Daylight

Western Region
T.A.M.R.

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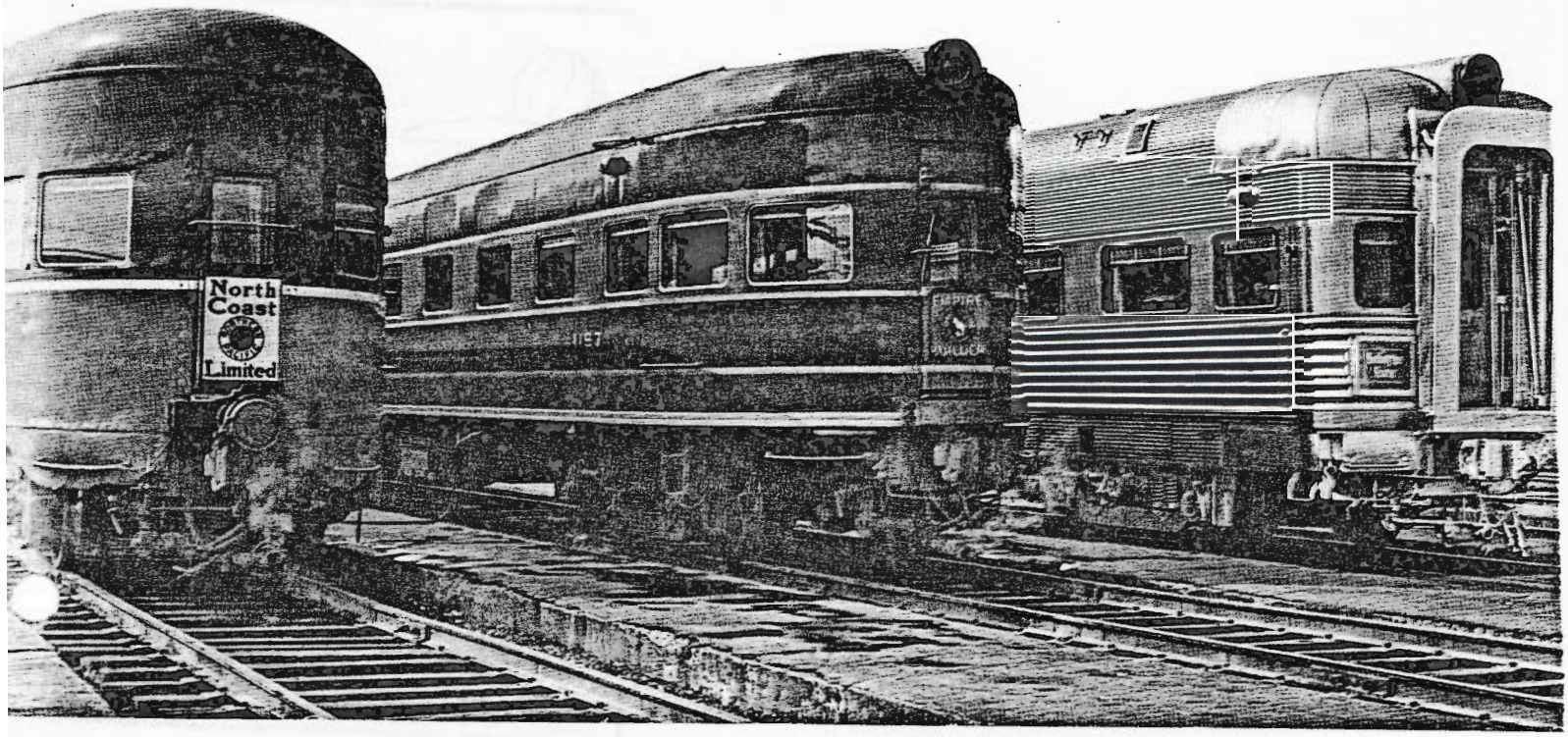
EDITOR: Tom Gasior
11800 Pheasant LN
Hopkins, Minn
55343

Going West ?



TRACK ONE

Editors ideas and opinions

OK,OK,I know it's late,but this time I have a good excuse that had me laid up the whole month of May. Two days after I got back from good old ROCKY,where I had been studying hard and made the deans list and Honor roll,I came down with a severe case of MONO,yes,mono,and no you don't get it from kissing,too bad.

Enough of my excuses and on to the DAYLIGHT. This issue contains a little bit of everything. I hope you like it and take some of the articles in the right perspective.

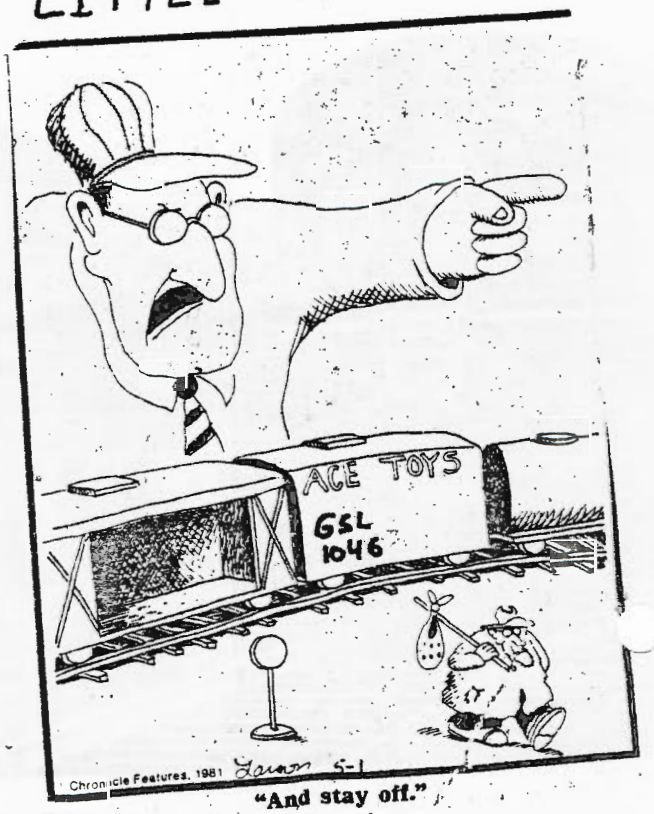
Rodger Arnold was elected our new region rep. You will be hearing from him in these pages starting next issue.

I added a few modeling articles in here somewhere because I feel these might be helpful to some of you. I'm not doing it just for the story like some other mags,but if you have something that you would like us to show you how to build,just ask and we WILL really try to help you,unlike "ANDY".

TEEN-ASSOCIATION of MODERN RAILFANNERS? It seems that we do chase trains more often than we build them,but I'm sure a lot of you would like to duplicate what you take photos of into models. Going out and getting a shot of that unit is all right,but next time try and take a modeling shot which shows details and all sides. Maybe with ~~all that info and valuable photos,you'll~~ want to go down to the basement and work. (This mesage brought to you by the DON'T BE A SLAVE TO YOUR CAMERA commission)

COVER: The North Coast Limited, Empire Builder and Denver Zephyr are waiting in the CB&Q coach yards outside Union Station in Chicago.

LITTLE HUMOR



"And stay off."

Gerry Dobey

WESTERN RAIL ACTION

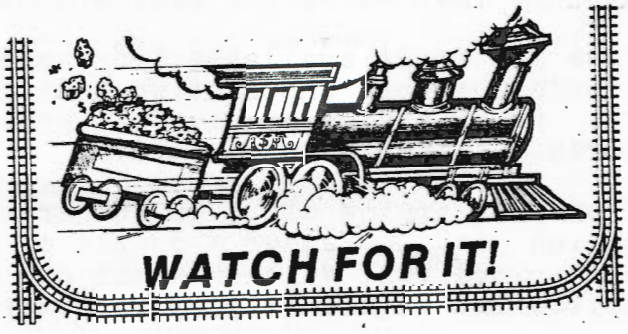
When does the C&NW get attention? When theyapplied for authority to build a "coal connector" route between Crandall,WYO. andJoyce,NEB. They also have been receiving a lot of opposition,mainly from the BN and a bunch of local landowners organized as the Wyobraska Landowners

They intend to appeal the matter to the full ICC if necessary. BN too vowed to fight the ICC initial approval "with every last resource" (and the BN has a lot of resources!) BN was really irked by the ICC's decision to remove territorial restrictions on C&NW's operations over the BN/CNW powder River base coal line and to permit the C&NW to defer its payment on half the lines cost until the FRA acts on CNW's request for approx. 300 million dollars in loan guarantees to finance the connector line.

BN's main concern is not keeping the CNW out,but its main competitor,the UP out. Thus no one was surprised when sneaky BN offered CNW a alternative deal.BN's offer included trackage rights from Nonpareil,NEB. to Omaha or Kansas City for briding CNW coal trains.

CNW officials were unimpressed by BN proposal,they pointed out that the trackage rights only lasted 25 years. BN was also offering to take UP's place as an equity investor in the connecting line.

Stay tuned for further episodes of the Powder River Basin when we will learn if the FRA will approve the CNW loan,will BN and WYOBRASKA have things their way,what will ICC judge Richard Beddow say as a final ruling and will the UP star as the Beaver?



Tom Gasior

CHASING TRAINS IN THE HAPPY VALLEY*

*(Or why Brigham Young was never a railfan)

Spring break was coming up,and we had a week off of school to enjoy whatever we could. Should I go home and have to put up with my brother and his soap operas,orrrrrr...I could cash in my standing invatation to stay with Gary Gardner and see some "REAL RAILROADS" out west. I was in my right state of mind at the time so I decided to go to Salt lake City. I asked Gary and he agreed to put up with me..oops..uh..I mean put me up for the week. I got my plane tickets and bid Billings and Rocky a fond farewell.....for awhile at least.

I arrived at the WESTERN AIRLINES airport,(They have their own, everybody else has to use this long flat stretch of highway 80) and found Gary there to meet me. We then walked out to his truck and did not look at the painting of two naked people on the airport wall because it might cause us to rape and do people bodily harm. (Or so I'm told)

The first day was a nice one as we picked up pizza on the way home and I finaly got to meet the whole Gardner clan. We had a nice chat about everything and then decided to spend the rest of the night losing to Garys brother in Space Invaders.(If the Martians ever do attack,I'm hiding in Gordons bunker)

Ahh,Tuesday,or some day,anyway it was a fine day for chasing trains,and my last,at least with my own camera. Gary left me off at Woods Cross to sit and watch the UP trains roll by in hordes. He had to go to work for about an hour. I sat there and watched the "horde" of UP go by in the form of one train hauled by U-Boats. The last picture taken by my camera.

When Gary arrived,we decided to go to Ogden and see the SP,we left Woods Cross and probably my camera,behind. I probably acted like the clod I am and put it on the roof of his truck and left it there when we drove off,thats the best we or the police could figure out.

Since I didn't have the funds available for a new one then,and Gary didn't have the funds for more shots of what he already has,he very kindly lent me the use of his camera for the remainder of the trip. It did take good pictures.....for a instamatic.

We were then off chasing trains all over the area. We even rode that silver train...uh..oh yea,the Zephyr a couple of times around the Y track at the Depot. Good fun. We then spent our nights losing to his sister Jill in UNO,too bad we didn't play railbarron,oh well.

Then came our brave trip out into the Nevada desert to find where the SP and WP meet,the bustling,thriving metroplis of Alazon. It was a real scenic drive,100 or so miles of listening to the country version of TOP 40,and looking at signs that warn motorist of MUD just off the road.(As if we didn't know,gee,it looked like nice plush grass to me,DUHHH)

We found a nice place to put our lawn chairs and wait for thousands of SP and WP/UP train to decend on us. Nobody told us that the SP ends at ELKO and the WP ends just east of Keddie.This must be where they have the big reverse loops because no trains went by us!

CON'T

We did see two WP trains and a helper set come out of nowhere. Then we changed film and about to leave when murphys law of railfanning went into action.The SP showed up in two hot shots,the first one had all D&RGW engines and the second was all tunnel motors.(We went all the way to alazon to see the Rio Grande?????) These pictures turned out nice,but the roll before that was only a 24 exposure and we thought we had 36,oh well,no WP shots

I got the Honer of driving home,at night,on the flatest and most tangent highway in the world. Good thing itonly lasted 10,000 years,I would of thought it would last forever!

Then came the day we planned to chase trains in Echo Canyon,UPs power alley.(If you call SD-40-2s power.) Today Dave Harmer would be driving.The man who speaks on the Senate floor,hobnobs with railroad presidents and wears bright red jumpsuits. To save on gas,we were not going to take Garys 4-wheel drive GMC truck,instead we used Daves fuel efficient,2-wheel drive Chrysler van. Boy-o-boy,did we save the bucks. The reason we got such good mileage was because Daves brother or one of them,said he filled the tank. He probably spent the money buying a jumpsuit like his big brothers. Anyway,we all ended up pushing his van up WEBER CANYON.It was ok though,no trains went by us. Dave and I then set out on foot and tried to find a gas station. Now,gas stations come as often in Weber Canyonas oil in Wisconsin!

We did get picked up by a guy from Wyoming on his way to BYU,we also found out that this would be Daves new roommate! What a way to meet. We got our gas and were on our way again. We were on the busyest mainline in North America,yet these guys like to chase the same train up and down the canyon getting pictures of the same units in about six different places,oh well. Good thing I explained lawn chair railfanning or these would always run out of gas.

Dave was going to accompany us the next day as we chased the RGZ down to price. Every time Dave tries to chase the train,it always has a hood unit on the point,so we went down to the depot to see the consist that night.....it had a hood unit on it.Dave did not come with.

WE decided to sleep in late and go down to Price the next day to see the Utah Ry and all the Alcos. We were not disappointed. All of the types were there,from leased UP SD-40s to ALLIGATORS and RSD-4/5s. We also saw a lot of Rio Grande freights and a rail-grinding train. UP had a SW-10 at Provo. This was one of our better days.

The last day was spent downtown and that night we went to see the Rocky Horror Picture Show,Gary hasn't been the same since.

I want to take this space and thank the Gardners again for sharing their house with me.I also want to thank Dave Harmer and I hope he won't get too upset with me,I know you punk rockers are so tempermental.

(P.S. see Gary, I didn't mention your Lousy Truck!)

Tom Gasior

F-9 BLUES

Tired of the same old F-units? Want to spruce up those Athearn units sitting around? Then this is a easy way to add a new unit to your fleet without buying another engine. Many railroads bought F-9s along with F-7s so you can follow prototype practice also.

The parts you will need are the Athearn F-unit,(A or B) Details West part #CF-143.(cooling fan,48" cap-top type) and maybe their winterization hatch for F-units.

Tools will include the usual assortment of files,sandpaper, glue and patience.

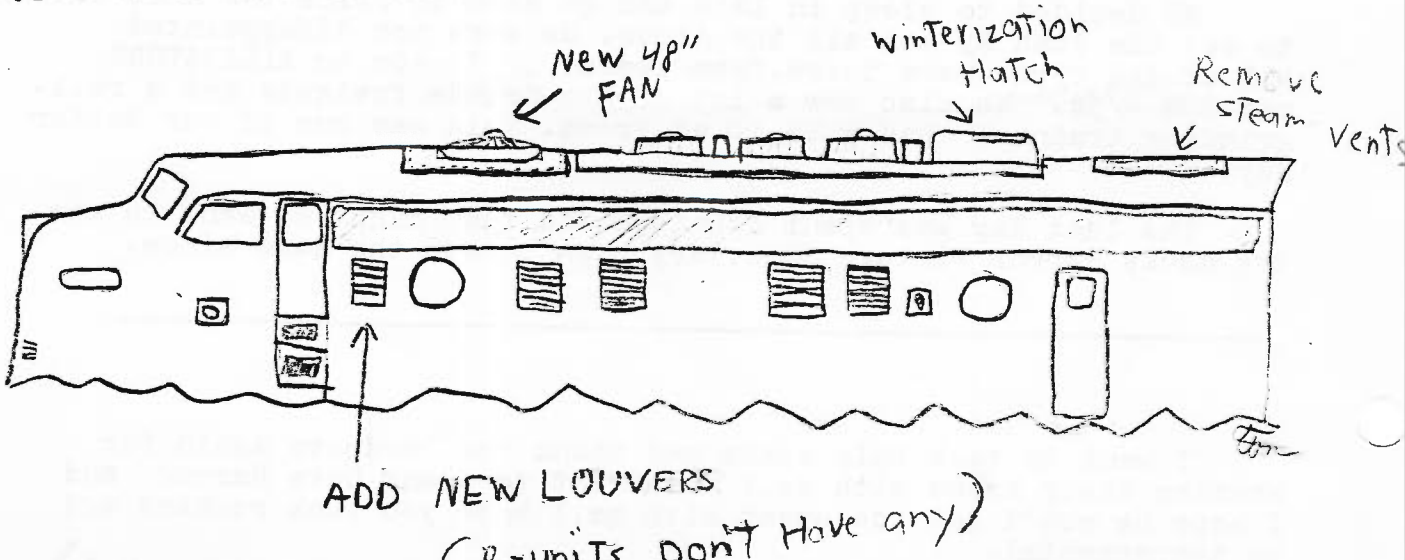
Start by removing the steam generator vents,(unless it's a passenger engine) and then the dynamic brake fan. You may also want to remove the last cooling fan if you put on the winterization hatch.

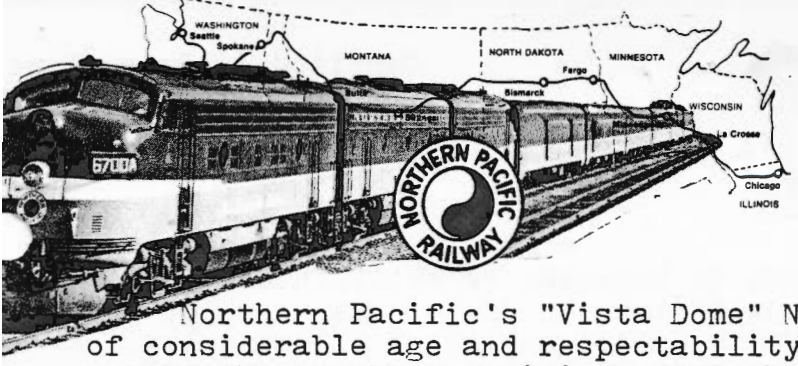
Now,try to file a 5/8" square flat where they new fan will go,or until it will fit fairly flat. You might want to use putty to make it appear flat.

Now you must also need a extra F-unit shell. You use this to cut out the extra set of louvers that a F-9 has in front of hte first porthole. I cut these out and then sanded and filed as much as I could so they would be nice and thin and not protrude fron the side of the F-9 shell. Take your time and get it thin, all that extra work will pay off in looks later.

After these have been glued to the side in the same plane as the other vents,you are ready for painting. Be sure to wash your model in warm soapy water and after rinsing,let it air dry,this will remove all the oil and dirt from handling.

Some F-9s only had one headlight,so check with photos to which engine you like best. Now you will have a new engine andit will be a nice addition to you D&RGW modelers since these types still haul the RGZ.





NORTH COAST LIMITED

Northern Pacific's "Vista Dome" NORTH COAST LIMITED is a train of considerable age and respectability. The NP completed its line across the northern prairies and Rocky Mountains in 1883,inaugurating passenger service with two trains named the PACIFIC EXPRESS and the ATLANTIC EXPRESS. A few years later four trains were making the trip from St.Paul to the Pacific with the addition of the PACIFIC and ATLANTIC MAILS. All four of the trains carried Pullman Palace cars with sleeping accommodations and running between Chicago and Portland/Seattle.East of St.Paul these cars were handled by the Wisconsin Central and the Chicago,Milwaukee and St.Paul Railroad s. West of the Twin Cities,the NP provided "free colonist sleeping cars" all the way to Seattle to encourage immigrants(principally from Europe) to settle along their line.As the 19th century ended these cars were only available on every other MAIL train.The long journey from Chicago to the Pacific,some 2500 miles,consumed 5 days.

On April 29,1900,the NP re-equipped their MAILS and the new trains were called the NORTH COAST LIMITED. It was a wide-vestibuled electric lighted,steam-heated proposition which included a observation-library and a barber shop and bath. This new train set new standards while only taking four days to make its long journey,and cutting a day off the schedule.

The prosperity of the 1920's created a new demand for speed and comfort,to which the NP responded to by refurbishing equipment and schedules to match. Another day was chopped off the schedule and the new observation-club car was a retreat where the weary traveller might find the valet,barber,maid,buffet and bath. The end of prohibition found the NP offering even better service with its totally re-equipped consist. Advertised as the "Newest of the Northern Transcontinentals", the train now covered its scenic route in a speedy 2½ day timing. The observation car now contained a barber shop valet,maid,ladies lounge,buffet,two shower baths and a radio. (Which could be heard if the train wasn't too far from a powerful broadcasting station.)

Air-conditioning came next in the 1930's,and after WWII the train was streamlined,which meant diesel-electric engines,new light weight coaches$2.25 table d'hote dinners in the diner and elimination of the luxurys in the rear car. The new engines were A-B-A sets of F-3's to give it 4500 HP. In the mid-1950'sthe NP became the first railroad in the Northwest to offer vista-dome service when it added four such cars to each train. Then came the Lewis and Clark travellers rest cars,and in 1958 six new diners were purchased from Budd,the last new dining cars to be built in the country.
The schedule was cut to less than two days,with Chicago departure over the C.B&Q at 11:30AM,followed by Portland and Seattle arrivals early the second morning out.

The train was operated right up to the begining of AMTRAK. They then put on a trial schedule and renamed it the NORTH COAST HIAWATHA,since the Milwaukee was pulling the Eastern portion of the trip. The train was popular,but it was cut because the people at AMTRAK felt that the inter-state highway which follows the old NP was capable of hauling people and then concentrate on the EMPIRE BUILDER which travels a route where a train might have a advantage.

Compiled by Brian Lynch
UP Editor
and DL staff

Although there has been a downturn in business recently,things continue to be interesting in the land of Armour Yellow and Gray.In January,CTC was completed betweench Cheyene and North Platte making this high speed line even more effecient. Thic line avarages 60 trains a day,so the CTC should be a great help to the dispatchers.

The nation wide coal strike has had no effect so far,coal trains still are numerous and the piggy-back and container business continue at a brisk pace.

UP has just completed its tenth "one-spot,car shop" in Hinkle,Ore. The shop is expected to put out 24 cars a day.

The 8000 series SD-40-2's will be regeared and renumbered into the general fleet.These were once standard power for all the "hot" trains, but now U and C-boats seem to handle these chores,and a lot of others as well. Too bad for the crews,they seem to like EMD cabs better.

The road now has a new twist to their paint scheme.The UP shield now appears on the nose,(it should be bigger though,ED)and the numbers are now larger and are on the side of the cab. The paint shop is putting out two of these a day from North Platte.They are also adding slogans to the handrails of certain SD-40-2's.

Pool power is running hot and heavy with a lot of SP and WP showing up daily.Others who are numerous are the N&W,BN,ex-FRISCO,KATY,C&NW,MILW RD and even a few from Morrison-Knudsen.

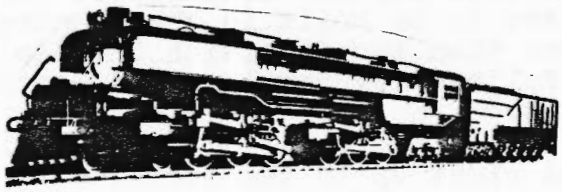
If the 6900's will ever run again appears to be anybodys guess,there ar other engines that will be returned to business before the big DD's can come out again. About 6 are still out,but probably only in the Northwest since none have been to North Platte or SLC in a few months. The future doesn't look good for the big brutes.

The challenger had a couple of successful trips and will continue to pull various trains IF.....they can figure out why the engine is usuing more water than it is supposed to.

8444 and4449 are also in need of major repair. 4449 just might be put back on the shelf in Portland and 8444 put away while they challenger is fixed

The merger talks are still going on and the railroads that think they will lose out if it goes through are not protesting anymore,but asking for trackage rights and other such things.

The best one yet is SP's bid for trackage rights....from Ogden to CHICAGO!!!!!!!! (Tunnel motors in Chicago? NAW!)



BURLINGTON NORTHERN

Rio Grande the ACTION railroad

THE MILWAUKEE ROAD

Amtrak

EVERYBODY ELSE.....

SOO

The Rio Grande has taken a giant step backwards in the class department.The former Alco PB-1 which was converted to steam generator #253 years ago,was recently equiped with 4-wheel Blomberg trucks because parts were no longer available for the worn out 6-wheel Alco trucks. The result works and was tried out on several freight trains,but it looks pretty funny. Why couldn't they get parts from Mexico,or even the Utah Ry which has a shop in Price???? oh well.

The BN has received their new GP-39's,and all are stationed out of Vancouver...so far.Actually they are GP-39-2's,and are numbered in the 2700 series. BN bought these because they are only 12 cyclinder engines and will be easier on their fuel costs. These engines are also going to replace the rest of the F-unit fleet. Maybe.....

Santa Fe is running a lot of Chessie engines,mostly GP-40 and GP-40-2. All but 2 are in C&O paint.

A new piggy-back train operating over the BN-DRGW-SP route has gone into operation to be competive with the UP and ATSF. The Rio Grande is really taking this serious and is doing everything possible to keep it on time.

A really weird passenger train these days is the Pioneer,it contains one of every type of car that AMTRAK owns,and is powered by a F40PH and SDP40F.

....the UP has also had a large supply of MOPAC power on their rails,one might think that the merger has already gone through. Gary even saw a set head west on a WP train. That blue would look nice in the Feather River Canyon.

This is AMTRAKs 10 anniversary,so everybody have your mom/wife or girlfriend bake you a cake in the shape of a F-40. (With red,blue and silver frosting,of course)

The west also has the top ranked corridor with the Los Angeles-San Diego run. The Los Angeles-Las Vegas run was ranked fifth.

Rocky Says...

"GREAT FOR TRAVEL • GREAT FOR FREIGHT"

GREAT NORTHERN RAILWAY

Building the

Mountain eXpress

"The Catus Belt Route"

Want a modern contemporary layout? Then this just might be your bag. Read on and find out how to build the Mountain eXpress.

The track plan is relativly simple but will still be able to handle the amount of trains you want to run. You can run it alone or up to the regulation 2,000 train movements a day. Just be sure that your hobby shop has plenty of #4 right hand switches.

Motive power and rolling stock are easy and fun conversions for any modeler. Since the railroad was taken over by the Government,all the engines have been surplus E-units from Amtrak and F-units from Conrail. (This will be a first-generation diesel fans delight.)

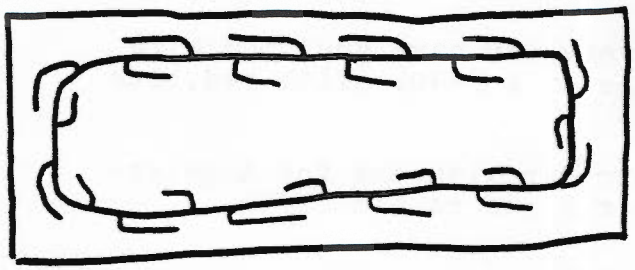
The cars are also easy,just go down to the hobby shop and buy 6,000 undecorated Athearn flat cars and detail them as shown in the diagram below.

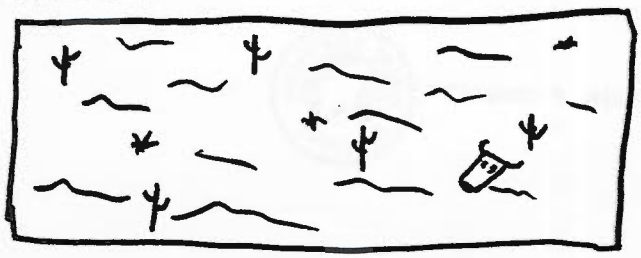
Scenery is where you can really make a difference.Any form of modern scenery making will do,as long as it makes you want a glass of water every time you look at the layout.

With our trackplan and lettering guides,you should have your trains running well before the end of the century.

Good luck,and happy railroading in the catus belt.

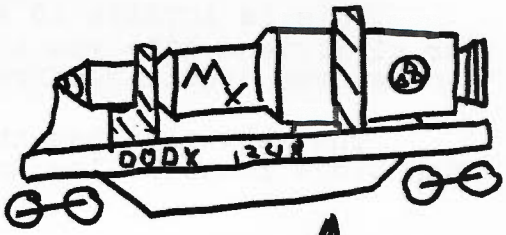
Track Plan





w/scenery added

Rolling Stock



Typical, Averag
everyday Load.

Yes people,the DAYLIGHT is proud to bring you.....

...ASK ANDY

This new column will incorporate two people who have recently been put out of work. When the old RAILROAD magazine merged,they left out the ASK BARBARA column so we hired her right away,also, William Anderson, better known to juvinilles as "ANDY" was fired from the staff of MODEL RAILROADER for doing something to one of Bruce Chubbs kids whilem operating on the Sunset Valley or something like that....anyway,we found him working in the iron ore mines of northern Michigan as a taconite pellet counter. He is now working with Barbara on this column which will help you answer any question about trains.

Dear Andy,
What was the wheel arangement of Union Pacifics 4-6-2 Pacific type loco?

M.T. Head

ANDY: Gee,thats a good question,but if you look in the second diesel spotters guide,maybe it has the answer.

Dear Andy,
When did the 1947 edition ofthe Empire Builder come out?

Lou Zer

ANDY: Boy,you guys sure ask the tough ones,but I think you could find your answer in the AMTRAK timetable. Or justwrite to the Great Northern and they will help you.

Dear Andy,
I bought a TYCO diesel,it is a C-630 lettered for GM DEMO, is this prototypical?

Pete Zahut

ANDY: Of course C-630s are prototypical,over 100 of them were made, boy,what a dumb question.

DEAR Andy,
If I were to relocate my rheostat and cross wire my feeder blocks, while still maintaining full amperage to the pulse resistor,could I disconect my magneto snaps and still be able to run enough voltage to the reverse ciruts?

ANDY: no

ANDY

See this poor man? This is Mark. Mark is waiting at McCook,Ill. for a train.This is where the Santa Fe and the IHB cross. Mark just watched a train go by on the Santa Fe with a Gp-50,B-36-7,SD-40-2 and CF-7 on the point and did not take any photos.

Mark is waiting for some "Real train action" in the form of two IHB SW-7s in the colorful black scheme pulling six empty cement hoppers to the Milwaukee Road.

Do you want to end up like Mark? Do you want to be banned from all railfan trips for the rest of the decade? If not,then you'd better send your money in for renewal..... ...Before it's tooooo late!

I'm not going to mention your name here,you know who you are. So you'd better hurry so you don't miss anything from the most contriversial newsmagazine....the DAYLIGHT.

I know this sounds corny,but at least I didn't call you people up on the phone and get you to buy 30 or so other mags,did I,huh,did I.

Western Region-TAMR

Tom Gasior
11800 Pheasant Lane
Hopkins,Minn.
55343

MINNEAPOLIS, MN 55
JUL 16
PM
1981