

Mailing Address:
John McGreevy
Director WR
7780 Camino Durango
1000 Oaks CA 91360

Daylight



Tim Tonge
Ashley Avenue
East Freetown MA 0271
Secretary-Treasurer

July-1976

MEMBERSHIP-11

VOLUME 1 #5



Fellow Members,

Thanks for your patience. There is much news. As you can see, there are many more pages than usual. Next issue we go to 16-20 pages for the DAYLIGHT. We are going to mimeograph and so there won't be photos scattered throughout the issues. We will, however, try to have a photo or two.

The consist of the newsletters shall be much modelling and prototype. It really depends on what members send in to me. We need people to report on sightings of trains and news about the RR.s that travel through your town. We need articles on modelling. Like the saying "You are what you eat", we in the WR read what we write.

The price has to go up I'm afraid. We must do this if we are to have a first-class newsletter. So effective when your renewal date is up the price is \$3.00 FIRST CLASS MAIL or \$2.50 THIRD CLASS MAIL. This newsletter was sent third class. My postmaster told me that it would take 5-10 days to reach its destination. Personally, I think that Third is the only way to go, but if you want it just a little faster go the First Class route. Until your renewal is sent in we will send all newsletters out Third. Don't forget that for a while we will be putting out the new format DAYLIGHT on the old subscription rate card.

We have decided that there will be no Official Meets. I don't think it fair to use all the members money to give the few members who can make it a good time. We live too far away from each other. Unofficial meets are of course a different thing. For this reason we will never build up a sizeable treasury, rather all the dues will be poured into pages and photos where possible.

I really don't think we can complain. The HOTBOX is now going to cost us \$4.00 and will have only 12 pages. We will continue to try to come out during the months the HotBOX is dormant. THE NEXT ISSUE WILL COME OUT ABOUT THE MIDDLE OF SEPTEMBER. There is much time to write articles during most of our vacation. The Western Region lives, help to make it the best region of the TAMR.

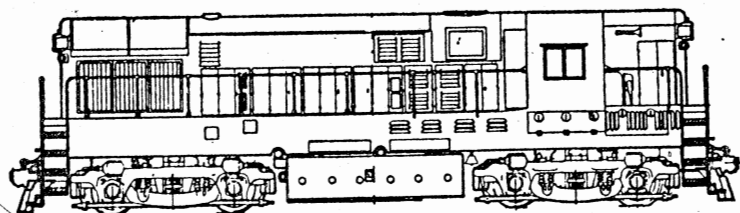
TAMR NEWS: As the new auditor for the TAMR, I can get some "inside" information. THE NEW address for SECRETARY OF THE TAMR is:

TAMR SECRETARY C/O BRIAN ANGELI STATELINE DRIVE
POWNALE VERMONT 05261

(see over)

John, John

TRAVEL TOWN AT GRIFFITH PARK
LOS ANGELES, CALIFORNIA



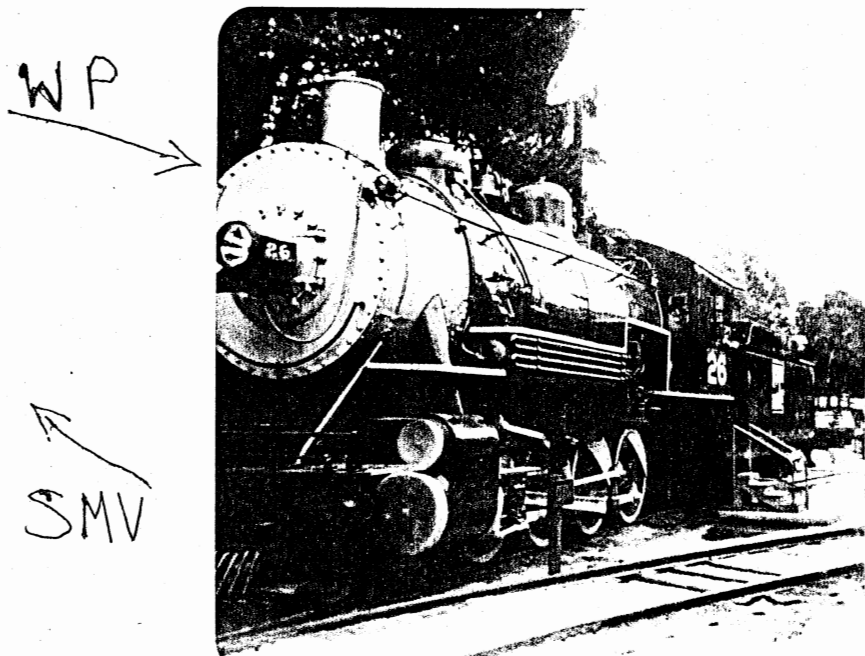
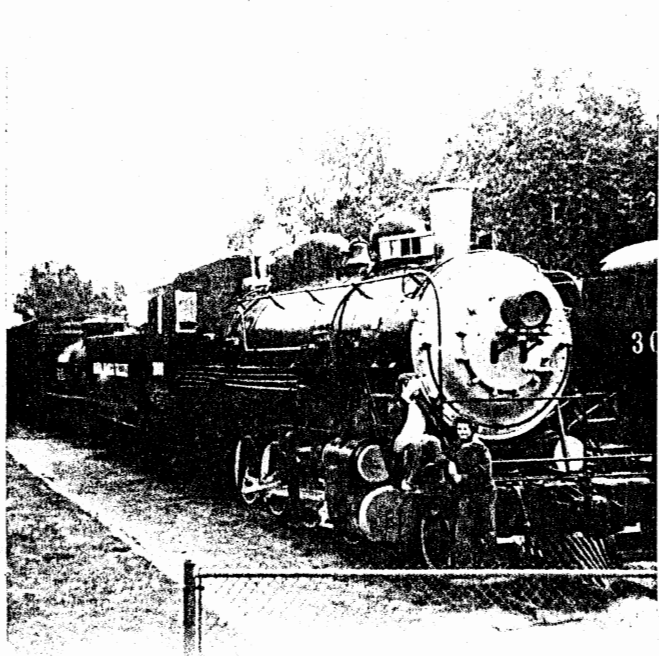
In order to see many STEAM locomotives one must travel to the mountains of California or Colorado and withstand large crowds. WRONG! While this might be true for operating locos and tourist movements, it is not if you want to study the former queens of the rails at rest.

Located at the East end of the Ventura Fwy., Travel Town offers more than you might expect. Access is easy, take the Forest Lawn exit. This is found just west of the junction of the Ventura and Golden State Fwy.s. Admission is free. Just walk in and right before your eyes are many tracks crowded with old steam and electric locomotives as well as many passenger and freight cars. There's about 20 Steam locos which range from 0-420's from Hawaii to the Western Pacific Consolidation type loco. The latter is pictured below. It is the oldest vehicle at the park (1864). The loco fell just short of 100,000 miles of service as it ran mostly between the Bay Area and Salt Lake City.

Also pictured below is a loco from the Santa Maria Valley line. You can climb into the cab of this loco. It is this way with all the steam locos. Most of the passenger cars are this way as well. There are some with seats in them and they are fixed up in such a way that you can almost imagine how it must have been to ride these grand old cars. Other cars only have floors and some are closed. All are eventually to be fixed. The more you go there the better the cars will get. I know that the operators of Travel Town are dedicated to improvement.

One neat thing is all the caboose. We climbed up into the cupola and looking forward wave down to the fellow visitors and ride off into the proverbial sunset, at least in your mind. I know the cars don't really move and the steam locos don't move either but don't forget the lead of the Freedom Train, 4449, was sitting in a park in Portland Ore. until the idea came up for the train. Now this loco is adored like a god. Can you even begin to imagine how many pictures have been taken of this magnificent loco. How many pictures do you think were taken of 4449 when she was a dust and rust collector up in Oregon. So I guess that's the fascination for me, the fact that these locos once did and may again be running the rails.

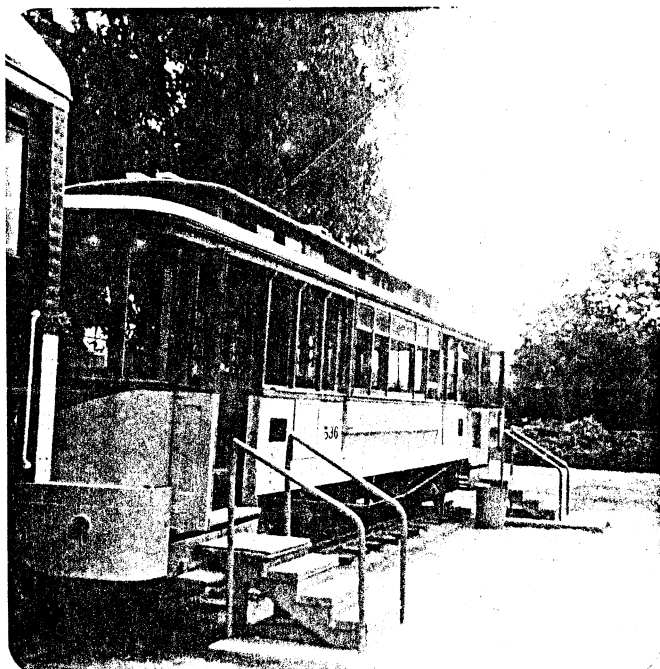
For you traction fans there is some old PCC cars and "Alligator" type PCC engine. There is also a perfect Santa Fe railcar. There is much more rail vehicles there including some 20 foot freight cars from Hawaii.



Travel Town isn't called Travel Town for nothing. To prove this there are two big planes donated by the Navy. They also donated a missile which is in a fenced-off ring as are the two planes. The museum building has its own fascination. Inside are models and pictures as well as much written information about railways. There are many old fire engines and milk wagons as well as old cars and trucks, some in perfect shape some left as they were found. One impressive item is a giant jet engine.

What about action? There is a half mile loop of track that is used for taking passengers around the perimeter of the facility on old San Francisco trolleys. Cost is 35¢. On Sundays the Live Steamers meet and run there riding locos on the extensive trackage system. They generally grant free rides to any one who wants it.

The scenery is beautiful and the hotdogs are great. If you live nearby or are traveling through the area don't miss Travel Town.



PACIFIC
ELECTRIC

V
e
h
i
c
l
e
s



SCRATCHBUILDING FREIGHT OR PASS. CARS

Just some notes on this most popular facet of our hobby. I model in N scale and up until recently it was near impossible unless one was a master craftsmen to scratchbuild in this scale. Now NothEastern Hardwood has expanded their line of car parts to include N. These wooden parts are of fine detail. Freight and passenger items are available in the way of floors and roofs, roof walks and bolsters. Yet hard to get is freight car doors, ends or bottoms. One suggestion would be to use Kaeer's freight floor and build around that. Yet this still leaves much needed equipment. What this points to is the old kitbashing methods using old car parts aquired from junk sales.

Remember this scratchbuilding is never cheap for cars. This isn't your place to save money, rather its your outlet to put quality into your layout. I think that scratchbuilding is one of the most interesting things to all of us so I emphasize to you to send in articles on your methods of scratchbuilding or kitbashing and we will try to publish at least a page a month on this topic. Again all things printed depend on your correspondence. See your name in print.

PLASTER MOUNTAIN METHOD

I have stacks of magazines on the subject of making mountains, yet they all seem to lean towards using screen or special plaster and generally aren't made for ease and lowcost.

MATERIALS

50 lb.s of plaster
cardboard
Newspaper
paint pigments
wallpaper paste

TOOLS

water sprayer
flour sifter
paint brush
spoon

On top of your frame, no matter what it is, place wads of newspapers in the shape of your mountains. If you have places where there are girders and no firm areas simply put cardboard over or wood, anything to support the newspaper. Water down the papers or tape them into place or both. Just maneuver the papers into the basic shape of your modelling surface.

Use basic wallpaper (wheat) paste and make according to instructions on the package. Cut some newspaper strips, any size you feel like, 3 times 6 works for me. Dip into the mix and place the strips and place onto the newspaper wads. Cover your entire area with the strips, you may want to go over some areas twice. This may take up to two days to dry depending on the rel. humidity in your area.

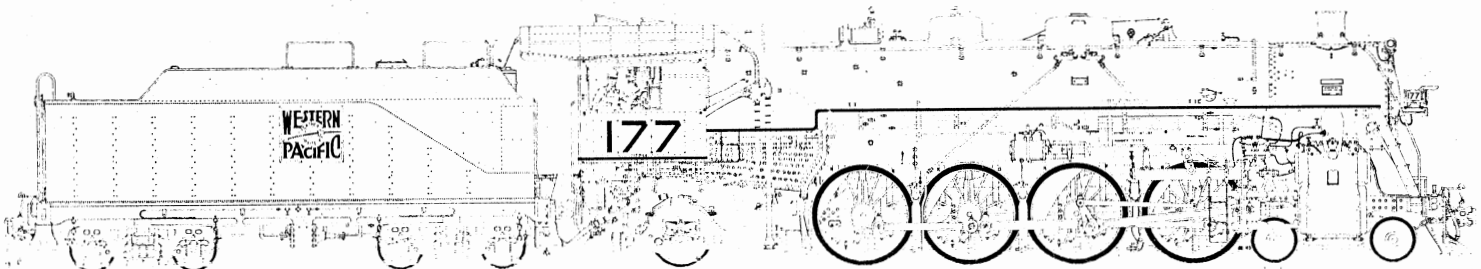
Once this is dry youve got your basic paper mache scenery. You can stop here and paint it or move on to the plaster portion of the method.

Obtain some plaster. I used a bag of 50 lb.s costing \$4.00. It has a 30 minute drying time but by using one cup at a time I was able to keep ahead of the fast drying material. I think you can get plaster that takes much more time to dry but generally this cost much more per pound and has a way of turning pinkish. Look for the big bags at construction supply stores, as it is with most things plaster is cheaper in bulk.

Use a brush about 1½" wide plus hard to get to places some smaller brushes. Mix the plaster on the basis of 1 part water to two parts plaster. Dip the brush into the plaster and "paint" the plaster on over the paper mache base. Make the strokes go in one direction to simulate the grain of the land of which you model, usually horizontal.

This type of detailing is great for smooth surfaces or surfaces which do not have boulders. If you desire a rocky surface I'd suggest everything said so far but where you need the rocky surface use the molding method. This method consists of casting polyurethane over any rock and then use the mold to cast features into wet plaster.

I believe that paint pigments are the best way to color plaster for soil or grass. They can be obtained from Craftsmen Specialty Supply. Catalog is \$1.50 and well worth it. Address is 6608 Forty Mile Point, Rogers City MI 49779. The work goes easy. Simply rewet the dried plaster and sift on the pigments. Pigments come in many colors and the only way to obtain natural colors is to mix various colors together. Always do an earth color. If you just put grass over the white plaster it will not look realistic.





One thing that can be done before you apply any soil or grass is to color the plaster with dyes, such as Rit. Again various colors are available and mixing isn't a bad idea. This procedure involves a lot of wet water all over the place but is really effective, especially for cliffs.

Much additional help can be found in SCENERY FOR MODEL RAILROADS put out by Kalmbach. It is very helpful. I know that between my own ideas and theirs I managed to have a scenic layout that I am proud about. So get up and try it. Modify my methods for your tastes but do add scenery, it can be done cheaply and can look great!

RAILNEWS

This starts a column that I hope will eventually cover every important rail movement and interesting fact that need be covered in the west. We'll start small, we have to but with your help we can expand to a news source. The idea is for all members to report interesting things about the railroads that they live nearby. You'll get an idea of what I mean when you read what I have to say later on in this issue. I live about 50 miles north of Los Angeles, near the coast. Therefore I'm going to report on my sightings of the Southern Pacific and The Coast Starlight (Amtrak line over the Esnee). I'll also try to cover the Ventura County Rwy. as well as the Santa Maria Valley. Sure I won't be able to come up with a heap of info yet by finding out what I can when I can I hope that what I have to say will be interesting to all of you. You can do likewise. Please don't be afraid that what you have to say isn't worthy of publication, if you think it interesting odds are so will the rest of us. What follows is what I have been able to come up with so far this summer.

PROPOSITIONS R & T- RAPID TRANSIT FOR LOS ANGELES- DEFEATED

June 8th L.A. voters rejected the proposed rapid transit system called the Sunset Coast Line. Though soundly defeated (60-40), there are many points to both sides. Proponents argued that while the system would cost a large sum, in the long run it would pay for itself and save users money and that if the propositions were not past now that the cost would go up. Opponents stated that while all would pay, few would or could enjoy the system and that the venture was too large-too-soon.

I would have liked to have seen such a system yet economics seems to point otherwise. L.A. is the largest city in the world yet for that size its population is relatively low. In other words there are less people per square mile. George Hilton, respected Economist, points to this fact and failure of systems to keep costs down such as Bart and the Metro in Washington. L.A. has sunk much money into its freeways and they should not now be abandoned.

But there are some things left unsaid which should not start this way. The big redcars, my parents tell me, were fast enough and pollution wasn't nearly such a problem. But they were smart enough to see that the way in which the system was going could not continue. The cars were breaking down and maintenance could not keep up. But why were the rights of way sold for bargain basement prices only to have buildings put in the way so that to get them back

SANTA FE'S F-UNITS

A PICTORIAL BY CRAIG WALKER



CRAIG WALKER PHOTO

1



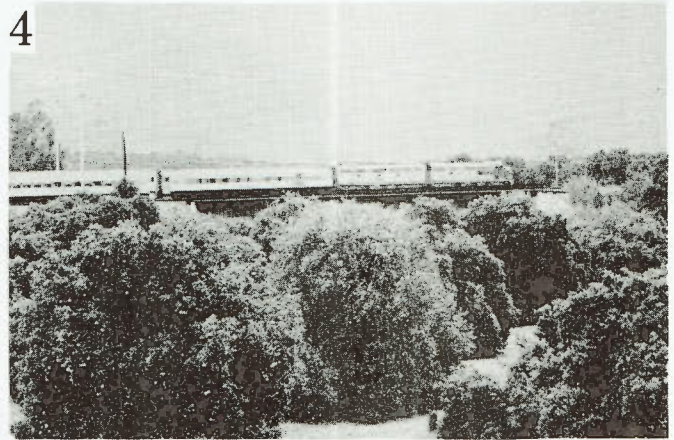
2



3



4



5



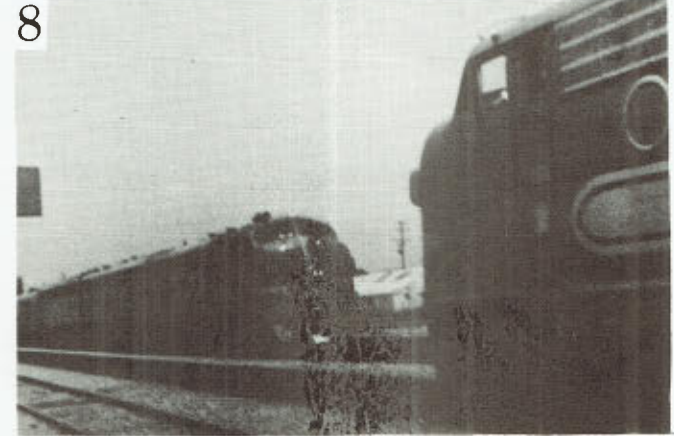
6

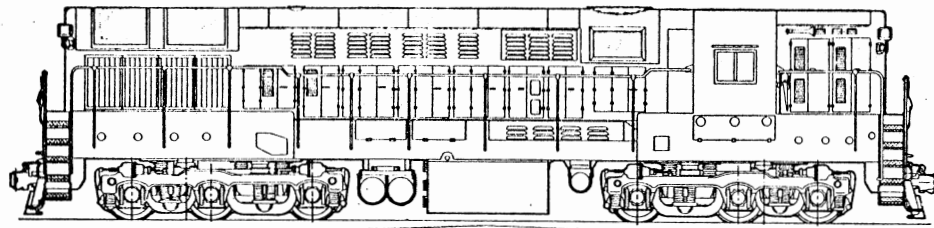


7



8





Rapid Transit cont....

but for millions of dollars. Its no wonder voters rejected the propositions. There is some good news though. It is expected that approval will be given to a high density starter line, partially funded by the federal government. One personal note is the hard work done by Baxter Ward in support of R&T. His interest in public transportation is to be commended.

Speaking of Baxter Ward...he was instrumental in obtaining for Los Angeles two (more to come) passenger cars for commuter service to San Diego. Santa Fe has blocked the plan thus far because while Amtrak would run the trains they would do so over Santa Fe's tracks. Santa Fe says that they don't have to let commuter trains run over their tracks because that was stated in the 1971 agreement between Amtrak and the railroads. The cars are ex-IC 56-seat coaches and are now lettered 104-Santa Monica and 105-Los Angeles. I expect this service to get off the ground and will report back to you on this matter.

SANTA FE DEISELS

The last page is from an old issue of the "CRUMMY", the former regional publication of the former West Coast Region of the TAMR. I had just enough of them so I thought I'd include it. CRAIG WALKER did the shooting and well indeed

Following is an explanation of the pictures:

1. Santa Fe F7A #309L and two F7 B-units make up the power for Amtrak San Diegan #76 in Fullerton, California on an August morning in 1971.
 2. ATSF F7A #301L and F7B #301A prepare to take Amtrak San Diegan #778 out of LAUPT to San Diego on an April 1973 morning
 3. ATSF F7A #300C and F7B #300B back out of Los Angeles Union Pass. terminal after bringing Amtrak San Diegan #773 in on time. April, 1973
 4. On a misty May 19, 1973 morning, ATSF F7A #300L and F7B #300A head Amtrak San Diegan #773 across a creek in San Juan Capistrano.
 5. ATSF F7A #306C at the head end of Amtrak San Diegan #75 westbound out of Fullerton in August of 1971.
 6. Amtrak San Diegan #773 becomes #778 in LAUPT as ATSF F7A and B-unit sets #300C-300B are taken off #773, and #301L-301A are put on #778, 1973
 7. On the 19th of May, 1973, ATSF F7A #301L and F7B #301A work hard as they race a late Amtrak #776 (San Diegan) through San Juan Capistrano.
 8. Amtrak #76 eastbound with ATSF F7A #301L on the point meets westbound #75 with ATSF F7A #302C at milepost 165, in August of 1971.
- BIG PICTURE. Head end view of Santa Fe F7A #302C on Amtrak San Diegan #75 in Fullerton, California in August, 1971.

PHOTOS

With the photo page or two that I am planning I would like to see all members submit photos from time to time. B&W or color, it doesn't matter as they all will xerox. If you want them back include postage. Of course we could use them if you left them with us in the case that future members want backorders, but the choice is yours.

MORE RAILNEWS

Southern Pacific: Traffic continues down on the Espee. Sightings have seen smaller trains at fewer times. Actually business is up but power is scarce. The Yardmaster at Oxnard told me that he couldn't tell me exactly when trains would be coming. He said it all depended on when diesels became available. It seems maintenance has its hands full just trying to repair operating units without restoring units on storage tracks. This has caused some unusual movements. I saw 11 units at the head of a southbound train in May. I was too far away to get numbers but they looked like all hood units, no foreign road units either.

I saw bicentennial units #6800 of the Espee and #0389 of Cotton Belt both heading north at the lead of two fairly fast freights.

The main business around my area is sugarbeets and oranges (Pacific Fruit Express). I have heard reports that this traffic is down and I guess that would explain the relative inactivity. This apparently would also explain less activity on the Ventura County Line as they haul virtually the same thing. I don't know what's going on up at Santa Maria but I would assume a lack of activity there as they also haul about the same thing.

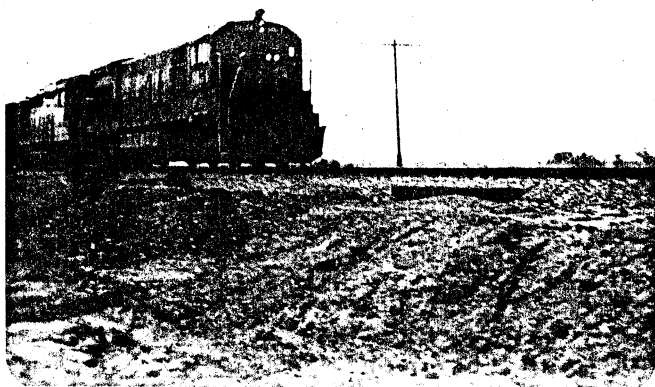
OXNARD

60 miles north of L.A. is a dull city yet there is much rail activity. I have described to you the main items hauled and now would like to relate to you info on the Oxnard Freight Yard. Amtrak has a small adjoining station which I'll say more about later. The junction of the Ventura County Rwy and the Espee is right here along with the VC's own freight office which isn't open after 1pm! A couple of Alco switchers work this small yard. The VC is, by the way a ten mile shortline which beside hauling beets also services the base at Port Hueneme.

AMTRAK

The station in Oxnard is small with 2 people serving it. A small baggage cart no bigger than a golf cart sits on the also small platform. The building consists of the ticket booth, restrooms and a few chairs. One must also be quick as the Starlight makes but a 3 minute stop in both directions. From the south the train gets in at 11:23 and leaves heading back south at 5:26. We have watched the trains come in and out and have nothing unusual to report. Trains have been about 15 cars long with two units back to back up front.

Photos (Below: A slow freight heading south just out of Oxnard)



TAKE A RIDE ON AMTRAK

At the station I was able to pick up a schedule. I found out that I could ride the Starlight to Santa Barbara, an hour ride for \$2.75 one way. Now truly this isn't a bargain price but for how I like trains I'm willing to pay it. Kids under 13 go half fare as it is always with Amtrak. If you want to do this just pick up a schedule and see the possibilities. Examples: L.A. TO Pomona leave Pomona at 6:10 a.m. and arrive at L.A. at 7:30, back to Pomona leaving at 9:00 and arriving at 9:50. The only problem is what to do in L.A. for so long. Take a bus one way if you can't wait. Another trip is between Oakland and San Jose. Leave Oakland at 8:50 am arrive at 10:06. Back leaving San Jose at 6:49. Cost for the Oakland trip is 6.50 roundtrip, L.A. trip is \$6.00.

I plan to make that trip to Santa Barbara soon and will report on that.

AMTRAK AND BUSES

President Paul Reistrup said that he believes the two modes should join forces to compete with the auto and airplane. Autos currently carry 87% of U.S. travel, air 10%, bus 2% and rail but 1%. Bus companies say they will try to go along yet they claim that the two modes are so similar that they naturally compete, especially between big cities. OTHER NOTES: Service to Las Vegas has been restarted for the summer, \$36 for roundtrip if you come back on the same weekend.

FREEDOM TRAIN- all I know is that its in Philadelphia and that 4449 should be coming back to Portland by some way. Please write to me if you know as I and many others don't want to miss it!

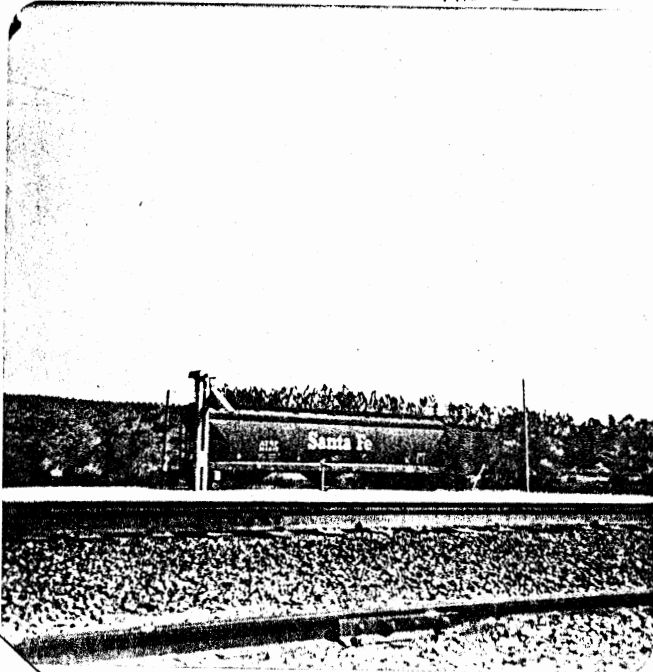
FINAL NOTES: Back issues of the Crummy are available in sets. There's about 30-35 pages. They are not all complete but good reading materials. The cost is 50¢ of which 24¢ will go for postage. You will be adding pages to the newsletter by buying these old issues as well as getting very good information.

I am putting out a newsletter about Aviation. I also love this mode of transport and just want to put it out for fun. Like the Hothot and Daylight it will be non-profit. I plan 9-12 pages quarterly and it will be done much as this particular issue has been done. The ever imaginative name is Aviation Quarterly. We'll see how far this thing can go and I hope if you join you will consider writing articles or give me some news. First Issue- Mid October.

REMEMBER WRITE SOMETHING, REPORT SOMETHING---GET INVOLVED!

Photos (Below: More activity around Oxnard)

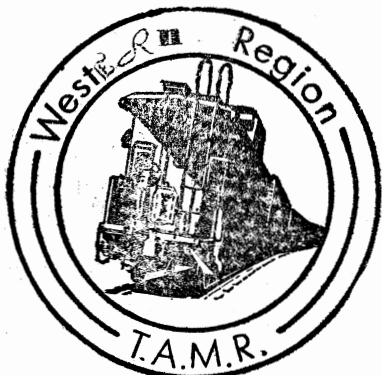
Waiting in Camarillo



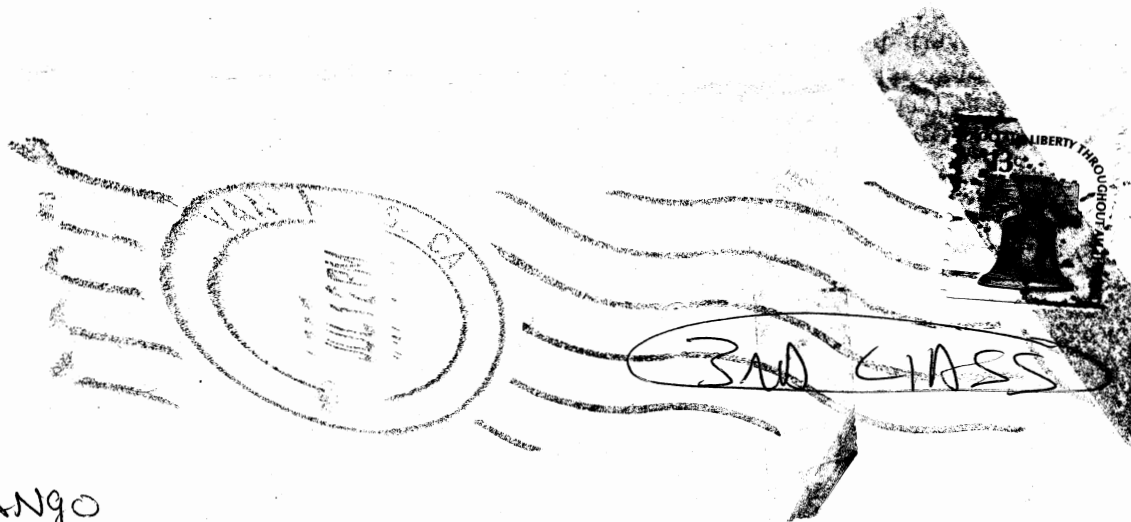
Sorry
For
Errors
And
Clarity
—
hope
you
enjoyed
#5

Switches at Oxnard Freight Yard





738 CAMINO DURANGO
1000 OAKS CA 91360



3AD CLASS