

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 starting point and change the words and add the new notes from Mark Amfahr:

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Train: UP's NLS.

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

Description: Night Live Stock. A regular-speed stock train. The NLS began running in 1942, along with the DLS, but 12 hours apart from the DLS. It was not listed in 1943-1944, but it resumed in 1946 and continued into 1947 but was gone by 1949. It was replaced before 1949 by the faster Day Live Stock of March, 1947.

NLS trains operated to handle livestock from east and intermountain territories. In the UP's 1952 schedule, the NLS was running on eastern parts of the system, but not to the 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 about nine months of the year NLS usually ran solid livestock; the other three months it was filled out with other loads such as automobile parts, dairy products, and pool freight.

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 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 would have been steam helpers at first (2-10-2s, 2-8-2s, 4-8-2s, 4-10-2s), but the FM H20-44s 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 manifest trains.
- 1941: stock moved west to LV on regular manifest trains, was unloaded for feed-water-rest, then reloaded and moved to LA on train "IMS", the "Intermountain Stock" train.
- 1942: first appearance of train symbols DLS and NLS. DLS left Ogden 10am, LV 10am-6pm, arr LA 3pm (54 hours); NLS left Ogden 9pm, LV 8pm-4am, arr LA 1130pm (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 along the LA&SL. By all accounts, that line was severely congested and they couldn't justify allocating resources to running priority freight trains just for livestock when so many other trains needed to be run for critical war supplies, personnel, etc.

The running of the DLS and NLS 12 hours apart may have been due to limited capacity at the Las Vegas stock pens. The schedules were set up so the DLS arrived and was unloaded, rested & reloaded in the daytime, while the NLS did the same at night. Doing it that way would have allowed them to handle more stock through the LV stock pens 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 without needing to spend money to expand them, add switch crews, stock handlers, etc. Stats show they were handling an average of 60 carloads daily of stock through LV in '46, so on peak days they'd have been very busy unloading & reloading all of them 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 simply as "Drag" freights (UP designation for freight trains that handled empty cars and/or low-priority loads). Dispatcher's reports show a couple of Drag freights operating east each day, handling mostly empty cars. On a few days, train symbol UTX also showed quite a few empties in their consists, and those could have been stock cars put on the end as "fill".

DLS, NLS and CLS had "livestock" in their names, but other trains handled stock on occasion. Those trains handled most stock, but other trains would occasionally have a few cars of stock on the head end, if cars missed connections or were loaded late at OG/SLC, or for some other reason such as cars being bad order, being picked up en-route, etc.

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 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 Train: A typical train would be mostly UP stock cars, mixed with some non-UP stock cars, such as C&NW and D&RGW, 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.

The cars in the NLS would NOT be the fancy yellow stock cars with roller bearings that were assigned to the DLS starting in March, 1947.

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

Thanks,  
John Thompson