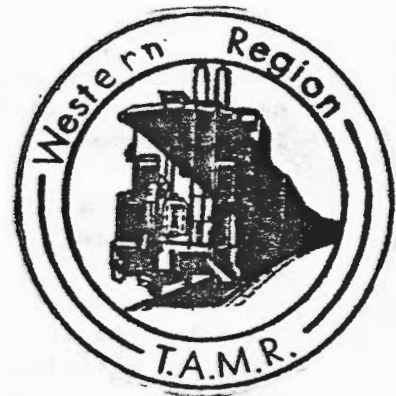


Daylight



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

Hello people, here goes the first all Tom Gasior issue. Things are a bit different, so I hope you don't get too upset at a little change. I found a printer here in Billings that is pretty good. I hope I can get enough people to subscribe so we can go six times a year. Please write and say hello, I promise to answer EVERY letter within reason.

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The last of the "smiling" E-units, 954 gives a helping hand to Amtrak's #5, the Westbound California Zephyr. Union Pacific got rid of their last streamliners in favor of high-g geared SD40-2's.

Gary Gardner Photo, T. Gasior Collection

TRACK ONE

Editors Ideas and Opinions

Well, here goes the first Tom Gasior issue. I didn't give any of you time to send me any articles, so you are off the hook this time, but I expect a few for next issue, ok, good!

I need a few good sources to help me out with news of the Santa Fe and Espee. I hope somebody will at least tell me what they saw last time they went chasing trains.

Our new format will try to be one of a 75-25 split between prototype and modeling articles. I would like to see most of you tell us about your models or your layout. If you have a favorite technique or style on how to do something, please send it in and share it with the rest of us.

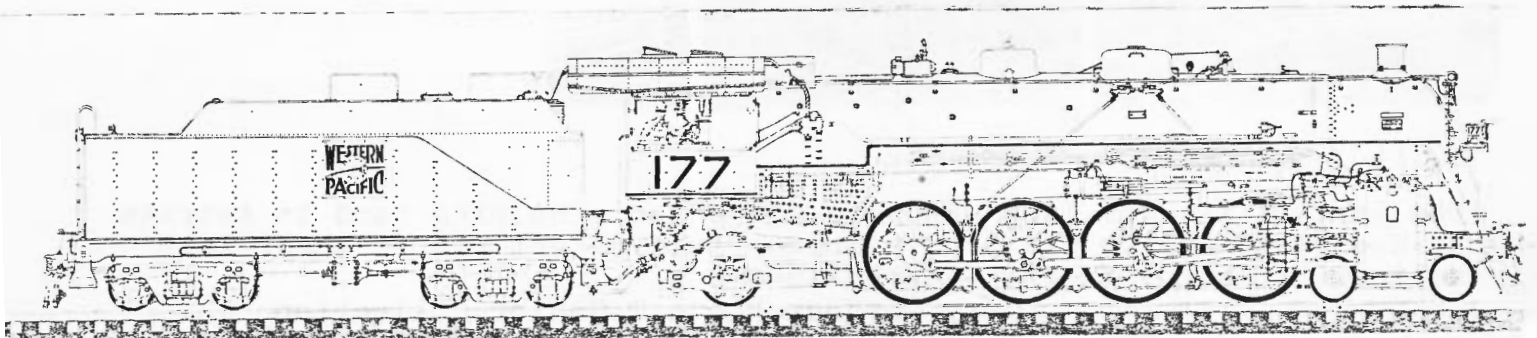
This issue does not contain one, but the next issue will, and that's a column where you, yes YOU, will get to voice your opinions on anything. If your kid brother is destroying your layout, or you want to hack on the editor, go ahead, I'll try to print everything.

The price of this mag is still \$3.50 for 4 issues, but if we get enough articles and members, we could get back to six times a year. Think about it.

I would like to start a new system of railreporting to you thru this mag. That is why I need some of you to help me out in areas where I can't get to. I will cover the BN and MILW, Gary can handle the GRANDE and maybe some UP and WP. We will still need somebody to cover the ATSF, SP and AMTRAK. Tell me if you can help out. Thanks, TWG.

One final note, I hope you all had a very good holiday season. I know I enjoyed my vacation from school since it was my first time home in 4 months. I hope Santa was good to you and brought that needed item for the camera or layout. (Now, if I could only convince my parents that TYCO just doesn't make the best model diesels.....oh well, maybe next year.)

Enjoy the DAYLIGHT, TWG.



Bye-bye Alco. Yes, the old smokers are gone. BN shipped ^{them}^to Chrome Crankshaft in Chicago. Some went to the scrapyard in Tacoma. The only thing left in Washington that smokes is Mt. St. Helens! Anybody ever go vulcanofanning?

Whats green and not owned by the BN? Well, about 12 Precision SD-10's. They are on lease to the BN and can be found anywhere on the system.

All the U25C's are stored at Livingston, MT. Even the class loco 5600 is in the dead line. It looks like the 40-2's are taking their toll on every class of first generation diesels. At least they could buy some snoots to break up the monotony of them all.

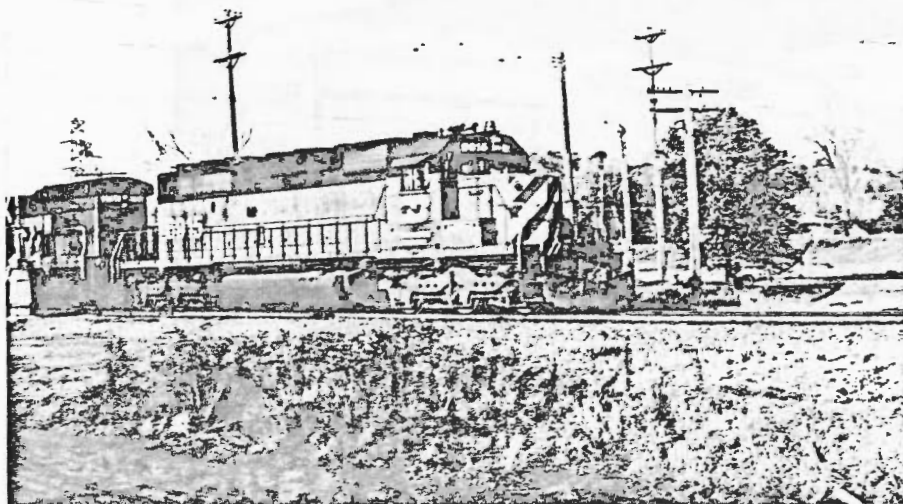
Speaking of U-boats, the BN is down to only 4 U28C's, their numbers are 5650/5667/5673/5676. If you see any of these, please get a shot for ol' Tom.

BN is the new king coal. The green machine is hauling more coal, buying more engines, and laying more track and annoying more motorists at grade crossings than ever thought possible. Their yard at Alliance, NB has a mere 625 units assigned to it. The BN crosses the UP at Grand Island, NB and the UP doesn't know what to do with the constant stream of trains across their tracks.

The BN survived the volcano dust by changing filters often and running the engines thru the washer more often. Too bad they lost all that land though, because if you haven't heard by now, the BN owned the big hill from an original land grant of the NP's charter. Good thing they didn't own the San Andreas fault, huh guys!

A very rare and elusive SD40-2 is making good time on a southbound from St. Paul. This is at Newport, Mn.

Photo by T. Gasior



It looks like ol' Wobbly will be operated as a wholly owned subsidiary of the UP in the pending merger, if it goes thru. The UP is going to keep all of the divisions and subdivisions as they were before the merger.

After the merger, the WP will remain as the WP and San Fran. will still be company HQ. Most of the employee roster will stay the same too. The only jobs being transferred or eliminated will be management in S.F., and shop personnel in Stockton.

UP has leased 15 SD40-2's to the WP on a long term basis. All are lettered "Leased to WP" under the cab window to help out identification in case repairs are made while on UP property.

The GP-40's are back from M-K. Now the GP-35's are going to make their way to Boise for rebuilding.

Looking for work? The WP has been short of power and crews during this recent traffic increase. The BN is sending down train after train. Some of the trains have been run in THREE sections on busy days.

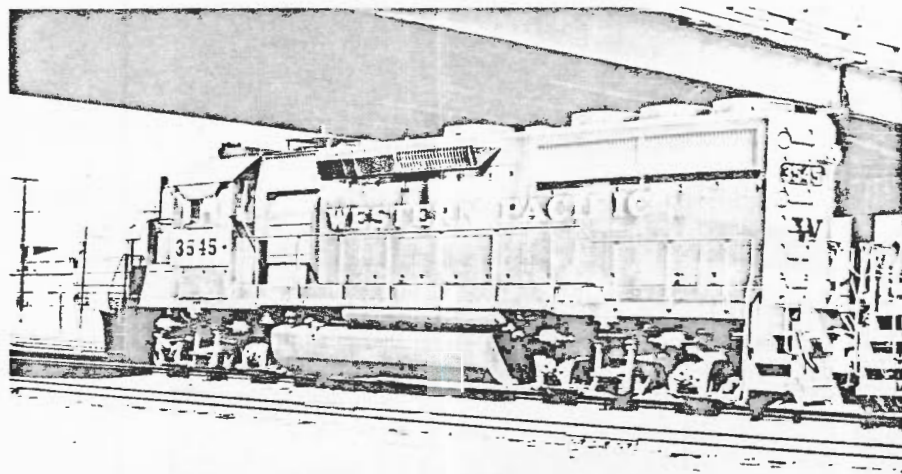
Do not expect those F-units to last much longer. Constant power failure has resulted in the almost daily addition of hood units. The four musketers are hurting. Maybe UP will find use for them elsewhere.

The UP is planning to do some major rebuilding of the WP route to the coast. They are planning to spend a cool 90 million over a five year period. This will help speed up the trains and handle heavier trains. You didn't think those DDA40X's were going to roll over Feather River at 20mph, did you?

Does anybody know if AMTRAK will re-route the SAN FRAN ZEPHYR over the new WP so SP doesn't have to carry the last leg into Frisco? Maybe they would like to keep the train on UP rails as long as they could?

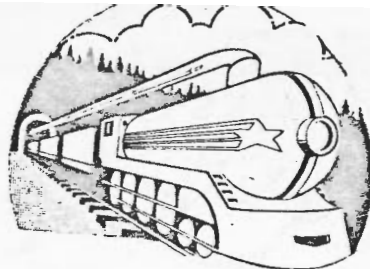
New paint scheme is applied to 3534 as it came back from M-K.

G. Gardner Photo T. Gasior Collection



Modeling Dept: WARS

Wars



Well, it looks like the Central Region is one up on us again. The WARS maps will be shown on a state by state map that will be appearing in the Daylight every month so this won't cost you anything but the subscription price. The maps will also be made to fit in a 3 ring note book so you can organize them once all of the states have been shown. This will also make it easy to add in more railroads as people join. The Western Region is quite large for only having ten states, so this will allow us more detail.

I will be drawing up the maps and the WARS buttons will be sent out to members as soon as I get a chance. These are really nice buttons printed up as compliments of J.S. Buttons and Pass Printers. If you have some passes that need printing, just write to them, they can print ANYTHING, even your favorite picture on it!

After the Maps are out, WARS will be headed by Dan Carroll. I know he has the energy to do a good job and keep the club going and growing. Dans address is: Dan Carroll
11034 W. 78th Ave
Arvada, CO
80005

I hope you write Dan and tell him a little about your railroad and yourself. We do like to meet the people behind the model too. You will also get a few of Dans passes if you write.

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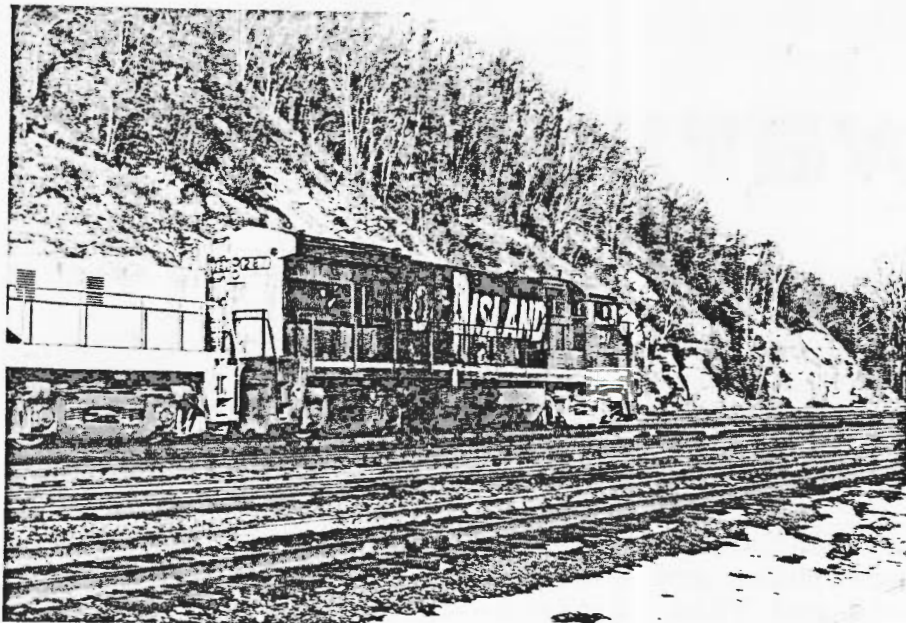
I would also like to take this page and ask any of you who are into modeling to help me out and write about any special technics that you use, or how you operate your layout. I would really like articles dealing with contemporary railroading practices.

This would be most helpful to us since not many of us have been bitten by the steam bug. Examples of this could be how to model unit-trains, piggy-back trains, modern diesels and maybe some of those new shortlines that are making money where the class-one roads couldn't show a profit.

This is also a good time to mention a pass exchange. This is a very good way to meet new people and make new friends. If anybody is willing to help out on this, please contact me and we can work something out. If you would like to know what passes are or where to get them printed, just write to me and I'll give you all the answers I can.

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I hope our modeling Dept. does as good as our railfanning Dept. If any of you know of any new products at the hobbyshop, let me know so I can report it thru these pages. I won't know what's new at the hobbyshop because Billings isn't known as the railroad capital of America. I'm lucky if I can find a MR or RMC!!!



#1, a Rock Island
U-boat is nearing the
end of it's life.
Photo at Daytons Bluff
St.Paul,Mn

...T.Gasior



A UP U-boat makes fast
time for Freemont,NB.
as a FALCON train is
heading for the coast.

...G.Dobey



A Rio Grande SD-9 heads
a Eastbound freight out of
SLC.

....G.Gardner

Poor Humor Dept: Editors Christmas Gifts.(A little late!)

Yes,it's that time of year again when gift giving shows up like snow, vacations and the flu.Since Gary didn't hand out any,or couldn't afford to, I will be giving out some belated and well deserved gifts.One last comment, NO returns!

Gerry Dobey-A free day at Chrome Crankshaft to pick out some new motive power for your Geneva Southern Lines.

Gary Gardner-A pair of leased BN SD40-2's to replace those ageing F-units on the RGZ.

Dan Carroll-A atlas of the whole North American continent.This is so you can have one single book to map your 2,000 railroads.

Rodger Arnold-A job on the Western Pacific.I hear they are looking for a few good ballast cleaners!

Scott Sackett-A new drivers license,Gary and I KNOW you had to have had your last one taken away by now.

Claude Morelli-All those ties that are cut in half and laying beside the BN's mainline.They ought to be perfect for your narrow guage!

Patrik Tinnes-A whole page in the DAYLIGHT devoted to your C.O.W. railroad.P.S. start writing!

Mark Kaszinak-A roll of movie film 50,000 ft long showing every commuter rush hour from Roosevelt Rd. in 1980.

Rich Hoker-A gallon of milk.This is to ease the pain of all those ulcers you must have aquired from trying to balance the TAMR budget.

Brian Lynch-A tour of the AMTRAK yard in Chicago so you can get some more photos to send to the DAYLIGHT.

John McGreevy-Lots of time.This is so you can do all those things you would like to do,hopefully railfanning is one of those!

The boys in Duluth-A railbarron game where you can't win if you are from the Twin Cities or Chicago.

Ted Tait -Free advertising space in the DAYLIGHT.This is so next time you hold a TAMR National convention,maybe some of us will hear about it!

The whole NORTHEAST Region-We have graciously decided to trade you even up....We'll trade ya your Three Mile Island for Mt.St.Helens.Is it a deal?

Jeff Wilke-A whole lot of Milwaukee Road trackage rights.Yep,you can run your trains over their lines anywhere west of Miles City.What a deal.

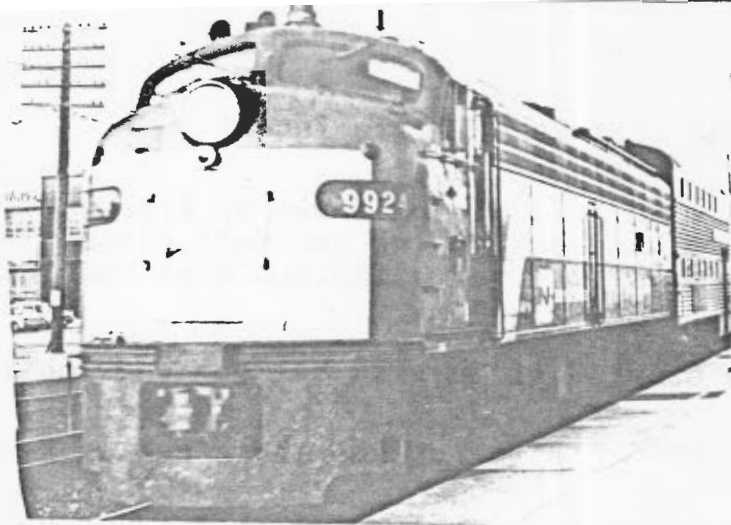
The rest of you,I hope you had a happy holiday season and good luck the rest of the year.

Now get busy and send me an article,or I might use your name here NEXT year.(I don't know if thats good or bad?) TWG.

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You see this engine? Well, if these people don't re-subscribe, they will never see this again. No, this is not a threat, but just a mild reminder that if you don't put \$3.50 in a common white envelope and mail it to the address on the cover, Gary and I will DISMANTLE that nice little train and send it to you-Piece by Piece!

Well, you can imagine how messy THAT would be, so you people listed had better fork over or we are going

to get desperate. These people need to renew with us:

Lone Eagle Payne
Erik Barrett
Dave Mihevc
Rodger Arnold
Glen Newman
Brian Shishido
Tom Millsap
Mark Kaszinak
and...
Don Peterson.

Please hurry, before it's too late!!!!

Tom Gasior
Box 67
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Billings Montana
59102

Western Region--TAMR

