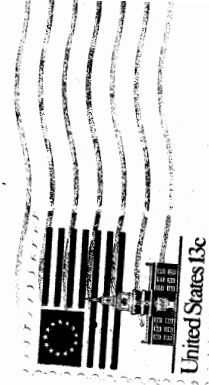


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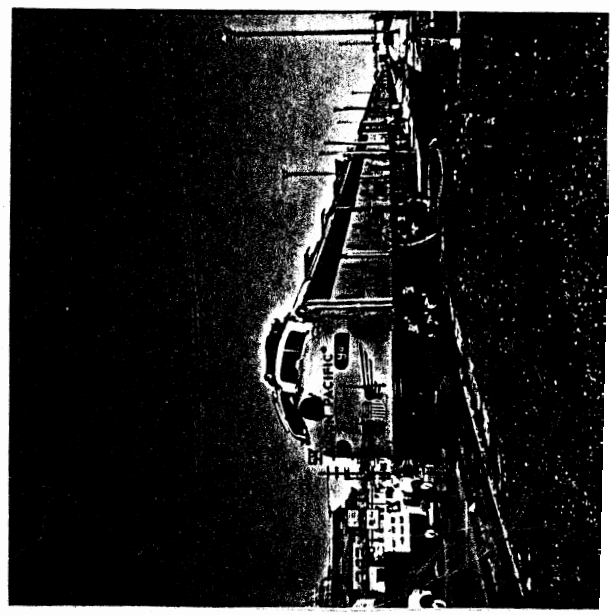
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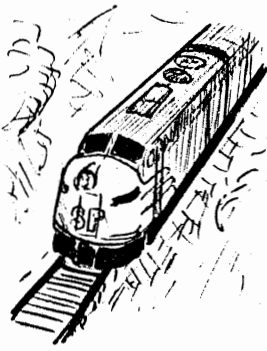
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COAST DAYLIGHT

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ON THE COVER-

Northern Pacific Railroad poster, circa 1871. Through the use of these posters, the NP and other roads were able to advertise their routes, points reached and the benefits of life out in the west.

SYSTEM NOTES - April/May 1976

Due to the phenomenal response to last month's plea for people to take the two officer's posts (excuse my cynicism, but it's my nature), the Coast Daylight this month is ready and willing to present the new regional director and secretary/treasurer. First, their statements and pictures, then a few parting words from my end of the region. Read on!

DIRECTOR - WEST COAST REGION, TAMR

John McGreevy
738 Camino Durango
Thousand Oaks,
California 91360

"Fellow West Coast Region members, I wish to thank, as you all should, Mark Morgan for his efforts and success in getting our region reorganized. I know he spent a great deal of time and money and I think we are all benefitting from his actions.

I hope to carry on his work. My first objective is to have more members than states. Even including those outsiders who subscribe to the Daylight we don't as yet have that few number of members.

I see in the new directory that there are many more members who could join. If you know them tell them about us.

Finally, to all you subscribers, I wish to thank you all for your work and I hope we can all work together to create TAMR's greatest region."



SECRETARY/TREASURER - West Coast Region, TAMR

Tim Tonge
Baker Hall Rm 7
Boulder,
Colorado 80310

"Greetings everyone from your new keeper of records and money. Since most of you don't know me, I think I will tell you a little about myself.

I am presently attending the University of Colorado in Boulder, with hopes of getting my degree in Transportation Management. I have been active in the TAMR for three years now, and have had a few articles published in the Hotbox. I have also been



continued on next page

very active in the Allegheny Region of TAMR, and have had numerous articles and news items published in their newsletter. Speaking of which I published for two years. I have also had one article published in Model Railroader. I hope that with the background I have had with regional organisation I will be able to help revive this region into a very much alive and active one, within a reasonable amount of time. I think that this is a task that can be done, but not without the help of all the West Coast members. I will soon be drawing up a plan in which we should be able to increase our membership, and regional activities. More on that in upcoming issues.

I travel a lot by train, and photograph them as much as possible. Being from the East up to this September, and also being there this summer, I have covered a number of the roads that have gone into Conrail rather well. Unfortunately, like most of us, not well enough. I hope to put together a report of Conrail happenings after I have time to look around back there and figure out what really is happening. All mail to me after May 15 should be addressed to:

Tim Tonge
Ashly Avenue
East Freetown,
Massachusetts Tel. (617) 763-2205 (in case anyone gets
in the area)

In the next few months I hope to get all the records together, and issue a financial statement in the Coast Daylight. Also, I will publish a list of all the members of the region in a few months as well. If anyone has any questions, please write me."

IN CONCLUSION -

In case anyone has wondered what I look like, here is a fairly recent rendition. Comments and questions can be forwarded to the Shady Rest Home for Retired Regional Executives here in Albuquerque.

My thanks to John and Tim, also to Bill Turpen, Tim Vermande, Paul J. Manton and Betsy Summers for all their help.

Now you've heard from your new officers. I hope now you will take a little time and help them keep the region rolling. Thanks.



MORE ON THE FREEDOM TRAIN - by John McGreevy

Freedom Train #4449 continues to lead the train into the South. Texas & Pacific 2-10-4 #610 did not get repaired in time to take over, only briefly heading up the train. When 4449 finally is relieved of duty it will be headed back to Portland, Oregon. When I find out more, I will send it along. I believe the engine will come through California again and no one should miss it this time!

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