

November-December 1979

# Daylight



The Daylight is the official publication of the Western Region of the T.A.M.R. Single issue \$75, yearly 6 issues \$3.50. Circulation 35

You can tell it is winter these days. It snowed here today and I saw my first Department Store Santa the other day. Can Christmas be far behind! I will take this time to wish you and yours a happy holliday season. I know its early but the next issue isn't untill January, and unlike Amtrak I like to be early rather than late. Thanks to all who contribeted this time. We have another great issue. Many of you are due to renue this time, for a list see the back cover.

*Gary*

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Believe it or not, this is a WP train on the famous Keddie Wye in the Feather River Canyon. The Western Pacific has been using a lot of UP power these days, and total UP lashups-complete to caboose are possible, like this from Brian Lynch.





# TRACK ONE

Ideas and Opinions

As of the first of October we lost five trains: The National Limited between New York and St. Louis; The Floridian between Chicago and Miami; The Hilltopper between Boston and Cattlesburg KY; The Inter-American between Chicago and Larado TX; and the North Coast Hiawatha from Chicago to Seattle. I am not going to debate weather or not these trains should have been dropped, I will leave that up to you. But isnt it sad that we even lost them. In these days of rising gas prices the traveling public needs an alternative. And for some, that alternative has been lost.

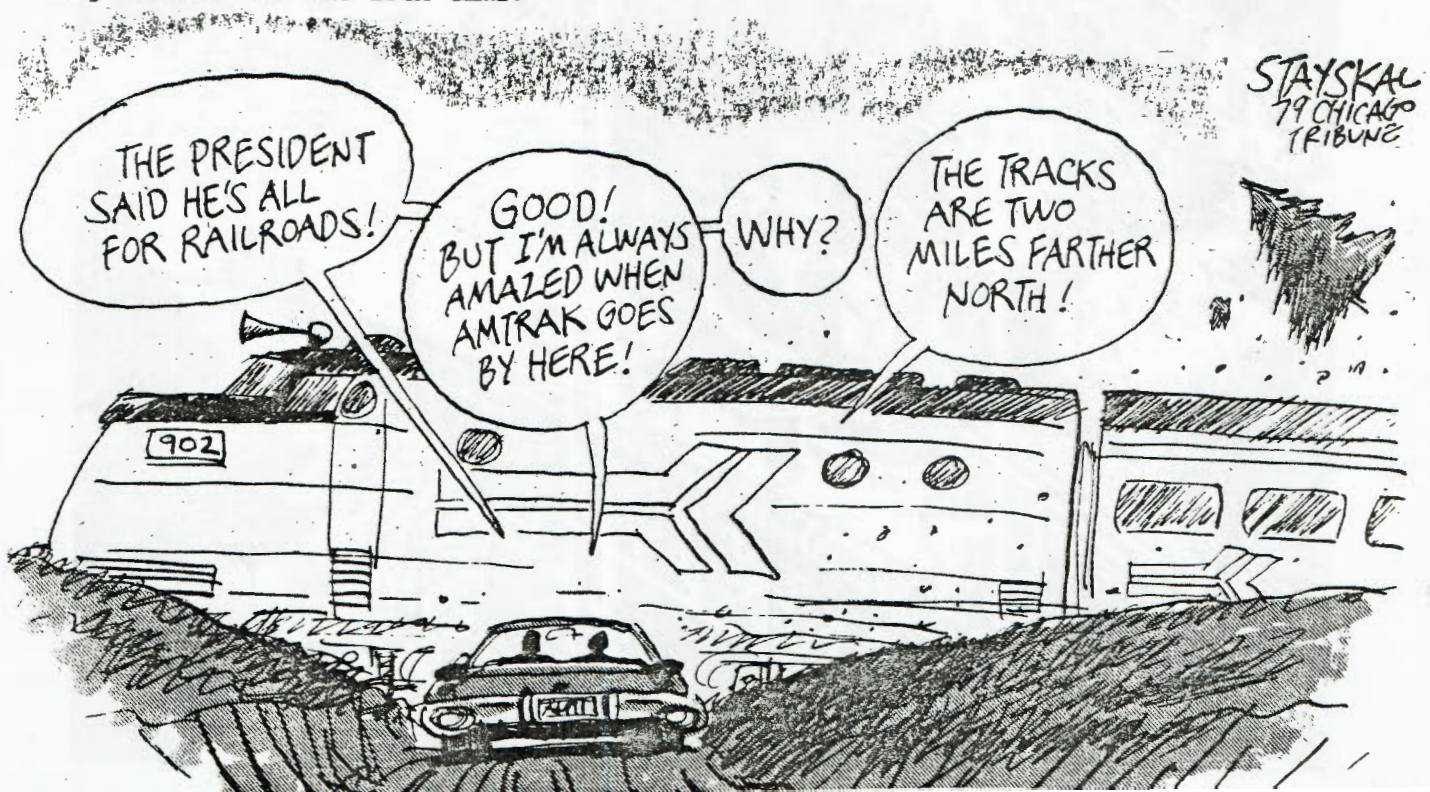
In the wake of the discontinuances, we have among ourselves a new train! Glory Be! Begining the 28th of October we have trains #35 and #36 the Desert Wind from Ogden to Los Angeles. This new train, all amfleet, will make the run in 15 hours, only one hour longer than the old Union Pacific City of Los Angeles. I am not going to say anything about the odd name of the train, (What can you say about nothing?) or the ommission of sleeper service on an all overnight train, or the outrageous arrival and departure times at Salt Lake, (12:24 am and 4:55 am). Because I am afraid if I complain, congress will take it as a hint that it isn't worth running.

If any of you are fortunate, or should I say unfortunate, to see one of the newly repainted Amtrak cars and Locomotives please do not throw up. Just look away and try to put the outrageous paint scheme out of your mind. I am talking about the new equal red, white, blue with black numbers and the kindergartenish names by the door reading "Sleeper" or "Coach" or "Baggage". I think that Amtrak cant afford a decent design service so they did what Kansas City Southern did when they wanted a bicentennial locomotive; ask a third grade class to design one.

Congratulations go to Union Pacific for closing I-80 twice in the past month due to a derailment slamming into a bridge.

There, that gets all of the negativeness out of my system for this month.

Now to end on a positive note; Congratulations go to David Harmer for becoming a big brother for the 10th time.





# FEATHER RIVER SUITE

VACATION REPORT

Sunday, July 8th: Gary Gardner arrived at the Davis CA. Amtrak station after an exciting trip up from Los Angeles on the beautiful Coast Starlight. Unfortunately I didn't arrive at the station until about twenty minutes later--it had been to the station so I had to meander around town longer than I expected before I stumbled on the station. Oh, well, no matter. During the twenty minute trip home to Roseville (at 65-70mph, California's unofficial speed limit), we discussed our plans for the next few days, and we had BIG plans. Follow a train through the Feather River Canyon one day, check out the action over the hill on the SP one day, hit Stockton and Frisco and the list went on. By the time we arrived at home we still hadn't finalized our plans, so we decided to play like Ted Kennedy and cross that bridge when we came to it.

Monday, July 9th: It was extremely difficult to drag Gary out of bed today I finally managed to rouse him when I told him that if he didn't get up, he would miss lunch. We took the car up to the Auburn trestle on the Espee and waited for more than three hours without seeing the train which was supposed to leave Roseville then. Fortunately, we had a pile of my railroading and a few books to look at while we waited. We gave up, knowing that if we waited a train wouldn't come all day and that if we left one would come in five minutes. Back at home, we spent the afternoon looking at my slides, Gary's slides and my movies of the San Francisco Zephyr and the Rio Grande Zephyr.

Tuesday, July 10th: Today we were ready for some serious railfanning. We woke up at 4:00am, (well, actually, we weren't quite awake, but we got up anyway) and called the Western Pacific dispatcher in Sacramento, who informed us that the next Eastbound train would leave Oroville at about 8:00am. Oroville, located about 75 miles north of Roseville, is the gate to the Feather River Canyon, WP's spectacular route through the Sierras. We drove into the Wobbly's old Oroville depot which has been converted into a small shop center.

Then we drove around town attempting to find a store that sold Super 8 movie film for my camera. We finally purchased my film at a Thrifty drug store and headed for the yard. True to WP tradition, our train was more than two hours late, so we spent a while marvelling at the sights of beautiful downtown Oroville. [expletives deleted]

Our train finally left the yard, and just our luck the power was four Union Pacific GE's. We had been hoping for the F's but at least one of the new GP40-2's with orange snoots. Oh well, at least we had a train, and it promised to be an exciting day. After taking shots of our train accelerating out of Oroville, we raced to the freeway. Earlier in the morning I nearly gave Gary a heart attack by doing a quick U-turn through the median divider strip when he asked to go back into town rather than wait farther up the canyon. After ten minutes we caught up with her and began to pace it. My driving was going to be restrained, because the gas I bought in Oroville cost \$1.14 a gallon. The train was moving at a good 60mph and with all the slow traffic we had a hard time keeping up. Our first photo stop was perfect: a tunnel with a red signal on the side, the track emerging pointing right at us then curving away. We paused momentarily to enjoy the sound of seven high-horsepower diesels chanting as they battled the grade on the point of a long string of tonnage. What a sight! The canyon grew more fascinating every mile, and we recognized many familiar landmarks which we had seen earlier in Karl Zimmermann's book CZ: The story of the California Zephyr. and in Western Pacific's house organ, Mileposts magazine. Highway 70 and WP's tracks crossed from one side to the other in search of more stable footing, producing spectacular photo spots with action on a railroad bridge and the highway bridge on the film. The air grew refreshingly brisk as we climbed higher and the scent of pine trees permeated the canyon. We sipped on warm Cokes, a feat which Gary was able to enjoy, somehow. [As I always say, what is railfanning without a sixer of warm coke. GRG] I suppose he gets a great deal of practice during all his railfanning adventures. It was exciting to have the train in view almost all the time, as opposed to SP's line which is far from the roads. Gary took some excellent movies with my camera, risking his life for a good picture by leaning halfway out the car as I navigated the sinuous curves. Just past the famous Honeymoon Tunnels, we spotted a freight in the siding headed by one of the WP's



brand new GP40-2's complete with the new paint scheme, which features a bright orange nose for better visibility (and much better looks too)

The high point of the trip was to have been the Keddie Wye where we would have been able to take breathtaking shots of our train on the bridge. (See cover of this issue) Unfortunately, we didn't quite arrive on time. About ten miles before Keddie, we had a blowout on our front right tire, which was one of those dependable Firestone 500 steel radials-- you know the tires that were recalled because of their tendency to self destruct at high speeds when their inner belts seperated. Our tire performed true to Firestone tradition, and it was so hot that we burned our hands trying to change it. After fifteen minutes we had the spare on, but the spare was bald and in a few spots showed the cords underneath the rubber--so we not only missed the train but took a while catching up to her.

We finally did catch up with it, and managed to find another excellent location about twenty miles from Portola. Then we planned to catch it on Clio viaduct, but just as we were turning on to the road to Clio, guess what happened? The spare tire started smelling like burning rubber and we had to limp into Portola behind the train. In Portola we ate lunch late in the afternoon and bought a new used tire for five bucks. [It was a great tire, really it was GRG] We then drove down highway 89, a beautiful high Sierra country road, to I80 at Truckee. At this time I just had to chase an SP train down the canyon while Gary complained the whole way. [Good grief I was tired! GRG] We arrived home a couple of hours later, exhilarated and exhausted after an action-packed day of railfanning.

Wednesday, July 11th: I took the car to get some new tires this morning and we spent the morning relaxing until the tires were ready that afternoon. Then we drove back to Portola via I-80 and Highway 89, rather than the Feather River as the former is a shorter route. [If I may interject here for a moment, this drive is really gorgeous and beautiful, I recommend it to anyone who wants to see high country living. Just don't ask David how to find A-15, the highway from Portola to Clio. Portola is a neat spot to wait for a downbound train, as you can get

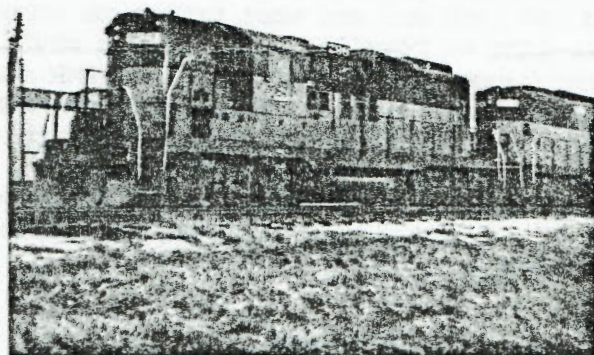
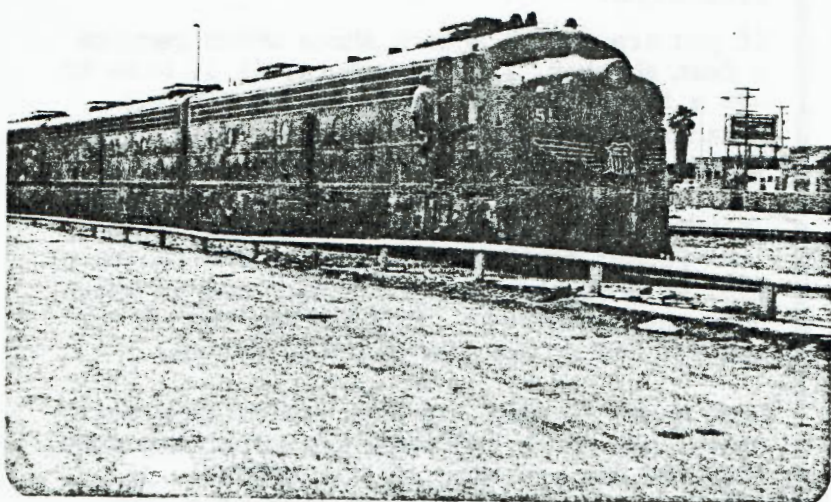
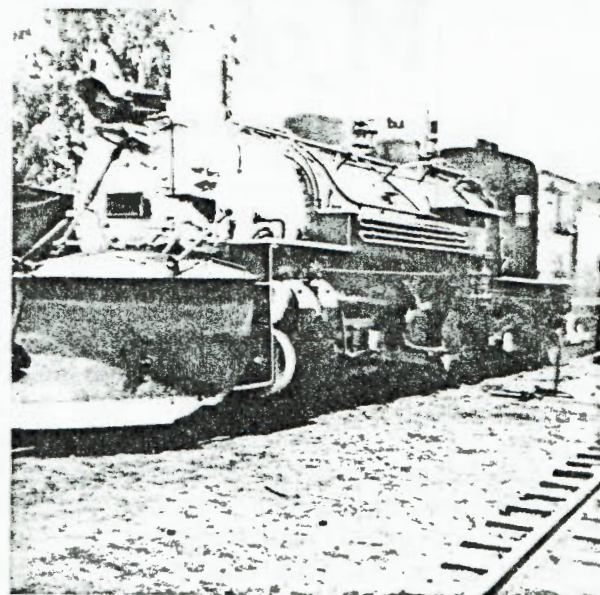
to all of the good photo spots before it does. We now continue with our regularly scheduled story. GRG]

The friendly WP employees at Portola assured us that a train would be coming in from Salt Lake at any moment, so Gary and I drove about five miles out of town so we could see the train as it entered Portola. As we followed her back to the yards in town we contemplated where a good photo stop would be Clio viaduct, down A-15. The dispatcher told us the train would be leaving momentarily, so we drove to Clio, hiked right up to the magnificent bridge itself, and positioned ourselves near the west end. We waited... and waited... and occasionally we would hear a far-away sound and exclaim, "Here she comes!" only to realize that the sound wasn't a train. We kept waiting. We hiked halfway across the bridge and back (It feels a little precarious up there), examined the viaduct from all angles, watched the signals, and listened.. and waited longer. The sun suddenly slipped behind the mountain, and the first section of the bridge was in darkness. A few moments later the next section of the bridge was in shadow. After a while there was now light at all on the bridge although there was still a lot of light in the valley, so we had enough to take a photo. [Which I have in an 11x14 in my room to prove it. GRG] I am sure all of you have experienced a similar situation at some time. Waiting and waiting, knowing the train was to be there hours ago, and wondering if you somehow missed it, or if there was a derailment or what... feeling a little lonely and wondering why you were even there... and suddenly the signal changed and we had a real train. And we even saw it across the valley. It was so dark that I had my movie camera set on indoor light. But the train was there! It rumbled slowly across the valley and onto the viaduct, then began to pick up speed. The caboose light disappeared around the corner, and we were left in the peaceful darkness to walk back to the car. This is railfanning.

On the trip home we passed thirteen deer at different points on highway 89. This is railroading, in the mountains!!!

[The rest of the vacation was great, but this is all we had room for this issue, maybe in the future we can print more.]





## Photo stop

Two GP30's lead a short Santa Fe  
local through Pico Rivera CA  
Brian Shishido

Rio Grande narrow gauge steam loco  
Chama NM. Claude Morelli

Union Pacific E9's in LA area  
Tom Millsap

Milwaukee Road GP9 at Bensenville  
yard. Gerry Dobey

Santa Fe freight outside San Bernidino  
CA. Tom Millsap



# M of W

Tom Gasior

Many articles have been written on how to operate your Model Railroad like the prototype. Since most of us do not have the space for a large walk-around type of layout like the Sunset Valley or the V&O. We can't really achieve that type of operation. We can do practically anything else. The main theme we need to use is the "beyond the train room" idea. Real railroads don't just connect towns, they connect to other railroads. An interchange track is about the best type of siding you can have. You can ship anything to it and still be prototypical. It also helps when you change cars for an operating session. The track itself doesn't have to be that long—it can be any length you want. Some people use tunnels and mountains to hide the cars on the track.

To make it work even better—why not interchange with a nearby railroad instead of one that is 100 miles away. (The WP doesn't interchange with the FEC?) Most of us have drawn maps of where our railroads go. You can look and see what prototype crosses your part or parallels you. Or you could interchange with somebody in the TAMR model organizations such as MFSS, NEST and WARS. These organizations are designed for this type of service. And that interchange track could generate more traffic than you think. And make your railroad more like its prototype.

## WARS news

List of members and their railroads and scale modeled. You can join by sending your model map to Tom. Soon we will have decals and a logo for you too.

Ted Zehrung - Villard Valley R.R. - HO  
Dan Carroll - Denver, Atchinson and  
North Chicago Ry Co. - HO  
Gary Gardner - Rio Grande Cottonwood  
Division - HO  
Tom Gasior - North Western Pacific - HO  
Roger Arnold - California Northern - HO  
Rick Beaber - Olympic Northern - HO  
Mark Morgan - Tornado Southern - HO

# Camera Angle

Gary R. Gardner

Lets talk for a moment about film speeds and their purposes. Film comes in various speeds ranging from 25 to 3200. Film is measured in ASA settings. For our purposes we will look only at ASA 25 to 400. The higher the number, the more sensitive the film is to light, or how long the film needs to be exposed to light. With a low ASA film or a slow film, you need a slower shutter so it isn't that great when you have very little light, like the higher ASA number isn't that great when you have a lot of light. So you say, use the higher number ASA when at all possible, right. WRONG! The higher ASA will result in a grainier photo. I.E. it will look like you took it through a window screen.

I like to use a medium speed film such as an Ektachrome 200 for color slides; and a Plus-X 125 for Black and White. Both have a nice grain and will work well under almost all situations.

If you are taking action shots which require a fast shutter, like pan shots, it is wise to use a fast film such as Tri-X for B&W and Ektachrome 400 for color slides. Both have an ASA rating of 400 and are very fast. If you want to stop a train dead in its tracks (pardon the pun) use a medium or slow film like Plus-X for B&W which has an ASA rating of 125, or Kodachrome 64 and Ektachrome 64 which have ratings of 64. Night shots use medium speed films so you can get more detail.

Next month we will get into how to take action shots, pan shots and some equivalent exposure formulas for the best railfan photos. If you have any questions just drop me a line and I will answer them right here.

## Food for thought

President Carter said aboard an Amtrak metroliner recently. "Trains are great, I think every American should take a trip like this."

Why then is he taking trains away from us?

Jane Fonda where are you when we need you?



# ESPEE IN MARTINEZ

Martinez, California, about thirty miles north of Oakland; is the scene of some very interesting railroading. Southern Pacific has a junction just east of the depot on Ferry St, and a yard just west of the depot.

The junction is located approximately three-hundred yards from the depot. From this junction eastbound trains are routed to either Tracy or Roseville (Occasionally Lomabard too). Trains headed for Tracy simply continue on a straight line after leaving the station at Martinez. Roseville bound trains take a more spectacular route than their Tracy bound counterparts. The Roseville trains must cross the Carquinez Straits on the massive drawbridge at Martinez known as the Suisun Bay Bridge. Ships have priority over rail traffic on the hill, or bridge. This rule can lead to some very interesting situations when a ship and a slow moving, heavy train are approaching the bridge at the same time. Radio conversations between the train crews and the train operators have been known to get very heated when some ship vs. train problem arises. There have been some times when some of the heavier or most underpowered draggers have needed a helper unit after being stopped for a ship.

The yard, about a mile West of the station is known as Ozol. The Ozol switching duties are handled almost exclusively by SW1500's. The fifteen hundred horsepower switchers are kept busy taking set outs from freights and preparing cars for arriving trains. When the SW's aren't busy with their switching duties, they are kept hard at work switching various oil refineries and chemical plants located in the near vicinity.

Motive power on the double track mainline is six axled much more often than not. Sd45's by far lead the pack in terms of numbers of appearances made.

SD9's are frequent visitors too. General Electric six axle diesels also make occasional trips through here. Weekends usually see the Espee commuter engines working on freights through Martinez. These passenger locos are usually much cleaner than the freight engines which, of course makes them much easier to spot.

Speaking of passenger equipment, Amtrak has three trains that make stops in Martinez. The Coast Starlight, San Francisco Zephyr, and the San Joaquin slip through Martinez seven days a week. Of these trains only the Seattle bound Starlight arrives during the dark hours. During the winter season the Reno Fun Train also rolls through here. This years final Fun Train was pulled by two F40PHR's followed by the last two F units owned by Amtrak. Because the Eastbound trains block vehicular traffic they are not allowed to stay at the station for more than ten minutes.

This area doesn't have the constant traffic like Tehachapi, (Is there anyplace that does?) but it sometimes comes close. Waits of two hours or more between trains are not uncommon, but four trains in an hour is not uncommon either.

Getting to Martinez is simple to put it mildly. Traveling North or South on I-680, take the Marina Vista exit at Martinez. Turn left on Marina Vista and follow it untill you get to the station. Parking at the station is not advised as S.P. takes a dim view of this practice when it comes to railfans. The best bets are a public parking lot to the south side of the tracks and a park to the north side of the tracks. Whatever you do by all means have a good time.

[Brian just returned from a trip around the country, and I mean around the country!! in a Pinto, no he is not crazy, I think, and I am trying to get him to write about his adventures abroad. Wish me luck. .GRG]

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NEWS FLASH.....NEWS FLASH.....NEWS FLASH.....NEWS FLASH.....NEWS FLASH.....NEWS FLASH...

AMTRAK ANNOUNCED TODAY THAT SUPERLINERS ARE HERE!!!! THE FIRST RUN OF A COMPLETE SUPERLINER EQUIPED TRAIN WILL HAVE PASSED BY THE TIME YOU READ THIS. THE OCTOBER 28th RUN OF THE WESTBOUND EMPIRE BUILDER WILL DO THE HONORS OF INTRODUCING THIS NEW FORM OF TRAVEL TO THE AMERICAN PUBLIC. ALSO SLATED FOR SUPERLINERS ARE AS FOLLOWS:

SFZ-summer 80, Desert Wind, Pioneer -winter 80, Southwest, Sunset and Starlight- fall 80



# no. 2 of a series

Yes Bunkies, it is I  
your editor again. Doing  
what I like to do, running  
Union Pacific E9 # 960 on  
Amtrak's San Francisco  
Zephyr from Ogden to Evanston  
Wyoming, sometime last winter.



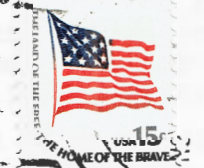
I can see you turning green out there, well thats life for you, some get it and some don't.

I am not a braggart, I just like to rub it in sometimes. Anyway, for those of you who are still speaking to me, I am going to tell you if you need to re-subscribe to your wonderful magazine. Are you listning, now pay attention. Ray Hakim, Sean Nottingham, Gerry Dobey, Tom Gasior, Patrik Tinnes, Vince Nowell, Lee Dixon, and Kurt Zilley. You are due to send me another \$3.50 so that I can pocket...oops, I mean put it in the bank so you can continue to recieve your very own copy of the Daylight!!! If you don't re-subscribe, may you be forced to ride across the USA in an Amcoach, and I don't mean a long distance Amcoach, I mean a N.E. Corridor 80 seater! Lets get serious for a moment, I really hope you do re-subscribe, and if you are too broke to pay for it, remember Christmas is coming up, and you can ask your little brother/sister/thing to give you a gift subscription.

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TO:



# WESTERN REGION T.A.M.R.

The Western Region of the Teen Association of Model Railroaders is made up of the following western states: California, Oregon, Washington, Idaho, Utah, Nevada, Arizona, New Mexico, Colorado, Montana, Alaska, and Hawaii. The present headquarters are in Salt Lake City Utah, the heart of the Western Region! The Western Region has a yearly get together, where members meet other members and make new freinds and exchange ideas, railfan and relax. The Western Region also puts out a bi-monthly magazine, the DAYLIGHT, named for the famous Southern Pacific Passenger service. The DAYLIGHT is for Teens, by Teens. All of the material for the magazine comes from you the member. The DAYLIGHT includes "Track One" our editorial page, a modeling hints column, written by Tom Gasior, one of the TAMR's best modelers, two photo pages for your photos, Railfan adventures, and all of the latest railroad news. All this for only \$3.50 a year! Thats less than TRAINS and RAILROAD MODEL CRAFTSMAN combined! And its written for YOU! Not convinced? try a sample issue for only .75¢ Make checks payable to Gary R. Gardner, 2365 Campus Dr. Salt Lake City Utah 84121. The Western Region of the T.A.M.R. is the best way for you the young modeler, railfan to meet people of the same age, and have your same interest, in your area! Join today, for more information, write me, I'm the Westen Region president, Gary Gardner, and I can fill you in on all the details. Don't delay, get on the right track and join the Westen Region today!

President:

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