

# Daylight

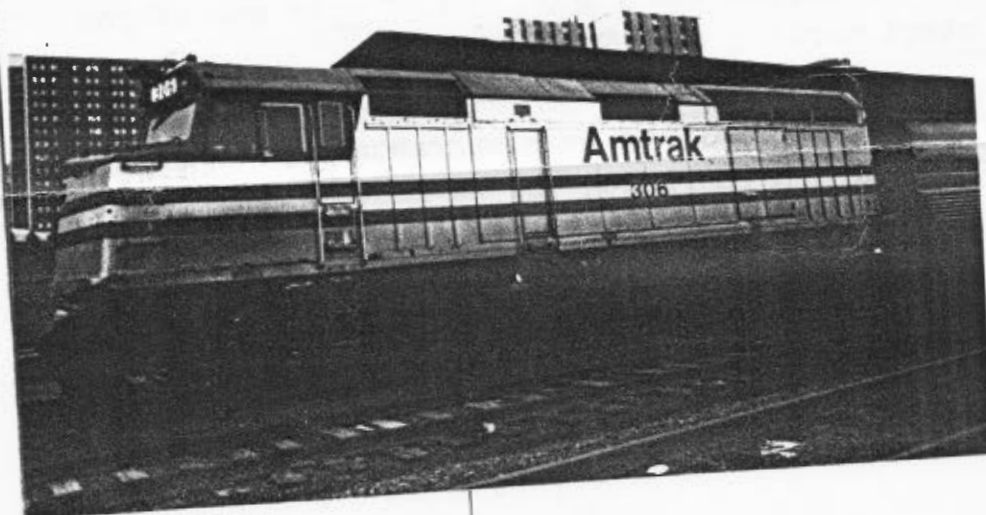


The DAYLIGHT is the official publication of the WESTERN REGION of the T.A.M.R.

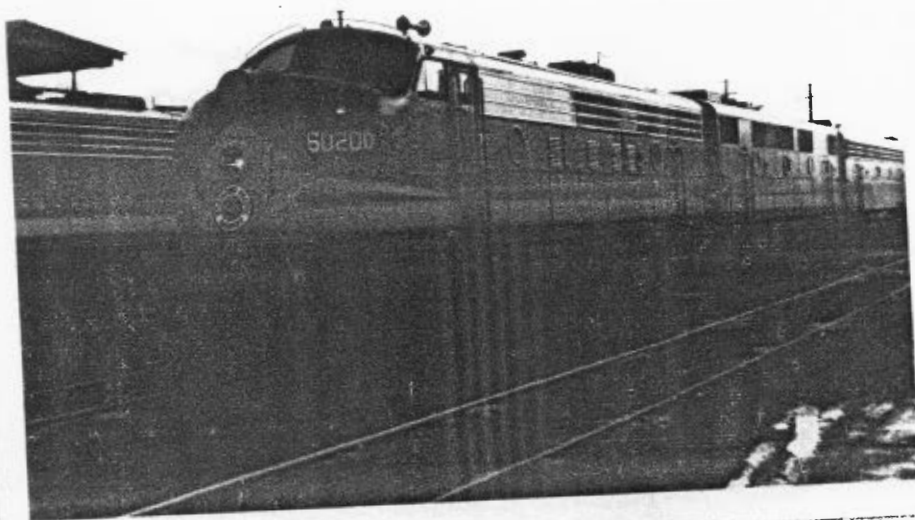
(\$3.00 a year, issued quarterly)

EDITOR: Tom Gasior  
11800 Pheasant Ln  
Hopkins, Minn  
55343

Region Rep: Rodger Arnold  
1849 Kenwood way  
Marysville, Calif.  
95901



F-units....  
...old and  
new.



TRACK ONE  
EDITORS IDEAS AND OPINIONS

Last of the Mohicans? It seems that this is the only regional newsrag still in publication. I hope this is not a trend. I feel with all the stuff you people have sent me, the DL will be around for awhile to come.

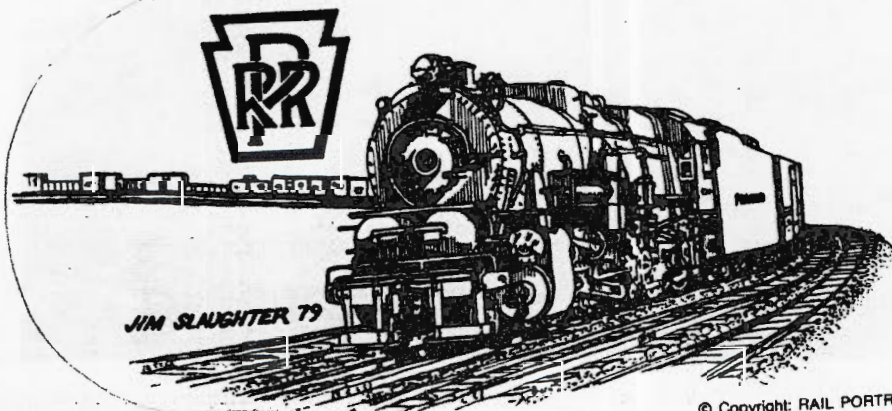
Our region rep. is back with us again. Rodger has been working on the Sacramento Northern and helping to restore the Marysville depot. Glad to have you back Rodger.

A lot of things have been happening in the model and prototype world. Steve Panza is on top of all the new products by MDC because he WORKS there, the lucky guy. Now, if only one of you other guys would start working at EMD or GE.....

The idea of a regional meet has been suggested by a couple of you. It might be a little rough due to the fact that we all live a long ways away from each other, but it is something to consider, summer is still a ways off.

Keep the ideas coming, this is what we are here for. Hope you all had a good holiday season and happy railfanning to you all.

*Tom*





## NEWS

Stored,stored,stored. That seems to be the story of every major western road. Traffic slowdowns have also taken their toll of employees too. 2000 have been layed off by UP,and about the same for BN.

The SP has their units stored at Roseville and El Paso,and the ATSF has a lot of units at Barstow including all of the F/FP-45s. UP has units at Omaha/CB,North Platte,SLC,and Las Vegas. The units at Vegas are going to be moved to Yermo when the new yard is done,and it should be by now. Get your roster shots while you can.

BN has retired all or most of the U25C/U28C roster now that enough new units have arrived. These big boats carried most of the coal burden for 10 hard years. The F-unit fleet is in trouble also. About 20-30 of the cab units are stored around Minnesota,and a lot have already gone to the scrapper,along with some early switchers and first generation geeps.

SP has recently repainted another unit into the old Daylight colors. It is SD45R 7399. The unit uses a new water base paint and is touring the system for exposure and to see if it will stop the weathering effect well enough to keep.

UP is operating a new type of TOFC/COFC trailer. It is called the 4-runner and consist of 4 cars drawbarred together with only 4 wheels per car,like some of the freight cars in England. It is hoped that this will reduce wind drag and increase fuel savings.

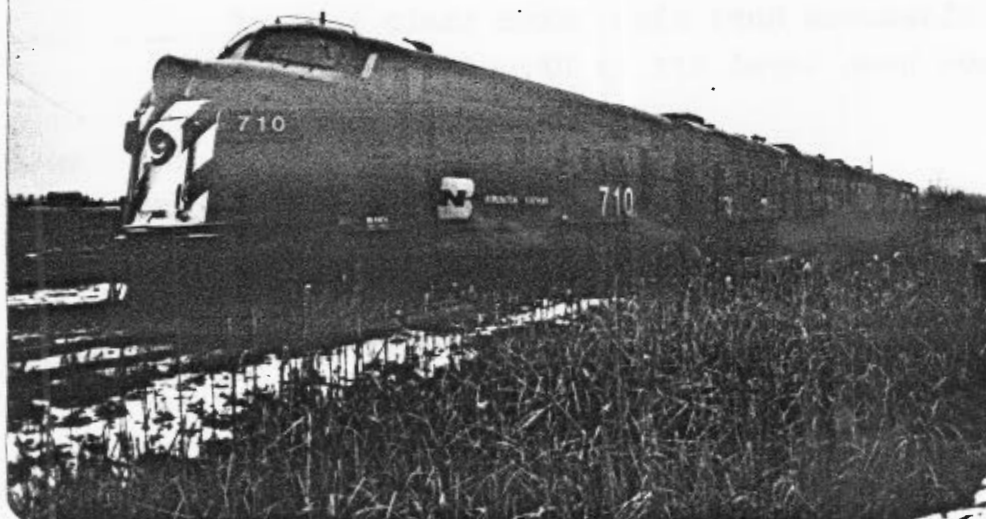
Rio Grande units are now working into Southern Cal. in solid sets. The most common are the tunnel motors on long coal drags.

.....

As far as models go,the new MDC tank cars will be out soon. Steve P. is going to tell us how to improve them for your layout. Expect the price to be from \$7.00-7.75

.....

News by Brian Lynch,Steve Panza,and DL staff



BN F-units  
Stored at  
Superior, Wisc.

T. CASIOR

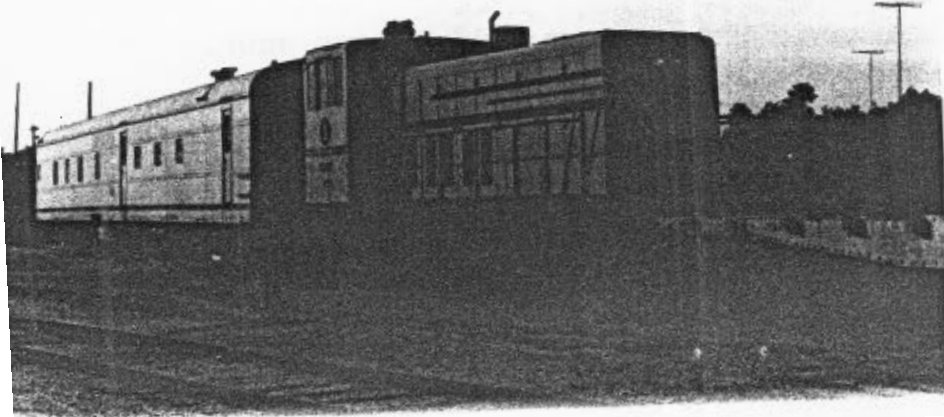
SP meet at  
Ordway, Calif.

S. Panza



Ventura County  
# 1.

J. McGreevy



## The Case of the missing editor\*

(or, whatever happened to Gary Gardner?)

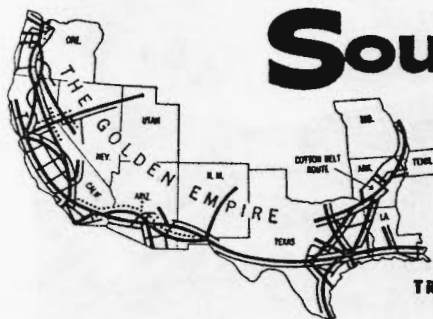
I arrived at the scene of the crime, Mrs. Gardner answered the door. We tried to talk, <sup>but</sup> always were drowned out by the constant beat of war drums coming from the next room, so I decided I'd have to find him myself.

The first person I contacted in locating the missing person was Jim Murphy. I found him taking down numbers of a SP wbd. I asked him if he had seen Gary, he mumbled something abouts loads and emptys and then left for Roseville. No luck. I then went to question Mr. Gerry Dobey, but he couldn't be found either as he was hiding from 300 angry TAMR members. Then it was on to Steve Panza, but he had been busy with some computer for the last 6 months trying to program a rolling stock roster for his model railroad. I then went to Denver to see the strange and mysterious Andy Nortnik and Dan Carroll. (I won't tell you which one was strange) Andy had no info on Gary and Dan was out railfanning because there was another earthquake in process, and he only takes pictures during earthquakes.

Tom Gasior was the next prime suspect, but he was too buried in snow to ask any questions. On to Nebraska and old friend of Garys, Brian Lynch. Brian was very helpful and told me the answer lies on the D&RGW mainline. SO off I went to Utah.

I found the missing Gary Gardner sitting at a nice railfanning spot on Soldier Summit. He had been there, in a daze ever since he saw the Rio Grande Zephyr go by with the new F40PHs in the lead in place of those old and beat-up F-units.

Oh well, at least its not AMTRAK.....yet.



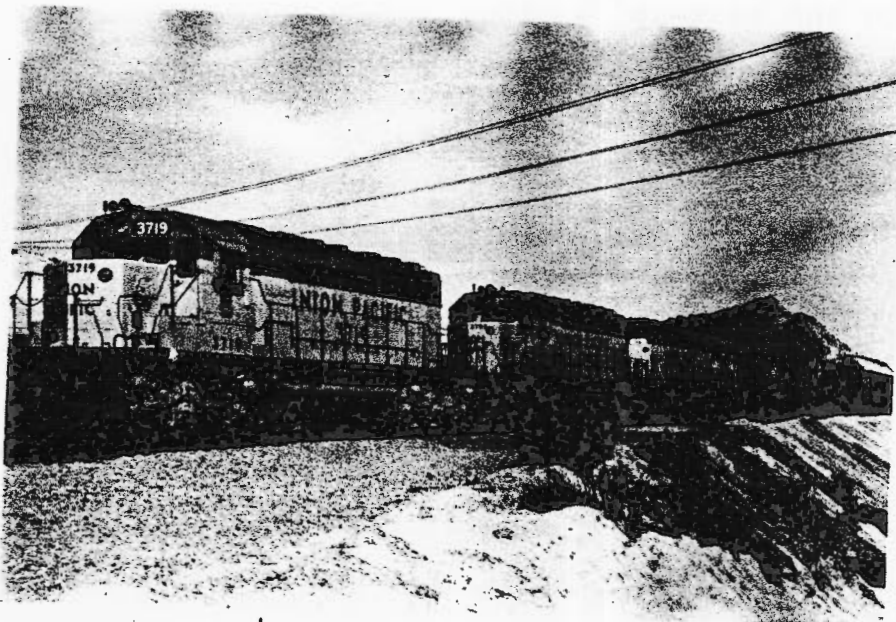
# Southern Pacific

SERVING THE GOLDEN EMPIRE WITH  
TRAINS • TRUCKS • PIGGYBACK • PIPELINES



# EVER WONDER WHY

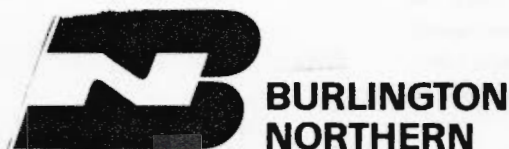
- .....model airplane magazines have pictures of girls in bikinis and the train mags show us F-7's.
- .....Model Railroader is now the John Allen Book of Modeling.
- .....I can buy freight cars painted and lettered for the V&O, Ohio Southern, Gorre&Daphetid and Sunset Valley, but not find any for the SP&S ?
- .....People make engines out of brass?
- .....Athearn is regressing in new types of models, (Trainmasters, RDC, Hustlers) when we need SD40-2s, C-30-7s, GP-50s, etc...
- .....GSB Rail says that they are making a 40-2 ready for early 1981 ???
- .....you can buy anything lettered for Santa Fe.
- .....Bachmann thinks BN paints their F-units green and SILVER !
- .....Con-Cor's U50 and Turbine come in every paint scheme except NYO&W.
- .....the editor of RMC left for MA BELL ?
- .....David P. Morgan hates diesels.
- .....SP is painting their diesels to look like UP's.
- .....there are less than 20 railroads left after all the mergers.
- .....AMTRAK lived for ten years.



3 SD40-2's and  
a SD45 run  
down Cajon Pass.  
S. PANZA



Here is an interesting  
Ad by the Northern  
Pacific. A Lot of  
old ads can be  
found in back issues  
of BUSINESS WEEK.



Soo Line  
Railroad  
Company



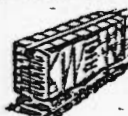
BORIS KARLOFF appearing in Cecil B. DeMille's "UNCONQUERED," a PARAMOUNT PICTURE IN TECHNICOLOR.

## Where is my carload of arsenic?

Arsenic, Mr. Karloff? Could you be referring to NP 75013-MFST 221 that passed through SPKNE at 2:12 yesterday morning? It should arrive tomorrow afternoon—and as long as it's on the Northern Pacific, we can tell you its approximate location at any time.

Magic, Mr. Karloff? No, it's NP's famous "Passing Report" Service that thousands of shippers count on for fast, accurate reports on the movement of millions of dollars' worth of fast freight along the "Main Street of the Northwest"—everything from carloads of arsenic (which we actually haul) to fish, fruits, lumber, grain and you-name-it. HERE'S HOW IT WORKS...

1. Follow that car! Northern Pacific men at operating terminals check each car in transit each day, report its number, contents, destination to Car Accountant's office in St. Paul. Then...



2. Deadline at 8! Wire reports of previous day's car movements are collected and published daily at 8 a. m. in Eastbound and Westbound editions of the Passing Report...



3. Passing reports and Manifest Records (showing arrival and departure times of NP fast freights all along the line) are wired or air-mailed to all NP freight representatives. So...



4. A quick call to your nearest Northern Pacific traffic representative tells you where your shipment is, when it should arrive. Just another reason NP is a mighty satisfactory route for freight.



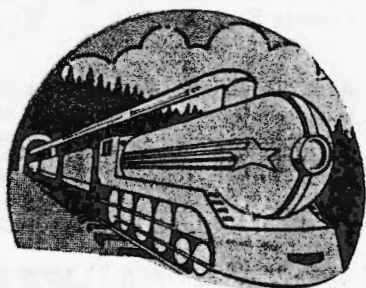
NORTHERN PACIFIC RAILWAY



MAIN STREET  
OF THE NORTHWEST



Here is a ad  
from the old  
Minneapolis and  
St Louis RR. (A favorite  
of mine.)



# M. & St. L. and Johnny Careful

## Team up to Hit the PS Bulls-Eye

Teaming with Johnny Careful, the Minneapolis & St. Louis Railway and its Freight Shippers (more of them every year) shoot closer and closer to the Bull's-Eye of Perfect Shipping.

Each April, America celebrates Perfect Shipping Month and takes stock of progress. But, every month the year round, shippers and the workers who pack, label, load and unload freight do better jobs in reducing loss and damage.

The Minneapolis & St. Louis Railway and all the other roads, which transport most of the country's freight, play a big part in Perfect Shipping. Shippers alone can't do the whole PS job and the railroads, year after year, contribute greater efficiency. They provide better cars, locomotives, tracks, yards, loading facilities and everything else that makes for

### Perfect Shipping

In the Midwest, a leader always in the Perfect Shipping parade is the M. & St. L., which observes Perfect Shipping Month 12 times a year for

#### Finer Faster Freight Service

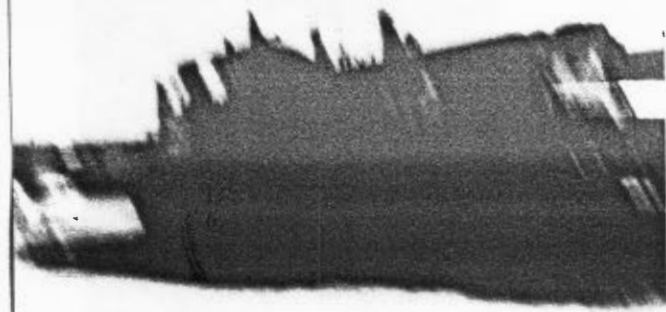
- To Shippers and Receivers
- To Connecting Railroads

The  
**MINNEAPOLIS & ST. LOUIS**  
Railway

TRAFFIC OFFICES IN 36 KEY CITIES





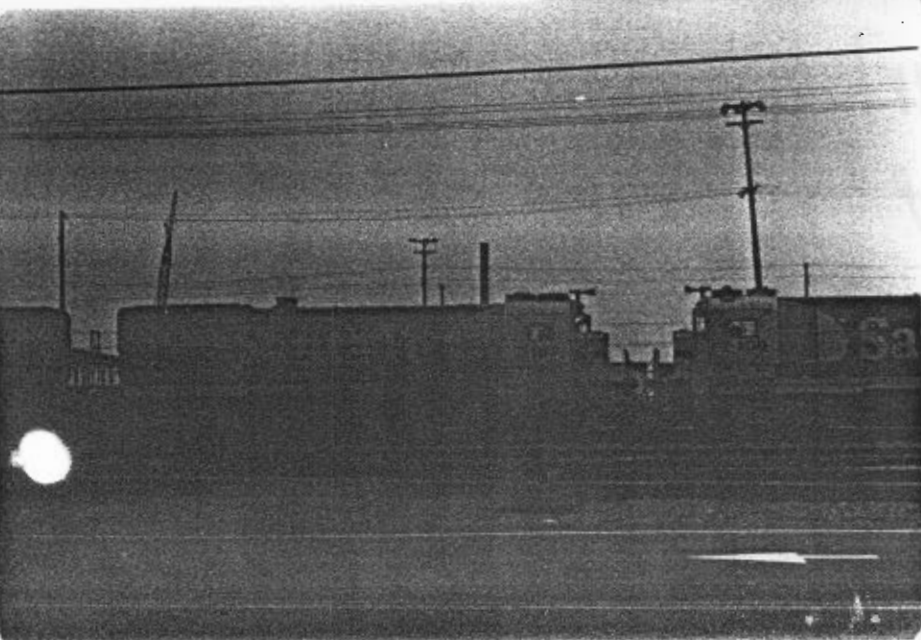
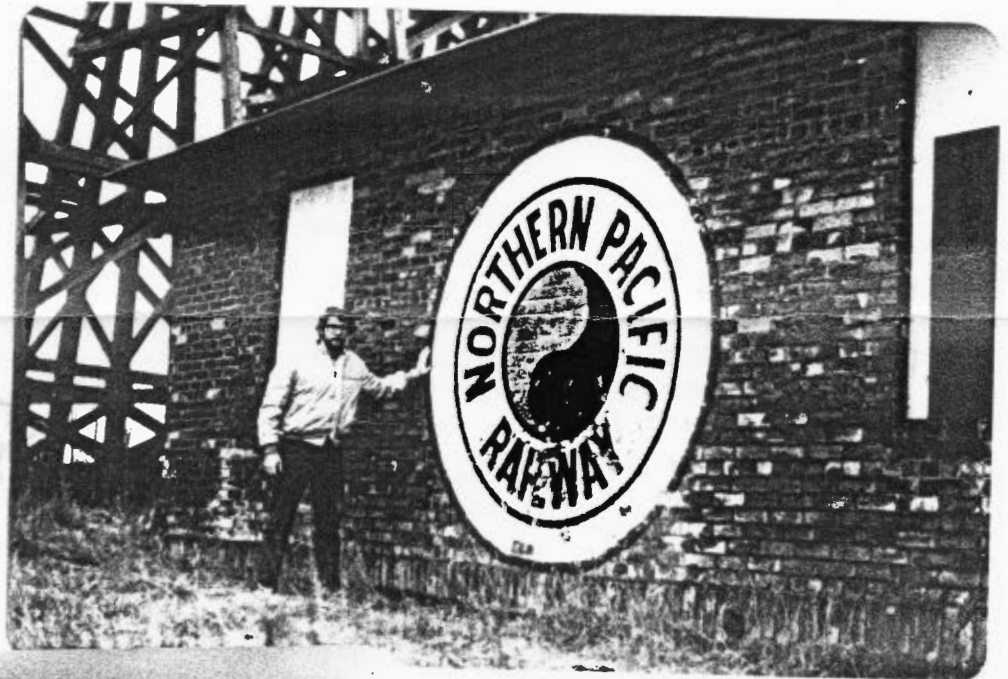


Dan Carroll photo of  
BN 119 during recent  
Earthquake.

D. Carroll

Your Editor next  
To old NP yard  
office in Superior,  
Wisc.

J. Wolf



ATSF's New  
B-36-7's at LA  
Yard.

S. PANZA

Why is this man smiling? Because he renewed his membership to his favorite magazine. And while he was sending money to PLAYBOY, he also sent us \$3.00 for another year of the DAYLIGHT. He also hopes that some of his railroad buddies will also renew. He really hopes that Jeff Wilke will renew. Also people like the wonderful PAT Tinnes. Dan Carroll is also hoping that Claude Morelli will renew and send some narrow gauge news too. And the rest of us are hoping that Mark Kaszniak will renew and inform us as to the whereabouts of the TAMR! Lets not disappoint Dan, after all, he did send me his dues in QUARTERS!!!!!! (and I thought I'd seen it all)



WESTERN REGION - TAMR  
Thomas Gasior - Editor  
11800 Pheasant Lane  
Hopkins, Minn.  
55343

