

*Daylight*

REFLECTIONS

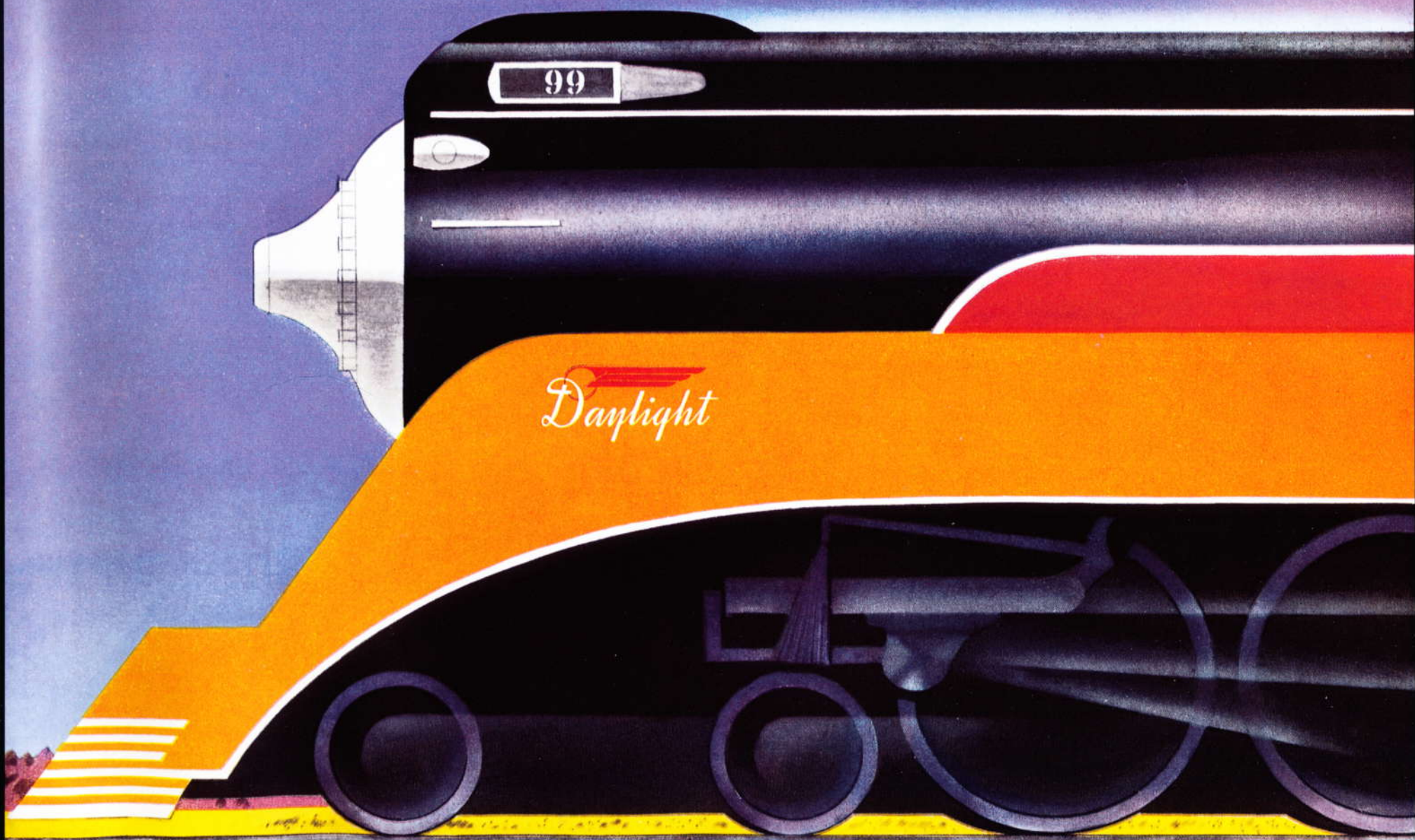


VOLUME ONE:

FROM  
DAYLIGHT TO  
STARLIGHT

by Nils Huxtable

*Southern Pacific presents—*







Here comes... *Daylight*

**REFLECTIONS**

**NILS HUXTABLE**

**VOLUME ONE:  
FROM DAYLIGHT TO STARLIGHT**

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Finally, the following have helped by making their photographic collections available and/or rendered assistance in other ways: Alan and Helen Aske, Rod and Sally Aszman, Richard Awde, Jay Bell, Ray Cherniak, Robert Church, Doug Cummings, Guy Deneschaud, Tom Dill, Donald Duke, Guy and Eileen Dunscomb, Howard and Ellie Eichstaedt, Tom and Betty Gildersleeve, John Gilman, Gordon Glattenberg, Dave and Jean Gross, Emery Gulasch, Al and Marian Haij, Martin E. Hansen, Bruce Heard, Fred Hill, John Holland, Robert Hundman, John Hunt, Mike Jarel, George Karnahan, Philips C. Kauke and Helga Rose-Kauke, Dick Kindig, Bill Lambert, Ronald L. McDaniel, Bob McVay, Alan Miller, Joe Dale Morris, Jim and Viola Orem, Al Partlow, Stu Richardson, Don Phillips, Al Rose, Dennis Ryan, Vernon Sappers, Joe Shine, Bob and Dorothy Slocum, Greg Stadter, John Sweetser, Jim Thomas, Joe Thompson, Roger Titus, Bill Wolverton, Jack Woods and Ron Ziel.

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### DEDICATION

To my parents, for their patience, understanding and unfailing support.

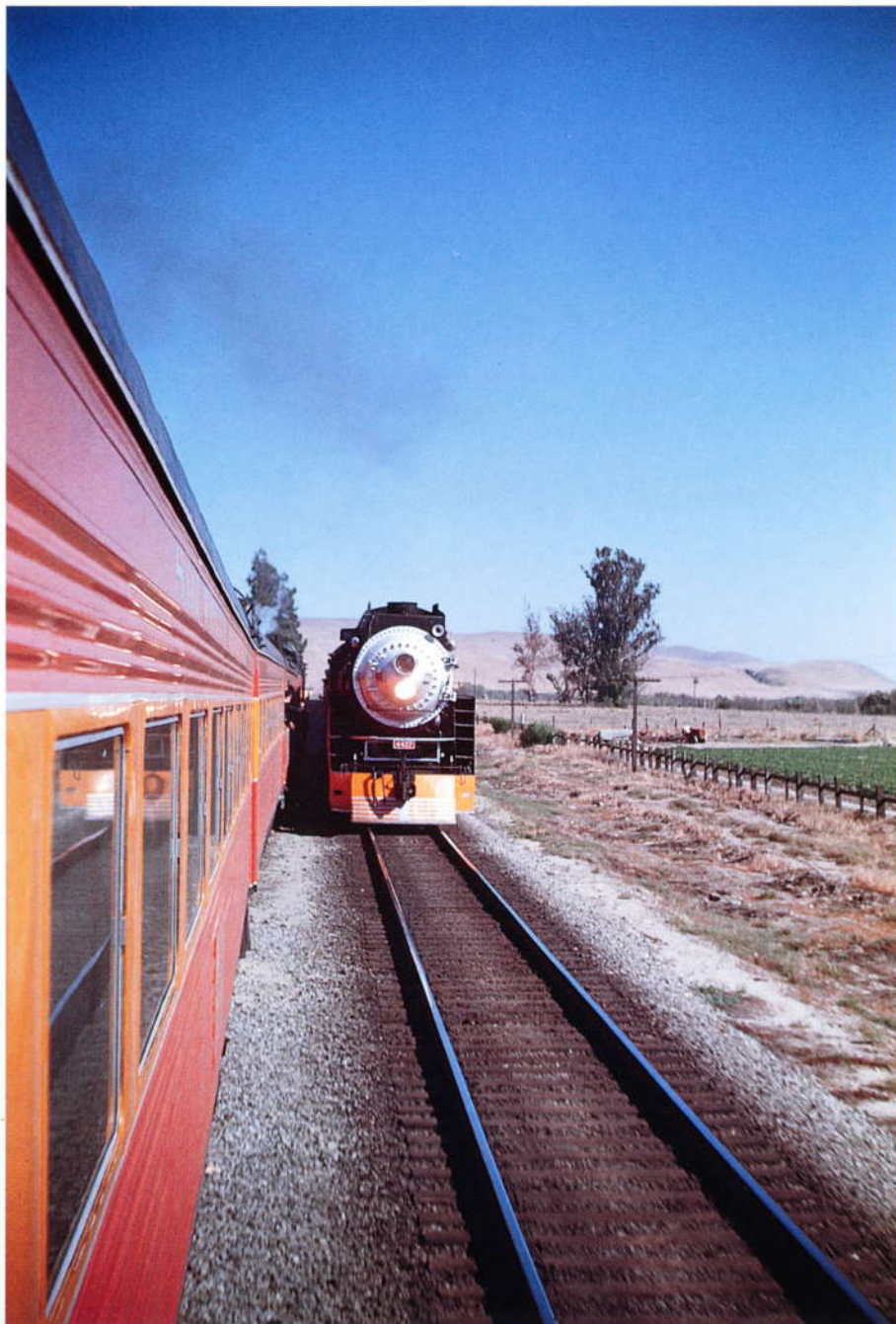
### PHOTO AND ARTWORK CREDITS

Book endpapers and first page: SP 1937 Daylight brochure; Rod R. Aszman Collection.

Title page: Mike Jarel Collection.

Frontispiece: From an original oil painting by railroad artist Rod R. Aszman, this Coast Line scene, redolent with the smell of eucalyptus leaves and fresh sea air, portrays No. 99 meeting 3-831. Dave Sorensen Collection.

Facing page: Twin Daylights were better than one: No. 96, the Noon Daylight, and No. 99, the Morning Daylight, with GS-4 No. 4437 in charge, pass near San Lucas in 1947. (Photo: Bob McVay)



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*Daylight*

"We plan to link Northern and Southern California with train service and equipment second to none in the world."

— Angus D. McDonald, SP  
President, 1932-1941



## INTRODUCTION

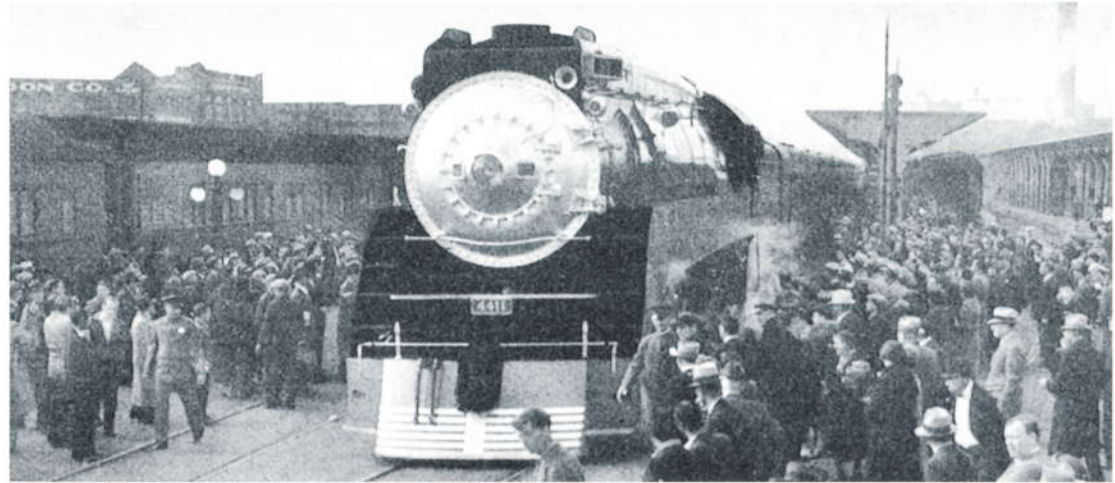
During the 1930s, when we were living in Glendale, Dad would take me to the Southern Pacific depot to watch trains. Once in a while, we would drive to Central Station in downtown Los Angeles. Here, Southern Pacific's trains departed from the north end, Union Pacific's from the south. Early in the morning of March 21, 1937, ten days before my eighth birthday, Dad nudged me awake. Soon, he was backing the Pontiac out of the garage. It was train time!

There were crowds at Central Station, most of the onlookers gathered around the most beautiful train I had ever seen. Painted red, orange, black and silver, the 12-car streamliner was headed by a matching 4-8-4. Dad told me we were about to witness the christening and inaugural run of the new Daylight. Many of the passengers on its first trip would be dignitaries and shippers.

The ceremonies began promptly at 7:00 a.m., NBC covering the event for radio listeners. After the announcer made his introduction, SP Vice-President Felix McGinnis began the official program, expressing his railroad's pride in establishing the Daylight twins. He explained that the track had been rebuilt and superelevated to provide the passengers with a smooth, fast ride and that SP had spared no expense in building the Daylight. It was the safest, most comfortable train ever constructed.

*Above: On March 21, 1937, GS-2 No. 4411 stands ready to depart Los Angeles Central Station. "With siren sounding and bell ringing, the majestic Daylight glided smoothly out of the yard, its smiling passengers and crew thrilled by the accompanying cheers, farewells and best wishes shouted from all sides." (SP Bulletin, April 1937; Alan Aske Collection)*

*Facing page: Leaning into the 45-degree curve opposite Mission Bay roundhouse, GS-2 4-8-4 No. 4413 steams toward Portrero Tunnel in this publicity shot from 1937. (Union Pacific Museum Collection; SP photo)*



As passengers began boarding the coaches, the moment of departure — 8:15 a.m. — was drawing near. Miss Olivia deHavilland, a movie star from Warner Brothers, stepped before the microphone:

"May you have a safe journey. With this bottle of California champagne, I christen you the Daylight. Good luck and Godspeed!" The bottle crashed against the pilot of the engine, bathing the already gleaming paint and aluminum bands.

The conductor called, "All abo-o-o-ard!" Bells began ringing as the whistles on all the locomotives in the station sounded. Steam poured from the stack of No. 4411 as it began to ease forward. Slowly, almost effortlessly, the Daylight rolled out onto Alameda Street for the westbound run up the coast. At the rear was the round-ended parlor-observation car with its Daylight tail sign. How I wished I could be sitting in one of those parlor seats!

I will never forget that morning at Central Station, when the Daylight made its very first trip. Better still, I can remember, as if it were yesterday, the Daylight running along the Coast Line.

Donald Duke

*Daylight*





Coast Line

Rail travel author George Drury once wrote: "The ultimate trip has always been to California." On a rainy December afternoon near Longview, Washington, this statement holds a special poignancy for our Coast Starlight traveler. As the train overtakes southbound traffic on Interstate 5, he pities drivers mesmerized by their windshield wipers. Slick, treacherous, the freeway has become a sheet of oily water. In such weather, the train is a safer, saner, more civilized way of getting to the Golden State.

Mentally, perhaps, our traveler has already left the Pacific 'Northwet' behind. Sipping his second margarita since Seattle, he visualizes orange groves, blue skies and surf-swept beaches. One more margarita, and he will begin to feel that California sunshine warming him from within. He contemplates an early dinner in the diner. What will be on the menu this evening? 'Paso Robles Chicken' is a long-time favorite.

Tonight, as Southern Pacific's Cascade used to do, Amtrak's Starlight will climb high into the mountains, twisting through corridors of fir trees laden with snow. Later, when he glimpses Mount Shasta's moonlit, white cone, our traveler may give a wistful thought to SP's last new Daylight: the "Million Dollar Train with the Million Dollar View" introduced more than 50 years ago, during the streamliner era.

Tomorrow morning, our traveler will be enjoying a leisurely breakfast while the Starlight follows the curves along San Pablo Bay. Then, from San Jose, No. 14 will take the Coast Line, route of SP's most famous Daylight of all, into the abundant Salinas Valley; over the Santa Lucia Mountains; through tunnels and around and down, down to San Luis Obispo and the sea. This is truly *El Camino Real*, "the King's Highway" — aboard a train fit for royalty.

Somewhere along those 113 miles of Pacific Ocean shoreline, the string of silver Superliner bi-levels will reflect the orange glow of a California

*Facing page: 'Million-miler' GS-5 No. 4458 rolls into Santa Barbara with No. 99. An idyllic California scene and "The World's Most Beautiful Train." (Union Pacific Museum Collection; SP photo)*

sunset. And, after 1,389 miles, our traveler will reach the City of the Angels; relaxed and refreshed. If the Starlight arrives on time, he will have spent 34 hours riding Amtrak's finest train.

Back in 1900, however, the journey must have seemed interminable in a coach seat. The Coast Line was still under construction, and passengers had to travel via the San Joaquin Valley and the spectacular but tortuous Siskiyou Line. Invariably, the wooden passenger cars would lurch against each other when the locomotive started or braked. Cars lacked air-conditioning, and a breath of fresh air could become a cinder in the eye. In 1900, streamliners would have seemed as outlandish as something from a Jules Verne novel. No doubt even extra-fare Pullman car patrons found the two-day journey a test of endurance.

But Southern Pacific valued its passengers, and ran limiteds like the Sunset, Overland and Shasta to prove it. The West — California, above all — was booming, and the railroad wanted to attract as many people as its trains could carry — immigrants, colonists and tourists — to the Golden State. Built more for passengers than for freight, the Coast Line opened on April 1, 1901, then closed on May 5 so that the roadbed could be upgraded and the track relaid with heavier rail: derailments had been an almost daily occurrence. The line reopened on December 6, 1901.

One of its most difficult sections to construct was Cuesta Pass, between San Luis Obispo and Santa Margarita. In just 16.6 miles, seven tunnels were required, along with numerous cuts and fills, 53 curves that included two sweeping horseshoes at Goldtree and Serrano, and a viaduct bridging Stenner Creek — all on a 2.2-percent grade lifting the line 718 feet. Taking five years and consuming more than \$2 million, Cuesta kept 2,200 laborers busy, with animals and scrapers, other more primitive tools and plenty of dynamite. The same gentleman who had directed the construction of the famous Loop in the Tehachapi Mountains — Chief Engineer William Hood — masterminded Cuesta. Because of it, even the limiteds had to stop for a helper.



# COAST LINE

## SAN FRANCISCO AND LOS ANGELES

24 DAILY		10 DAILY	22 DAILY	MILES	STATIONS	9 DAILY	21 DAILY	23 DAILY
L E A V E					SAN FRANCISCO	A R R I V E		
9 00	1 5 45	6 00	0	0	THIRD AND TOWNSEND STS.	9 10	10 30	4 10
9 42			20		BURLINGAME			
9 46			22		SAN MATEO			
9 51			26		BELMONT	9 47	3 27	
9 59	6 43		29		REDWOOD			
10 06			33		MENLO PARK	8 17	9 37	3 15
10 10			34		PALO ALTO			
10 14			35		MAYFIELD	9 30	3 06	
10 25			40		MOUNTAIN VIEW			
10 42			48		SANTA CLARA			2 46
11 00	7 35	9 25	51	LV	SAN JOSE	7 25	9 00	2 30
11 27			63		COYOTE			2 02
11 42			71		MORGANHILL			1 45
11 50			75		SAN MARTIN			1 33
12 04	8 40	10 11	81	LV	GILROY	6 22	8 02	1 20
			95	LV	HOLLISTER			2 30
	4 35		101	LV	TRES PINOS	10 55		3 00
	4 15							
12 18			87		SARGENT			1 04
12 28			92		CHITTENDEN			12 53
12 55	9 12	10 43	100	LV	PAJARO	5 45	7 23	12 35
			115					
11 15	7 45	8 10	120	LV	SANTA CRUZ	9 45	8 35	2 00
			103					
1 40	9 32	10 57	110	LV	CASTROVILLE	5 24	7 03	12 05
2 00	9 55	11 20	118		SALINAS	5 10	6 50	11 25
2 30	10 25		135		GONZALES	4 30		10 44
2 45	10 39		144		SOLEAD	4 15		10 30
3 21	11 15		164		KINGS CITY	3 40		9 56
3 58	11 53	12 55	183		SAN ARDO	3 05	5 16	9 26
4 37	12 43		208		SAN MIGUEL	2 22		8 40
4 56	1 02	1 49	217		PASO ROBLES	2 06	4 25	8 22
5 06	1 18		222		TEMPLETON	1 56		8 11
5 30	1 53	2 20	236		SANTA MARGARITA	1 25	3 50	7 45
6 15	2 50	3 10	253		SAN LUIS OBISPO	12 40	3 05	7 00
	3 38	4 00	277		GUADALUPE	11 33	2 14	
	4 36	4 49	304		SURF	10 35	1 28	
			325					
		4 15	313	LV	LOMPOC	5 05	2 20	
98 DAILY	96 DAILY	5 56	5 54	340	LV	GAVIOTA	9 14	12 22
		6 30	6 25	356		NAPLES	8 40	11 54
		6 44	6 40	364		GOLETA	8 24	11 41
		7 00	6 55	370	AR	SANTA BARBARA	8 10	11 30
3 05	7 30	7 10	7 00	370	LV	SANTA BARBARA	8 00	11 20
3 25	7 50			378		SUMMERLAND		6 52
4 01	8 30	8 08	7 52	400		SAN BUENAVENTURA	6 35	10 19
4 14	8 42	8 18		405		MONTALVO	6 25	10 32
		8 28	8 10			OXNARD	6 14	10 01
		9 29				MOORPARK	5 36	
		10 42	9 53			BURBANK	4 21	8 27
4 15	8 42				LV	MONTALVO		5 23
4 37	9 10		416			SANTA PAULA		5 04
5 22	9 48		433			PIRU		4 32
6 11	10 35		450			SAUGUS		3 53
6 42	11 04		461			FERNANDO		3 23
7 01	11 25	10 44	9 55	472		BURBANK	4 21	8 27
7 12	11 35			477		TROPICO	4 10	8 27
7 25	11 50	11 05	10 15	481		RIVER STATION	4 00	8 10
7 35	12 01	11 15	10 25	481	AR	LOS ANGELES	3 50	8 00
				491	AR	PASADENA	1 00	7 15
2 10	2 10	10 27	538	AR	COLTON	12 54	4 58	10 37
2 47	2 47	10 58	545	AR	RIVERSIDE	10 07	4 28	10 07
2 30	2 30	10 48	541	AR	SAN BERNARDINO	12 40	4 35	10 05
2 41	2 41	10 56	546	AR	REDLANDS	10 00	4 35	10 00

FOR SCHEDULE LOS ANGELES, EL PASO, NEW ORLEANS, SEE PAGE 16.

### EQUIPMENT

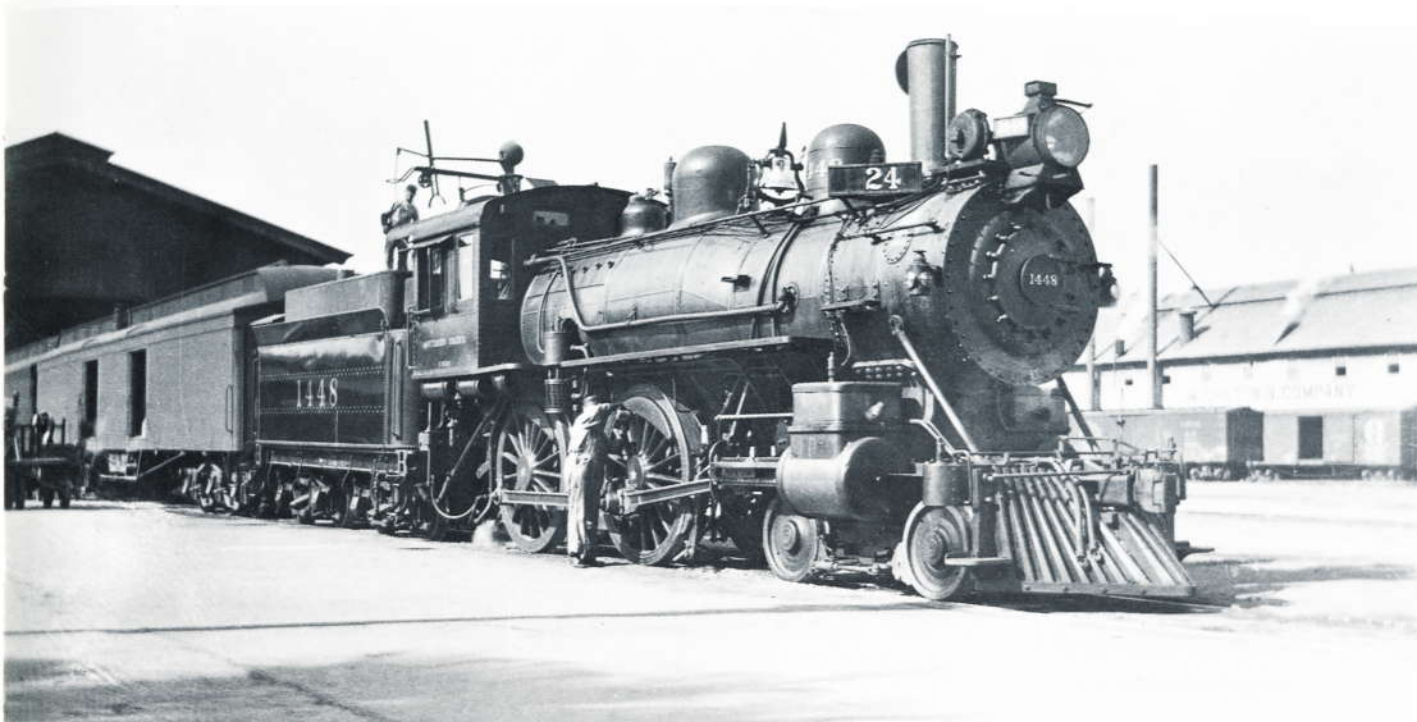
NOS. 21 AND 22. THE COASTER. RECLINING CHAIR CARS, SMOKER AND DINER BETWEEN SAN FRANCISCO AND LOS ANGELES.  
 NOS. 9 AND 10. SUNSET EXPRESS. DINER, COMPOSITE OBSERVATION SLEEPER, D. R. SLEEPER AND RECLINING CHAIR CAR BETWEEN SAN FRANCISCO AND NEW ORLEANS; SLEEPER TUCSON AND PHOENIX. TOURIST SLEEPERS SAN FRANCISCO TO NEW ORLEANS AND EAST.

In addition to two San Francisco-New Orleans transcontinentals rerouted from the San Joaquin Valley Line (the Sunset Limited and the Atlantic Express), Coast Line passengers could ride a through daytime coach service called the Coast Line Limited and the all-stations San Luis Obispo Local which originated in San Francisco. Its varnished wooden cars, in common with those of other passenger trains, were pulled by a 4-4-0 American type or a 4-6-0 Ten-Wheeler.

Today's Coast Line looks much as it did following the completion of the Montalvo Cutoff, from Burbank Junction to Montalvo. Tunneling through the Santa Susana Mountains on a one-percent grade, the new route bypassed the original line via Saugus and Santa Paula. Its severe curvature and steep grades required trains to operate in two sections or add helpers. The new line included three bores: the longest, at the summit, extended 7,369 feet. Finished on March 20, 1904, the cutoff saved 6.97 miles. Santa Susana Pass would one day become the setting for Daylight publicity photos.

In 1906, the Coast Line Limited, now called simply the Coaster, was joined by a second daytime train, the Shore Line Limited. Best time for the journey: 14¾ hours. Then, on December 8, 1907, the Bayshore Cutoff opened. Trains approaching and departing San Francisco traveled 2.5 fewer miles — through tunnels and over fills. Built at a cost of roughly a million dollars per mile, this was the last significant undertaking on the Coast Line, apart from a line relocation at San Jose in 1935.

*The Coast Line timetable for January 15, 1905 lists just two through trains: the Coaster and the Sunset Express. Formerly the Coast Line Limited, the Coaster was the only daytime coach service until joined by the Shore Line Limited in 1906. Other short-lived Coast Line trains were the Pacific Coast Express, the El Paso Passenger and the Seashore Express. (Donald Duke Collection)*



Trains grew longer and heavier. Most consists required double-heading, particularly over Cuesta, and more powerful locomotives were being introduced. On May 8, 1910, yet another name appeared in the schedules: the all-Pullman Lark.



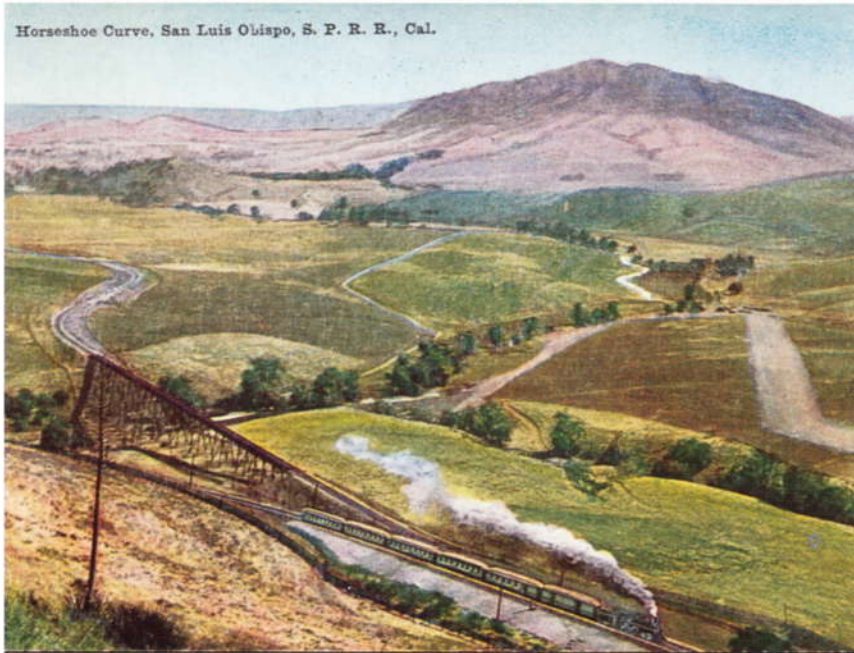
Above: As E-73 Class 4-4-0 No. 1448 takes water, Train No. 24, the San Luis Obispo Local, loads mail and express at San Jose's Market Street Station. As part of a line relocation in 1935, a new depot at Cahill St. replaced this facility. Photo taken between 1909 and 1913. (D.S. Richter Collection via Alan Aske)



Right: By 1914, Ten Wheelers were hauling the Coaster and other passenger trains. Completed at Sacramento Shops on May 15, 1918, T-32 No. 2372 was the first of a final batch of twelve 4-6-0s. (Union Pacific Museum Collection; SP photo)



Horseshoe Curve, San Luis Obispo, S. P. R. R., Cal.



Why the rising number of patrons? Scenery and publicity. Blessed with 113 miles of Pacific Ocean frontage, the Coast Line rated superlatives in Espee's own *Sunset Magazine* as "the most beautiful 470-mile train ride in the world." Brochures and advertising drew tourists to many Coast Line attractions, including the observatory on Mount Hamilton, near San Jose; Santa Cruz, "the finest seaside resort in the world"; Gilroy Hot Springs, as well as other resorts; and Pinnacles National Monument. Specials brought tour groups to Santa Barbara and Monterey.

*Left: In this 1910-vintage postcard, a six-car train heads downgrade through Chorro siding towards Goldtree and Stenner Creek bridge, constructed in 1894. Gradually, Harriman-Standard steel cars replaced cars of wooden construction. (Roger Titus Collection)*

*Right: The Shore Line Limited, headed by what appears to be E-63 4-4-0 No. 1277, a Schenectady graduate of 1882. Orange groves, vineyards, redwood forests, hot springs, ocean shores, mountains, fertile valleys, deserts, wildflowers, blue skies and sunshine - California had it all! (Guy L. Dunscomb Collection)*

Mineral Springs. Fruitful Valleys. Surf-kissed Bluffs. Snow-capped Mountains. Ancient Missions. Acres of Fragrant Flowers.

# Southern Pacific



7433. The Shore Line Limited going through the Orange Groves, Cal.

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