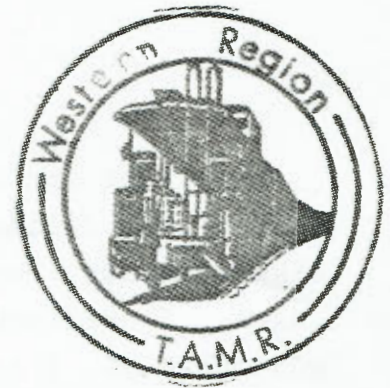


SUMMER 1980

Daylight



Well here we are, in our new quarterly format. This should provide a better magazine for all of us, and still hold the cost down to a reasonable level. The Daylight will come out with the seasons, for dates see the next page. In this issue, John McGreevy takes the Desert Wind for a run, Claude Morrelli takes us back in time, Tom has the latest WARS news and much more, stay tuned ...err....read on!!!

Gay

The Western Pacific in action. (where) with UP and BN pool power in the Feather River Canyon. Brian K. Lynch

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

Asst. Thomas Gasior
11800 Pheasant Ln
Hopkins MN 55343



TRACK ONE

IDEAS AND OPINIONS

Regarding our new quarterly format; I came to that conclusion after most of you decided in favor of it too. True to my promise, we will have bigger issues, but they can only be as big as I have material to fill the pages. I need your support to make this work. Send in your ideas, stories, and other BS, I can sure use them. The issues will be coming out as follows: Winter, December 15th. Spring, March 15th. Summer, July 15th, and Fall on October 15th.

I want to take time here to thank Gerry Dobey and his parents, and Tom Gasior, Mark Kaszinak, Tim Vermande and Jeff Kobrinitz for their hospitality and freindship on my recent trip to the Windy City. Thanks guys, I had a ball.

Here is a bit of Amtrak news for what its worth.

Superliners are spreading west, with the Desert Wind running with them between Ogden and LA, and now as of July 7th the SanFrancisco Zephyr is running with superliners on some trainsets. (Its about time, I had a horrible trip back from Chicago on the old standard zephyr) As of now all 102 coaches have been delivered, eleven of the diners and nine of the sleepers. The first lounge has been built and is now being tested, and ten of the coach baggages have been delivered.

As for the on time performance, the system as a whole had a 72.2 percent record. Railroads with superior performance were; GTW with 95%, the UP with 93% the CN with 93%, the RF&P with 92% and the BN with 88%. Roads with the worst record are; MKT with 26,7% ICG with 41%, Southern with 51% and the SantaFe with 54%.

Trains with the best record were; Desert Wind with 98%, Empire Builder with 96%, Shenandoah with 91% and the Lake Shore with 88%.

Worst record were; Cresent with a (are you ready for this) 1.7% !!! (Only one train was on time for the first half of the year!!!) Next was the Inter American with a 10% and the Lone Star with 21%.

THE

NMIC

By CLAUDE MORELLI

The New Mexico Central Railroad had its modest beginnings in central New Mexico in 1900 when the Santa Fe, Albuquerque, and Pacific railroad was incorporated by Francis J. Torrance and William H. Andrews. This rather ambitious name was changed to the Santa Fe Central Railroad the following July. Also in July of 1901 the Albuquerque Eastern railroad was formed.

In 1901, the El Paso & Rock Island railroad was building northward out of El Paso to meet the Rock Island at Santa Rosa, New Mexico. The SFC was to build from a point on the EP&RI, called Torrance, to Santa Fe.

Trains were expected to be running to Santa Fe by July 4, 1902, and grading got underway in the spring of 1902. A townsite was laid out at the Moriarty Ranch where the AE railroad was to connect with the SFC.

Timbers for bridges were arriving by means of the D&RG by December and a grade was completed for the fifty miles south of Santa Fe and for ten miles west of Torrance. The first locomotive arrived in Torrance in January of 1903, but it could only remain there since no rails had been laid past Torrance.

In 1903 the railroad grade was completed the rest of the way, ties were being distributed and rail was being laid. The SFC was completed on August 13, 1903 with a new route to El Paso from Santa Fe being opened a week later. W.S. Hopewell took a party of 25 to Kennedy NM in a caboose to watch Santa Fe's mayor Sparks drive the last spike, which was appropriately made of New Mexico silver. The spike was donated by S. Spitz

Jewellers of Santa Fe, the same firm which fashioned the the silver filigree passes for the Rio Grande Southern railroad. Kennedy was named for the SFC chairman of the board, Arthur Kennedy, and was the first crossing point on the AT&SF.

The Union Depot of Santa Fe, (Which is still standing about 300 feet east of the AT&SF depot) used by the SFC and the D&RG, was completed in Santa Fe in late 1903. This depot was last used as a depot by the D&RGW in 1941 when they abandoned the branch to Santa Fe. It has recently been converted to a restaurant. The SFC also shared a dual guage roundhouse with the D&RGW in Santa Fe.

The Albuquerque Eastern Railway was also being constructed from Moriarty to Albuquerque at this time, but was stopped on the 43 mile line after an initial eight miles out of Moriarty. A branch was planned from Frost New Mexico to San Felipe Pueblo on the AT&SF via the Hagan coal fields.

There was insufficient rail traffic on the AE and the SFC and the railroads merged in 1908 to form the New Mexico Central Railroad. The following year a contract was signed to resume work on the Albuquerque branch, a project that was never carried out because of lack of funds.

Regualr passenger trains were tried in 1903 and again in 1908, but both times they failed. The mixed train was a poor substitute. To solve this problem the NMC bought a mack railbus in 1921, and that solved the passenger problem.

Things went from bad to worse for the railroad and in 1926 the AT&SF agreed to buy the line for \$700,000. Three years later the lines from Kennedy to Santa Fe, and from Torrance to Willard were abandoned. Further abandonments were made in 1939 and 1943, and in 1974 all that was left was abandoned.

ATTENTION!!!

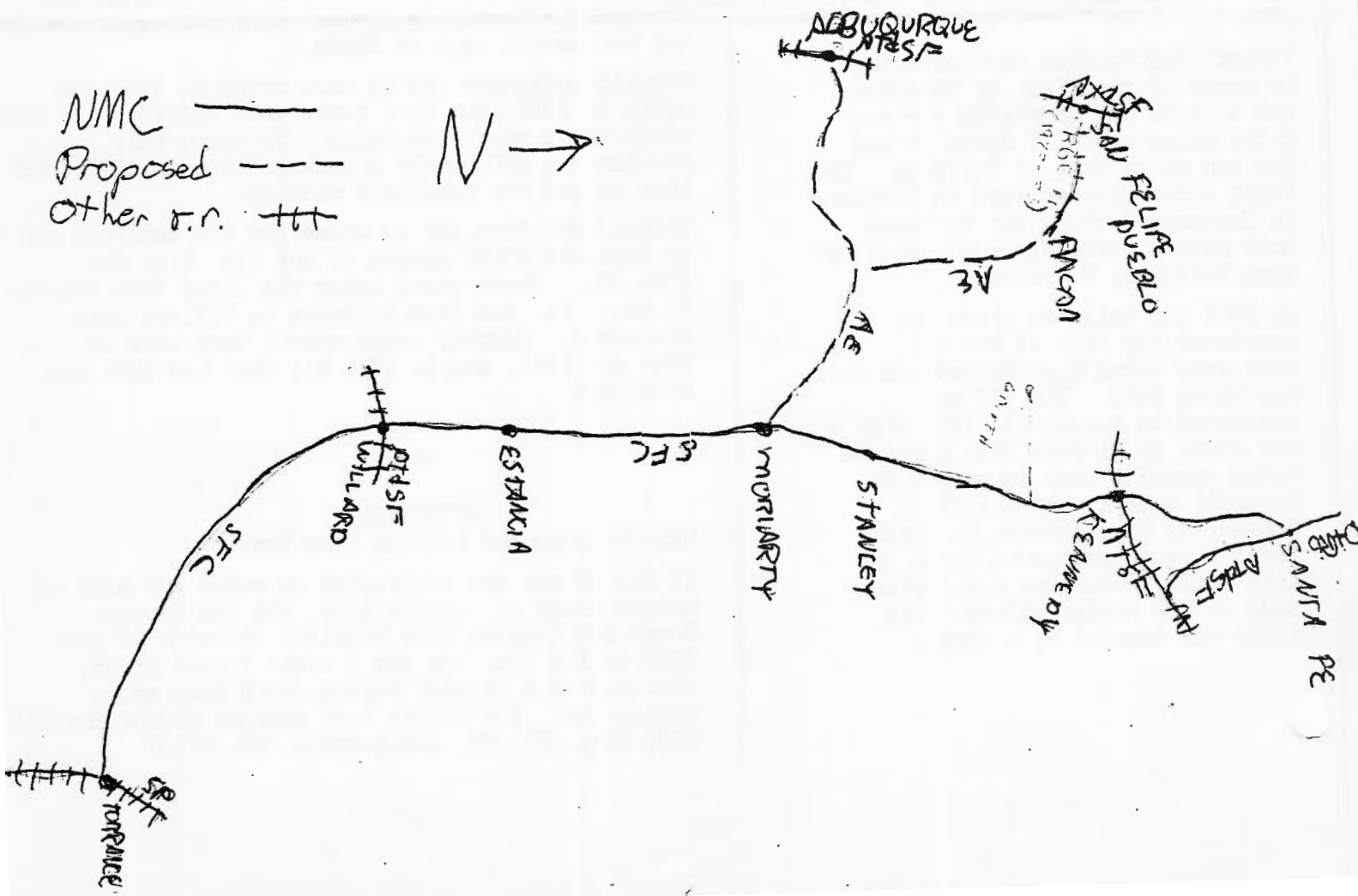
Narrow Guage and Logging Line Fans.

If any of you are interested or model any sort of narrow guage or logging line, the the Narrow Guage and Logging Line Modelers Division of the TAMR is for you. We are a newly formed group, operated as a regular region, with dues and a newsletter. For futher info contact Claude Morelli 2236 Dietz Pl. NW, Albuquerque, NM 87107

NMC entry (the company is incorrectly called Railroad) from the January, 1924 issue of THE RAILROAD RED BOOK.

NEW MEXICO CENTRAL RAILROAD

Read Down				Read Up			
No. 72	No. 2			No. 1	No. 71		
Mixed	Gas Car			Gas Car	Mixed		
Mon.	Tues.	Miles	STATIONS	Mon.	Tues.		
Wed.	Thurs.			Wed.	Thurs.		
Fri.	Sat.			Fri.	Sat.		
9:00	10:00	0	Lv.....Santa Fe.....Ar	2:45	4:00		
10:10	11:00	21.8	.....Kennedy.....	1:30	2:40		
10:25	11:20	27.9	.....Clark.....	1:10	2:20		
12:06	12:15	40.8	.....Stanley.....	12:30	1:30		
1:05	1:15	52.4	.....Moriarty.....	11:55	12:50		
1:30	1:37	60.6	.....McIntosh.....	11:10	11:50		
2:30	2:15	68.5	.....Estancia.....	10:45	11:25		
3:00	2:45	80.8	.....Willard.....	10:00	10:00		
5:10	4:45	115.7	Ar.....Torrance.....Lv	8:00	8:00		



Our trip left us unenthused about waking up to meet the sunrise. So at about 11 am we finally gained the strength to venture out into the local area for a look.

First was the WP. No sooner had we arrived at the yard when we spotted a train leaving. We raced out to a point on the Great Salt Lake to take a picture. This was only my second WP train ever and it was nice. It included a newly painted GP40-2 and a more colorful consist of cars than the SP does for me locally. Speaking of the SP. Mr. Murphy had no desire whatsoever to see any of the giants on the overland route. Actually, he had a good time sickening Gary and I with every Benji joke there is. That's OK though, Gary did his share with his country music and I overdid my impersonation of your friend and his, loveable Art Tew (Yes friends... here comes our matinee lady!)

We saw the UP yard where I found some interesting things. I don't see many yellow GP9s or U boats. We saw a great UP train, 9500 tons, led by an SD45 and some WP stuff. It was an eastbound and we had set up a beautiful shot, the train came and...nothing, I had forgotten to wind the film! Oh well, now the trip was an official McGreevy railfanning venture.

On behalf of Jim, I want to express our sincere thanks for the time Gary's family gave us. Not only did they let us sleep over, but they gave us a great meal and a delicious dessert. Very nice. After dinner Gary showed us some of his zephyr slides and films, we read every book he had and talked until midnight. But there would be no going to bed tonight, for it was to the Amtrak station with Mr. Murphy and I for our early morning departure on the Desert Wind. Ah yes, after the thrill of the Grande, it was the thrill of Amfleet, Amcoaches

and amcafes. Seriously I was looking forward to the Desert Wind.

It's true, I asked for it, after riding on a luxury liner, I ended up with a rowboat. The differences were striking, our train was one F40 and 4 ams (3 coach and one diner). We said goodbye to Gary and got on the third car. The interior does very much resemble an airliner and I was a little more at home than I wanted to be. The service was very friendly and the crowd was resigned to sleep. I wasn't. Jim and I were content to for a while to look out the window and we tried in vain to see anything of interest. From where I sat I knew that the reflection of the interior lights were all the view the window might provide until morning.

Breakfast on the wind was spartan, grapefruit and a donut. Lunch would be better, I had a turkey sandwich and drink. They do offer meals for 5 or 6 dollars that are served at your table. We had lunch in the new amcafe, added along with three more coaches at Las Vegas. When the train size was doubled it looked more impressive. While the train was being made up Jim and I went inside the Union Plaza hotel and blew 85¢. I called my brother and told him we were on time.

The run was fast all the way, many yellow engines passed us by at high speeds and this is amfleet so there is no vestibuling. A meet consisted of a minute long yellow and brown blur. Things got more interesting when we reached California. Traveling down Cajon pass was fun, especially when we met our eastbound counterpart. It was a different feeling watching the fans take pictures of us.

Too soon we arrived in Union station. This wasn't the busy terminal of years ago, but Gary reminded me of how beautiful LAUPT is. There aren't any more like it.

So that's it, trip over. My report is done. Gary phoned me about procrastination. I promised I'd get it out, and without his knowing it he got me inside with his casual comment. "oh, yes, me and Dave Harmer are going to wye the zephyr around tonight." Lucky \$%&%#.

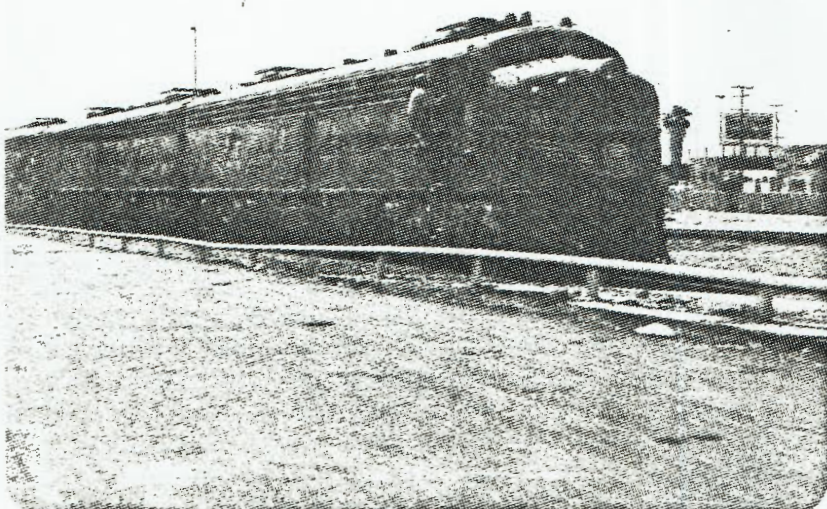


PHOTO PAGE ONE

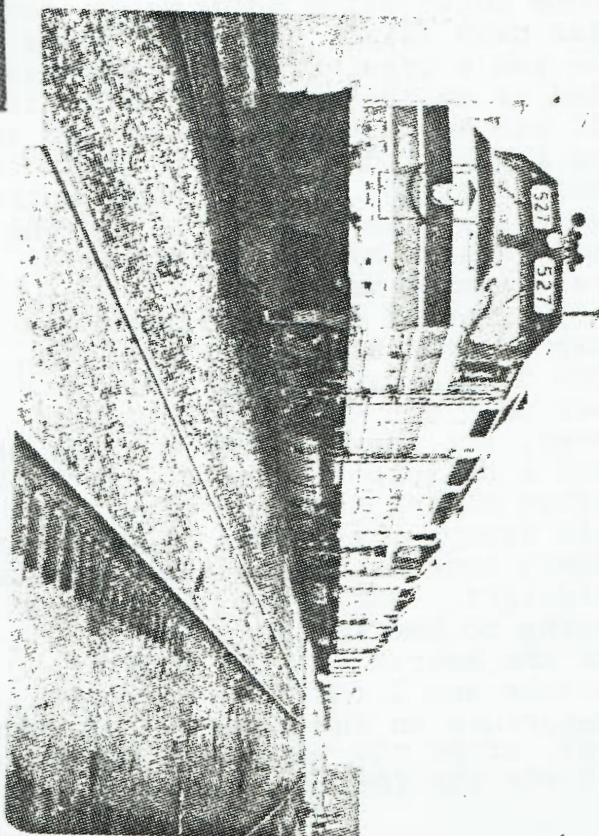
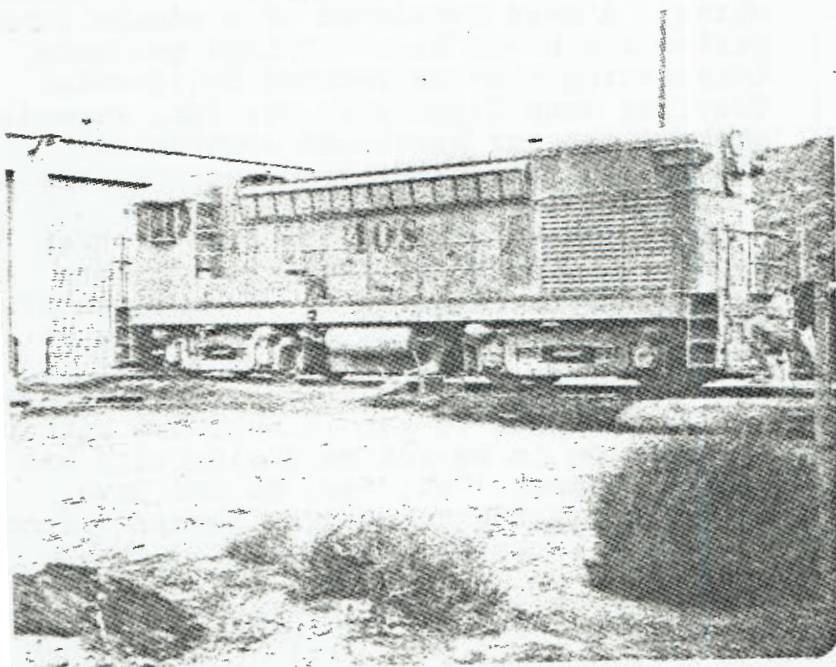
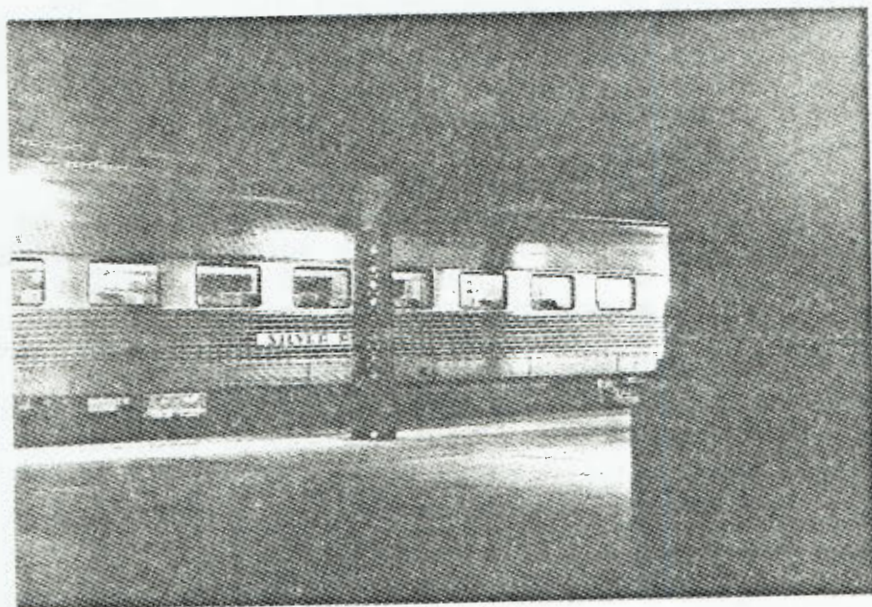
UP E9s lead a directors special
out of LA. TomMillsap

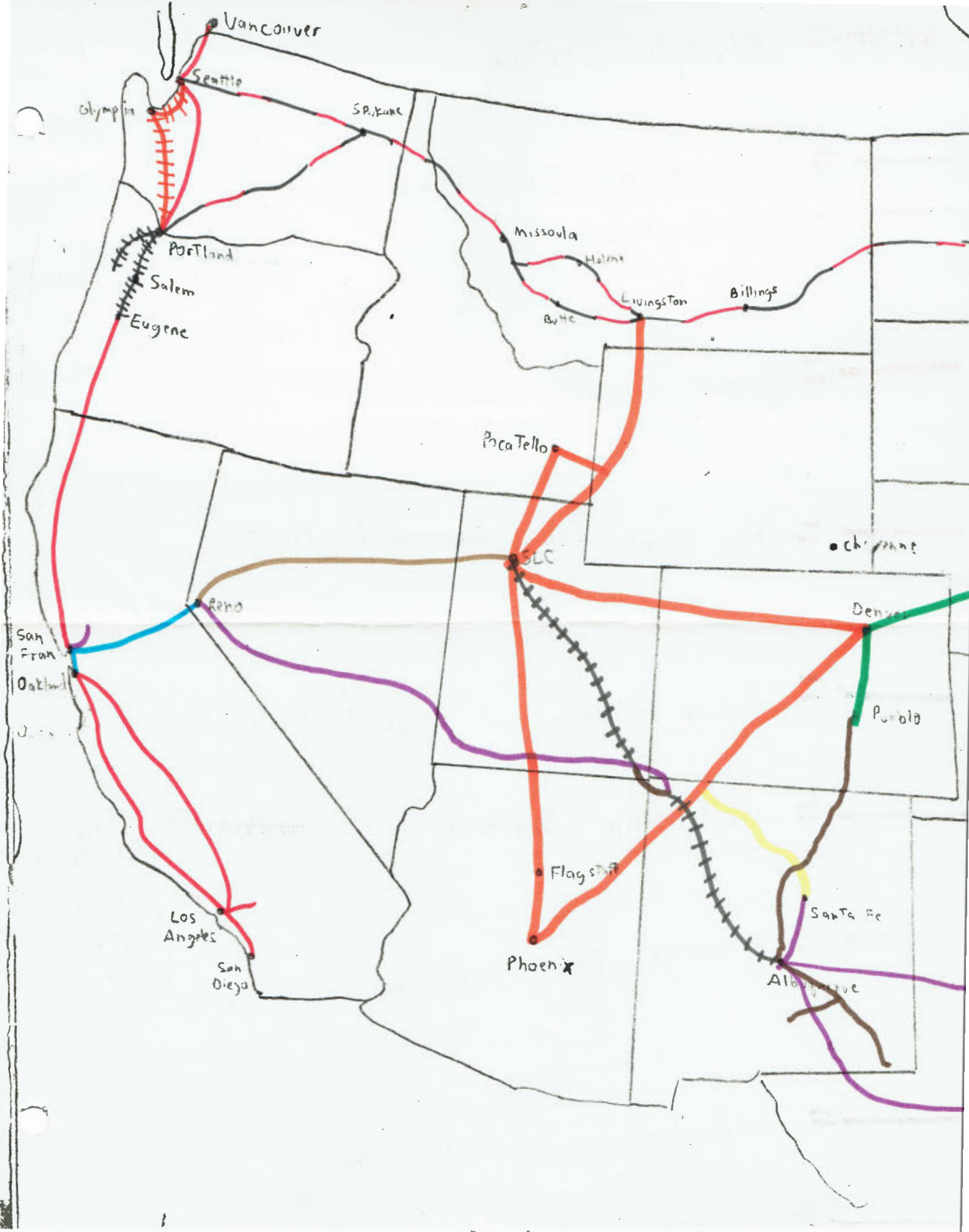
The RGZ's Silver Pine flattop
coach at SLC in the evening.
Gary R. Gårdner

A weird unit at an even weirder
LA location. Tom Millsap

Amtrak's LoneStar arrives inLA
Brian Shishido

Share your photos with the
rest of us. We need them, and
they will all be returned to
you. You dont even need an
self addressed stamped
envelope, now what other mag
does all that?





++++ = Olympic Northern

== California, Oregon and Washington
- North Western Pacific

= Joint Tracks

C.O.W., CN
RG, SF + P

= Denver and Rio Grande Western
Cottonwood div.

= Rio Grande, Santa Fe and Pacific

= Denver, Atchison and North Chicago

= California Northern

++++ = Joint Tracks

D + RGW
JSW
RG, SF + P

= Santa Fe North Western

= Jordano South Western

++++ = Villard Valley

WARS NEWS

By Tom Gasior WARS coordinator
model editor

All's quiet on the Western Front

I think you might like to know who's in this subversive organization and why their in it. I can give you the list of people (see below) but there are a lot of different reasons why they are in it. Maybe one reason is that every member will recieve their own official WARS button (by the way WARS is an accronym for Western Area Railroad System) A rough sketch of is provided in this issue of where WARS members railroads run. The WARS map will be much larger and better quaility. So if you wan't to join, you had better so it now or forever be condemned to Park Forest IL, with all due respects to Gerry Dobey. (Ask Gary about Park Forest). (Don't ask me about Park Forest, I am having shock treatments to remove its memory from my mind. It is a dreary place in the middle of a corn field at the end of the Illinois Central Gulf electric commuter line. The ballast is pink and the 'I'll no see"G does not run trains on their four track mainline through there. There are no restrooms, no water fountains, no stores, no buildings of any kind nearby, its a station in the middle of no where, the only thing resembling life is an onld RTA bus in the parking lot.) If you want to contact anybody in WARS about interchanges or trading equipment etc... Their address is listed below.

Dan Carroll 11034 W. 78th Ave Arvada CO 80005
Denver Atchison and North Chicago RY.

Patrik Timmes 404 N. 6th St. Montebello CA 90640
California, Oregon and Washington RR

Rick Beaber 803 Euclid Way Centralia WA 98531
Olympic Northern

Ted Zehrung 1969 Villard St. Eugene OR 97403
Villard Valley RY

Claude Morelli 2236 Dietz Pl. NW Albuquerque NM 87107
Rio Grande, Santa Fe and Pacific RY

Mark Morgan USS Nashville FPO NY 09501
Jordano Southwestern

Sean Gallager 516 Chamiso Ln NW Albuquerque NM 87107
Rio Grande Eastern

Frank Martin 1205 N. 1st Pl. Hermiston OR 97838
Oregon Railway and Navigation Co.

Rodger Arnold 910 3rd St, Box 201, Wheatland CA 95692
California Northern

Ken Keels 23510 Highland Glen, New Hall CA 91321
Saugus and Pacific

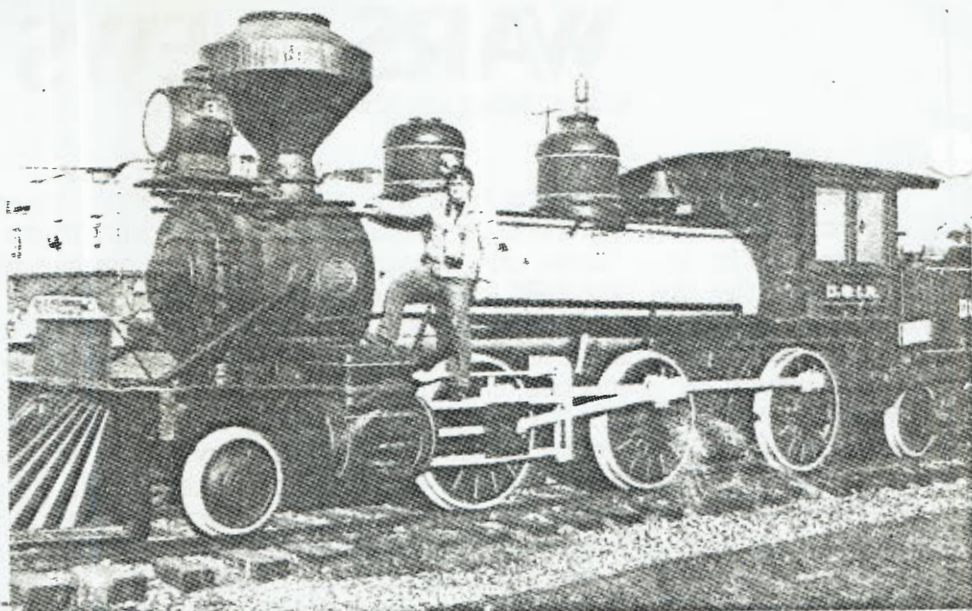
Gary R. Gardner 2365 Campus Dr. Salt Lake City UT 84121
Rio Grande Cottonwood Div.

Tom Gasior 11800 Pheasant Ln. Hopkins MN 55343
Northwestern Pacific

All right, you can
lay off now people,
I have had enough wise
cracks about my ugly face
being on the back of every
issue. Especially from
such people as shall remain
nameless, I will just
mention the initials GD and
whistle towards the midwest.

So I have decided to show
you another ugly face, no
its not GD of such fame as
Illinois Slag and Ballast,
Valaprasio and a few
other Bizzar and Awsome
places. (inside joke).

This is our second-in-charge-
assistant-editor-and-model- expert, Thomas Gasior the first (and hopefully the
only). Brother Tom is aboard a D&IR 2-6-0 in the state of Minnesota. Photo
by our nameles person in the midwest. Sir Tom is here to remind Ted Zehrung,
Brian Lynch, Rich Hoker, and Ed Luzine Jr. its time to renew to the all new,
improved, more sudsy Daylight. Ta Da. Remember its only \$3.50 per year, and
worth every penny.



Western Region TAMR
Gary R. Gardner
2365 Campus Dr.
Salt Lake City UT 84121

TO: