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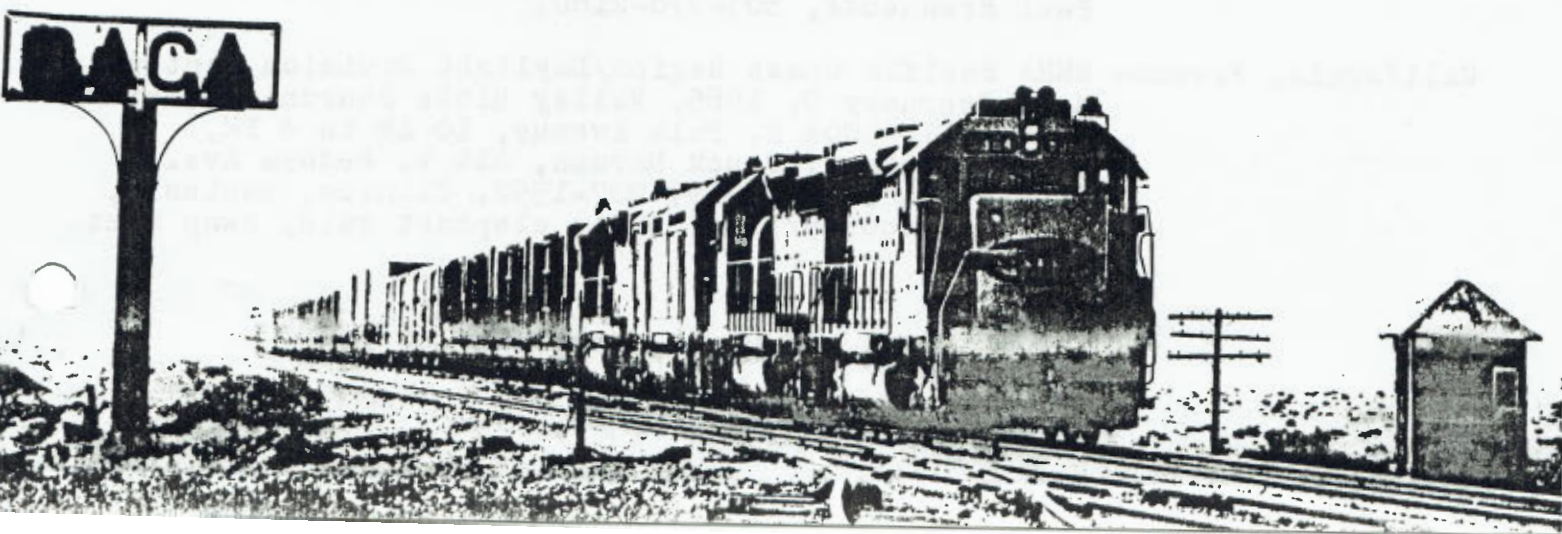
Dan Carroll, Editor

11034 West 78th Avenue
Arvada, CO 80005

FOR INFORMATION ABOUT MEMBERSHIP IN THE
WESTERN REGION SEE MASTHEAD ON PAGE TWO

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The Daylight is the official publication of the Western Region of the TAMR. Issued quarterly with additional mailings of extra issues as needed. A Region membership includes a subscription to the Daylight.

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Associate Membership--\$3.50/yr.
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Daylight Editor:

Dan Carroll
11034 West 78th Avenue
Arvada, CO 80005

WR Representative:

Mike Raposa
1539 Santa Monica Ave.
San Jose, CA 95118-1047

WR Secretary/Treasurer:

Claude Morelli
2236 Dietz Pl NW
Albuquerque, NM 87107

TRACK ONE

Comments By: Claude Morelli, WR Sec/Treas

Well, here it is. The Daylight is out of the dark--hopefully permanently. Enclosed with this issue is a copy of the new Western Region By-Laws, and a current WR membership list.

Dan Carroll of Arvada, CO has replaced me as editor of this publication. He hopes to have things back on track soon. However, your support for the Western Region is very much needed. Please consider writing an article for the DL, sending in some rail news from your area, or simply expressing your thoughts on things. It's up to all of us to save this organization from falling into oblivion. Please help!

Claude

WANTED FOR FUTURE ISSUES--Any hist. or current photos, historical info, or contemporary info for the following areas/lines:

- 1) Railroads of SE Washington from Spokane on the north to ex-NP mainline on the east.
- 2) Railroads of Umatilla, Wallowa, and Union counties of NE Oregon.
- 3) C&NW lines in Wyoming.

THE SEMAPHORE

A schedule of upcoming events

- Colorado, Lakewood- January 26-27, 1985 Westland Mall Show and Saturday morning Swap Meet, Westland Mall, West Colfax Avenue at Miller. Mall show is FREE but swap meet is \$1.50 buyer or seller. Mall show hours are Saturday 10 AM to 8 PM, Sunday 12 PM to 5 PM, swap meet on Saturday 10 AM to 2 PM. N-Trak, HO modules, and LGB. Contact: Paul Brennecke, 303-278-2180.
- California, Fresno- NMRA Pacific Coast Region/Daylight Division Winter Meet February 9, 1985, Valley Bible Church, Fellowship Hall, 1004 N. Palm Avenue, 10 AM to 4 PM, \$1.50. Contact: Chuck Harmon, 414 W. Fedora Ave., Fresno, CA 90705 (209) 227-1592. Clinics, contests, layouts, door prizes, white elephant sale, swap meet.

AS THE TURNTABLE TURNS

by Dan Carroll, Daylight Editor

Happy Birthday TAMR!

Since the TAMR will be celebrating its entrance into the adulthood stage (the TAMR is 21 years old as an organization for the youth in our hobby) I thought that this would be a good time for the Western Region to also celebrate its "coming of age." Speaking as the new editor of the DAYLIGHT I thought I would share my goals, policies, and ideas for our Region.

As this issue goes to press the Western Region has some 24 members. Nine of those members live outside our Region so that leaves fifteen members who reside within our Region. We're not a large region according to our membership but yet we should be. With cities such as Denver, Albuquerque, Phoenix, Los Angeles, San Francisco, Cheyenne, Billings, Boise, Portland, Seattle, and Salt Lake City just to name a few we should be more of an active region. I'm in the process of starting a division in the Denver area. We need to get to the youth somehow. We need to get involved. That's why I volunteered to be the Editor of the DAYLIGHT. Too often we here complaints about the teens not getting involved in our hobby. Become involved! It's not hard. If I, Dan Carroll, can do it then you can do it. If a few years ago I thought I would be TAMR Auditor, NMRA Youth Program Chairman, or now even DAYLIGHT Editor I would have rolled on the floor laughing. Now I'm involved and the world has really opened up to me because I got involved. Don't delay, get involved today!

As for policies concerning the DAYLIGHT I will accept typed or hand written articles (preferably typed as it is easier to read although hand written copy will do) on layouts, your favorite railfan spots, humor, model reviews, prototype news, and upcoming events. I can cover the D&RGW (up to Utah), the BN's Colorado Operations, and also news on what's happening at the Colorado Railroad Museum. In other words if you'll write it I'll print it (anything printable that is). I will also accept letters to the Editor. In short since the DAYLIGHT is YOUR magazine it's up to you to write articles for it. All material for publication must be received the month preceeding the issue (for example all articles, news, etc... for the April- May-June DAYLIGHT must be received in March for it to be printed in the next DAYLIGHT). So you have two months to start sending me articles or I will be threatened to write articles about the Midland Intermountain Railway (my railroad and it's not even built yet!) until time itself (or my railroad whichever comes first) stops. Enough said.

We have a strong, viable Region. Let's hope with the New Year our Region will become an even better Region. It's all up to you and me. Become involved. Form a division, write an article, participate. Maybe this year we can have a Region convention. It's all up to you.

COVER PHOTOS:

Top: AT&SF F45 no. 5981 and c30-7 no. 8075 lead an eastbound freight out of Belen, NM on a windy (and dusty) April 1, 1984. Photo by Claude Morelli.

Bottom: AT&SF SD45 no. 5364 leads an eastbound freight with 54 cars through Baca, NM (junction point with the recently completed 42.7 mile spur to the Lee Ranch coal mine). 5:10 PM, May 18, 1984. Photo by Claude Morelli

ON THE POINT

Prototype News

RIO GRANDE (D&RGW)-

As you may or may not have heard Rio Grande Industries, Inc. the parent company of the Denver & Rio Grande Western Railroad has been bought lock, stock, and barrel by TAC Acquisition Corporation, a subsidiary of the Anschutz Corporation on October 1, 1984. No changes in officers or management is expected. On a lighter side Phillip F. Anschutz, Chairman of the Board of the Anschutz Corporation and proud papa of a new bouncing baby railroad went into Caboose Hobbies of Denver (Caboose Hobbies of Denver is one of the largest model railroad stores in the U.S.) bought everything painted and lettered for the Rio Grande and walked out with \$16,000 worth of trains. He also ordered fifty custom painted and lettered dummy SD40T-2's to be given as gifts. Now if I could just get a job on the Rio Grande...

On a sadder note as of August, 1984 the D&RGW abandoned the 20.3 mile Monarch Branch since steel operations at the Colorado Fuel & Iron main plant in Pueblo, Colorado has had cutbacks causing the limestone quarry at Monarch to cease operations. Originally built as a narrow gauge line in 1882, the line was standard gauged in 1956. Another piece of history wasted by man...

During the fall of 1984 the D&RGW purchased seventeen brand-new SD50's from Electro-Motive Division/General Motors. Each locomotive possesses an improved sixteen cylinder, turbocharged diesel engine capable of some 3500 horsepower. They are numbered in the 5501-5517 series and are replacing the SD40 and SD45 locomotives the D&RGW currently uses for heavy tonnage trains.

Also starting January 8th and 9th, 1985 the D&RGW will run its annual Winter Park Ski Train. Usually units used were GP40's but since the demise of the Rio Grande Zephyr the F units (with F9A 5771 in the lead) are hoped to be used for this annual and popular three month train.

AMTRAK-

Well it seems that Amtrak, UP, and the State of Utah are battling it out over the lack of space of the UP Salt Lake City depot. Amtrak which now uses the UP depot was using the D&RGW station when the station became the headquarters for the Utah State Historical Society. Amtrak wishes to renovate and relocate to an old auto parts warehouse which the hierarchy of Salt Lake City deem the warehouse to be in a disputable area of the city. The renovation would cost up to \$1.5 million.

BN-

It looks as if the Big Nothing is living up to its name as some of the new locomotives the BN is basing in Denver are being equipped with conductor's desks in the cab in the preparation for removing the caboose from trains. As with the D&RGW Monarch Branch abandonment it looks like another era is about to become another page in the history books.

HOT SPOTS

Where to railfan in the Western Region

It was a cold December night. You could tell the temperature was near zero due to how much heat was produced from our breaths. We were alone. It was only us two teenage railfans, the Colorado Rockies, and the tracks of the Denver & Rio Grande Western Railroad. Not two hundred feet away was the rushing waters of South Boulder Creek. The blocks were clear both ways so no freights or Amtrak was to be seen for a few minutes anyway. My friend and I decided to gather up some firewood so we tramped up a small incline where we came upon some trees. We chopped some branches off and headed back to where we parked my friend's Volkswagen Beetle gathered up some rocks, placed the rocks in a circle, put the firewood in, lit some paper, and after about half an hour we had a small fire going. It wasn't much but it was heat and we were cold. There was still no indication of any trains in that block yet so my friend and I walked along the roadbed and found some old ties which had been rotted from heavy use. We grabbed a couple and dragged them back to our makeshift campfire. After our fire was going we placed the ties in the fire, sat back, and waited for what trains the Rio Grande was so kind enough to provide for our enjoyment.

"Do you think any trains will pass by?" I inquired.

"Amtrak definitely will pass and maybe the 195 for Salt Lake."

My friend said.

"At least we didn't come up here in the dead of winter for nothing."

"Would I do something like that?" My friend said.

I let my mind wander the possibilities and predicaments of some answer I could have given him.

"No I really don't think so this time but that last question of yours did leave some mighty big possibilities." I said.

We let that go for a few minutes when all of a sudden the signal for the westbound trains lit a beautiful green. As the light shone on the mountains it made you wonder if there were any nuclear activities going on in the area. About five minutes later the roar of an upcoming freight was heard echoing off of the granite monuments. Meanwhile my friend and I had already taken off our shoes and socks and were toasting them by our fire.

"Dan, did you bring any marshmallows?" My friend asked.

"No I didn't. You forgot to remind me when we went to that dinky grocery store in Coal Creek Canyon."

"Oh well at least we have some sort of train coming."

It was indeed the 195. From what we could read of the numberboards as the train went by the train had at least five tunnel motors (SD40T-2's) in the lead. It took less than five minutes for the train to pass us.

Fifteen minutes later was all it took for the California Zephyr (Amtrak) to pass by us heading eastbound.

My friend and I decided to call it a night as the next morning I had to work and my friend had to go to school. It wasn't the usual railfan trips one hears about but for us to be up there alone in the mountains with nothing but cold, crisp air, beautiful and majestic mountain peaks, and the Rio Grande it was well worth it. Next time if I could only remember to bring the marshmallows.....



DAYLIGHT

2236 Dietz Place, NW
Albuquerque, NM 87107

