



Mar & Apr 1997

REPORT

Volume 261

OFFICIAL PUBLICATION OF THE PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION
—OPERATING THE SAN DIEGO RAILROAD MUSEUM AND THE SD&A RAILWAY—



San Diego Railroad Museum's steel "Hog Car", UP #43009, is shown with its doors open displaying the three levels of the Museum's only stock car. It is a late-model example of the stockcars used by railroads to carry livestock from farm areas to markets. Outside bracing, shutters and filler pipes for the water troughs on each level are also clearly visible on the silver roofed modern steel car.

Photograph by B. Schneider

San Diego Railroad Museum REPORT

Mar & Apr 1997

Volume 261

SDRM REPORT

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From The Executive Director's Desk

"With a Little Help from my friends..." The line from the old Beatles song describes how life works in many situations. It describes exactly how the San Diego Railroad Museum works.

Early Saturday morning, or perhaps Friday afternoon, long before the first train of the weekend is dispatched, the friends of the Museum are coming through the gate, preparing the equipment and motive power for the weekend's trips. By the time the first trip goes, a hundred tasks, unseen by the casual visitor, have been accomplished in order for each trip to happen, and to happen with a minimum of glitches. Even prior to preparing the train, dozens of people have been doing the jobs which are necessary. The mechanical staff is continually working on equipment which, because it is historic, is old and needs lots of TLC to keep going. The operations crews are responsible for the safe and efficient running of trains. The depot stationmaster has been dispensing tickets, information and general coordination and the gift shop staff is organized to meet the retail needs of our passengers. The track has been inspected prior to each weekend's train, and most of us have had our turn at doing track work in order to maintain the line.

The excursion committee has prepared for the Tecate trips, the office staff has taken the reservations and sold the tickets and the excursion folks are staffing the "will-call" baggage cart, and helping the passengers with their needs all day long.

Long prior to the date of each trip, the excursion chair has coordinated the trip with immigration and customs in both

countries, the tourist office in Tecate and the folks at the Brewery. The Tecate trips would not be possible without the help of our friends in Tecate, who have repeatedly been our partners and friends in bringing visitors to that wonderful city and stepped in time after time to help the Museum in its needs not only in Tecate but in other ways as well.

Over in San Diego, just as the Tecate trains depart from Campo, the librarian is opening our first-class railroad library, which has been made possible by the donations of friends over the years. In several hours, the stationmaster or a station agent will open the La Mesa Depot so that people may experience a restored country depot from the past. During weekdays, our friends at the San Diego East Visitors Bureau in the adjacent caboose will have hosted on average 15 people each day during the previous week, looking through the Depot.

Friends who serve on the Board and on the committees of the Museum meet to work out the problems and policies of the Museum and to act on the vision of its opportunities. Some Mondays see a Railroad Operations superintendents meeting to, literally, keep things rolling. Some Wednesdays see a Museum Services meeting to strategize on the historical message of the Museum. In between these official meetings, an enormous amount of discussion and activity goes on under the direction of the management team of the Museum.

The above can only be a sampling of the myriad of friends and the tasks which they do continually to keep the Museum running. It is a complex operation, and requires the coordination of a large number of people to succeed. I have deliberately not mentioned any names because the list would either be too long or not inclusive enough.

By the time you read this, you will have probably received our annual appeal letter for funds. The response to our last appeal was very gratifying and helped enormously in restoring the Museum's fragile financial situation. The friends who respond to the fund appeal are also a special kind of friend giving a special kind of help. This year's appeal is designated for track work, something which has been neglected in the past to the point where it can no longer be ignored, and which is an obvious necessity in running a railroad. We need a little help from our friends for this as well.

We are having a very active spring season, with steam weekends, two Tecate trips a month and some special trips in addition: our dinner trains, the Hale-Bopp Comet train to Legacy Ranch and, of course, the first Jacumba trip in many years, which was made possible by a very special friend of the Museum who did the brush clearance and dirt moving needed to reopen the line to Jacumba. Although January was slow due to the consistently rainy weekends, the weather has smiled on us since, and we are experiencing good ridership for both the steam weekends and the Tecate trips. These riders are all potential friends of the Museum as well when they have a good time as our passengers.

We have a lot of friends and with a little (and in many cases, a lot of) help, we will grow and prosper and manage to reach our community with the story of rail history which we tell.

Win Mott

San Diego Railroad Museum REPORT

Display Building and Other Big Plans

What is the status of the Display Building? What historic structures at Campo will be restored? Which will be reconstructed? Which new facilities developed? What is in store for all our rolling stock? How are we going to store SP 2353? Where will there be formal exhibits? Self-guided walking tours, picnic and camping facilities and small artifact storage? How about parking?

These are just some of the questions that come to mind when looking at the San Diego Railroad Museum's Campo Preservation & Operations Center. The Campo site provides the Museum with the opportunity to meet all of these and many other needs and goals. But to get to the point of developing all these goals, one needs a plan. As a Historian for California State Parks, it is one of my jobs to help plan and develop state parks. Now as a board member of the San Diego Railroad Museum and a volunteer in the newly formed Division of Museum Services, I have been asked to help guide the Museum in several planning projects. These projects include a Museum Interpretive Program and Plan and a subsequent Master Development Plan for Campo.

One of the major components of the Interpretive Plan is the completion of the Display Building. A committee is working on several of the most pressing questions: Which pieces of rolling stock would be appropriate to exhibit? What stories are to be told? What kind of meeting or assembly space is needed? What kind of interpretive activities will be held here? Is the design compliant with the American Disabilities Act? Where do the bathrooms fit in? (A vital question!) Currently volunteers such as Don Getz are working with Executive Director Win Mott to bring the display building up to fulfilling the current permit for occupancy - a project that many volunteers such as Don have worked diligently on for several years. Once plans are set for the layout of the interpretive exhibits and facilities of the interior of the building, engineers and architects will prepare plans for electrical, lighting, flooring, audio-visual and exhibit installation. A new permit for completion will then be obtained and funds raised to implement the plans. If you wish to input ideas, offer your technical skills, or donate funds to the completion of the Display Building, or any comments as the Museum's interpretive and master plans, please contact the Museum office 595-3030 or me at 583-3801.

Jim Newland

Museum Wish List

Since publication of the last "Wish List" early last year, several very useful donations have been received. In December, four brand new 20-ton capacity hydraulic bottle jacks were donated by ACME WAREHOUSING COMPANY, a total value of more than \$1,100. The Museum thanks member Gay Bedell for coordinating this fine donation.

Last Spring, the HELIX WATER DISTRICT donated two used fire hydrants for the new Display Building's proposed fire service water line. HWD Field Supervisor Bob Cundari and

Asst. Field Maintenance Superintendent Dennis McDonald were most helpful with this donation.

This past January, the VON'S MARKET at College and El Cajon Blvd. donated most of the food to supply lunches for the 'All-hands' track work party on January 4th at Campo. Museum member and Von's employee Eva (Mrs. Bill) Schneider was instrumental in setting up this welcome donation.

Also in January, A.C.'s BUILDING MAINTENANCE donated six used 110V hot-air hand dryers that had been removed from the public restrooms of the Federal Office Building in San Diego. The dryers had been disconnected for a number of years and are in like-new condition. Dick Pennick coordinated the above three donations.

As 1996 came to a close, long-time Museum member and benefactor Bill Niedrich again came across with the money to purchase the electrical generator now mounted under the floor of our Miller Creek baggage car (mounting compliments of Dick McIntyre). Cliff Pennick picked up the unit at the supplier and trucked it out to Campo.

Museum machinist Fred Carnathan has donated a second-hand automobile and also donated the machining for the Steam Department's snazzy new Firing Pins.

Let's keep up the momentum!

SDRM Wish List

RESEARCH LIBRARY

- Steel 4-drawer file cabinets (letter or legal size) \$60
- Steel or wood flat files (for large maps, drawings, etc) \$120
- 25 - 30,000 s.f. of new space for Research Library \$?

OPERATIONS DEPARTMENT

- Anti-freeze for diesel-electric locomotives & motored equip. \$4/gal.
- 30W lube oil (55 gal. drum) \$300
- U.C. brake valve rebuilds (Rob't. Peary. 1509,576,4054, etc.) \$1000 ea.
- Misc. track maint./repair tools (spike mauls, tie tongs, rail jacks, etc.) \$10 - 200
- Journal-Tex axle journal lube (55 gal. drum) \$200
- Relay-quality wood crossties for replacement in our operating track \$14 ea.

STEAM DEPARTMENT

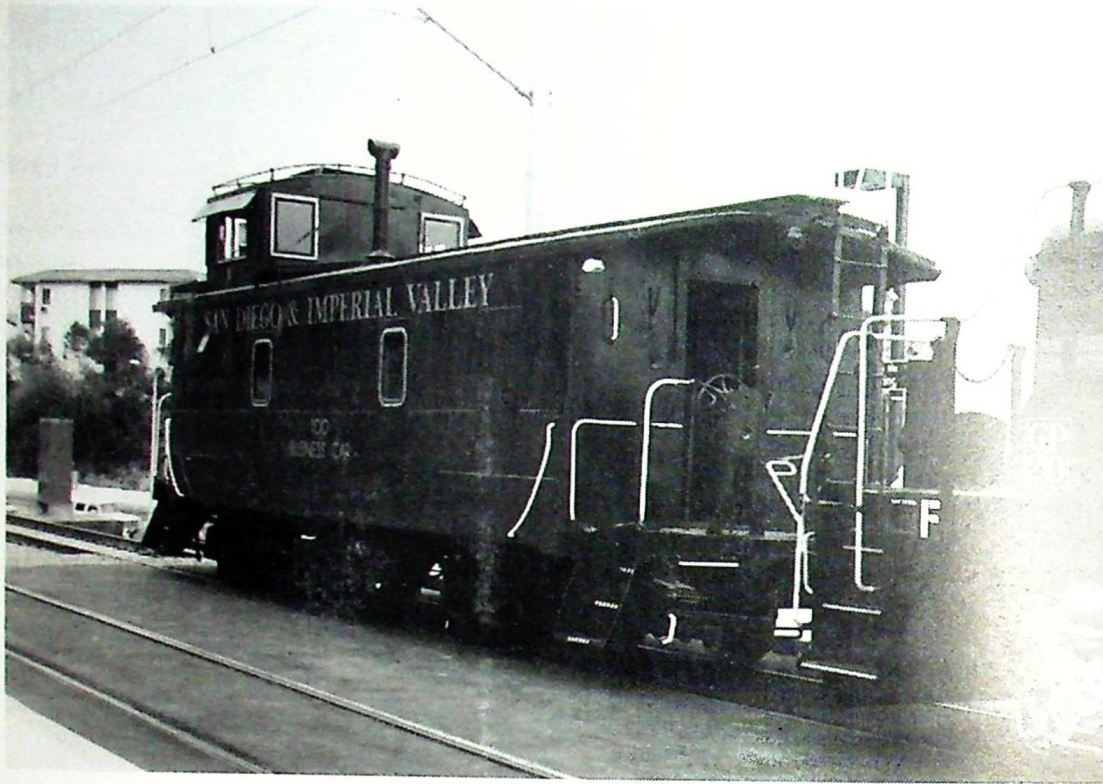
- Estrolene air-compressor oil (5 gal. drum) \$40
- Duplex backpressure gauge (for aid in setting proper valve cutoff) \$?
- Locomotive fuel oil \$0.80/gal

(DEPARTMENTS: Please send "Wish List" items to Dick Pennick, coordinator, in care of the SAN DIEGO RAILROAD MUSEUM, 1050 Kettner Blvd., San Diego, CA 92101. Items received too late for the next issue will be carried forward to the following issue. Please include, if possible, an estimate of the cost to purchase the item).

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Q: When is a Caboose NOT a Caboose?

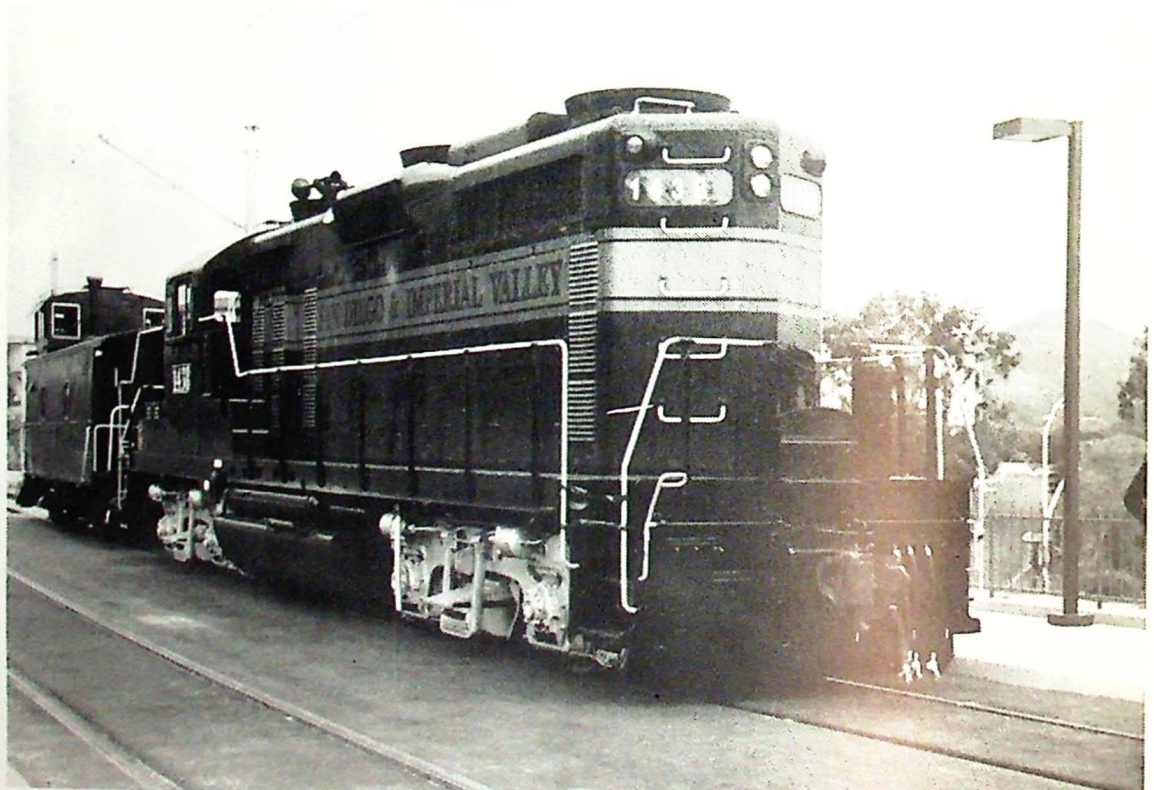
A: When it is a Business Car!



*SD&IV
Business
Car #100 at
the Spring
Street
(La Mesa)
trolley
station's
Grand
Opening
in June
1989. The
Business
car is
painted red
with gold
lettering.*

Photographs by B. Schneider

*SD&IV
GP-20
#1438 with
Business
Car #100 at
the Spring
Street
trolley
station in
La Mesa in
June 1989.
It is painted
dark blue
with red
letters in a
gray band
with gold
stripes and
has silver
trucks*



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Promoting Your Museum: Make It A Habit

There is probably no more basic or more effective element of Museum advertising and promotion than our own members, over the long run.

It's true: the quickie TV and radio spots just before a big event can't be matched for their ability to draw crowds. But the effect is usually short-lived.

As individual members, we each have the opportunity and the responsibility to be personal ambassadors for the Museum in our daily lives. Many members are already putting some of the following ideas to work promoting the Museum. Most of the items I mention here are available from either the Museum's main administrative office or in our Campo Gift Shop. Call Pat or Eric at 595-3030 for more information.

Here are just some of the ways each of us can promote and enhance the fortunes of our Museum (you can probably add many other ideas to this list. I would enjoy sharing yours!)

- ❑ **MAGNETIC SIGNS** — Flexible magnetic plastic signs with the Museum's name and logo are available in two sizes at the Campo gift shop. They can be slapped on each side of a passenger car, van or truck, but are particularly effective centered on the tailgate of pickup trucks. People behind you in traffic or at stop lights are quickly exposed to our name and logo. The logo is in full color on a white background.
- ❑ **MEMBERSHIP APPLICATIONS** — These are always available in one form or another at the main office downtown, at the La Mesa Depot Museum, and at the Campo Depot. When you talk to passengers on our weekend trains, or escort visitors on tours of the Campo Operations Center or La Mesa Depot, or treat a family to a peek inside the steam engine cab, have some applications readily available for those who express an interest in membership or who would like to join in the fun. I try to never let a visitor leave the 2353 cab without an application in hand and a schedule of the other steam trips coming up. My attitude is: if they weren't interested, they wouldn't climb up into the cab in the first place! Applications should be part of every Trainman's and Docent's basic equipment.
- ❑ **ACTIVITY FLYERS** — These are issued by the Museum throughout the year to advertise a special activity like steam weekends, Copper Canyon trips, Tecate Specials, barbecues, Moonlight Trains, Dinner trains, etc. Some are included with most issues of REPORT. Extra copies of these can be had by either making copies at a local copy shop or at your office, or dropping by the Museum office downtown.
- ❑ Try to think of ways to get these flyers into the hands of the public-at-large (short of placing them on windshields! I don't know about you, but this practice irritates me and it causes litter). Some ideas: a handful on the counter of a local business owner; mailed to interested friends,

acquaintances and family, tacked on bulletin boards or in Break Rooms at the office; routed to your co-workers; given to businesses that cannot display them in a customer area but agree to put them up on the employees' bulletin board in the company lounge. Pass them out to your fellow jurors on Jury Duty or place a few in the Jury Lounge. The possibilities are endless!

- ❑ **BACK ISSUES OF "REPORT"** — The downtown office has a large selection of back issues of the Museum's slick-paper, illustrated member's newsletter, going back at least 6 or 7 years, available to any member. I like to have an assortment of several different ones on hand to send with a membership application or leave in the waiting room magazine rack the next time I visit the doctor, dentist or barber. Copies can be used effectively to send to a prospective corporate donor to give them a feel for who we are and what we're all about.
- ❑ **GIFT MEMBERSHIPS** — This is a really fun way to introduce someone new to our great organization. I have gotten to know some really nice people this way. And it helps expand our membership, too! When Christmas or birthdays roll around again, make a list of people you think would enjoy being a member. And then "give the gift that keeps on giving". Just fill out an application with the person's name and address and send it with a check for the appropriate membership level to the Museum office downtown. Nothing could be simpler, and the new member will enjoy the Members-Only discount on all special activities and gift shop merchandise.
- ❑ **CHARTERS** — We don't do windows, but we do charters. All kinds of charters. Do you know someone that would like to be married on board a nostalgic steam train under a full moon? The Museum will be happy to work out the details with you. How about a 50th birthday party, or a journey in an authentic old 1920's open-platform observation car for the top performers in your office, complete with wine and hors d'oeuvres? The possibilities are endless, limited only by your imagination and the availability of our volunteer crews. Call the Museum office for details and prices.
- ❑ **POSTERS** — The main office still has 18' x 24' cardstock posters advertising the Museum and its Miller Creek train ride. Every member should have a few of these to put in store windows of shops that they frequent in their neighborhood. The fact that the office still has a quantity of them in stock suggests this medium is not being utilized to its maximum potential. A small copy shop in my community that I do business with, called "Your Other Office", is currently displaying two of these posters, one in the front window and one on the wall inside the front door. The proprietor even consented to displaying a 1997 steam schedule on the front of the counter at the cash register! And he's not even a member (yet!). Each time I visit his store, I thank him for his contribution to the Museum effort. I also

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give him my business. The Ace Hardware Store nearby, operated by member Buzz Block and his wife Susan, has also displayed a poster for about two years and kicked in donations of hardware items as well.

❑ **ONE-ON-ONE** — Sometimes "word-of-mouth" is the best advertising. How many times have you heard a Campo visitor say "Our neighbor told us about this really neat train trip at Campo. So we decided to come out and check it out for ourselves!". I often ask people I meet on a very casual level if they have ever been to Campo to see the Museum and ride the train. Unfortunately, many have still never heard of us, despite the fact we have been open to the public at that venue for 14 years! A trick I use is to wear my Museum baseball cap with the "SAN DIEGO & ARIZONA RAILWAY" name on it when I go out in public. Invariably, people will ask "Where's the San Diego & Arizona Railway?" or "Do you belong to that group out in Campo?". Guess what? That's your cue to give out a little information about the Museum and extend an invitation to visit and ride an antique train. Better yet, pull out a copy of the Museum's pocket-sized train schedule that you just happen to have a quantity of in your pocket or purse. These schedules are usually available at the main office and at Campo.

❑ **OTHER GROUPS** — Do you belong to a church group, senior citizen's club, Kiwanis, Rotary, Masons, antique or classic car club, PTA, condo or homeowners' association, etc.? Many of us do. Have you ever suggested to your group that the Museum has speakers available for a variety of interesting and informative program about Museum activities, local railroad history, public safety, etc. Suggest that they charter a car or entire train on our weekend Miller Creek run or one of the Tecate, Mexico specials. Or use Campo as a destination for a car rally with a train ride and maybe a barbecue included.

❑ How about a field trip for your Cub Scout Pack, Y Indian Guides or Brownie Troop? We can provide a train/camp overnight experience for your Boy or Girl Scout Troop at a remote location along our track between Campo and Miller Creek. We would train the youngsters out to the campsite on the noon train Saturday and pick them up with the last train on Sunday. We also have opportunities for Eagle Scout and other leadership and charitable projects. Counselors are available for the RAILROADS Boy Scout Merit Badge. Call the office for details or reservations.

❑ **MATCHING GRANTS** — Did you know that many employers offer programs that will match an employee's individual contribution to a philanthropy of his choice, dollar for dollar? Other firms that don't now have such a program in place might be interested in doing so if only you asked. Other members have availed themselves of this opportunity in the past. Check it out!

Dick Pennick

Third Annual African American Railroad Heritage & Buffalo Soldier Day Biggest Ever

Nearly 700 visitors (the best attendance ever) enjoyed a variety of events at the third annual African American Railroad Heritage & Buffalo Soldier Day, February 22, 1997. Jointly sponsored by the Museum and the Africana Studies and History departments at San Diego State University, it drew scout and school groups as well as visitors from many communities.

Student docents related the black history of eight pieces of equipment: the Santa Fe RPO car and caboose 1413; a track workers' velocipede, the FGEX reefer, the "Carriso Gorge," SP steam locomotive 2353, and the centerpiece, the Rockdale Sandow & Southern Jim Crow combine.

The day's events flowed smoothly, thanks to the efforts of many volunteers. The Buffalo Soldiers re-enactors, led by Dennard Clendenin, gave hourly demonstrations and were a hit with the crowd, while one of their number, Albert Wilkerson, prepared his famous barbecue. The Operations Department ran three trains, in push-pull fashion without a hitch. Members of the Interpretation Department led tours every half hour from the depot and escorted large crowds through the upper yards, while others greeted visitors, answered questions, and sold meal tickets. Videos ran continuously throughout the day, and Ted Kornweibel gave an African American railroad heritage slide show every hour.

So many people made this event possible it is not possible to thank everyone by name. Special credit goes to the Mike Reneau's Operations Department for keeping the trains running so well (and wasn't it great to see Denby in his conductor's uniform!) Interpretation Department volunteers did their usual great job of making our Museum "come alive". Behind the scenes, SDRM member Frank Stites, also representing the History Department, was an overall gofer and trouble shooter, while Museum Services director Rich Borstadt was indispensable. The ticket office staff did a great job handling the large crowd, while Pat took many meal reservations at the downtown office. I'm most proud of nine San Diego State student docents who learned a lot of black history and conveyed it so well to hundreds of visitors who toured the exhibits. Larry Brown, Gavin Ching, Leticia Dynes, Larry Gilbert, Andrea Lockett, Nicole McJamerson, Charley Robinson, Stacey Shealy, and Dominique Young. How about volunteering for us again!

Ted Kornweibel

Corrections: REPORT #260

On page 2 in the restoration of AT&SF contributions, Richard H. Tullis, M.D., Life Member No. 8 contributed \$250 not \$50-\$25 as noted. Our apologies for the misplaced decimal. Your generosity is greatly appreciated!

In the article on UP #575 the author stated the car arrived in San Diego on Flag Day July 14. As any American knows, Flag Day is June 14. The car did arrive July 14, but that's Bastille Day, a national holiday in France! Sorry about the mix-up (or was the author just testing your knowledge?)

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Museum Car Carried Its Riders To "Hog Heaven" in California!

Purposely-built for Union Pacific's high-speed California bound *Daylight Livestock Special*, the SDRM's tri-level steel "hog car", UP # 43009, is a late-model example of the stockcars used by railroads to efficiently, safely, and economically carry livestock from farm areas to markets.

Although its "passengers" ended their trips in slaughterhouses, they rode *happily* to "Hog Heaven" in style, enabling southern Californians to pork out on fresh, quality, corn-fed *Midwestern* pork chops, roasts, ham, bacon, ribs, and sausages from *happy* hogs! It's also the *only* Museum "passenger car" that never accepted round-trip fares -- only one-way. It also had an enviable record of no passenger complaints (there were a few "squealers", but Customer Service Reps (butchers) quickly rendered them silent)!

UP # 43009 was built by the Union Pacific at its Albina shops in Portland, Oregon, and was completed in April 1964. This modern Class S-40-16 stock car has horizontal steel side slats with outside diagonal cross bracing and steel Dreadnaught ends. Designed to carry hogs rather than larger

animals such as cattle, it has a wood interior with three levels, each with water troughs and pipes. UP # 43009 has H&L Peacock double-acting brakes, Barber S-2 four-wheel trucks, Timken roller bearings, and rubber bolster snubbers, which the UP advertised gave the animals a "passenger car" ride! It has high ladders and rooftop walkways, banned in 1968 in the interest of crew safety.

The car can carry up to 200 hogs in its 3,738 cubic feet of cargo space, with a capacity of 110,000 lb. (55 tons). It weighs 59,400 lb. (29.7 tons), and is 41'0" long, 9'1" wide, and 14'4" high, with roomy interior dimensions of 40'9" long, 8'6" wide, and 10'8" high. It was designed for creature comfort, and provides excellent viewing!

UP # 43009's sides are Armour yellow. The roof and ends are painted aluminum to distinguish it as a roller-bearing car, and also to help reduce interior temperatures while crossing hot southwestern deserts. Its underframe is black. All lettering

is Vermillion (bright red) except for large black car numbers on its sides.

The 270 cars in this class (UP # 43000-43269) were built in 1964-66 for UP's high-speed *Daylight Livestock Special (DLS)*, which carried hogs of Midwestern origin from Salt Lake City to Los Angeles in 25-30 hours, eliminating the need to unload, feed, and rest the hogs every 36 hours, as required by federal law. In 1976, after major changes in operations and car renovations, the train was renamed *California Livestock Special (CLS)*. It was discontinued in 1985, and the stock cars added to UP's Chicago-Los Angeles *CSLAZ* trailer train at Salt Lake City, and later the North Platte-Los Angeles *NPLAGE* GE products and stock car train.

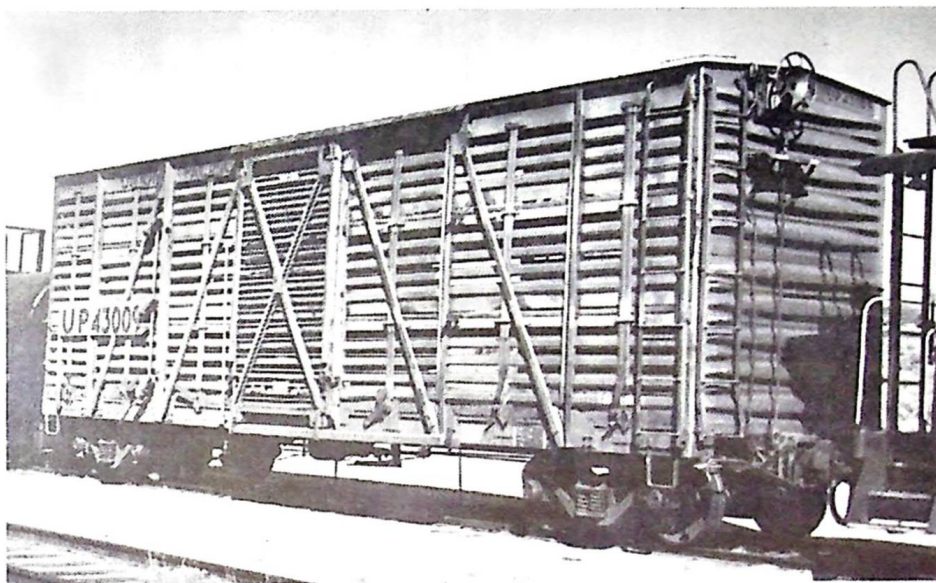
Under AAR rules, the cost of off-line car maintenance was back-billed to the owning railroad. Although UP # 43009 was not restricted to UP lines because of this, it was in the owner's best interest to minimize off-line repairs, due to the higher cost of the cars in this class. Therefore UP # 43009 was kept on UP lines as much as possible, to keep repair costs down by doing most of it in UP shops.

UP # 43009 was renovated at the Albina shops in 1976 to permit in-car feeding and watering of the hogs, and had shutters installed on its sides for better temperature control and to eliminate the need for straw bedding in the winter

in favor of all-year sand bedding (which also gave the hogs the "feel" of California's beaches!)

It was serviced by the UP at Omaha, NE in February 1974, January 5, 1984, and September 1985. It was one of two UP stock cars seen at Rogers, Nebraska on September 22, 1989 by SDRM Board of Trustees member Rene Lamar Scheuerman, who was attending a UP Historical Society convention in nearby Omaha. In an unusual coincidence, it was one of those same cars that was donated to the SDRM by the Union Pacific Railroad in December 1989, after a request for the donation of such a long-sought car by Museum Director of Acquisitions Roger Garrett.

UP # 43009 was brought to Colton, CA by the UP and to San Diego by the Santa Fe. It was moved by the SD&IV to San Ysidro and stored outside its engine house there until



Dreadnaught ends, high ladders, rooftop brake wheels, and tri-level water filler pipes are seen in this October 1990 view of UP #43009 at Campo

Photograph by B. Schneider

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"I'm Honeydew Hamhocks, and no 'Pig in a Poke! I was 'Sowbelly of the Year' with trolley cars named for me. When Farmer John gave me a trip to California, I rode in car four-three-doulbe-aught-nien, and it was Hog Heaven! Nothing to do but eat, sleep, dream of California's sandy beaches, and sightsee from my third-floor open-air vistadome! I even had a shower enroute that drove ne hog wild! Now I'm slated for a 'Sugar Cure' — a newfangled Californai spa treatment, I suppose. I can hardly wait! Sure hope I can repay the flavor — err, favor!"

(April Fool, Honeydew!)

Photograph by J. Stodelle, 1982

brought to Campo in February 1990 by the SD&IV on *Great Freight III*. It was cleaned, and is now displayed in operating condition at the Museum in Campo. Further rehabilitation will continue as time and funds permit.

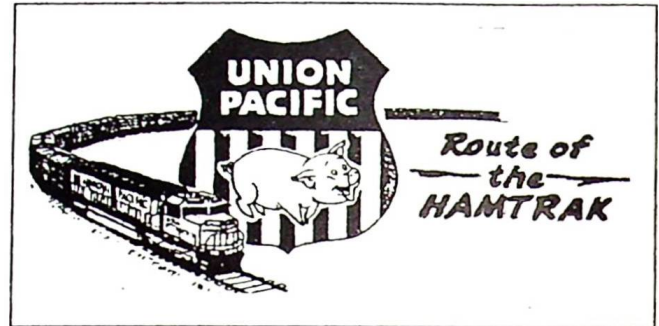
In cooperation with local 4-H clubs, UP # 43009 could be loaded with some hogs on special occasions to demonstrate how animals are shipped by rail, which might also attract media attention and get additional publicity. Having live hogs on board would make a museum-operated "UP freight" even more authentic, although there might be a *slight* odor (also authentic!), and some equally-authentic cleaning chores afterward! Plus some unique sounds!

There's definitely a future at the SDRM for this splendid example of a porcine railroad car that transported all its passengers to "Hog Heaven"!

Bill Schneider

This article was prepared from inspections of the car, and material provided by the SDRM Research Library, SDRM member Rene Lamar Scheuerman, William Kraiville of the Union Pacific Railroad Museum, an article by Mark Wayman in the June 1988 CTC Board, and the book Union Pacific Freight Cars-1936-51 by Terry Metcalfe (Metcalfe Publications, 1989). Thanks are expressed to all.

Porkers Hogged Spotlight On UPs Real "Pig Train"



Excerpts from All Aboard HAMTRAK, an article by Mark Wayman in the June 1988 issue of OTC Board about the special trains which the SDRM's UP # 43009 was built for. The SDRM thanks Mark Wayman for this informative story, which explains the scope and complexity of this operation.

The Union Pacific operates the last regularly-scheduled livestock trains in the United States. These dedicated stock trains are genuine "Pig Trains", transporting live hogs from the corn belt in the Midwest to the Farmer John packing plant in southern California. "Eastern-most in quality, Western-most in flavor" is the trademark slogan of the Farmer John Brand Meats Division of the Clougherty Packing Company of Los Angeles, who buys their porkers in the Midwest and ships them live to its slaughterhouse and packing plant in Vernon, CA, instead of slaughtering the hogs in the midwest and shipping frozen carcasses or processed pork to the west coast. (Most pork is processed in this manner).

In late 1947, the Union Pacific inaugurated the *Daylight Livestock Special (DLS)*, a high-speed diesel-powered stock train that operated from Salt Lake City to Los Angeles. Rail stock service had been averaging between 50 and 60 hours a trip due to a federal law requiring the stock be unloaded, fed, and rested every 36 hours. At that time, the unloading was done at Las Vegas, NV. The railroad felt the 821-mile trip could be made by the *DLS* in only 30 hours by furnishing it with upgraded stock cars, diesel power, and a faster schedule. The use of diesels eliminated numerous servicing stops required by steam locomotives. The faster schedule would also allow closure of the Las Vegas stockyards, saving a considerable amount of money. In the fall of 1947, six months after the *DLS* was initiated, the Las Vegas stockyards were dismantled.

Due to the perishable nature of the cargo, Union Pacific scheduled the *DLS* to make the majority of its desert crossing at night, to minimize heat problems for the animals. Even so, cars with hogs had to be wet down at Milford, UT, and occasionally in extreme heat at Desert, Yermo, and San Bernardino, CA.

DLS trains leaving Salt Lake City were restricted to 85 cars. During slow periods, priority freight was often added to fill out tonnage; conversely, during peak periods as many as three sections of the *DLS* were run. Once the *DLS* arrived in Los

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Angeles, yard switchers immediately broke the train up and forwarded the stockcars to their final destinations, of which there were 27 at the time. Twenty were served by the UP, while five received their cars via Santa Fe interchange, one by Southern Pacific, and one by Pacific Electric.

By 1949, the DLS had become quite a success. Carloadings had increased 9% at a time when stockcar loadings throughout the rest of the railroad industry were down 13%. It is not surprising that in 1949, the DLS never overran its 36-hour Federal deadline. In fact, although the original schedule called for the service to be completed in 30 hours, the average operating time was 27 hours.

In 1966, Union Pacific finished building 270 new 40-foot triple-deck stockcars at their car shop in Albina, OR. These new cars, numbered 43000 to 43269 (*including SDRM's 43009*), were the most modern stockcars in North America.

The business saw no major changes until 1976, when UP realized the Salt Lake City stockyards were past any economic viability and would have to be replaced. The costs of building a new facility were staggering, given the limited revenue in stock hauling. UP decided a new facility would be a last resort, and found a solution that would satisfy the 36-hour law along with the needs of the hogs, shippers, and railroad.

Beginning in October 1976, UP began a \$1,188,000 renovation and upgrading of its 270 43000-class hog cars at the Albina shops. It included modifications to allow in-car feeding and watering, and installation of shutters on the sides to control the inside temperature during both winter and summer. The installation of shutters also permitted the elimination of straw bedding in winter, allowing sand bedding to be used exclusively year-round for the entire trip.

Preparations were also made to eliminate the Salt Lake City stockyards. The UP constructed a watering facility for the hogs 420 miles west of Salt Lake City at Dry Lake, NV, milepost 363 on the Caliente Subdivision of the California Division, 30 miles east of Las Vegas. At Dry Lake, 36 hose racks were constructed to handle watering of an equal number of stockcars. It also installed two pairs of "drenchers" (12-foot high standpipes) at each end of the hose racks, enabling cars to be flushed out and the hogs to be wet down as the train was pulled past.

Enroute feeding was handled by scattering shelled corn on each deck of the cars at their point of origin. The hogs would spend almost the entire trip either eating or bedded down on the sand snoozing, thereby meeting the federal feed and rest requirements, and with the construction of the watering station at Dry Lake, the railroad had solved the problem of watering the hogs.

In the fall of 1976, UP hauled its last carloads of cattle, and with the closing of the Salt Lake City stockyards, the stock train became a whole hog operation. It brought in nearly \$6 million in 1977.

The rebuilt train also acquired a new name in 1976, *California Livestock Special (CLS)*, a name it kept until 1985, when the CLS was eliminated. The stockcars were then added to the consist of the *CSLAZ (Canal Street [Chicago] to Los Angeles Trailers)*.

The hogs are purchased by Clougherty's buyers at auction centers in Nebraska, Missouri, Iowa, South Dakota, and Colorado. The stockcars have priority status on the Union Pacific, and after being assembled in Salt Lake City are placed behind the power of one of the railroad's hottest trailer trains. From Salt Lake City to Los Angeles, now 785 miles, the "*Hamtrak*" makes only three stops before the hogs reach their final destination. Two are for crew changes at Milford, UT and Las Vegas, NV; the third is at Dry Lake, where it makes an hour-long stop to water the hogs.

During the winter months (from late October to April), the hogs are watered at the hose racks, where the six troughs in each car (two per deck) are filled, and the Durocs, Yorkshires, Hampshires, Polands, Chinas, and crossbreeds allowed to drink their fill. After the hogs finish quenching their thirst, the troughs are drained. In summer months, the water is left in the troughs to help cool the hogs down on their remaining journey.

During the summer, the hogs are also run through the drenchers and sprayed, the procedures depending on the current temperature. If it's 70-80 degrees, the hogs will be run through once as the train pulls out of Dry Lake. Temperatures of 80-90 degrees require the train to run through the drenchers twice. On days when the temperature exceeds 90 degrees, the hogs pass through the drenchers three and sometimes four times. Watering the hogs is very important if they are to survive the trip south through the Mojave desert.

The trip ends at Los Angeles, where a switch crew removes the stockcars from the train and immediately forwards the porkers to their "terminal" destination. At the Clougherty facilities the hogs become Farmer John's finest pork chops, hams, sausages, and bacon.

ED: Since publication of this article in 1988, there have been changes in operation of these stockcars. In recent years, they've been carried on UP's NPLAGE (North Platte-Los Angeles General Electric Products and Stock train). And UP #43009 is now a "historical artifact" at the SDRM.

Los Angeles Live Steamers

An Open House is scheduled for May 24-26 at the Los Angeles Live Steamers. It is open to all "Train People".

They ask for a \$5.00 donation at the gate but it is not mandatory. The donation is good for all three days of train fun.

The Los Angeles Live Steamers is a real working railroad. The track gauge is mostly 7 1/2" with some 5" also. Rides are free and fun.

The LA Live Steamers are located in Griffith Park at 5202 Zoo Drive, Los Angeles CA 92027. The Park telephone is (213) 669-9729.

*John Smith, Life Member #130,
Caretaker of the Los Angeles Live Steamers*

San Diego Railroad Museum REPORT

Restoration Department News

Restoring a vintage railroad car is like restoring a 200-year old House: You don't know how much you'll need to fix until you got into it And you will keep discovering new problem up to the day the job is finished! That's the story of Santa Fe PPO 74.

The cause of the past interior damage (most of which has been repaired) is the roof. Each day's work seems to reveal new holes and leaks. Steve Kostelak, Frank Stites, and Ted Kornweibel have been doing little else that roof repairs since the last REPORT. Steve came up with a great idea for making water-proof patches. Meanwhile Dick McIntyre, Bob Haney, and Dick Cupp have completed the exterior metal repairs. The car is *almost* ready for sandblasting and painting (I know, you've read this before, but not it's real close). Meanwhile, Stu U'Ren has almost finished completely rebuilding the battery boxes, doing a fine job of wood working.

If you haven't bought one of the RPO commemorative brass key tags, there is only a handful left. At \$5, they make great gifts (or you can give yourself a gift). Stop by the RPO to get one on Saturdays, or call Ted at 461-0098.

Speaking of gifts, special to the Excursion Committee folks--you know who you are--who raised money for the RPO by selling Dudley's bread. It's great to have supporters like you! Thanks also to Thomas O'Brian, for making phone contacts with potential donors. That's what makes this project a great partnership. *Ted Kornweibel*

Train Crew Certifications

The Qualification Board has recently certified the following people for the crew positions noted below:

STEAM ENGINEER INSTRUCTOR:
Denby Jones, Larry Williams

STEAM ENGINEER:
Tony Neece, Fred Perry

STEAM FIREMAN INSTRUCTOR:
Richard Dick, Allen Andrews

STEAM FIREMAN:
Tony Neece, Dick Pennick, Fred Perry

DIESEL ENGINEER:
Randy Houk, Fred Perry

BRAKEMAN:
Bill Walker

The Qualification Board, the Training Officer, the entire Operations Department and the all the Museum members extend their hearty congratulations! *Jim Baker, Training Officer*

Extra Specials Run In April

The SDRM is operating two extra Special trains in April, in addition to the regular Miller Creek runs and scheduled Tecate, Jacumba, and Dinner Special trains.

At 5:30 pm Saturday, April 5th, a Comet Special ran from Campo east to Legacy Ranch, where telescopes were set up to view the Hale-Bopp Comet. The trip was arranged by the Oceanside Photo & Telescope firm, and was a sellout, with over 200 passengers riding our 15 mph Comet Special to view a real comet moving at about 84,000 mph!

Sunday, April 20th is the day of the Museum's Gary Jacob's 40th Birthday Special, a deluxe chartered trip running through Mexico from Tijuana to Tecate.

Both trips are bringing extra revenue to the Museum. It's hoped more Extras can be run, but the more trips we operate, the more train crews and maintenance personnel we need. We are busy! If you aren't active at Campo, please consider volunteering at least one day a month!

Bill Schneider

La Mesa Rummage Sale

A Rummage Sale with the slogan "One person's Junk is another's Treasure!" raised \$ 2,190.95 for the Museum at the La Mesa Depot on Saturday, March 22. The highly successful sale was organized, coordinated, and led by Don Getz, Elaine Hall, and Rita Cloud.

Also working hard in item-collecting, setup, the sale itself, and in cleanup were Cliff Pennick, Ann McVeagh, Corinne Gallagher, Kathy Foote, Nancy Mercer, and other members, friends, and "significant others".

Dozens of SDRM members and friends donated used clothing, furniture, books, artifacts, a chandelier, and other esoteric items. Ted Kornweibel even gave the Museum "the bird" --- a noisy Conure that was quickly sold!

Hundreds of people stopped to look, browse, and buy --and learn about the SDRM. Some even tried to buy on Set-Up Day! The Rummage Sale gave the Museum added public exposure and new friends, as well as raising needed additional funds. Our thanks to all who brought it off through their hard work and contributions!

Second Annual "Movie Night"

Museum Treasurer Chop Kerr announced that the final total netted by the SDRM from its Second Annual "Movie Night on the Berkeley" January 15th was \$ 508.20. A vote of thanks to all who supported and attended the event, especially Chop Kerr, who planned and arranged it, and did most of the work. A great social time was had, and contrary to what Jim Baker said, Slim Pickens did not play the role of Denby Jones in The General!

Bill Schneider

San Diego Railroad Museum REPORT



Demolished Depots

Top: The Santa Fe's now-gone Fallbrook Depot was the destination of one of the PSRMA's earliest excursions in April 1964. Note the streamlined "San Diegaan" cars. The "new" line into Fallbrook from De Luz was built in 1916.

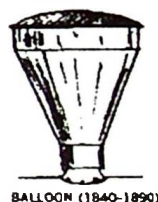
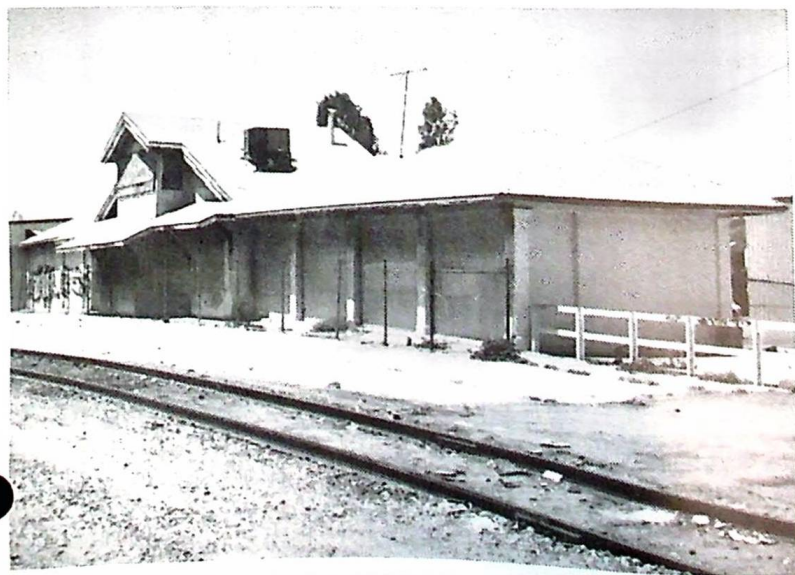
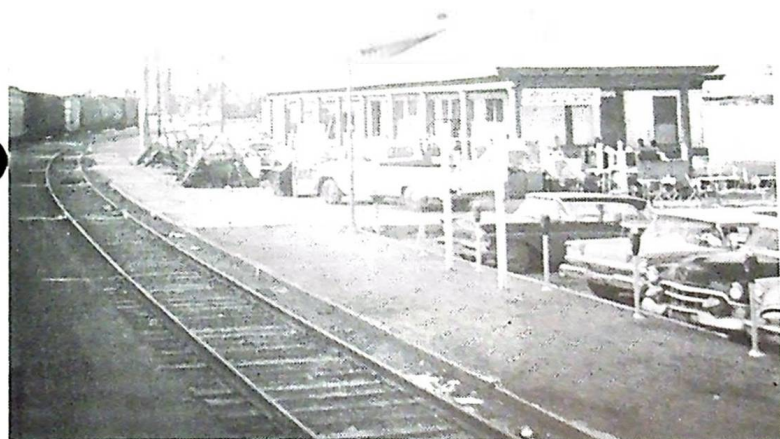
Photograph by J. Stodelle

Center: "No More" was Jack Stodelle's caption for this 1967 photo of Southern Pacific's Calexico Depot. For decades it had been a stop for SD&A/SD&AE San Diego-Yuma trains. The sign reads "Juguetes-Losa Radio Y TV".

Photograph by J. Stodelle

Bottom: Southern Pacific's Colton, CA depot looked like this on April 28, 1996. It is now an industrial building used by Cal Wal Gypsum Supply, whose yard is on the other side. It was once a major stop on SP's transcontinental main line.

Photograph by B. Schneider



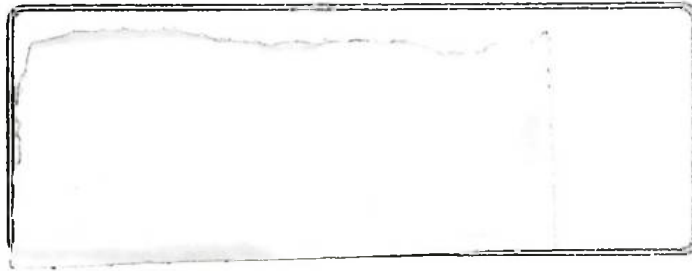
Types Of Smokestacks

There was always danger that flying sparks from the smokestacks of wood-burning or coal-burning locomotives would set fire to the surrounding forest or prairie. To prevent this, designers used various kinds of cinder traps and screened "bonnets" on stacks, to catch and hold the hot clinkers. The Large Diamond, Sunflower, Cabbage Head and Balloons were used on wood-burners. The Diamond, Shotgun, Capstack and Congdon were used on coal-burning engines.

San Diego Railroad Museum
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San Diego, CA 92101
(619) 595-3030



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San Diego Railroad Museum Research Library Relocation?

It is not known at this time when the library will have to move but we expect to be given a 3 month notice soon. At this time, we do not know what we are going to do. It has been suggested that maybe an empty bank building might be available somewhere.

If any one knows of a building suitable for a library that has a minimum of 3000 square feet up to 10,000 to donate either temporarily or hopefully permanently, please call the Museum office right away at 619-595-3030. Remember if you donate a building, you or your company will get a tax deduction. Please do not let the best Railroad Research Library in the southwest be put into storage.

Roy Pickering, Director of Libraries

To My Friends At the San Diego Railroad Museum, Motor Transport Museum, Campo and Lake Morena

It has been a short winter! As I am now leaving to return to Gardner, Kansas, I wish to say good-bye and thanks for a good time.

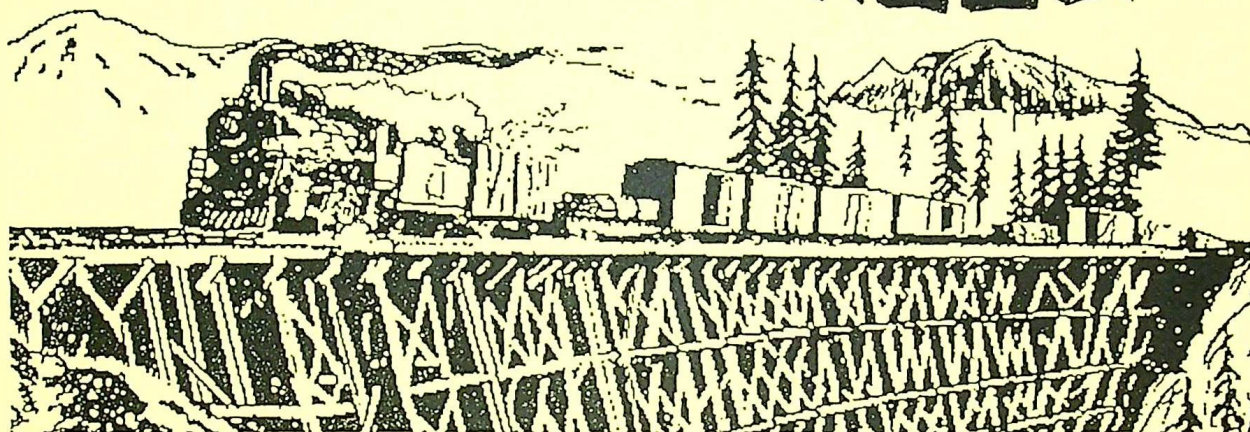
When I came here Dec. 6, I knew no one here, other than to talk on the phone. I was unsure how a snowbird from Kansas would fare in this winter. I found the weather at Campo was a little cooler and damper than I expected, but it was much better than a Kansas winter.

I did find the folks here are as good as those back home and at the Midland railroad! I have every intention that I will spend next winter here too.

If any of you have the opportunity to visit Kansas this summer please be sure to visit us at the Midland Railroad at Baldwin Kansas. I will give you the "Cooks Tour"

Thanks again and see you next winter. *Ross M. Bryan*

WINE TRAIN!



- Ride by bus and train to Mexico!
- Tour the Finest Wineries in Baja: The Domecq & La Cetto Wineries.
- Dining, Shopping, Fun at Puerto Nuevo (famous for their delicious lobster meals!)
- Ride in comfort aboard air conditioned luxury buses to the train and from Tecate for the winery tour.
- Expert escorts to guide you.



Taste the Wines, June 21, July 19, Aug 16

Yes, I want to catch the Train!!! ☒

Trip...June 21 ☐ July 19 ☐ Aug. 16 ☐

Call the San Diego Railroad Museum Office for credit card telephone reservations or mail your check, with the attached form, at least one week in advance of the trip. Trips do sell out so we recommend you reserve early by calling: (619)-595-3030 or 1-888-228-9216 or by sending a check made payable to: "San Diego Railroad Museum", 1050 Kettner Blvd., San Diego, CA, 92101

Name for Reservation _____
 # in Party: Mem.\$60.x Non-Mem.\$65x _____
 Mail Address: _____
 City _____ State _____ Zip _____
 Phone # _____

