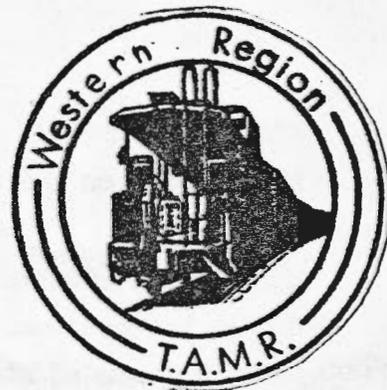


MARCH 1979



Daylight

Well, here we go with another issue, I think the last one was our best ever. The two editor idea I think is working out quite well. I still need contributions from you readers, It is usually the same people contributing over and over.

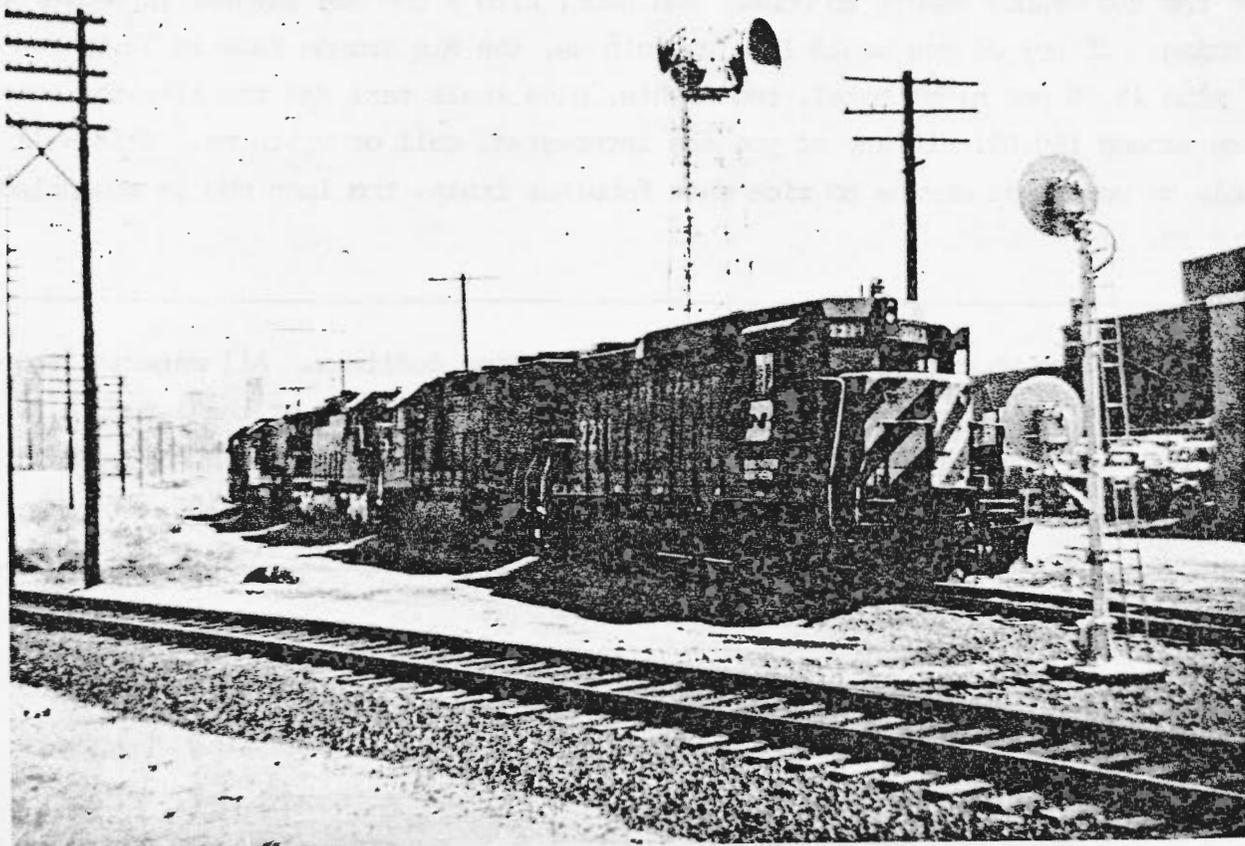
Day

Burlington Northern GP30 #2211, leads a westbound WP train out of SLC. July 1978. Gary R. Gardner

The Daylight is the official publication of the Western Region of the TAMR

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(805)-498-2623



TRACK ONE

IDEAS AND OPINIONS

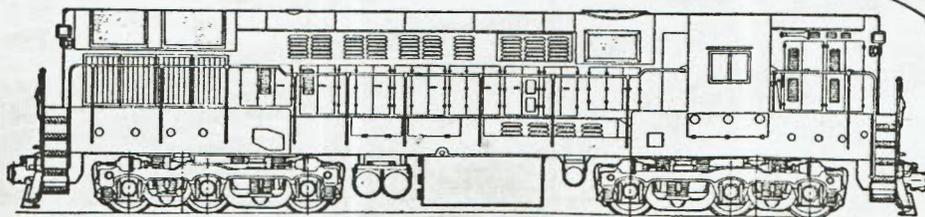
Editors Apology:

As I stated on the cover, I think our last issue was the best we have ever done, however my typing and layout left something to be desired. As some of you know, I am working three jobs, checker, school and D&RGW photographer and all night DJ. The last issue I did in between songs at the radio station, and that was heck, so that is why my typing last time was so bad. I have dropped my checker job, and now I have more time to sit down and do this thing right.

The Department of Transportation has made yet another AMTRAK revision. This one meets to my approval, however it might make you people in Arizona and N. Mexico, because the Southwest Limited is rerouted through Ogden UT. The plan is to consolodate the SanFrancisco Zephyr, and Southwest from Chicago to Denver, Chyanne, and at Ogden splitting the train and half will go to Frisco as usual, and the other half down to SIC LasVegas and IA. Now you see why I like it. The city trains live again.

Sometime in the first few weeks of April, Ron Hiatt, Dave Harmer, and myself will be taking the Rio Grande Zephyr to Denver and back, with a one day layover in Denver for railfanning. If any of you would like to join us, the Rio Grande fare is 78.00 round trip, plus 19.00 per night hotel, two nights, plus meals taxi and the like, the total will be around 150.00. If any of you are interested, call or write me. This will probably be your last chance to ride this fabulous train, the last run is scheduled for May 30.

For you people who want to contribute, I have set some dedlines. All material should be submitted no later than 2 weeks before the first of the month of the issue, I.E. Feb. 10 for the March issue, April 16 for the May issue. All photos submitted will be returned to you. We need your help to make this the greatest magazine.



RAILFANNING IN SIMI VALLEY

I don't remember many of the details about the first time my friend, Lee and I were in a cab of an engine, but I'm pretty sure it was in an SD45T-2 in the summer of 78. That day one of us spotted a train on the Santa Susana Siding. We rode over to the engine and set our bikes down. We started talking to the engineer. We asked if we could come up and he said we could. We were so excited that we were shaking as we climbed on the platform. It was hard to believe that we were actually going in one of those things! When I entered I was surprised at the simplicity of the cab controls. I guess I was expecting something more like a NASA control center. We talked to the engineer about his work and how we might someday get to do it.

Those few minutes seemed like 5 seconds as we saw the light of the impending eastbound. We had to leave and thanked the engineer for letting us into his "throne". Since then we have been in more cabs. This wasn't the best but got us off to a good start.

Vince Nowell

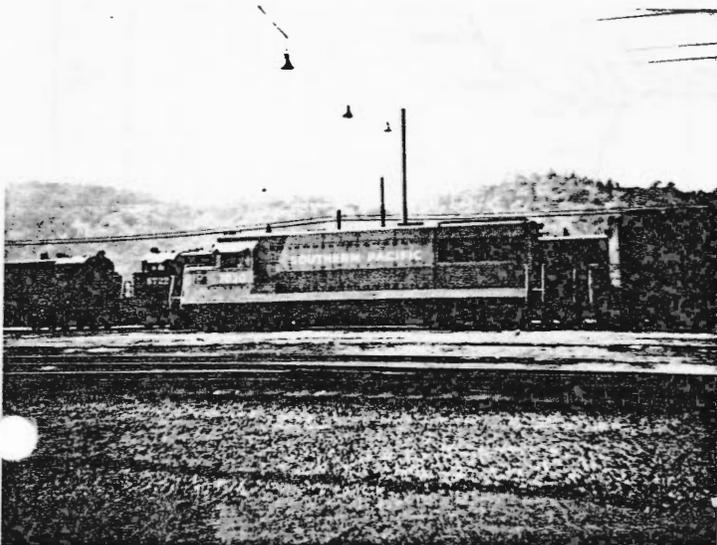
NEWS:

Darrell Prestridge is back in the SoCal area. Address unknown at this time. Another arrival to the Coast Route fans is Tony Dobis who has moved to Goleta (Santa Barbara). His address is 5704 Armitos, Goleta, CA 93017(805-964-0157)

This will be either my last or next to it issue of the Daylight. We are in desperate need of a publisher. School has caught up with me. I may be moving soon and hope that one of you would like to get involved. Basically all you need is access to a Xeroxing store (if you write me let me know the prices you can get for double sided.) Some pages must be good enough for photos of course. This can be expensive. Right now you are very privileged because my job is allowing me to use their machine. We have saved some money and had some big issues. The day of reckoning is at hand. Figure out what \$3.25 can do for one year and you will see that it is not easy. You may want to go quarterly. John McGreevy

MORE MURPHY: (The article starting next page was cut short a vital section, between the second and third paragraphs add: I know the steepest part of this line is just over the border through Steins, NM, eastbound at 1 1/2% and that other grades are similar. Out of Benson are the switchbacks. To maintain a decent grade, the railroad was built on a series of long curves. Here I watched X9193 wind his way up the grade at a pace as abbreviated as the most underpowered Tehachapi freights.)

Two shots from Bobby Gallegos: TE70 #7030 at Taylor and a WP U23B at East Yard LA.



MURPHY IN ARIZONA

JAMES D. MURPHY

For most people, the SP Sunset Route figuratively ends at Indio, and once one has followed the railroad through Arizona he can see why. While by no means totally boring between Yuma and Tucson, the Espee traverses a broad basin with scarcely any obstacles. To be sure, there is double track and a small hill, via Dome, right out of Yuma, and coming through Mohawk there is a pass of sorts that, while short and a basic 1% grade, just looks right after what is on both sides of it, much like the Coast Route coming north out of the hills to go through Guadalupe. There is a little hump, I believe, where U.S. 10 does not follow the tracks, somewhere between Casa Grande and Gila Bend, and the route is momentarily picturesque as it shoots between Red Rock and Picacho Peak about 30 miles west of Tucson.

The Espee does have its redeeming points in Arizona for those who wouldn't savor the idea of going out there to see a railroad that (for us Californians, at least) is pretty common to them. There are branch lines to serve several smelters and in fact the railroad does quite a bit of business in the state itself. The 152 miles between Tucson and Lordsburg, New Mexico is called the "Stormy".

While the area doesn't draw very much attention, a little observation in regards to the steam tells you there are grades out there. Various books on SP steam will have pictures of helpers out of Tucson, and it will be remembered that 4449 used a helper between these points. Wanting to see the area for myself, I came.

My first look at it wasn't too encouraging and I didn't get to see too much due to a persistent rain that peppered the sodden highway with chuckholes and puddles making things very much unworth digging around for in the mediocre visibility. That morning in Gila Bend I'd seen X8305 east with four 40-T-2 masters and remotes and a U33C running with radio helpers on 135 cars.

A few miles out of town I looked across and saw an eastbound, whereupon I proceeded to aquaplane and thump and splash to see him. I caught him at Vail Road and was encouraged by a few things about him. Primarily, he had a lot of power (9267/8355/9349/8617/8704/8324) for his 112 cars—a fair amount of hoppers, covered and center-flow, and a loaded block of "Arizona" beet gons (picture a gon with a chunk cut out of the bottom, starting a few feet inside each truck) and he wasn't traveling too

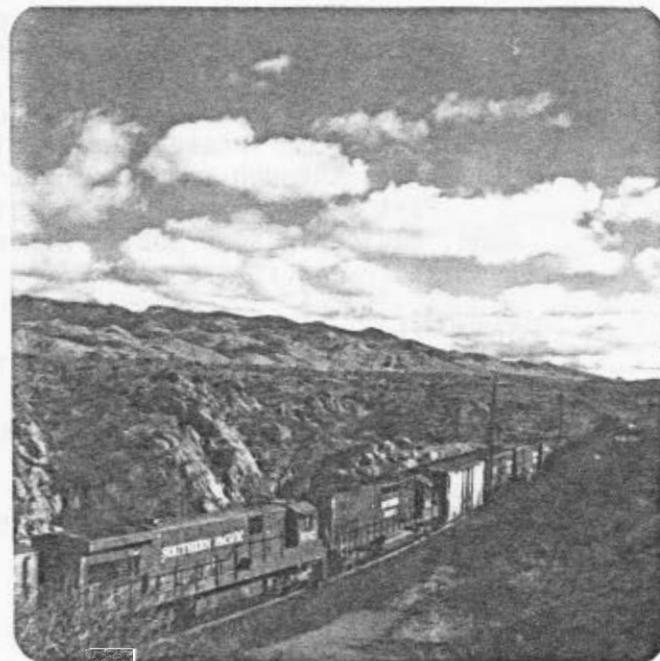
(continued)



Above: "Tucson, Cornelia and Gila Bend" #53 is a few miles out of Gila Bend, where she is heading with 15 tank cars

Below: 9193 and 8747, cut 86 cars back in a very heavy WCASY, lean into the freight to assist in the first of several summits.

Both by J.D. Murphy



fast. The Arizona weather would break the next day, it was said, and hopefully I could follow an eastbound.

The next day was indeed fine, and I approached Tucson Yard from the east. Shazzam! An enormous eastbound was waiting to depart as the shop crews went over the power. He was a WCASY (West Colton to Alton and Southern---synonymous for old Penn Central interchange---train) with 129 and one, and I could tell that the previous day's train was no fluke for power was again abundant (9193/8747/9154/8457/6595/6650/8732).

After watching a westbound go by, I caught up with the now departed X9193. To my astonishment, when he came by, I discovered 9193 and 8747 were missing from the point and planted 86 cars back.

The railroad itself comes east out of Tucson double-tracked with left-hand running, signals one-way on each track. It proceeds straight and uphill until Vail, where the west line begins to veer off to the south and the east line uses double-quadrant semaphores. There is a nice spot where the east line follows the creek underneath a bridge carrying the west line, which ends up north of the other one and sometimes up to a mile apart.

See Note
The Paper
Back

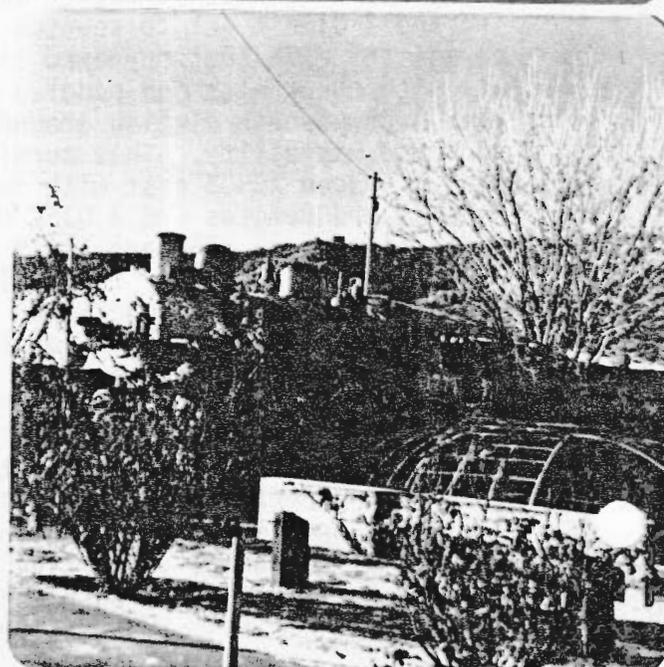
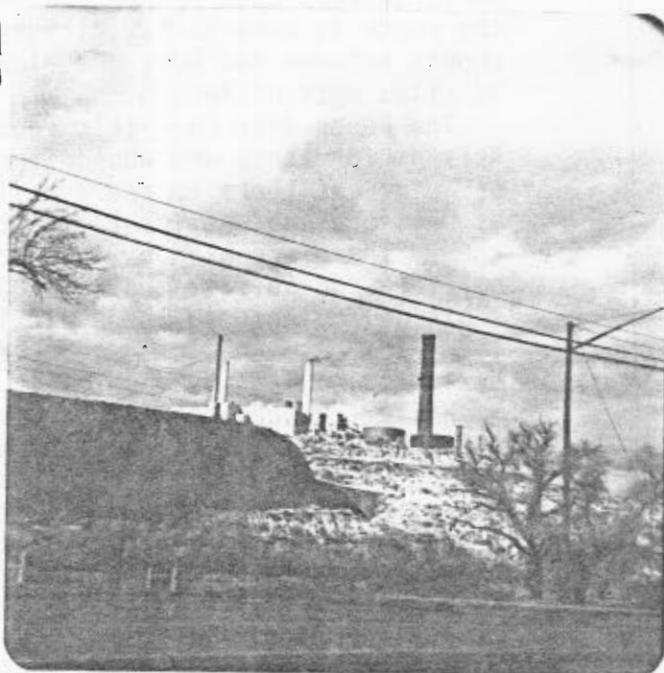
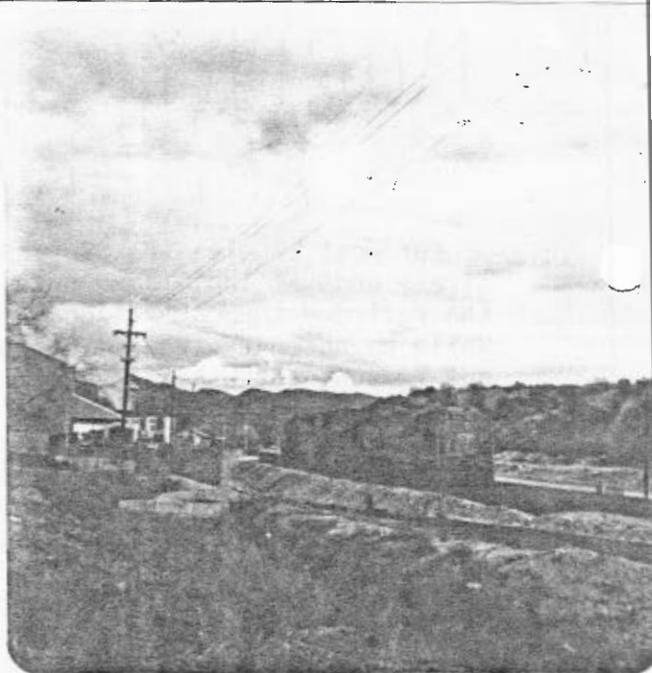
I followed the train through Wilcox, where the going is basically flat and out to Luzena. Due to other travel plans, I took the turnoff to Safford and bid a very interesting part of the Sunset goodbye.

The Road I traveled to Globe/Miami paralleled SP's branch a lot. While listed as only a #1 on tonnage(see map and previous issue for meaning), there is a freight office and maintenance yard in Safford. The line has fairly good branch rail and a tidy layer of dark ballast. This good rail is because the SP carries processed copper from a plant in Miami. In the town of Miami there were three units (6565,6623,3848), sitting around, ore cars and a caboose. The town of Globe, just east of Miami, has some interesting territory as far as running through town is concerned.

Past Miami's Smelter the railroad dwindles down, ending in some mobile homes back yard. Such is SP's northern most AZ penetration.

Top: three geeps on a siding in Miami
Center: The Miami smelter and slag heap.
Bottom: Does every Espee mining town have it's steam engine park? Maybe she can be restored for the annual Daylight excursion!

All shots by J.D. Murphy

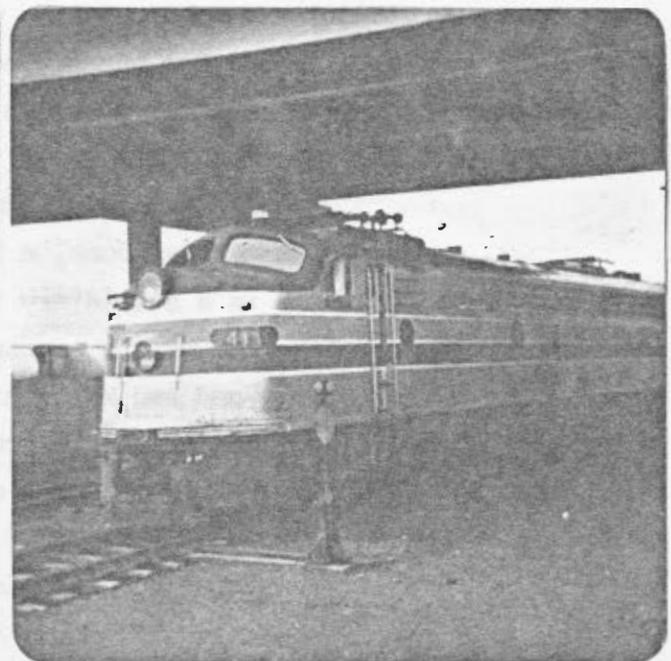
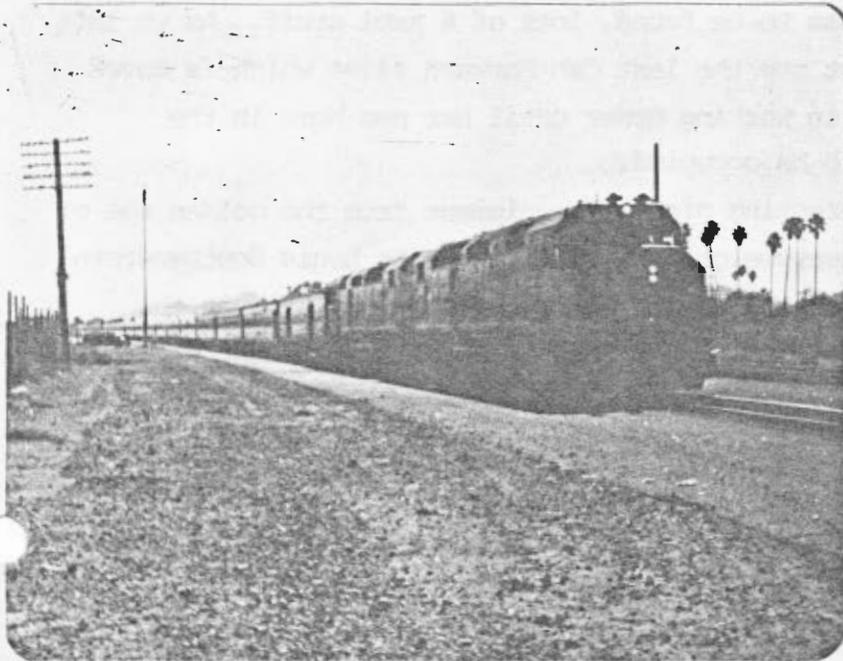


PHOTO

PAGE



WP F9 #921 in SLC before departing for Bosie ID for repairs Ron Hiatt
Santa Fe SD's in California Sean Nottingham
DM&IR SD 38 in Hibbing Minn. Tom Gasior
Amtrak Coast Starlight in LA Dave Harmer
Amtrak E9 in Duluth Minn. Tom Gasior



BAY AREA BLITZ II

Darrell Prestridge

Sunday Morning DEC. 10 dawned clear and chilly in the East Bay as Garth and myself made our way up to his layout which is built in the pumphouse and is an HO facility for the purpose of showing off his many GE locos, Santa Fe is preferred. After what seemed like an all too short operation session, I gathered a quickee lunch and headed down to the Richmond Depot so as to catch Eastbound #6 for the trip back up the Hill and home. On one of my previous trips, I had missed the train by four min. and had to commit treason by taking United Airlines in order to get home and not miss work. [Ed note: he should have hoped a freight like I have done in this situation.] So I was somewhat nervous as we made the short trip from the Mitchell household to the Station. Not to worry however as train #6 arrived about four minutes late. The motive power consisted of two F40PH units painted in the cigar band scheme, they had been assigned to IA and had been run on the Santa FE Amtrak runs until the power pool was consolidated in '77. These units rarely appear on the SFZ and were a welcome surprise. About three minutes after leaving Richmond we went under an overpass that carries Santa Fe tracks,,lo and behold there was a real nice local passing over precisely as our train went by, three GP35's providing locomotion, real nice of Mr. Reed to do that.

Near Pinole, we rolled by what I had been told was a sizable derailment a while back but the mess appeared to have been pretty well cleaned up with just a few trucks and hear and there a piece of wrecked rolling stock left lying about.

Out on the Former California-Pacific tracks between the Bay Area and Sacto. the trains really move out and this day was no exception, it was really nice to stand up in the front Dome car ex BN and take in the rolling scenery. As we rolled in to sacramento, I could see immediatly why the SP is experiencing such a shortage of power, there must have been 40 units lined up outside the big general shops complex. Just about every model and maker of Loco was to be found, lots of 6 axle stuff. As we left Sacto. I looked around for but did not see the last Cab Forward #4294 which is moved about the shops to keep her bearings in working order until her new home in the California Railroad Museum is ready to be occupied.

Sacramento did have one interesting piece of equipment from the golden age of steam, the buisness car San Jose, a heavyweight beauty from the St Louis Southwestern (cotton belt) which is a subsidiary for the SP and was lettered and painted in the silver and red like the parent company. Rolling through Roseville, I caught sight of one of the Orange and red MK rebuilt U25B's in the servicing racks, quite grimy but still interesting. Union Pacific pool power in the form of SD40;s in various ages and noses and lettering. This is quite common in this motive power melting pot, there is also an EMD switcher used by the PFE in Roseville at their big repair facility, and it too wears yellow and grey but no rodename only a number, 1049.

Bay area Blitz cont....

As we went by the east end of the Roseville complex there was more reasons for the shortage of power on the SP. This being more units lined up awaiting assorted fixing up including and EMD switcher with the front end bashed in.

As our train left Roseville and commenced the climb up over Donner Summit, I made my way to the rear car and encountered the rear brakeman, a nice young gent making his first trip as a brakeman on this line, he said he had previously been a Baggage man. After the sun went down, I assisted him in seeing the many Dragging equipment detectors along the line by cupping my hands over the interior light in the last sliiper so the he could see the red light that indicated that our train was not carrying any dragging objects such as metal bands.

Several freights were met along the way and since this line is double tracks take off in different directions at time, it is possible to see these meets as something other than a blur of colors and sound. Quite neat if the timing is right. At this time I am going to express an opinion which will no doubt invoke the disagreement of a few. Having railfanned Teachapi, Cajon and Donner, I do feel that the Donner Pass line is the most beautiful in the terms of scenery, with its snow and many deep canyons and valleys, of course Cajon and the Big T have a greater variety of trains and motive power, but that is just opinion. The complex on the top of the hill at Norden, with its covered turntable and depot facilities was passed in darkness as was Truckee. However I was able to spot several Flangers and snow Dozers stationed at Truckee to cope with Mother Nature when she decides to dust the High Sierras with the white stuff in large doses. Thirty miles East of Truckee lies the mecca of Gaming and other assorted diversions, Reno!, which saw most of the passengers disembark and make a beeline to the many gaming establishments that lie within the Downtown area of the Biggest Little City in the World. Three miles further East we rolled into Sparks Nevada, named after a former Governor and a long a railroad division point which even in the Diesel age provides quite a number of persons with gainfull employment. Stepping off the train, I was saddened that the trip was over yet anxious to start planning the next one which I think will be to the Eastern end of Nevada where the SP and WP tracks un through towns within spitting distance, but that is another tale which will be told.

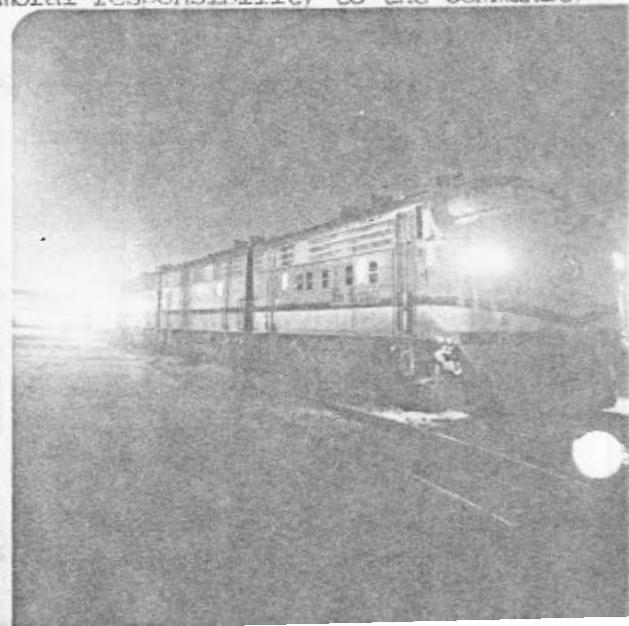
END

Thirty years ago, passengers in Helper anticipated the roar of engines and the whistle which marked the arrival of the train, a primary mode of transportation. But all that has changed now. A victim of inflation and changing passenger habits, the Rio Grande Zephyr attracts fewer passengers than ever before especially between SLC and Grand Junction CO. That's why the D&RGW has asked the ICC for permission to discontinue the train between those points, however the Zephyr would continue to operate between Denver and Grand Junction.

L.J. Bernstein, director of passenger and dining car services said "It's simply an economic situation. It's not an easy decision nor one we're happy with. He said the Rio Grande lost \$2.3 million on the train service between SLC and Denver in 1978. The Rio Grande could save \$800,000 if it could eliminate the route between SLC and Grand Junction. Although that still leaves the Rio Grande with a loss of 1.5 million, Bernstein said the railroad feels it is entitled to relief when the train is losing.

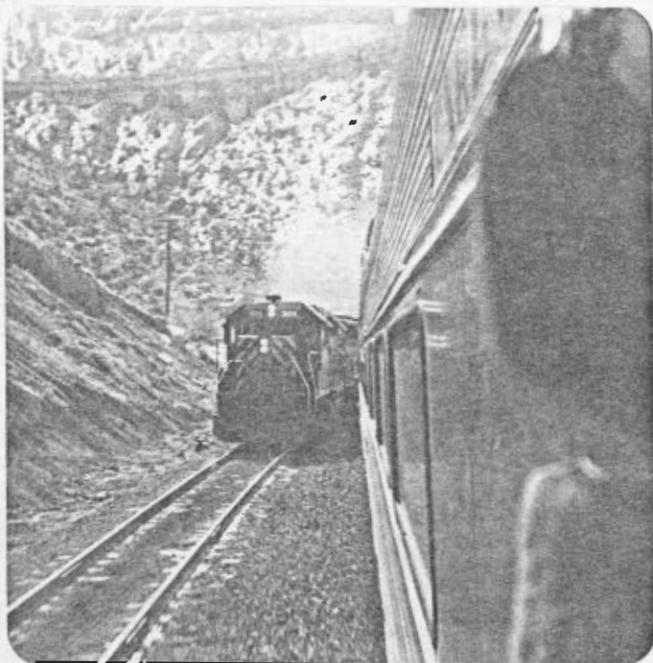
Gary Tomsic, executive director of the Southeastern Utah Association of Governments in Price, disagrees. He listed his reasons in four parts in a letter to all local officials aimed to explain the Rio Grande's proposal and to get them to form their own opinions. But he called the response from local officials disappointing. Tomsic said the only comments he received came from Price mayor Axelgrad and Emery county Commissioner Ware. Both want the Rio Grande to discontinue the service through Utah.

Tomsic said he realizes that the Rio Grande is operating its passenger service in the red, there are other reasons that should outweigh the decision to halt passenger service to Utah. First, he said from an economic point of view, the more transportation available in the area the better. "If the train passenger service is discontinued the only comparable service you have is the bus." Tomsic's second reason centers on what he calls the Rio Grande's moral responsibility to the community. He said the Rio Grande decided against an offer to the federaly funded passenger train company. Thus the Rio Grande should have the responsibility to provide passenger train service in Southeastern Utah. He also said that the Rio Grande should continue its passenger service because once it is discontinued it is highly unlikely that it will resume. "And with the population and energy crisis, when gasoline gets to \$1.00 a gallon, people are goint to give another thought to how they travel." (Continued)



(RGZ continued...)

The ICC will reach a decision wheter to halt services before May 30, If the ICC chooses to base its decision mostly on the profitability of the run. The cashiers that work the line like Domenic Juliano of the Helper depot who make statements like these, will likely cause the ICC to alaw the discontinuance. "I used to sell a lot of tickets but not anymore," said Juliano, whose job is to sell ticets in Helper. "Passenger traffic is particularly slow at the Helper stop, in the summer montlas, even durring the christmas hollidays, where ticket sales were about 80. Most of the people left around christmas". "The only time I sell a lot of tickets is when it snows."



Both photos Ron Hiatt

Other page; Rio Grande Zephyr at
SIC at night

This Page; RGZ meets a SIC bound
train in Helper canyon.

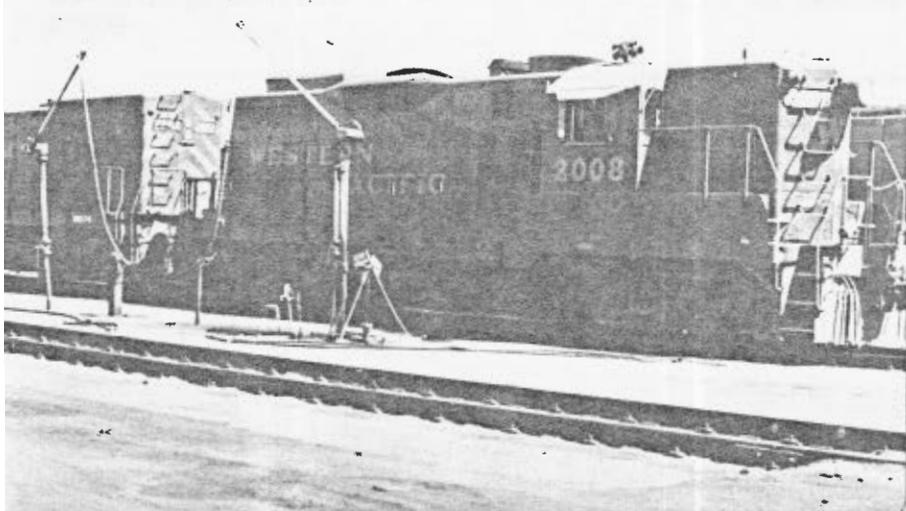
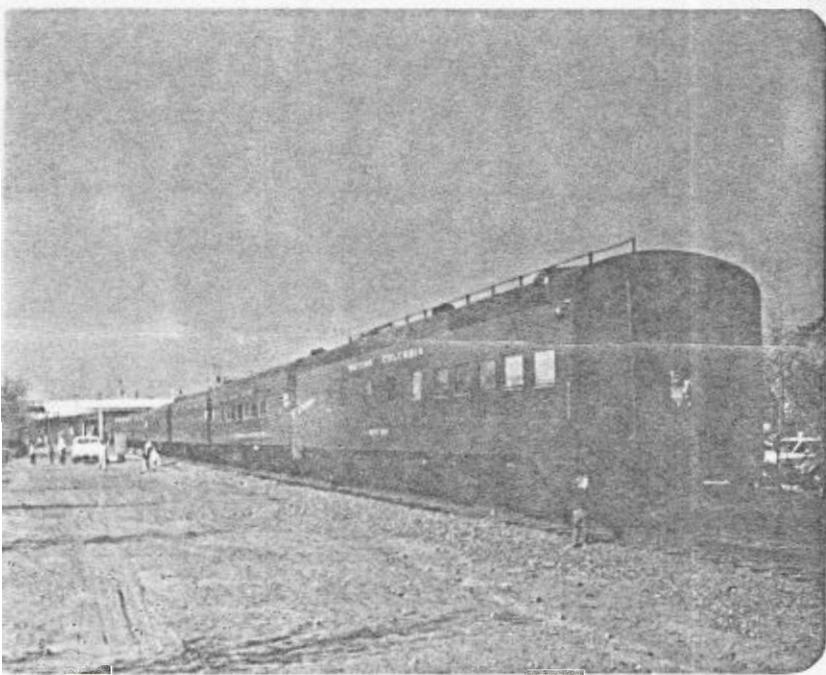
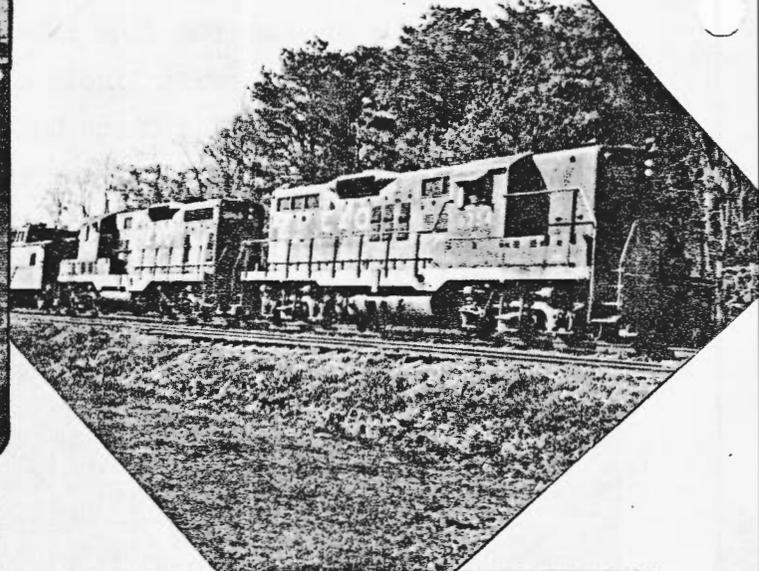
Lone Eagle Payne has sent me these names of prospective members to the TAMR. A nice letter from one of you out there would probably bring in the members. Any of you are welcome to write to any of these people. Its a good way to meet a freind.

James Morgan
1117 E. Fishcreek
Grand Prairie TX 75051

Danny Bishop
Rt #1 Box 51 A
Melissa TX 75571

Aaron Hochanadel
5445 Jason Rd.
Colorado Springs CO
80908

To the following people; This is your LAST issue, I hope you like us enough to renew. Remember that for a mere \$3.25 you get 6 fabulous issues of our wonderful Daylight. Scott Wolf, James Murphy, Roger Walters, and Adam Bychawski. RENEUE!!!



MORE PHOTOS

- 3 SP Tunnel motors in Roseville CA
Dave Harmer
- A C&O GP7 and its work train
Tom Gasior
- The Royal Hudson train Sacto CA
Dave Harmer
- A Santa Fe CF7 in Santa Ana CA
Dave Harmer
- WP high nose GP 20 in SIC
Gary R. Gardner

...NOW IT'S FUNNY

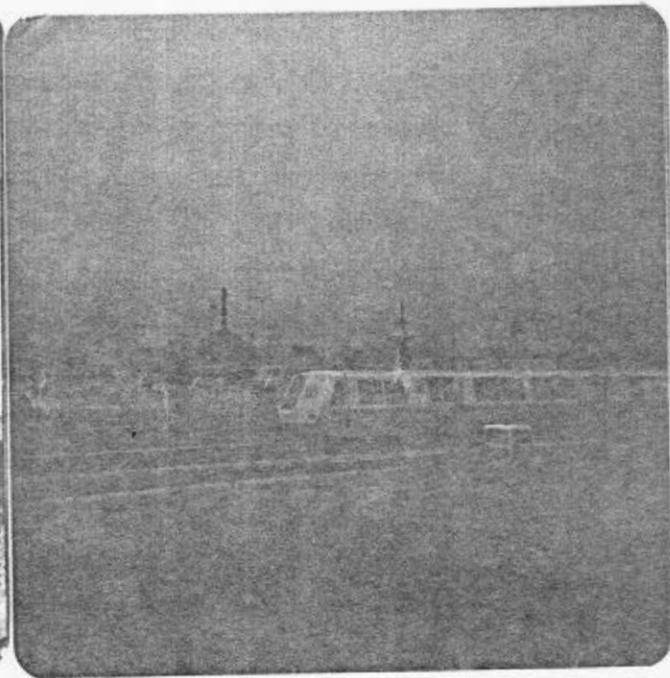
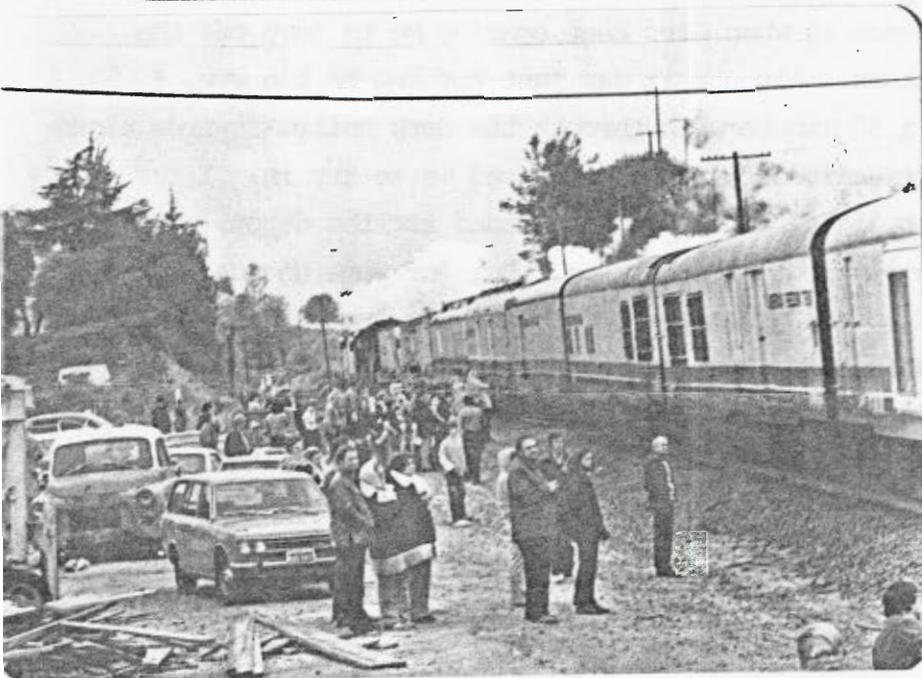
RON HIATT

Gary Gardner and myself, in our railfanning years, have had a few of those "It wasn't funny then but it sure is now" type of experiences on the Rio Grande.

The first one we've encountered together was when we hopped a freight from Helper Ut to SIC. It was a cold 6-hour trip, and over Soldier Summit we went through a blizzard, on the back of a flat car. We almost suffocated through every tunnel, with an overdose of exhaust in our lungs. We were cold, covered with oil, and had hundreds of slivers in our backs. Although it sounds like a horrible ordeal, we can't wait for the next opportunity to hop a freight and see where we end up.

Another funny experience is when Gary kept coaxing me to jump off the Rio Grande Zephyr and get back on. Although it was just turning on the wye, I wasn't too crazy about having a 30 minute walk through the dark railroad yards alone. But somehow Gary with his persuasive attitude, convinced me to try it. I jumped off the "Z" got a green light, and the train headed for the depot. My plan was to wait for the next open vestibule and hop on. But for some unusual reason the "Z" picked up pretty good speed. The last open vestibule sped by and I grabbed the rail. The "Z" was just going too fast, my legs kept falling out from under me. Gary yelled to me "a switch is coming" and if I didn't make it I would be seriously killed. I had about 20 feet to go before the switch, I pulled myself up, it must have been my adrenalin. I was so scared I was shaking, but I knew I was safe in the vestibule of Silver Sky.

Have you ever been in the cab of an engine and had it suddenly take off? We were driving through The Rio Grande's Roper Yard to see if there was any pool power. There weren't but we spotted a brand new SD40T-2. We took a few photos, then climbed up in the cab. I took the engineers seat. While we were admiring the controls, I thought I felt our engine rev. I told Gary that we had better get out of here, but he insisted it was only a switcher passing by. He opened the door and was convinced. We were 30 or 40 feet from the car, and were moving at a pretty good clip. We ran out on the "front porch" of the unit. Gary was in front of me and he was taking his time getting off. Our car was getting smaller and smaller, I felt like throwing him right off the unit. Finally we both jumped off and hiked back to the car. These experiences sound bad but looking back it his hilariously funny and we can't wait to do it again.



The SFZ in Echo Canyon UT Ron Hiatt

An Espee freight near Yuba Gap CA Dave Harmer

The American Freedom Train in Auburn CA Dave Harmer

BART train near Concord CA Dave Harmer

By the way, we have the dates of the Rio Grande Zephyr trip in April.
Tuesday, Wednesday and Thursday April 10, 11, and 12. Let me know if
you can come and I will make all of the reservations.

still more photos

Santa Fe No. 1

in employe safety of
all major American railroads

FROM
TONY
DOBIS

ports are now in and we are very happy
ore than 33,000 Santa Fe employes have
the distinction of being the safest workers of all
on the major American railroads this past year.
duties of Santa Fe people range from maintenance of our
n track system with more than 5,500 miles of welded rail to train
ons, shop crews, engineering and communication specialists, along
rious other jobs. Many work in research developing new types of
ent, others in sales, pricing and marketing programs. Special recognition
our safety department staff and employes in all areas of the company who
time to safety programs.
the past 15 years, approximately \$2 billion has been spent to provide the
nd facilities our employes need to keep Santa Fe a modern railroad. Altogether,
safe workers and modern facilities to meet our customer's and the nation's
or progressive rail transportation.
employes have done a great job of making Santa Fe No. 1 in safety and for 5
ast 6 years. That's quite a record and we think you'll agree it's "a hell of a good
run a railroad!"

Harriman Safety Award

These awards for railroad safety were established in 1913 by Mrs. Mary W. Harriman, widow of E. H. Harriman, pioneer railroad executive. They have been presented annually since 1924. Selection of award winners is made by a committee of the E. H. Harriman Memorial Award institute using official safety statistics compiled by the Federal Railroad Commission. Accidents reported to the Federal Railroad Administration measured against man-hours worked as reported to the Interstate Commerce Commission are the sole basis for computing the safety ratios of each railroad and determining the winner.

Atchison, Topeka and **Santa Fe** Railway



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JOHN T MC GREEVY
738 CAMINO DURANGO
THOUSAND OAKS, CA 91360

