

Daylight



Number 1

January-February-March

1983



TRACK ONE

The DAYLIGHT is the official publication of the Western Region of the TAMR. This publication is issued quarterly with additional mailings of extra issues as needed. Contributions, corrections, comments and additions are always welcome.

Any person, upon payment of \$3.00 annual membership dues, becomes a member of the Western Region and a subscriber to the DAYLIGHT.

DAYLIGHT Editor:

Claude Morelli
2236 Dietz Pl NW
Albuquerque, NM 87107

WR Representative:

Position Vacant

Daylight for the DAYLIGHT!?! This is your new editor bringing you the first issue of 1983. I hope you will all spread the word of our "revival" and try to increase our membership (Now standing at 18 members). This issue is being sent to all TAMR members residing within the boundaries of the Western Region. I'm hoping that some of the non-members will be interested enough in the Region to want to join.

The current WR financial situation is not healthy but dues should remain at the \$3.00 for the next few months at least. In addition to regular dues, there is a \$3.25+ sustaining membership and a special joint Western Region-Narrow Gauge, Logging & Shortline Division \$5.00 membership. If you would like more information about the latter, just contact me and I'll send further details.

To keep this publication alive, I'm going to need contributions. Any western related modeling articles, prototype information, etc. is welcome. Columns such as "Western Rail News" and "Passenger Train West" will appear as material is available. If possible, please send typed material. Hand writing is sometimes hard to read

and thus is sometimes recopied incorrectly (For Example: A handwritten "F-7" can easily become a typed "F-9"). Photos, maps, scanner frequencies, etc. help any article but are not necessary. If I have any added info I'll throw it in (with the author's permission of course!).

The standard size for a DAYLIGHT issue should be about eight pages. This number will, of course, vary with the amount of funds available to us. Extra issues will appear if there are funds and if they are needed.

There is still much work to be put into the revival of this region. A Western Region Constitution is in the works and coming up with ROTBOX No. 185 is the election for Western Region Representative. If all goes well, we should be fully in motion by next summer. If any of you have ideas or suggestions concerning the region, feel free to drop me a line.

WARS NEWS: With the revival of the WR comes renewed interest in the Western Association of Railroads and Shortlines (or is it Western Area Railroad System??). WARS Coordinator Dan Carroll feels we are "being left in the cold by MESS and NEST." Further information about the organization should appear next issue.

N SCALE MODELERS: Dee Gilbert (Box 132, Harrison, AR 72601) will do motive power repairs for members in good standing with the National TAMR. Work is done on a labor free basis—you pay only for parts and shipping. Dee also offers assistance to those of you with track laying problems, derailments, etc.

WANTED: N-Scale Rivarossi/Con-Cor Mallet. Will pay \$25.00 for one that is repairable. It need not have the motor in working condition. Road name not important. Contact: Dee Gilbert
Box 132
Harrison, AR 72601

COVER PHOTO: Southern Pacific SD-40T-2 No. 8333 and GP-40X's Nos. 7200-01 and 7230-31 with an eastbound freight at Newkirk, NM. October, 1982. Photo by C. Morelli

WESTERN RAIL NEWS

PLANNED TAKEOVER OF RGZ BY AMTRAK!!! America's last may be looking at a Superliner future. Amtrak has apparently made an offer to the D&RGW to reroute the San Francisco Zephyr onto Rio Grande rails between Denver and Ogden. This, of course, would mean the discontinuance of the much-loved Rio Grande Zephyr. Superliners have already been tested on the route.

The move would mean the total loss of all Wyoming passenger service and also lost would be an alternative to Amtrak between Denver and SLC at least. Of course the excellent Rio Grande cuisine would be replaced by "Amtrak artificial food" and the F's would certainly no longer run (although the Rio Grande had been using geep's for power several months ago). If the deal passes, Amtrak service would begin on April 24 (based on the day the new Amtrak timetable goes into effect), so if you're interested in riding the train, do it now! If not; well, there's still some Canadian and Mexican independents left.

UPDATE: According to officers of the Rail Passenger Association of New Mexico, an Amtrak board meeting was held either on the 23rd or 24th of February during which the subject of an Amtrak takeover of the RGZ was rejected or was not brought up at all because of several of the board members' disapproval of the action. Thus, there still might be hope left.

MONEY PROBLEMS in California may cause some cutback in passenger train service. According to Passenger Train Journal the "hit list" includes the Spirit of California, the two San Joaquins and the new Oxnard Commuter service. Other sources indicate there also may be cutbacks in the San Diegans.

CHANCES FOR A DAILY SUNSET are good. According to the NARP Newsletter, expansion of the Los Angeles-New Orleans/Chicago "Sunset/Eagle" service could be increased from its present tri-weekly operation to a daily operation by FY 1984. "A daily 'Sunset' in 1984 is a 'natural' given the New Orleans World's Fair and the Los Angeles Olympics". Another Western passenger train possibility is a Phoenix, AZ to Flagstaff train. This route over Santa Fe trackage, last saw passenger service in 1969 when AT&SF trains Nos. 42&47 were discontinued. Service would be provided for AZ resort areas and as a Phoenix connection for the Southwest Ltd.

SLOW STEEL PRODUCTION has forced Kaiser Steel to phase out its Fontana, CA mill. The York Canyon, NM to Fontana unit coal train has not run for several months. The York Canyon operation, which is owned by Kaiser, supplied coal not only for Fontana, but occasionally for the Lone Star Steel mill in Texas (which has apparently also shut down) and the Salt River Power Plant in Arizona. Salt River seems to continue receiving coal as a northbound empty coal train whose cars carried the reporting marks "SRPX", moved through Albuquerque the last week in February.

Any and all contributions for this column are always welcomed. Please mark all material "Western Rail News" and send to the DAYLIGHT Editor.

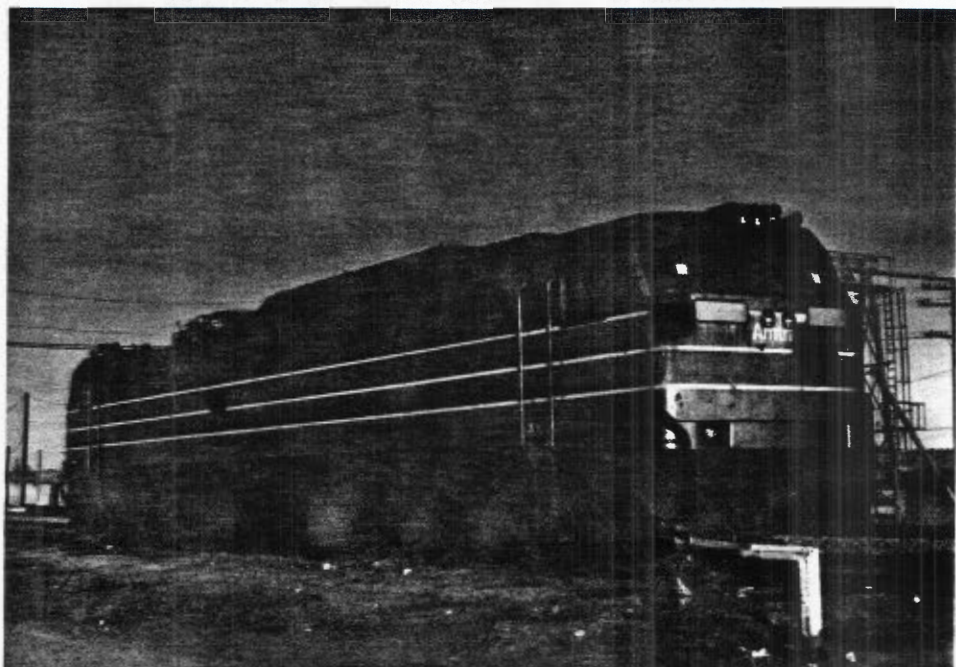
WESTERN RAIL NEWS continued:

As of January 1, 1983, the Fort Worth & Denver Ry. was absorbed into parent Burlington Northern. Thus a third BN owned railroad loses its identity (the other two being the Colorado & Southern which was merged on Jan 1, 1982 and its trackage from Texline, TX/NM to Pueblo, CO (and via joint-line rights to Denver) transferred to FW&D; and the Walla Walla Valley, an 18-mile line between Walla Walla, Wash. and Milton-Freewater, OR, which was merged on March 1, 1982).

REDUCED DEMAND, IMPORTS & LOWER PRICES have hurt the potash industry. During better times, as many as six or seven AT&SF locals were run out of Carlsbad, NM to the potash mines (Carlsbad area mines account for 85% of US production). Today there are only three days per week movements of potash out of Carlsbad. Potash is used in fertilizer production.

Despite objections from SP, D&RGW, AT&SF, MKT, and KCS, Pacific Rail became a reality on December 22, 1982. Union Pacific absorbs the Western Pacific but for now Missouri Pacific will stay semi-independent. The move will probably cause a Southern Pacific takeover of the Rio Grande, which as a condition to the merger, has obtained trackage rights over the MP from Pueblo, CO to Kansas City. Don't be fooled, mergers always cause other mergers!

PROPOSALS TO BUILD NEW RAIL LINES into coal-rich San Juan County in Northern NM are in the news again. A plan by Sen. Jack Morgan, R-San Juan, would have \$200 million in NM state severance tax funds used in the construction of a state-backed line. A privately financed railroad, the Star Lake RR which is owned by the AT&SF, also seeks to build new lines into the area. Any railroad would supposedly create up to 3600 new jobs and \$41 million in taxes by stimulating coal mining. San Juan county lost its only rail service in 1969 when the D&RGW was allowed to abandon its narrow gauge branch to Farmington, San Juan County's major city.



Two Amtrak E60CH's, nos. 966 and 968, were purchased in 1982 by Utah International. The locomotives will be used on the Navajo Mine RR which carries coal from a strip mine on the Navajo Indian Reservation to the APS Four Corners Power Plant near Kirtland, NM. The units were taken to Albuquerque via Amtrak and then via AT&SF local to Bernalillo where they were loaded onto trucks for the journey to the NMRR. Photo taken by Claude Morelli at Bernalillo, 11-3-82.

"GOLDEN STATE ROUTE"

The construction of a railroad north out of El Paso, Texas and into New Mexico and perhaps even further was the dream of many in the late 1800's. The first attempt to construct such a line was undertaken in 1885 by the El Paso, St. Louis and Chicago Railway and Telegraph Co. whose ambitious plans only went as far as the grading of five miles of roadbed out of El Paso.

The next railroad to attempt the project was somewhat more successful in its efforts. On September 3, 1888, the Kansas City, El Paso and Mexico Railroad resumed work on the grading out of El Paso. By the end of November, ten miles of trackage had been laid and a grade was completed for another 21 miles. Excursions were run and people were filled with optimism. Then came the inevitable--three suits were filed against the railroad for unpaid bills amounting to \$22,000. Construction was stopped, New York financial support fell apart and the entire project was brought to a standstill. In 1892, the Texas & Pacific purchased the KC,EP&M for \$50,000 but nothing was ever done by that company to revive the road.

Charles B. Eddy, who in the early 1890's had been actively involved in railroad and land development in the Pecos Valley in Eastern New Mexico, and a group of Pennsylvania coal men were next to attempt to finish the project. Before Eddy and his associates had announced their plans for railroad construction, another group led by William Burges incorporated the El Paso & White Oaks (White Oaks was a town in central New Mexico where gold and coal deposits were located). Because of their earlier incorporation, EP&WO forces were far ahead of the Eddy forces in acquiring a franchise from El Paso city fathers. Because of their inability to put up a \$10,000 performance bond, the EP&WO lost their franchise to Eddy's attorney, William Ashton Hawkins. Thus within a few weeks, The El Paso & Northeastern Railroad was incorporated in Texas and the El Paso & Northeastern Railway was incorporated in New Mexico, Eddy being president of both companies.

The EP&NE used only 4.16 miles of line built by the KC,EP&M. The remaining 16 miles to the Texas-New Mexico border was started in December, 1897. Construction progressed at a steady rate and by July, 1898, a line 86 miles long linked El Paso with Alamogordo, NM. Alamogordo was for many years the headquarters for the EP&NE with offices, shops and a hospital being located here.

At Alamogordo another Eddy controlled line, the Alamogordo & Sacramento Mountain Railway, was started toward Toboggan (20.6 miles) which was reached in November, 1898. By May, 1899, a line was completed to Cox Canon via Cloudcroft. The line climbed from an elevation of 4320 feet at Alamogordo to an elevation of 8600 feet at Cloudcroft. Grades of up to five percent, curves as sharp as 30 degrees and a switchback at Toboggan were used by the A&SM to conquer the tortuous climb.

In the Cloudcroft and Russia (which was reached in 1903) area, the railroad tapped rich timber stands. Soon the Alamogordo Lumber Co. was sawing lumber and building logging railroads. The scenic area traversed by the line drew many and for years passenger excursions were run. The lumber companies switch to trucks spelled doom for the railroad and abandonment came in September, 1947.

The original purpose of the EP&NE was to build to White Oaks. When construction resumed on the EP&NE, White Oaks was bypassed with the line terminating at Capitan, NM. The extension to Capitan was completed and opened for business on October 1, 1899.

It was at this time that Eddy convinced the Chicago, Rock Island & Pacific Railroad to build southwest out of Liberal, Kansas into Oklahoma, Texas and New Mexico. The EP&NE would, in turn, build from Carrizoso, NM (22 miles west of Capitan) to a meeting point with the Rock Island at Santa Rosa, NM. To build the new extension, Eddy organized the El Paso & Rock Island Railway Co. on December 11, 1900. The EP&RI, 127.51 miles long, was opened on February 1, 1902. In 1903, the Santa Fe Central Railway (later New Mexico Central) built from a connection with the EP&NE (EP&RI) at Torrance, NM to Santa Fe, NM. Another connection was

For Railfanning: US 54 parallels the line fairly closely between El Paso and Tucumcari.

Gas: El Paso, Alamogordo, Tularosa, Carrizozo, Corona, Vaughn, Santa Rosa and Tucumcari.

Food: Best towns to eat in are Tucumcari, Santa Rosa, Alamogordo and El Paso.

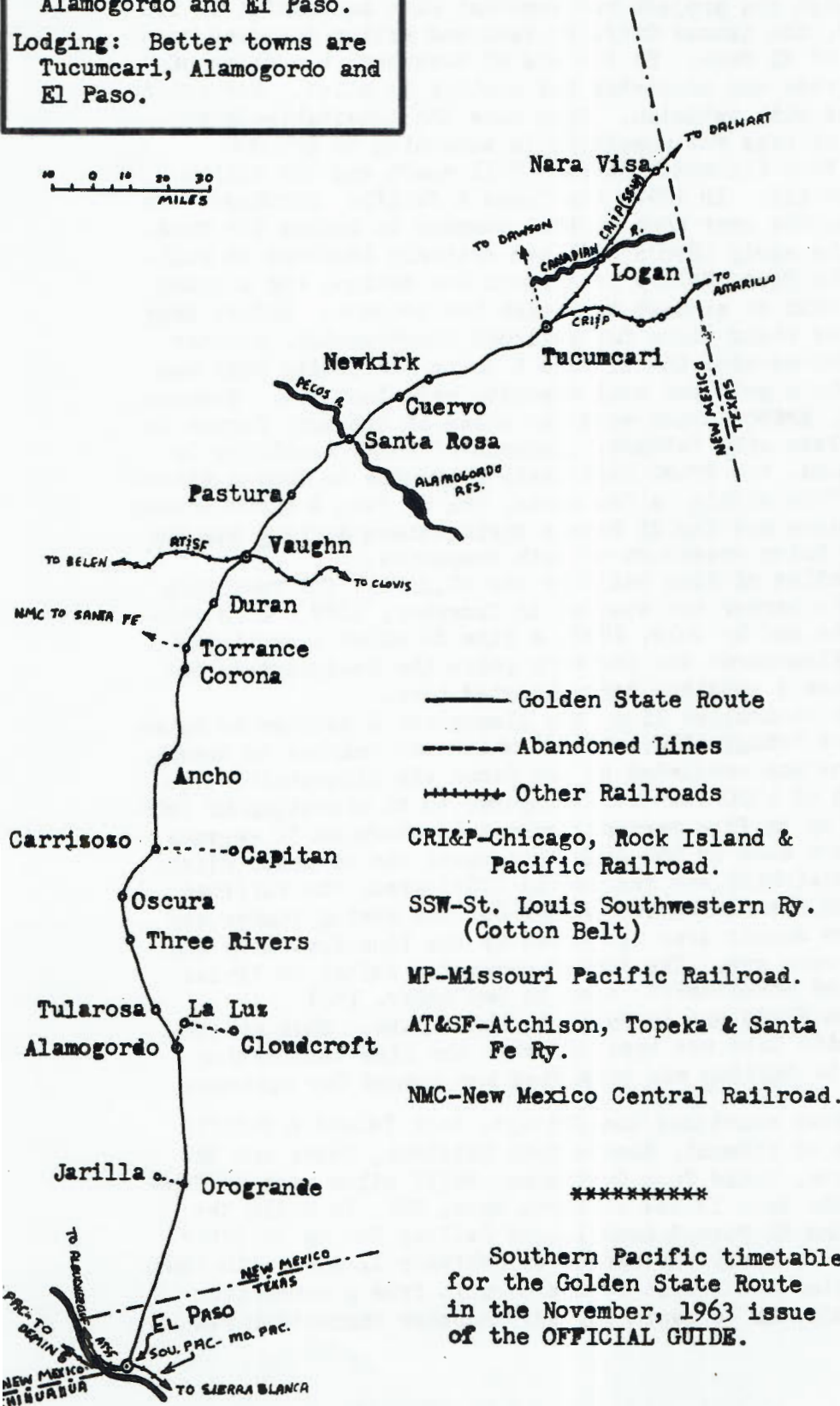
Lodging: Better towns are Tucumcari, Alamogordo and El Paso.

MAP OF THE "GOLDEN STATE ROUTE"
Southern Pacific Company
El Paso, TX to Tucumcari, NM

Surviving Stations:

Tucumcari(stucco construction; in use)
Santa Rosa(wood; derelict)
Vaughn(wood; in use as private residence -?-)
Carrizozo(modern station; in use)
Alamogordo(wood; in use)
El Paso(Union Station)

0 10 20 30
MILES



GOLDEN STATE ROUTE

Table 15—EL PASO TO CHICAGO.

April 28, 1963.	Miles	No. 4	No. 40
El Paso (M. T.) (So. Pac.)	0	9:10 A.M.	9:30 P.M.
Fort Bliss	6		
Planeport	7		
Newman	20		
Alvarado	30		
Orogrande	49		
Paxton	61		
Valmont	76		
Alamogordo	87	10:37 P.	12:05 A.M.
Tularosa	100		
Temporal	107		
Three Rivers	117		
Oscura	120		
Carrizozo	144	11:35 P.	1:05 P.
Carrizozo	144	11:45 A.M.	1:25 P.
Roberts	151		
Coyote	156		
Ancho	168		
Tecolote	178		
Gallinas	187		
Corona	205		
Torrance	203		
Duran	215		
Vaughn	230		
Pastura	251		
Arabella	262		
Santa Rosa	272	11:51 P.M.	
Los Tanos	281		
Cuervo	290		
Newkirk	299		
Montoya	311		
Hargis	326		
Tucumcari (M. T.)	332	9:05 P.M.	5:10 A.M.
Tucumcari (C.T.) (O.R.L.&P.)	0	4:11 P.M.	6:55 A.M.
Dalhart	93	5:33 P.M.	8:55 A.M.
Dalhart (F.W. & D.)	93	11:22 P.M.	9:40 A.M.
Trinidad (C. & S.)	264	1:57 A.M.	12:35 P.M.
Pueblo	358	4:10 A.M.	2:45 P.M.
Colorado Springs	402	5:50 A.M.	4:40 P.M.
Denver	477	7:00 A.M.	6:25 P.M.
Tucumcari (C.T.) (O.R.L.&P.)	0	4:11 P.M.	6:55 A.M.
Amarillo	113	5:33 P.M.	8:55 A.M.
El Reno	362	7:26 P.M.	3:40 P.M.
Oklahoma City	388	9:40 A.M.	5:09 P.M.
Little Rock	743	10:16 P.M.	5:50 A.M.
Memphis	875	11:38 P.M.	5:30 A.M.
Tucumcari (C.T.) (O.R.L.&P.)	0	4:11 P.M.	6:55 A.M.
Dalhart	426	5:33 P.M.	8:55 A.M.
Dalhart	426	5:38 P.M.	9:10 A.M.
Liberal	537	7:26 P.M.	11:45 A.M.
Pratt	670	9:25 P.M.	1:20 P.M.
Hutchinson	723	10:16 P.M.	2:20 P.M.
McPherson	751	10:45 P.M.	3:45 P.M.
Merlington	796	11:38 P.M.	5:10 P.M.
Topeka	878	12:57 A.M.	6:25 P.M.
Kansas City	946	1:25 A.M.	8:15 P.M.
Kansas City (Mo. Pac.)	0	7:15 A.M.	8:35 P.M.
St. Louis	279	12:15 P.M.	7:33 A.M.
Kansas City (Wabash)	0	9:40 A.M.	
St. Louis	278	2:40 P.M.	
Kansas City (O.R.L.&P.)	0	9:30 A.M.	9:00 P.M.
Des Moines	299	1:40 P.M.	1:45 A.M.
St. Paul	478	6:45 P.M.	8:15 A.M.
Minneapolis	489	7:30 P.M.	9:00 A.M.
Kansas City (O.R.L.&P.)	946	8:40 A.M.	9:00 P.M.
Davenport	1258	8:15 A.M.	3:55 A.M.
Chicago (C.T.)	1441	12:30 P.M.	8:30 A.M.

Southern Pacific timetable
for the Golden State Route
in the November, 1963 issue
of the OFFICIAL GUIDE.

made at Vaughn in 1908 when the AT&SF opened its "Belen Cutoff".

Tucumcari, NM, sixty miles northeast of Santa Rosa, was the junction of the Dawson Railway. This company (incorporated July 13, 1901) was constructed by the Dawson Railway & Coal Company, from a connection with the Rock Island at Tucumcari to 25,000 acres of coal lands owned by the Dawson Fuel Co. near Dawson, NM in the Raton area. This 131.97 mile line was opened on July 1, 1903.

In May, 1905 Phelps, Dodge & Company acquired all stock of the New Mexico Railway & Coal Company, the company that owned the El Paso & Northeastern, Alamogordo & Sacramento Mountain, El Paso & Rock Island and the Dawson Railway & Coal Company (the Dawson Railway and Dawson coal properties). The NMR&C Co. was dissolved and the El Paso & Northeastern Co. was established as a holding company for the new properties. The EP&NE Co. became a part of the Phelps-Dodge owned El Paso & Southwestern system which after the takeover, operated a railroad system extending from copper producing areas of eastern Arizona to Dawson. By 1912, the system extended all the way to Tucson, AZ and there was promise of building on to the Pacific.

Phelps-Dodge began to immediately improve their new properties. At Dawson, new coke ovens were constructed to feed coal to P-D's coal-hungry copper mining operations. To speed up shipments, P-D attempted to lease or purchase the Rock Island trackage from Tucumcari to Santa Rosa. Continued Rock Island rejection of this idea prompted the incorporation of the Dawson, El Paso & Southwestern Railroad in late 1906. The line was to run from Dawson via Las Vegas, NM to Corona. Surveys were made but the Rock Island decided to agree to giving up the Santa Rosa-Tucumcari line and a lease was signed in May 1907. In 1910, the EP&SW actually purchased 10% of the preferred stock of the Rock Island Co. but this holding was lost when the latter company went bankrupt in 1915.

In southern New Mexico, the Oro Grande-Jarilla branch (built in 1899) was extended to Zora during a mining area development in 1916. At about this time, other new EP&SW branch lines were built in New Mexico and Arizona. The new extensions included a line to Tucson.

When the EP&NE was constructed north out of El Paso, the Southern Pacific provided the only westbound connection for transcontinental traffic moving off from the CRI&P. For some years after the EP&SW takeover of the EP&NE, this traffic flow continued. After constructing to Tucson and the purchase of Rock Island stock, the EP&SW management began to think of themselves as a major route between Chicago and the Pacific. In June 1913 an agreement was reached between the EP&SW and the SP by which transcontinental traffic from the Rock Island would move over the EP&SW all the way to Tucson. In November, 1913 the GOLDEN STATE LIMITED was rerouted over the new Tucumcari-El Paso-Tucson route.

The GOLDEN STATE LIMITED had its beginnings with the EP&NE-CRI&P meet in Santa Rosa in 1902. In its efforts to promote its new route to California, the Rock Island offered a \$100 in gold prize for the naming of a new passenger train. Several hundred suggestions were made to the railroad (including one from the passenger traffic manager of the AT&SF who suggested the use of the name "Santa Fe Overflow") but only one was chosen, this being "Golden State Ltd". The train went into service in November 1902 as a winter season train. Later, in 1910, the train began year round operation. Few passenger trains ever operated over the Golden State Route. With a general decline in passenger train ridership in the 1960's and with the loss of mail contracts, the last passenger train ran over the route in February 1968.

After WWI, a decline in the price of copper (whose traffic the EP&SW greatly depended on) as well as other problems beset the railroad. On October 31, 1924, the Southern Pacific Company acquired control of the El Paso and Southwestern Co. The El Paso & Northeastern Company existed until 1937 and properties taken over in full by the EP&SW.

After the takeover of the EP&SW by the SP, the Golden State Route remained prosperous. The EP&SW El Paso-Tucson route continued to be used but in later years was downgraded. Operations between Anarpa, NM (six miles west of El Paso) and Doug-

las, AZ ceased on December 20, 1961. There was almost no on-line traffic producers along this section of railroad and through shipments were simply rerouted over the SP mainline through Deming further north. The Dawson line was cut back from Dawson to French, NM in 1952 and from French to Tucumcari in 1962.

Worsening service on the Rock Island in the early to late 1970's diverted much traffic off the Golden State line and on to the SP main through Texas and then via SP subsidiary St. Louis Southwestern to St. Louis. The SP had for some time sought to acquire the Rock Island line to Kansas City from Tucumcari. Finally in 1980, the SP gained control of the line through the St. Louis Southwestern (which paid \$57 million and spent \$100 million in rebuilding costs). Today the Golden State Route is beginning to see more and more trains. Let us hope that our economy will continue to grow and with it traffic levels and that the Golden State Route will have a bright future.

Major
ONLINE REVENUE:

Tucumcari: Three large grain elevators and several other small shippers.

Alamogordo: Spur to Holloman AFB and a sawmill.

Southern Pacific SD-40 no. 7311 and four other units with a westbound train (consisting of mostly covered hoppers) awaiting departure at Tucumcari, NM.
Photo by Claude Morelli



PASSENGER TRAIN WEST: Installment Number One

Train: The SOUTHWEST LIMITED—Albuquerque, NM to Los Angeles, CA.

Operating Company: National Railroad Passenger Corporation(Amtrak)

Train Numbers: Number 3(westbound); Number 4(eastbound)

Portion of train route: Albuquerque, NM to Los Angeles, CA operating over the Atchison, Topeka & Santa Fe Railway(889 miles)

Total train route: Chicago, IL to Los Angeles, CA.

Major points served: Albuquerque, Gallup, Winslow, Flagstaff, Seligman, Kingman, Needles, Barstow, San Bernardino, Pomona, Pasadena, Los Angeles.

Connecting service: Bus service from Flagstaff, AZ to the Grand Canyon and to Phoenix, AZ; Kingman, AZ to Las Vegas, NV; and Barstow, CA to Bakersfield, CA. Train connections to or from San Francisco, Oakland, Sacramento, Portland, Seattle, and San Diego.

Service: The SOUTHWEST LIMITED is a major long-distance passenger train operating with new equipment(Superliners) on a well kept main line railroad. The ride is smooth on the account of many miles of welded rail. Crews are usually friendly with the usual exceptions. If you don't mind Amtrak food(which is supposedly getting better with the new Amtrak chairman), you should have a nice time taking this train.

"Passenger Train West" is a column that will appear as information is available. If you have ridden any western passenger train, please feel free to submit your "report" to this column.

WANTED: Employee timetables from any	*	FOR SALE: Back issue of TRAINS and RAIL-
Western railroad; public timetables	*	ROAD magazines from the 1950's and 60's;
from any railroad; official guides(any	*	AT&SF diesel locomotive operating man-
dates); Moody's Manual(any dates) and	*	ual from 1953; various other items. Send
any other railroadiana. Will buy or	*	SSAE for list. Contact: Claude Morelli
trade. Contact: Claude Morelli	*	
	*	
	*	



AMTRAK's train no. 3, the SOUTHWEST LIMITED, speeds westbound out of Albuquerque. By 7:20 a.m. the next morning, the train will be in Los Angeles. Photo by Claude Morelli.

Now that you have had a chance to read this issue of the DAY-LIGHT, you have probably formulated an opinion of it. As editor of this publication, I would like to know what the reader likes and dislikes. In order for me to find the answer to this question, I must hear from you readers. Do you like the way articles were presented? Do you like the columns? What changes should be made in the format of the DAY-LIGHT? If you have article material, photos, news, ideas or anything else you feel could benefit this region, please send it in.

Current Western Region Finances

Jan 1, 1983 Balance	\$00.00
Expenses	- 9.00
Income	+20.00
Mar 10, 1983 Balance	+\$11.00

WR Daylight
2236 Dietz Pl NW
Albuquerque, NM 87107



A Burlington Northern GP-7u(ex CB&Q GP-7 built in September 1951 and rebuilt in 1975) no. 1436 and GP-38 no. 2073 do some switching work at Bremerton, WA on June 3, 1982. Photo by Claude Morelli.