

UP's KC & AKC Freight Trains - Final Report

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To all:

There have been no replies so far from the Classic-UP group, so I'll make a final report with what we have.

I did find a little more about the railroads most often represented in UP freights, so I'm adding that in.

Train: UP's KC & AKC (blocks of cars within westbound UP trains).

Direction: Westbound only.

Description: "Kansas City Manifest" (symbol KC) and "Advance Kansas City" (symbol AKC). These symbols appear in the 1952 and 1995 UP freight schedules. Manifest freight from KC, plus an advance section, both include freight from Council Bluffs.

KC -- (Kansas City Manifest). (1952) Manifest freight from connections at Kansas City after 10:00 p.m. and up to 7:30 a.m. for all western destinations. Traffic for Idaho, Oregon, Montana and Washington consolidates with MOS at Green River. In 1955, moves as blocks KC-LAF-SPF-NWF-MOS from Kansas city.

AKC -- (Advance Kansas City). (1952) Manifest freight from connections at Kansas City after 7:30 a.m. and up to 10:00 p.m. for all western destinations. Traffic for Idaho, Oregon, Montana and Washington consolidates with MOS at Green River. In 1955, consolidates with NWF or MOS at Green River.

Origin: Kansas City.

Destination: Los Angeles via San Bernardino.

Railroads Represented: UP and connecting roads like the MILW, IC, Wabash, and especially the C&NW. Also foreign-road cars from the northeastern and midwestern industrial belt, especially PRR, NYC, and B&O.

Products: Merchandise, auto parts, high-value / priority loaded cars, "filled out" with other traffic (loads and/or empties) as necessary.

Train Length and Weight: Around 80 cars and 3000 tons (typical). (Total train, not the KC or AKC block, which was about 20-25 cars.)

Car Types: Boxcars, auto parts cars, flat cars, gondolas, tank cars.

Typical Schedule:

1952:

AKC-Colo. train schedule: Ar. Yermo 3:30 a.m., Lv. Yermo 4:00 a.m., Lv. San Bernardino 9:30 a.m., Lv. Colton 10:15 a.m., Ar. Los Angeles 1:00 p.m.

KC-NO-Mdse-KC train schedule: Ar. Yermo 5:30 a.m., Lv. Yermo 6:00 a.m., Lv. San Bernardino 11:15 a.m., Lv. Colton 11:45 a.m., Ar. Los Angeles 3:00 p.m.

In 1952 we see the KC block following about 2 hours behind the AKC block over Cajon each morning.

1955:

AKC-Colo. train schedule: Ar. Yermo 7:00 a.m., Lv. Yermo 8:00 a.m., Lv. San Bernardino 1:00 p.m., Lv. Colton 2:00 p.m., Ar. Los Angeles 5:00 p.m.

CB-KC train schedule: Ar. Yermo 10:45 a.m., Lv. Yermo 11:30 a.m., Lv. San Bernardino 4:30 p.m., Lv. Colton 5:00 p.m., Ar. Los Angeles 8:00 p.m.

In 1955 we see the KC block following about 3.5 hours behind the AKC block over Cajon in the late morning and early afternoon.

Road Power: 4-6-6-4s into 1947. Once the diesels arrived in 1947, the normal road power was Alco FA ABBA sets, sometimes EMD F3 ABBA sets. It was probably GP9 sets that took over the train in 1954 from the FA and F3 sets.

Helper Power: One helper was often used from Victorville to Summit. There were some steam helpers at first into 1947 (2-10-2s, 2-8-2s, 4-8-2s, 4-10-2s), but the FM H20-44s took over from 1947-1950. Then there was 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 "forwarder / merchandise" trains were designed to carry merchandise, auto parts, high-value / priority loaded cars, and were "filled out" with other traffic (loads and/or empties) as necessary. Over the years, those had symbols such as ACB, AKC, CB, KC, LAF, MKC, MLA, DP and ADP.

The hotter westbound merchandise trains included AKC, Colo, and KC.

KC yard would most often block their forwarder merchandise / manifest trains (AKC, KC, etc) by destination, time permitting. Westward traffic out of KC would have been handled something like this (times leaving KC):

- AKC-Colo, 1201am (it would handle "West Loads" & Denver Loads),
- KC - No. Platte Merch, 1030am (it would handle "West Loads").

The blocks of LA traffic moved on various trains and ended up in Salt Lake City, where they'd switch out the SLC, WP, Clearfield, etc cars. These trains would arrive SLC at various times each day, with each handling different numbers of cars for LA based upon what happened to show up that day.

What SLC did was consolidate the various groups of LA cars that had arrived from the Overland Route, from Pocatello, and from the local area, into full trains as efficiently as they could, given the situation each day. So the result was various combinations of cars on departing trains each day, with the outcome rarely being the same two days in a row.

They were often consolidated as they moved west, such that something like 2-4 of these merchandise trains would move over Cajon during a typical 24-hour period. Because of delivery

schedules & customer commitments, these trains would normally appear in a "fleet" over Cajon in the late afternoon to late evening hours (roughly 6pm to 3am) so that freight could be handled overnight & available for customers the following morning.

Westbound trains were routed through the A Yard at San Bernardino. There are lots of railfan photos to confirm this, with UP trains at the west end of the A Yard, to stay out of passenger tracks at the station.

Modeling the Train: Use mainly boxcars and auto parts cars, plus some gondolas, flat cars, and tank cars from the UP and railroads that fed into the UP, such as C&NW, MILW, IC, and Wabash. First run the AKC block along with other blocks of merchandise cars, such as the Colo block, to make a full train. Follow that a few hours later with the KC block along with other blocks of merchandise cars, such as the NO, LAF, SPF, NWF, or MOS blocks, to make a full train.

Additions and corrections are most welcome!

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