would NOT be the fancy yellow stock cars with roller bearings that were assigned to

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

Thanks,
John Thompson