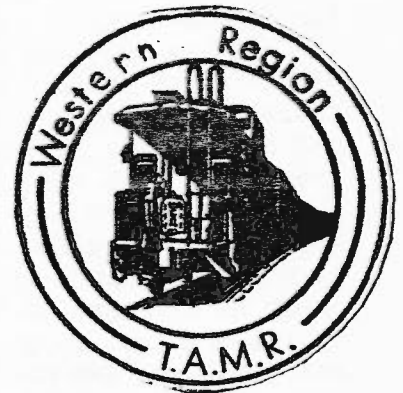


# Daylight

MAY 1979



The DAYLIGHT is the official publication of the Western Region of the TAMR.

We are in TROUBLE with a capital T. This is the LAST issue for a while, if we can't find a printer. John has been doing our printing for us, but this is the last time he will be able to do it. Anyone out there who has access to a good dry photocopier, or knows where there is someone who will charge 3¢ or less per page/side please write and tell me. This is your magazine and we need you to help us keep it going.

*Gary*

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738 Camino Durango  
1000 Oaks CA 91360  
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Norfolk And Western SD40-2 in UP's north yard in SLC

Gary R. Gardner



Please think about this. Mark Johnson died on March 1, 1979. He would have been 20 years old four days later. His mother wrote to me to break this news. I never had met Mark personally, but I grew to understand the problem as he wrote to me. Mark was an active member. He sent us many pictures in our early days. He was our man in the Pacific Northwest. Cancer robbed us of a fine person.

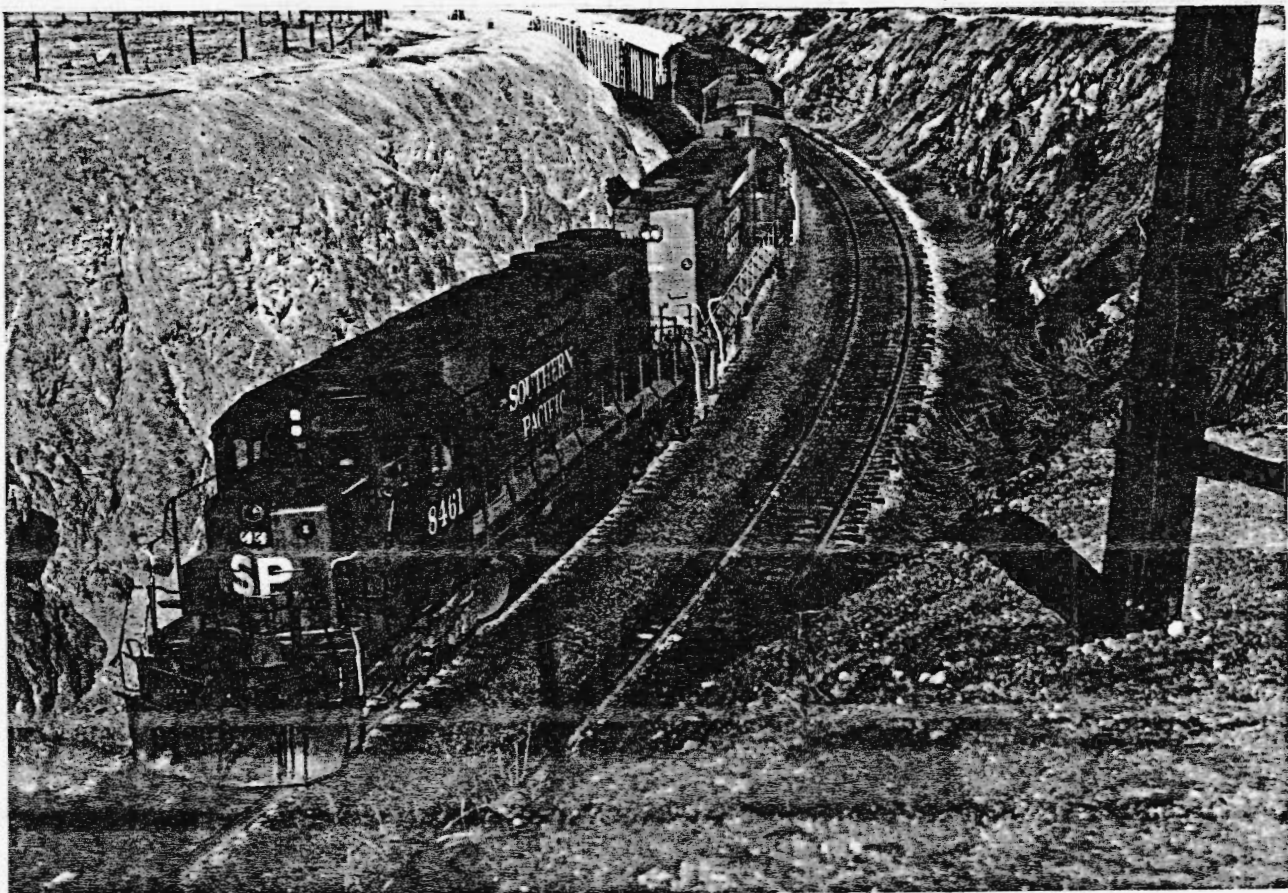
It was shocking when I read his mothers beautiful letter. Mark had been well loved. His clinging to life for 5 years when they gave him less than one must have inspired his family. All along they knew that there was no chance. It was in those years that Mark did his serious railfanning. Fully aware of his chances his faith must have been quite tremendous. He remained a railfan.

Nothing can ever make up for what has happened. This was not some poor soul who was better off going on. Mark was a young man like most of us. His dreams of living were not realized, yet he lived all that he had. We must all realize that sooner or later we all must go back. There is something to be done with our time on earth. It is not wrong to enjoy the good things of this world, but we must not forget that there are those who are not as fortunate. There are many reasons. In Mark's case, he could not even stay around 20 years. It is imperative that we realize what is important to us in life. What needs to be done. Don't take life for granted. It all can slip away so fast.

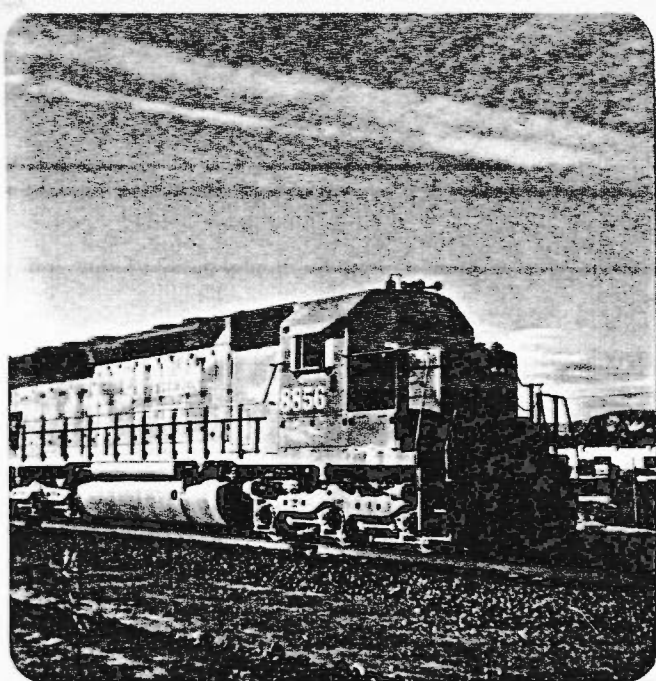
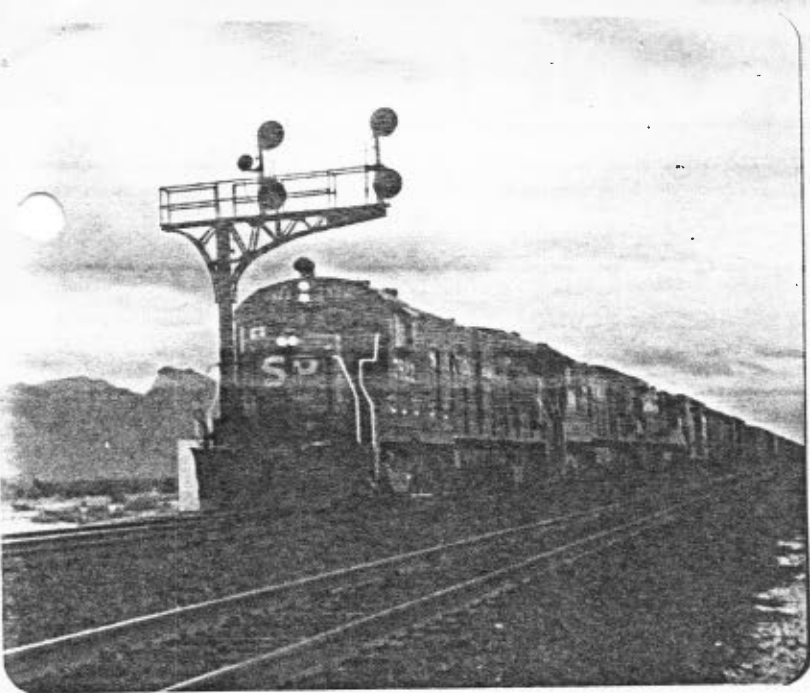
As the years go by, I hope you all remain railfans and enjoy this wonderful hobby. I wish luck to all of us. It is not my intention to sound trite. My message is simply: Enjoy and appreciate; always keep in mind those not as favored as yourselves. If we can learn to share a little more Mark will have touched us all.

John McGreevy

The picture below is from one of our new members, Brian Lynch. Although Brian never knew Mark, I wish to dedicate this picture in Mark's memory. From the Loop, which he probably never saw, ..Mark, we'll all miss you.







Final Notes from John: This is the last issue that I will be helping directly on. We do need someone who can print the Daylight. The program of writing to named prospective members will continue next issue. ...It's been a fun three years, you'll hear from me, like it or not!

#### Railfanning in The Simi Valley

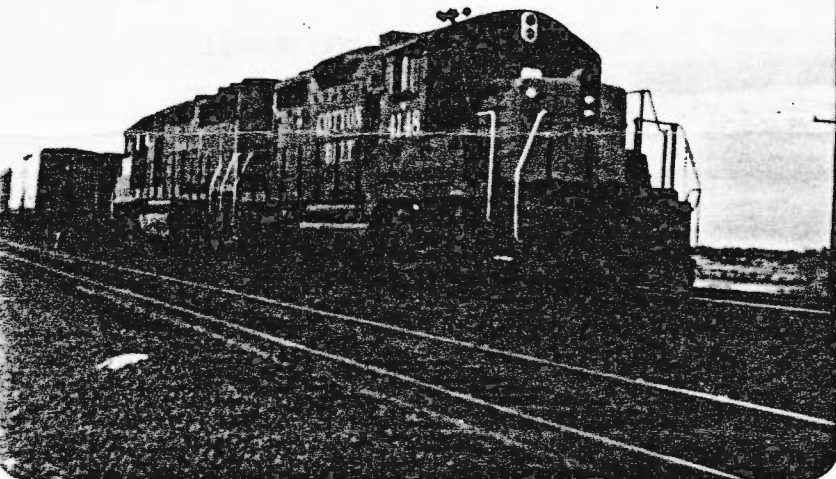
On January 17 I saw a train stopped on the mainline, next to the Santa Susana siding. Approaching the rear, I saw the train had three cabooses, two of which were going in for repairs. After talking to the conductor about this I raced on my trusty 10-speed towards the front, trying to catch the engines before they departed.

The engines were 8856//5324//3808/8461/3794/3752. I asked the engineer if I could join him in the lead unit of this interesting consist of 3 GP9's, SD45, SD40 and SD39. He said yes and turned out to be one of the nicest engineers I have met. He even let me blow the whistle when the Wbd came by. (It was one long and two short blasts.) The lead unit of the Westbound was 6953 an SD35E.

I got off the train, took it's picture and waited for it to depart. The engines revved up but refused to move. The fireman inspected the train and found that some kids had fooled around with the airhoses. Once this problem was taken care of the train stopped on the siding, apparently waiting for orders. Soon he left and I headed home.

Vince Nowell

Photos: Above, right-the cab Vince was in by Vince himself. The other 3 shots are from Sean Nottingham. All are from SP's Sunset Route; B30-7, GP20, U-boat and L&N unit.





# TRACK ONE

## IDEAS AND OPINIONS

I seem to have created somewhat of a minor controversy with the brass at the TAMR when I printed a story in the last issue, Ron Hiatt's ...Now its funny. The story contained some stories of how some railfans had trespassed on railroad property, hopping freights, climbing on rolling stock etc. They want me to print a warning at the end of such stories and I didn't. I don't know if I should have in that case or not, because I dont know if any of you took it seriously. However, I do agree that you shouldn't, under any circumstances, do anything that might get you killed, injured or arrested, like the acts portrayed in the story. It is illegal, and could get railroad property closed to all railfans if anyone gets caught doing such things as the story covers. Use your common sense when on railroad property and act like adults, for all of us, our hobby depends on it.

---

Friday the thirteenth was all it is cracked up to be. Ron Hiatt and myself on our one day off school for a @#&\*\$ long time decided to chase and capture on film, the Rio Grande Zephyr. We were all gased up (at 75.9 a gallon) and ready to go. The Rio Grande Zephyr nomaly gets in around 9:15 p.m. but due to a monster of a mud slide west of Glenwood, she was delayed, and didnt get into SLC untill 5:00a.m. it left SLC on time however. We had filmed it leaving the station and made several stops along I-15 to film more. Just outside of Provo, we were racing along at top speed, (71 Chev station wagon, not too fast) when the right rear tire (new) exploded. The jack didnt work, the lug nut wrench was too small and the spare was on a different rim. Never again on Friday 13.

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In the event we dont get a publisher soon, I will continre to do this but it will be much shorter and not the quality it is, but I wont have anyone renue or accept any new subscriptions because it wont be worth the \$3.25

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And finally, I want to welcome aboard the following new members:

Ted Zehrung 1969 Villard St. Eugene OR 97403

Brian Lynch 2673 San Carlos Dr. Walnut Creek CA 94598

Richard Hoker 1908 Henley St. Glenview IL 60025

Ted Brian and Rich, welcome aboard, and good luck to all of you from myself and John.

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# ESPEE NEWS

STEVE PANZA

The Stanton Branch also known as the "Disinteresting Branch", which runs from Anaheim CA to Huntington Beach CA, with a daily train, the Huntington Beach Local. The SP who operates the branch, is having a power relocation, which has lasted for about a year now, and they have been running a lot of mainline power on the H-branch. Formerly the branch was home for one of Espees many SW1500's with an occasional GP9. Not very interesting and hence the nickname Disinteresting Branch. But now they have been running stuff from GP9's to GP40's and an SD45. The GP40 being the 7607 and the SD 45 being the 8993 spotted on 7/18 and 11/27 respectively. My friends and myself have been keeping tabs on the local from 1/1/79 to 1/26/79: 1/1 3353; 1/2 7821 1/3 6508; 1/4 4117; 1/5 6675; 1/6 6620; 1/7 ?; 1/8 6508; 1/9 6622; 1/10 3432; 1/11 6622; 1/12 6605; 1/13 6508; 1/15 6605; 1/16 6622; 1/17 6622; 1/18 6622; 1/19 6622; 1/20 3850; 1/22-23 3348; 1/24 3432; and 1/25-26 3334. On Saturday 1/20/79 SP's Taylor yard in LA was starving for power. The fueling racks were empty, but the shops had some 70 units about with only a few running. And on the last day of the year, the SP suffered an 11 car derailment on their Wilmington Branch in San Pedro CA. Units were: lead unit 8932; with 8651 behind it with a punctured fuel tank. And Cotton Belt 9391 as the last unit. Luckily nobody was hurt.

On 12/9/78 two friends and myself went to Chrome Crankshaft in Alhambra CA, the used locomotive broker, the crazy sams used cars of the railroad business. We went to see if we could spot some of the SP units and the following units were seen. S-6's 1208;1232;1226;1217;1242;1256;1237;1279 all in primer paint. RSD-12's 2954 and 2958. TR-6 1102 and SD45X 9505 which was involved in a cab fire. Sorry no photos this time.

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## LATE RAILROAD NEWS:

We have unconfirmed reports out of Washington D.C. that the Rio Grande Zephyr between Denver and Salt Lake City, the last non Amtrak passenger train left will continue for another year. The final decision is due soon.

YAY CLAP YAY CLAP YAY CLAP YAY CLAP YAY CLAP YAY CLAP YAY CLAP YAY CLAP!!!!!!!!!!!!

UP has had three major derailments so far this year and all three have tied up the main lines for at least one day.

Finally Amtrak has started running Superliners, they are now on the Chicago Milwaukee runs, and are due to replace standard equipment on the Empire Builder, North Coast Hi, San Francisco Zephyr, Southwest Limited, Sunset Limited, Inter

cont...



Late News Cont..

American, and Pioneer. That is if all of these trains are still running when enough superliners are on hand to operate them. Our great Secretary of Transportation Brock Adams, (in ralifanese, Break Adams) who says all pasenger trains are a waste of money, energy and time. The DOT wants to cut all or restructure all of these trains. We don't know if he will succeed in this plan, because Congress has not acted on the plan yet.

Spotted in Union Pacific's North Yard in SLC; a brand new Burlington Northern SD40-2 in shiny new green paint with a date on the builders plate of 3/79, spotted on 3/5/79. BN owns more SD40-2's than the Rock Island has total units!

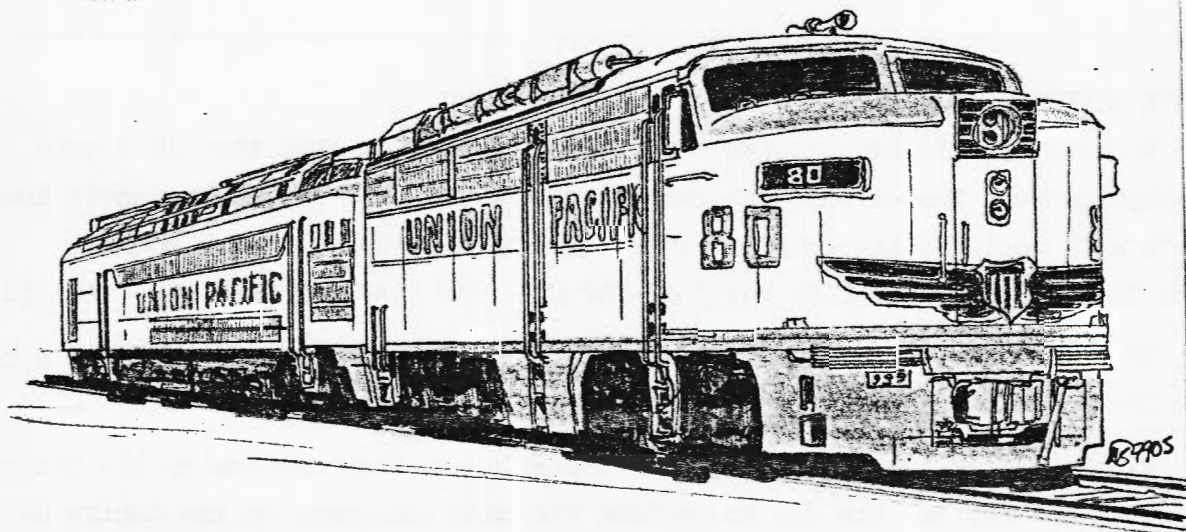
The famous Reading T-1 owned by Ross Rowland, which pulled the Freedom Train, and the Chessie Steam Special, was severely damaged in a roundhouse fire last month, we don't know if she will run again.

Amtrak's Empire Builder derailed west of Lewiston Montana injuring 60 persons when she split a swich and rolled down an embakement.

Mister Derailment himself otherwise known as the L&N has done it again! This time dumping 7 chemical tank cars on the ground in the Florida Panhandle, two exploded and 2000 persons were evacuated. They were exceding their FRA imposed 30 mph speed limit!"

## UNION PACIFIC

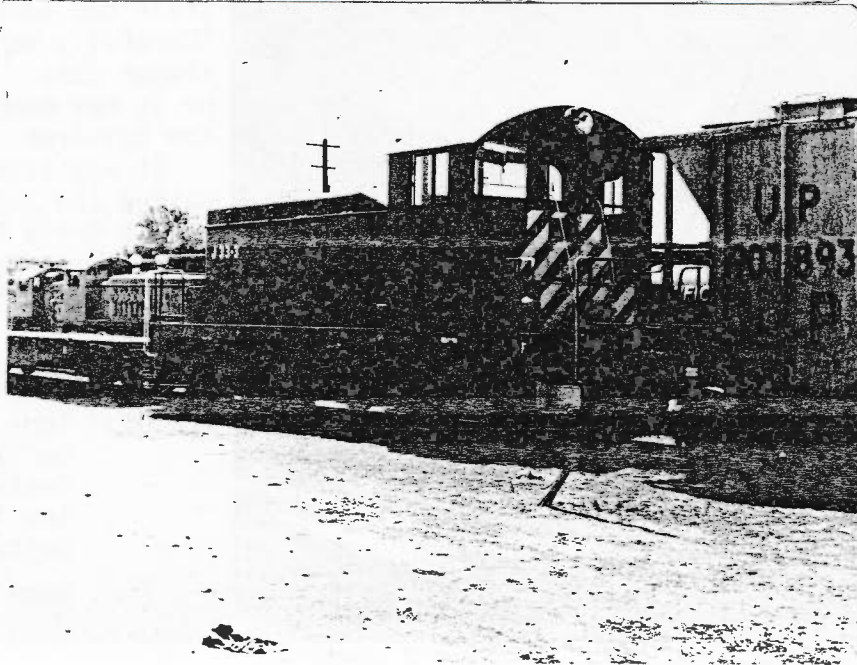
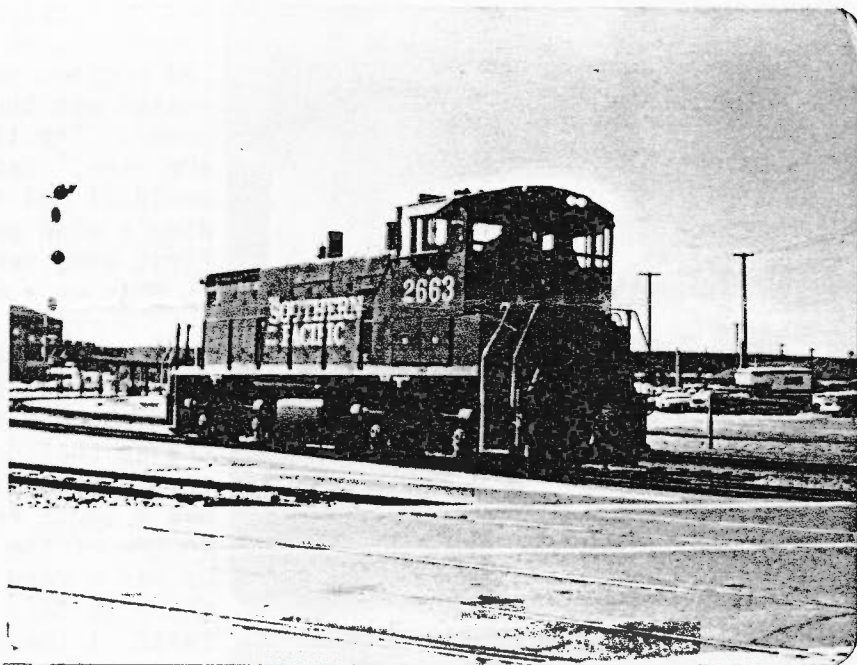
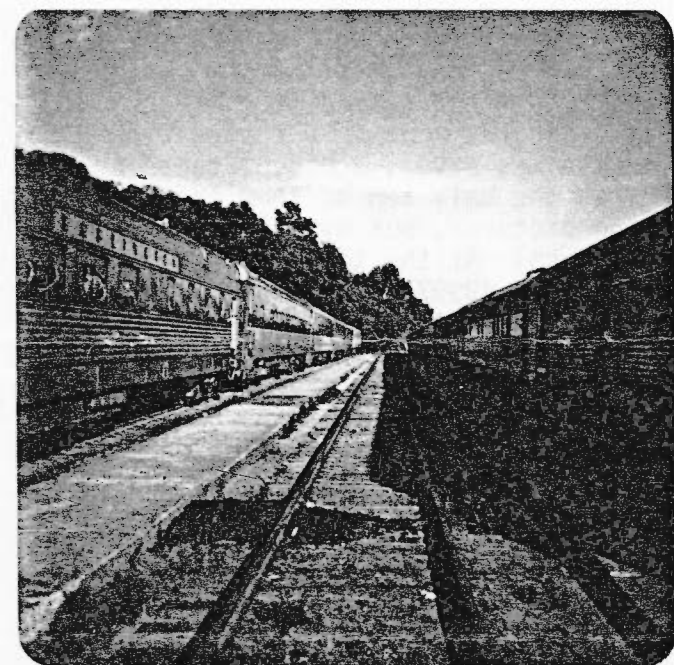
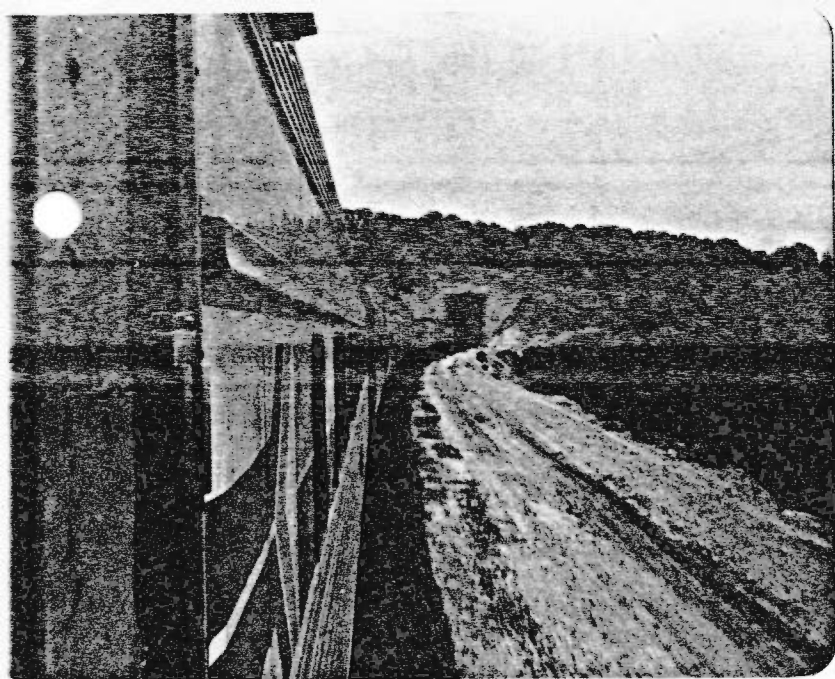
COAL-FIRED GAS TURBINE 1962-1963



Union Pacific's home built monster turbine #80 drawn by M. Morgan



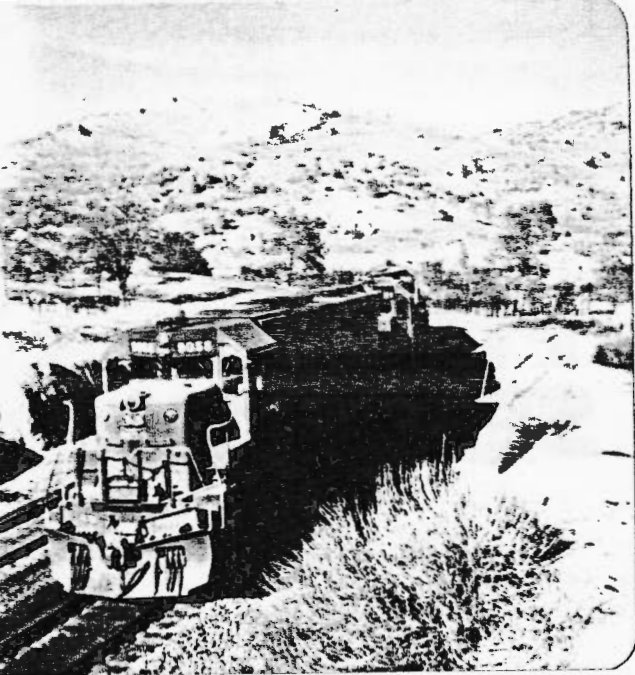
# PHOTO SECTION



Amtrak SFZ in Roseville Dave Harmer  
 Ex BN and CB&Q passenger cars in Minneapolis  
 Tom Gasior  
 SP Swl500 in Sacramento Dave Harmer  
 Ex BN swl in slc Gary R, Gardner



## FIRST VISIT TO THE LOOP



On March 3 of this year, Tom Neeson, Lee Dixon and myself, went with John McGreevy to the Tehachapi Loop for the first time. It was a great Saturday as we traveled up Highway 14 with the tracks coming into view. We drove along Soledad Canyon Road for awhile because it is closer to the tracks than 14. We did not see anything, however, until we reached Palmdale. There, we saw an Ebd: 9206/5300/8665/8466/8867. As we watched these lead engines cut off from the front and pulled into the siding, backing up until they were even with the helpers-9327/9380/9195. I talked to the engineer and he said that the train had "died on the law". This means that their 12 hour day was up and they were leaving the train on the siding to await a new crew.



It was on to Mojave where I saw my first Santa Fe engines in person. As we arrived at the yard, 5554/5668/8039/4645/5038 were heading East. On the way to the Loop we saw UP pool power and a "No romance in taking a chance Caboose". Approaching the town of Tehachapi, we saw another Ebd Santa Fe. After seeing the engines we turned around and chased it. The reason was that this train had some very interesting power. The third engine was #7907, a U28CG, these are rare. Santa Fe has the only ten of them in the world. (I got some good pictures, but my roll of film didn't wind properly..John) At the town I saw my first wide version caboose, #999704.

When we arrived at the loop itself, there were trackworkers right near the dirt crossing. We saw that there were other railfans there so we proceeded slowly and were not kicked out. The first train to head up the loop had an SD9 and a UP SD40-2. As we watched trains that day, we were putting together the pages of the March issue of the Daylight. Next train up was a Santa Fe which was entirely empty flat cars. On one of the next ESPEE trains we saw what John told us was a rare Stac-Pac car. (See the picture elsewhere in this issue. Does anyone know anything about this? I thought they were all gone. ...John) Another train had more UP pool power and a caboose, which read: "Carefully we roll along". As you can tell I like UP's slogan cabs. John met a friend at the Loop that day. He is new member, Brian Lynch. He had come down from the Bay-Area.

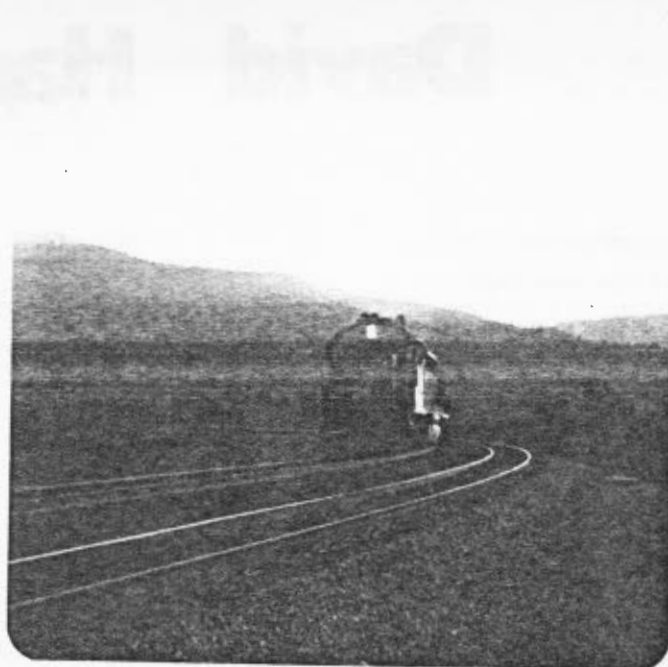


-It was late and so we headed back to Tehachapi and mailed the issues of the Daylight. (If you look you will see it got a Mojave postmark.) We had dinner at John's traditional Mojave spot (Carl's Junior) and headed home. I had seen more trains in one day than ever before.

Vince Nowell

PHOTOS: Top- A Wbd SP with 9058/8405/8703. These are helpers waiting on the Loop siding. Center-A shot of the helpers in Palmdale, with the lead units nearby. Note the female fireman. Bottom- My first Santa Fe ever. 5554/5668/8039 seen here. All photos Y. Nowell





Top left: SP 9341 leads it's train up the loop.

Top right: ATSF train heads down the loop with 5712/5656/5530/5048

Left: The engine in the center is U28CG, 7907 at Monolith. Above photos by Vince Nowell



Below: One of the excellent shots sent in by new member, Brian Lynch. Seen here is the event of the trip, a Stac-Pac car moving. Please send in any info you know on it. Welcome to our club, Brian!





# David Harmer a profile

There aren't too many high school freshmen who have been quoted on the floor of the United States House of Representatives. One who has been, however, is David Harmer of the Roseville Third Ward, Roseville California Stake. The occasion was when Representative Barry Goldwater, Jr., a member of the Committee on Public Works and Transportation,

read to the members of the House a prize-winning essay David had written discussing the importance of railroads. It had won second place in the Railway Express Institute's annual essay contest for Scouts. David was again a winner in last year's contest, taking first place honors for which he received a \$2,000 college scholarship. He will use it at BYU this fall.



David Harmer

Oakmont High School  
VIKINGS

David Harmer  
Student Body President  
Yearbook Copy Editor  
"Twilights" pianist  
7135 J-Bar-B Drive  
Roseville, CA 95678  
(916) 791-4030



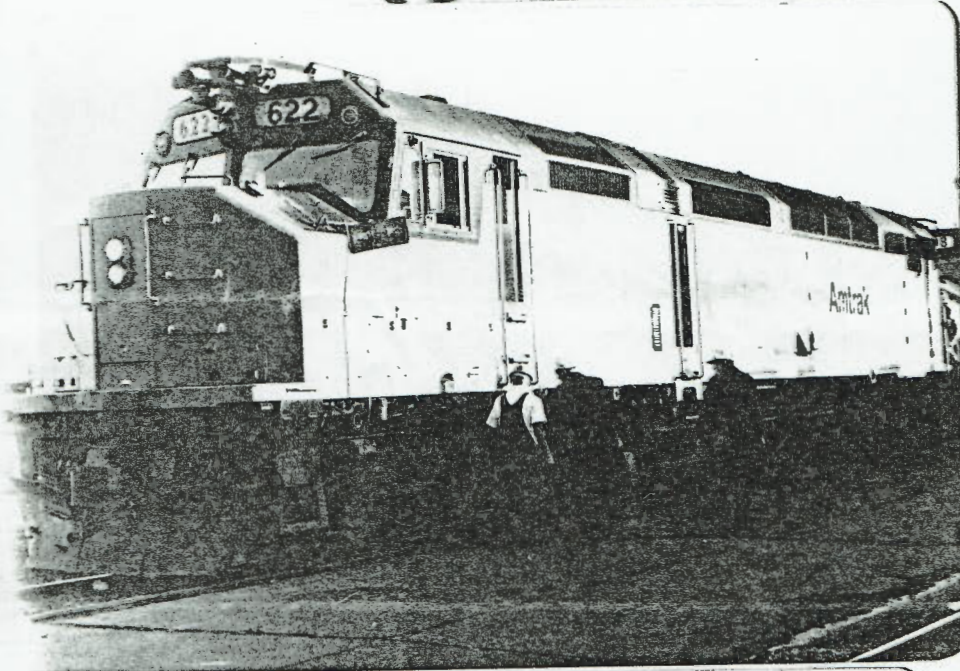
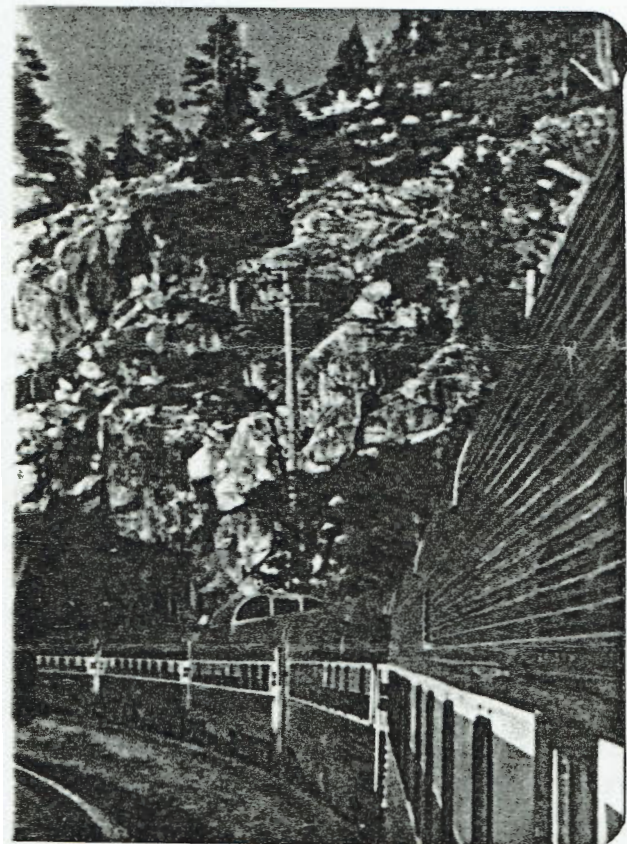
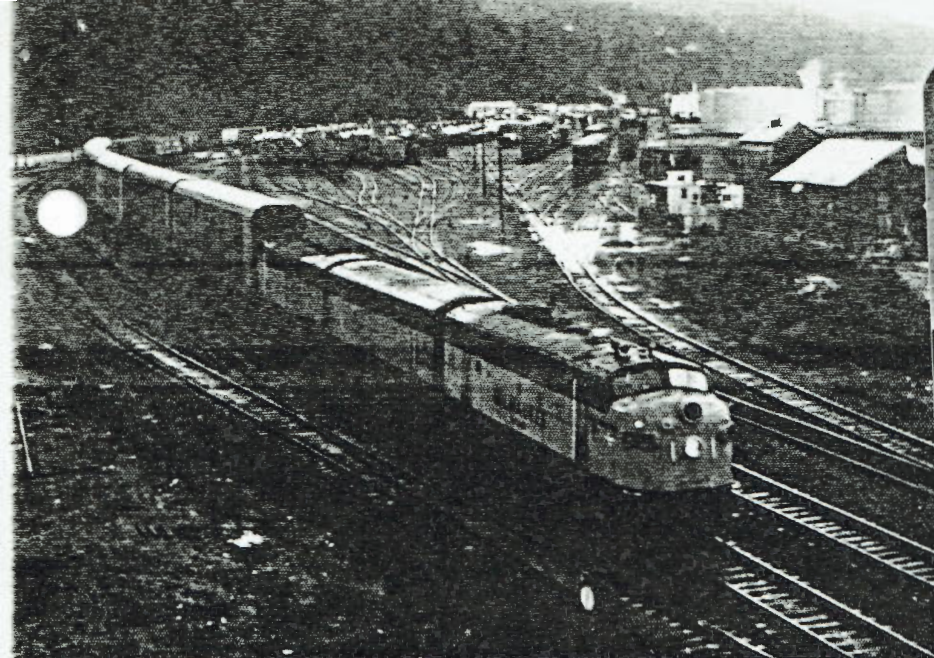
The story to the left, was in the May issue of Ensign/New Era magazine. The publication for LDS (mormon) young people.

David comes from a family of 9, and I still can't name them all after knowing David for 3 years. David's father was Lt. Governor of California for Gov. Reagan. They live in Roseville, California, home of SP's big yard. David has been a railfan for quite a few years, and has quite a large model r.r.

David reads Modern Railroads every much, and is attending BYU to study railroad management, in the fall of this year. He enjoys hiking, skiing and of course, chasing trains. David has put several thousand miles on passenger trains, and many more chasing them. He has written several stories for the Daylight and contributed many photos. I hope he still does after this. If he is still talking to me. By the way, happy Birthday. (a little early).

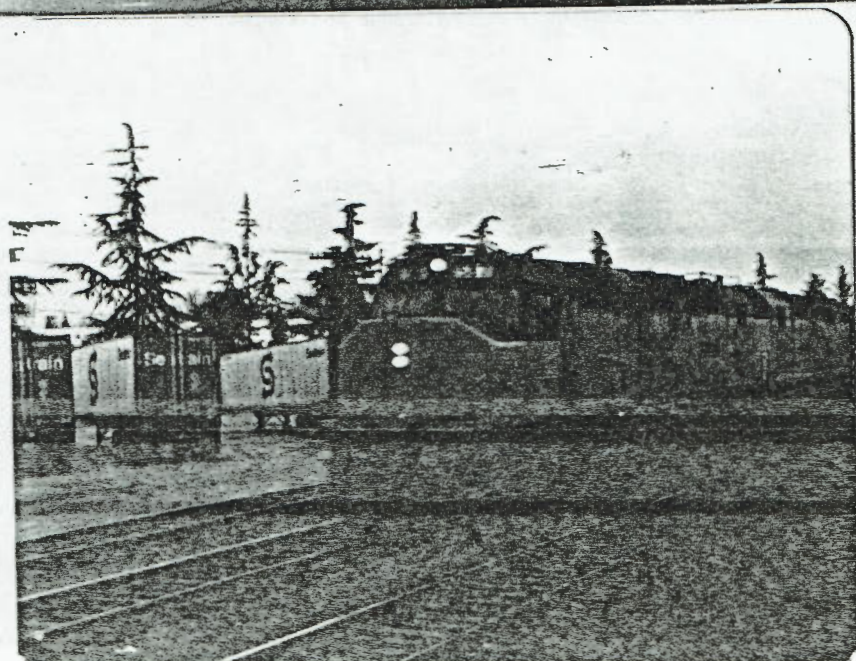
Larry





Milwaukee Rd F units in Portland Glen Newman  
 Milw. MP 15ac and caboose in Minneapolis  
 Tom Gasior

Amtrak SFZ in Donner Pass Dave Harmer  
 Amtrak SFZ in Ogden UT Gary R. Gardner  
 Amtrak SFZ in Roseville CA Dave Harmer

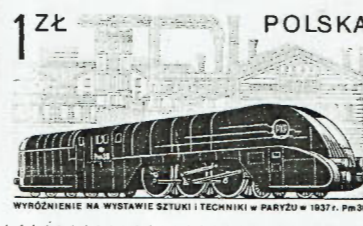
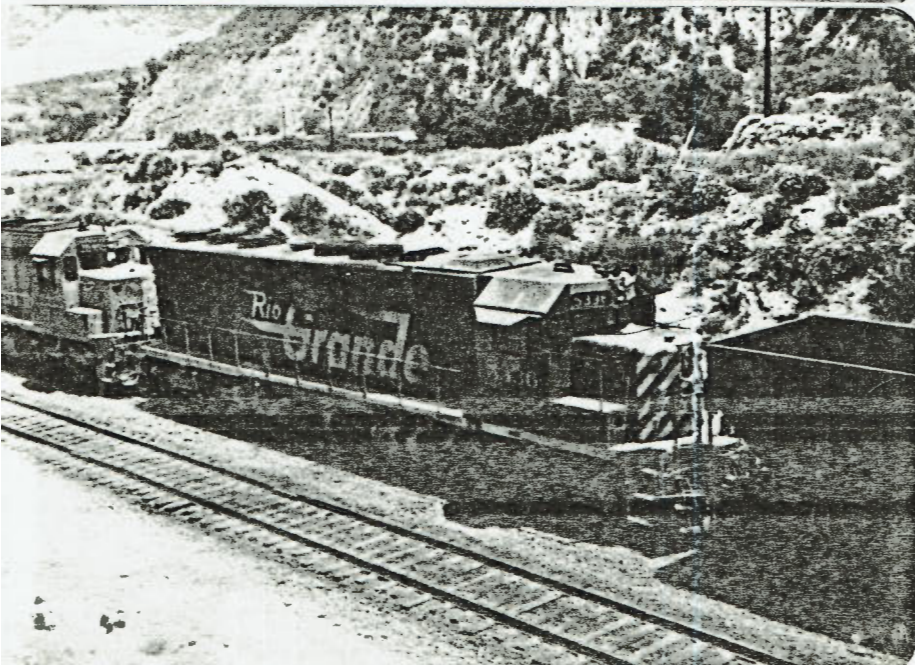
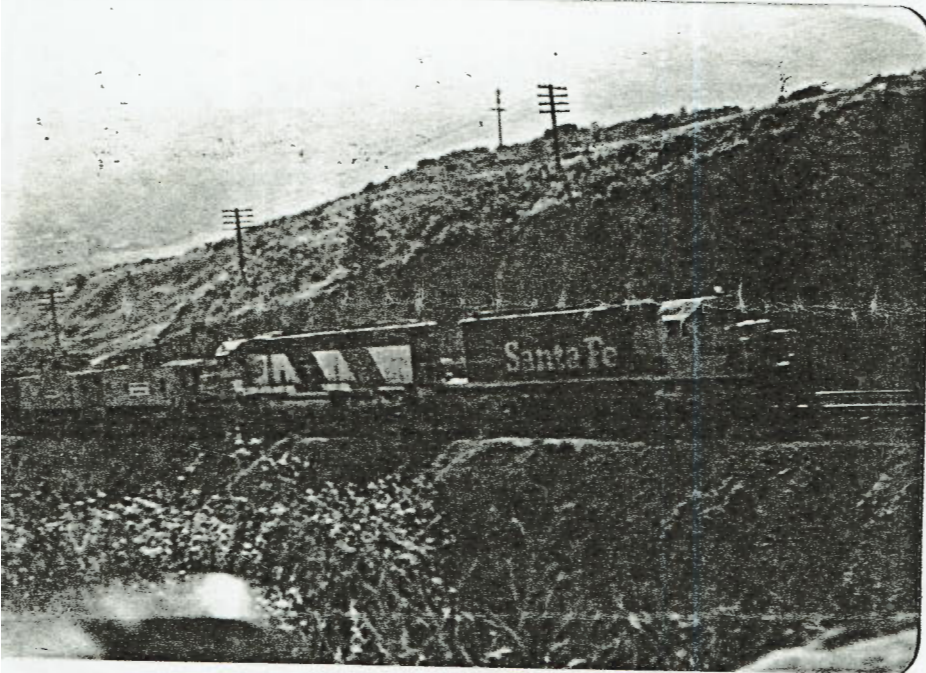
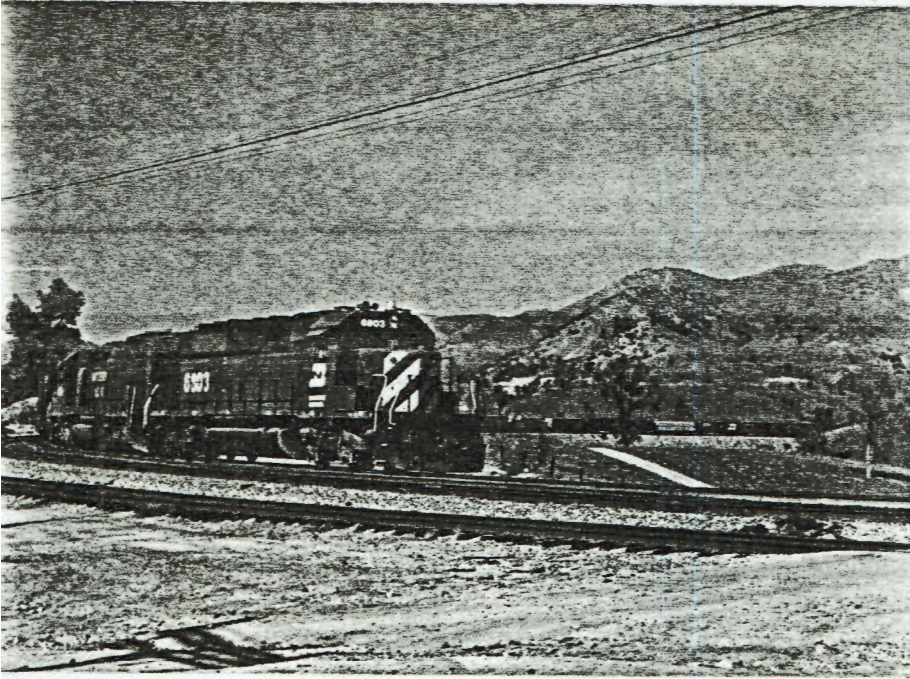




## From the Members

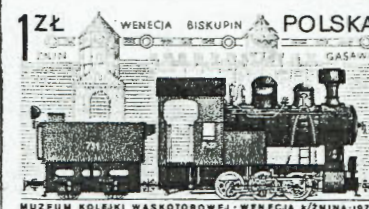
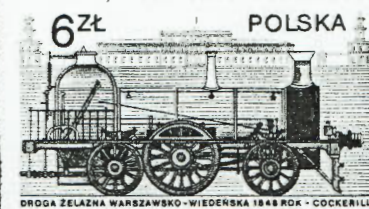
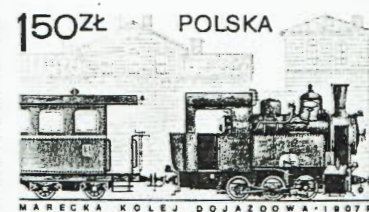
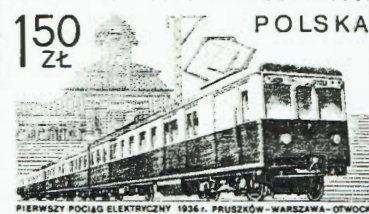
Steve Panza sends in these three great shots on the left. Top is one of the BN units leased to the SP. It is seen here on the loop of Tehachapi on March 6, 1977. With it is SP 9250. Alas, all BN units are long gone, back home. Center shot is at Blu Cut in Cajon Pass. Seen here is Santa Fe bicentennial 5704 with 5018 on the Kaiser Steel unit coal train. The bottom shot is of another coal train with D&RGW power, #5336 with UP 3640, both SD45's

Below are many stamps sent in from our member in Poland, Adam Bychawski. Many thanks, Adam!

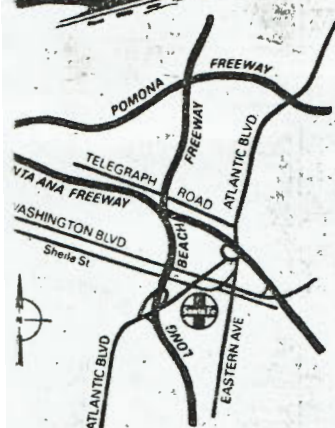




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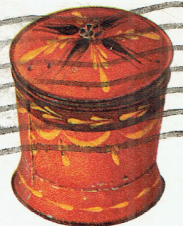
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