

UP's Passenger Train 43-44 in 1946

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To all:

Let's see what we can pull together as a final report on UP's unnamed passenger train 43-44 (243-244 on the Santa Fe) for just the year 1946, leaving 1947 for another time.

243 & 244 = unnamed train - begins June 2, 1946, ends May 14, 1947. So it only ran for about 11.5 months.

It ran between Omaha and Los Angeles.

On May 14, 1947, Trains 43-44 disappear, and the Utahn appears instead.

The train started in mid '46 and was generally short, with head end business, one to two HW coaches, a HW diner, and one or two HW Pullman cars. It was pulled by 4-8-2's and 4-8-4's. Due to its low status, probably almost all the HW cars would be Pullman Green, the head end cars a mix of Pullman Green and Two-Tone Gray, and the engines started black and were painted TTG by 1947.

On page 357 of Jeff Asay's "Union Pacific in the Los Angeles Basin" the upper photo caption describes "the no-name accommodation trains Nos. 43-44." It began on June 2, 1946, and it carried coaches, sleepers, and a diner, and it only went as far east as Omaha. It stopped or flagged at every station.

Photos show 3 or 4 head-end cars, such as an express reefer, an express boxcar, and/or 2 or 3 HW baggage cars.

They were daytime trains in Southern California, so they do show up in photos.

Locomotives:

UP 4-8-2s (7000-class and 7800-class) and 4-8-4s (FEF-2s 820-834 and FEF-3s 835-844).

The FEF-3's got the smoke lifters first. The Mars light came in 1947, the gray paint came in late 1946. They worked secondary passenger trains on Cajon Pass.

Probably a steam helper was used from SB to Summit until Nov. 10, 1946, since it was a heavyweight train with about 9 cars.

Consists:

June 2, 1946:

Train 43 WB (listed in random order, omitting head-end cars):

Standard Sleeping Cars

- 12 Sections, D.R.

- 10 Sections, D.R., Compts (Salt Lake to LA) (summer season only: side trip Lund to Cedar City on mixed train 343, then back to Lund on mixed train 344)

Reclining Seat Coaches

Dining Car - Meal Service.

Schedule - Barstow lv. 3:10 pm, (stops if needed at Hodge, Bryman, Oro Grande), Victorville flag stop 3:56 pm, (stops if needed at Hesperia, Summit, Cajon, Keenbrook), SB ar. 5:20 pm, lv. 5:30pm, LA ar. 7:45 pm.

Train 44 EB (listed in random order, omitting head-end cars):

Standard Sleeping Cars

- 12 Sections, D.R.

- 10 Sections, D.R., Compts (LA to Salt Lake) (summer season only: side trip Lund to Cedar City on mixed train 343, then back to Lund on mixed train 344)

Reclining Seat Coaches

Dining Car - Meal Service.

Schedule: - LA lv. 8:00 am, SB ar. 10:25 am, lv. 10:35 am, (stops if needed at Keenbrook, Cajon, Summit), Hesperia flag stop 11:49 am, Victorville lv. 12:01 pm, Oro Grande flag stop 12:07 pm, (stops if needed at Bryman, Hodge), Barstow lv. 12:50 pm.

Nov. 10, 1946:

Train 43 WB (listed in random order, omitting head-end cars):

Standard Sleeping Car

- 10 Sections, D.R., Compts (Salt Lake to LA) (summer season only: side trip Lund to Cedar City on mixed train 343, then back to Lund on mixed train 344)

Reclining Seat Coach

Schedule - (I only have a condensed schedule) SB lv. 9:25 pm, LA ar. 11:45 pm.

Train 44 EB (listed in random order, omitting head-end cars):

Standard Sleeping Cars

- 10 Sections, D.R., Compts (LA to Las Vegas)

- 10 Sections, D.R., Compts (LA to Salt Lake) (summer season only: side trip Lund to Cedar City on mixed train 343, then back to Lund on mixed train 344)

Reclining Seat Coach

Schedule: - (I only have a condensed schedule) LA lv. 10:00 pm, SB lv. 12:25 am.

Note that on Nov. 10, 1946, the train lost its 12-section sleeper and its diner and one of its coaches.

Photos:

"Union Pacific in the Los Angeles Basin" has the following photos:

p. 357 #7852 EB at East LA with 3 HW head end cars, plus 4 more HW

They note #44 carried sleepers, coaches, a diner as far east as Omaha, stopped at every station.

p. 364 UP #44 with 7860 pulling express reefer, express 40' box, 2 baggage, plus 5 HW cars, notes

this photo was before Pony Express took over much of the traffic.

p. 371 WB #43 @ San Bernardino shows FEF-2 # 821 with mars light in TTG and three head end cars so the photo was likely 1947 sometime.

"Union Pacific in Southern California" by Duke has a lot flat wrong captions, often wrong locations, but

p. 40 Calls out #44 EB at Alray tunnels as California Mail - -the photo looks pre-war.

p. 44 top, WB #43 (no date) w/ 7019 pulling express reefer, 3 head end cars, plus 4 HW.
p. 47 #44 EB at Cajon, 5093 helper to FEF-3 in TTG with smoke lifters, pulling 1 head end car plus 5 HW.
p. 64 Same photo as P. 371 above, identified as California Mail & Express with head end cars visible.

Besides not getting locations correct, Duke gives NO Dates for his photos, they are available to interpretation, based upon the photo contents and other known events, like when TTG came into play.

This train was never mentioned or captioned in any of Chard Walker's three books.

Models:

The train appears to be very easy to model in HO with Walthers Pullmans & Diner, Atlas HW coaches, and 10-section Pullmans. Head end cars were flexible, so MDC Harriman carbodies could be used (Bagg & RPO as mail storage). Athearn makes the FEF-2/3's and Broadway does the 7800 Mountains. Not a brass car in sight!

Comments and corrections are welcome.

John Thompson