

## Santa Fe's Train 41 Freight Train - Final Report

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To all:

It's time to write a final report for Train 41, although we're still not sure what percent of the train was stock cars, and of the non-stock cars, what types of cars they were and from which railroads.

Nevertheless, here is what we have so far:

**Train:** ATSF's Train 41.

**Direction:** Westbound only. (There was no eastbound Train 42.)

**Description:** Hog Special originating in Belen, NM, with stock from points east, plus general freight to fill out the train.

**Origin:** Belen, NM.

**Destination:** Los Angeles, CA.

**Railroads Represented:** Most stock rode in Santa Fe cars, as the Santa Fe had the country's largest stock car fleet, but cars from connecting lines like the MP, T&P, C&NW, D&RGW, MILW, and CB&Q were also represented. (Assume the non-stock cars had the same mix of railroads?)

**Products:** Livestock, with other westbound redball loads, westbound loads in general, and empties waybilled for westward movement, in that order.

Don Sheets recalls only 10 or 15 or at most 20 stock cars at the front of Train 41.

**Train Length and Weight:** Typical trains had around 70-90 cars and weighed around 3000-4000 tons (they were longer and heavier in the 1950s than in the 1940s).

**Car Types:** Stock cars, followed by general merchandise cars. No drovers cars (they rode in the caboose).

### Typical Schedule:

1943-44 schedule at SB:

3:30 p.m. -- Hog Special (from Belen) arrives from Barstow

- it left Barstow at 10:00 a.m.

- it will stay in S.B until 4:30 p.m.

- arrived in LA at 8:00 pm.

May 4, 1945 sample - Train 41 "Hog Special" at SB A Yard at 11:10 PM.

August 2 1947:

Extra 155 West arrived San Bernardino at 7:50 pm with 65 loads, 6 empties, and 3,434 tons.

1949 national schedule:

91-41 (KC to LA) - arrives Barstow at 4:30 am, LA at 5:00 pm.

Jan. 1956 schedule:

Gives a 7 pm departure from Belen and arrival at Los Angeles at 5 pm on the second full day after departure (the departure is on day "0"). For First District reference the schedule calls for arrival at Barstow at 4:30 am on day 2, with departure at 6:30 am; and arrival at San Bernardino at 11 am on the same day, with departure at 12:30pm, arriving Los Angeles at 5:00pm.

1955 sample times:

41 Lv. Bar. 6:00 a.m. Ar. San Bdno. 11:00 a.m.

41 Lv. Bar. 5:40 a.m. Ar. San Bdno. 10:40 a.m.

41 Lv. Bar. 12:45 p.m. Ar. San Bdno. 4:30 p.m.

1956 sample times:

41 Ar. San Bdno. 7:15 p.m.

41 Lv. Bar. 1:15 p.m. Ar. San Bdno. 5:15 p.m.

41 Lv. Bar. 8:45 a.m. Ar. San Bdno. 12:45 p.m.

41 Lv. Bar. 5:00 p.m. Ar. San Bdno. 9:00 p.m.

41 Lv. Bar. 10:45 a.m. Ar. San Bdno. 1:00 p.m.

41 Lv. Bar. 3:00 a.m. Ar. San Bdno. 8:30 p.m.

Median time at SB in 1955-1956: 1:00 pm to 4:30 pm (but varies a lot)

**Road Power:** 4-unit freight FT sets, until 4-unit freight F3/F7 sets arrived in 1948-53. 2-10-2s during the June Spud Rush in the 1940s.

**Helper Power:** 2-10-2s, 4-8-2s, 2-8-2s, also FT sets (full or partial), until GP7s arrived in 1950-53, and GP9s in 1956-57. Number of helpers west from Victorville depended on train weight, normally at most one helper.

### **Operations Details:**

Trains of stock came west from the southwest and mountain west to the large stockyards in Los Angeles.

Shippers had to waive the requirement for resting and watering the stock every 28 hours, and in return the Santa Fe took the livestock into LA in 36 hours or less.

1956: Train 41 handles in preference livestock, providing a 5 hour service stop at Seligman when required; also loads and special empties destined Southern California; and north of Barstow to Bena.

For livestock blocking, two obvious reasons for head end placement: limited slack action to avoid downed animals, and ease of spotting at stock chutes in case they had to be unloaded to comply with the 36 hour law.

Santa Fe practice in the 1940s generally shows "protective service" loads - livestock and perishables - up front, followed by other loads blocked for specific stations, followed by billed empties if any, and finally other empties as necessary to fill to tonnage. But photos suggest that this didn't preclude placing the odd merchandise car right behind the engine, ahead of a block of reefers, for a quick setout when required.

1944: Stopped for 2 hours in Barstow and 1 hour in SB to rest stock. ATSF stock cars went to the south end of the SB B Yard, where the ATSF stock pens were located, if the livestock needed rest.

1952: LA usually received cars of hogs from the 41 Train in the early morning hours (2 am to 3 am). They would pull right into Ninth Street Yard and leave their cars in the pocket track (which was what the Old Main Line was called at Ninth Street), cut their power off, and go to the roundhouse. A switcher would then go against the Ninth Street pocket from the north end, cut off the cabooses, and pull the stock cars up the Old Main Line towards Eighth Street until they had

cleared the switch towards the Fifteenth Street Lead, then shove them over to the Luer Meat Packing House.

The move required a lot of men on top of the cars with fusees to pass signals and warn automobile traffic. The fusees also came in handy if the hogs didn't want to detrain at Luer, although they didn't actually burn them, they just scared them. A goat would lead the first ones, but when it was time for the top level to get off, some of them would object to the 45° angle of the ramp. They would then encourage the ones on the end to start a squeeze play going, then the middle one would pop out of the car like a cork out of a bottle.

There was also a QCF beginning 11/26/51, which ran Texas to Northern/Southern California. It ran over Cajon Pass as No. 41 (Belen to Los Angeles, the "Hog Special"). It handled loads and special empties for destinations west of Clovis, New Mexico.

### **Modeling the Train:**

At the front of the train use mostly ATSF stock cars, mostly for hogs (double-deck), with a few stock cars from MP, T&P, C&NW, D&RGW, MILW, and CB&Q. Behind this have plenty of general merchandise cars (mostly boxcars), mostly ATSF mixed with MP, T&P, C&NW, D&RGW, MILW, and CB&Q to show the southwest origins of the loads (we think). The stock cars might be only the first 1/5 or 1/4 of the train.

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Please review this and send your comments.

Thanks,  
John Thompson