

SEPTEMBER-OCTOBER
1979

Daylight



Well the summer is over, and its time to hit the books again. I hope you all had a great vacation, I sure did. I want to thank John Mc and Dave Harmer for the hospitality shown me on my trip to the California coast. I spent a day atop Cajon pass, and two days in the Feather River Canyon, which you will be hearing about later. Write in and tell me about your vacation, and we will print them through the winter months. Thanks to all who contributed this time.

Gary

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

Editor: Gary R. Gardner
2365 Campus Dr.
SLC UT 84121
(801)-943-6629

Model Dpt. Tom Gasior
11800 Pheasant Ln
Hopkins MN 55343
(612)-938-3101

Amtraks southbound San Joaquin#710 pauses at Stockton CA, 7-12-79 with two amcafe's and an amcoach. Gary R. Gardner



TRACK ONE

IDEAS AND OPINIONS

SLIDES

When one has been avidly involved in railfan photography as I have, one tends to get quite a collection of slides and negatives. In the past I just left the slides in the box that they came in from the photo finisher, and just wrote on the box a general description of what the contents were, and then threw the box into my rats nest I call a desk. The other day the local department store had a sale on slide files, and figuring this was as good a time as any, I decided to get a few. The first box I reserved for my big collection of Rio Grande Zephyr slides. Opening my desk and nearly being buried under an avalanche of paper I began to sort my slides. Now after finding several boxes simply marked "RGZ" I began to corralate and lable and mark and file, and corralate and lable and mark and file and... Most of these slides were over two years old, and thus rather difficult to lable and date, and I developed a whopper of a headache trying to remember where the heck that shot was taken. After what seemed like days, I finished the Rio Grande Zephyr slides, and proceeded to my next largest section, Amtrak. Right in the middle of the Amtrak pile, was another batch of RGZ slides, at this point, after filing over 400 RGZ slides I didn't want to see another one, and here were 20! After 420 slides they all began to look alike, afterall how many slides can one take of Glenwood Canyon from a vestibule, so I realized two very important things to realize in photography. 1) after taking the roll of film, or better yet, after taking the single photo, write down where it was taken and what it was. 2) Do NOT, I repeat Do NOT, take photo after photo of a single subject, or out of a vestibule, no matter how tempted you are, you will regret it because you will end up with 40 slides of the same thing! Thus concludes todays lecture.

DOES ANYONE KNOW

With the gas crunch, or what ever you want to call it, Amtrak has reached a level of passengers unknown to the company before, and with Brock Adams or G. William Claytor, or mayor whatshisname running the Transportation Department, does anyone know what the heck is going on? Congress is now on fun little junkets (vacations) to Cambodia, and thus can't deal with the Amtrak situation. With the change in department heads, they cant worry about Amtrak, they are too buisy cleaning out desks and re-doing offices. The president is in hiding at Camp David and cant bother with Amtrak, what with Menachem and Anwar crying. Does anyone know what is going to become of Amtrak as of October 1st? We will know on October 2nd.

THANKS EVERYONE!!!!

I want to thank you guys out there for finally getting on the ball and submitting things to your magazine, keep up the good work. We now have a new column, M of W (maintenance of way) written by Tom Gasior, one of the TAMR's best modelers, he won most of the awards at the recent national TAMR convention in Chicago. This will be a regular column and if you have any questions contact Tom, at 11800 Pheasant Ln. Hopkins MN 55343. This column will deal with your modeling problems, ideas as well as Tom's good advice. Good Luck and welcome aboard Tom.

RATE INCREASE

Sorry people but I have had to raise the price of the Daylight from 3.25 per year to 3.50 per year, effective with the November issue, and the single issue price from .50 to .75 This is due to an increase in photocopying prices. Those who have subscriptions that expire this issue, can still renew with 3.25 We wish to welcome these new members: Brian Shishido and Tom Millsap of Pasadena CA, Jeff Wilke of Oconomowoc WI, and Claude Morelli of Albuquerque NM.

While browsing through the TAMR directory, I noticed that most of the members have their own railroad name. I have also done this with my layout. This type of modeling gives us freedom to operate any equipment we want. Once you have decided the type of equipment you wish to run, the next step is to make everything look like it belongs to your railroad.

Decals are a must if you want people to recognize your railroad. This is only the first step though. If you run steam, you could add or change the headlights so all the engines have the same type. Why not use the same type of tender for switchers and road engines (but only larger). Paint all of them the same color too (the prototype roads did this too). Do all of your engines have the same type of smokebox, feedwater heaters, number boards, oil or coal tenders, or even boilers.

If your road is geared towards diesels you are in luck. There are more detail parts than I could mention. If you follow a prototype railroad just watch for features of that particular road. To name a few, the SP has lots of lights, the EN has the locomotive type painted on the running board, most of the northern roads have snow plows for winter duty, the UP has spark arrestors on their switchers, and on and on. Take a look at your motive power, and see what you need to add to make your railroad have that family look. My diesels all have snowplows, rotary beacons, five chime horns radio antennas and all weather cabs. This may sound like it cost two arms and a leg, but it is really not that expensive. You don't have to add all those details I did, just the ones you want.

Most of my locos are EMD's and larger U boats. Sticking to just one or two types of builders also makes your railroad more believable, (your shop crews are not going to have many spare parts for an Alco switcher when your railroads main loco is SD45's). But remember it is your railroad and you can run what you want.

What do you get when you cross an SD40-2 with Godzilla? I don't know, but I bet Union Pacific would buy it!

Helpful hint #1:

If you can, use metal wheels on your rolling stock. The plastic wheels pick up dirt fast and they turn white so they look like they have been through a Minnesota snow storm!

Next Month: How to make Athearn piggy back flatcars ride better.

PROP. 13

Tom and I have come up with the idea of starting a Western Region modelers association similar to the Central Regions MESS, for MidEast Shortline System, and the Northeast regions NEST for Northeast Shortline Terminal. The organization, would feature cabooses painted in the associations colors, as well as a map showing all of the members lines. So if your railroad runs in any of the Western Region states, (Alaska, Washington, Oregon, California, Nevada, Idaho, Utah, Arizona, New Mexico, Colorado, Wyoming, and Montana) you are welcome to join. Tom will have more on the details later. We need now to choose a name for this organization, and I have had two proposed: WARS, for Western Association of Railroads and Shortlines, and WORS Western Organization of Railroads and Shortlines. Tom and I decided to have you the members decide. Send your decision ideas and questions to Tom Gasior, 11800 Pheasant Ln, Hopkins MN 55343. Lets get this idea rolling, send us your feedback. Tom will announce the results and other info in the next issue of the Daylight.

Gary

Railroad News

The Union Pacific Railroad went on a brief one day strike August 13. The entire system was shut down from midnight the 13th to 4:00 pm that afternoon, after 3 federal judges issued restraining orders, and ordered the strikers back to work. The shutdown stranded Amtrak trains 25 and 26 the Pioneer in Pocatello ID, and an SFZ in Ogden Ut, and Denver Co. The reason for the strike was the hiring of two non-union conductors on the California Division.

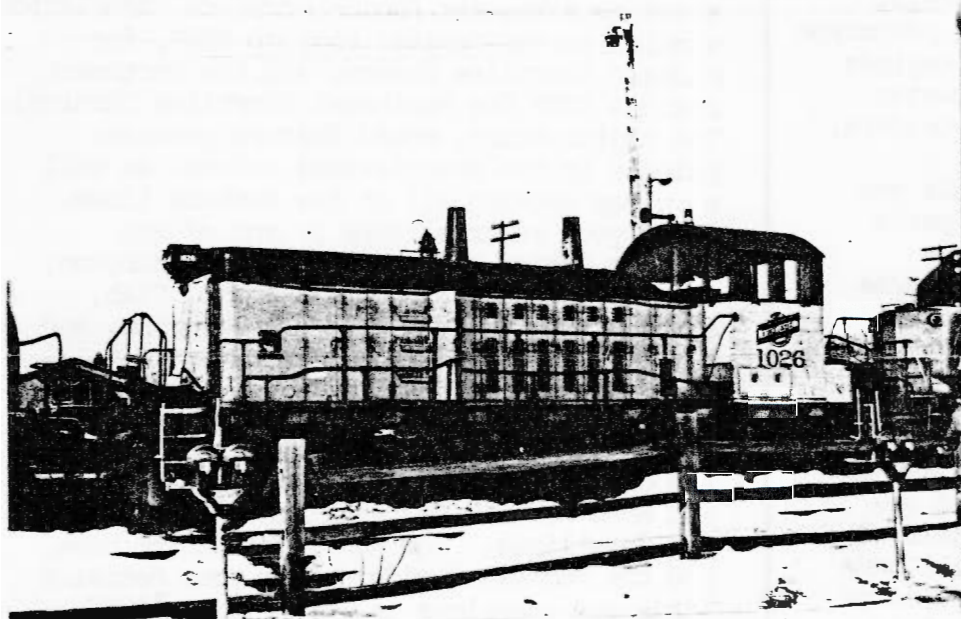


PHOTO STOP



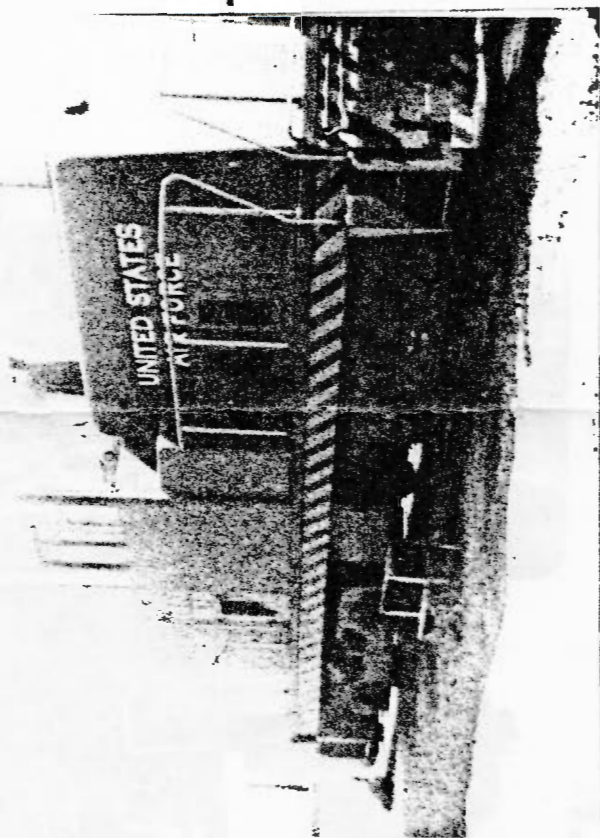
Ex D&H Sharks in St Paul Min. Only
Baldwin units of their types left!
Tom Gasior

Amtrak Southwest Ltd in San Bernidino
California. Tom Millsap

CNW NW2 in Geneva IL Gerry Dobe

Grand Trunk Western GP9 in Blue
Island IL Tom Gasior

SP camera car made out of former
Rio Grande Krauss Maffiea units
Tom Millsap



Brand New Western Pacific GP40-2
in new paint scheme. Gary R. Gardner

Stored Rock Island E units Chicago
Tom Gasior

GE 70 tonner unit USAF at Beale
AFB California Roger Arnold

"New" WP F9 with green paint in
Stockton Ca. Gary R. Gardner

F9 #913 Gary R. Gardner



Western Pacific F9 unit #913, the only unit painted with the
old WP freight Orange and Silver. The unit had an electric
fire on Altamont summit, traction motors burned out, smoke
and body damage, she will be repainted in orange and silver



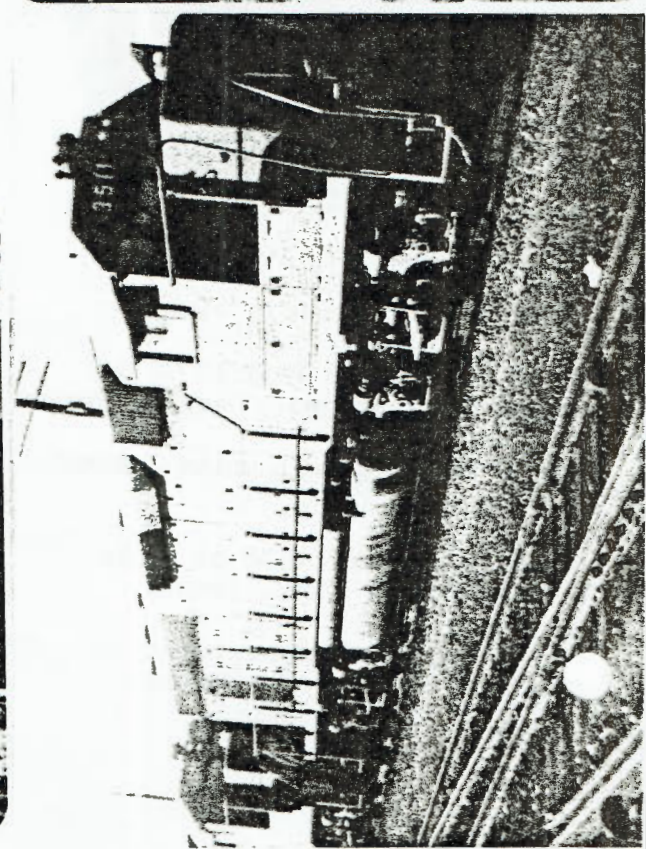
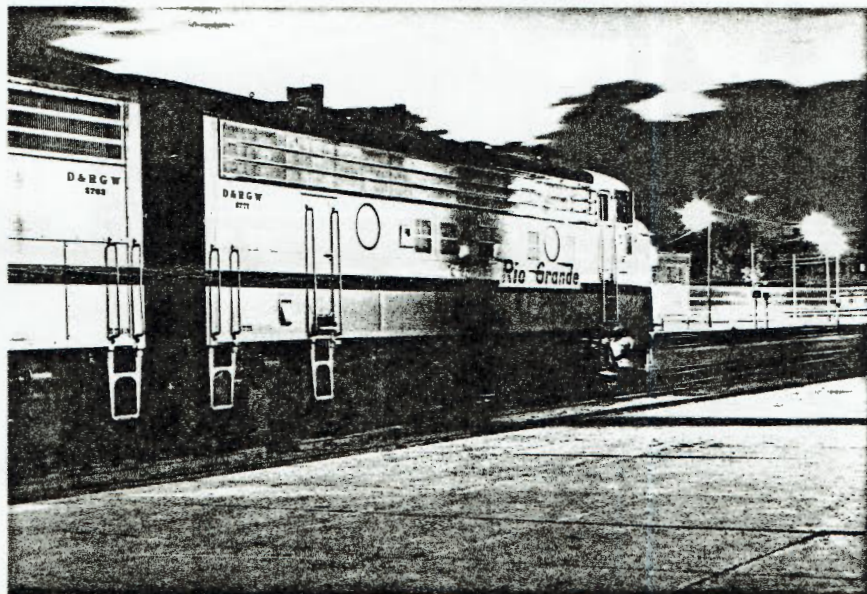
WP GP40 leads a train out of Marysville CA Roger Arnold.

Rio Grande Zephyr rests over night in Salt Lake Gary Gardner

Norfolk and Western GP9's in Hammond IN, Tom Gasior

BN RS11 in Pendleton Tom Millsap

WP in Mayrsville from Roger Arnold



A DAY ON #711

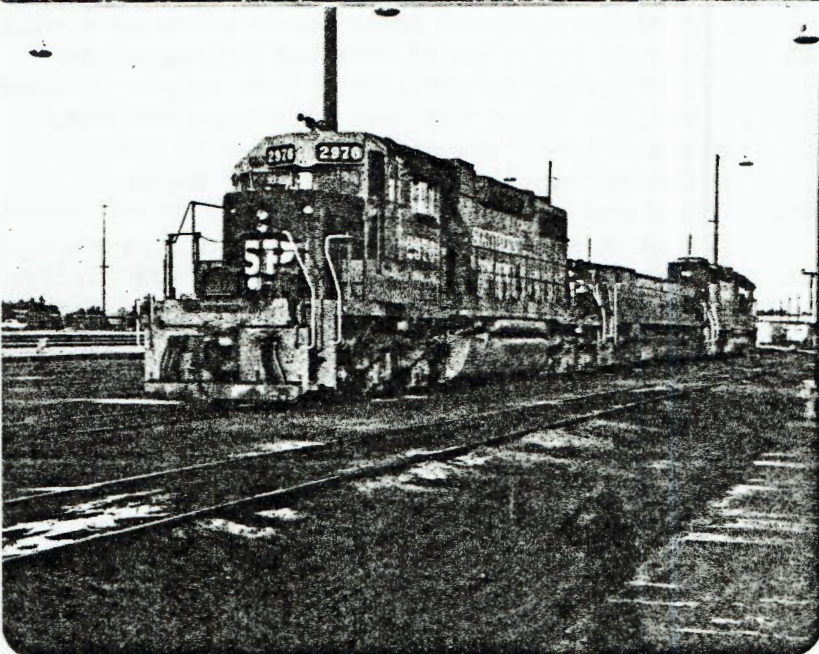
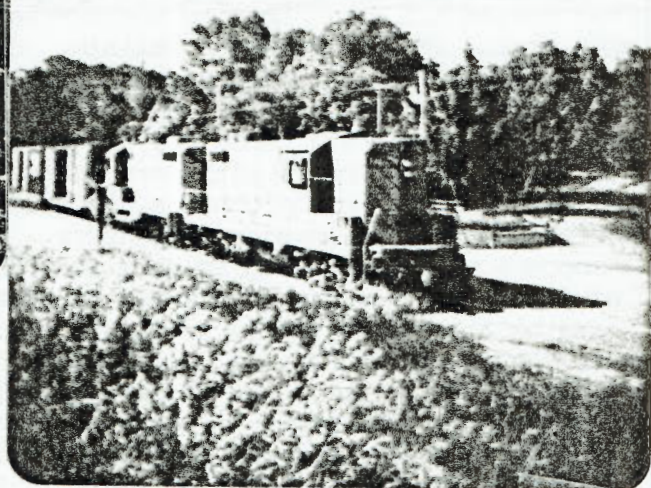
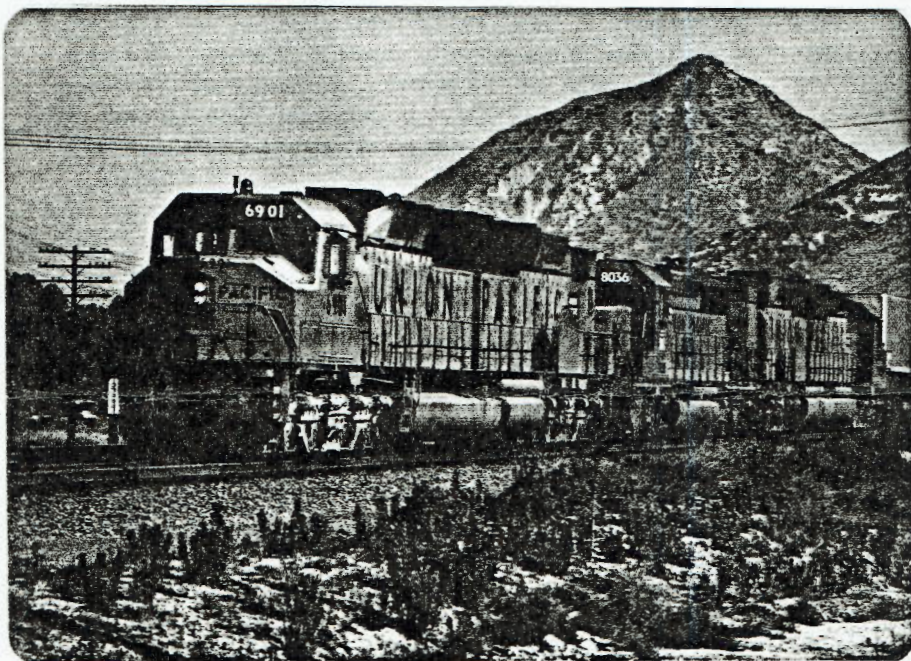
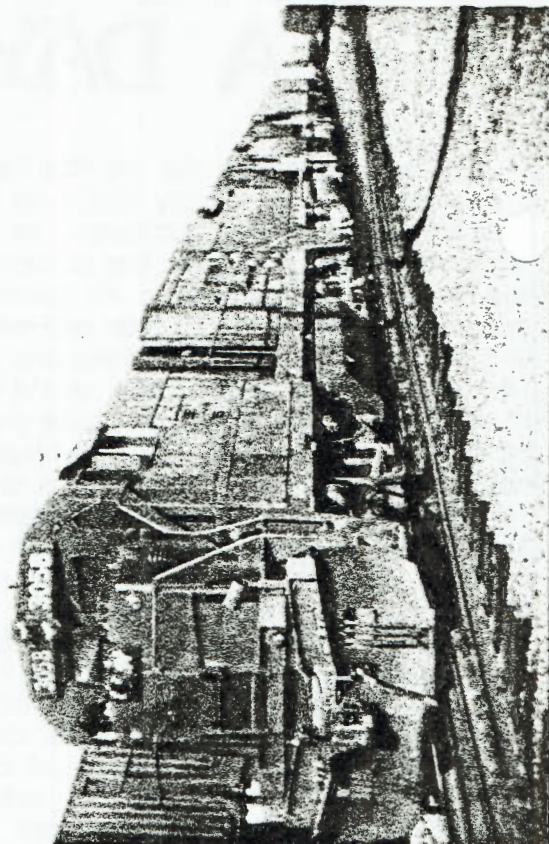
JIM MURPHY

July 6: Departure day on the San Joaquin. I discovered this train, while no Coast Marlight for scenic purposes, is on an unreserved basis and as the extent of my visit north was uncertain at least left me auto-type leway (aside from odd-even) leeway and lack of anxiety over "getting back". I lent my car out to a friend who'd cracked his block earlier in the week (safe yes I know..) if he'd go with me to the Greyhound station in north Hollywood and thus insure that the beloved HoneyBee would sit around anywhere but there. Bus depots are noted as secreters of spiritual enzymes that tend to breed misanthropy, but with the crowd of Amtrakers along it wasn't so bad. The bus of course is required for the connection to Bakersfield and as we buzzed over the grapevine I half seriously entertained the notion that if we couldn't have the train all of the way at lest the bus could travel, say via "58". After being plunked into the match box size depot, I watched for our train and had my own first look at the fairly recent development of N&W power on the Santa Fe. On a Barstow bound train were two SD45's of the N&W. We left Bakkie a little late and for no apparent reason. This little job, who gave me an initial impression of being able to hide behind the Alco switcher that pulled him out. Nothing sentimental about this train, it was true miniamalism. He was headed by an f40 and obviously consists of 3 amcoaches, at the head was the Amcafe and some seats that people may smoke in, and on the rear was a boarded up Amcafe with more seats. In between you get four Amjohns, a place for your Amtrash, a pair of Amwater dispensers.. pretty 'Amncompact. Vestibuling is done from the rear. Unfortunately when one of the big reasons for being back there is passed such as a freight in a sideing a crewmember will drift back for a rollby and while not sending you back will be somewhat in the way--- a position I am sure the TAMR does not reccommend the railfan himself to take in relation to the salaried man. Another hazard of bestibuling is like when we halted at Stockton I wondered why we were backing up. That night I relived over curve, switch frog, and burst of acceleration... In case no one has heard of this, the Santa Fe really does run main line through the streats. Just after the depot you have Q street, and after that Dianna street. That's right, the tracks are imbedded in the pavement, cars are parked within 10feet of the train, and the scene is lined with mid-lower class houses and apartments.

Some other vague notes about the Santa Fe railroad in the Central Valley: The main point to make is that there's a sizeable contrast with the SP. Espee's history in the valley in the previos centruy was as a domineering force and its not surprising that they have a broad right-of-way that paralells US 99 and burns a big hole through every town, and is very tangent in the bottom half. Santa Fe is paralelled by highway 43 to about Wasco and from then on is fairly isolated from steady driving scrutiny. While still flatter than month-old apple juice, the line goes through some slightly rolling country in places and takes some sweeping, if not exactly sharp curves. One mystery I basically had cleared up for me was the presence of double signals where there were no sidings. A brakeman on the return trip while we were in the siding just north of Fresno where 710 customarily waits for 711, showed me a Santa Fe rule book. Where there is no siding, in which case the lower one is for divergence, the lower signal is a permanant yellow, that indicates, when beneath a red, indicates to proceed to the next block at reduced speed. Now you know. Out of Stockton the railroad passes more river country and finally the changing of the guard at Port Chicago. To directly serve Martinez and Oakland, the San Joaquin is switched over to the SP tracy line, where after a few miles the CalP main is entered. It is quite a ceremony in its won way; there are about 3 track changes as the SP crew which has boarded at Stockton, gradually takes over. As Brian Lynch has pointed out, the flat terrain and ample power often make this little train early everwher it stops, and thus gives an awful long look at port Chicago. Well at least the Navy switchers are near. Brian Lynch was easily scooted at the Oakland station, and what ever sopor induced the bumpu ride, his new to me presence didn't alleviate, was blasted away when, checking out the WP switcher working in the street, we were subjected to an enourmous chord from the engines horn that must have leveled several old buildings. Welcome to the Bay area!!!

Continued next month.

Next Month: Jim and Brian explore the Bay Area, with the SP, WP and Santa Fe.



Rio Grande SD40T-2 leads a unit coal train through Provo Depot. Gary R. Gardner

WP U Boat, from Roger Arnold

Union Pacific TOFC train in Cajon pass headed up by a DD40AX Tom Millsap

QNW GP7's in Hopkins MN. Tom Gasior

SP GP38-2's with slug in Colton Yard Tom Millsap

CAMERA

(This is a new column, it will attempt to aid you in taking better railfan photos, and answering your questions. If you have any questions, drop me a line.)

N G L E

GARY R. GARDNER

While I was visiting the west coast this summer, John McGreevy, and two other railfans, and myself were atop Cajon pass, doing whatever railfans do. John glanced at his camera and noticed he had his ASA speed set wrong. John had it set on ASA200 and he was shooting with ASA 64. This is a common mistake made, one forgets to reset the ASA speed when changing film. His error caused film to be underexposed, and with normal processing would have come out black or very dark. This trip to Cajon, was unusual to say the least, with the amount of unusual pool power spotted, I.E Milwaukee Road and MKT. John was slightly upset at his mistake, and wanted his film to turn out. John tells me he had it specially processed, and they all came out great. The photo finisher simply overdeveloped the film. If you run into the same problem, the best thing to do is to check your photo stores, the specialty ones are the best bet, to see if they can fix your film. If you are in the midst of a roll of film when you discover the problem, continue to underexpose the film and take the entire roll to the processor. For those of you who overexpose your film, sorry but I don't believe anyone can help you. To avoid this problem, check your ASA setting, when changing film and before shooting!

I have been asked on many occasions, what kinds of photos I need for the Daylight photo pages. The best ones are crisp sharp B&W glossy photos. The Daylight is printed with a high quality Xerox machine, and textured color doesn't quite come out clear. Glossy color work well, but must be light in color, dark color shots will not photocopy well. When changing color to B&W as the Daylight does, the dark gets darker and will not come out clear, when photocopied. Any subject is OK, however I have quite enough roster shots of SP units. The more unusual or rare the subject the better. The cover shot is 5X7, and it must be glossy B&W as it is the first thing prospective members see, as well as you, and first impressions are everything, and a good cover, enhances the mag.

In last month's Night Shots article, I neglected to mention, when taking night shots, remove your clear or skylight filter, as it will cause a reflection on your film, I have had several great shots, only to be ruined because the filter reflected the number lights and placed them backwards and upside down at the bottom of the slide!

More Railroad News

Dave Harmer reports that the California state legislature, has passed a bill financing more rail service for the state. \$21,000,000 dollars have been appropriated for running the San Joaquin, trains 710 and 711, into Los Angeles. Now the train stops in Bakersfield; also for a new Sacramento San Diego run; Extending a "SanDiegan" into Santa Barbara; and new LA commuter service to Oxnard, San Bernardino, and/or Santa Ana. Good News, the California state senate is on the ball!

TAMR BOXCARS

H0 scale boxcars lettered for the Teen Assoc of Model Railroaders are now available. These cars are standard ATHERAN 40ft 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 post paid to: Jeff Wilke c/o TAMR boxcars 38115 Park St. Oconomowoc WI 53066.

RAILFANING IS

Listening to Arlo Guthrie sing City of New Orleans over and over as you show slides of passenger trains in the bathroom because it is the only dark place in the house till your parents threaten to have you committed or sent to a monastery.

Cajon Means Action!

JOHN MC GREEVY

Our beloved director, Gary Gardner, came out west this past July 6th. He was visiting Southern California with his family, who had driven down to spend a week at Laguna Beach. After watching trains with us at Cajon he would head up north on the Starlight and then check out the action with Dave Harmer in Roseville. Quit a trip. I think this day's visit to Cajon should have been one of the highlights. It was one of my best days there.

Laguna Beach is about 100 miles from Thousand Oaks, so the beginning of the trip was delayed a bit for Tom Nesson and Vince Nowell as well as my self. After visiting our favorite city of Irvine, we headed to the motel to pick up Gary. Another long drive was in store for us along the Riverside Freeway, from which the tracks of the Union Pacific and Santa Fe can be seen albeit not to well.

First stop was the Pepper Street bridge over the east end of Colton Yard. No sooner had we stopped the car when the Sunset Limited showed up with two striped SDP40F's. On the end was a Southern Railway car. This was the first time I had seen the train here, today it was late.

Over to the now closed Colton Tower. We saw a UP and an SP freight go by. Things were buisy but we wanted to go to Summit so we soon left. At the road to Mormon Rocks we watched one of the few SP freights on the hill that day. Here we at lunch at the dependable Union 76 truck stop. Their pepper burgers are good! (The editor disagrees on this point) We continued on towards Summit. My forgetting the way took us 15 more miles than it should have, but when you are a buisy railfan, you can loose touch. At Summit we waited and waited...

...Finally after nearly tow hours a westbound UP with almost solid covered hoppers showed up. My first roll of film was done, too bad I didn't bother to change the ASA setting from 200 to 64. I figured it out 17 shots later. Good thing too because the next few minutes was the most jam packed times I have ever had. Santa Fe brought us three Norfolk and Western units. The three helpers came off the tail end. On the west track a UP job appeared. His consist included a 8061 unit geared for High speed, a GP40Y two Chicago & Northwestern SD40s and a Milwaukee Road SD45!

As soon as he stopped, yet another westbound UP showed up on the east track. At this time a Santa Fe eastbound came up! The UP had MKT SD40-2 #601, this was the first Missouri Kansas, Texas unit any of us had ever seen. With shutters clicking wildly, we watched the helpers and our Milwaukee train switced around the Santa Fe, Finally the MKT and the ATSF train rolled around each other. Afer another ATSF westbound, we headed back to Colton Tower.

In San Bernidino, we saw an old F9 B unit, now used as a remote unit. I have never seen them in action. Back at the Tower we saw DD35A's, SP pool power on the UP and the Farmer John stock car empties headed back east. It was also here that I lost my lense cap. We took Gary back to the motel in Laguna Beach and after getting lost on the great LA area freeway system we went home to rest for a day before Gary went through Oxnard on Sunday. Sunday I met Darrell and soon came SDP40F of the Coast Starlight into the station. We jogged down to the last car of a 17 car train to where Gary was, took his picture and bid him farewell. Oxnard is only a three minute stop. I had planned on just going home but this was a buisy day on the coast. Just before Gary arrived an Ebd with an SD45 leading and a SW1500 in the consist went by. Just after the Starlight left, another Ebd appeared with #8320 an SD40T-2. I heard from a scanner equipped fan that a Wbd freight was on its way. Off I went to Santa Susanna Siding. The light was red indicating the WBD was near. From the other direction I could see the light of the approaching EBD. It turned out to be the SD45 train. This bothered me because I had seen the T-2 train go right on by Moorpark Siding. The SD45 pulled into the siding as far as possible and soon it was followed by the other EBD. The westbound arrived and it stopped on the main and allowed the two EBD to snake around it.

Final note from the Coast, On August 18th I was again in Oxnard and what appeared but a Gulf Mobile and Ohio GP38 in orriginal paint! I couldnt understand it, I have never seen an IC unit here. I promise a picture for the next time.

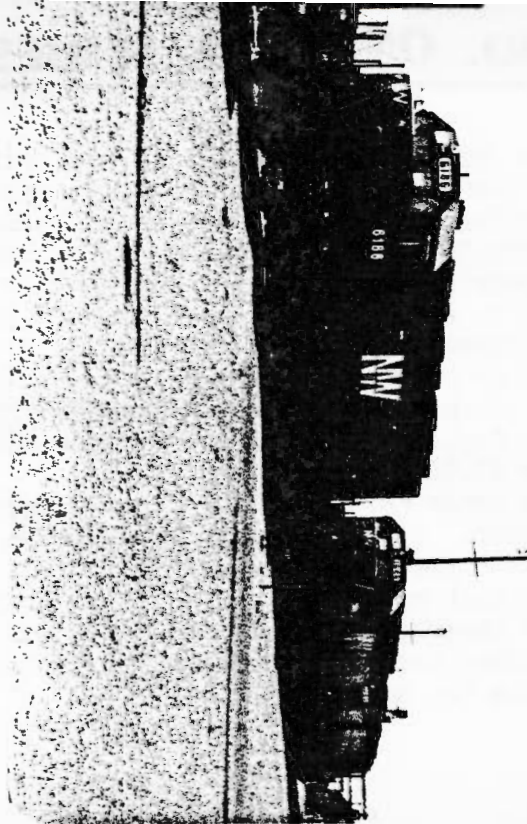
tom's Page

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rr search

AMTRAK	KATY
AUTO TRAIN	LOUISVILLE AND NASHVILLE
BOSTON MAINE	MILWAUKEE ROAD
BURLINGTON NORTHERN	MOPAC
CHESSIE	NORFOLK AND WESTERN
CHICAGO AND NORTH WESTERN	RIO GRANDE
CONRAIL	ROCK ISLAND
DELEWARE AND HUDSON	SANTA FE
FAMILY LINES	SOUTHERN
FRISCO	SOUTHERN PACIFIC
ILLINIOS CENTRAL GULF	UNION PACIFIC
	WESTERN PACIFIC

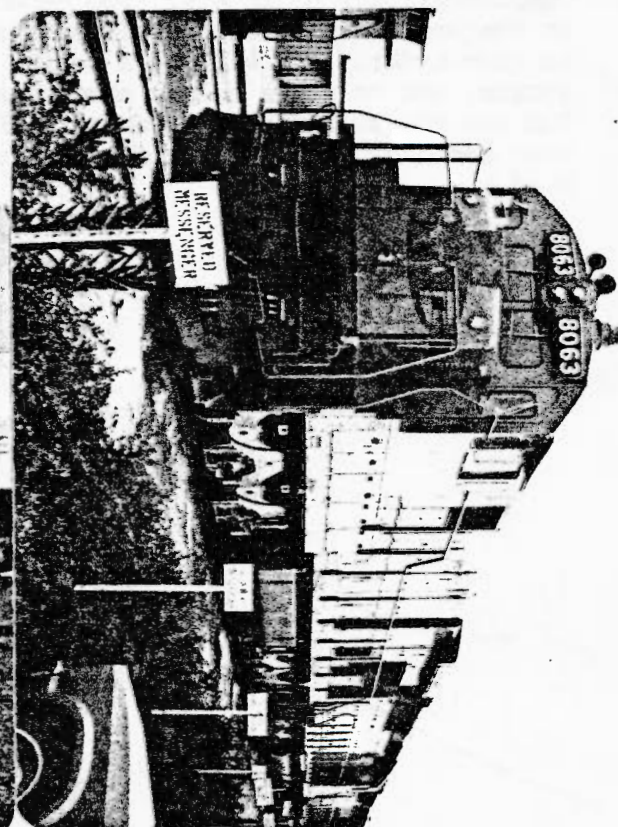
UP E9 #964 leads the Pioneer out of Portland OR.



Leased Norfolk & Western units on ATSF

See how many railroads you can find. Search was thought up by new members Tom Millsap and Brian Shishido. All photos are by Tom Millsap.

Santa Fe C-30-7



NO. ONE OF A SERIES

Yes friends this is your beloved Editor, and he is worried. Why? Because these people like Tom Nesson, Don Peterson, Mark Kaszinak, and Bobby Gallegos, are due to renew their subscriptions, and he is afraid that they won't and then they will miss out on the greatest magazine in the world, the Daylight! The only magazine written by teens for teens. So please renew, and tell your freinds about the Daylight. You can renew this month only, for \$3.25 how cheap can you get! Show me one other magazine this good for only \$3.25 a year. You can't even buy 3 issues of TRAINS for that, or three gallons of gas for that matter. So take the Editors advice and renew. By the way the photo was taken by Dave Hamer at the Stockton California Santa Fe, Amtrak depot.



RENEW!!! RENEW!!! RENEW!!! RENEW!!! RENEW!!!

We would like you to meet Tom Gasior. (we think)

Tom has been in model railroading for 9 or so years getting started in the hobby when he was 8 years old, with an old Lionel set. He has been collecting Lionel for about 6 years and has an extensive collection. Tom switced to HO about 3 years ago, and he and his father are now constructing the "North Western Pacific" in their basement. He loves to paint, decal and superdetail his HO models. Tom became avidly involved in railfanning 2 years ago with a trip to Montana. His favorite railroads are DM&IR, UP, BN, D&RGW, WP, SP and C&NW, but not necessarily in that order. Tom will be a senior in High School this year and is heavily involved in Sports, and he says he may show up at your dorstep someday, but with advance notice of course! Tom won the awards at the recent TAMR convention in Chicago for best steam locomotive, and best caboose. Congratulations from us Tom. Tom will be writing our new modeling column M of W.

Gary R. Gardner
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SLC UT 84121

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