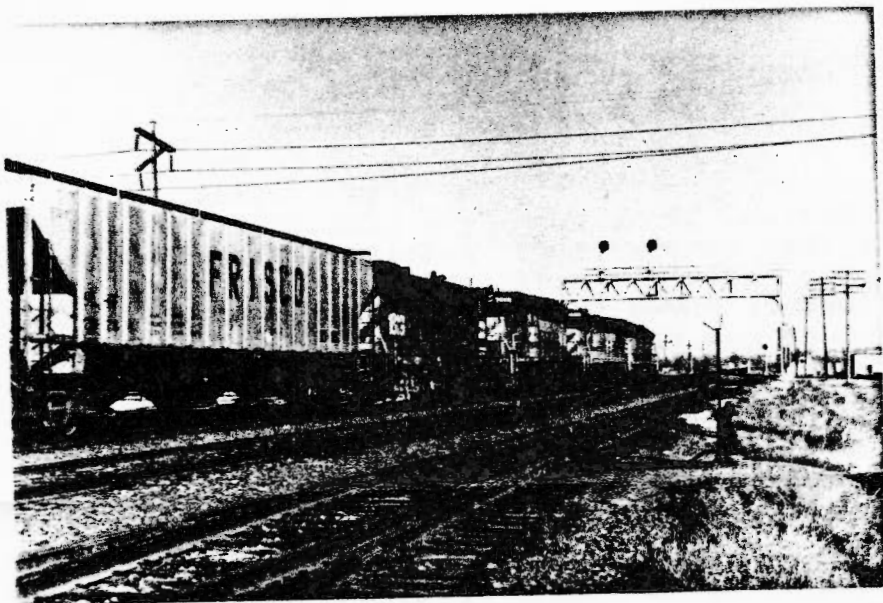
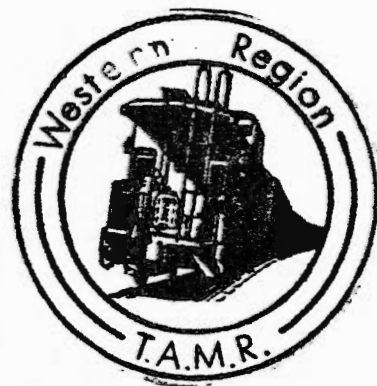


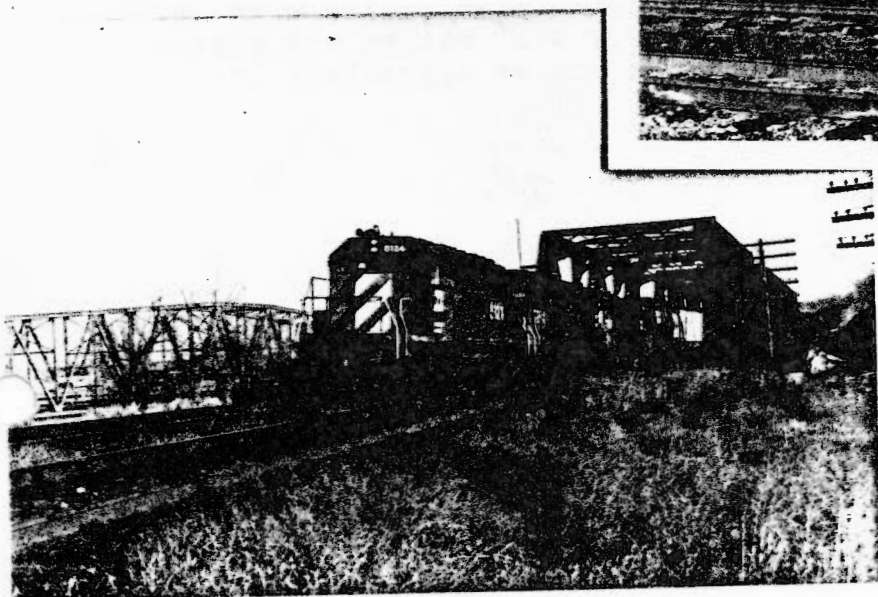
# Daylight



The DAYLIGHT is the  
official publication  
of the WESTERN REGION  
of the TAMR.

(\$3.00 a year, issued  
QTLY)

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**B** BURLINGTON  
NORTHERN

... AT

BiLLings, MT

## TRACK ONE

### Editors Ideas and Opinions

If you didn't notice the change in the cover price, it is now three (3) dollars for one years worth or four (4) issues. I hope this will get more of you to re-subscribe, we are getting down to the nitty-gritty in membership and this could be all for us.

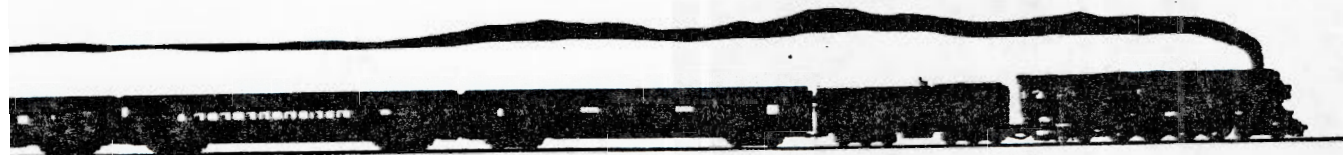
I am now going to try and put something in the HOTBOX to get people to notice us. I would also like it if a few of you would spread the word. (Next he'll try six issues a year, right guys!)

### Somebody is playing hardball

It looks like a few people in the TAMR think we are out to put CTC Board, or the like of it out of business. We still can't be taken seriously as a legit mag on a number of reasons I don't have space to mention. Our function, (Western Region) is to provide a outlook to Western Railroads and the etc's that come with it. (Modeling, railfanning etc...) We are also here to say to the older modelers that we do exist and are capable of anything if we are given the chance. I am not saying that we are going to pioneer new breakthroughs in modeling, but just the opposite. We will leave the fancy stuff to the people who best understand it. (Electronics, computers, radio control, etc...) This way we can have the best of both worlds, with us, (WR, TAMR, NER, etc...) trying to fill in the gaps. I will never reprint anything that has already been logged in RMC or MR. There are too many holes for us to fill for reprints. I think we would all get along better if we, starting now, put our energy toward helping the teens and quit fighting over what we should print or new breakthroughs, it would help us all and we just might attain our ultimate goal. A united TAMR, but I don't see it soon.

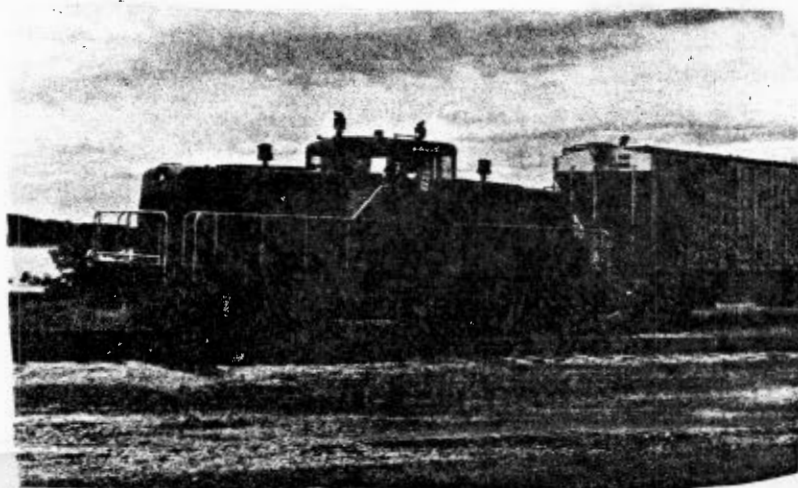
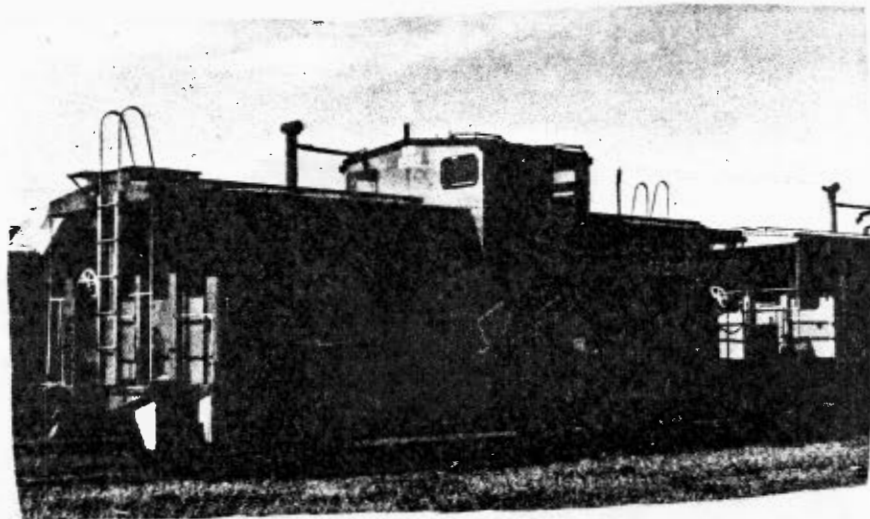
### The Silent Majority

Well, here I am again with a lack of articles, I'm sure a few of you have something to share with us. We will still have enough articles for awhile but.....how about sharing some photos with us. We'd be glad to see your shots of FEC or SP, I will return the photos if you include a SSAE with the shots. Thank you, we appreciate it.



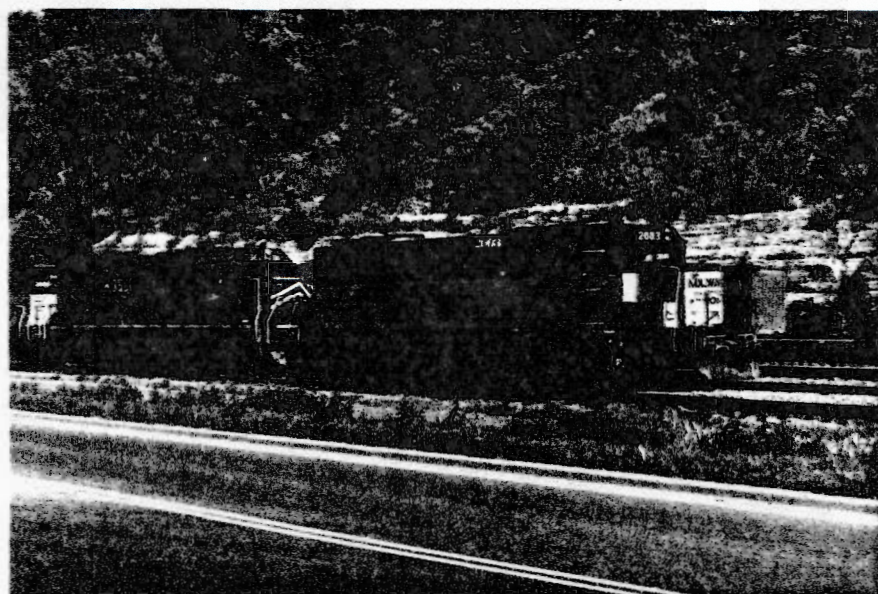


A "Frisco Northern" caboose  
 waits for repairs at the  
 NP Como shops in  
 St. Paul

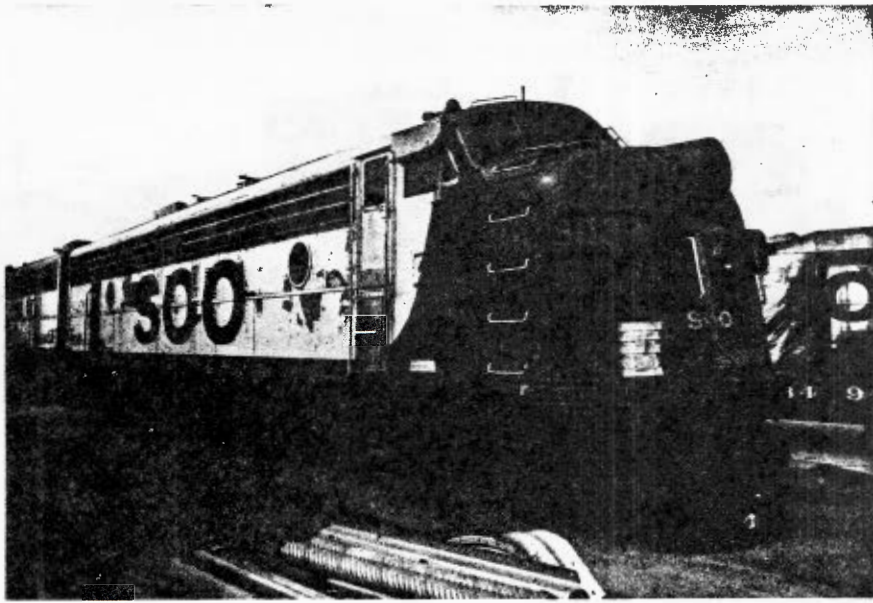


Another engine worthy of  
 super-detailing, This time it's a  
 Industrial Loco. This is  
 Pillsbury's 44 tonner. (Note  
 The automobile Type rear-view  
 mirrors and strange spark  
 arrestors)

Mo-pac visits the  
 Milwaukee Road.



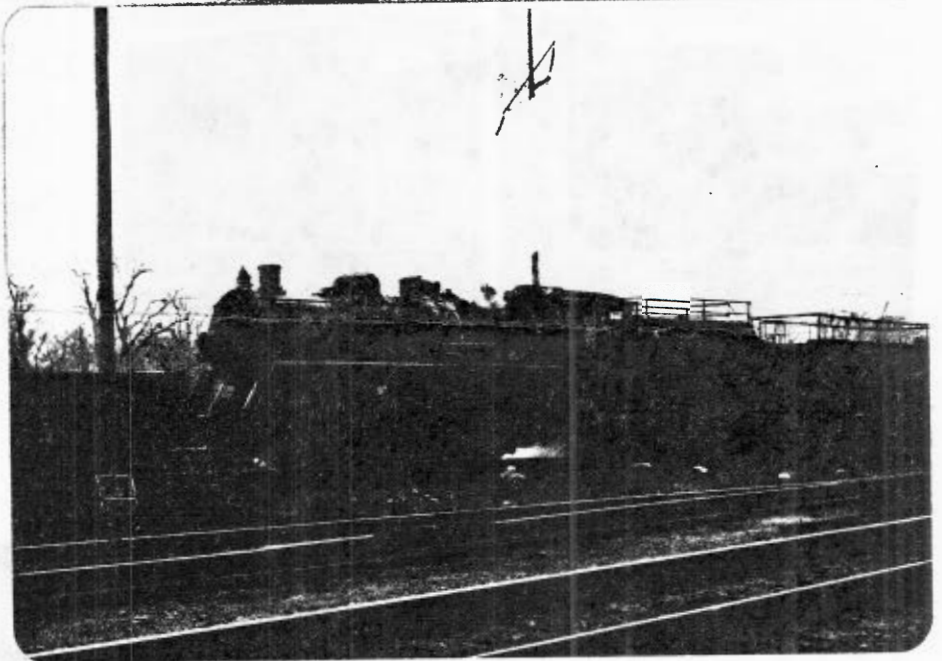
All photos T. Gusion



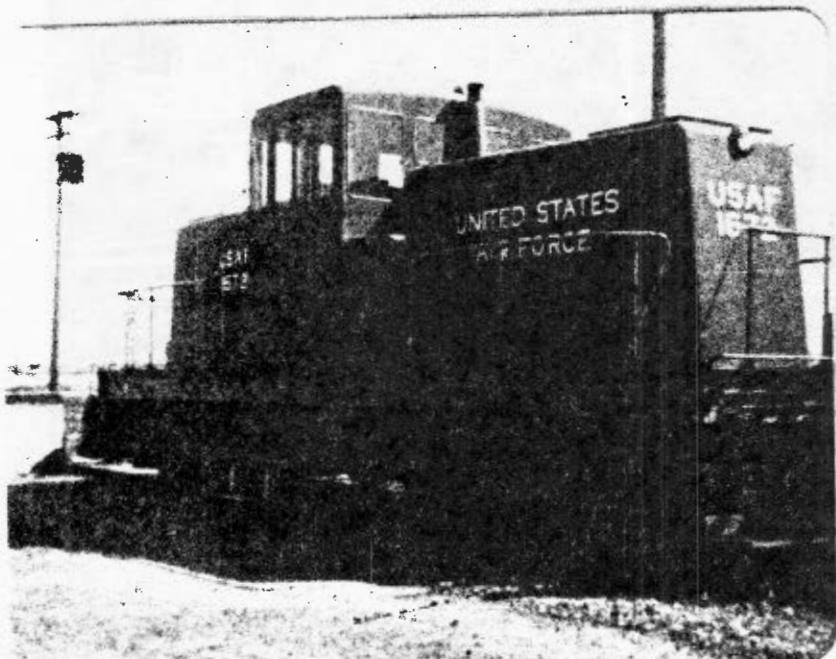
With only 7 cab-units left in the west. I thought I might ease some of your withdrawal symptoms with a shot of Soo Line 500-A. One of 5 F-units to be still traded in.

T. Gasser Photo

Last of the true steamers is caught by Gerry Dobey before the diesels moved in this spring.



G. Dobey Photo



Rodger Arnold, our region rep., sends us this photo of the GE unit at Beale AFB.

R. Arnold Photo



## A Place for Super-Detailing

Most of us have, over the years, collected a vast amount of engines to run our mini empires. We would all like to see our models look as real as possible, but this takes time, especially if you have a lot of locos. So how can we show off our modeling talents, and not have one or two engines look out of place? The best way to do this is consider the shortline engine. This would be a excellent way to have a well detailed gem and not make the Home Road engines out of place.

Most shortlines have second hand power, so it could be a small engine bought or leased from your railroad. If not, this is a perfect excuse to add that rare Baldwin or Lima to your all EMD Roster.

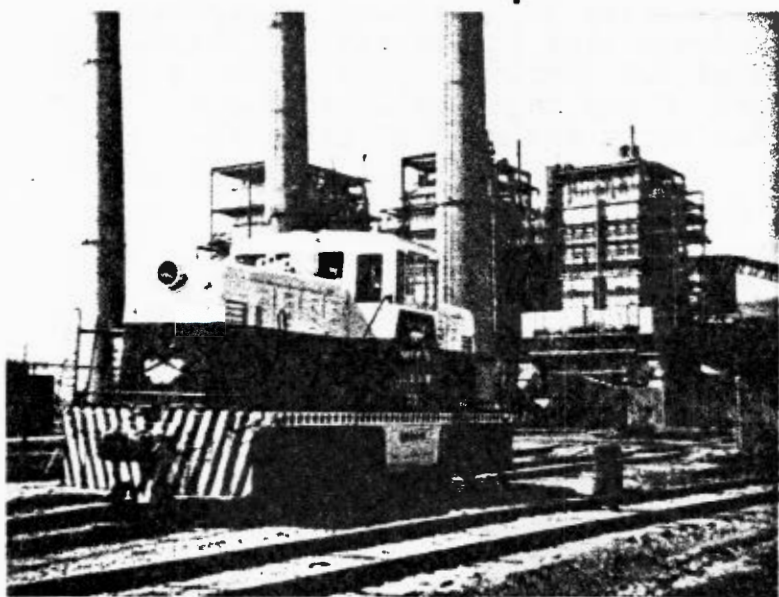
The wealth of details available now is almost staggering, and in all scales too. And the list is always growing.

Just think how great it would look after you've added horns, bells, radio antenna, plow, lift rings, air hoses, cab shades, crew, interior?, spark arrestors, coupler lift bars, headlights, speed recorder cables, and I think you get the drift by now. And all these would only be the necessary things and not something that would be considered extra.

Maybe this is also a good excuse to get that steam engine on the roster. Remember Northwest Steel and Wire?

But if you like bigger power, you could always use something like Kaiser Steels U-boats for lease, or a stop at your shop. Think up your own shortline with those old Baldwin roadswitchers or Alco Century, s.

I hope this will get a few of you to think about super-detailing. I'd like to publish some photos of your work and I'm sure we would all like to see it. Some of my models will be in the next issue, stay tuned.



Here's a good example. Gary G caught this Salt Lake, Garfield and Western 44 Toner in W. Salt Lake. IT is in spirit of '76 colors, but look at the details you could add. (Including the 5 chime horn' T.G.)



The featured railroad this issue is the Santa Fe, the following has been taken from their 1980 Annual Report. Maybe this will help some of you realize(?) the size of this railroad.

Santa Fe spent \$316.3 million in 1980. Things that were bought included 1,292 freight cars, 110 engines, 48 freight cars and 85 locos also rebuilt.

361 miles of welded rail were laid along with 1.9 million new ties.

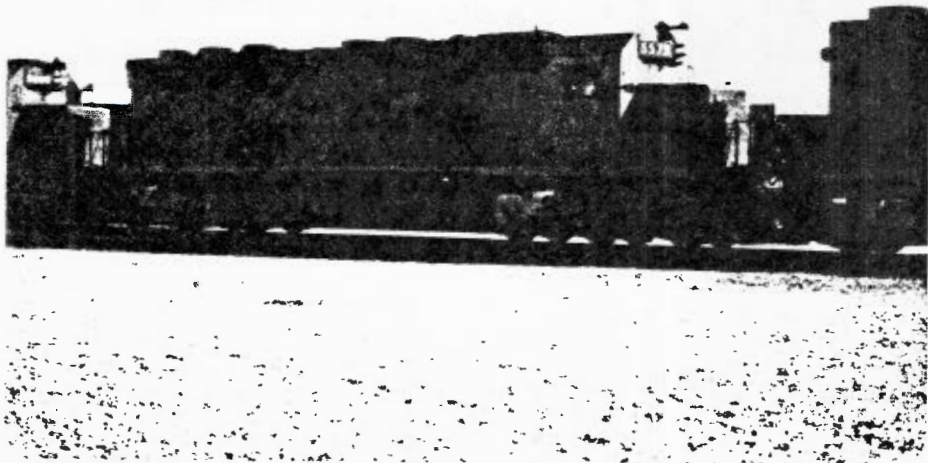
In 1981, the railroad intends to spend \$262 million on capital items including 60 new engines and 406 freight cars. They will also rebuild a additional 124 locos and 928 freight cars.

Track programs will include 436 miles of welded rail and 1.8 million ties.

Coal continues to be a major source of revenue and still growing. In 1971, the Santa Fe hauled 3.8 million tons of coal. In 1980, it hauled 21.3 million tons. A whopping 18% of total revenue.

A record wheat crop also helped the "Fe" in 1980. Most of the wheat was shipped over-seas due to bad crops in Canada and Australia.

Santa Fe's new Fuel-Foiler also saved bucks in fuel money. The train saved 6,000 gallons on every trip between Chicago and Los Angeles. In 1980, for the seventh time in the past 10 years, the Santa Fe has won the coveted E.H. Harriman Award. This is for the best employee safety record of any major railroad during the previous year. Quite a feat for a railroad of its size.



.....and the rest of them.

Freight car glut is said to be at 216,000. The AAR said that due to all the furious coal, hopper and box car buying has apparently ended up in the form of a huge surplus.

Opposition to the UP/MP/WP merger is now "TOTAL" says SP. SP chairman Benjamin F. Biaggini said " There is no public benefit to transferring revenues from other railroads to the already embarrassingly rich UP" SP studies show that more than \$100 million in traffic annually would be diverted from SP to the WP/UP/MP merger.

CHESSIE saves 265 miles with 1,200 ft rail link. By building this small link, the CSX Corp has saved 265 miles off a important coal route. The new track now links coal traffic from Hazard, KY to area on the L&N, with the C&O at Deane. Previously, L&N trains had to take the coal 122 miles north before heading south. The connection was cited as a major benefit for the formation of CSX.

A company called CROMORAIL, which builds or forms rails has a new ad which shows a Rio Grande unit coal train in the evening with no less than nine (9) engines up front, and no tunnel motors. I wonder if Gary got a picture of that one.....

The Milwaukee road has rejected the sale offer of 22.9 million for its track from Ortonville, MN to Miles City, MT. The bid was made by Northwestern Public Service, Otter Tail Power and Montana-Dakota Utilities. Milwaukee Road has already filed abandonment papers.

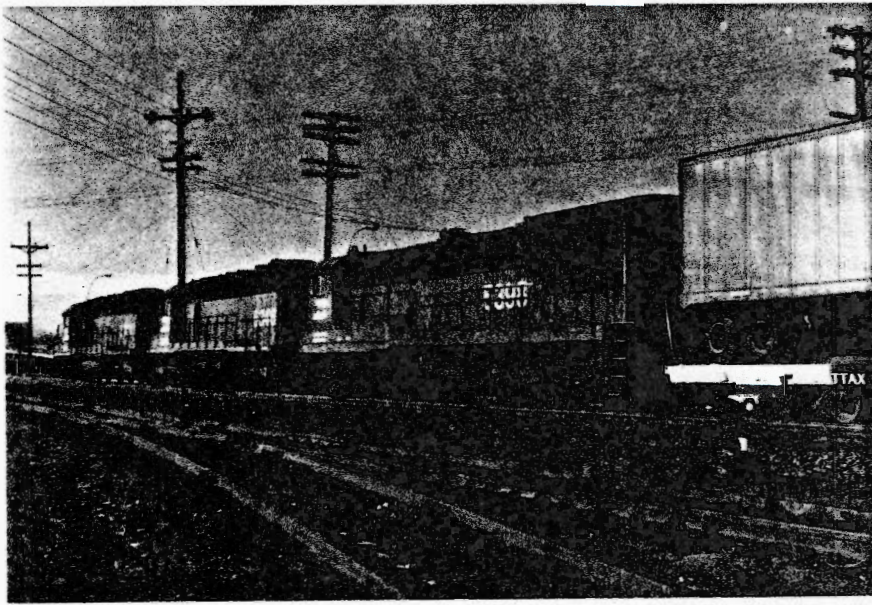
The need for a second carrier to serve the Powder River Basin has been affirmed by the ICC. It was not said whether the C&NW would be that road or not.

BN has had a number of successful tests of using CO2 in its reefers instead of diesel fuel. Cost was a major factor for tests. New cars are expensive and reefers are basically a one-way load car, but now can be used as regular boxcars on return trips.

Portland is ready to start building a new light-rail system. Most of the track will be run between the freeway and UP tracks. Could the OREGON ELECTRIC be revised?????

YA WANNA BUY A ENGINE?..... the rail&locomotive equipment co. has a number of locos for sale. The models include F-7, F-9, NW-2 Gp-7, GP-9, GP-20, GP-30B, SD-7, SD-24, SD-24B, RS-11, S-1, RS-3, C-425 U25C, U28C and a 50 ton Whitcomb. They probably don't run as well as ATLAS engines but it sure would be easier to install a CTC-16 receiver!!!!!!

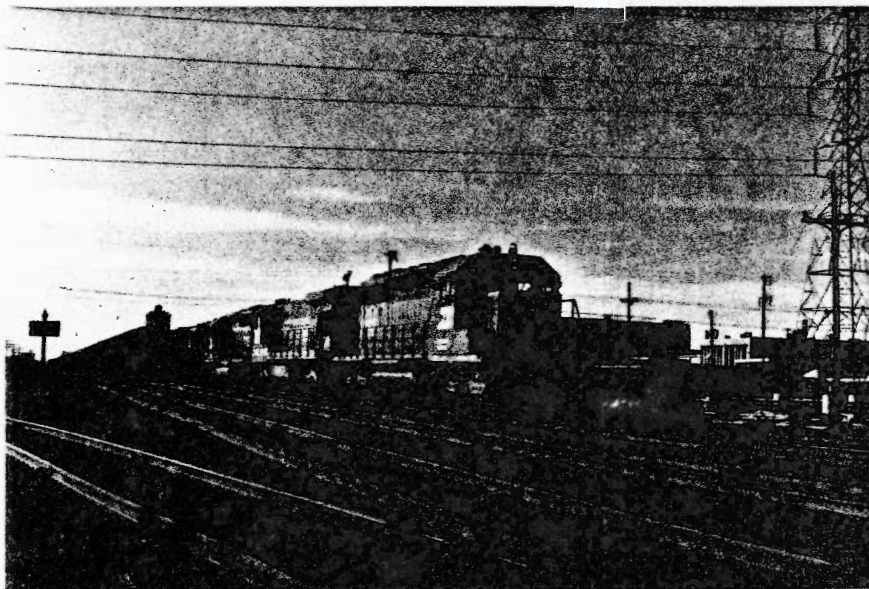
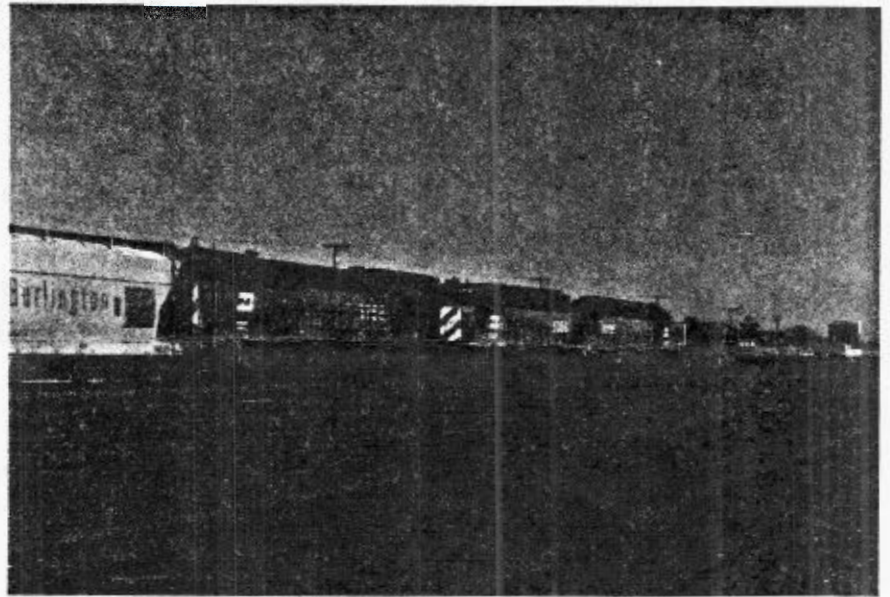




MORE AT BILLINGS

... 9000 HP pull a pig-  
Train Thru. a SD40-2/SD40/  
U30C Lash-up run elephant  
style.

Two DDT's (Dirty Dash-Twas)  
and U-boat pull a long  
freight Eastward.



The sun sets as  
a SD40-2/U-33-C/SD40-2/CA-9  
pull 100+ car train  
out of town and  
toward N. Dakota.

ALL Photos T. GASTOR



Two F40PH's Lead the  
eastbound EMPIRE BUILDER  
thru South St. Paul.

T. Gasior Photo



GONE, but not forgotten .....  
A Union Pacific DD35A drums thru SLC.

G. Gardner Photo



WHAT'S THIS? Nobody to remind us to renew? Nobody to threaten or beg? I guess this is a good time to explain to all of you our new price system. Since we are now only \$3.00 a year, all of you who paid that extra 50 cents will get a free issue. Yes a FREE issue. And for that certain person who sent me all sorts of money and pictures of the City of Prineville will get 2 years worth. (Not to mention any names, but this person really is into numbers)

?

Due to the lack of <sup>Articles</sup> , this issue is mostly pictures. I also wish to take this space to ask you to write us and tell us how we are doing. Are we doing great or gross, we'd like to know. Just remember that I only put this together and make sure it gets out. I can't write all the info without your support. Thanx.

I will also tell you now that I will be back at school in about a week. But I will NOT be at Billings. I will be going to the University at Duluth. I want you to keep sending your letters to the address on the front and I will get them. This will be easier than changing our address every issue.

WESTERN REGION-TAMR

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