Switching the Coast Daylight

Train 98 at San Jose circa 1955

– by V.S. Roseman

Model photos by the author

Reader Feedback *(click here)*

The Coast Line of the Southern Pacific Railroad connected San Francisco with Los Angeles, while across the bay on the mainland, Oakland, a large city in its own right, was the terminal for SP transcontinental services and for several East Bay lines, at one time including electrified commuter lines. Oakland was also the terminal for the SP San Joaquin Valley Line to Los Angeles, which served important cities but was several hours slower than the Coast Line.

Figure 1: At 8:40 AM, local train #110 out of San Francisco, carrying a through car for the Daylight, rolls in the ladder tracks and slows to a stop on platform track 3. To the right of the center of the photo, you can see the 8:40 local to San Francisco leaving from 2 track, marking the end of rush hour.

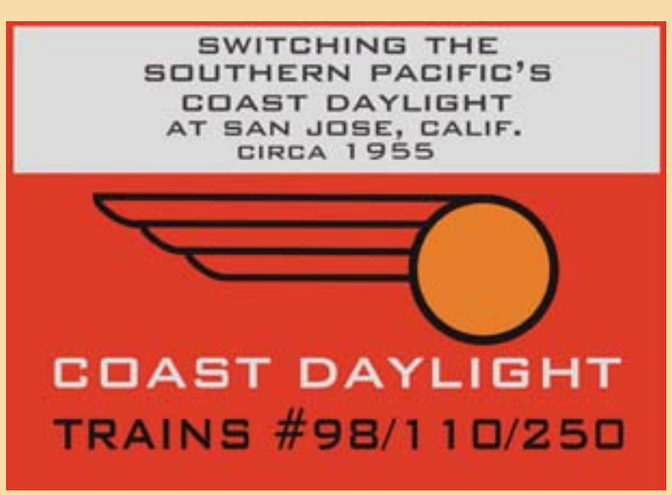


Figure 2: Engine 4350 at the head of train 110 was slowing for the stop while on the right a diesel switcher spotted an express car for unloading. Track 1 was often used for mail and express in off hours. The station is in the background.

My friend and I watched in San Jose as the SP switched the three sections of the Daylight for its sprint down the California coast to Los Angeles. Grab your bike and ride with us!

My family spent a couple of Christmas and summer vacations with my aunt and uncle and my cousins on the San Francisco peninsula when I was a teen-ager, over fifty years ago. My cousin introduced me to one of his friends who was as interested in trains as I was. We saw the long freights that ran up to Oakland and the commutes (Southern Pacific jargon for commuter trains) on the line into San Francisco. Near the end of summer in the mid-50's we were sitting on a fence and the Daylight came through from Los Angeles.

Back home in the east, long distance trains usually had mixtures of equipment in the colors of several railroads, and the steam engines I saw were sad looking machines running off their last miles.

But this train was a streamliner and had a scarlet and orange 4-8-4 with twenty shiny cars, just like the railroad publicity photos. I wanted to see that train up close, and finally that winter I did. I even took a couple of photos with the family Brownie camera, but they haven't survived the years.

Modeling the San Jose station and facilities brought back the memories of a day when I was awakened out of a sound sleep way before sunrise.

A loud tapping noise at the window woke me. I slid the window open, and down on the lawn my friend Paco was tossing pebbles up at the window.

He whispered: "Wanna see the Daylight?- get down here right now!"

I jumped into some clothes, grabbed my camera and took the stairs two at a time.

When I got outside, he whispered, "We can just beat the rush hour traffic to see the southbound Daylight if we leave right now."

We got on our bikes and took off down the street. We rode for a while and it was getting light when we passed the first cars of the coming torrent of morning rush hour traffic. Then the street ducked under the train tracks. We had arrived at San Jose station.

This was the terminal for the Southern Pacific commute line to San Francisco, and there were trains moving everywhere. We blended into the crowd of commuters moving towards the trains. The crowd was a good thing, for two youngsters alone would sometimes get attention from what I used to call "railroad employees with a sense of duty" who might chase us out of the station. We kept our cameras under our windbreakers except when clicking off a shot so we wouldn't get any unwanted attention.

As the platforms filled up with commuters, trains would roll in from the coach yards, load up and quickly depart. With the last train of the rush hour into San Francisco the sections of the Daylight were about to arrive, and the two of us were ready....

Figure 3: The 4-8-2 (Class Mt4) came to a stop across from the switchmen's quarters (yellow building on the right, and it is still there in 2010!) The engineer was inviting us for a cab ride to the roundhouse. Tough decision but we opted to stay to take photos of the Daylight.

Figure 4: At the other end of the platform we heard an engine working and we ran up to see the action. Engine 1221, an 0-6-0, was moving down on the back end of train #110 ready to remove the Daylight chair car. The man on the ground by the passenger car has just pulled the pin on the coupler to be sure the knuckle is open.

INTRODUCING THE DAYLIGHT

The Coast Line was very popular and was heavily patronized from its inception. Over the years, well-appointed trains had been put into service, establishing the Daylight name. By the 1930s, passenger loadings fell drastically due to the Great Depression. To attract new passengers, Southern Pacific began operation of a stunning new train to run on the fastest possible schedule between Los Angeles and San Francisco.

In 1937 the all new streamlined Daylight began operation as a luxury coach and parlor car formation. Many railroads introduced streamliners to attract riders, but few were as innovative as the Daylight. Ultramodern lightweight passenger car sets were ordered from Pullman Standard. The cars rode on newly developed triple bolster trucks, had wide sealed panoramic windows, and were fully air conditioned. The train was an upgrade

Figure 5: I was so busy studying the steam switcher that I almost missed this shot of the mail and express train, #250 arriving. This train is carrying the Oakland connecting car for the Daylight at the back end. There was also a rider coach for local passengers behind a string of express cars.

Figure 6: Back again at the south end of the platform I got #250 with its diesel next to #110's 4-8-2.

of earlier fully articulated units on other railroads and had single stand-alone cars, two-car pairs and a triple-articulated food service unit, all employing standard couplers so the consist of the train could be changed at any time. From Lima Locomotive Works came streamlined GS-2 type 4-8-4 locomotives styled to harmonize with the new consists.

Seats were reserved on the Daylights. For most of the train's early history, it ran at or close to capacity. In high demand periods a second section was sometimes run using whatever equipment was available. Other times last-minute passengers were out of luck.

SUCCESS BRINGS NEW EQUIPMENT

New equipment was added over the years and the Daylight reached 20 cars during summer demand periods. More powerful 4-8-4 engines, classed GS-3 and within a few years, the still more powerful GS-4 were built. GS-5 engines were identical to the GS-4s but had roller bearings. During World War II GS-6 engines were built, but the War Production board would not approve construction of passenger engines, so the SP ordered the class with the slightly smaller drivers of the GS-2s, but tractive effort close to the GS-4, to handle both freight and passenger traffic. A Noon Daylight train was added to the schedule, and the original trains #98-99 with their early departures were now called "Morning Daylights". Unfortunately the Noon

Figure 7: Yard switcher #1221 picks up train #110's Daylight chair car on track 3.

Figure 8: We had to move fast because the signal bridge near the gasworks lit up like a Christmas tree! It was the Daylight, train 98, entering the station pulled by an A-B formation of EMD E-7 diesels.

Daylight did not prove popular and eventually the railroad shifted the equipment to an evening departure named the Starlight. This was a coach formation that ran overnight along with famous first class Pullman train, the Lark. Later on Daylight train 98-99 became known as the Coast Daylight.

As equipment became available, a San Joaquin Daylight train was added on the slower line to Los Angeles out of Oakland via the San Joaquin Valley.

Diesels began to operate on the Coast Daylight in the early 1950s, and on January 7, 1955, steam engines were last used on this train.

PASSENGER DECLINE IN THE 1950s

After the record traffic of World War II, ridership began to slack off due to the increased popularity of automobiles and local airline flights.

To attract passengers, an Oakland section of the Coast Daylight was added on March 7, 1953. This service was operated by adding Daylight coaches to local train #250 which ran from Oakland, south (east by SP terms) on the Mulford line via the east shore of San Francisco Bay to San Jose. The through coach was cut into the Daylight here, providing direct service between Oakland and L.A. via the Coast Line, about two hours faster than the San Joaquin Daylight from Oakland via the inland route.

Figure 9: The Daylight rolls along the platform as railroad personnel keep passengers behind the white line.

Figure 10: As the train gradually brakes to a stop, the scarlet and orange diesel engines rolled by us displaying huge silver billboard letters proudly proclaiming “SOUTHERN PACIFIC.”

In a similar operation, the overnight Lark between San Francisco and Los Angeles had already been switching out sleeping cars with the "Oakland Lark" at San Jose. The Oakland through car operations made the SP much more convenient for anyone living in the densely populated suburbs on the east shore of San Francisco Bay.

Suburbs on the San Francisco Peninsula, such as Burlingame and Palo Alto, grew quickly after World War II. Adding stops to the Daylight to serve these communities would have slowed the train's schedule, so in 1955 Daylight coaches were added to local Commute train #110 out of San Francisco each morning. The train made all stops into San Jose where the through cars were cut into the Daylight along with cars from the Oakland section. This service lasted though September 22, 1960, after which the Coast Daylights began making a stop at Palo Alto to serve the surrounding suburbs. This saved the railroad the cost of switching the local cars.

The northbound Coast Daylight (#99) dropped through cars at San Jose in the evening, with some continuing to Oakland on train #255, the others on a commute local making suburban stops into San Francisco.

In the mid 1950s, The Daylight consist varied – a shorter train operated in the winter months, from 13 cars or less

Text continues on page 75

Figure 11: All three trains have arrived in this view from White Street, next to the coach yard.

Figure 12: The Daylight and its connecting trains were all nicely arrayed before my camera, but I held off for a second and caught the three, with #4460, a GS-6 4-8-4, backing through the station on its way to the roundhouse after a commuter run.

Figure 13: As soon the Daylight stops, the doors and passenger steps clank open and the conductors, trainmen and car attendants on the ground move like a military drill team because there are only twelve minutes to take care of passenger business, shuffle in the chair cars and get under way. Passengers are starting to board the train – the clock has started!

Figure 14: 0-6-0 #1221 with a chair car waits for the switchman to throw the points so it can back down the ladder track. Ten minutes left ...

Figure 15: C-8 Consolidation #2724 in yard service is waved to stop behind the observation car without coupling – something is wrong. The engineer (getting off the engine) asks in a gruff voice what happened. A crewman tells him that the air hose must have fallen off and they'd sent a guy to the roundhouse for another.

I hear several new words as the engineer tells the crew to pull an air hose off the back of his tender and use that – no one delays the Daylight! Soon the engine inches forward and couples to the tavern car, parlor car and parlor/observation car. Seven minutes left ...

Figure 16: While this was going on, #1221 had moved onto 4 track, coupled to train #250 and removed the second Daylight chair car – this one out of Oakland. He was now pulling both chair cars to 5 track to be coupled to the Daylight. Five minutes left ...

Figure 17: Engine #2724 (out of the photo on the left) is backing the tavern and two parlor cars from the Daylight.

Figure 18: #2724 backs beyond the signal bridge near the gas-works across Santa Clara Street. making room for engine 1221 to add its two chair cars.

Figure 19: #1221 with its two chair cars backs onto 5 track, clearing the switch. The switch will be lined for the platform 5 track and the cars will be pushed into place on the Daylight. Next, 1221 uncouples and reverses, moving to track 4 where it can back to the roundhouse.

Figure 20: Now #2724 pushes the final three cars of the Daylight into place, coupling gently behind the chair cars so as not to spill any of the breakfast coffee. The hoses are hooked up with billowing clouds of vapor as the steam line is connected.

Figure 21: A wave of the lantern signals that the cars are properly coupled with all hoses secure. The crewman lifts the uncoupling lever for the last time and #2724 backs over to 4 track, then backs up to the roundhouse. Twelve minutes has elapsed, and Daylight is ready to roll!

Figure 22: There were some lanterns waved, more clouds of steam and the Daylight began to move down the platform looking as sleek as Flash Gordon's rocket ship. In the shade of the canopy we could make out the faces of passengers getting settled in the chair cars, having breakfast in the diner and coffee shop car, then the train picks up speed – too fast to see much more than a blur of brilliant color.

Figure 23: As it sped from the station I could make out the red neon “Daylight” sign on the tail car receding in the hazy distance as the streamliner raced to make its evening appointment over 400 miles away in Los Angeles.

Figure 24: As we walked along the platform towards the pedestrian exit, there was the sound of diesel engines coming and a headlight. I pulled out my camera, focused, composed, shot. My friend laughed and told me I got a pig train!

The black diesels in full dress uniform of black red orange and silver with silver herald on the front passed with a trailer train – I realized he meant it was a “piggyback” train, maybe one of the Overnights that ran direct into San Francisco. The brick building is a Del Monte canning plant. What a morning!

Text continues from page 68

to full consists of 20 cars in summer time. Unfortunately, public timetables showing equipment do not correspond exactly with consist books, but generally there was one car switched from the commute train and one to the East Bay train in winter, with articulated pairs of cars switched during the summer.

With the issuing of new timetables, the departure and arrival times for the Daylight often changed slightly. I chose to represent winter of 1955 because this permitted using a short consist, (to fit better on a model train layout) and used both steam and diesel power and had both the commute train and East Bay cars being switched. Times shown are based on the November, 1955 Official Guide to the Railroads. (The Daylight only had steam power for one week into 1955 – the last run behind steam was made on January 7- but steam engines ran on most of the other trains for another year or two.)

In 1958 the Southern Pacific began simplifying the custom color schemes used on each of their trains, standardizing on stainless steel or painted steel car sides with a scarlet letter board and pale grey lettering, totally changing the appearance of the Daylight. When home-built full length dome cars became available in the 1960s, they replaced the tavern car on the Daylight, operating to the end of Daylight service. ☑

SOUTHBOUND COAST DAYLIGHT (MORNING) *Based on November 1955 time tables* NORTHBOUND COAST DAYLIGHT (AFTERNOON)

#250 EAST BAY LOCAL
#110 COMMUTE TRAIN

COAST LINE

BETWEEN LOS ANGELES AND SAN FRANCISCO

#255 EAST BAY LOCAL
#151 COMMUTE TRAIN

SOUTHBOUND.	90	110-98	250-38	38	94	76	74-76
(3d Street.)	A M	A M	A M	A M	P M	P M	
Lve. San Francisco	*9.30	*7.05		*8.15	*7.45	*9.00	
Lve. San Francisco (Mkt. St.)			A M	A M			*8.00
Lve. Oakland Pier			7.30				8.30
Lve. Oakland (1st Street)			7.46				8.45
Lve. Fruitvale			7.55				8.52
Arr. San Jose	8.50	8.40	8.50	9.05	8.49	10.03	9.56
Lve. San Jose	9.18	9.18	9.18	9.18	8.56	10.15	10.15
Arr. Los Angeles (Union Station.)	4.30 P M	6.00 P M	6.00 P M	6.00 P M	6.45 A M	8.30 A M	8.30 A M

No. 98—Coast Daylight. Daily.
Streamlined Air-Conditioned Train. Please reserve seats in advance. Special Service Charge Applicable in Chair Cars—See Note A below. Passenger Agent and Porter Service, Radio, Chair Cars, Coffee Shop Car, Tavern Car, Parlor (with Drawing-room) and Parlor Observation Car. (Railroad owned.)

Chair cars O-12 and O-13 operate through from Oakland Pier to Los Angeles (on No.250 between Oakland Pier and San Jose)
Chair car P-14 operates between San Francisco to Los Angeles (on No.110 between San Francisco and San Jose)

Tickets Honored—Ask Agent.
Baggage—No checked service to or from San Luis Obispo.

NORTHBOUND. (Union Station.)	Mls.	99	99 255	99-151	95	75	75-73
Lve. Los Angeles		A M *1.00	A M *8.15	A M *8.25	P M *7.45	P M *9.00	P M *9.00
Arr. San Jose	423	3.56	4.53	4.53	4.53	5.22	6.55
Lve. San Jose	423	4.20	5.05	5.10	5.15	5.35	7.14
Arr. Fruitvale	460			5.59			8.10
Arr. Oakland (1st Street)	463			6.08		A M	8.25
Arr. Oakland Pier	466			6.20		A M	8.40
Arr. San Francisco (Mkt. St.)	476			6.30			9.15
Arr. San Francisco (3d Street.)	470	5.30 P M	6.00 P M	6.45 P M	6.45 A M	8.30 A M	A M

No. 99—Coast Daylight. Daily.
Streamlined Air-Conditioned Train. Please reserve seats in advance. Special Service Charge Applicable in Chair Cars—See Note A below. Passenger Agent and Porter Service, Radio. Chair Cars, Coffee Shop Car, Tavern Car, Parlor (with Drawing-room) and Parlor Observation Car. (Railroad owned.)

Chair Cars O-12 and O-13 operate through from Los Angeles to Oakland Pier (on No.255 between San Jose and Oakland Pier)
Chair Car P-14 operates thorough from Los Angeles to San Francisco (on No.151 between San Jose and San Francisco)

Tickets Honored—Ask Agent.
Baggage—No checked service to or from San Luis Obispo.

Schedule above shows the integrating and splitting of through trains at San Jose, California in November of 1955. Both the south and northbound operations are shown, as well as those for the Lark. (trains 75/76) The Daylight was allowed 12 minutes layover at San Jose in each direction. Southbound, the Daylight conflicted with the rush hour commute operation which is critical for there were only two platforms for both north and southbound movements. The illustration above was assembled from pages of the Official Guide to the Railroads.

Figure 25: This timetable is condensed from the Official Guide to the Railroads and shows the complete timeline for the Daylight at San Jose including the rail connections. During some years there were also bus connections – not shown. The guide is now available online in discs from several sources.

Figure 26: San Jose station timetable showing the through services switched throughout the day.

SOUTHERN PACIFIC R.R.
SAN JOSE THROUGH TRAIN SWITCHING

SOUTHBOUND #90 Coast Mail	NORTHBOUND #75 Lark	SOUTHBOUND #98 Coast Daylight	NORTHBOUND #77 Del Monte	NORTHBOUND #91 Coast Mail	SOUTHBOUND #78 Del Monte	NORTHBOUND #99 Coast Daylight	SOUTHBOUND #74 Lark
1:50am AR.	6:55am AR.	9:06am AR.	9:18am AR.	3:56pm AR.	4:53pm AR.	4:59pm AR.	9:50pm AR.
2:20am LV.	7:20am LV.	9:18am LV.	9:25am LV.	4:20pm LV.	5:05pm LV.	5:06pm LV.	10:15pm LV.
drops & picks up mail and express cars	splits off sleeping cars for #73 to Oakland	receives chair cars off #110 local & #250 from Oakland	from Pacific Grove- picks up coach for San Francisco	drops & picks up mail and express cars	To Pacific Grove- drops coach from San Francisco	drops chair cars for #255 to Oakland & for local to San Francisco	receives sleeping cars off #76 from Oakland

MODELING THE DAYLIGHT AT SAN JOSE, CIRCA 1955

Southbound: train 98, commute train 110, and Oakland Daylight 250

Northbound: train 99, commute 151, and Oakland Daylight 255.

During the mid 1950s, The pride of the Southern Pacific Railroad, The Coast Daylight, ran with three sections coming together (southbound) at San Jose. Switching passenger trains on a tight schedule was usually as well choreographed as a Hollywood dance routine.

This makes an ideal operation around which to build a model railroad. The scenario can enliven operations of any model railroad simulating Southern Pacific's Coast Line, or it can suggest a freelance operation on a "home road" of the modeler's own creation.

Building my HO model of the Southern Pacific facilities at San Jose brought back the memory of my teen years, being awakened way before sunrise one chilly morning during Christmas vacation when visiting family in California, when I biked to San Jose with my friend Paco, (the only train enthusiast my age I knew) who lived nearby. We watched the commutes and saw the Daylight shuffled at San Jose. The couple of fuzzy black and white photos I shot with the family Brownie camera didn't survive the years and I've always wished I had some good photos of all the trains I saw.

MODELING SAN JOSE OPERATIONS

This article focuses on the passenger operations at San Jose, but there were dozens of industries served by sidings in the immediate station area, as well as in all directions out of San Jose. Before the area was called Silicon Valley, it was known as the "Valley of the Hearts Delight" for all the fruits and vegetables grown in the area. There were two huge Del Monte canning plants among the industries served by the railroad in San Jose. A variety of steam freight power from 0-6-0 switchers to articulated cab forward engines were used with diesels until the late 1950s, before being replaced completely by diesels.

Track 1 was often used for mail and express cars, making for even more passenger train switching possibilities. Before Caltrain built a canopy over track 1 platform, it could be used as a freight bypass for there was no height obstruction. There was a dedicated freight bypass track on the opposite side of the coach yard for through freight traffic.

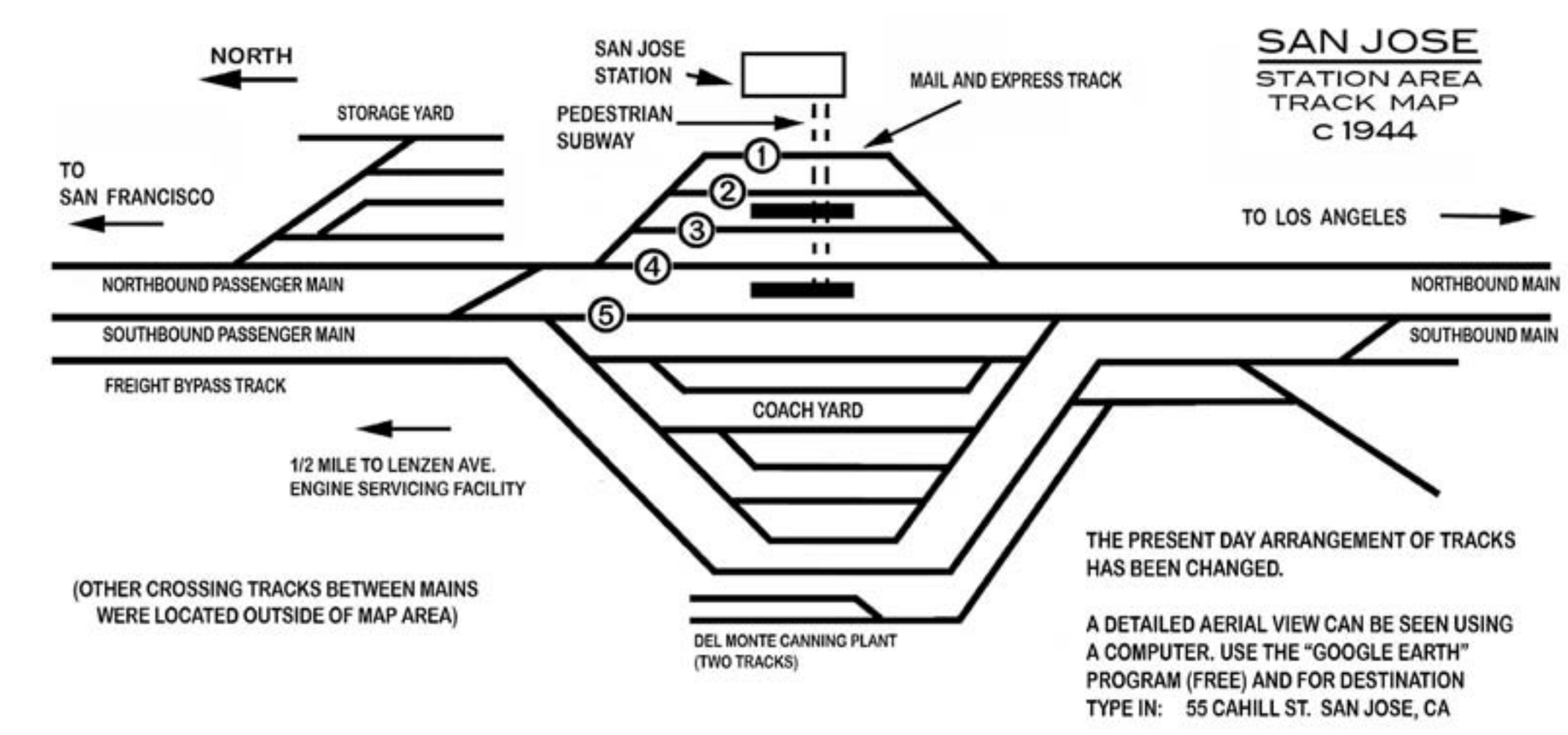


Figure 27: 1950s era track diagram of the San Jose station area. It shows the main coach yard for San Jose commute trains and all the station platform tracks. Track 1 did not have a canopy and could be used by freight trains if need be. Outside rush hour, mail and express cars could be unloaded and handled in the mail and express building attached to the station at the south end. Passenger platforms were reached by pedestrian underpass, but photos show commuters running across the tracks. This line has been called the busiest on the SP system, and also the busiest line west of Chicago, and this was probably true, for there were through and local freights in addition to very busy commuter service between San Jose and San Francisco.

The prototype station area (figure 27) is over 3000' from end to end, but the model only needs to hold your longest train. The design shown in figure 28 uses five tracks to provide for freight and passenger trains. The connection to track 1 is north of the station, but is shown here to make a more compact station layout.

The arrangement shown could be fitted nicely into a dog-bone type layout. I prefer to hide the loops of a dog-bone with scenery or in tunnels with industrial trackage above. The loops represent San Francisco and Los Angeles. This permits operation of both freight and passenger service with very dense traffic. Outbound trains can be stored on the loop track, to be "dispatched" back onto the mainline as inbound traffic when the operator has time. The dog-bone has

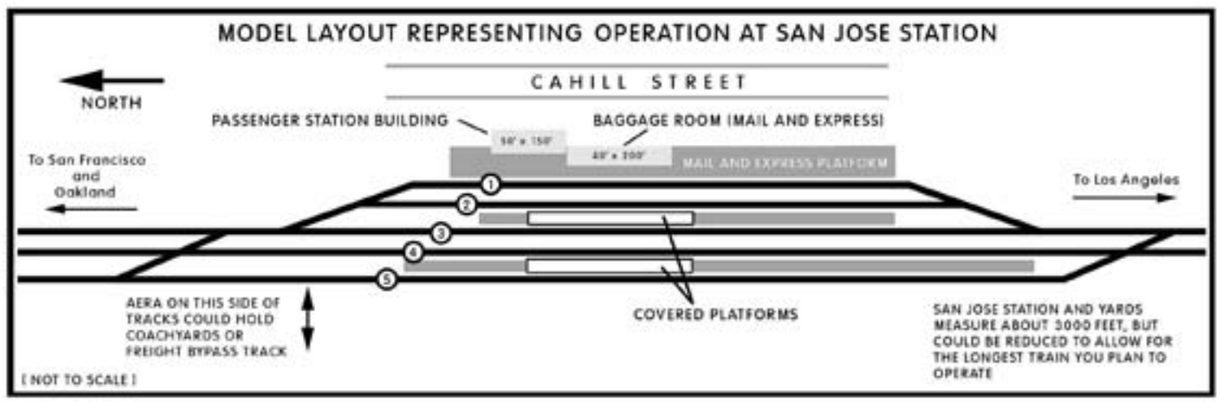


Figure 28: I suggest modeling only the essential trackage to simulate San Jose. More tracks and turnouts can be added if you have more space.

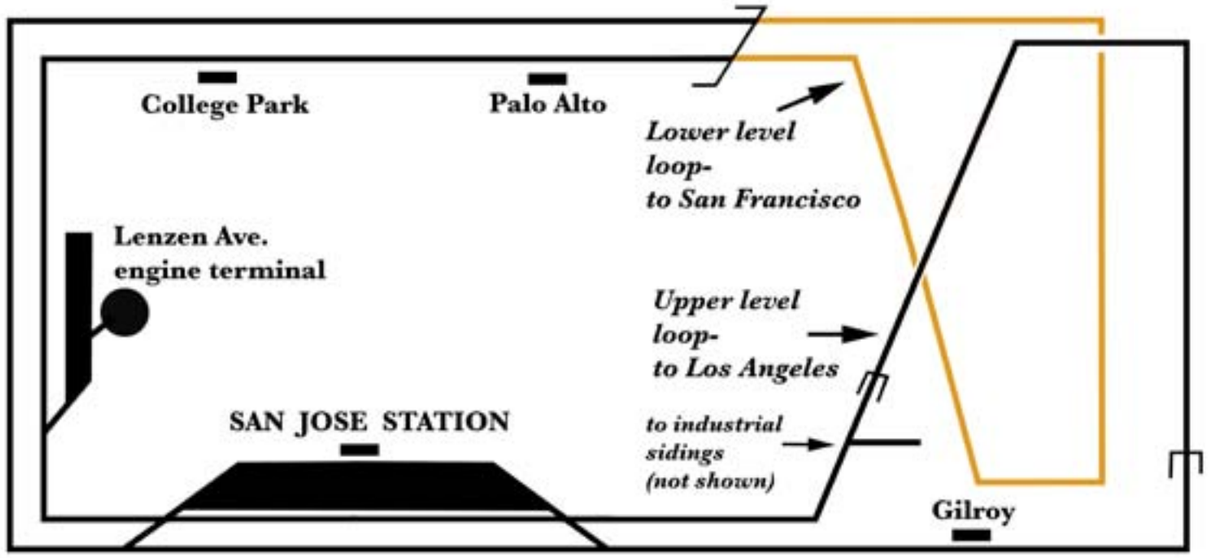


Figure 29: A folded dog-bone layout emphasizing San Jose passenger operation. The end loops are Los Angeles and San Francisco on the other. Hiding the loops makes the space above them available for industries or classification yards for freight service.

the advantage that visitors may enjoy seeing trains run around continuously, for trying to switch a train can be boring any visitors who are not train fans.

The passenger oriented track-plan shown is intended to permit simulating the through train operation at San Jose. This could be simplified to fit on an even smaller home layout by eliminating one or more tracks. Likewise, it could be expanded to full scale by adding coach yard tracks and engine tracks.

To see the arrangement of San Jose today, install the Google Earth program on your computer and type in: Caltrain Station, San Jose CA. It is possible to zoom in for very detailed pictures down to the ties.

The present arrangement of the prototype station is different – old photos show the mail and express track was originally set in pavement, and the platforms had no canopies. By the late 1940s or early 1950s platform canopies were in place on tracks 2-3 and 4-5 with a new canopy on track 1 being added by Caltrain, probably in the 1980s.

Space west of the station, now used by the light rail system, had coach yards and a single track for a freight bypass of the station area, and sidings into Del Monte canning plant 51 which are now eliminated. The old gasworks is now the HP Arena, and on the south end, a large power substation and high tension lines were installed around 1960.

The old coach yard space is now used for light rail including a ramp up from the short light rail subway running eastwards. The canning plant is about half gone, and the brick shell has been retained in new condos. There was a second coach yard just north of the station across Santa Clara Street (figure 27).

Other passenger switching at San Jose included the Coast Mail which picked up and set out a lot of mail and express cars. The overnight San Francisco to Los Angeles Lark had an Oakland connection similar to the Daylight in the evening southbound, and in the morning northbound. A second section running a little late could interfere with the Daylight operation making for interesting situations. Additionally the Del Monte train from Pacific Grove picked up a coach on the way into San Francisco in the morning running northbound and dropping one southbound in the evening (figure 25).

Commute consists arriving southbound were cut from their road engines and moved to storage tracks by yard engines. Turning and maintaining commute and local freight engines happened at the nearest turntable – a few blocks north at Lenzen Avenue. There was also a convenient wye track which SP

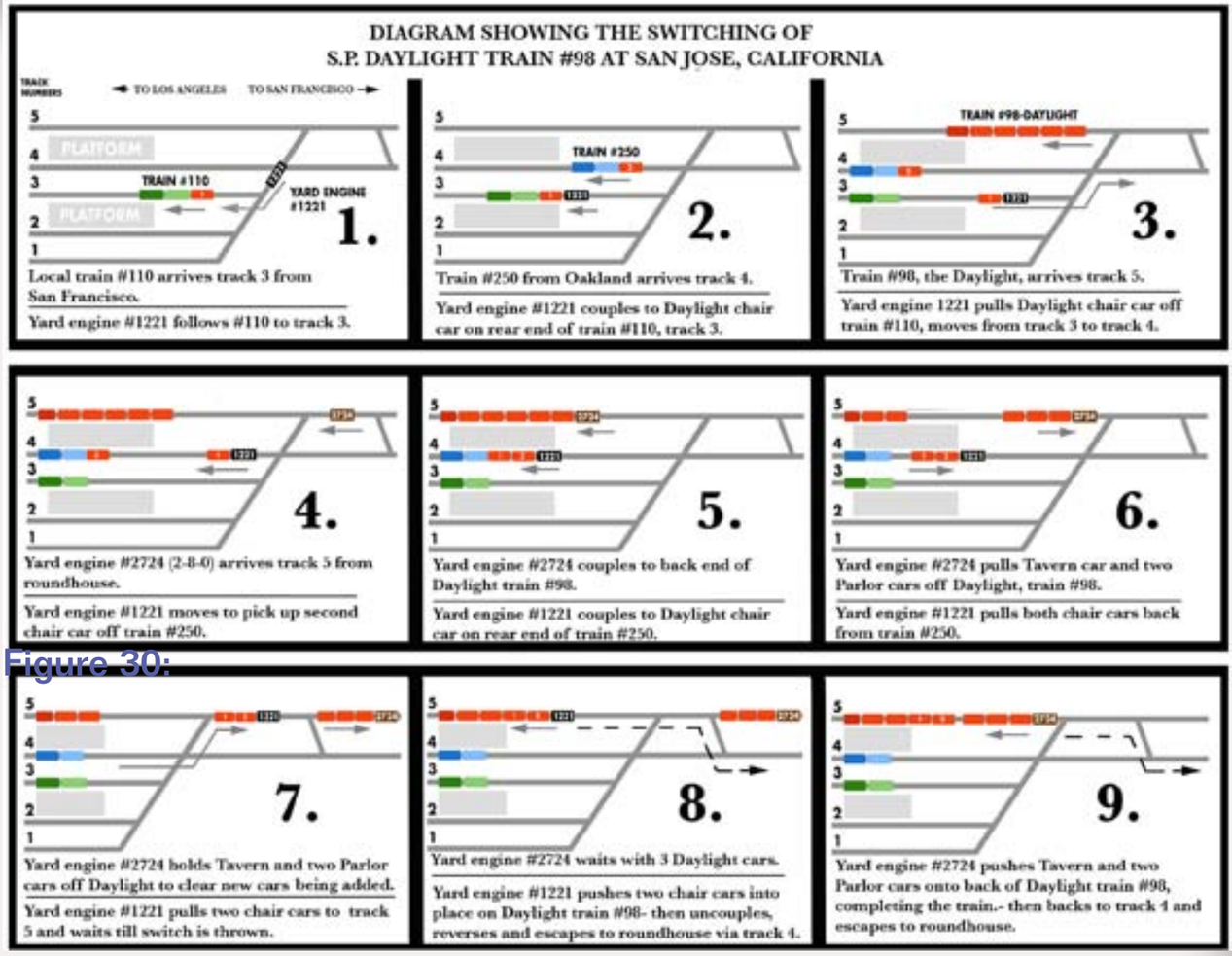


Figure 30:

Figure 30: Switching the Daylight using two yard switchers. There are not many other possibilities considering the work had to be done in twelve minutes! Click here for a full size image.

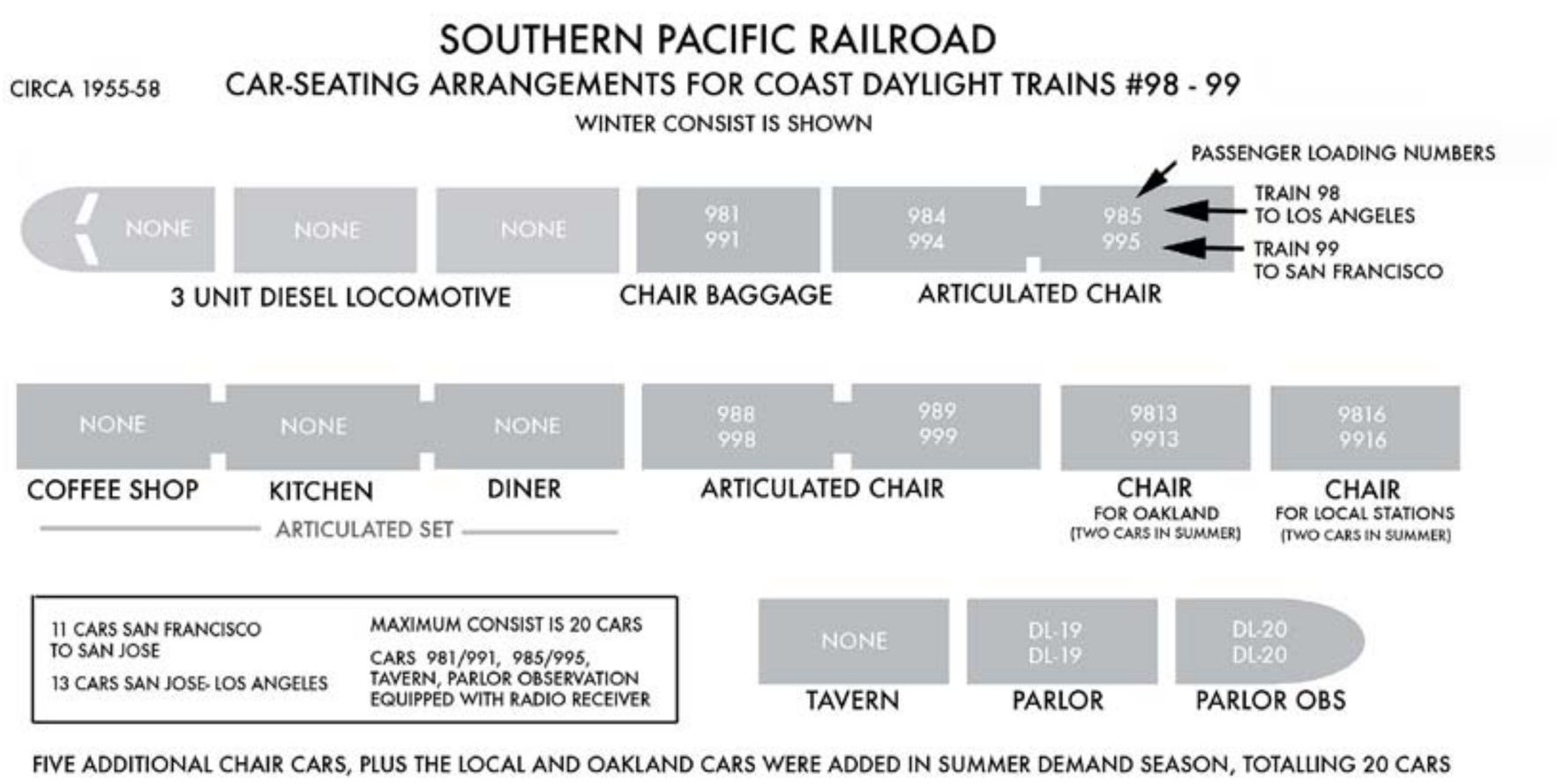


Figure 31: The arrangement of cars on the SP Daylight in the mid 1950s – date unknown, but as all three sections are described, it was probably between about 1955 and 1959.

employees report was used for large engines or during peak periods.

At the south end of the station area two tracks ran towards Los Angeles, with a branch extending to West San Jose and prior to the 1930s, over the mountains to Santa Cruz on the old South Pacific Coast right of way. This line was cut back to Los Gatos in the 1950s and is now the truncated line to Campbell used for light rail. Commuter trains ran to Los Gatos from San Jose until the early 1950s, and from San Francisco, branching off on the Vasona line at California Avenue in Palo Alto. 4-6-2 Pacific steam engines ran around the train at the end of the branch and ran backwards back to San Jose where the coaches were stored at San Jose overnight – another possible operation that could be included on a layout.

MORE ON PROTOTYPE OPERATIONS

There were many other passenger trains being shuffled, and some of these can be simulated on model train layouts. Even today, Amtrak has to shuffle some trains. Passenger operation in conjunction with the more commonly modeled freight yards, can greatly increase interest and action on a model train layout.

Today, the mighty Southern Pacific is gone, integrated into Union Pacific. The commuter line to San Francisco is run by Caltrain, a statewide operating authority, and former long distance SP passenger trains are now run by Amtrak. In addition to the variety of light rail and bus connections, within a few years it is expected to see BART (Bay Area Rapid Transit) entering the San Jose Station too. None of this could have been foreseen while I was growing up when there were fewer and fewer passenger trains running each year, and the end of public transportation seemed imminent. ☑

Figure 32: Engine 5600, a GP-9 in off hour commute service with a single gallery type bi-level car at Hillsdale, CA. The first group of SP passenger geeps such as this one had the older cast GP-7 handrail stanchions instead of the pressed metal ones used on most GP-9s. I missed this detail and will change my Proto 2000 models of this class - *photo courtesy Bob's Photos.*

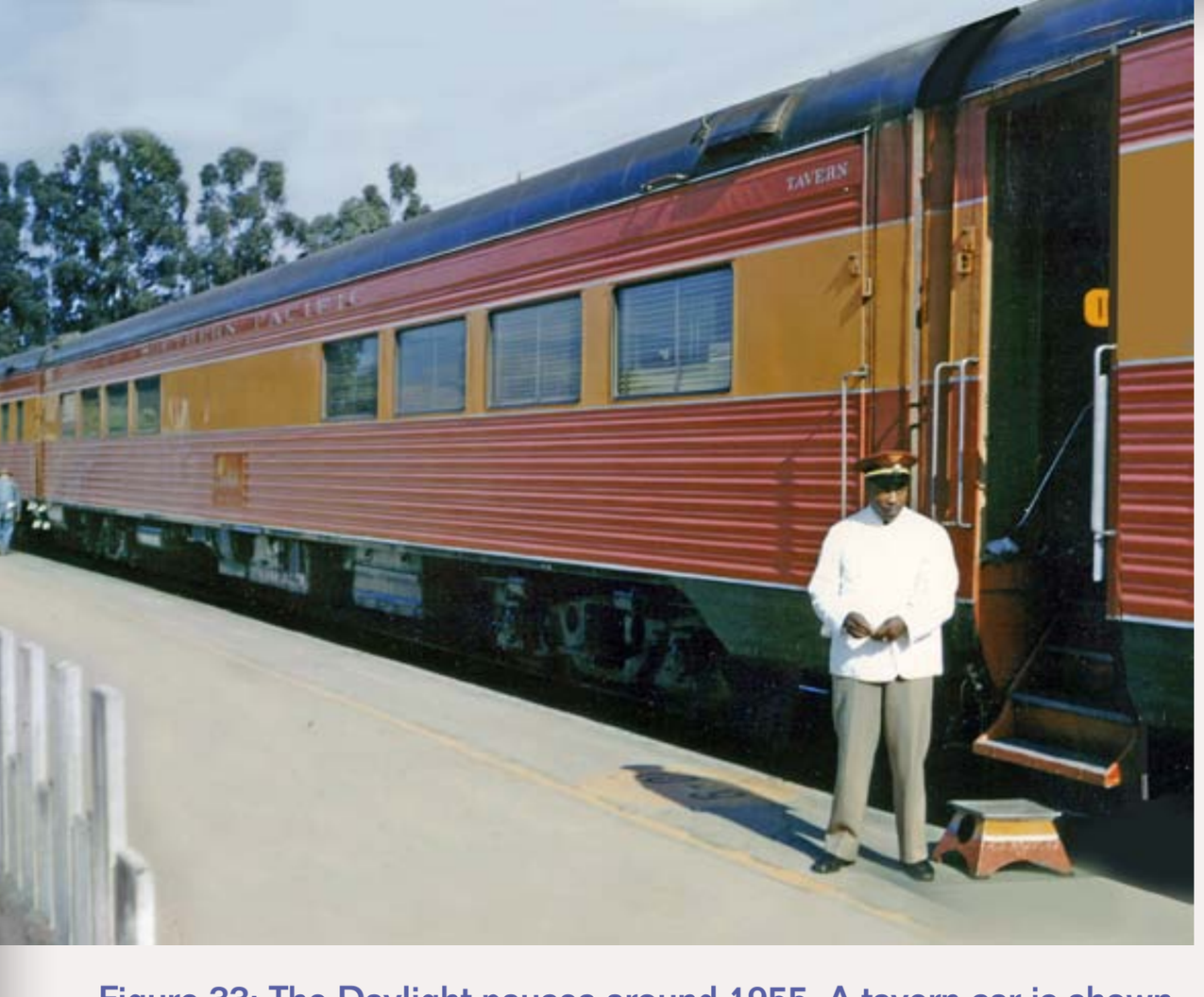


Figure 33: The Daylight pauses around 1955. A tavern car is shown with the car attendant of the parlor car on the right, with his Daylight painted passenger step. The door is swung inwards to open it, then the trainman or car attendant presses a foot treadle which lifts the vestibule trap cover (hinged floor section) and rotates the steps down into position - *photo courtesy Bob's Photos.*

Figure 34: An articulated two unit chair car. The square recessed door next to the passenger entry is a dumbwaiter (also called a baggage elevator), it permits quick loading of passenger carry-ons without blocking vestibule steps at stations. The photo can be dated in the mid fifties – the car is still in Daylight colors but already has its skirting removed - *photo courtesy Bob's Photos.*

Figure 35: A mid 1950s view of the Daylight leaving San Luis Obispo, CA. This view shows the parlor observation car with its red neon tail sign. Notice the triple bolster trucks. San Luis is close to the mid point between San Francisco and Los Angeles. In the days of steam, locomotives were changed here - *photo courtesy Bob's Photos.*

Figure 36: The current San Jose station. The SP opened it in 1935 after a massive relocation of railroad tracks from the middle of 4th Street. SP architect John Christie designed the building in the Italian Renaissance Revival style. It's similar to the Sacramento station with its large arched windows. The 40 x 80 main building is steel framed, and wings are framed with wood, all clad with variegated blonde brick laid in English Bond pattern. Its total length including the mail and express wing on the left is 390 feet - *Craig Walker photo*.

Victor is a native New Yorker, but he's also lived in California and Arizona over the years. He got his first trains, a Lionel, at age 3. He been modeling since he built an oil storage tank from a coffee can with a paper wrapper and emblem from a gasoline company map. He graduated from the Pratt Institute with BFA and MS degrees and taught fine arts in high and junior high school for 30 years. Victor is now retired.

Victor has written many articles and several railroad related books over the past 35 years. He's done freelance projects for Walthers, Atlas and other model manufacturers.

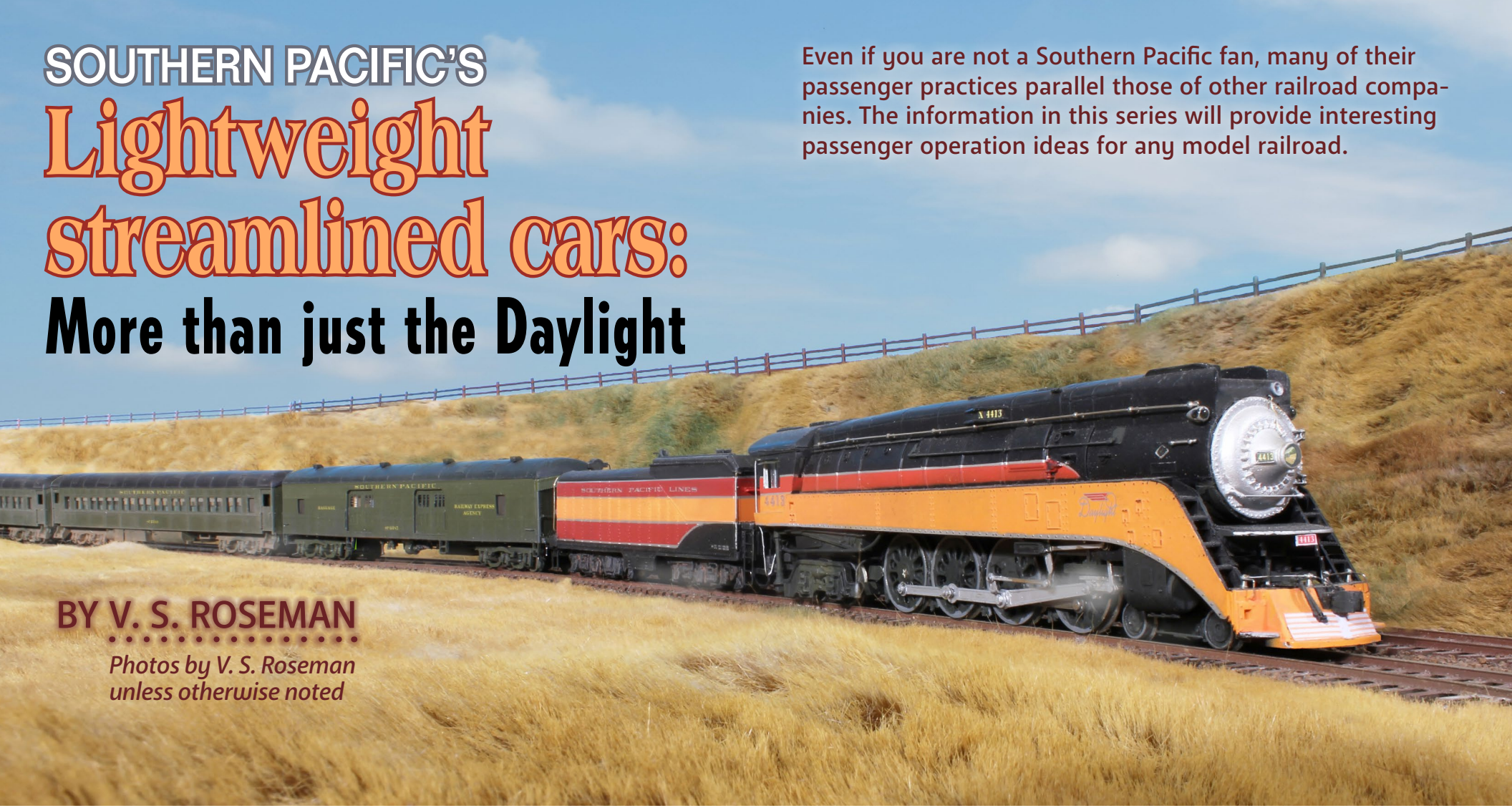
His article More Realistic Model Windows appeared in MRH issue 4, Oct, 2009.

Victor talks about the Daylight and this article on video.

SOUTHERN PACIFIC'S Lightweight streamlined cars:

More than just the Daylight

Even if you are not a Southern Pacific fan, many of their passenger practices parallel those of other railroad companies. The information in this series will provide interesting passenger operation ideas for any model railroad.



BY V. S. ROSEMAN

Photos by V. S. Roseman unless otherwise noted

PART I – A SHORT HISTORY OF THE DAYLIGHT TRAIN AND RELATED OPERATIONS

I JUMPED INTO A TAXI AND TOLD THE DRIVER I WAS going to the train station. I had barely closed the door when he roared off, shoving me deep into the seat. The driver stomped down on the accelerator and then on the brake pedal – I liked to look out taxi windows at downtown San Francisco, but today I had all I could do to not be thrown down on the floor.

I saw the traffic light at Market Street turn red for us, but we shot across the intersection. The driver zigzagged through traffic, dodging trucks and buses. I caught a quick glimpse of the Southern

Click here for reader comments

Pacific station, looking like a big wedding cake, as the cab screeched to a stop inches behind another taxi at the station entrance.

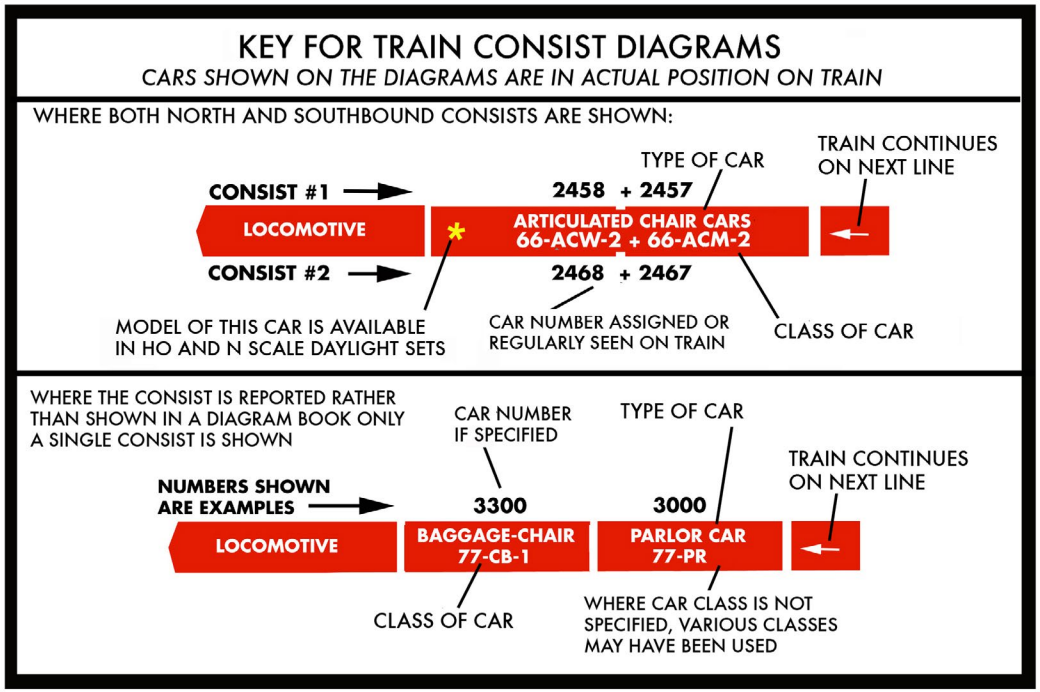
Inside the station I checked the track numbers for the Daylight to Los Angeles. Some movie starlet was taking the Daylight, and she was posing for news photographers in the train concourse as the gate attendant checked my ticket and passed me through.

I looked for my car number as I walked down the platform alongside the shiny scarlet and orange streamliner referred to as the most beautiful train in the world.

Over the years I've had model passenger cars that were painted in Daylight colors, but now there are accurate ready-to-run replicas of the actual Daylight trains available in both HO and N scales.

In 1937, the first Southern Pacific streamlined Daylight trains began operation on the Coast Line, providing fast dawn to dusk service between San Francisco and Los Angeles.

With the success of the new Daylight, the railroad started up more streamliners, eventually assigning the new-type trains to every important passenger route on their system. These trains had several interesting operations that can be simulated on model railroads, and I have described a few of them in this monograph. Due in great part to the publications of the Southern Pacific Historical and Technical Society I had a veritable tidal wave of information, and I recommend membership



1. Key for train consist diagrams.

in this group (www.spht s.org) that is preserving so much about trains and railroad operation.

In keeping each installment in this series to a readable size, I hope I haven't omitted anyone's favorite SP train, operation, or type of car. I'm working on additional material all the time, so what you see here is a work in progress.

What started as a single article has grown to be a multi-part series. This first article has the background of the Morning and Noon Daylight trains and the accompanying streamlined Sunbeam. The next article will document other SP streamliners.

The remaining parts of this series will have suggestions for modeling the cars needed to make up these trains. As I wrote

• TABLE OF CONTENTS
• INDEX

2. The Daylight second section made up of rebuilt heavyweight cars with lightweights as available.

this, my brief encounters with trains of the SP years ago came back to me, and I hope readers will enjoy this piece as much as I did writing it and building the models.

New streamliners and the Southern Pacific Daylight (1934-1937)

Until the Interstate highways were built and airline schedules increased in the 1950s, passenger trains were the fastest, most reliable long distance transportation and provided service to every city and large town.

The 1929 stock market crash and subsequent international financial depression caused massive unemployment, peaking at

25% in 1934. In a positive response, several railroads introduced lightweight streamlined passenger trains in that year with the intention of attracting new business.

Conventional locomotives of this time were functional steam engines with all their piping and mechanisms exposed. The typical passenger car bristled with rivets, and was usually painted in a somber dark green color.

By contrast, the streamliners were built of new metals to reduce weight.

SOUTHERN PACIFIC RR.
COMMON STANDARD CAR CLASSIFICATION

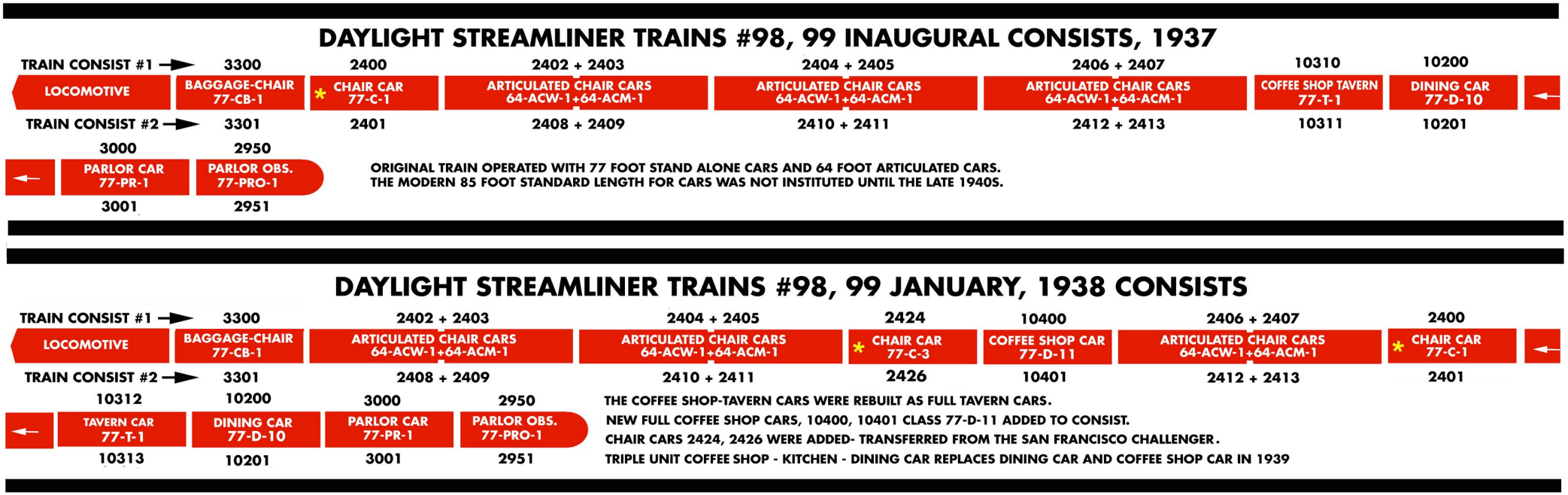
CAR LENGTH OVER END SHEETS (PASSENGER COMPARTMENT)	CAR TYPE	CAR GROUP

(EXAMPLE) **77-CB-1**

CAR TYPES

B = BAGGAGE/ BAGGAGE EXPRESS
BP = BAGGAGE POSTAL (RPO)
C = CHAIR CAR OR COACH
CB = BAGGAGE/CHAIR CAR
D = DINING CAR
AD= ARTICULATED DINING CAR UNIT
PR = PARLOR CAR
PRO = PARLOR OBSERVATION
T = TAVERN CAR
ACW + ACM =
ARTICULATED CAR (WOMENS RM.)
ARTICULATED CAR (MENS RM.)

3. Southern Pacific RR Common Standard passenger classes.



4. Diagram of the Daylight train, shown in the inaugural consist of 1937 and the consist of January 1938.

Each car of a conventional train rode on a pair of heavy cast metal trucks (bogies) in which the wheels turned. In some cases, the new streamliners shared trucks under adjoining cars which reduced additional weight.

The internal mechanisms of streamliners were hidden beneath aerodynamic forms, almost as if they were powered by some magic force. Created by industrial designers and artists, these new trains were finished with flashy, attention-getting color schemes or had polished corrugated stainless steel exteriors.

Demonstration runs were staged to drum up publicity, and speed records all over the country were broken by the streamlined trains.

Newspaper stories and radio broadcasts focused the public's attention on these media events, and there were movies starring the new streamliners, such as RKO's "Silver Streak" made in 1934. (See: www.thezephyr.com/monson/silverstreak.htm)

All of this attention paid off, for passenger ridership began to increase on both streamliners and on conventional trains. In 1934, the Southern Pacific began planning its own streamliner for the Coast Line between Los Angeles and San Francisco.

The first streamlined trains had short, fixed consists that could not be mixed with other passenger equipment. Maintenance of the engine or any car required taking the whole train out of service. The inability to add or remove cars also meant that the railroad would have to turn customers away at peak travel times, and would have to haul empty cars in periods of light travel.

• TABLE OF CONTENTS
• INDEX

5. Daylight-type cars in some of the colors they were painted to match other streamliners: Top row shows the colors of overnight trains, with a heavyweight dining car. Next down is the scarlet and orange of the Coast Daylight until 1958. The yellow cars served on the Overland Route with matching Union Pacific and Chicago North Western cars, and the bottom row shows the stainless steel with red passenger cars, with head-end cars in gray on all SP intercity trains after 1958.

The new Southern Pacific Daylight was a second-generation streamliner, for it was made up of individual stand-alone cars and twin-unit articulated chair car pairs, all with standard couplers at their ends. Each car or pair could be cut in or out of a consist as required, and could operate with all existing passenger equipment. Most of the lightweight construction parameters developed for the Daylight cars are still employed up through the latest Amtrak passenger equipment.

The streamlined Daylight's chair cars (coaches) had reclining seats and wide panoramic windows. The interiors featured the

6. Second section of the Daylight as it ran circa 1940. From left to right: a pair of lightweight chair cars in dark olive, Daylight-painted chair car and coffee shop car, and a two-tone gray heavyweight dining car.

latest high-fashion styling, and the entire train was air conditioned, a very new feature at the time.

While most streamliners used internal combustion engines, the SP contracted Lima Locomotive Works to build GS-2 class steam engines with a 4-8-4 wheel arrangement. These were mechanically similar to the SP's earlier 4-8-4s, but the new engines had functional sheet metal skyline casings that deflected smoke away from the cab in tunnels. There was also decorative side skirting and a nose cone. The engines were finished in brilliant scarlet and orange to match the new train.

7. The Daylight was such a radical appearing train in 1937 that seeing it would be like finding a red and orange Space Shuttle in front of your house today.

Richard Wright's book, "The Daylight," recounts that when this radical-looking train was first assembled for inspection at Los Angeles, railroad executives and workers seeing the streamliner for the first time stared at it in shock. An analogy might be if you found a red, orange and silver space shuttle parked in front of your house today.

The streamlined Coast Daylight in service, March 21, 1937

The Daylight's schedule was the fastest ever operated on this line, and the popular Los Angeles-San Francisco coast route assured that this train would be well patronized.

The rugged landscape of the California coastline with views of the Pacific Ocean was another attraction of the train. All seats were reserved, assuring adequate seating, and the railroad promoted the train with intense advertising. Soon, photos of movie stars and other celebrities boarding the Daylight began to

8. Here's an informative 30-minute Southern Pacific marketing film from the late 1930s promoting the new Daylight passenger train. Do excuse the diesel train sounds, however!

appear in newspapers, magazines and movie theater newsreels, all glamorizing the new train.

Over a three-month period, the Daylight broke all ridership records for single section long distance trains. Passengers were encouraged to walk about the train to visit the dining car, coffee shop or the tavern to help break up the all-day trip. First class passengers could also visit the parlor observation lounge fitted with rear-facing sofas to watch mile after mile of changing scenery at the rear of the train.

Summer months were peak travel periods, along with Christmas to New Years. To make full use of the new equipment,

9. Map of the Southern Pacific Coast Line, Route of the Daylight circa 1940-1960.

• TABLE OF CONTENTS
• INDEX

some chair cars were "blanked" (cut out of the Daylight consists temporarily) in non-peak periods and were used on other trains.

The coffee shop-tavern cars proved inadequate to meet passenger demand, and within a few weeks of the train's startup new full coffee shop cars and full tavern cars were ordered, arriving in January of 1938.

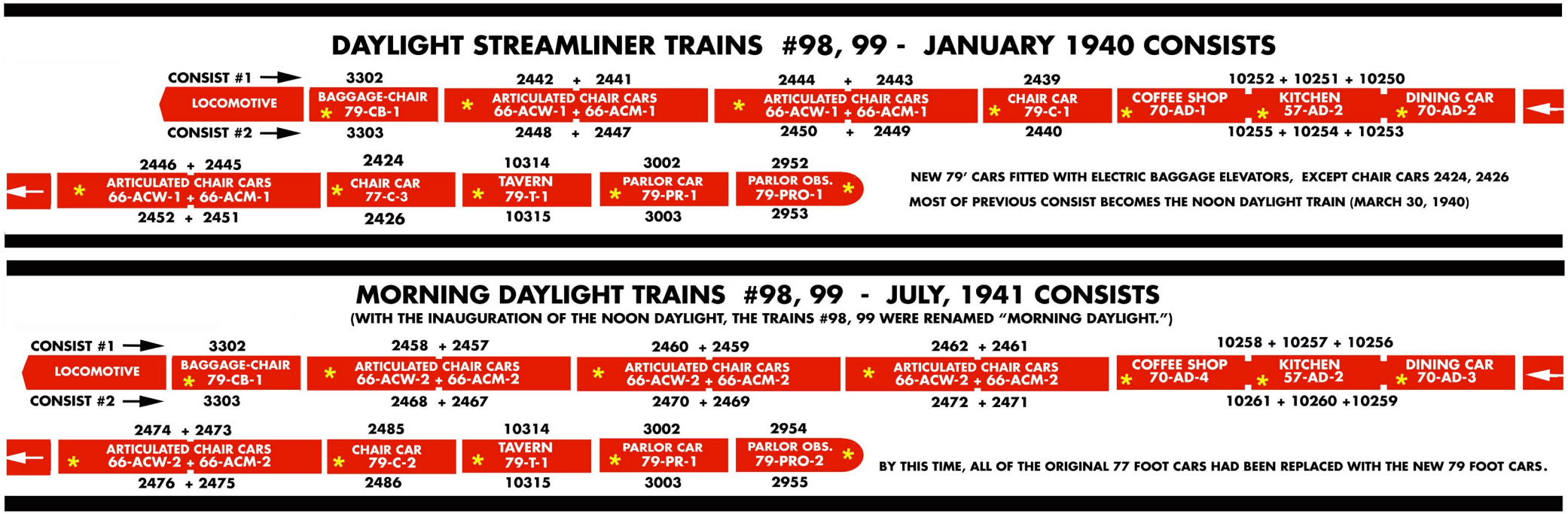
Second sections of the Daylight frequently had to be run to accommodate the public. From the train's earliest days, the railroad often posted signs reading: "We regret to announce that all space on today's Daylight is occupied."

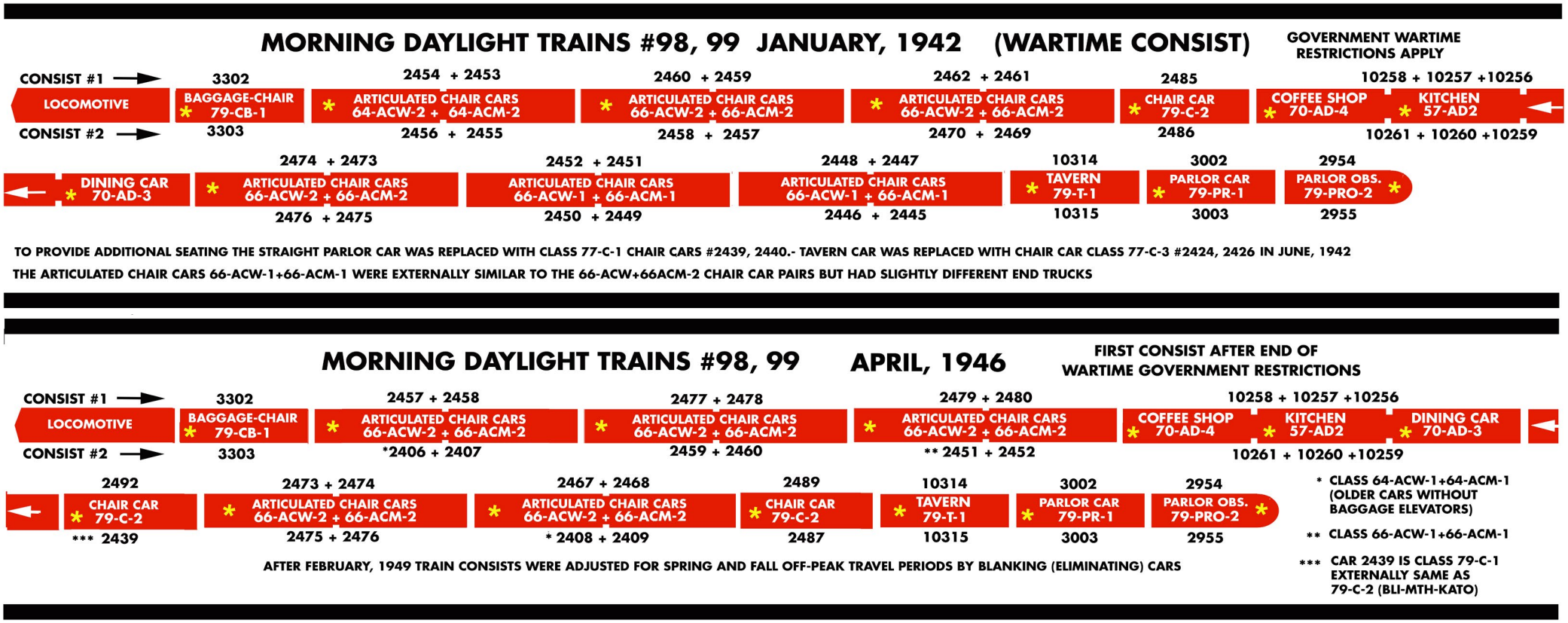
10. Diagram of the Daylight winter consists of January 1940 and summer consist of July, 1941.

In 1938 the Santa Fe Railroad initiated competing Los Angeles-San Francisco "Golden Gate" streamliners twice a day. Santa Fe used fast motor coaches on the new highway between Los Angeles and Bakersfield, bypassing the slow rail route over the Tehachapi mountains.

This drastically cut the trip time to rival that of the SP Coast Daylight, and siphoned riders away from the Southern Pacific. The SP charged $9.47 for a one-way ticket, but a ticket on the Santa Fe was only $5.15. In response, the SP lowered its ticket price to $6.00 and the Daylight gained back its clientele.

In 1939 the Golden Gate International Exposition opened, (San Francisco World's Fair) increasing the demand for seats on the Daylight. In 1940 new equipment was delivered for the Daylight,





11. Diagram of the Daylight wartime consist of January, 1942 and first postwar consist of April, 1946.

and the original cars were refurbished to institute a new midday train, the Noon Daylight.

With the startup of the new train, the Coast Daylight then became known as the Morning Daylight. The new equipment included parlor cars and chair cars plus triple-articulated food service units including a coffee shop, kitchen and full dining car.

The new equipment went into service as it arrived until the orders were completed in 1941. This makes up the pre-war consist the HO and N scale manufacturers simulate with their models. These new cars were 79 feet long to accommodate electric baggage elevators, an exclusive Southern Pacific innovation.

World War II

The Daylight ran essentially intact throughout World War II, although the tavern and one of the parlor cars were soon replaced with chair cars to provide urgently needed additional seating. Many of the SP passenger trains were discontinued for the duration by government regulation, declared unnecessary duplications of service.

• TABLE OF CONTENTS
• INDEX

12. The westbound Daylight, #98, stops at San Luis Obispo in the mid-1950s, near the end of steam operation. The parlor observation car shows off the new lighting array on its roof. Photo courtesy Bob's Photos

With military bases all along the West Coast, troop trains and armed forces specials kept the SP tracks well occupied through the end of the war in 1945. Government regulations remained in effect until April, 1946 to permit accommodation of homecoming soldiers and a changeover to peacetime traffic.

The Daylight in postwar years

With the end of government regulation in 1946, the second parlor car and tavern car were reinstated on the Coast Daylight. Visible changes to the cars included a gradual change from the

steam ejector air conditioning system to new Waukesha systems, and elimination of the word "Lines" from the letterboard. See the section on painting the trains later in this series.

The skirting on the cars was gradually removed to permit easier access to the underbody appliances. The kitchen cars on the triple units were revised in 1950. This is included in the HO and N scale postwar consists.

After the war's end, great numbers of surplus military transport aircraft were sold to airlines that converted them into passenger planes.

Previous to this time, San Francisco-Los Angeles airline tickets had been expensive and difficult to obtain, but soon flights were available at any hour. The plane trip only took about two hours

13. The Daylight 1946 consist, showing the parlor observation car and stateroom parlor with baggage elevators following the tavern car, all from the 1940-1 order of cars.

14 {top) and 15 (bottom). The Daylight's triple-unit articulated food service cars with full coffee shop and full diner bracketing the smaller kitchen car at center.

16. Catching up with the Daylight's engine, we see the baggage-newsstand chair car followed by chair cars of the 1941 Daylight, led by a GS-4 steam locomotive.

versus eight hours on the train, taking much of the parlor class traffic from the Daylight.

Highways between Los Angeles and San Francisco were upgraded after the war, reducing the trip time for intercity bus lines which offered lower fares than the railroad. This effect was offset slightly for the SP was a part owner of Pacific Greyhound bus lines.

More people owned cars than ever before, and increasing numbers preferred driving to riding the train. In 1949 the Noon Daylight train was discontinued, and by 1952 the Morning Daylight became known as the Coast Daylight.

The Southern Pacific responded to the competition by advertising their low fares and family plans with children riding

17. The Noon Daylight is shown arriving in San Francisco with the parlor observation car, parlor with stateroom, and tavern car in high summer of 1948.

18. The Noon Daylight rumbles by, slowing for the terminal, with the triple-unit food service set in the foreground.

19. GS-4 #4446 rounds the curve off 7th Street in San Francisco followed by a full baggage car and the chair cars of the Noon Daylight.

for half price or free -- airlines charged full fare for children. Railroad advertising pointed out discounts for round-trip tickets, because airlines charged double the one-way fare. Into the 1950s, the Southern Pacific countered the airlines with aggressive promotion of rail travel in all types of advertising.

In 1954 new chair cars in class 83-C-5 replaced some of the older chair cars on the Coast Daylight. Despite massive advertising by the SP, ridership kept decreasing, and one of its final attempts to keep the Coast Daylight competitive increased its passenger base.

20. Running with an off-peak consist, the Daylight has a pair of General Motors E7 diesels today.

New markets for the Coast Daylight 1953-1960

The schedule of the San Joaquin Daylight between Oakland, on the east side of San Francisco Bay, and Los Angeles was hours longer than the Coast Daylight. In January 1953, a through Oakland-Los Angeles car was added to the Coast Daylight. Operating eastbound on train #250 from Oakland, the car was switched into the Coast Daylight at San Jose. Westbound train #255 performed the same operation in the other direction.

Another untapped market was between Los Angeles and the developing suburbs around San Francisco. Adding stops would have increased the Daylight's running time, so beginning in

21. In the middle of the Daylight, a modern diner, class 83-D-1 replaces the triple unit. Following is a "Timberline Tavern" with rustic interior brought from the Shasta Daylight. Finally, a class 83-C-5 chair car, brand new this year (1955).

January 1955, a through Los Angeles car departed San Francisco in a commute train making suburban stops to San Jose, where it was cut into the Coast Daylight. Similar service was provided westbound in the afternoons.

These improvements required expensive switching of cars at San Jose, and lasted till service cuts in May, 1960. See the article starting on page 62 in *Model Railroad Hobbyist* for October/November 2010 for details. The link to this follows:

mrhmag.com/magazine/mrh-2010-NovDec/switching_the_daylight

22. As Daylight speeds off, at the left of the photo is one of the 83-C-5 chair cars, while on the right are the stateroom parlor car and parlor observation.

Shrinking passenger ridership, and car-shifting of the late 1950s

In mid-1955, the pre-war tavern cars (class 79-T-1) were replaced with newer class 83-T-1 Timberline Tavern cars 10316 and 10317 built in 1949 for the Shasta Daylight. The Timberline Taverns had flush sides, extra tall windows and were fitted with rustic interiors. The Shasta Daylight received dome cars in their place. The class 79-T-1 taverns off the Daylight served for a time on the San Joaquin Daylight, the Starlight, and on the Lark.

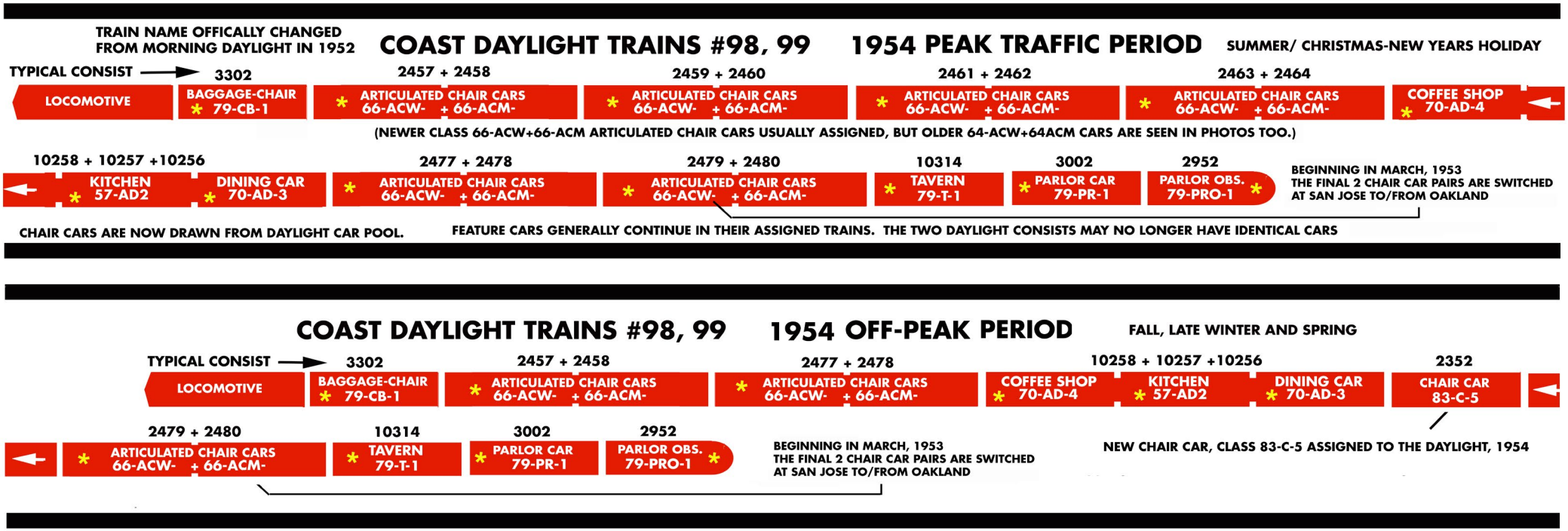
Due to falling ridership, by 1957 the triple food service units were used only during peak traffic periods. The remainder of the time,

23. By 1957 more of the diesels were appearing in the "bloody nose" color scheme as shown in this prototype photo at an unspecified location. The fourth car, on the right of the photo, is one of the 83-C-5 Shasta type chair cars. Courtesy Bob's Photos.

class 83-D-1 smooth-sided dining cars built in 1949 ran on the Coast Daylight. Twin-unit diner-coffee shop cars 10225-10226 from the City of San Francisco were sometimes used on the Daylight, as were Budd stainless steel diners built for the Sunset.

The Daylight's triple car food service units were scrapped in 1963. Newer triples built for the Shasta Daylight in 1949 were transferred to the Coast Daylight, operating in peak periods till the summer of 1967. Single-unit coffee shop diners replaced the triple unit cars on the Shasta Daylight.

In 1962 dome cars 3605 and 3606 began operation on the Coast Daylight, replacing the Timberline Tavern cars. The parlor cars with



24. Diagram showing the Daylight consist of 1954 peak periods and 1954 off peak period.

staterooms were removed from the Coast Daylight permanently in 1964, and were rebuilt as chair cars.

In March of 1965, the domes were discontinued during non-peak seasons until Amtrak took over intercity train operation in 1971.

In the 1960s, feature cars on the Coast Daylight were finally dropped to cut operating expenses because these cars held no revenue seats. Dining service was simplified and finally was replaced with an automatic buffet car offering sandwiches and canned hot entrees from vending machines.

These cars had one single attendant and were far less expensive for the railroad to operate than a dining car with its large crew. Hamburger grill diners sometimes returned to the Coast Daylight in peak periods.

In a 1968 economy move, SP cut one shift of car cleaners at San Francisco. This made a third Daylight consist necessary. As there were only two parlor observation cars available, every third day there was no first class service on the Daylight. Typical off-peak Daylight consists were now just a baggage car, automat car and a few chair cars.

• TABLE OF CONTENTS
• INDEX

The Daylight and Sunset combined – 1968

The Sunset Limited served the San Francisco-Los Angeles-New Orleans route until it was cut back to New Orleans-Los Angeles in World War II. In 1950, new Budd stainless steel lightweight cars were delivered, with additional similar cars arriving in 1954.

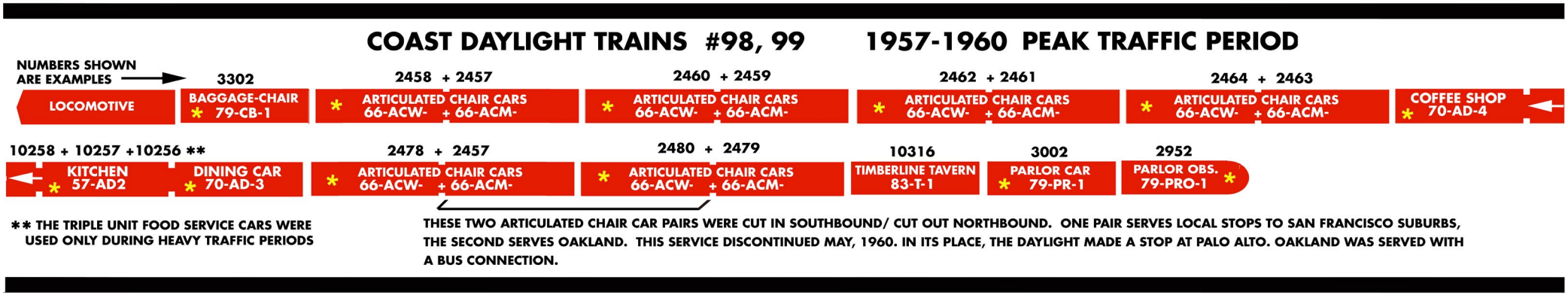
The Walthers Budd 10-6 is the same configuration as the sleeping cars built for the Sunset. Their Budd dining car is similar, but as of this writing, no corrugated Budd coach models are close to the Sunset cars.

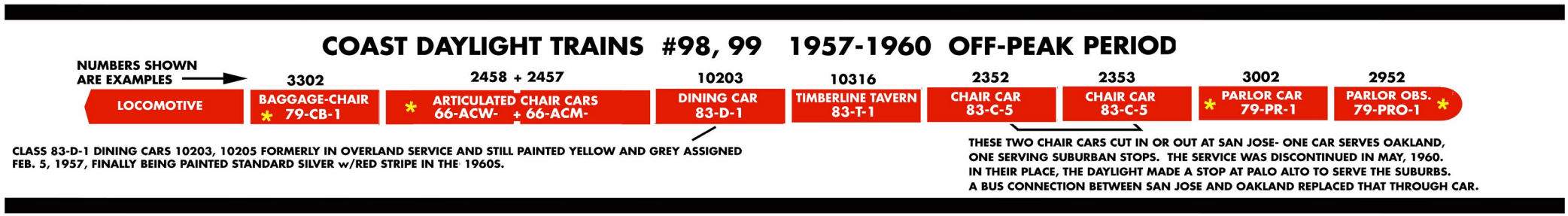
25. Diagram showing the Daylight consist of 1957-1960 peak traffic periods and (below) off peak periods.

By the start of the 1960s, the dining car was replaced with an automat car and the lounge cars and sleeping cars were removed from the Sunset. Ticket agents were ordered to tell prospective passengers that the train no longer ran. The railroad had gone so far as to publish anti-rail advertising to discourage passenger ridership.

These are just a few examples of the Southern Pacific's inconsiderate treatment of passengers. Despite all of this, the Sunset often ran with 13 cars during the summer season. The railroad sometimes added a hamburger grill to the train during the peak demand periods.

By the late 1960s, most of the trains serving Los Angeles had been discontinued, and the extensive Mission Road Shops at





26. The Daylight rushes through Santa Clara station in the winter of 1964. Ahead of the parlor observation are two chair cars, and just visible is the automat car.

27. Photo shows from right to left: the automat car rebuilt from a sleeper, 83-C-5 chair car, a rebuilt prewar chair car and the parlor observation passing the station.

L.A. were closed. On May 12, 1968 the Sunset was extended west of Los Angeles on the schedule of the Daylight to San Francisco, so the cars could be serviced in the SP's own shops.

In 1970 Southern Pacific applied for permission from the Interstate Commerce Commission (ICC) to reduce Sunset service from daily to three days a week. The ICC indicated that the railroad's removal of the sleepers and feature cars demonstrated that the railroad was trying to discourage passenger ridership and refused permission. However, it stipulated that if the amenities were restored to the Sunset, the ICC would approve cutting operation to three days a week.

Southern Pacific responded by upgrading the Sunset, adding a hamburger grill diner, a coffee shop-lounge and sleeping cars. One of the sleepers continued through to New York via the

28. The tail end of the baggage chair class 79-CB-1 combine, on right, with a class 83-C-5 chair car in painted imitation stainless with red letterboard, and a dome car, from across Santa Clara freight yard in 1964.

29. A pair of Alco PA-2s in the "Bloody Nose" scheme bring Daylight train #99 toward San Francisco on this chilly November day in 1964. In the foreground are strings of sugar beet gondolas.

Southern Railway east of New Orleans. With these improvements made, the ICC permitted the SP to cut the Sunset's operation to three days a week.

Reported consists at this time period varied so much that it does not appear possible to diagram the train with a typical consist. When the combined Daylight-Sunset operated, there was a very complicated pattern of equipment use which is described in the chart. This arrangement lasted until the start of Amtrak in 1971. The days the Sunset was not operating, the

30. Diagram of Daylight consist for peak and off peak periods 1964 and for 1969.

COAST DAYLIGHT TRAINS #98, 99 JULY, 1964 PEAK TRAFFIC PERIOD

TYPICAL CONSIST →

LOCOMOTIVE	3302 BAGGAGE-CHAIR * 79-CB-1	2482 + 2481 * ARTICULATED CHAIR CARS 66-ACW-2 + 66-ACM-2	* 10264 + 10263 + 10262 COFFEE SHOP * 70-AD-6 / KITCHEN * 57-AD-3 / DINING CAR * 70-AD-5	2423 + 2422 * ARTICULATED CHAIR CARS 66-ACW-3 + 66-ACM-3	2408 + 2409 * ARTICULATED CHAIR CARS 64-ACW-1 + 64-ACM-1

←	3606 DOME LOUNGE	2490 * CHAIR CAR 79-C-2	**2951 PARLOR OBS. 77-PRO-1

* AFTER THE SUMMER OF 1962, THE ORIGINAL PREWAR DAYLIGHT TRIPLE UNIT FOOD SERVICE WAS REPLACED WITH THE UNIT SHOWN, BUILT 1949 FOR THE SHASTA DAYLIGHT WITH FLUSH SIDES AND EXTRA TALL WINDOWS. (PEAK TRAFFIC PERIODS ONLY)

** IN 1963 ALL OF THE PARLOR OBSERVATION CARS EXCEPT #2952, CLASS 77-PRO-1) AND 2954 (CLASS 79-PRO-2) HAD BEEN REBUILT TO DOME CAR OR ROUND END CHAIR CARS. IN 1964 THE STATEROOM-PARLOR CARS (NOT SHOWN HERE) WERE REBUILT AS CHAIR CARS.

COAST DAYLIGHT/SUNSET TRAINS #98/2, 99/1 1969 PEAK TRAFFIC PERIOD (CONSIST RECORDED FOR JUNE 15, 1969)

STARTING 1968 THE SUNSET WAS EXTENDED WEST OF LOS ANGELES ON THE DAYLIGHT SCHEDULE. THE PARLOR OBS, LAST CHAIR CAR, DOME CAR OPERATED ONLY L.A. - SAN FRANCISCO, REMAINDER OF TRAIN OPERATED AS THE SUNSET

CONSIST FOR JUN.15,1969 →

LOCOMOTIVE	6780 TBM BAGGAGE 66-B	2224 CHAIR CAR 83-C-3	2223 CHAIR CAR 83-C-3	2356 CHAIR CAR 83-C-5	10613 AUTOMAT CAR 83-ABC-1	2366 (2nd) CHAIR CAR 83-C-4	2360 CHAIR CAR 83-C-3	10604 (2nd) AUTOMAT CAR 83-ABC-1	2472 + 2471 * ARTICULATED CHAIR CARS 66-ACW-2 + 66-ACM-2

←	3606 DOME LOUNGE	2242 ** CHAIR CAR 79-C	2954 * PARLOR OBS. 79-PRO-2

CARS 2223, 2224, 2360, 2366 BUILT BY BUDD

CAR 2356 IS SHASTA TYPE, BLT. 1954 FOR DAYLIGHT

HAMBURGER GRILL CAR REPLACED BY AUTOMAT CAR EARLY IN 1969- SECOND AUTOMAT CAR CUT BY 1970

TBM = TRAIN BAGGAGE MAN- CHECKED BAGGAGE SERVICE RESTORED TO INTERMEDIATE STATIONS IN 1968

* EFFECTIVE 1968 PARLOR CAR ONLY OPERATES TWO DAYS OUT OF THREE

** CHAIR CAR #2242 REBUILT FROM PARLOR CAR #3002 IN 1964

COAST DAYLIGHT/SUNSET TRAINS #98-2, 99/1 1969 OFF PEAK TRAFFIC PERIOD

(CONSIST RECORDED FEB. 8, 1969)

CONSIST FOR FEBRUARY 8, 1969 →

LOCOMOTIVE	6774 TBM BAGGAGE 66-B	2224 CHAIR CAR 83-C-3	2253 CHAIR CAR 83-C-5	2401 (2nd) CHAIR CAR 83-C-2	10607 AUTOMAT CAR 83-ABC-1	2234 CHAIR CAR 83-C-3	2954 * PARLOR OBS. 79-PRO-2

* EFFECTIVE 1968 PARLOR OBS OPERATES ONLY TWO DAYS OUT OF THREE

TRAIN BAGGAGEMAN WEST OF LOS ANGELES ONLY

31. The Coast Daylight of 1969 with the parlor observation car, one of the rare rebuilt chair cars with its old fluted sides, and a postwar flush-side coach.

Daylight ran by itself, with chair cars and an automat car only, plus the parlor observation car two days out of three.

An interesting operation on a model railroad emulating some of this would be to turn back part of a train at an intermediate point on certain days of the week, running the complete train through to the end of the line.

32. Ahead of the chair cars on the '69 Daylight is an automat buffet car, economy baggage car, and an SDP45 diesel.

33 (next spread). Chart showing the rotation of Daylight and Sunset consists of 1970, based on the original railroad diagram.

34 (below). Diagrams showing one of the various combined Daylight/Sunset consists of 1970, and the consists of the Daylight of 1970.

COAST DAYLIGHT/ SUNSET TRAINS #98/2, 99/1 OCTOBER, 1970 - MARCH 31, 1971

IN OCTOBER, 1970 THE SUNSET HAD SLEEPING CAR AND LOUNGE (DINING) SERVICES RESTORED AND BEGAN OPERATING SAN FRANCISCO - NEW ORLEANS THREE DAYS A WEEK ON THE DAYLIGHT SCHEDULE.

(CONSIST AS REPORTED ON OCT. 2, 1970) →

LOCOMOTIVE	6774 BAGGAGE 66-B	3102 BAGGAGE DORM 83-BD-2	9016 SLEEPING CAR 10-6	10409 COFFEE SHOP LOUNGE 83-DL-2	2364 CHAIR CAR 83-C-4	2224 CHAIR CAR 83-C-3	2236 CHAIR CAR 83-C-3	10615 AUTOMAT CAR 83-ABC-1	2229 CHAIR CAR 83-C-3

← 2378 CHAIR CAR 83-C-4 | 2355 CHAIR CAR 83-C-5

DIAGRAM SHOWS TRAIN #2, EASTBOUND ON OCTOBER 2, 1970. ADDITIONAL CARS ARE SHOWN IN LATER SUNSET CONSISTS WHICH OPERATED TILL APRIL 1, 1971, THE STARTUP OF AMTRAK. THE DAYLIGHT RAN ON DAYS THE SUNSET DID NOT OPERATE, PROVIDING DAILY SERVICE BETWEEN SAN FRANCISCO AND LOS ANGELES. (SEE DIAGRAM BELOW)

BY THIS TIME, THE MAJORITY OF EQUIPMENT WAS POSTWAR AND THE CARS SHOWN IN THIS CONSIST ARE ALL EITHER BUDD BUILT OR PULLMAN-STANDARD BUILT SHASTA CHAIR CARS.

COAST DAYLIGHT #98, 99 OCTOBER, 1970 - MARCH 31, 1971

WHEN THE SUNSET TRAIN WAS CHANGED TO THREE DAY A WEEK OPERATION ON THE DAYLIGHT SCHEDULE, THE COAST DAYLIGHT RAN ON THE REMAINING DAYS WITH TWO TRAIN CONSISTS

LOCOMOTIVE	BAGGAGE 66-B-2	AUTOMAT CAR —	ARTICULATED CHAIR CARS — —	CHAIR CAR —	PARLOR OBS. —

THIS DIAGRAM IS BASED ON PHOTOS OF THE COAST DAYLIGHT IN OCTOBER, 1970.

PARLOR OBSERVATION CARS 2951, CLASS 77-PRO-1 AND 2954 CLASS 79-PRO-1 WERE THE ONLY TWO THAT HAD NOT BEEN REBUILT INTO COACHES IN 1963.

OCTOBER, 1970 PHOTOS OF THE TRAIN SHOW FLAT SIDE STAINLESS CHAIR CARS WHICH ARE EITHER 77-C- OR 79-C - ANGLE OF THE PHOTO PREVENTS BETTER I.D.

BAGGAGE CAR IS CLASS 66-B-2

1970 DAYLIGHT/SUNSET CONSIST ROTATION CHART

TWO CONSISTS WERE NEEDED FOR DAYLIGHT TRAINS 98, 99

- DAYLIGHT CONSIST 1
- DAYLIGHT CONSIST 2

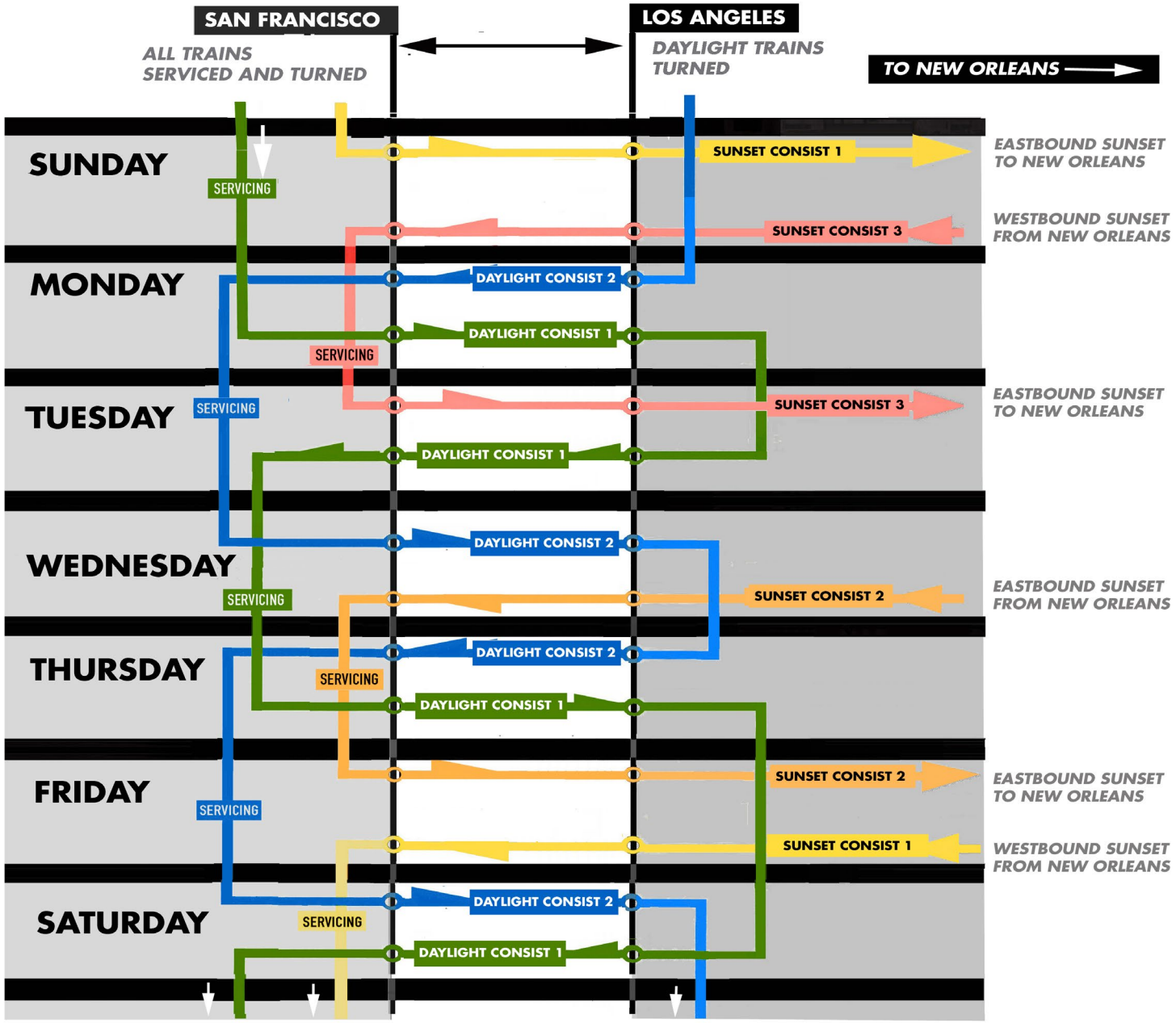
THREE CONSISTS WERE NEEDED FOR SUNSET TRAINS 98/2, 99/1

- SUNSET CONSIST 1
- SUNSET CONSIST 2
- SUNSET CONSIST 3

THE TRAINS WERE ALL SERVICED AT SAN FRANCISCO.

SUNSET TRAINS RAN THREE DAYS A WEEK THROUGH LOS ANGELES TO EL PASO AND NEW ORLEANS. (WITH THROUGH SLEEPING CAR TO NEW YORK VIA SOUTHERN RY.)

THE DAYS THE SUNSET DID NOT OPERATE, THE DAYLIGHT TRAINS PROVIDED SERVICE BETWEEN SAN FRANCISCO AND LOS ANGELES.



• TABLE OF CONTENTS
• INDEX

DESCRIPTION OF OPERATIONS SHOWN IN THE DAYLIGHT/SUNSET CONSIST ROTATION CHART

SUN.	-On Sundays the first Sunset consist departed San Francisco Eastbound towards New Orleans as train 98/2 -The third Sunset consist arrived San Francisco as train 99/1 -Meanwhile, the first Daylight consist was cleaned and turned.
MON.	-Monday, the second Daylight consist arrived San Francisco as train 99 -The first Daylight consist, train 98 departed San Francisco and was turned overnight at Los Angeles. -Meanwhile, the second Daylight consist was cleaned and turned.
TUE.	-Tuesday the third Sunset consist departed San Francisco as train 98/2 -First Daylight consist arrived as train 99 -Meanwhile the second Daylight consist was cleaned and turned.
WED.	Wednesday the second Daylight consist departs San Francisco as train 98 -The second Sunset consist arrives as train 99/1. -The first Daylight consist was cleaned and turned.
THU.	-Thursday the second Daylight consist arrives San Francisco as train 99. -The first Daylight consist departs San Francisco as train 98. -The second Sunset consist is cleaned and is turned.
FRI.	-Friday the second Sunset consist departs San Francisco as train 98-2 -First Sunset consist arrives San Francisco as train 99-1 -Second Daylight consist was cleaned and turned.
SAT.	-Saturday the second Daylight consist departs San Francisco as train 98 -First Daylilght consist arrives San Francisco as train 99. -First Sunset consist is cleaned and turned for Sunday departure.

35. Explanation of the rotation chart for Daylight and Sunset, 1970 on previous spread.

The Coast Line today

It is possible to enjoy riding the route of the Daylight today. Amtrak's Coast Starlight train runs between Los Angeles and Seattle via San Jose, Oakland, and Portland daily. Passengers for San Francisco change to a motor coach at Oakland. Caltrain has frequent local train service between San Jose and San Francisco.

For a system map of Caltrain and more information, please click on the link: www.caltrain.com/stations/systemmap.html

The Noon Daylight

From its inception in 1937, the frequent demand for more seating on the Coast Daylight required a better solution than running additional sections.

Beginning in 1940, the train was relieved with a Noon Daylight, #96 and #97 between San Francisco and Los Angeles, departing at midday with evening arrivals. Most of the train's cars were from the original 1937 Daylight consist, making up a train with all the features of the morning schedule. A business traveler could put in a half day's work before the noon departure, and the Noon Daylight occasionally required second sections to be run.

The train was discontinued in 1942 because of World War II government restrictions on duplicate services. The Noon Daylight was reinstated in 1946 when restrictions were lifted. The train gradually lost ridership after World War II due to competition from the airlines and improved highways. In 1949 the Noon Daylight was discontinued permanently.

NOON DAYLIGHT TRAINS #96, 97 JULY, 1941

THE NOON DAYLIGHT BEGAN SERVICE ON MARCH 30, 1940 WITH CARS FROM THE CONSIST OF THE MORNING DAYLIGHT. (SEE THE JANUARY 1940 CONSIST OF TRAIN #98, 99)

CONSIST #1 →

LOCOMOTIVE	3300 BAGGAGE-CHAIR 77-CB-1	2442 + 2441 ARTICULATED CHAIR CARS 66-ACW-1 + 66-ACM-1	2444 + 2443 ARTICULATED CHAIR CARS 66-ACW-1 + 66-ACM-1	2446 + 2445 ARTICULATED CHAIR CARS 66-ACW-1 + 66-ACM-1	10252 + 10251 + 10250 COFFEE SHOP * 70-AD-4	KITCHEN * 57-AD2	DINING CAR * 70-AD-3

CONSIST #2 →

3301	2448 + 2447	2450 + 2449	2452 + 2451	10255 + 10254 + 10253

2464 + 2463 * ARTICULATED CHAIR CARS 66-ACW-2 + 66-ACM-2	2439 * CHAIR CAR 79-C-1	10312 TAVERN CAR 77-T-1	3000 PARLOR CAR 77-PR-1	2954 PARLOR OBS. 79-PRO-2 *
2472 + 2471	2440	10313	3001	2955

THE ARTICULATED CHAIR CARS 66-ACW-1+66-ACM-1 WERE EXTERNALLY IDENTICAL TO THE 66-ACW-2+66-ACM-2 BUT HAD SLIGHTLY DIFFERENT END TRUCKS

THE NOON DAYLIGHT TRAIN RELIEVED THE MORNING DAYLIGHT TRAIN AND REDUCED OR ELIMINATED THE NEED FOR SECOND SECTIONS .

NOON DAYLIGHT TRAINS #96, 97 JUNE, 1946

THE NOON DAYLIGHT WAS DISCONTINUED FROM JANUARY, 1942 THROUGH APRIL, 1946 DUE TO WARTIME GOVERNMENT RESTRICTIONS

CONSIST #1 →

LOCOMOTIVE	* 6083 BAGGAGE-EXPRESS 77-CB-1	2444 + 2443 ARTICULATED CHAIR CARS 66-ACW-1 + 66-ACM-1	2464 + 2463 * ARTICULATED CHAIR CARS 66-ACW + 66-ACM	10252 + 10251 + 10250 COFFEE SHOP * 70-AD-4	KITCHEN * 57-AD2	DINING CAR * 70-AD-3

CONSIST #2 →

6085	2450 + 2449	2472 + 2471	10255 + 10254 + 10253

** 2489 CHAIR CAR 79-C-2	2448 + 2447 * ARTICULATED CHAIR CARS 66-ACW-1 + 66-ACM-1	10312 TAVERN CAR 77-T-1	2439 * CHAIR CAR 79-C-1	2950 PARLOR OBS. 77-PRO-1
2490	2442 + 2441	10313	2440	2951

* BAGGAGE-EXPRESS 6083-4 REPLACES BAGGAGE CHAIR 77-CB-1 IN JULY, 1946

** CARS 2489, 2490 BUILT WITHOUT BAGGAGE ELEVATORS, OTHERWISE SIMILAR TO CLASS 79-C-1

NOON DAYLIGHT TRAINS #96, 97 JUNE, 1948-OCTOBER, 1949

NOON DAYLIGHT DISCONTINUED OCTOBER, 1949

CONSIST #1 →

LOCOMOTIVE	* 6083 BAGGAGE-EXPRESS 77-CB-1	2444 + 2443 * ARTICULATED CHAIR CARS 66-ACW + 66-ACM	2472 + 2471 * ARTICULATED CHAIR CARS 66-ACW + 66-ACM	10252 + 10251 + 10250 (SEE NOTE) COFFEE SHOP * 70-AD-4	KITCHEN * 57-AD2	DINING CAR * 70-AD-3	* 2422 + 2423 ARTICULATED CHAIR CARS

CONSIST #2 →

6085	2464 + 2463	2450 + 2449	10255 + 10254 + 10253	* 2460 + 2459

10312 TAVERN CAR 77-T-1	2460 + 2459 * ARTICULATED CHAIR CARS 66-ACW + 66-ACM	** 3000 PARLOR CAR 77-PR-1	2950 PARLOR OBS. 77-PRO-1
10313	2446 + 2445		2951

* CARS 2422+2423, ARE CLASS 64-ACW-3+64-ACM-3, CARS 2459+2460 ARE CLASS 66-ACM-2+66-ACW-2

** SINGLE CAR #3000 OPERATES ON NOON DAYLIGHT EVERY OTHER DAY, ALTERNATING ON COAST DAYLIGHT

36 (above). Noon Daylight diagram, July, 1941, First post-war Noon Daylight consist of June, 1946, and final Noon Daylight consist, of October, 1949.

37 (right). Chair car #2433, Class 77-C-3 was part of a group built and painted green for assignment to Californian and San Francisco Challenger trains. This car was later painted two-tone gray for the Cascade. Photo courtesy Bob's Photos

• TABLE OF CONTENTS
• INDEX

38. Southern Pacific "Atlantic Lines" map showing T&NO subsidiary lines in the 1950s.

The streamlined Sunbeam and the Hustler

The Texas and New Orleans subsidiary of the Southern Pacific had a popular heavyweight afternoon train serving Dallas and Houston. In 1936, the Chicago, Burlington and Quincy began operation of a new fast Dallas-Houston streamliner, the Sam Houston Zephyr, followed by Rock Island's introduction of their Texas Rocket in 1937. Both beat the running time of the Southern Pacific's heavyweight train.

The Southern Pacific was a serious competitor, and had already decided to run its own streamliner on the Dallas-Houston line. The cars were built in the same groups as those of the Coast Daylight, and on September, 19, 1937 the new streamlined Sunbeam trains, #13 and #14, were launched running the fastest schedule between Houston and Dallas, beating the times of competing Rock Island and Burlington.

• TABLE OF CONTENTS
• INDEX

39. Alco PAs with triple digit numbers of the Texas and New Orleans RR move out with the streamlined Sunbeam. The diesels are followed by a Daylight-painted Railway Post Office car.

The streamlined Sunbeam was painted in the Daylight colors with the "Sunbeam" name on the car plaques. Three P-6 class Harriman Heavy Pacific type 4-6-2 steam engines were rebuilt and restyled for this service with new Boxpok drivers and sheet metal streamlining patterned after the Daylight 4-8-4 streamlined engines.

Each consist had a lightweight baggage express car, a stand-alone chair car, two articulated chair car pairs, a parlor car (similar to the Daylight's but without a stateroom) and a diner-lounge-observation car.

The Hustler (train #15, 16) was the heavyweight train on a morning schedule between Dallas and Houston. Beginning June 5, 1938, the Hustler began an interesting tandem operating pattern with the Sunbeam.

Each morning, the Sunbeam cars without the parlor car departed from both Dallas and Houston running as the Hustler. On arrival at their respective terminals the trains were cleaned, the parlor cars were cut in and the two consists departed in the afternoon operating as the Sunbeam.

40. The Sunbeam's baggage-express car is followed by chair cars identical to the ones on the Daylight.

This operation upgraded the Hustler to a streamliner and freed up the heavyweight equipment, resulting in a far more efficient use of the expensive new lightweight cars.

On your model railroad, the morning local trains could pick up a parlor car or drop express cars to run afternoon services.

By 1950, passenger loadings on the T&NO trains fell off drastically as new highways were completed. Travel by new airlines quickly drained off the first class passengers, resulting in the SP discontinuing most of their Texas services but leaving the Sunbeam and Hustler.

The cars were refinished in stainless steel with red letterboards in 1951. The Hustler ran until 1954, while the Sunbeam remained until 1955, after which its cars were sent to Pacific lines of the SP.

41. The chair cars are followed by the full parlor car (without stateroom) and the observation-lounge car of the Sunbeam.

Train consist diagrams

The trains in these diagrams can be modeled with ready-to-run and kit form plastic models, plus either some brass cars or stand-ins. The diagrams show the changes that took place on Southern Pacific streamliners over the years.

The books, "Night Trains of the Southern Pacific Coast Route Vol. 1" and "Day Trains of the Southern Pacific Coast Route, Vol. 2" by Dennis Ryan and Joseph Shine have detailed descriptions of car assignments and photos through the history of these cars.

In the book "The Daylight, Volume 1" by Richard K. Wright, it is indicated that the railroad's consist sheets only specified car numbers in 1946, 1947 and 1948.

Before this time, the cars may have been locked into their assignments due to a lack of extra lightweight equipment. Orders of new

T&NO

THE SUNBEAM (#13, 14) INAUGURAL CONSISTS, SEPTEMBER, 1937

(CARS ARE NUMBERED IN TEXAS & NEW ORLEANS RR. SUBSIDIARY NUMBERING SYSTEM)

CONSIST #1 →	650	450	500 + 501	502 + 503	700	950
LOCOMOTIVE	BAGGAGE-EXP. 77-B-1	* CHAIR CAR 77-C-2	ARTICULATED CHAIR CARS 64-ACW-1 + 64-ACM-1	ARTICULATED CHAIR CARS 64-ACW-1 + 64-ACM-1	PARLOR CAR 77-PR-2	DINER-LOUNGE 77-DL-1
CONSIST #2 →	651	451	504 + 505	506 + 507	701	951

JUNE 5, 1938 - THE TWO SUNBEAM CONSISTS BEGAN OPERATING A SECOND TRIP DAILY WITH THE PARLOR CAR CUT OUT AS THE HUSTLER.(#15, 16)
JUNE, 1939- ARTICULATED CAR SETS 504+505, 506+507 WERE TRADED WITH SP PACIFIC LINES IN EXHANGE FOR TWO STAND ALONE CHAIR CARS, 452, 453

T&NO

THE SUNBEAM (#13, 14) / THE HUSTLER (#15, 16) 1940 - 1955

(CARS ARE NUMBERED IN TEXAS & NEW ORLEANS RR. SUBSIDIARY NUMBERING SYSTEM)

CONSIST #1 →	141	650	452	450	500 + 501		700	950
LOCOMOTIVE	BAGGAGE-RPO 69-BP-30-3	BAGGAGE-EXP. 77-B-1	* CHAIR CAR 77-C-1	* CHAIR CAR 77-C-2	ARTICULATED CHAIR CARS 64-ACW-1 + 64-ACM-1		PARLOR CAR 77-PR-2	DINER-LOUNGE 77-DL-1
CONSIST #2 →	148	651	453	451	502 + 503		701	951

APRIL, 1942- SP CHAIR CAR 2427 (1st) CLASS 77-C-3 WAS RECEIVED AND RENUMBERED TO 454 AND WAS USED AS NEEDED.
NOVEMBER, 1946- CARS 450, 451 HAD PARTITIONS AND ADDITIONAL BATHROOM INSTALLED TO CONFORM TO SEGREGATED SEATING LAWS.
NOVEMBER, 1954- SP CHAIR CAR 2429, CLASS 77-C-3 WAS RECEIVED AND WAS RENUMBERED TO 455 FOR SUNBEAM SERVICE.

THE HUSTLER WAS DISCONTINUED IN 1954,
THE SUNBEAM WAS DISCONTINUED IN 1955

42. Diagram of the Daylight wartime consist of January, 1942 and first postwar consist of April, 1946.

cars began arriving in 1949 which made it likely that lightweight protect cars were available to fill in when regular assigned equipment was sent for maintenance or repair work.

Chair cars were placed into equipment pools operating out of San Francisco and Oakland. The diagrams in the postwar period shown here indicate a single set of car numbers as reported by observers. These serve to indicate the type of car usually on the train. For researchers, railroad accident reports are considered the most accurate source of car number information as insurance company payments and records are involved.

In part 2 next month, I delve into the details about other SP streamliner trains. See you in February! ☑

Click here for reader comments

VICTOR ROSEMAN

Victor got his first train, a Lionel, at age 3. Victor graduated from the Pratt Institute with BFA and MS degrees and taught fine arts in high and junior high school for 30 years and is now retired.

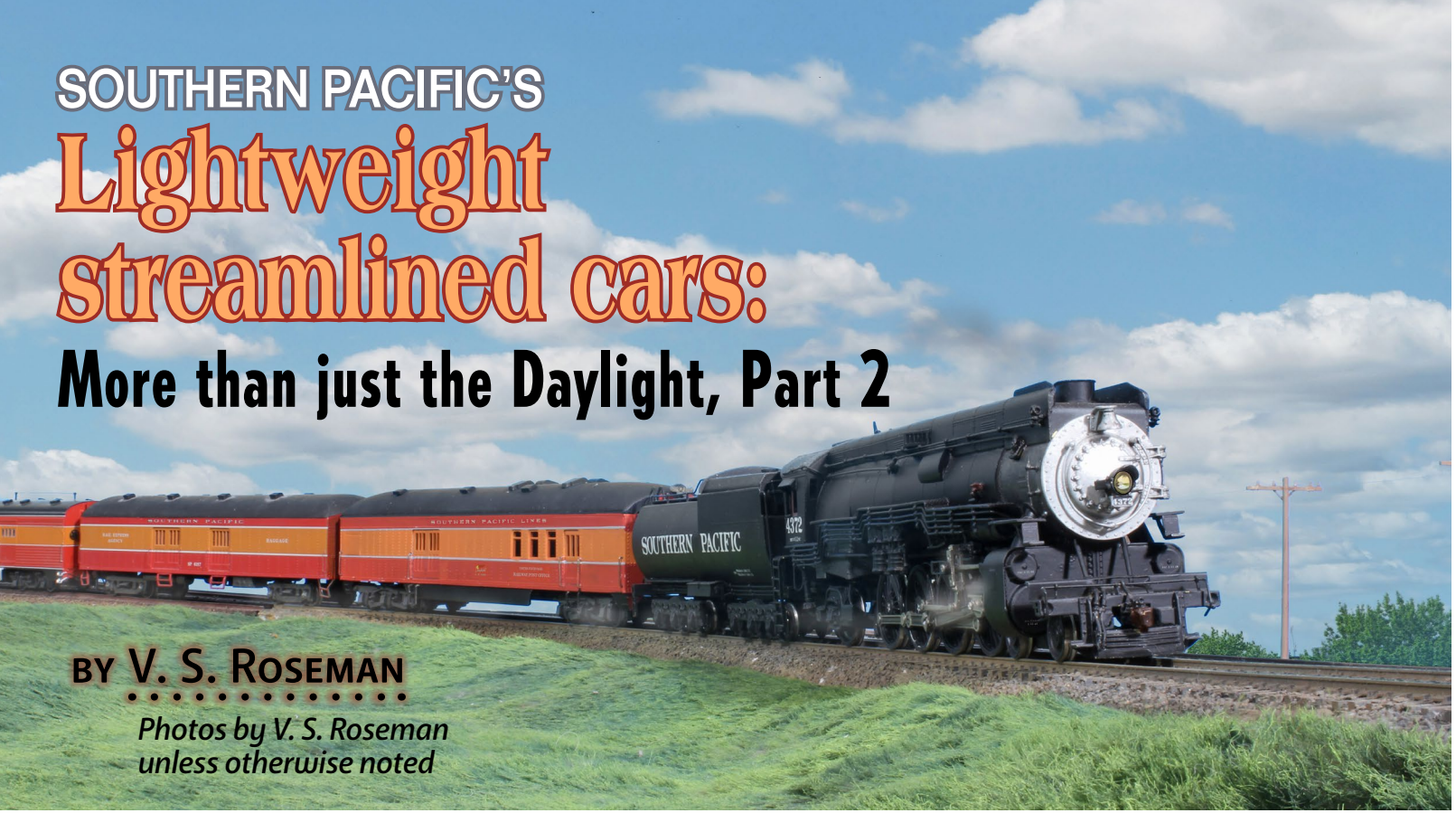
Victor has written many articles and several railroad related books over the past 35 years. He's also done many freelance projects for Walthers, Atlas and other model manufacturers. ■

• TABLE OF CONTENTS
• INDEX

SOUTHERN PACIFIC'S

Lightweight streamlined cars:

More than just the Daylight, Part 2



BY V. S. ROSEMAN

Photos by V. S. Roseman unless otherwise noted

1. The 1946 San Joaquin Daylight with (left to right), a full baggage car, baggage/RPO car, and 4-8-2 Mountain locomotive with skyline casing.

Click here for reader comments

PART 2: NEW STREAMLINERS ADDED, AND THEIR OPERATIONS

SHORTLY AFTER THE DELIVERY AND INSPECTION of the first Daylight cars on the Southern Pacific, additional chair cars were ordered for the San Francisco Challenger on the Overland route to Chicago, and for the Californian on the SP-Rock Island Golden State route between Los Angeles and Chicago. These cars arrived painted dark olive green with gold lettering, to match the heavyweight trains on which they would serve. Most would eventually be painted in the red and orange Daylight colors.

The new cars were immediately put into service in temporary assignments until their assigned trains were organized. The great success of the Coast Daylight had already encouraged the SP to begin planning new streamliners.

THE SAN JOAQUIN DAYLIGHT

Just across the bay from San Francisco is the city of Oakland, where the SP had a major terminal serving lines north and east, as well as the line to Los Angeles through the San Joaquin Valley. The valley line ran through Modesto, Merced, Fresno, and Bakersfield.

At the south end of the valley, the track traversed the Tehachapi Mountains to reach Los Angeles. On July 4, 1941, passenger service was upgraded when the new streamlined San Joaquin Daylight began operation as SP trains #51 and #52, with a consist generally similar to the Morning Daylight's.

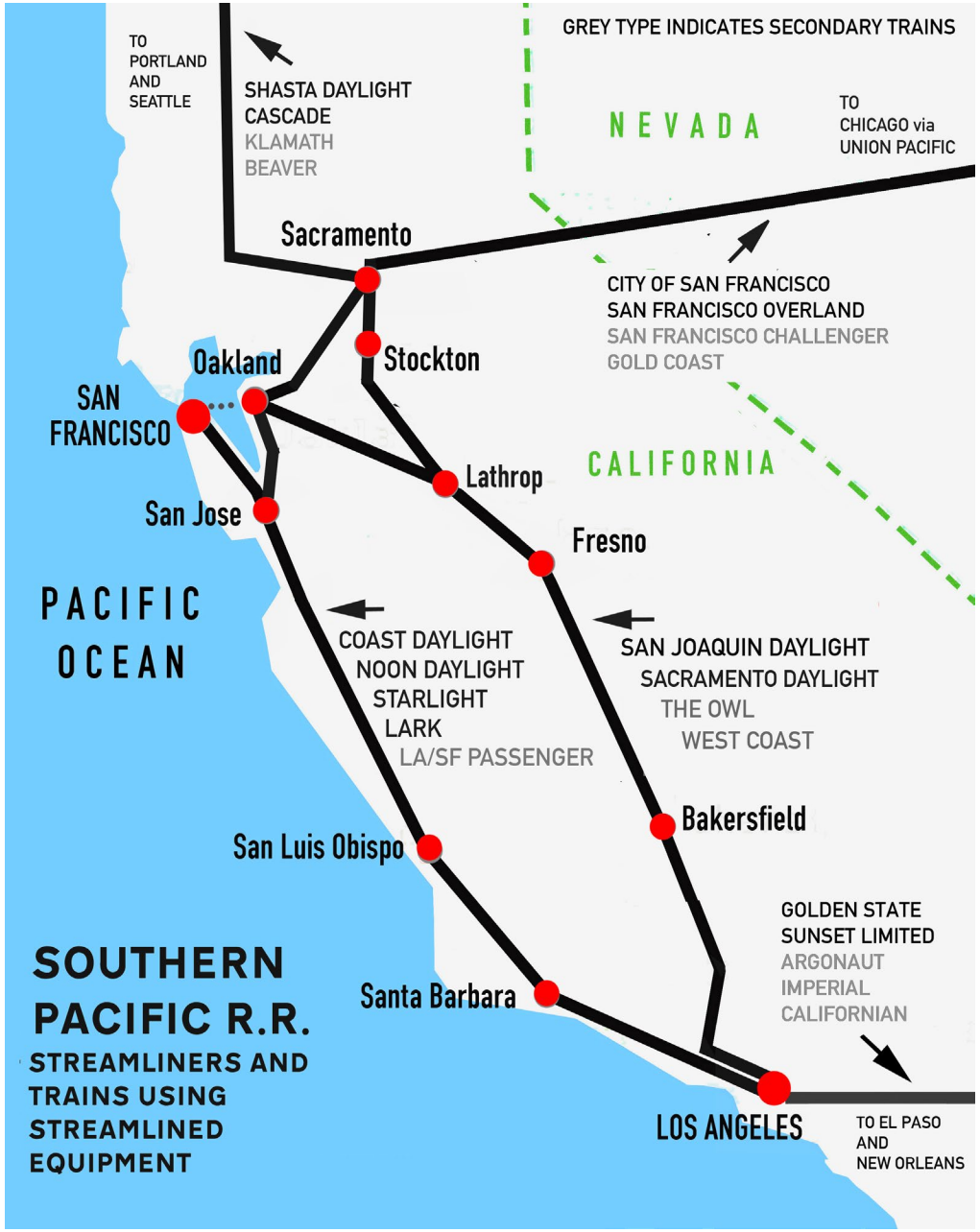
2. (Above) The San Joaquin continues with chair car, tavern, single chair car, and a baggage-chair car.

3. (Below) At the end of the San Joaquin are (left to right) the door of the last chair car, lightweight coffee shop car, heavy-weight diner, and articulated chair car pair.

While the coast line was considered to be the more scenic way to travel, the valley route featured a variety of desert panoramas with rich farmland vistas and the rugged views as the right of way twisted through the Tehachapi Mountains.

During the period of government regulation in the Second World War from January 1942 to April 1946 the Noon Daylight was discontinued. That train's triple unit food service cars (10250+10251+10252 and 10253+10254+10255) were reassigned to the San Joaquin Daylight. This released two single-unit

4. (Below) With no lounge car model available resembling 2920, I have used a Rivarossi 1920 series 12-1 sleeping car with round roof from MDC/Athearn cars in Daylight colors as a stand in, but this is stretching things. A Bachmann Spectrum sleeping car with its single end would be closer. Prototype car 2920 would have run from 1947 through early 1950s but does not show up in all consist listings.



5. Streamliner service on SP lines in California.

lightweight dining cars (10200, 10201) for relief service on other trains as required.

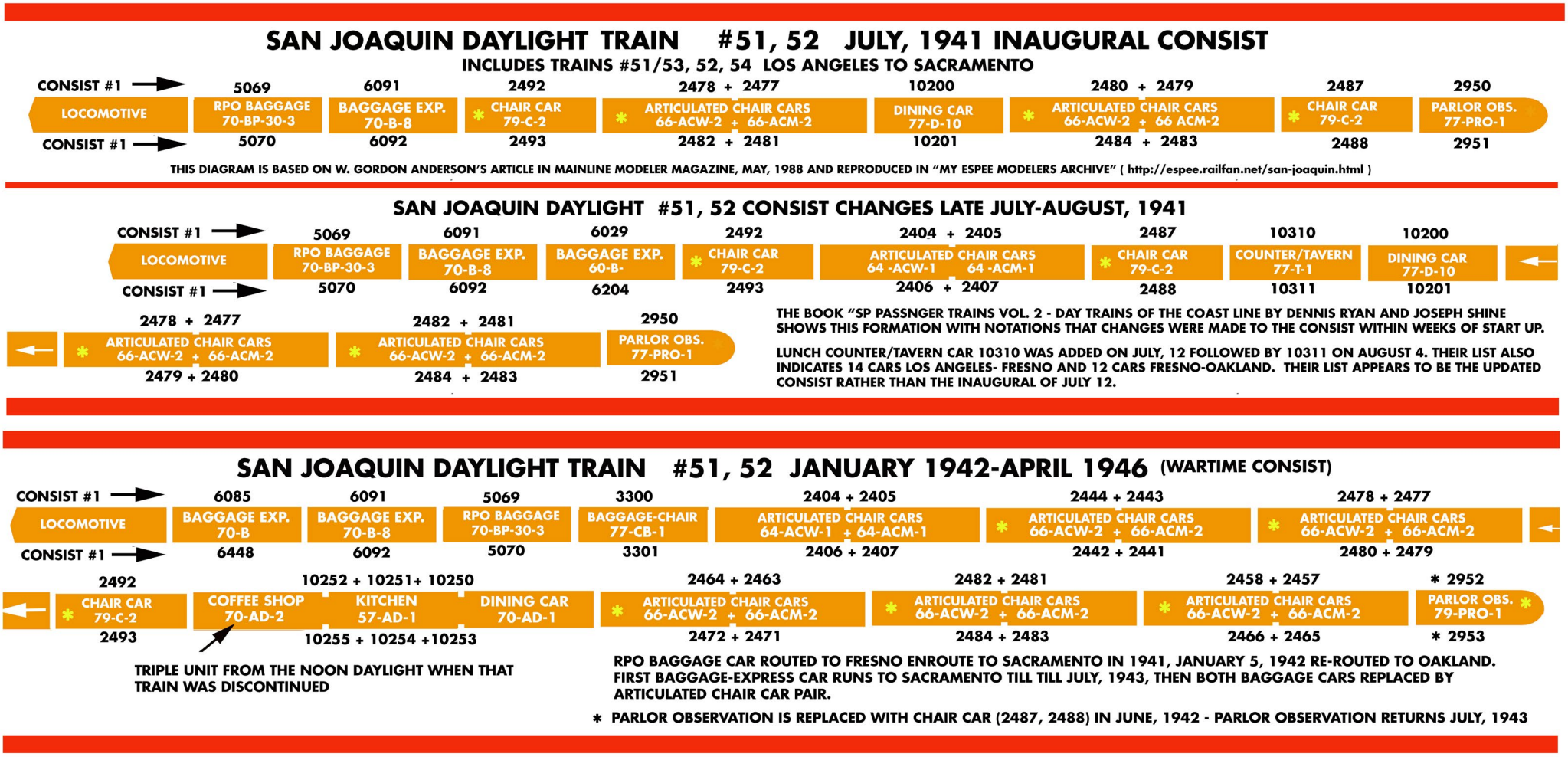
Baggage-express cars 6091and 6092 in class 70-B-8 were modernized in 1941 with skirts and tapered roofs to harmonize with the San Joaquin's streamlined equipment.

A pair of Railway Post Office cars, 5069 and 5070 in class 70-BP-30-3, were also modernized with tapered roof and skirts and were assigned to the train. These cars were painted in Daylight colors. SP 5124, a non-modernized car in class 70-BP-30-2, was a protection RPO for the San Joaquin and was painted to match.

Photos taken at various times show other baggage and RPO cars on the train. In 1950 (and 1954) a total of three 80-foot horse cars were rebuilt into RPO cars for the San Joaquin in class 80-BP-60-1. All were painted in Daylight colors and similar 77-BP-60 cars rebuilt from old dining cars were seen on the San Joaquin Daylight.

In 1946, when wartime government restrictions were lifted, the Noon Daylight was reinstated and the triple-unit cars reverted to that train until it was discontinued in 1949.

The San Joaquin Daylight's cars included several that were released if a car on the Coast Daylight, City of San Francisco or some other trains needed a replacement car. It appears that the San Joaquin Daylight was at the bottom of the assignment priorities, for the train's lightweight cars were in protect service of various other streamliners. Heavyweight replacement cars were often called for service on the San Joaquin. These older cars were modernized with air conditioning and their interiors had been upgraded so they were virtually indistinguishable internally from the new lightweight cars. And on their heavy six



6. Diagram of the San Joaquin Daylight in 1941 and 1946.

wheel trucks, the ride of these older cars was described to me as "like a Cadillac."

In February of 1947 a collision with a gasoline truck at Kingsburg CA destroyed some of the San Joaquin Daylight's cars. After this time, the two consists for the train were no longer identical.

The lightweight tavern car was wrecked and was replaced by heavyweight lounge car 2920. The lounge seats were sold as parlor seating until October of 1947, when first class parlor seating was discontinued on the train. In 1955 this car was assigned to the Starlight, and in 1956, lounge car 3232 (class 75-CS-2) lounge was assigned to the train. Photos show various other lounge cars, mostly in the same classes, in San Joaquin service during these time periods.

Heavyweight dining cars including 10144, 10148, 10156 were often spotted on the train, as were lightweight coffee shop cars 10400, 10401 and lightweight tavern-lunch counter cars 10310,

7. By 1956, the San Joaquin has engine 4460, a GS-6 wartime-built 4-8-4 on the point.

10311. (for more details see Ryan and Shine "SP Passenger Trains, Volume 2: Day Trains of the Coast Line," page 194) The consist of the San Joaquin was usually 13-14 cars.

The heavyweight food service cars on the San Joaquin Daylight lasted as late as 1962 and were among the last passenger-carrying heavyweight cars on SP trains. (See the book "Southern Pacific Passenger Cars, Vol. 5," pg. 192-3 and the modeling section of this article).

In 1954 the triple food service units were sent into the shops for conversion to hamburger grills featuring simpler menus and needing a smaller staff than previously. The conversion of one set(#10250+10251+10252) was never completed. In 1955 dome lounge cars were assigned to work as lounge cars along with the heavyweight lounge cars such as 2980.

8. The San Joaquin Daylight has (left to right) chair cars, a class 80-BH-1 ex-horse car in sealed sack mail and express service, and a Railway Post Office/baggage car.

9. Farther back in the 1956 San Joaquin (left to right) are part of a chair car, a heavyweight lounge car, a dining car, hamburger grill car, and portion of a lightweight chair car.

SAN JOAQUIN DAYLIGHT #51, 52 AND SACRAMENTO DAYLIGHT #51-53, 52-54 1947 POSTWAR CONSIST

CAR NUMBERS ARE EXAMPLES ONLY →

LOCOMOTIVE	5069 RPO BAGGAGE 70-BP-30-3	3300 BAGGAGE-CHAIR 77-CB-1	3000 PARLOR CAR 77-PR-1	10310 TAVERN 77-T-1	2410 + 2411 ARTICULATED CHAIR CARS 64-ACW-2 + 64-ACM-2	2486 + 2485 * ARTICULATED CHAIR CARS 66-ACW-2 + 66-ACM-2

10144 (HW) DINING CAR 77-D-9	* 10400 COFFEE SHOP 77-D-11	* 2488 * CHAIR CAR 79-C-2	* 2482 + 2481 * ARTICULATED CHAIR CARS 66-ACW-2 + 66-ACM-2	* 2486 * CHAIR CAR 79-C-2

* IN JUNE, 1946 THE SP INAUGURATED A THROUGH LOS ANGELES-SACRAMENTO STREAMLINER BY SPLITTING OFF THE LAST FIVE CARS OF TRAIN #51, 52 AT LATHROP. THE SACRAMENTO DAYLIGHT CARS WERE ADDED TO EXPRESS CARS AND A HEAVYWEIGHT COMBINE THAT ORIGINATED AT TRACY.

ON FEBRUARY 4, 1947 THE SAN JOAQUN DAYLIGHT HIT A TRUCK AT KINGSBURG, CA. AFTER THIS TIME THE TWO CONSISTS WERE NO LONGER IDENTICAL. WRECKED TAVERN CAR 10310 WAS REPLACED WITH HEAVYWEIGHT LOUNGE CAR #2920 PAINTED IN DAYLIGHT COLORS TO MATCH THE TRAIN

SAN JOAQUIN DAYLIGHT #51, 52 AND SACRAMENTO DAYLIGHT #51-53, 52-54 PEAK TRAFFIC PERIOD 1958

CAR NUMBERS ARE EXAMPLES ONLY →

LOCOMOTIVE	5217 RPO- BAGGAGE 80-BP-60-1	6506 BAGGAGE-EXP. 80-BH-1	3300 BAGGAGE-CHAIR 77-CB-1	2404 + 2405 ARTICULATED CHAIR CARS 64-ACW + 64-ACM	2492 * CHAIR CAR 79-C-2	** 10500 (HW) HAMBURGER GRILL 77-D-2	10200 COFFEE SHOP DINER 77-D-10	3600 DOME LOUNGE

2489 * CHAIR CAR 79-C-2	2480 + 2479 * ARTICULATED CHAIR CARS 66-ACW + 66-ACM	2486 * CHAIR CAR 79-C-2	* 2478 + 2477 * ARTICULATED CHAIR CARS 66-ACW + 66-ACM

THE DOME LOUNGE CARS NEVER RECEIVED COMMON STANDARD CLASS DESIGNATIONS

** HEAVYWEIGHT CARS SWITCHED OUT AT LATHROP FOR SACRAMENTO (TRAIN #53, 54)

TRIPLE CAR FOOD SERVICE UNIT TOOK THE PLACE OF THE THREE FOOD SERVICE CARS SHOWN IN ALTERNATE CONSIST.

HARRY STEGMAIER'S BOOK INDICATES AN ADDITIONAL BAGGAGE-EXPRESS CAR OPERATED WESTBOUND, TUESDAYS ONLY

SAN JOAQUIN DAYLIGHT #51, 52 AND SACRAMENTO DAYLIGHT #51-53, 52-54 OFF PEAK TRAFFIC PERIOD 1958

BY THIS TIME CHAIR CARS WERE UTILIZED FROM THE DAYLIGHT POOL AS AVAILABLE. DINER AND LOUNGE CARS WERE CHANGED AS NECESSARY.

CAR NUMBERS ARE EXAMPLES ONLY →

LOCOMOTIVE	5217 RPO- BAGGAGE 80-BP-60-1	6506 BAGGAGE-EXP. 80-BH-1	3300 BAGGAGE-CHAIR 77-CB-1	2404 + 2405 ARTICULATED CHAIR CARS 64-ACW + 64-ACM	10200 COFFEE SHOP DINER 77-D-10	3600 DOME LOUNGE	* 2478 + 2477 * ARTICULATED CHAIR CARS 66-ACW + 66-ACM

* CARS SWITCHED OUT AT LATHROP FOR SACRAMENTO (TRAIN 53, 54)

IN THE 1960S THERE WAS A SLOW ATTRITION OF EQUIPMENT. IN 1961 AUTOMAT CARS REPLACED OTHER FOOD SERVICES. BY THE END OF THE 1960S THE POST OFFICE DEPARTMENT TERMINATED THE RPO CONTRACT, WHICH HAD BEEN THE MAIN SOURCE OF REVENUE FOR THE TRAIN. PHOTOS SHOW ACTUAL TRAIN CONSISTS (1968 EXAMPLE) WITH A BAGGAGE-EXPRESS CAR, ONE PAIR OF ARTICULATED CHAIR CARS AND A BOAT TAIL CHAIR CAR. IN THE LATE '60S THROUGH CARS TO SACRAMENTO WERE REPLACED WITH CROSS PLATFORM TRANSFER. THIS OPERATION RAN TILL AMTRAK TOOK OVER IN 1971.

HARRY STEGMAIER'S BOOK INDICATES AN ADDITIONAL BAGGAGE-EXPRESS CAR OPERATED WESTBOUND, TUESDAYS ONLY

10. San Joaquin Daylight diagrams for 1947, 1958.

The heavyweight equipment was often either two-tone gray or green and by about 1958 the train usually had at least two-tone gray or olive green cars on any given day. Beginning in 1958 lightweight cars were stripped and refinished in stainless steel with red stripe so the train was even more mixed. By the mid '60s, San Joaquin cars were all stainless with red letterboard stripe, into the train's final years.

In 1961 automat cars began service on the San Joaquin Daylight. The train ran this way until the end of private railroad operation in 1971, and in its last years was usually just a baggage car, the automat car and a few chair cars.

Today, Amtrak serves the San Joaquin Valley from Oakland to Bakersfield with motor coach connections to Los Angeles and San Diego. Today there are a total of 14 trains in both directions, including two L.A.-Fresno trains.

• TABLE OF CONTENTS
• INDEX

11. San Joaquin Daylight behind three F7 units, arriving Fresno en route to Los Angeles, 1955.

12. Chair cars, baggage combine and Railway Post Office car of the '55 consist of the San Joaquin.

13. San Joaquin for 1955 with (from left) silver chair cars, coffee shop car, dome car and articulated chair car pair.

This description is a very condensed version of changes that took place on the San Joaquin Daylight.

The following link to "My Espee Modeler's archive" shows additional consists at various times through the San Joaquin Daylight's history:

espee.railfan.net/san-joaquin.html

David Coscia's SP site has a page listing the heavyweight cars that were painted in Daylight colors:

coscia-espee.info/sp_daylight.html

14. The Sacramento Daylight circa 1946 with one mail and express car, combine, and two Daylight-type chair cars followed by (out of photo) one more chair car.

SACRAMENTO DAYLIGHT

Shortly after the end of government wartime restrictions in 1946, two new services were instituted between Los Angeles and Sacramento. The Los Angeles to Portland, OR "West Coast" was cut back and was rerouted to become a direct overnight train between Los Angeles and the state capitol at Sacramento. A new daytime through service was started between these two cities, the Sacramento Daylight #53, 54.

Unlike the other Daylights, there was only a single consist. The 57-mile route from Lathrop, where the train was split from the San Joaquin Daylight, only took about two hours end to end, and made both the east and westbound runs on the same day.

15. The Sacramento Daylight, still behind steam with heavier mail and express consist, circa 1947 en route to its namesake city.

The inaugural train ran with a 4-8-2 (MT-4 4363, not the usual power), rebuilt heavyweight combine (3176), coffee shop diner (10400 or 10401), three lightweight Daylight-type chair cars, and a parlor observation car (2950 or 2951).

The parlor observation car was discontinued in 1946, replaced by an additional lightweight chair car. In 1949, triple-unit dining cars from the discontinued Noon Daylight were assigned to the San Joaquin Daylight, and food service for the short run on the Sacramento Daylight was discontinued.

Shortly after the inception of trains 53 and 54, the mail train on this route (261/262) was discontinued.

• TABLE OF CONTENTS
• INDEX

16. By the mid '50s the Sacramento Daylight was dieselized. It is shown here with passenger-equipped GP9 5603, a combine, and an articulated chair car pair.

17. The Lathrop to Tracy segment of the Sacramento Daylight after transferring its chair cars to the San Joaquin Daylight.

Sacramento Daylight absorbed this mail and express, sometimes carried in the combine but often in varying numbers of storage mail cars. An RPO car appears in photos of this train.

Express traffic was extremely seasonal and ran heavy before Christmas along with extra cars of mail. Traffic was also heavy at the start and end of the summer when steamer trunks for children at camp or families going to or from vacation loaded the trains.

From the start of the service, Sacramento Daylight equipment originated daily at Tracy where there were servicing facilities. Equipment ran to Lathrop, where the train dropped off some express cars and met the San Joaquin Daylight from Los Angeles. Chair cars were cut off the San Joaquin and were turned and added to the Sacramento Daylight, running through to Sacramento.

Atlantics 4-4-2 3000 and 3001 were usually assigned to the train until they were scrapped in 1950. For the remainder of the years of steam, typical power was a P-8 or P-10 heavy Pacific 4-6-2 such as 2484 or 2486 (with skyline casing) or 2475 (without the skyline casing) Diesels took over the run around 1956. Descriptions indicate that almost any engine from the San Jose commute pool might have run on the Sacramento Daylight.

The usual diesel power on the train was a dual-control steam boiler-equipped GP9 which began as T&NO 283, was renumbered to 3422, and later to 3010 and finally 3191. The engine was in black widow colors at least until 1960. An SD7 such as 5308 was also frequently used.

Combine 3176 was retired in 1961, and was replaced by baggage-club car 3076, (painted two-tone gray) in use as a baggage chair car.

18. In its last years, the Sacramento Daylight consist was usually all lightweight with rebuilt Daylight-type chair cars and baggage chair, here approaching Lathrop circa 1966.

Car 3079 is shown 1n 1961 in "SP Technical Historical Society Passenger Cars" volume at Lathrop, probably in Sacramento Daylight service.

A consist photographed during 1966 (SP Trainline magazine, Summer 2012, page 16) shows a lightweight baggage-chair car built for the Daylight now in regular service on the Sacramento Daylight. By this time the car had been rebuilt with a new recessed sliding door with single window and flat stainless steel replacement sides.

The SP similarly rebuilt a prewar lightweight Daylight chair car and a postwar Shasta-type tall window chair car. Lightweight combines may have operated on the train as early as 1962.

In 1968 Railway Express ceased its shipping express on passenger trains. From about this time to the start of Amtrak in 1971, the consist was usually the lightweight combine and one or two chair cars. In the last years, #3006, a GP-9 "torpedo boat" dual

control engine in bloody nose red and gray colors was typical power for the 353/3. 54.

With the decline in ridership by the 1960s, the through service to Sacramento was discontinued, and passengers from Los Angeles walked across the platform to the connecting train at Lathrop. In May, 1970 the connection point was changed to Tracy. The Sacramento Daylight lasted until May, 1971 when Amtrak took over operation of intercity passenger services.

LATHROP, CALIFORNIA

When the San Joaquin Daylight from Los Angeles reached Lathrop, the rear cars were cut off and were joined to the equipment from Tracy en route to Sacramento. These trains entered Lathrop from opposite directions. The Tracy-Lathrop mail and express cars were dropped, and the chair cars and express cars to Sacramento were turned on the wye tracks using the road engine.

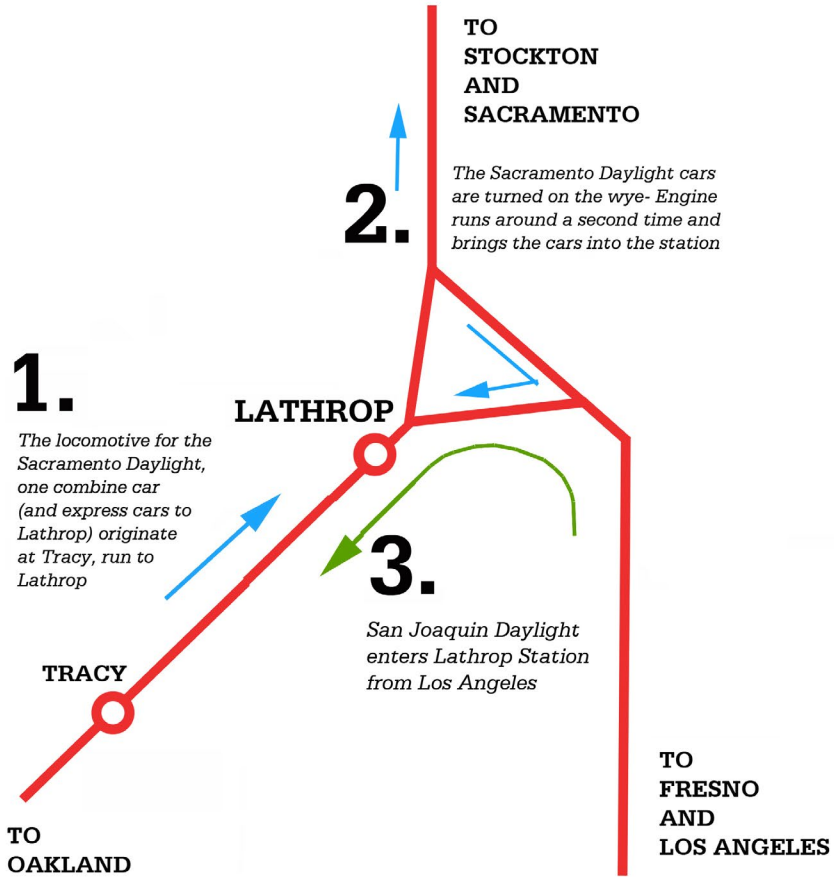
The operations at Lathrop on the Sacramento Daylight and San Joaquin Daylight could be the basis for a whole model railroad. The wye at Lathrop, one terminal such as Sacramento, and either one or two loops representing Los Angeles (or Fresno) and Oakland are one possibility for such a layout.

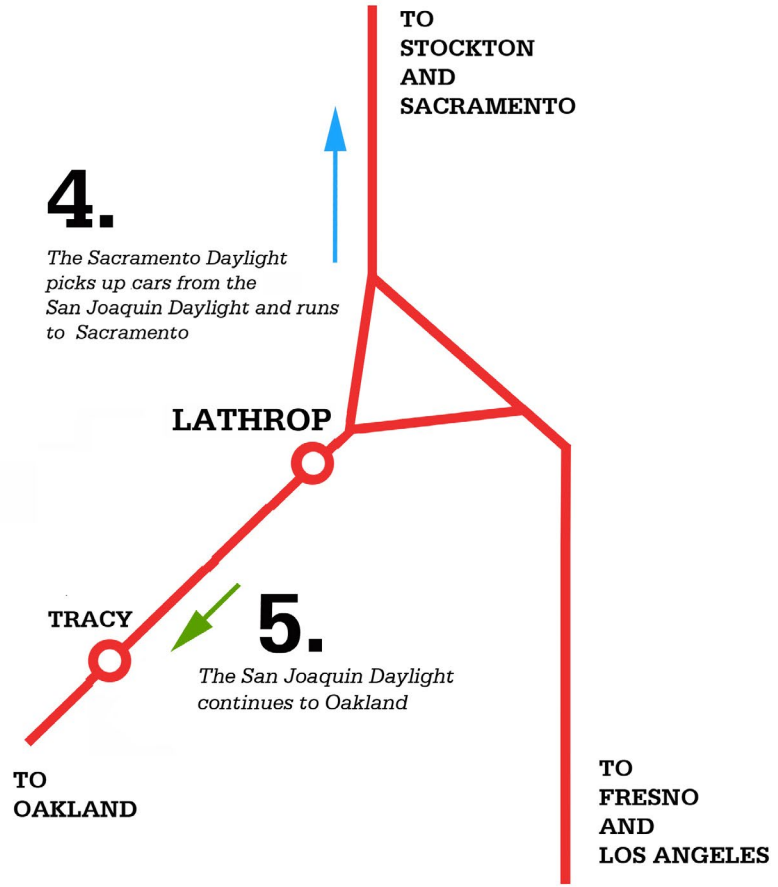
The sketch of Lathrop illustrates the eastbound operation. It is possible that this involved method of turning the cars was due to some established railroad procedure, safety rules or work rules, for there are simpler ways to set the through cars in the right direction.

This operation is described in detail, and illustrated with photos in the SP Historical Society Magazine "SP Trainline" the publication of the Southern Pacific Historical and Technical Society, Issue #72 Summer, 2002 and #112 Summer, 2012.

SWITCHING OPERATION AT LATHROP, CALIFORNIA

Showing the Northbound San Joaquin Daylight and Sacramento Daylight trains





Southbound trains to Los Angeles are combined at Lathrop in similar sequence.

19. Sketch of operation at Lathrop, switching cars of the Sacramento Daylight.

• TABLE OF CONTENTS
• INDEX

Additional information is available online at the following links: Southern Pacific Passenger Train Consists - San Joaquin Daylight 51/52

Links to Karl Swartz's Southern Pacific website are:

espee.railfan.net/san-joaquin.html

www.kls2.com/~karl/rr/sp/sp-sjd-1957.html

THE STARLIGHT

The San Francisco-Los Angeles Lark provided an all-first class overnight service on the Coast Line, while the Coaster was a night coach accommodation operating for many years on this line with a heavyweight formation.

In October, 1949, the Coaster was replaced with a new overnight luxury coach streamliner, "The Starlight," #94, 95.

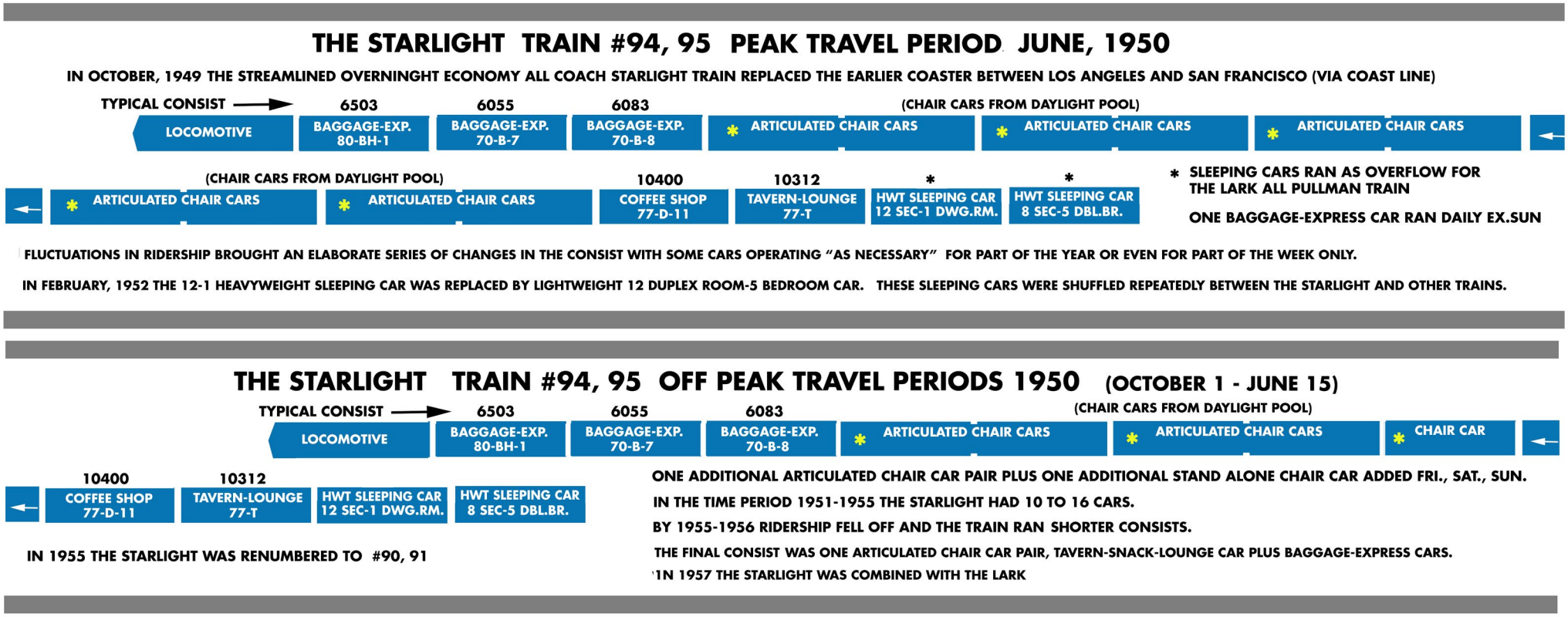
With the discontinuation of the Noon Daylight, many of the lightweight cars were

moved to the Starlight. This train had a coffee shop diner and tavern lounge that were open all night, very deluxe equipment for an overnight train. Lightweight food service cars were used as available.

The schedules of the Starlight and Daylight were coordinated to permit a car from either train to be quickly cleaned and sent out on the other when necessary.

At the start, the Starlight had a parlor car, 3000 straight parlor, or 2951 parlor observation. These were intended to provide

20. The Starlight's Alco PAs with, baggage, express, and chair cars circa 1950.



20. Diagram for the overnight luxury chair car streamliner Starlight in 1950

fast first class early morning and evening service between Los Angeles and Santa Barbara/Ventura and at the other end of the line between San Jose/Palo Alto and San Francisco. The cars did not prove popular and only lasted a month till October 31, 1949.

In 1953 there were changes to the car assignments too complicated to describe in full detail here. Essentially, while the feature cars ran at all times, the Starlight's summer consist included five articulated chair car pairs operating June 15th to October 15th.

There was a wintertime consist for weekdays, Monday through Thursdays only with just two articulated chair car pairs. There was a Friday through Sunday weekend setup with three articulated chair car pairs.

In the high ridership period from Christmas to New Years, cars were added as necessary up to an 18-car train. Ryan and Shine's "Passenger Trains of the SP Coast Line, Volume I, Night Trains" describes all this in greater detail.

Lightweight cars in dark olive green or two-tone gray were often used on the Starlight, although these were gradually being painted in Daylight colors.

• TABLE OF CONTENTS
• INDEX

21. Starlight showing (from left) the lounge car, coffee shop, green 12 section 1 drawing room sleeper, with 12 single room and 5 roomette lightweight duplex sleeper that was sometimes assigned to the train.

Sleeping cars on the Starlight were not shown in public timetables, but it is well documented that they handled overflow first class passengers from the Lark.

The train was assigned two heavyweight sleeping cars, an 8 section-5 double bedroom car, and a 12 section-1 drawing room car. 12 duplex room-5 bedroom cars sometimes replaced the 12-1 car. These lightweight 12-5 cars (9250, 9251) were transferred from the City of San Francisco train and came to the Starlight still painted in UP style yellow in February, 1952.

In August of 1953, 12-5s were painted two-tone gray and were assigned to the San Francisco Overland. In February 1954 they were moved to the West Coast train until they were moved back

to the Starlight in April, 1954 where they remained until their removal in August, 1955.

In 1956, chair cars were added experimentally to the traditionally all-Pullman Lark. In 1957, the Lark was reconfigured with feature cars for chair car passengers. The Starlight was finally discontinued in July, 1957. When the Lark's mail contract was withdrawn by the U.S. Post Office in 1968 the train was discontinued, ending overnight passenger service on the Coast Line between San Francisco and Los Angeles.

In Part 3 next month, I'll cover the Overland Route and the City of San Francisco. ☑

Click here for reader comments

Victor Roseman

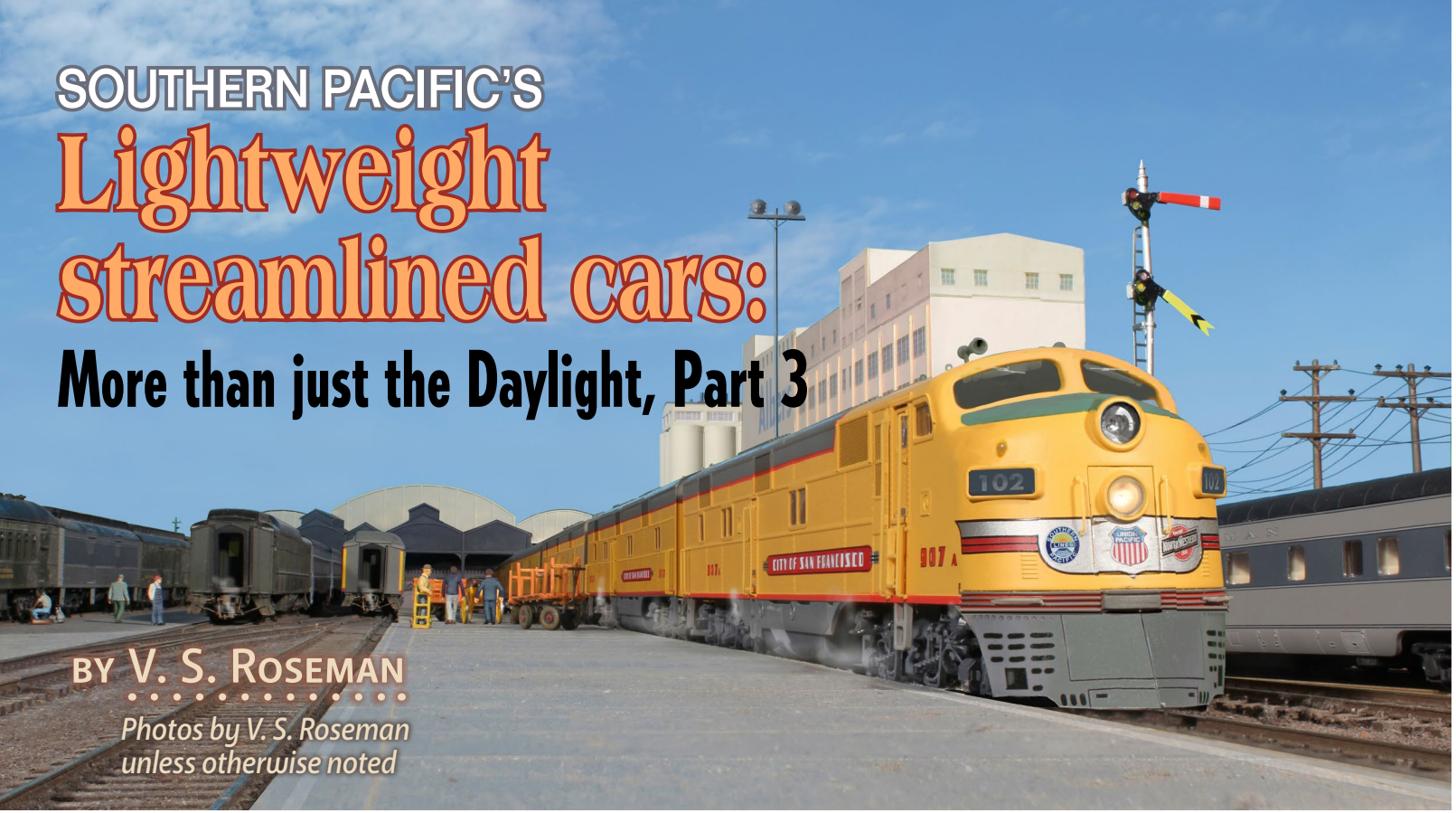
Victor got his first train, a Lionel, at age 3. Victor graduated from the Pratt Institute with BFA and MS degrees and taught fine arts in high and junior high school for 30 years and is now retired.

Victor has written many articles and several railroad related books over the past 35 years. He's also done many freelance projects for Walthers, Atlas and other model manufacturers. ■

SOUTHERN PACIFIC'S

Lightweight streamlined cars:

More than just the Daylight, Part 3



BY V. S. ROSEMAN

Photos by V. S. Roseman unless otherwise noted

1. EMD E7 diesel engine 907-A leads a pair of "B" units at the head of today's City of San Francisco, ready for departure time at Oakland Mole.

Click here for reader comments

Part 3: The Overland Route and the City of San Francisco

In 1937 SP streamlined Daylight-type chair cars SP 2424, 2425, 2426, 2427, 2428 and 2429 were assigned to the Oakland-Chicago "San Francisco Challenger" as part of the SP's contribution to the Overland route in conjunction with the Union Pacific and Chicago Northwestern railroads. These cars were painted dark olive green with gold lettering and red "Challenger" script logo below the windows to match the train. This was a new luxury coach formation.

By 1940, chair cars 2424 and 2426 were shifted to Coast Daylight service, and 2427(1st) was moved to the subsidiary Texas and New Orleans RR. for Sunbeam service. SP cars 2432, 2433, 2434, and 2435 were moved to the S.F. Challenger, where they remained throughout World War II.

The cars continued in Overland route service after the train was discontinued, and some were assigned to the new Gold Coast train on the same route. Several of these Daylight type cars were assigned to the flagship train on the Overland Route, the City of San Francisco, or "COSF."

This fast coach and Pullman formation ran several times a month using two consists. Then the decision was made to operate the train daily starting in October, 1947.

The other SP trains described here so far made their runs daily with two sets of equipment. Running time for COSF between Oakland and Chicago was 40 hours or more. Daily operation of the train required five consists. In 1947 the carbuilders were swamped with orders to replace the cars worn out during World

2. (Above) Full baggage car, baggage-dormitory and chair cars follow the diesels in [1].

3. (Below) A new Fairbanks-Morse switcher shifting cars is about to obscure our view of the Southern Pacific Daylight type fluted-side chair car (center) and Union Pacific Challenger type smooth-side chair cars on the left which come after the cars in [2} above.

War II and the additional cars required for the COSF were not even promised for about a year.

The SP, UP and CNW each pulled the best cars that could be spared, assigning these to the COSF. Their best efforts just made up two additional consists, totaling four equipment sets for the COSF train. This was found to be just barely adequate, but the turn-around time needed for maintenance at terminals was drastically reduced.

For this time period, maintenance operations on these trains must have been like a circus, with arriving trains going right into the yards to be cleaned and serviced for quick departure in order to keep the schedule. The arrival of new equipment for a fifth consist in 1949 permitted fully adequate turn-around time at terminals, normalizing maintenance.

4. (Below) After the cars in [3] comes a pair of Southern Pacific fluted-side 77-D-10 diners following the coach section of COSF, coupled kitchen to kitchen.

5. Sleeping cars make up the tail of the train, with 4 bedroom 4 compartment 2 drawing room cars (right) followed by 6 section 6 roomette 4 bedroom cars, and the buffet-observation lounge car Nob Hill (out of the photo to the left) completing the 18th train as it would have appeared in 1947.

Even with the cooperation of the other railroads on the Overland Route, there could never be enough equipment to permit identical consists for all the COSF consists.

The complete "City" fleet included trains to Portland and Los Angeles, as well as Oakland/San Francisco, plus additional destinations including Denver and St. Louis. In fact, the UP interline operation was so huge that just the COSF consists were listed as the eighth, tenth, eighteenth, nineteenth (and later twentieth) trains. A great effort was made to provide the similar services across all the equipment sets.

In peak travel periods or when tour groups bought blocks of tickets, additional chair cars or sleepers swelled the COSF's consist that day, resulting in its being run in sections. Usually the first class sleeping cars ran as one section, and chair cars as the other, with some feature cars on each.

A complete assignment sheet for just the City of San Francisco would require diagrams for all four or five consists, plus each section operated for every time period, a book length venture. As a result, this is a brief description of the SP's involvement in the COSF.

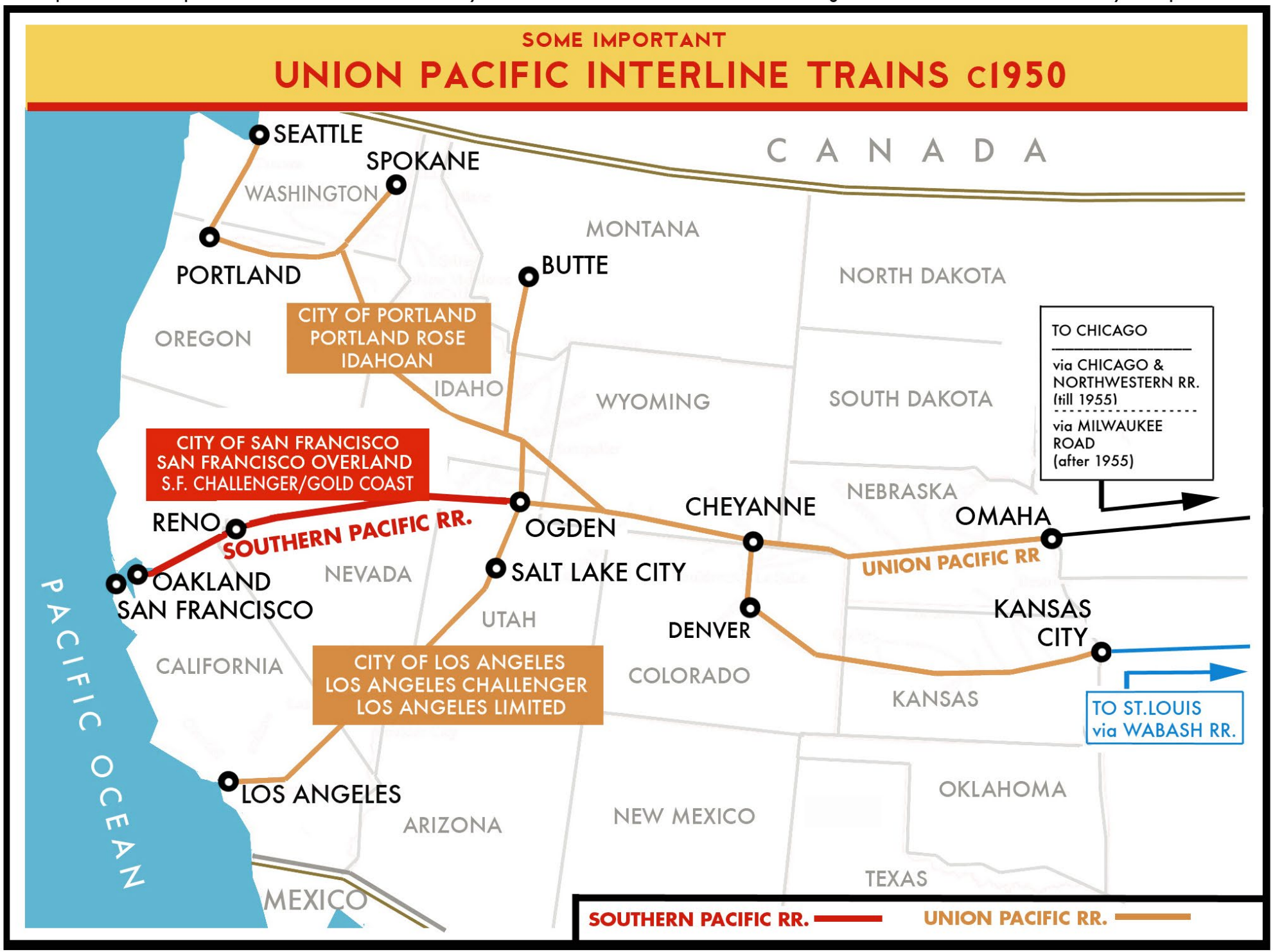
Data is provided for the various cars, but concentrates on modeling the 18th train which had two SP Daylight-type diners (one in use as a coffee shop) and a Daylight chair car. (The other consists had fewer Daylight cars assigned.)

Until 1946, much of the equipment for the City of San Francisco (COSF) was owned by the consortium of the three operating railroads and was lettered with the train name in the letterboard. The group split up the cars between 1946 and 1948, relettering the cars with the name of the railroad in the letterboard.

As carbuilders had been unable to supply new equipment for the daily start in 1947, all the cars were from the prewar period for at least a year into daily operation.

To model this train, a substitute has to be found for the prewar SP class 77-D-10 coffee shop and dining cars, 10300, 10301. The only similar cars I could find would be a pair of MTH, BLI or Kato Daylight tavern cars repainted into UP yellow colors. These have the correct fluting pattern but don't have kitchens. Alternatives would be a pair of Athearn (blue box) diners in UP colors --as the prototypes were only 77 feet long

This map shows some important U.P. interline trains- Secondary trains were often renamed or otherwise changed- See Official Guide to the Railways for specific dates.



7. In 1955 the City of San Francisco enters Oakland terminal with Alco PA units, circa 1955.

the Athearn car is not too far off – or another corrugated-side dining car in UP colors.

Brass Car Sides Co. offers their kit #7469R for UP dormitory baggage car 5613, of the group including 5601 and 5602 rebuilt from full baggage cars in 1947, and this was a COSF car. "Louvered" center skirts could be made up from Evergreen corrugated plastic sheet, or N scale clapboard and added to the model.

The Walthers baggage dormitory from their City train sets (932-9560) representing UP 6000-6008 could stand in for the baggage dormitory cars on some consists.

The sleeping cars for 1947 proved to be an interesting research problem. While the 18th train had only 4-4-2 and 6-6-4 cars, some had plain full depth center skirting, while other cars had the UP-style louvered skirts. Behind the skirts were "W" housings that enclosed the underbody appliances.

8. City of San Francisco (COSF) head end with baggage-express cars and baggage-dormitory car c1955.

9. COSF coach section of train with a baggage-dormitory car and UP and SP chair cars, c1955.

10. Left to right are the final chair car of the COSF train, coffee shop lounge, and dining car, with the beginning of the Pullman sleeping car section.

11. COSF's three 6-6-4 sleepers and a Budd 10-6 sleeper at the tail end of train in 1955 nears the western terminal at Oakland.

Some of the cars had aluminum trim strips above and below the window band. As with the lettering, photos in books or online for the time will show how individual cars appeared.

The 18th train had a club observation car, SF901, named Nob Hill which is available as a car side set from Union Station Products. The prototype car may have only remained on the train for a year or so, for late in 1948 it was transferred to the City of Los Angeles. An IHC smooth side observation or E&B Valley observation car could stand in for SF901.

The 19th train also had a club observation car, "Russian Hill" which texts indicate was an early squared-off observation car. The Rivarossi 1930 series observation car (Pennsylvania RR prototype for 1948 Broadway Limited) resembles this car and in UP colors could stand in.

The Walthers ACF baggage-express car (932-9570) represents the Union Pacific cars 5631-5638 and 5639-5663 built in 1953-4. These are very similar to the 1942 cars numbered 5601-5630. These earlier cars came with louvered skirts that were removed in the 1950s, and had four windows in each door instead of the later single windows.

These cars rode on six-wheel trucks. I had to settle for a modified model based on a Rivarossi coach fitted with new bolsters for the six-wheel trucks.

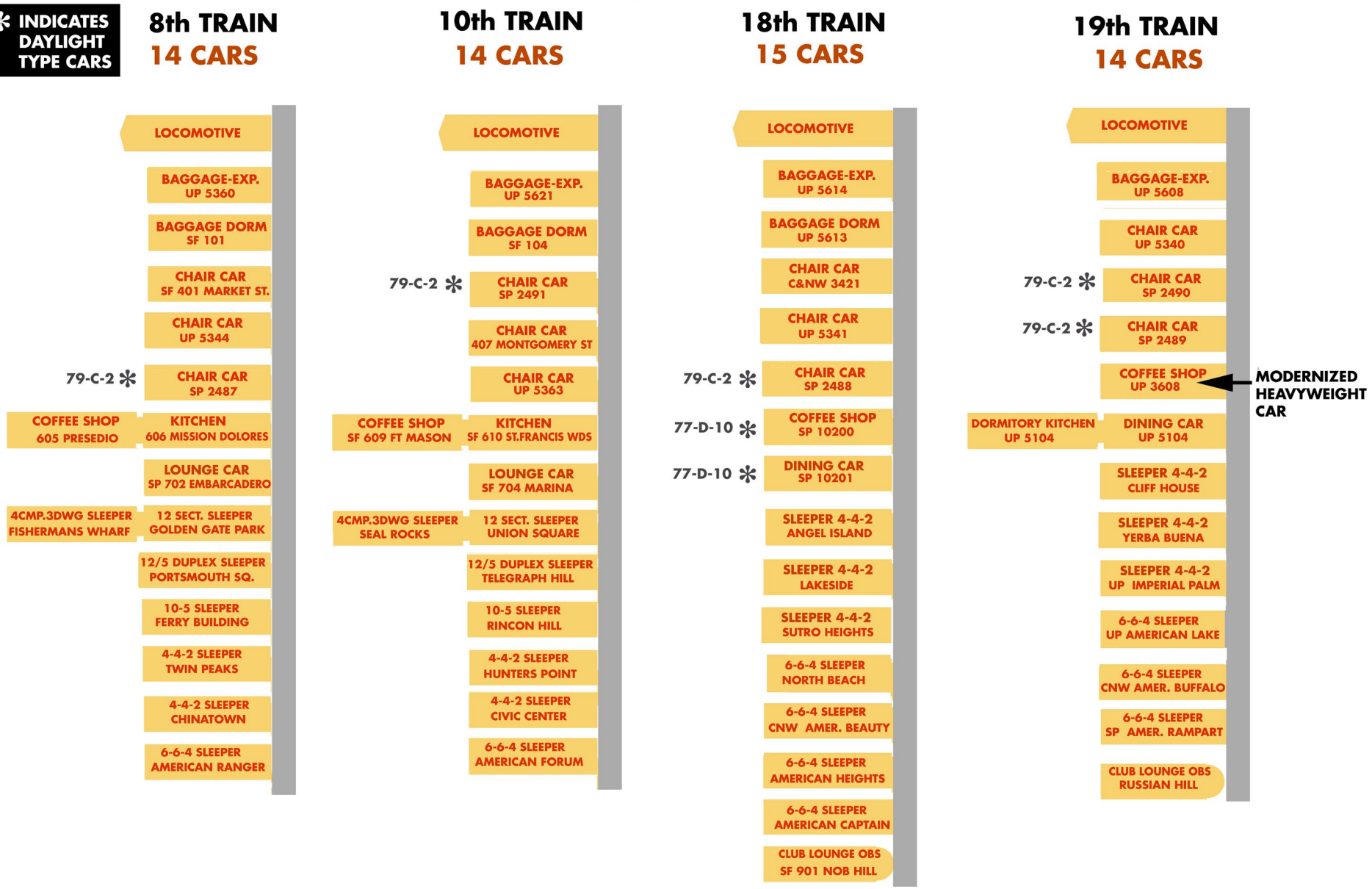
Chicago North Western "400" chair car and Union Pacific "Challenger" chair cars for the 1947 consists can be modeled using Brass Car Sides Company sides. Some of these are intended to fit Rivarossi coaches.

Others fit car core kits as indicated in their illustrated online catalog. The construction portion of this article shows

CITY OF SAN FRANCISCO TRAINS 101-102 OCTOBER, 1947

DIAGRAM COMPARES THE FOUR COSF CONSISTS IN USE AFTER THE START UP OF DAILY SERVICE SAN FRANCISCO (OAKLAND) -CHICAGO

✻ INDICATES DAYLIGHT TYPE CARS



• TABLE OF CONTENTS
• INDEX

sketches of some of these cars. You can access their catalog here by using this link:

brasscarsides.com.

As traffic patterns changed in the 1950s, the Overland Route trains were restructured. There were many reassignments of SP prewar lightweight chair cars including movements in and out of the Overland pool of cars.

SP chair cars 2432, 2434, 2435 were repainted from dark olive green into two tone gray in 1950 for use on the new City of St. Louis train, originating at Oakland. In 1948 and 1949 new cars finally arrived from carbuilders, replacing the prewar cars as they arrived, so a 1950, 1951 COSF would look a lot different than the 1947 train.

In 1949 the San Francisco Overland Limited was upgraded with SP 77-foot 1937 parlor observation cars 2950 and 2951 operating in Daylight colors from Oakland to the popular resort city of Reno, NV.

These cars had been released from the Noon Daylight when it was discontinued. The cars ran daily until 1952. After this time one car remained in this assignment and was run as required. A 79-foot Daylight observation car from BLI, MTH or Kato could stand in for the earlier 77-foot car. The Overland Limited was painted two tone gray and had a mix of light and heavyweight cars.

In March, 1949 the Burlington, Rio Grande and Western Pacific railroads started an all new Chicago-Oakland streamliner, the California Zephyr.This train directly competed with the City of San Francisco and had five brand-new Budd dome cars. The schedule was arranged so the train would pass the most dramatic scenery in daylight.

In 1951 SP Daylight-type chair cars 2432, 2434, 2435, were repainted in UP yellow and gray with red Southern Pacific style lettering for Overland route service.

In March of 1952, Union Pacific discontinued painting two tone gray colors on their heavyweight trains, changing all passenger equipment to their streamliner colors of Armour Yellow and Harbor Mist Gray with red striping and lettering.

In 1955, two SP 77-foot Daylight chair cars, 2424 and 2426, were repainted in yellow for UP interline service, and they received revised interior seating with increased leg room and leg rests. New SP postwar equipment was also assigned to COSF, bumping some of the prewar chair cars to the equipment pool. Also in 1955, the Omaha to Chicago portion of the Overland route partnership was changed from Chicago North Western RR. to


SOUTHERN PACIFIC R. R.
STREAMLINER ROUTES
SOUTHERN PACIFIC COAST LINE
OTHER S.P. MAIN LINES
IMPORTANT INTERLINE ROUTES
(FOR CLARITY, OVERLAND ROUTE AND GOLDEN STATE ROUTE BRANCHES ARE OMITTED)
CANADA
SEATTLE
NORTHERN PACIFIC R. R.
PORTLAND
WASHINGTON
MONTANA
OREGON
IDAHO
WYOMING
SOUTH DAKOTA
SHASTA DAYLIGHT
CASCADE
OGDEN
UNION PACIFIC R.R.
C&NW R.R.
(MILW.ROAD AFTER 1955)
CHICAGO
OMAHA
CITY OF SAN FRANCISCO
SAN FRANCISCO OVERLAND
CALIFORNIA
NEVADA
NEBRASKA
IOWA
ILLINOIS
SACRAMENTO
UTAH
OAKLAND
COLORADO
KANSAS CITY
SAN FRANCISCO
KANSAS
MISSOURI
ROCK ISLAND R.R.
SAN JOAQUIN DAYLIGHT
SACRAMENTO DAYLIGHT
BAKERSFIELD
COAST DAYLIGHT
(MORNING DAYLIGHT)
LARK
STARLIGHT
LOS ANGELES
NEW MEXICO
ARKANSAS
OKLAHOMA
GOLDEN STATE
ARIZONA
TUCUMCARI
DALLAS
FT. WORTH
TEXAS
PHOENIX
SUNBEAM
HUSTLER
SUNSET
EL
PASO
LOUISIANA
NEW ORLEANS
HOUSTON
PACIFIC OCEAN
GULF OF CALIFORNIA
MEXICO
GULF OF MEXICO

The Milwaukee Road. After this time, various Milwaukee Road cars took the place of CNW equipment.

With the increase in highway and airline competition in the 1950s, ridership on the Overland Route trains fell off, and secondary trains were eliminated by 1955. This left just an unnamed mail train (#21/22), the San Francisco Overland Limited, and the City of San Francisco operating via the Overland route on SP rails.

It is possible to simulate some of the huge mid-1950s operation in the form of ready to run plastic models.

Walthers has recently manufactured a whole fleet of HO models of the Union Pacific City trains for 1955-60 period. These can be combined with Athearn-Genesis, Broadway Limited and MTH Daylight equipment the modeler can repaint to UP yellow and gray. The Walthers basic consist information is available at their site:

walthers.com/exec/page/up_cities.
(Click "Consist Info")

Kato now has their N scale Daylight as well as a City of Los Angeles which is similar to the City of San Francisco train. Kato's N scale UP train link is:

katousa.com/N/COLA.

Union Station Products has a link showing their Union Pacific car kits which include some additional cars to be built with car core kits. Their online listings are available:

unionstationproducts.com.

An excellent set of UP interline train consist listings for November, 1950 is available online at the UtahRails.net site:

utahrails.net/pass/consists-1950.php.

As I wrote at the start of this article, this is a work in progress, for new information is being written all the time.

In Part 4, I will describe how I built a number of these cars. ☑

Note: As part of April's Subscriber bonus downloads, we provide a summation and bibliography of the prototype data presented in parts 1-3 of this series.

14. SP facilities in San Francisco-Oakland area in the 1940s and 1950s.

• TABLE OF CONTENTS
• INDEX

VICTOR ROSEMAN

Victor got his first train, a Lionel, at age 3. Victor graduated from the Pratt Institute with BFA and MS degrees and taught fine arts in high and junior high school for 30 years and is now retired.

Victor has written many articles and several railroad related books over the past 35 years. He's also done many freelance projects for Walthers, Atlas and other model manufacturers. ■

Click here for reader comments

• TABLE OF CONTENTS
• INDEX