

JULY 1979

Daylight



Hello Summer. And Hello summer heat 100° today, and even hotter on the West coast. In this issue, trip report on the Rio Grande Zephyr, How to take night shots, Photos, and Track One and more.

Gary

The last UP city of IA, in cajon pass CA, UP F9 #930 is in charge on the last day before Amtrak. Glen Newman

The DAYLIGHT is the official publication of the Western Region of the TAMR. \$3.25 per year circulation 35

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Track One

IDEAS AND OPINIONS

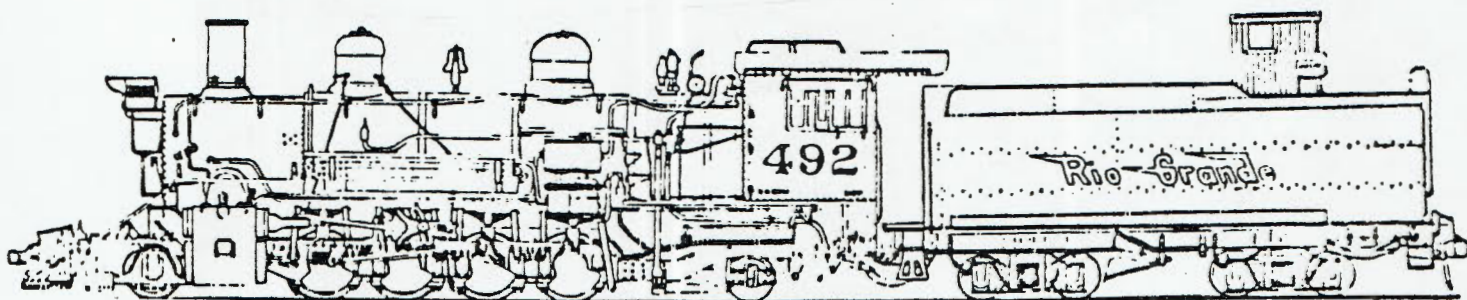
Contrary to popular belief, the Daylight is not dead. I will keep this thing alive if it has to come out of my own pocket. I have found a good place that will do this for 4¢ per page. This will mean less pages but a good magazine. However I need your help in stories and photos, I can't do this alone, how many times do I have to tell you that. John, David, Ron, Tom and myself are the major contributors, and we are running out of stuff. So please get on the stick and help. I am really a nice guy, I don't bite so help me out. After all this is your magazine not mine.

Ed Luzine in New York tells me that the ex Freedom Train and Chessie Steam Special engine the Reading T1, probably will run again. Ed says the Tender was destroyed because of the coal in it and all of the electrical equipment was shot. The engine was badly scorched but it may run again. The fire took five fire departments to put out. Thanks for the news Ed.

The great news of the month is that the Rio Grande Zephyr will run for another year. The ICC decision came on the day of the last run. More on that in the story. The ICC said the train would not seriously drain Rio Grande's finances, and is a public necessity. The order says the Rio Grande must run the train until May 31, 1980. And by the time they re apply and have hearings and make a decision, it will be almost 1981 so we have her for at least a year and a half. I am scheduling another trip to Denver on her in August. Anyone who can come is welcome to.

Congress has voted to cut some 43% of Amtrak's routes as of October despite the packed trains and increased revenue and ridership. Crock oops I mean Brock Adams, Sec of Transportation thinks all trains are a waste of fuel. Tell that to the people who are waiting in gas lines in the east and California. Routes to be axed are Pioneer, North Coast Hi. South west Limited Crescent and more. However some routes might be saved by individual congressmen so write to yours and it might help save our passenger rail system.

I am looking for a person who will be dependable and is a good Modeler to write a column on Model Railroading, we desperately need one. If any of you brave souls out there want the job it is yours. A page to a page and a half per issue is yours to devote to modeling interests.



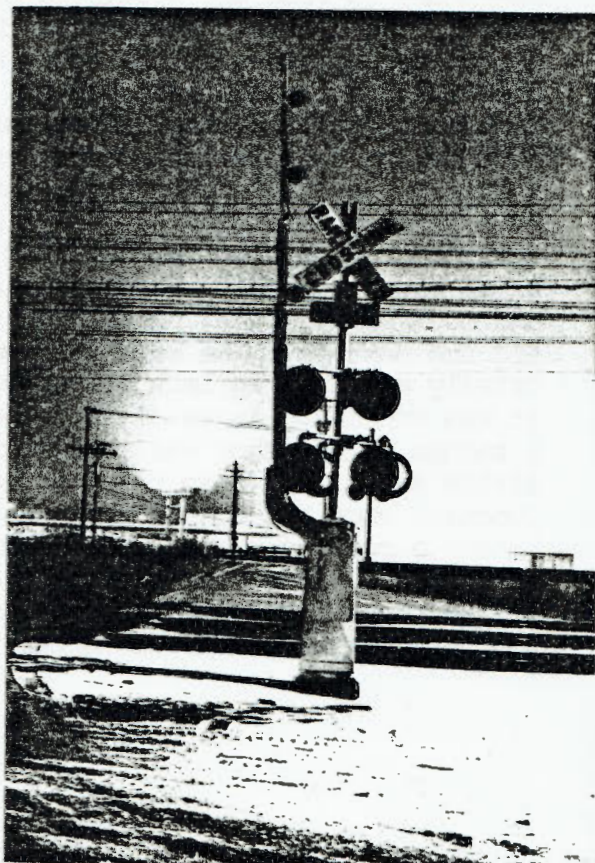
NIGHT !

GARY GARDNER

Night Photos, images of expensive gear, tripods and dozens of flashes, right? ~~WRONG!!~~ You can take great night shots with two simple things. One is a camera with a shutter that ~~stays~~ stays open as long as you hold the release down, and second, something to hold the camera steady. The first will be your toughest, most instimatics dont have the open shutter feature, but many old Kodaks do as well as most 35mm. It is the B or Open on your speed dial. Asuming we now have the camera, we move on to the second item. The steader can be a post, the hood of your car, the ground or the fork on a tree. Dont hold the camera in your hands or against your body, this will result in blurred imiges, unless you are dead and motionless. Now choose your subject, which must also be motionless. Set up your shot as you would in the day, and set your shutter release on open and get the camera in the tree fork or what have you and again line up your shot, you may have to prop the camera with a comb or wallet to get it level. Step away from the camea and press the release button and hold it for anywhere from 30 sec to 5 min. You will have to experiment with the light taking several shots at least, with different timings. The rule is instimatic slide 64asa or less, 4 min. Instimatic print ~~2 1/2 min.~~ 2 1/2 min.

Now for us 35mm people, use Etachrome 200 or Tri Ex or Kodachrome 400. All should have an exposure of 1 1/2 to 2 min with f5.6 35mm people can also get shutter releases for about 2 bucks which will lock the shutter open. All of these shots were taken with Tri Ex at 2 min f 5.6 with a cross screen filter.

I will be happy to answer any questions you have, on night shots, just drop me a line

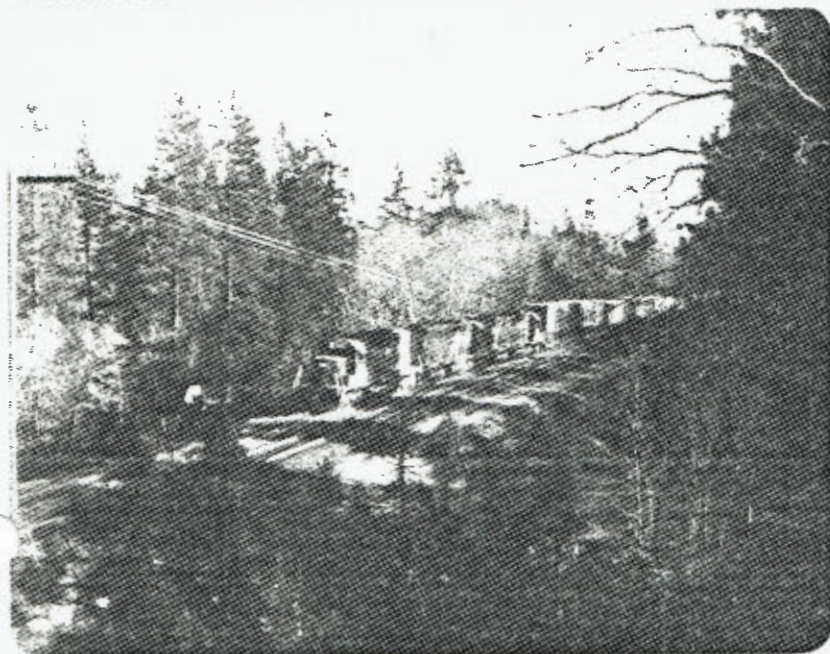
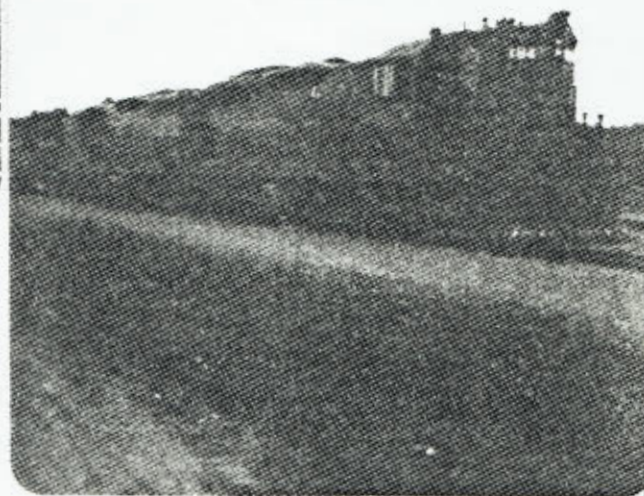
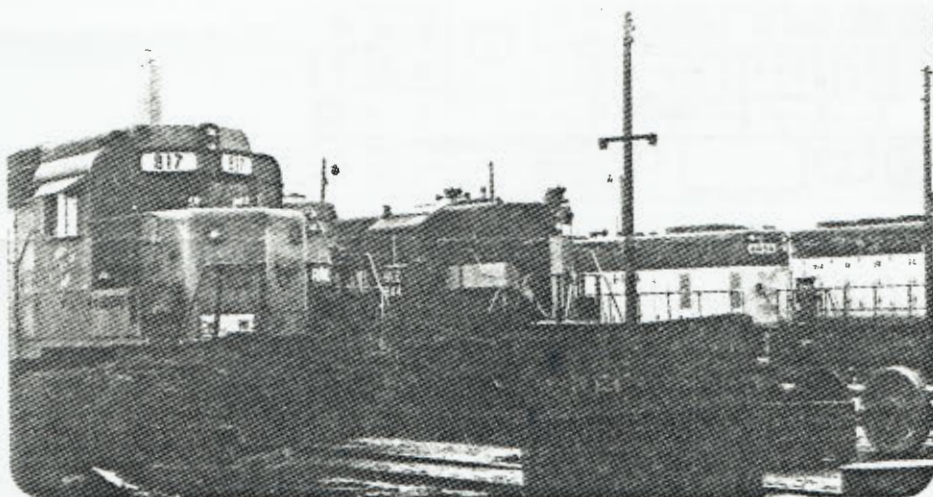


TRIP REPORT

RGZ

RON HIATT
BRIAN LYNCH
GARY GARDNER

Leaving Salt Lake on #18 that Tuesday morning in May, was or could have been a sad experience, for this was to be the last run out of Salt Lake of the Rio Grande Zephyr, the railroad had petitioned the ICC for permission to discontinue the Grande Junction to Ogden portion of the run. The ICC still hadn't said anything and the railroad was prepared to drop the train that night. As we boarded the silver streamliner with 8 cars we wondered if we were coming back the same way, we had reservations on Amtrak just in case, but we desperately did not want to use them. We pulled out of SLC on time with some 300 persons on board, and a noticable lack of media coverage of the last trip, did any one know, did anyone care. We headed for the diner for some of the great breakfast the Rio Grande provides. We were the first to be seated and had our choices all written down, but no waiter, and no waiter, and no waiter till almost Provo. We looked out the windows as we slipped out of SLC, past the auto wreacking yards and Steve Goodmans song "City of New Orleans" came to mind, as we past the graveyards of the rusted automobiles, Good morning america say don't ya know me I am your native son. We hoped this train did not have the Dissapearing railroad blues. Up and over Soldier summit in a drizzel, and down the canyon past Castle Gate and into Helper. Again on time. We got out to check the weather and watch the crew change, Ron said goodbye to his cousin who was the fireman on our trip. We pulled out of Helper, and spent an enjoyable hour or so in the vestibule basking in the warmth so absant in SLC. Ron and Gary headed for the lounge in Silver Sky for an hour or two of Gin and Crazy Eights and Brain in the Vestibule. (He was in the Vestibule for the whole trip.) Green River and Thompson slipped past and into Colorado and along the Colorado river for the rest of the trip up the Rockies. Grand Junction was a service stop, and we took advantage of the stop to go into the station and buy Rio Grande baseball hats. Out of Grand Junction and up the river, deep into the canyons of the heart of the mighty Rocky Mountains. Past Rifle, Bond, and Glenwood Springs and many more towns we didn't even slow down at. The Rockies are awesome and beautiful, and even more so from the vestibule of the RGZ. Soon we were aproaching the famed Moffit Tunnel, the 6 mile tunnel under the continental divide, 10 min. of darkness. Bursting out of the confines of the bore, we were in clouds up to our neck and couldn't see a thing down the front range into Denver, which is a shame because it is indiscrible when it is clear. Pulling into Denver Union Station, it was raining, and we still hadn't heard anything on the discontinuance, and wouldn't for a long time. A drizzly day in Denver turned into a snowy day in Denver, and still no word, and we were getting worried. But now time for worry, we set out to explore the vast railroad yards of Denver with the UP, DRCW, RI, BN, ATSF and MP. Great day, and still no word. Brian bought himself a brass SD9 at caboose hobbies, the largest hobbie store any of us had ever seen. Still no word on the discontinuance, but we did find out she will run to SLC the next day. We were relieved not to be going back on Amcrap. Drizzly again as we left Denver with not more than 100 persons on board, did any one know it was running? As we climbed the front range we darn near froze our ... off. Six to 8 inches of new snow was on the ground, is this the way it is June? Up and over the divide again, and down the Colorado River, it was great, but still no word. Grand Junction came and so did the news. The RGZ was to stay for another year. The train became a rolling party, we cellibrated, all 60 of us. Into Utah and up the Wasatch range and into SLC. Here was the media coverage we lacked on our departure, and live no less. All 68 of us left, with some great memories of a great trip. The RGZ will be here for another year at least, but after that who knows, ride her while you can.



Utah Ry RSD 5 in Provo Ut and UP
E9 in Ogden Ut Yes that is snow in May
Gary R. Gardner

Count the Units, CNW gp30 Conrail unit
BLE Gp9 CNW SD45 and SD9 Gerry Dobis

DM&IR SD24 in Hibbing MN Tom Gasior

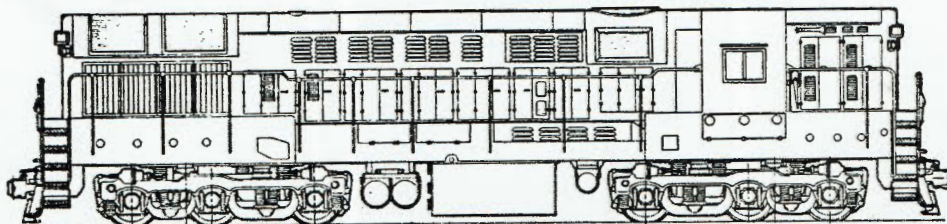
SP train in Donner Summit CA Dave Harmer

(ASSOCIATED PRESS- GILLETTE, WYOMING) — A Gillette motorist weary of waiting for long coal trains has turned the tables on the Burlington Northern railroad. Gillette police say the man parked his pickup truck across BN's main track through the northern Wyoming coal mining center... stopping one of the 21 coal trains that pass through every day. Police Lieutenant Jeff Pfau says the driver told the engineer..."I wait for your trains all the time. This time you're going to wait for me." Pfau says that seemed to satisfy the protestor and he drove off... leaving the railroad to consider filing a formal charges against the man. (The TAMR does not condone this type of behavior.)

TAMR BOXCARS

HO scale boxcars lettered for the Teen Association of Model Railroaders are now available. These cars are standard ATHEARN 40 foot cars painted boxcar red. Order yours now while the supply lasts. Successive runs will have different numbers. Allow 6 to 8 weeks for delivery. Send \$5.00 postpaid to : Jeff Wilkie c/o TAMR Boxcars 38115 Park St. Oconomowoc WI 53066

To the following, this is your last issue, please renew. Mark Johnson, Tony Dobis, Dave Harmer, and Ron Hiatt.



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