

UP's DLS Freight Train - Final Report
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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 UP's DLS train this 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 of UP's CN reefer train (at least c.1970).

Description: Day Live Stock. A fast stock train. The DLS began running on March 13, 1947. (It replaced the Night Live Stock over Cajon.) It was treated like a passenger train. It was later (late 1960s?) replaced by the California Livestock 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 brown, as well as 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 about nine months of the year DLS usually ran solid livestock; the other three months it was filled out with preferred loads such as automobile 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 over 85 cars, or from 3,000 to 3,500 tons.

Car Types: Stock cars, plus miscellaneous car types to fill out the train, as needed. There were 877 "Livestock Dispatch" cars in 1950. Approximately 400 were a novel double-deck design, having a shallow upper level with its floor 19 inches higher than in ordinary two-deck cars. They could be used with two decks of swine or sheep; for cattle on the lower deck and swine 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. 1950: Leave Salt Lake City at 12:30 pm, arrive in LA at 3:30 pm the next day. 1955: Yermo 1015A, San Berdo 315P. 1957: Yermo 9:15A, Berdoo 2:15P, Colton 2:30P, LA 5:00P. 1964: Yermo 10:30 am, Berdoo 3:15 pm, 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, 1947), 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 Alco FA 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 were renumbered to the 1600 series during 1948 (check rosters for exact 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 could have been some steam helpers at first 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 return of the same steam helpers during 1950-1951, until being replaced by TR5s and GP7s in 1951. In 1954 the TR5s were replaced by GP9 helpers (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 speed of 29 mph, including an average of eight stops en route for inspection or pick-ups. Top speed was 60 mph. The DLS was a daylight train only at the extreme ends of its run. The majority of its running was done in the cool of the night. It often ran 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 latter were: (1) Barstow for delivery to points in the San Joaquin Valley by the Santa Fe; (2) San Bernardino for movement by the ATSF to San Diego; and (3) Colton for interchange with the Southern Pacific. In addition, five classifications were made for Los Angeles proper.

The train hauled hogs from Nebraska to Clougherty Packing Company (Farmer John) in Vernon, CA. The westbound Farmer John hogs were, for the most part, expedited by Santa Fe train dispatchers. It was not unusual for freight trains to be issued a D-251 instruction message putting those trains on a time schedule at each station with the hammer "DO NOT DELAY THIS TRAIN." This was not always the case with the stock train. If the train was close to the Hog Law it was given special handling, because the Santa Fe did not want to be responsible for unloading the stock at San Bdn' 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 engine would make a run for the track near the Shops and Mission

Tower where the U.P. and S.P exchanged hot cars. Another engine would deliver the L.A. Junction and Union Stockyard cars to the LAJ. The ATSF cars would be delivered to a track at Hobart 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), mixed with some non-UP stock cars, such as DRGW, and some non-stock cars at the end of the train to fill it out. The non-UP cars might be from any railroads connected to the UP east of Ogden. In HO, Athearn made the S-40-12 yellow stock cars (but with backwards roof panels), and Trix made sets with three S-40-12 cars (with correct roofs?) (two yellow cars and one brown car in the set).

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

Thanks,
John Thompson