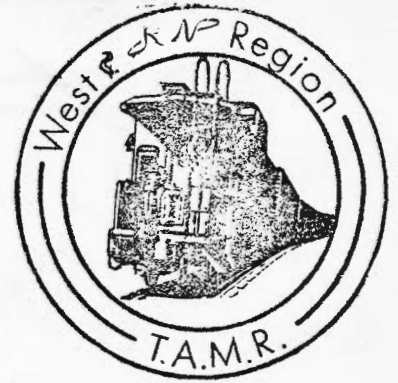


Director - John McGreevy  
Staff - John Huey



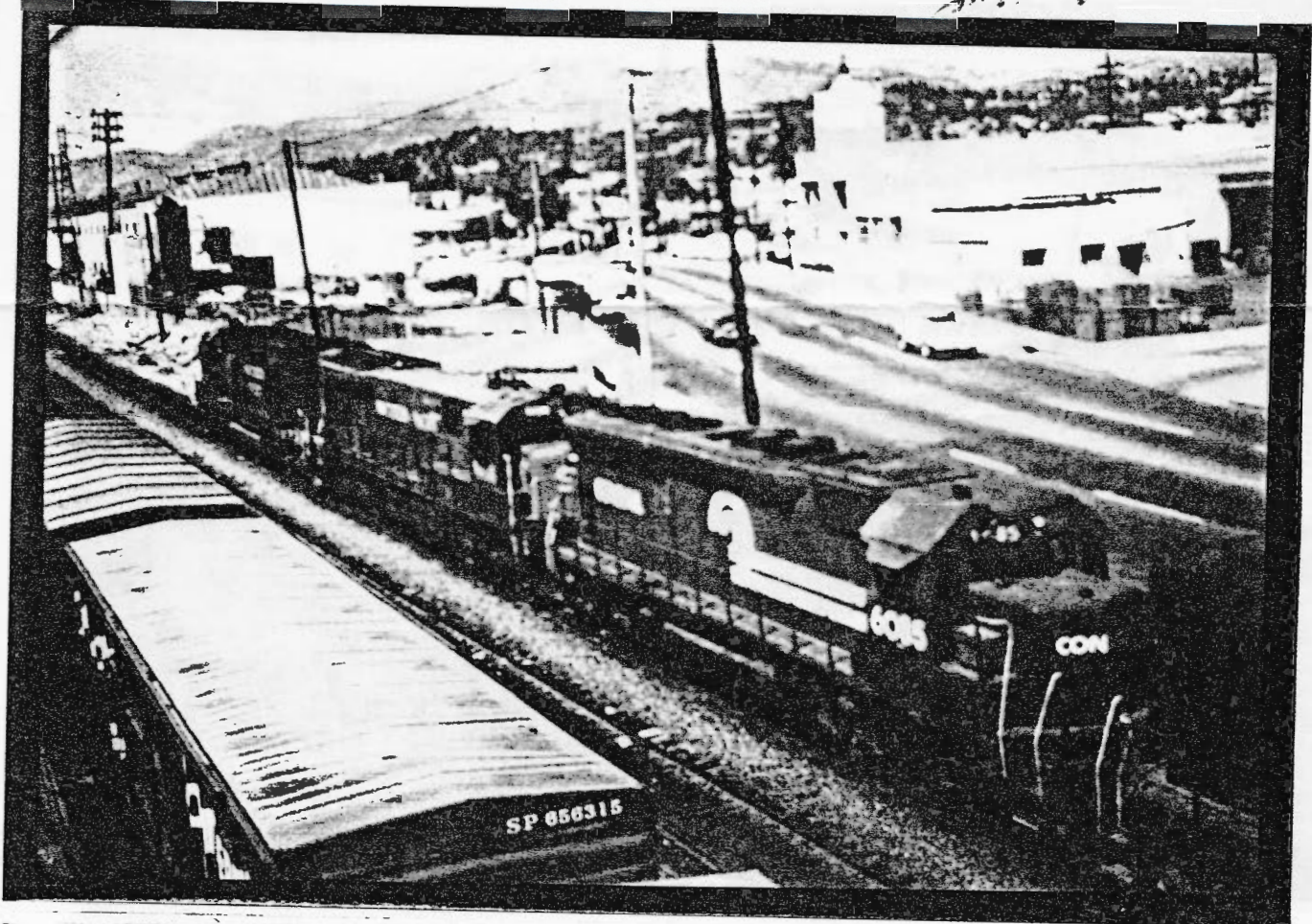
The "Daylight" is the official publication of the Western Region of the Teen Association of Model Railroaders. 738 Camino Durango, 1000 Oaks, CA 91360 Vol 2 #5 August 77, Circulation: 22+

Dear Members: We are out on time again and that won't change. We believe this is the best issue yet and the reason is because so many of you contributed or just wrote in. Thanks. Keep those letters and photos coming and we can look this good every time. The next issue will also be a large one, after which we return to our 9 page followed by a 15 page format. This averages out to 12 pages an issue and lets us take best advantage of the mail system.

A couple of notes: The national TAMR is back on track and should be rolling soon. Whereas this is two-thirds prototypic, the national puts out a publication that is two-thirds modeling. They make perfect complements. Write to me for info. Price is \$4.00 One change in our price... First class is being lowered to \$3.00.

Photo: Conrail SD45 #6085 passing under Taylor Yard bridge-heading for the Cst Route. Note the airhorn position on the number-board-used for close-clearance areas.

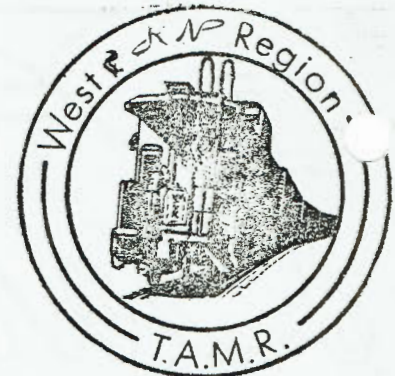
John Huey





# Daylight

Director - John McGreevy  
Staff - John Huey



The "Daylight" is the official publication of the Western Region of the Teen Association of Model Railroaders. 738 Camino Durango, 1000 Oaks, CA 91360 Vol 2 #5 August 77, Circulation: 224

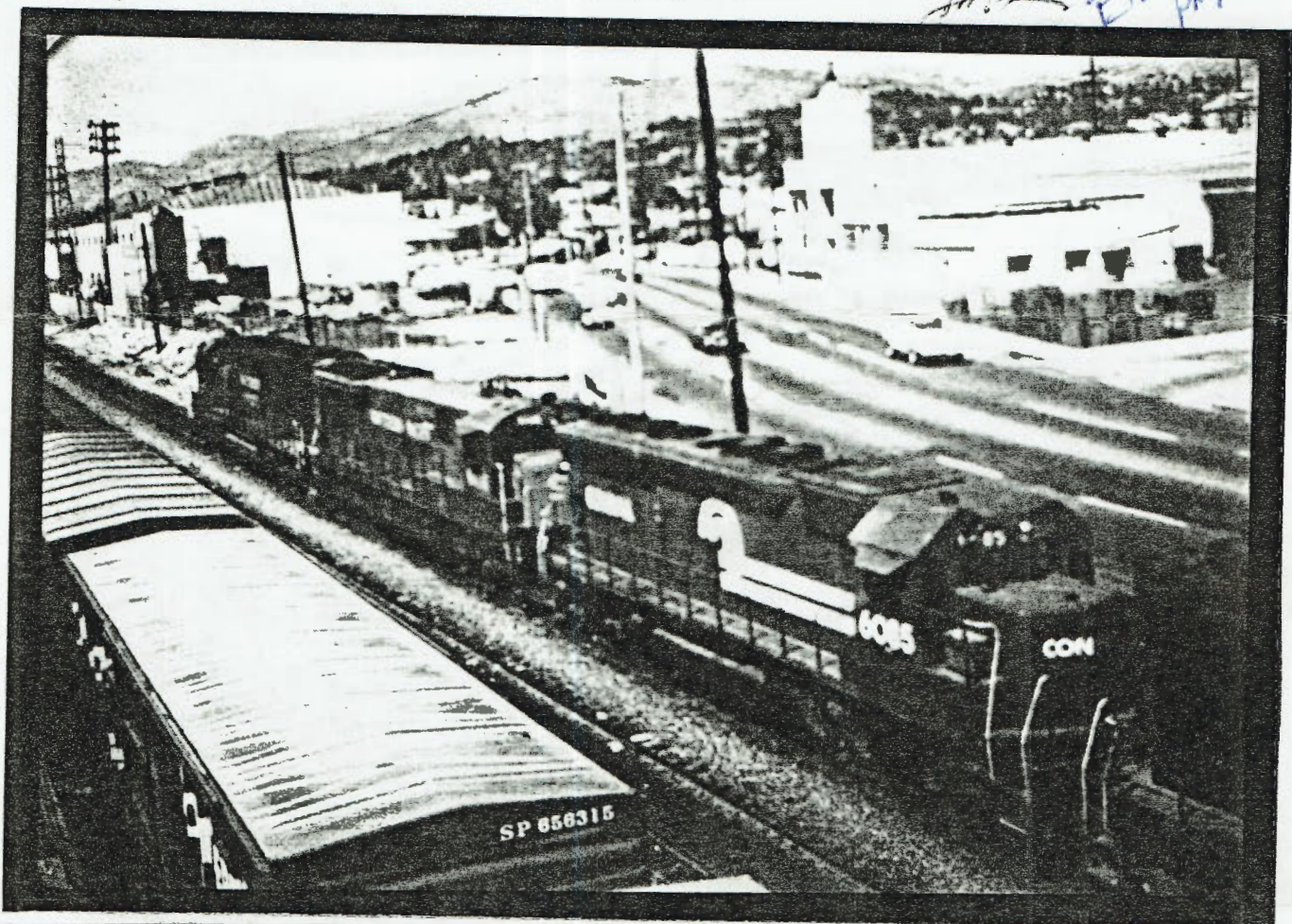
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Photo: Conrail SD45 #608 passing under Taylor Yard bridge-heading for the Coast Route. Note the airhorn position on the number-board-used for close-clearance areas.

John Huey

*Editor page*





CONVENTION: July 1-6. This is nothing official but between these dates we will try to do what we can. Anyone needing any information on lodging and specifics-write to the Director. Doug Johnson, Secretary of the TAMR will be here, at John's house, and we will have a basic line-up as follows. July 1-Doug arrives on #12 at Oxnard. July 2-trip to Cajon Pass, West Bolton and environs. July 3-local area (Santa Su, Taylor yard and Dodger Game-fireworks). July 4-Beach day, Coast Route, Fireworks. July 5-First day of two day trip. Up the Coast to San Luis Obispo, Santa Maria-overnight at Frazier Park. July 6-Tahachapi. ... Please let John know your plans-if you plan to be able to make any of the events or if you feel others should be included. A slide show may be scheduled and of course all of the local layouts will, for what it's worth, be on display. This really isn't an official function-but it ought to be a lot of fun. Dates are fairly firm due to Doug's vacation and various job responsibilities.

#### DIRECTORY

	<u>Last Issue</u>
1. Craig Walker 2701 Juniper #1 Santa Ana CA 92704 (714) 557-9532	Oct. 78
2. John McGreevy 738 Carrino Durango 1000 Oaks CA 91360 (805) 498-2623	Oct. 78
3. Mark Morgan BOO Rm 328-A NAS-Oceana VA 23460	Oct. 78
4. Don Peterson 6926 Delta N. Long Beach CA 90805	Jun. 78 *
5. Sean Nottingham 2826 E. Highland Ave. Phoenix AZ 85016	Aug. 78
6. John Huey 13819 Jersey Ave Norwalk CA 90805	Oct. 78
7. Scott Wolf 3123 Starling Drive 1000 Oaks CA 91360	Dec. 78
8. James D. Murphy 7438 Kester Ave. #9 Van Nuys CA 91405	Dec. 78
9. Darrell Prestridge 239 E. Plaza St. #18 Reno Nevada 89501	Dec. 78
10. Roger Walters 413 Venus St. 1000 Oaks, CA 91360	Dec. 78
11. Lone Eagle Payne 1028 Whaley Rd. RD #4 New Carlisle Ohio 45344	Apr. 78 *
12. Kevin Dansig 210 E. Wilbur Rd. Apt. D 1000 Oaks CA 91360	Apr. 78 *
13. Gary Gardner 2365 Campus Drive Salt Lake City Utah 84121	Jun. 78 *
14. Chris Hellewell 1132 Nocturne Drive Salt Lake City Utah 84116	Jun. 78 *
15. Tom Armstrong 1958 E. Granger St. Camarillo CA 93010	Jun. 78*
16. Bobby Gallegos 815 N. Perry Ave Montebello CA 90640	Jun. 78*
17. Mike Beene 5113 N. Mesa B-213 El Paso Texas 79912	Jun. 78 *
18. Ray Hakim 21 Clauss Ave. Paramus NJ 07652	Jun. 78 *
19. Mark Ala 7735 1/2 Dutchess Whittier CA 90606	Oct. 78 *
20. Ted Bedell 60 Cocks Lane Locust Valley NY 11560	Oct. 78
21. Elaine Newcomb 4449 Garfield Sioux City Iowa 51108	Oct. 78
22. John McAnally 2401 Cutler Albuquerque NM 87106	Oct. 78
23. Steve Panza 17582 De Long Circle Huntington Beach CA 92649	D-c. 78
24. Adam Bychawski ul. Adama Mickiewicza 63, 44-100 Gliwice Polska	Dec. 78

\*

\* your last issue

Send in your phone number if you wish it to be known. Note: there are several new addresses and some new listings since last time. Even if you don't renew-Keep up the correspondence.

TAMR NEWS: Apathy still reigns supreme. Currently I, Your Director, am up for the office of President...uncontested. However I shall do what I can to get this fine organization rolling again. The TAMR always can use more members so I hope that those of you who are Western Region members but not in the TAMR will give it a try and send in something concerning modelling to them. Send to me for further information.

Here are some sightings before they end up as old as Tut's treasures. ....  
 January 22: RVLAK---Burbank Junction, 7:20pm 8453-UP 3196-7601-7902-9389 (still duded up)-8795-9192. About 115 and 1. When he had split for Buena Vista crossing earlier, I found this one weighed 6400 tons, relatively light for a 100\*Roseville-LA. Besides lumber, this one had a fair compliment of tank cars and LPGs(hence the symbol). AND covered hoppers---apparently empty. Funny, one would figure the CH's would be loaded, coming down from the Overland. On an RVWC this would make sense(the empties) Maybe it's IMPORT grain...? Gemco, February 19: X7800 west, LAWJZ about 3:15pm --N&W 7800-N&W 8067-9285-3383, 54 and 1. (B-30-7/ GP-38/T-2/ GP-9E). This may have been the train in the accident. I came back later to see the rear end of the involved freight(looked similar to this one) parked back towards Van Nuys underpass.

01-PTCIY-09 Well symbol explanation is in order. The stuff in front of the symbol is some kind of SP blocking code. The '0' is your most usual number, apparently indicating the usual method of assembling/picking up the train. I've heard of 1, 2, and 3, and am dying to find out what they mean. The '1' indicates the first or only section of that symbol for the day. That's why the "Z" symbol puzzles me, for instead of calling the next version (for that day) of the symbol a "Z" you'll have an 02-PTCIY or whatever. The '09' indicates this thing was set at Portland Terminal on the ninth(Roseville perishables are #'d from the new year, for instance RVUPP-125 etc.) On the line-up sheet you'll see, for the Coast, a "via" designation. This one says "Via Coast". So...01-PTLAY-09 with 94 loads, 3 empty, 7774 tons, 5552 feet in length, units 9206/8458/9334/8322 (first I noticed that!). Departed Oxnard at 6:27am with cab 4003; crew work limit 11:45am.

78 Barstow trip Our departure was less auspicious than last year. The departure of this escapade is always contingent upon the arrival of a San Diegan and the westbound Southwest Limited. The latter was long in showing, and somewhat after 9:30 we eased into motion(powered by the pulmonary-inducing combo of 518 and 535 and having 14 cars, the last several being PRS privvies and all the first few---we were in the second---being high-levels), leaving me convinced I had gotten blind, apathetic and possibly in danger. I just hadn't seen the "sow" come in! We trundled off, observing the tail end of an SP piggy-back and the 7-unit head end of a wbd SP as we passed Mission Tower. Fontana brought the day's first intriguing sight, if not action. At track left in the little yard that sends stuff to Fontana was the inert lashup of UP 3358/DRGW 5338/ ATSF 2539 at the head end of some coal and miscellaneous cars. I might have wished a bit more than a CF-7, but,... this time I accept, boys! The scenery was great this time. Last year, with the depth of the drought and some smog, things might have been a trace on the washout side(ooops...) ..Now there was snow on the San Gabes, greenery on the hillocks, water in the streams and creek (Myrtle Creek!), photographers at every turn... Yes, Dick Stephenson and his little Jap Vehicle(ah, so!) were scooting after us and I knew some faces, from the slide show and elsewhere, among the spectators and riders alike. Lots of cumuli there and blue sky sun. Those red rocks never looked better.... The awful thing was the wreck at Hesperia. Bulldozers and cranes were working hard at dragging dreadfully rumpled chunks of rolling stock from the sandy earth. The bypass track is west of the wreck and a fair degree above it. Our bare crawl by the mess was not a concession to rubber-necking but a necessity due to the awkward deviation of the shoo-fly. As far as the wreck went, a few bent-up-tri-levels were resting on the ground and some gondolas on the restored mainline had such macabre fare as 5037's cab, some U36 parts(including a radiator top and another cab) and prime movers. One crane was in the process of extracting EMD C-C trucks from the hole. Personnel were rife, attired in heavy jackets, gloves, and hard hats, and the more executive ones looked on with stiff blank faces.



# The Railroads Deserve a Break Today

## They're Energy-Efficient, but Dying, While the Government Subsidizes Trucks

BY JAMES R. MILLS

In the wake of last month's tragic tank-car accidents, lawmakers everywhere clamored for a strengthening of the safety regulations that govern the movement of hazardous materials on the nation's railways.

They have a good cause: In Tennessee, where a propane-car explosion left 12 dead, an average of 4 trains derail each week. Officials now say that saboteurs are to blame for the accident that released a cloud of chlorine and killed 8 persons in the Florida Panhandle. That may be true, but that area is still fraught with railroad problems: 36 trains have left the tracks there in the past 2½ years.

But dangerous derailments aren't limited to a few Southern states, or to certain ill-managed railroads. The problem is nationwide. Indeed, long before the latest rash of accidents, the National Transportation Safety Board had pinpointed its source: poor maintenance of tracks and roadbeds. The board will take up the matter in public hearings in early April.

The board should look beyond the immediate question of stricter safety standards, however, and investigate the factors behind poor maintenance, which form another sorry chapter in the largely ignored saga of America's dying railroads.

The industry, you see, must maintain all of its equipment, structures and 324,000 miles of right-of-way with funds taken from operating revenues, even though income has shrunk drastically over the past quarter-century while expenses have soared. Nonetheless, the railroads were able to scrape up \$6 billion for maintenance during 1977. That sounds like a lot, but it was hardly enough to fund the herculean task of keeping a system that was built

primarily in the early years of the century running safely in the latter part.

Given this situation, it is not terribly surprising that more than 10,000 train accidents occurred last year. Nearly 8,000 were derailments, though most were more troublesome than dangerous. But, as in Tennessee and Florida, the possibility of disaster is always there.

By all rational criteria, railroads should be thriving, not deteriorating physically or financially, in this era of energy consciousness.

Think of the efficiency of trains. Steel wheels rolling on steel tracks produce less

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*James R. Mills (D-San Diego) is president pro tem of the California Senate and a member of the board of directors for Amtrak, which operates the nation's passenger trains.*

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friction than rubber tires gripping concrete. Moreover, because railroads are built to avoid steep grades, they are inherently efficient in their use of energy. And when an uphill stretch calls for extra power, getting it is no more complicated or costly than hooking up an extra engine or two. Thus, no fuel is wasted on high-powered locomotion on level track.

All this boils down to a marked advantage of railroad over truck transport: Moving a one-ton load one mile by rail requires, on the average, only a quarter of the fuel that it takes to haul the same load for the same distance by truck.

The numbers speak for themselves and, indeed, seem to be saying that it would be in the national interest to conserve fuel by diverting a substantial amount of freight traffic onto the

railroads. In addition to saving enormous quantities of fuel, increased shipping by rail would go a long way toward relieving highway traffic congestion and alleviating some of the concomitant air pollution.

The government has, however, consistently failed to encourage the use of freight trains. In fact, it heavily favors trucks—a position as unfair as it is impractical.

In the first place, motorists and other taxpayers subsidize trucking on a grand scale. Truckers pay substantial highway taxes, including fuel taxes, but such revenues cover less than 40% of the cost of repairing damage that their vehicles inflict on the nation's roads. The rest of us pay the balance—hardly an equitable arrangement, especially when you consider that railroads get no tax funds whatsoever for the repair of their roadbeds, even though they, too, pay enormous taxes.

At the very least, Congress could alter the tax structure to place a fair and equal burden on both kinds of freight carriers. The leveling off could take the form of tax relief for the railroads or increased taxes on trucking, or both.

Another way in which the government could bolster railroads would be to treat them as transportation arteries vital to the national interest. Then Congress could justify diverting some of the billions that we spend on constructing and maintaining highways to repairing what has become the most dilapidated system of railways in any industrialized nation in the world.

The choice now before Washington is clear: Either the government revitalizes this important means of transportation or it leaves Americans singing, in the words of a popular folk song, "the disappearin' railroad blues."

Reprint from an LA Times article, distributed by Econ. Geography class, CSU Northridge

The above article is a good example of the ways that railroads are getting the shaft. More importantly it is simply inefficient. The American taxpayer has to pay for all of this misallocation. Almost every branch line should be abandoned. What a system of democracy we have that forces businesses to operate unprofitable ventures. I hope that most railfans will be smart enough to be happy watching trains, knowing that they are a vital organ of the economy. Do you really enjoy watching all these great little railroads, knowing that they are sticking the bill to the taxpayer? Maybe some fans say sure! I believe in transportation efficiency. It is my belief that we would have a much more efficient and enjoyable rail system if the ICC would expire and mergers brought about true transcons and let those weak railroads die a much delayed death. Do we railfans enjoy torture? As John Kneiling of Trains says, if we do not take care of our current RR system because we are so wound up with nostalgia and the "good ol days of steam," we may leave our children nothing but the memories. I hope that railfans will realize that a good system is an efficient one.

John McGreevy

the 8490 series SD-40T-2's and that was a treat. The SD40's do dominate but every once in a while they will send something different by just to keep it interesting. One Sunday night as I lay in bed, the crossing gates went down in front of my place and I was astonished to see a train go by with EIGHT(No Bull) SD-9's!!!!!! Those good old 567's sounded real good. SD and GP 9's are common up here for local service with the Reno Local usually powered by a GP-9e not too long out of rebuilding-judging from the paint job. Recently they were using SD-9E #4317 for the yard switcher at Sparks, this is a special unit that features very tall icecicle breakers, heavy duty windsheilds wipers and other modifications for dealing with old man winter.

General Electric Motive power is very rare around these parts but on occasion one will make the trip over. They will usually be C-C U boats and UP sends a U30C.

Amtrak: The San Francisco Zephyr stops here in Reno twice a day and usually some several hundred people disembark eager to thin out the lettuce in their wallets. Normally six to eight coaches are coupled on behind the sleepers for the exclusive use to Reno passengers. The cars are cut off and turned around at Sparks, for return the next morning on the #5 going back to the Bay area. They also run the very popular Reno fun train on certain weekends of the year. Power is usually sent up on #13 from LA to Oakland, these units are from the combined Santa Fe and Espee power maintenance pools which are taken care of by Amtrak people at the former ATSF Facilities at Redondo Jct. In addition to SP, UP, and Amtrak, D&RGW units do occasionally get sent as far west as Sparks, I happened to catch 3 of them a few weeks back: 2 SD-40T-2's and an SD45. Soon after I arrived, they were sent East on a general Merchandise train with an Espee GP-9 as a trailing unit. ~~Mod-wise this is a bit~~

#### OS Reports

Reno Fun Train, March 24-27 consist: 635/615 and cars 5666, 5685, 5226, 5228, 3500, 5230, 5236, 5807, 5805, 8351, 6040, 5235, 5616, 5231.

Sparks Yard, March 25: 9111, 8459, 4450, 4451, 4305, 4348, 3352, 3837, 3383, 3770, UP3021, 8885

#### Trains:

Wbd Oil train UP3147/UP3151/UP2875(U30C) w/help UP3281/8853/UP3197 4/5/78

X9190W/9195/8440/3833 w/help 3440/8447/8992 included 3 cabs

Saw a train with 3SDP-45's and a straight 45 going over the hill.

X9504E/UP3207/8422 X9337E/9004/UP3393/9503 X9501W/8981/8819 week of 4/14

8861W/9331/8800 autoparts/racks (hotshot) w/UP cab #25261

9155E/UP3297/8429/8453/9094 lumber, box, bulkhead flats Week of 4/19

Wbd Oil train UP3091/UP3028/UP3061/UP2851 w/help UP3283/8453/UP3135

9306W/8972/8451 auto/steel w/help 9245/8861/UP3416 (new) 4/27/78

April 15: On this night a westbound derailed twelve autoracks inside shed #10, causing the gas in the autos to ignite and partial collapse of the shed, Trains ran single track from Cisco to Emigrant Gap, and nearby I-80 was closed for a time by the CHP. Due a derailment on the UP, earlier the same day, the traffic was almost nil on Sunday, However this was more than made up for on Monday. The wreck train from Sparks was called out and it's consist was: X8891/8409, Hvywt. Crew tender, Ltwt. Crew car, 2 flat cars of "Snap Track", Sparks, 2 GP-9's, 2 loaded (burned) auto racks.

XSD45?/8894/8853 w/help 8814/8429/8481/4329/4380 Wbd X3201/9105/9005 Ebd 4/17/78

Redbirds! I was on #5 the other day and as we passed through Roseville, I was shocked to see two of the new TE-70's. One was sitting all alone by the shop track. The other was a trailing unit in a train that included 8368. ~~Also~~ onhand was L&N 1009 and BN 6806.

Darrell Prestridge.