

Daylight



January 1979

The Daylight is the official publication of the Western Region of the T.A.M.R.

Editor: Gary R. Gardner
2365 Campus Dr.
Salt Lake City UT 84121

Publisher: John McGreevy
738 Camino Durango
1000 Oaks CA 91360

Well, here is the January issue, hot of the photocopier and a good issue it is. I have made John our Model editor so everything concerning that will be done by him while I do the real thing. I really need more contributions from you guys out there, do you know what its like to write a whole magazine by yourself. Read On!!

Gary

Kennicott Copper corp. GP39-2k works the Bingham mine west of Salt Lake
(G.R. GARDNER)



TRACK 1

IDEAS AND OPINIONS (REPLY)

First of all, sixteen dollars a year is not much for the average family to pay, The convenience of having rail travel available is certainly worth it. If Amtrak were disbanded the American people would be out of luck if they wanted to take a leisurely, comfortable trip to see our great country. The driving involved in such trips is something many people can not handle, or even want to try. The Interstate Highway system would become even more overloaded than it is, requiring at least \$16 more per year per family to extend and maintain.

If more people would actually ride the trains, the Amtrak deficit would be eliminated. Many Amtrak trains are operating at less than 30% capacity. If these trains were filled to 80%, Amtrak could even turn a profit. The problem is not so much how many or how well the trains are run, but how many people use them. If people would get out of their cars and planes and on to the trains the NRPC would be a benefit rather than a burden to American society.

TED J. BEDELL

I have some bad news, one of the best, if not the best non Amtrak trains in the country is about to end, if we don't do something about it. I am speaking of the Rio Grande Zephyr between Salt Lake and Denver. The D&RGW wants to cut the service and run the train only from Denver to Grand Junction. The losses are reported to be close to 2 million a year. The last train is to run May 30, 1979, if we don't do something, I urge you to write to the ICC to protest this action.

I hate to say this, but you people out there are not on the ball. This magazine can not rely on only your editors and McGreevy's ideas. We need your support, Both John and myself have stated this through the years. Send anything you can, we will use it.

(thus ends today's lectures)

ZONE 480/OXNARD, CA.

0 10 Miles

NORTH

ZONE 477

49 Miles

ZONE 476

119° 00'

118° 40'

34° 50'

ZONE 481

34° 30'

ZONE 479

34° 30'

50 Miles

Pacific

Ocean

ZONE 479

119° 00'

34° 00'

119° 30'

NEW MEMBER, LEE DIXON: RAILFANNING ON THE SOUTHERN PACIFIC

John McGreevy arrived at my friend, Vince Nowell, house just as an eastbound freight was passing on January 13. We were all ready to go so we got into John's car and zipped on after the freight, hoping to catch it. As we were approaching the units Vince and I started taking numbers. The 4 unit lash-up consisted of SD45T-2/9532, UP SD40/3381, SD45T-2/?, and GP-9 3809 trailing. The day was off to a very good start.

We proceeded to Camarillo and picked up Tom Neeson. On to the Ventura County and Espee's Oxnard Yard. First, we stopped at the yard and we looked around, not going out of our safe limits of course. John spotted a GP 9, 3772. Accross the street was VC's #5 (ex SP #1251) waiting by their office. We got some pictures and headed towards the engine facilities.

We went around the block to get there. We got to see GE 70-tonner #2 without its front trucks. Up ahead was an old UP passenger car. None of us knows why this little railroad has this big car. One very interesting thing we saw was a flat car on a spur with Arch Bar trucks...a first for me. Upon close inspection I saw that the trucks were patented in 1897..wow that's old! We drove to the junction of the Santa Paula branch with the Coast mainline at Montalvo. On the way we saw SW-1500, 2563 with some work cars headed back to the yard.

On to Moorpark and a favorite spot of John's. We were waiting for the daily Amtrak. When it came it consisted of 290/642/635/538 and at the end was an Espee Steel, heavy weight open end observation.

Next up was Tunnel #26 at Santa Susana. We stopped to eat and then set in for a long wait. We were reading magazines when a highway patrol vehicle pulled up. One of the officers talked to John. The other went to check the track. He saw that we really were railfans and let us stay. Very fair. After an hour and a half, I spotted a red which indicated a westbound. John took pictures of it while Vince and I took numbers. SD45 8988, SD458837, UP SD40 3454, SD40 8430.

We decided to go and see John's N scale layout after visiting Iron Horse Hobbies in Thousand Oaks. I was really impressed with the layout, especially the amount of power due to it being loaned to him from Darrell. We ran it for about 45 minutes and decided it was getting late so we went on to Camarillo and saw Tom's HOn3 layout. It had about 9 feet of handlaid rail on it. So it was home and organizing my notes. I hope I can do more articles on the Southern Pacific. Our next scheduled event is A running of John's Layout on February 10th.

..and NOT TO BE OUTDONE..VINCE NOWELL: RAILFANNING IN SIMI VALLEY

The 29th of December started out ordinarily enough. My friend, Lee Dixon, and I rode our ten-speeds out to the tracks. The tracks run East and West in Simi Valley, where I live. We were waiting at the signal nearest my home, near Erringer St. Lee decided that he wanted to go the Santa Susana Siding which was about a mile east from us. I thought what the heck, we might get lucky and have a train in the siding. We proceeded to Tapo Ave, which crosses the track a little before the end of the siding.. We were going upwind so it took a little while to get there. Soon after the signal down by Sequoia went red. Eastbounder. We saw the lead engine turn slightly. It had reached the siding and was entering it. After a few minutes the engines were almost at Tapo. Quick as a flash, pad and pencil were brought out of our pockets and numbers started going down. It was SD40 8428, SD45 8884, and UP SD40 3206.

As the engines slowed, going about 2 mph, we looked up to see the engineer. As soon as the train stopped the engineer and fireman emerged from the cab and climbed down from the engine. "Do you think we could see the inside of the Cab?" I asked. He said yes! They went to a store. We were on our own. Into the cab, we started writing down everything we could about what these giants of the rail

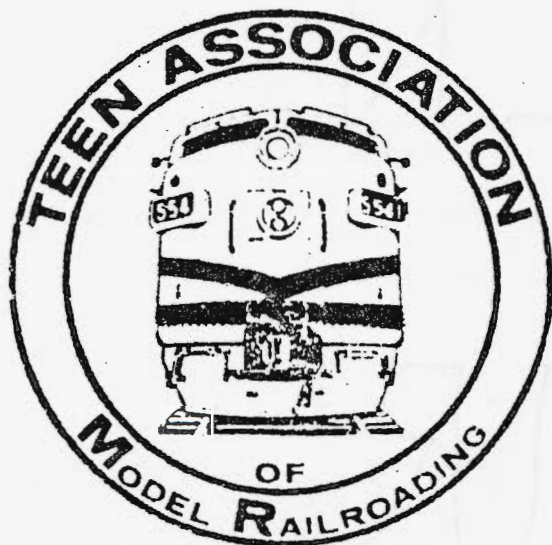
looked like from the inside. The engineer and fireman soon came back. This was not before the two of us each had a chance to sit in the engineer's seat for about 5 seconds. We were dreaming of the day that we would have the throttle in our hands. We were ready to leave but they didn't tell us to. I sat down, while Lee stood, both waiting for what might happen. Then came the surprise...we started moving. We hadn't been listening to the men so we had no idea of what was going on. We soon found out. The westbound we were waiting for had only one of their two units working, and they were still east of SP tunnel # 26-meaning that they were on an upgrade. Our train was going to give the westbound our UP pool power engine. Our engines pulled forward about 150 yards across the Tapo Crossing.

I was quite worried about my ten speed that I had just gotten for Christmas. I persuaded Lee to go with me and lock up our bikes by a fence. Back to the engine! We heard that the westbound's one engine had stalled in the tunnel, but had started again. The signal went red, but it stayed that way for 30 minutes and no train. We found it was going 3 mph. By now it was 5:15 and I was already 15 minutes late for getting home. Again I persuaded Lee to go with me. I hoped we would be able to get into the caboose. The conductor readily let us in. It was #4032. He gave us some old train orders and we talked for awhile. It was now 5:45 and I knew I was in deep trouble so Lee and I said goodbye and left the caboose.

Here came the westbound, just in time. It had found new strength at 50mph. I quickly wrote down the numbers. It was 8870, SD45, 7920, U30C, and the UP engine, 3206 that they had borrowed. After the caboose went by, we headed for home. It had been a day of action.

TEEN ASSOCIATION OF MODEL RAILROADING

Application for Membership
(Please print or type)



Name _____ Birthdate _____

Street Address _____

City _____ State _____ Zip Code _____

Area Code _____ Phone _____ Pike Code: _____

- ☐ New Member
☐ Renewal
(Mem. # _____)

Yearly Dues:

- ☐ Regular (Ages 13-20) ~~\$5.00~~ \$5.00
☐ Associate (Ages 21 and up) ~~\$4.50~~ \$4.50

Your Model Railroad's Name _____

Scale _____ Do You Trade Passes? _____ Years in Hobby _____

Track Length:

- ☐ 0-100 Feet
☐ 101-200 Feet
☐ 201-300 Feet
☐ 301-400 Feet
☐ Over 400 Feet

General Pike Information:

- ☐ My pike is in stages of construction.
☐ My pike is imaginary; I have no room or time.
☐ My pike is currently in storage.
☐ I operate exclusively on a club layout.

Club Name _____

Modeling Era:

- ☐ Before 1890
☐ 1890-1920
☐ 1920-1935
☐ 1935-1950
☐ 1950-Present

Visitor Policy:

- ☐ Always Welcomed
☐ Appointment Only
☐ Invitation Only
☐ Sorry, No Visitors

Equipment Preferences:

- ☐ Steam ☐ Passenger
☐ Diesel ☐ Other _____
☐ Freight

Membership Affiliations:

- ☐ NARP ☐ NMRA
☐ NASG ☐ NRHS
☐ Other _____

MAKE CHECK OR MONEY ORDER PAYABLE TO:
Teen Association of Model Railroading

Today's Date: _____

MAIL TO: _____

Applicant's Comments: _____

TONNAGE-SIGNALS MAP

SIGNAL SYSTEMS

	CENTRALIZED TRAFFIC CONTROL	AUTOMATIC BLOCK	NO SIGNALS TRAIN ORDER TIMETABLE MANUAL BLOCK
Single Track Railroad	-----	-----	-----
Multiple Track Railroad	-----	-----	-----
RAIL TRAFFIC DENSITY	Zone Boundary		Owning Railroad
	Shoreline as Zone Boundary		Railroad with
	Major Lakes or Rivers		Trackage Rights
	within Zone		Station Location
	State Boundary within Zone		Approximate
Tonnage Class	Millions of Gross Ton-miles Per Mile		PC
1	= 0- 0.99		
2	= 1- 4.99		
3	= 5- 9.99		
4	= 10-19.99		
5	= 20-29.99		
6	= 30-39.99		
7	= 40 and over		

Note: Railroad initials in parentheses appearing after station names denote the following: 1.) a station which is not served by other railroads operating on the same line, or 2.) limits of trackage rights by one rail line over another, or 3.) limits of service by two or more railroads using continuous or adjoining lines.

MAPS ARE FROM GOVERNMENT PUBLICATION (\$10 FOR THE ENTIRE U.S.)
(OK TO COPY)

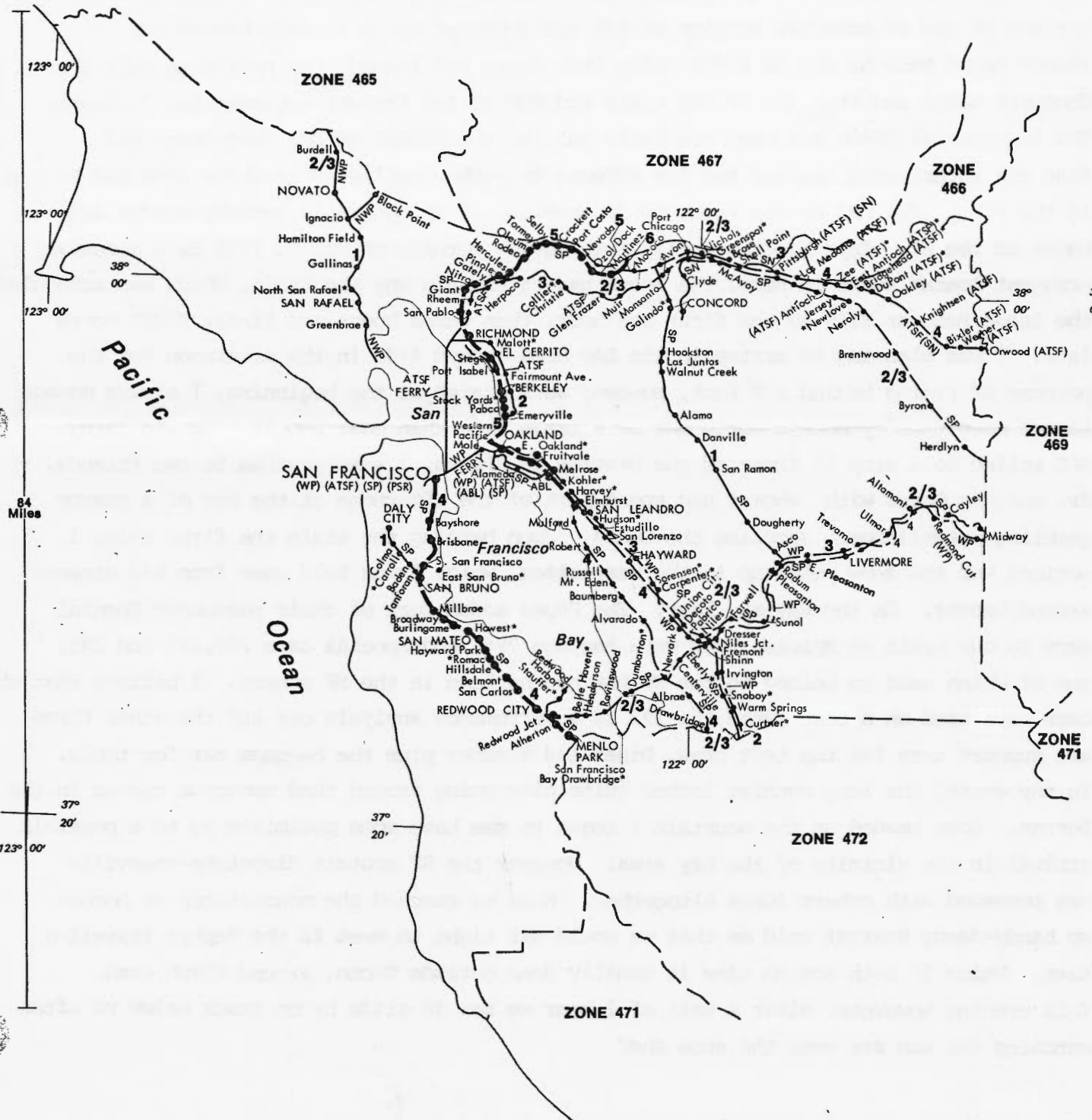
JOIN
THE
TAMR

ZONE 468/SAN FRANCISCO, CA.

0 10 20 30 Miles

NORTH

85 Miles



bay area blitz

DARRELL PRESTIGE

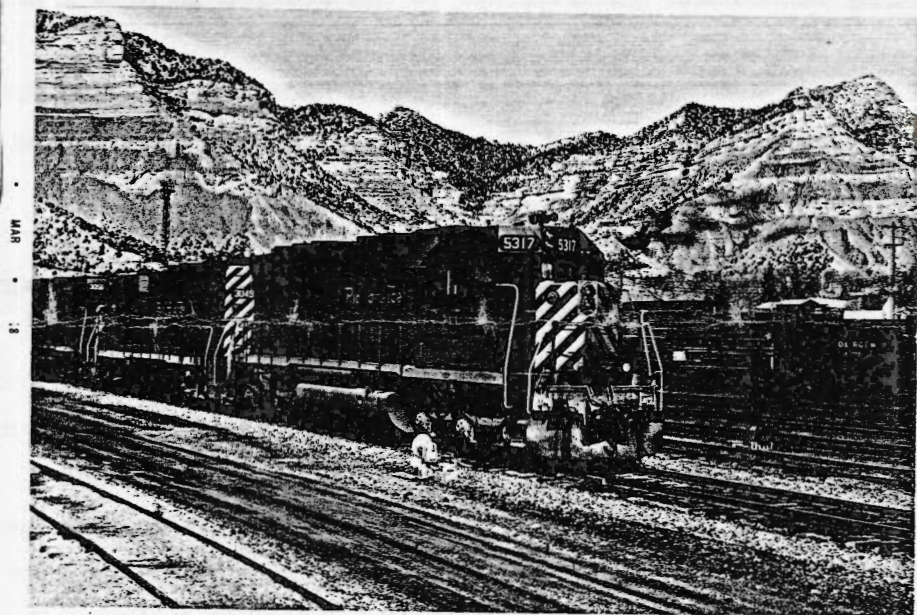
In the foru years that I have been a dedicated railfan, I have gotten more than my moneys worth out of a train ride than most of the non-railfans. This past Dec. 8,9, abd 10th, proved no different. The plan was to ride Amtrak #5, the Westbound San Francisco Zephyr from my home in Sparks Nevada to Richmond California, where I would meet my good friend Garth Mitchell for the prupose of observing trains in genral and anything with flanged wheels with GE builders plates in particular. The promary goal that I had in mind was for us to take BART under the Bay to Frisco, thence to make our way to the SP commuter station at 4th and Townsend so as to ride behind and record sound made by the GE P30CH units that Espee had leased from Amtrak to pull the Commuter train and free the GP 40p units and SDP 45 for freight assignments. I EDnote: The Bicentennial GP40P has been regularly pulling the ESTBND #6 SFZ into Ogden UT. Alas the recent cold weather and its effects on ribbon rail were to throw some bad breaks in the plan. The bad breaks were, to be precise, 17 broken rails between Sparks and Ogden on the SP. This fact was relayed to me the morning of Dec 8, 1978 by a somewhat arrogant Amtrak agent in Reno. The agent had to explain why the train, which was scheduled the leave Reno at 8:59 am was first one hour, then three hours and finally EIGHT hours late. I was planning to arrive in the Bay Area around 4:30 in the afternoon for the purpose of riding behind a P Boat, however as I stated at the beginning, I always manage to get more than my moneys worth out of a train ride than most people. as the Tardy SFZ rolled to a stop in front of the Station in Sparks, I said goodbye to two friends, Mr. and Mrs Geiss with whom I had spent part of the afternoon at the bar of a nearby gambling establishmant sampling the Cokes. Upon barding the train the first thing I noticed was the snow poled up in the vestibules, which I was told came from bad stommes around Denver. On the way at last! The Espee added fort of their passenger Special cars to our train at Sparks, they were Baggage 298, and Special cars 290,291 and 292, one of which used to belong to the WP but has no been in the SP scheme. I believe that the cars were used on a test since the 292 is a Perfomance anylysis car and the other three are support cars for the test crew, Diner and wleeper plus the baggage car for tools. In any event, the long consist looked quite nice going around the numerous curves in the Serras. Once headed up the mountain i began to ~~shw~~ have some poptimisim as to a possible arrival in the vicinity of the Bay area. However the SP moutain dispatche-roseville was possessed with otherx ideas altogether. When we reached the mountaintop at norden my handy-dandy Bearcat told me that we would sit tight to meet #6 the Zephyr traveling East. Which if both are on time is usually done outside Sacto. around 85mph eash. This evening howeverm, after a wait of 1 hour we saw #6 glide by on track below us after watching the sun set over the snow shec

Rolling again the train dining car people offered us a complimentary meal of turkey sandwich and cherry pie, along with salad and milk. all in all not a bad show considering the circumstances. Roseville was passed at night so there wasn't much chance to observe the many units for which this facility is famous. After the brief stop in Sacto our tardy hoghead ppened up the throttle in the flatland of the Cal-P. area and we passed the Northbound Starlight with the usual amount of radio conversation about the lateness of the Zephyr, as occurs whenever there is such a thing on the rails. The train crews do not often miss the opportunity for humor, The Engineer on our late train saying that we were a little early for tomorrow. The SP comedy hour goes on.

Arrival at the jointly used Amtrak BART station in Richmond finally came. My fellow fan Garth met me at the station in his little Honda which was to be the mode of transport for the ferroequinological (sic) expedition to come.

Saturday morning after a nice Breakfast at Garth's home, he and I set out for a day of checking out the various railroad facilities in the East Bay. Our first stop was the WP where we encountered a BN GP35 #2522 Mued front to rear with WP U30Cs. Unfortunately for Garth the GE was shut down so he was not given the chance to hear the exhaust driven turbocharger that causes GE units to sound as only they can. We also saw DUP long nose SD40-2 3457 with the air horn on the front, and WP SW 1500s. I had not seen the WP facilities before and found them interesting although compared to the SP. Our next stop there was little activity. A few blocks away we rolled up to the Diesel shops of the SP in west Oakland and encountered several 1100 series SP goats. On to the Santa Fe. Garth had predicted that due to it being Saturday, there wouldn't be any big power at Richmond and he was correct since only; a few geeps and a couple of CF7s were in view. With the Santa Fe trip finished we pointed the little yellow Honda in the direction of Garth's house, as we drove along the vicinity of the Richmond Yacht Harbor I was startled to see, within the fence of Leben Metals what looked like a little plymouh industrial switcher. Garth was nice enough to turn the car around in the middle of the afternoon and went back to where the engine sat. I noticed that it was blue with a tekkie sand dome ahead of the cab and had a bell bracket but the bell was missing. Garth told me that he had previously attempted to obtain permission to enter the Scrapyard for the purpose of examining the engine and two ex BF S2s the use for shuffling cars around

Part Two Next Month.



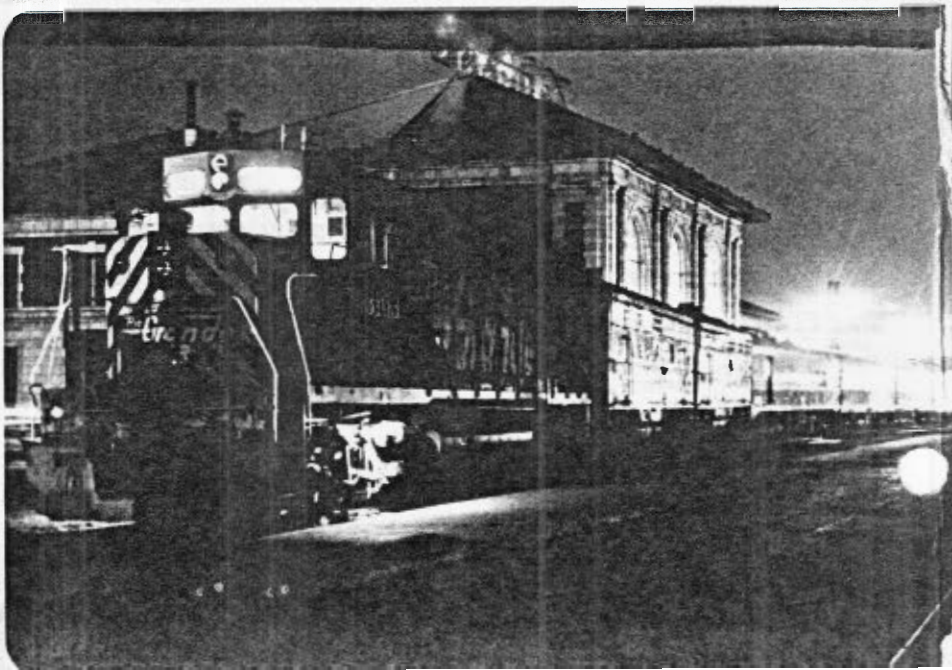
The RGZ as seen from the cab of the lead unit Thistle UT, DEC 29, 1979

Rio Grande F9 5771, on the RGZ night of Dec 30, 1979

Rio Grande hood units lead a Eastbound train out of Helper UT in March of 78

The Rio Grande Zephyr with a hood unit leaving in SLC on the night of DEC 3rd 1979

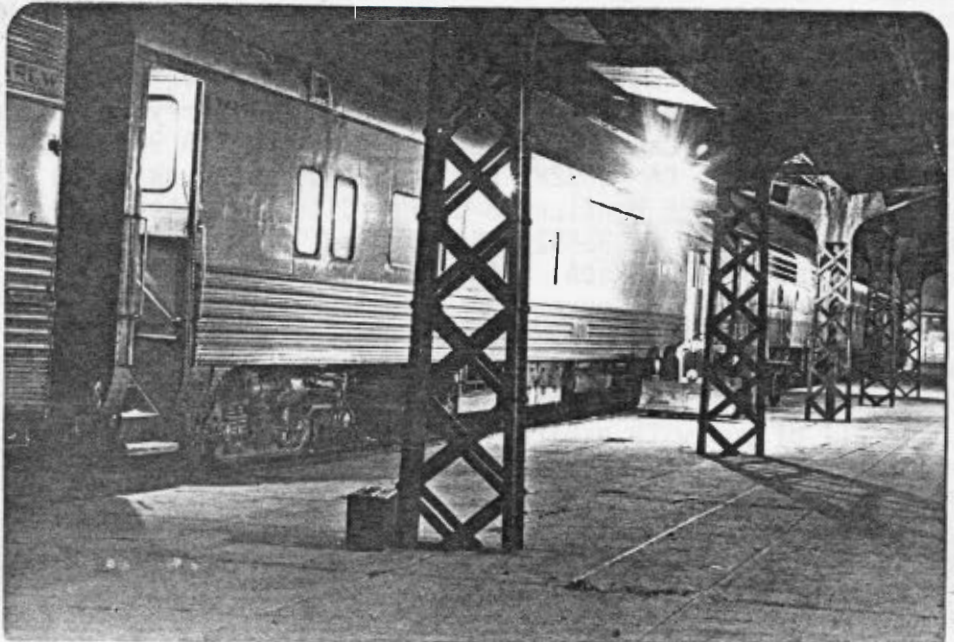
All Photos Gary R. Gardner



"Z", a silver train running between Salt Lake City and Denver, commonly known as the RIO GRANDE ZEPHYR. I had planned this trip months in advance, and even went to the extent of working Christmas morning so I could go the Weekend after. Dec 29; we were 20 minutes late leaving SLC because of frozen pipes on the diner. Breakfast on the Rio Grande is better than anything in the world, and as we rattled past the industrial section of SLC, I was in heaven in the Diner. After I ate I headed for the vestibule; the 60° temperature outside combined with the "Z"s 60 mph quickly sent me into the warmth of the Dome of Silver Sky the lounge. I found the conductor just before Provo and asked him if there was any way I could ride the cab of the locos, he said yes! and I about fainted. I ran up to the front of the train and got in, what an experience warm close and exciting. The crew was young, the engineer was about 30 and the fireman about 25. Both were very friendly and helpful. I rode the fireman's seat and hung out the back window getting shots by the dozens. We met about 5 freights between Provo and Helper. At Helper I once again got back on the train and really enjoyed myself the rest of the trip to Denver.

The front range out of Denver in the morning is the most beautiful sight I have ever seen. Despite the -14 chill factor I stayed in my vestibule to Winter Park. At Glenwood Springs, the Z emptied out and I had the entire train to myself almost. Winding down and around in the Colorado Rockies is something else, not of this world at all.

To all of you who have never had a chance to ride the Z, you are not going to have much longer to ride her. Sadly the D&RGW has asked the ICC for permission to drop the train from SLC to Grande Junction. The last run is now scheduled for May 30, 1979. Write to the ICC to protest this last run, it's up to us to save this American institution. The RGZ is the best non Amtrak, as well as the only non Amtrak run now with the end of the Crescent and the Rockets. Ride her while you can.



CURRENT ROSTER

		Last Issue
1.	Craig Walker 2701 Juniper #1 Santa Ana CA 92704 714-557-9532	JAN 79
2.	John McGreevy 738 Camino Durango 1000 Oaks CA 91360 805-498-2623	JAN 80
3.	Mark Morgan BOQ Rm. 328-A NAS-Oceana VA 23460	JAN 79
4.	Sean Nottingham 2826 E. Highland Ave Phoenix AZ 85016	NOV 79
5.	John Huey 13819 Jersey Ave Norwalk CA 90805	JAN 79
6.	Scott Wolf 4886 Maureen Lane Moorpark CA 93021	MAR 79
7.	James Murphy 7438 Kester Ave #9 Van Nuys CA 91405	MAR 79
8.	Darrell Prestridge New Address in Sparks Nevada (not yet known)	MAR 79
9.	Roger Walters 413 Venus St. 1000 Oaks CA 91360	MAR 79
10.	Lone Eagle Payne 1028 Whaley Rd. RD#4 New Carlisle Ohio 45344	NOV 79
11.	Gary Gardner 2365 Campus Drive Salt Lake City Utah 84121 801-943-6629	SEP 79
12.	Bobby Gallegos 815 N. Perry Ave Montebello CA 90640 801-45-6629	SEP 79
13.	Ray Hakim 21 Clauss Ave Paramus NJ 07652	NOV 79
14.	Mark Ala 7735 1/2 Dutchess Whittier CA 90606	JAN 79
15.	Ted Bedell 11 Hilltop Drive Bayville NY 11709	JAN 79
16.	Elaine Newcomb 4449 Garfield Sioux City Iowa 51108	JAN 79
17.	John McAnally 2401 Cutler Albuquerque NM 87106	JAN 79
18.	Steve Panza 17582 DeLong Circle Huntington Beach CA 92649	JAN 79
19.	Adam Bychawski ul. Adama Mickiewicza 63 44-100 Gliwce Polska	MAR 79
20.	Hans Bruening write to through Sean Nottingham	JUL 79
21.	Mark Johnson 6730 Cleopatra Place NW Seattle WA 98177	JUL 79
22.	Tony Dobis 8975 Candlewood Cucamonga CA 91703 714-987-5827	JUL 79
23.	David Harmer 7135 J-Bar-B Drive Roseville CA 95678	JUL 79
24.	Tom Neeson 1186 Bollin Ave Camarillo CA 93010 805-484-4590	SEP 79
25.	Don Peterson 6926 Delta N. Long Beach CA 90805	SEP 79
26.	Mark Kaszniak 4818 W. George St. Chicago IL 60641	SEP 79
27.	Ron Hiatt 7663 Winwood Circle Salt Lake City Utah 84121	SEP 79
28.	Gerry Dobey 145 E. Kenilworth Ave Villa Park IL 60181	NOV 79
29.	Tom Gasior 11800 Pheasant Lane Minnetonka Minnesota 55343	NOV 79
30.	Patrik Tinnes 404 N. 6th St. Montebello CA 90640	NOV 79
31.	Vince Nowell 2039 Elizondo St. Simi CA 93065 805-526-8354	NOV 79
32.	Lee Dixon 1277 Gibson St. Simi CA 93065 805-526-4824	NOV 79
33.	Kurt Zille 891 S. Wilder St. Paul Minnesota 55116	NOV 79

We are going to start a new thing for our region which will hopefully increase our ranks. The Northern Region is already doing it. The idea is to write to prospective region members personally and maybe, if you live close enough you can go and see them and they may wish to join the region. New members, Lee & Vince, were brought into the region this way. The Lone Eagle sends me a list of people who have requested TAMR information. When I see a name that is in our region I will assign members to write to them. You will not be obligated in any way to do this, and it is true that Gary's name is placed on the prospective members info-sheet but maybe a personal letter will help. It made the difference to Lee and Vince. This month three members will get all the assignments. Hopefully nexttime the people will be more dispersed...however....so David Harmer, could you contact some or all of these people: Mark Lubbeck, 10 Curry Court, San Carlos, CA 94070 ; Bart Crutchfield, 20840 Canyon View Drive, Saratoga, CA 95020; Lee Morrison, Box 524, 5th HO AF, APO-San Francisco, CA 96328; Ken Compton, 3407 Buckingham Drive, San Jose, CA 95118; Toby Gloeckler, 6928 Monticello Court, Citrus Heights, CA 95610; Roger I. Arnold, P.O. Box 201, Wheatland, CA 95692. Sorry Dave, but you are the closest. ..Next... Mark Johnson, please contact Bill Dickson, 53603 Downing Court, Spokane, WA 99208; Jordan Vernon, 9414 S. Evergreen Hwy. Vancouver, WA 98664, Martin Stewart, 17126 Old Manchester, Naches WA 98937. ...and finally Gary Gardner, Art J. Neely, 8542 E. Briarwood Blvd., Englewood, CO 80112....thanks guys!

Sorry this issue is late. You will notice we have delayed all issues one month. I hope all of you with expiration this issue will renew. We look pretty good and our membership is rising. Send Gary anything that might interest the other members. This should be like a party line centered on railroading. All for now.



SP SD 9 # 1439 shunts
back and forth in a yard

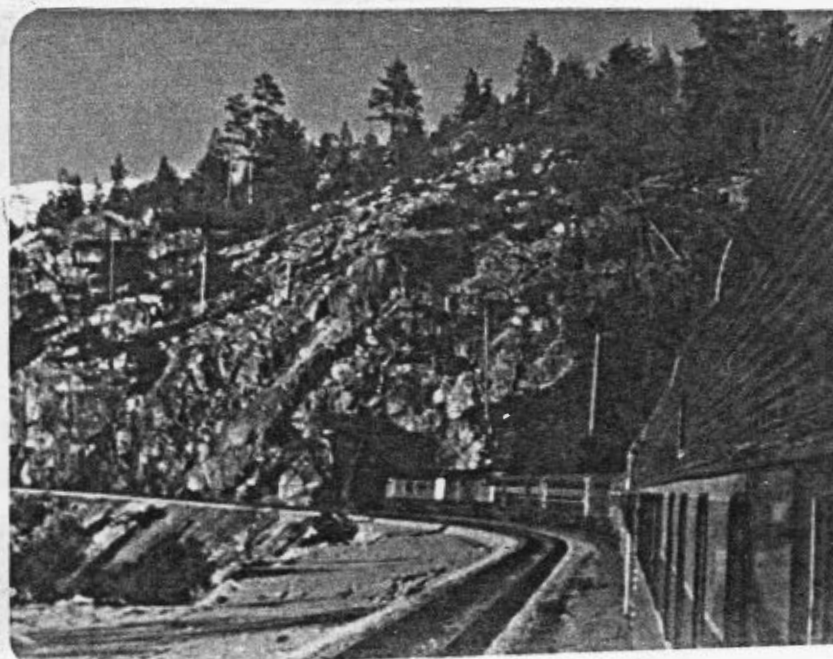
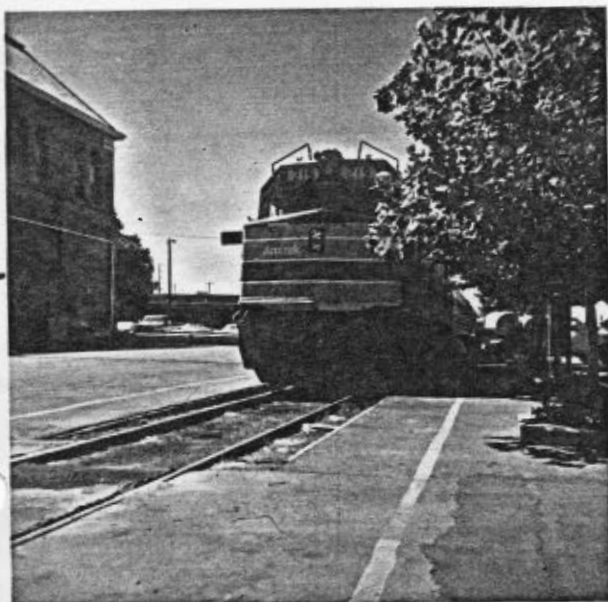
~~John McGreevy~~ DAVE BOIT

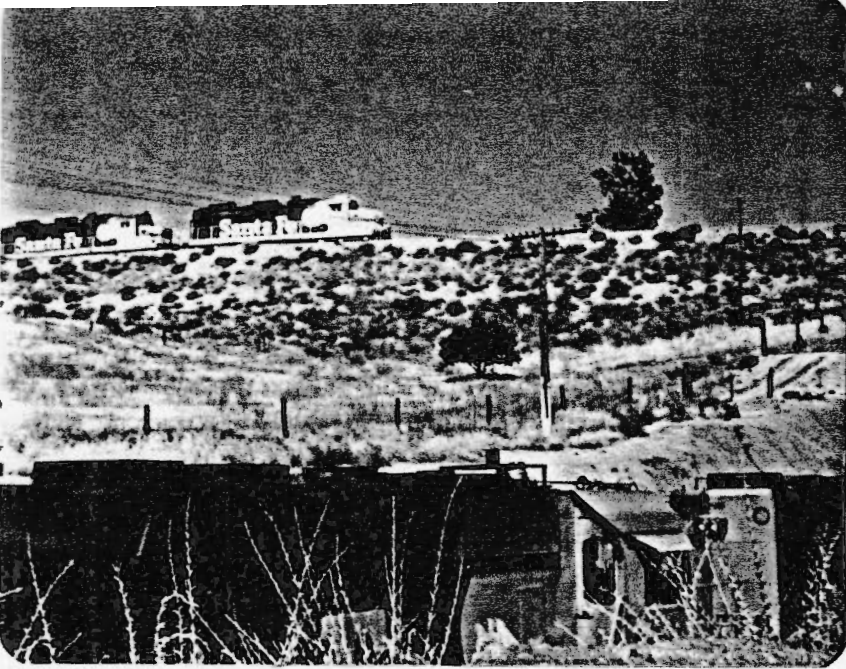
Union Pacific snowplow in fresh
silver and red paint sits ready
in the Ogden UT yard Ron Hiatt



Train #25 the Pioneer waits in
the SLC station for an 11:00
departure. Ron Hiatt

The westbound SFZ curves into
a tunnel on Donner pass in June
1978 David Harmer



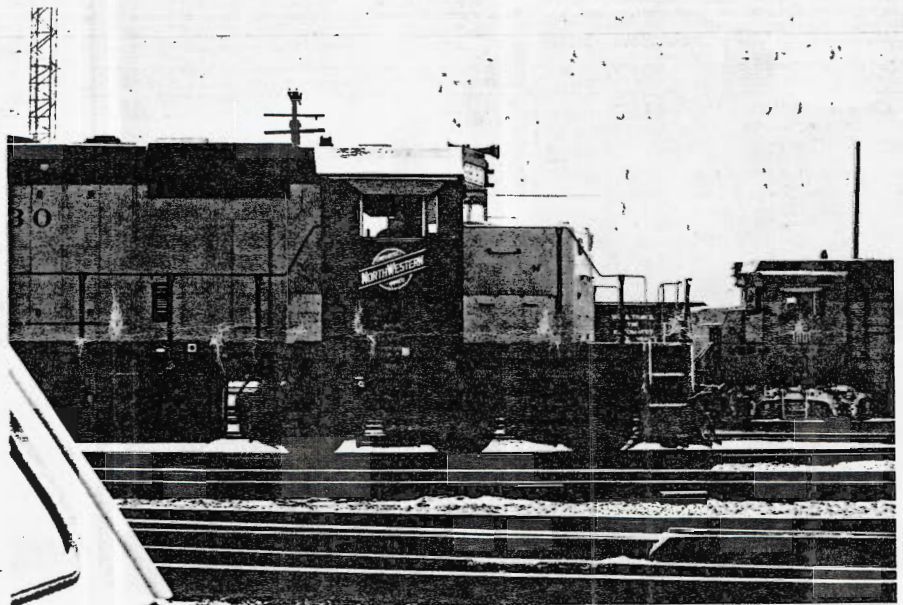


A Santa Fe freight curves up
and over itself on the famed
ARSF-SP "loop" Sean Nottingham

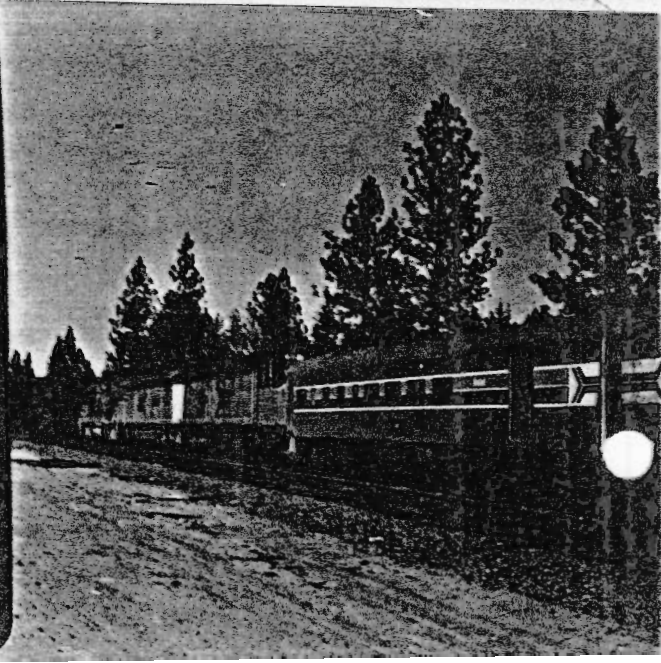
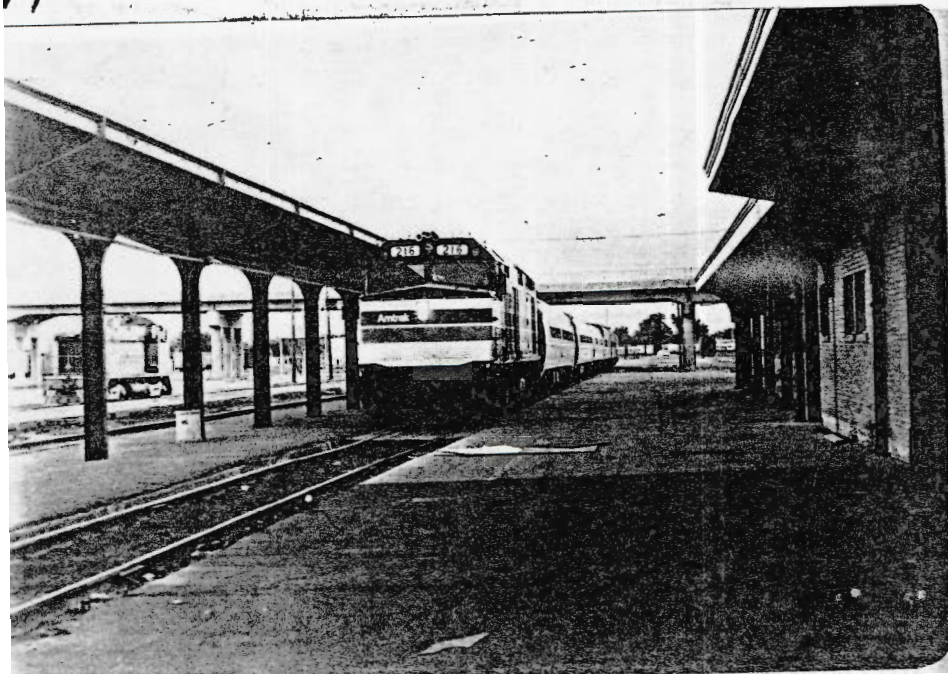
CNW SD45 #5830 meet UP
GP30 #806. SLC north yard

Amtraks Pioneer arrives in Ogden
from Seattle, with 2 sleepers
and a baggage on back
both Gary R. Gardner

Amtraks SFZ roars out of Colfax
CA on its way down hill
David Harmer



14



QUALITY IN MODEL RAILROADING

This article is like a Readers Digest version of a series of articles which will be appearing in the TAMR Hotbox. It is written, in part, to encourage all of you who are only members of the Western Region to also join the TAMR. You will receive the Hotbox, which is our publication. Currently I am it's President and I am proud of our progress. We are going to off-set printing which looks excellent. We need a large membership to be able to pay for this. Currently we stand at about 140 members. The Hotbox is devoted to Model Railroading and at \$5 a year it is a bargain to belong to the only organization designed for young modelers. We need you and think you need us. Please give it a try. If you're convinced please send \$5 and the enclosed detachable application form. To TAMR Secretary, Gerry Dobey 145 E. Kenilworth Ave, Villa Park, IL 60181. If you are just interested say so to Mark Kaszniak, 4818 W. George St., Chicago, IL 60641..ask for more info. Both these fine gentlemen are Western Region members. Please give it a try. Thanks.

Perhaps people think of me as a successful model railroader. I've written on my layout, suggested ideas and held office in the TAMR and it's Western Region. All has brought enjoyment, yet in the hobby itself I consider myself, at least, a partial failure. Never, have I had a layout I was satisfied with. There has never been a layout of mine that was operational since the tiny 2 or 3 by 4 pikes I had when I was younger.

Oh, I tried! I've built 3 big layouts (on the order of 8x8 in N scale). With the demise of the first two I thought I was moving into a new era of quality but I never did. Why? ...not enough patience which manifested itself in many ways.

I believe one of the basic mistakes of many young model railroaders is trying to build too large of a layout too early. I had early success. More, more-seven miles of main, doubletrack.....such visions. So building began and, like many prototypic roads after much time and money the layouts were given up as a waste. Running trains in circles can be dull but, even duller is not running at all. This is the lesson I've learned for 5 years of stubbornness. When you expand, do it slowly.

Spend a lot of time planning. Many problems will come up that you didn't expect. You can't anticipate everything, but try to. Don't settle on the first good trackplan you find. Be choosy and draw a lot. Use good graph paper and draw carefully. You want your plans to be accurate, not just a guess.

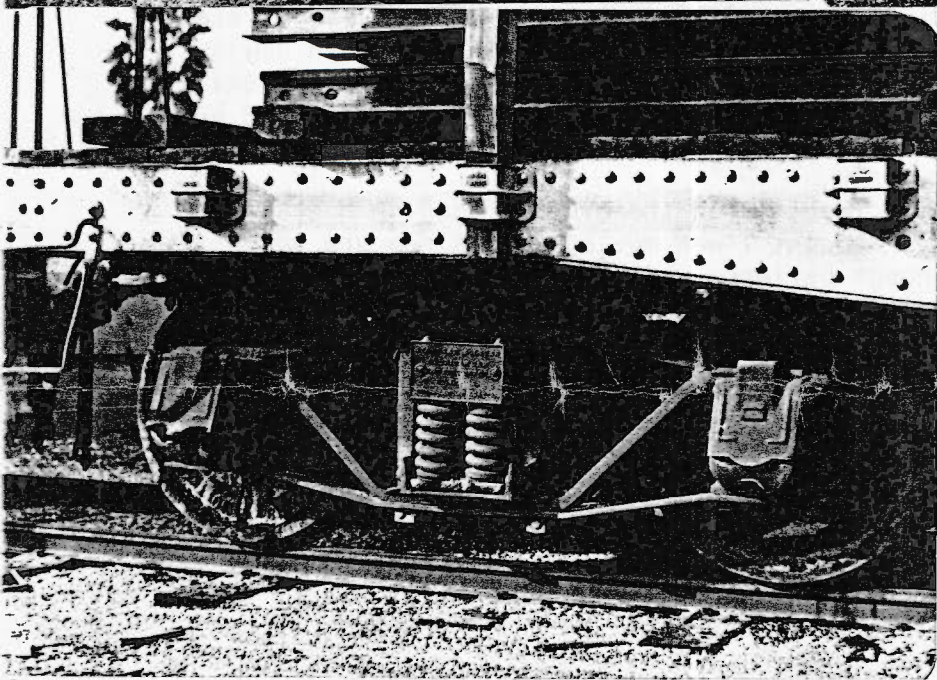
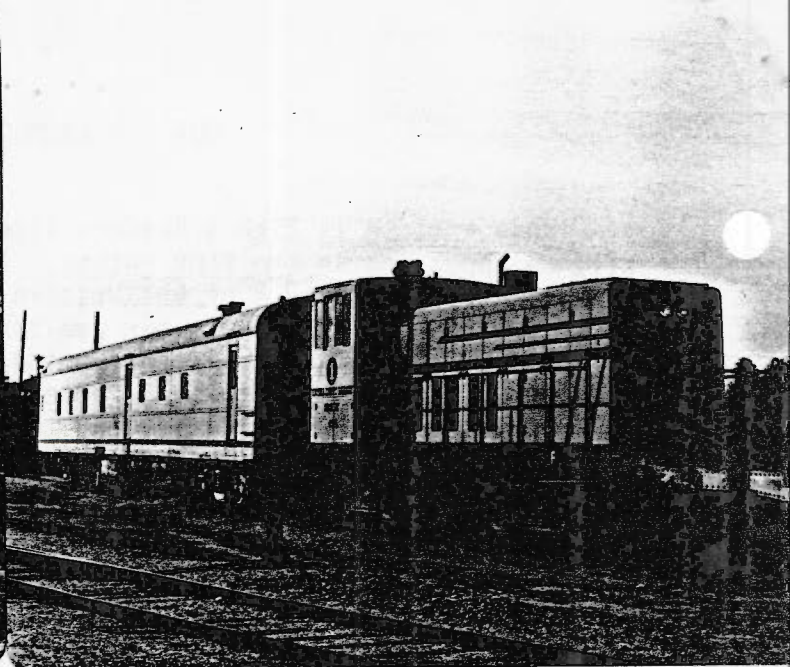
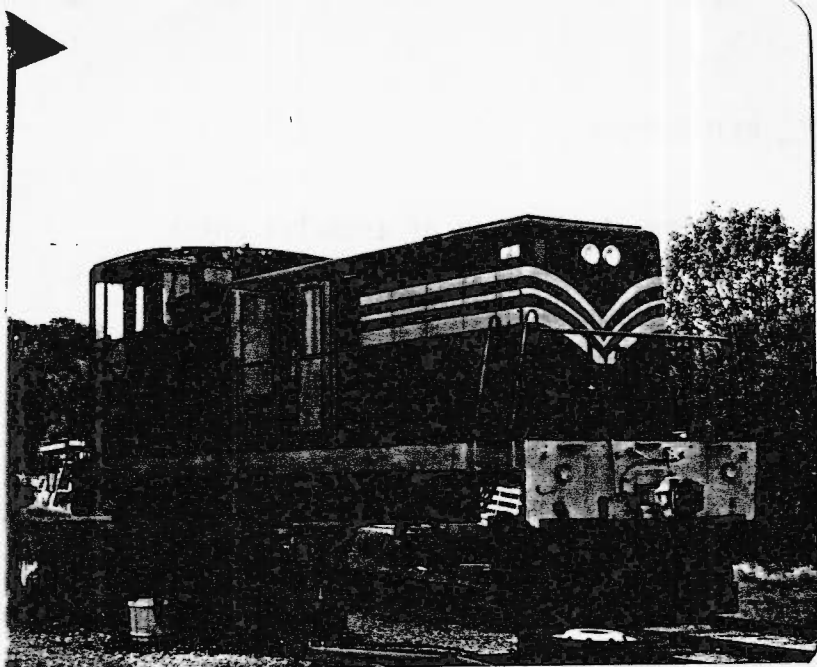
Quality, Quality, Quality. It is much better to have a 4x4 layout that runs and looks excellent than an 8x8 layout, built with the same money, that runs poorly or not at all. Personally, I failed it here. I stretched my budget and built big..without success.

Examples of cheapness. So many! You have heard that a house is only as strong as it's foundation, so it goes with a layout. You know how complicated those L-girder layouts lookwell it is all worth it. If you can't do it-stick to a flat top layout. I invented my own grid work-no good.

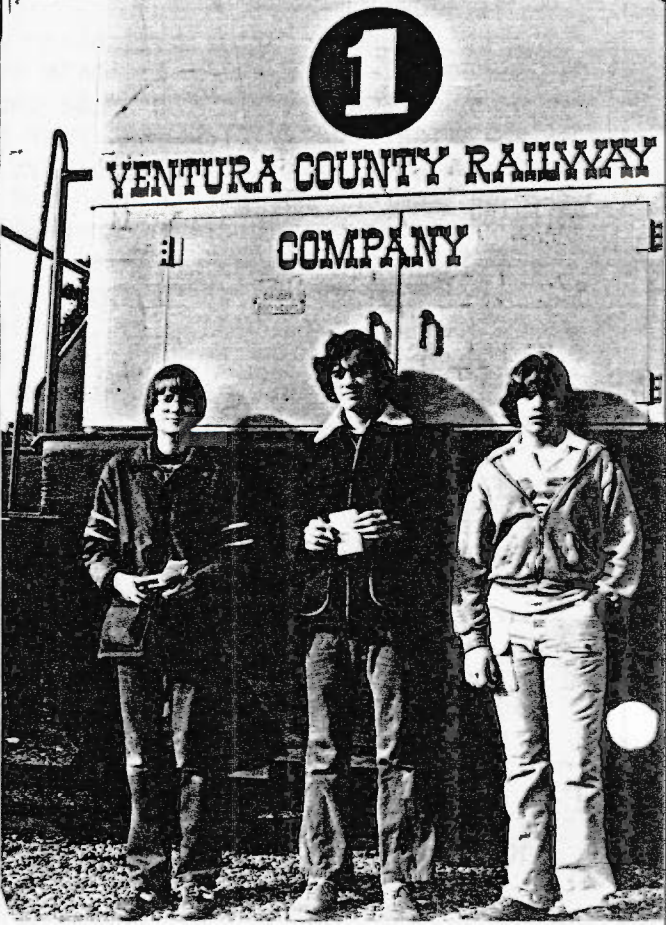
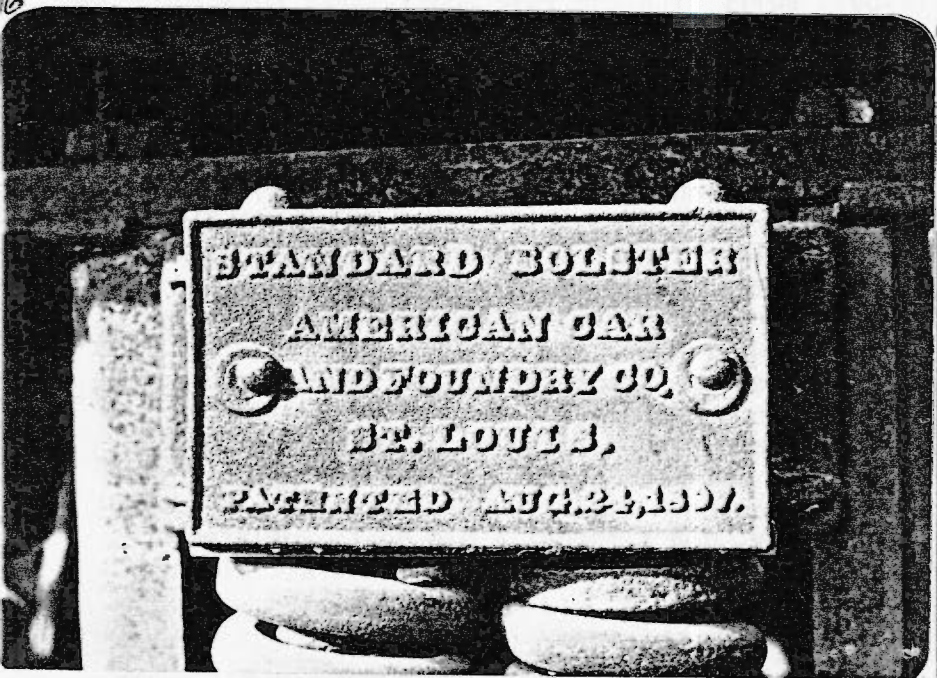
Don't use Homasote. I don't know where I picked this up but for years I've used it and it is terrible. The main problem is that it doesn't hold track nails firmly and it crumbles. I strongly suggest a book I've only recently purchased "Trackwork Handbook" by Paul Mallory. Every model railroader should have one. It is 5.95 at book or hobby stores and is well worth it.

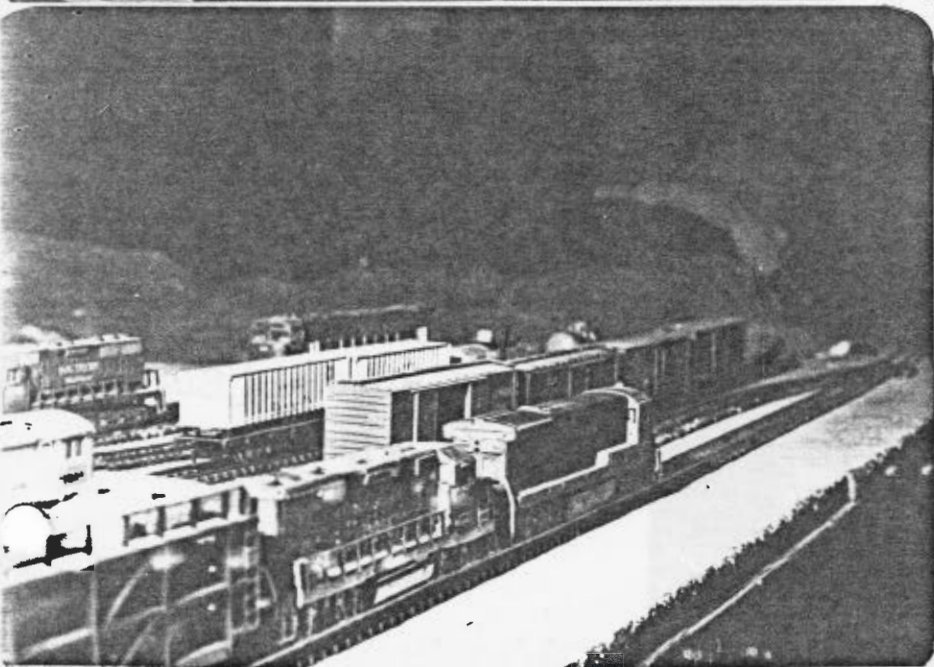
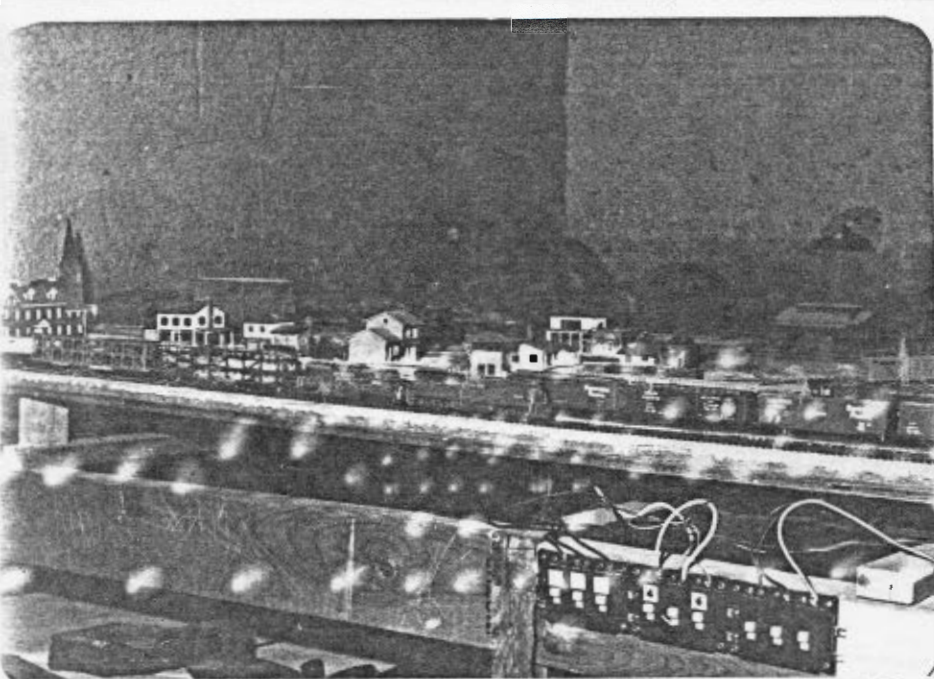
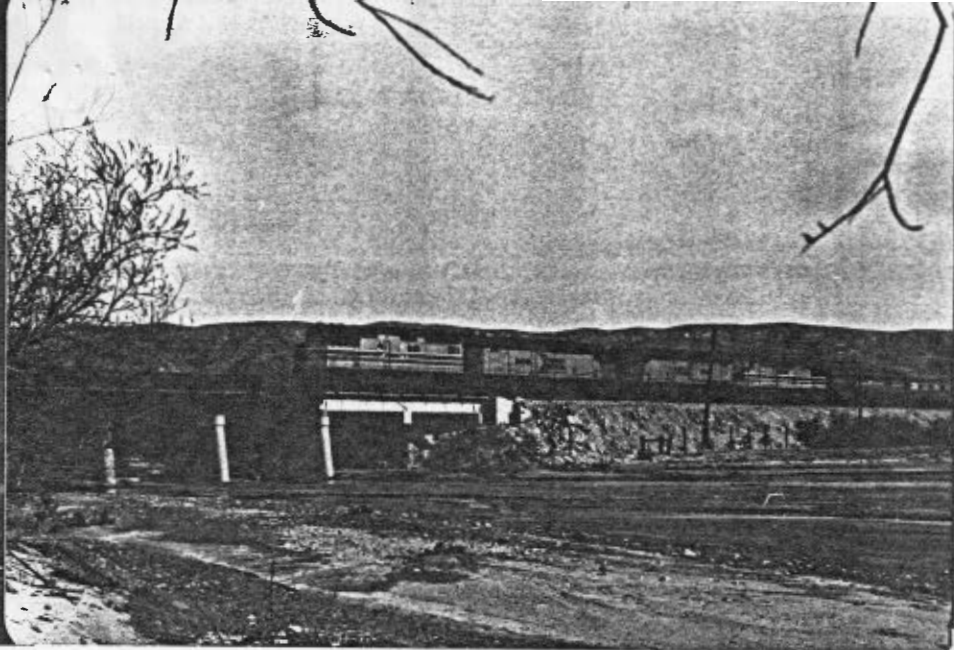
Take time when you do everything. Test the track for gauge. Buy a track gauge run trains all over your trackage. Just some examples.

One final warning. Don't use very sharp curves to squeeze more trackage in. It looks bad and causes derailments. Remember a quality job requires a lot of time and money. Don't build bigger than you have time for, have money for and are willing to do a quality job on. By the way, don't forget a big deal: maintenance. Even after it is built right, a layout has to be kept free of dust, track cleaned and equipment cleaned-ready to use.



TOP LEFT: VC#2 . RIGHT:
VC#1 AND EX UPCAL CENTER
ARCH BAR TRUCKS. BOTTOM,
LEFT: CLOSE UP OF 1897
BUILDING PLATE. BOTTOM RIGHT:
VINCE HOWELL, LEE DIXON +
TOM NEESON (By J. McGeece)



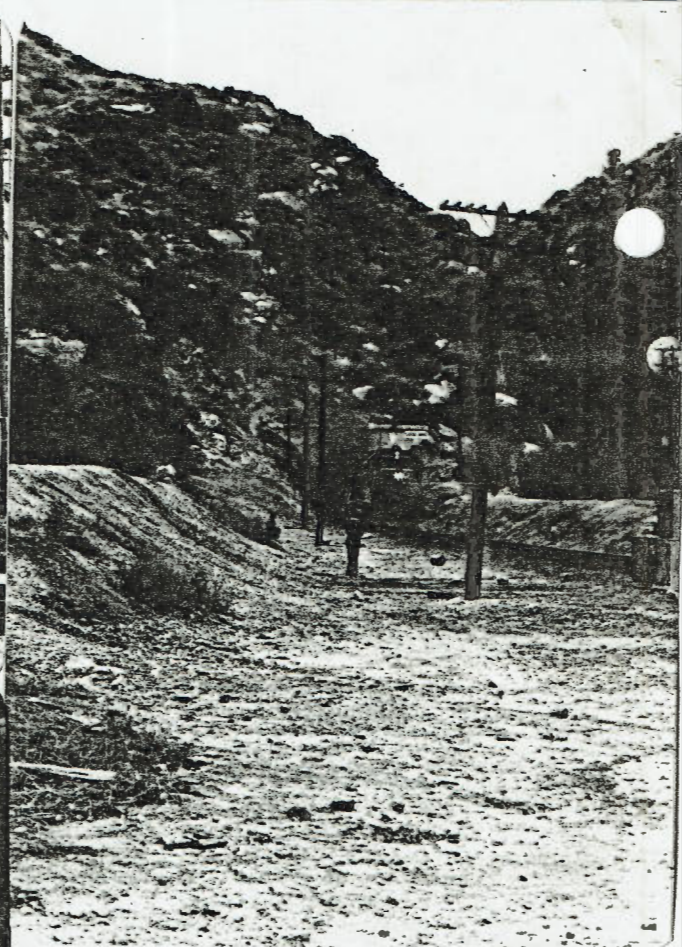
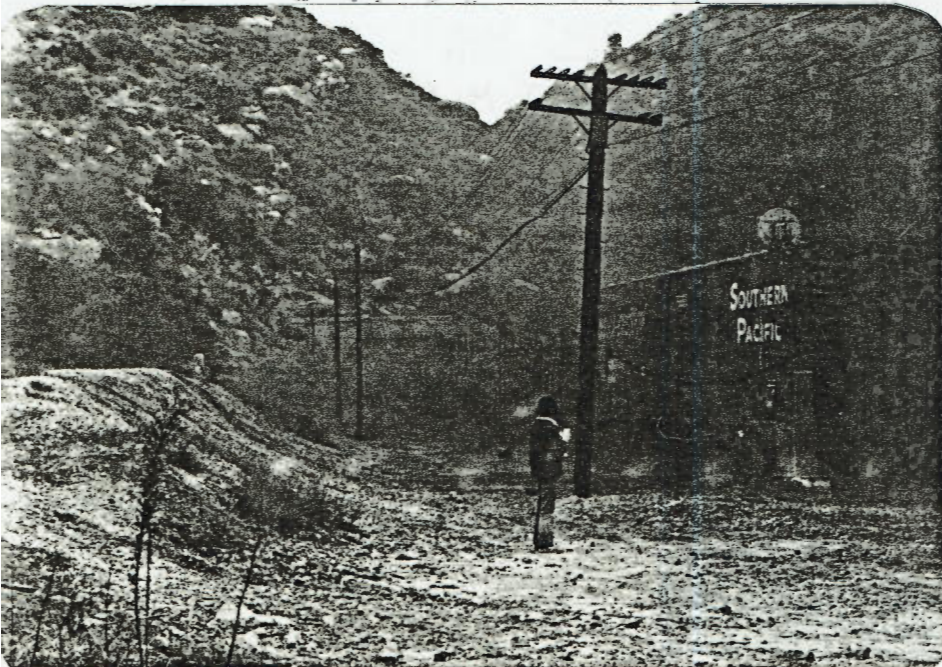


YES, THATS JOHN Mc GREEVY
(BY TJ McGreevy) SEND IN yours!

JAN 13, 1979 : 4 ENGINES
ON THE PAINT OF #13
AND A HEAVY weight.

TWO PHOTOS OF JOHN
Mc Greevy's A.M + P.M. Rwy
(note the SD40, BALDWIN AND
450 IN THE YARD)

PHOTOS JOHN Mc Greevy



UPPER LEFT: VC #5 (EX-SP #1251) UPPER RIGHT:

8988 W/ EMERGING FROM TUNNEL #2, JAN 13, 1979

CENTER: See Lee

DIXONS STORY. Lee is seen here taking numbers as 8988

WITH UP POOL POWER AND CABOOSE (BOTTOM) ROLL BY

PHOTOS
JOHN MCGREEVY



We've made the USA smaller with **Super Van.**

It's green lights all the way for Union Pacific's new all-trailer SUPER VAN train with super highballing service from Chicago to the West Coast at no premium rate!

Our big power maintains a consistently fast schedule, enabling us to ramp trailers

in Chicago after the close of business Monday for delivery before business hours Thursday in Los Angeles. And there's similar super-fast service to the Bay Area and Pacific Northwest!

SUPER VAN is another example of Union Pacific's

dedication to providing the best intermodal service to all of its piggyback customers.



We can handle it.

the Union Pacific railroad people

I collect RAILROAD ADS, Here's AN EXAMPLE, JOHN

JOHN T MC GREEVY
738 CAMINO DURANGO
THOUSAND OAKS, CA 91360

