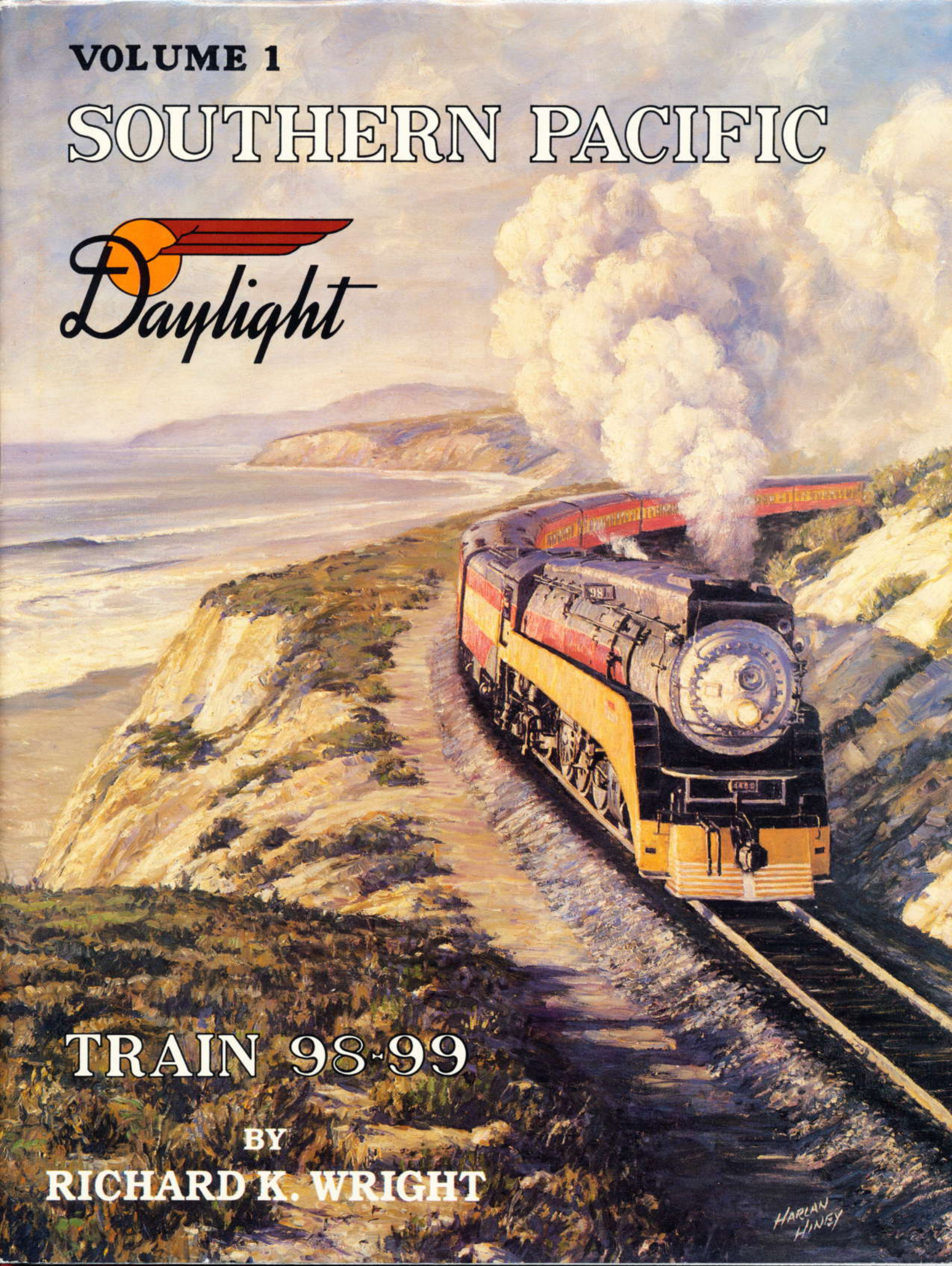


VOLUME 1

# SOUTHERN PACIFIC

  
*Daylight*



TRAIN 98-99

BY

RICHARD K. WRIGHT

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VOLUME 1

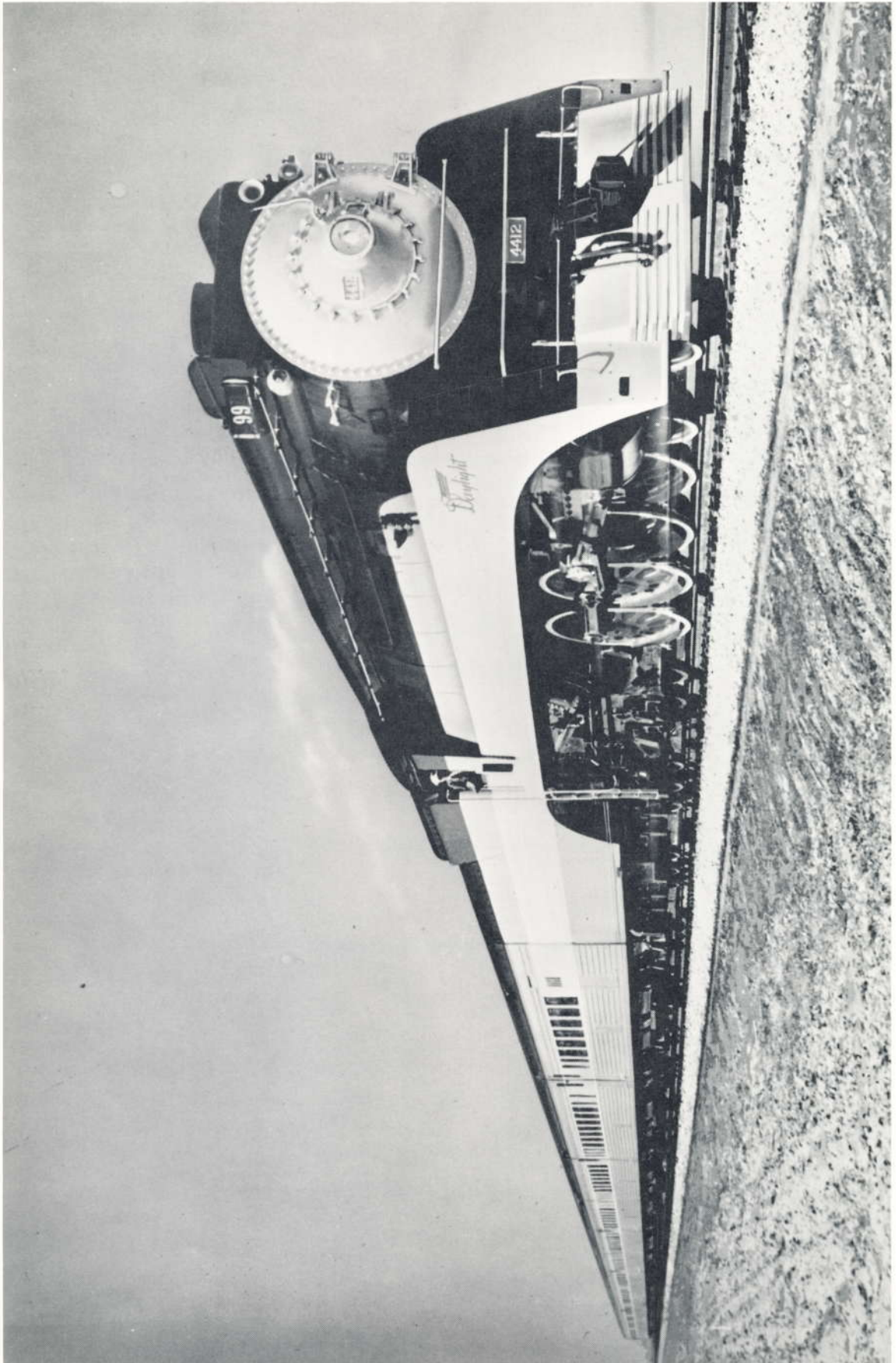
SOUTHERN  
PACIFIC



TRAIN 98-99

BY

RICHARD K. WRIGHT



VOLUME 1

# SOUTHERN PACIFIC



## TRAIN 98-99

BY

RICHARD K. WRIGHT

A Whistle Stop Publication

VOLUME I  
SOUTHERN PACIFIC DAYLIGHT  
TRAIN 98-99

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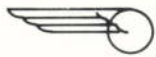
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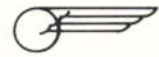
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 SPECIAL NOTE 

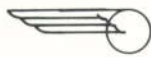
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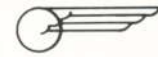
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Although this publication is entirely the project of the author and is not sponsored or underwritten by the SOUTHERN PACIFIC COMPANY, without their assistance and cooperation, this book would not have been possible. It is their story, which is now a legend.

ALL PHOTOGRAPHS, DRAWINGS AND DOCUMENTS used herein are from the SOUTHERN PACIFIC COMPANY'S collection, with the exception of a few photographs, which are individually credited.

The author is greatly indebted and wishes to extend his special thanks to the following individuals:

## SOUTHERN PACIFIC COMPANY

D. J. RUSSELL — Chairman and former President, known nationally as one of the foremost pioneers in modern railroading.

B. F. BIAGGINI — President, whose able and conscientious personnel are a great tribute to the company.

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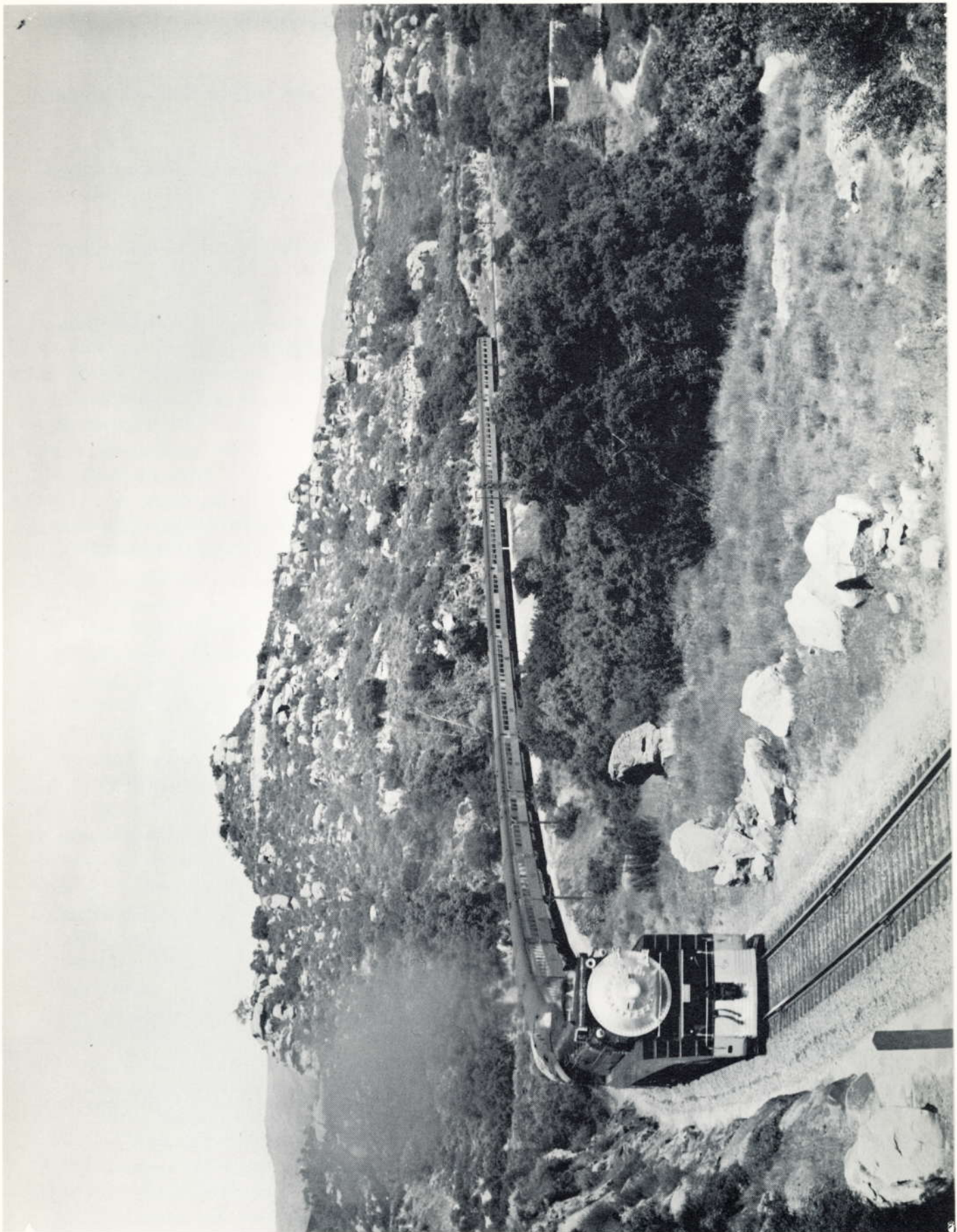
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RICHARD WRIGHT SR. — The author's father, for his help and support.





 DEDICATION 

*This book is dedicated to the following Southern Pacific Company Presidents who gave us a legend:*

“THE DAYLIGHT”



Angus D. McDonald  
President 1932-1941



Armand T. Mercier  
President 1941-1951



Donald J. Russell  
President 1952-1964



Benjamin F. Biaggini  
President 1964-

 FOREWORD 

TO BEGIN WITH, I do not claim to be a writer, a fact that may become evident. In spite of this, I composed these words to satisfy an ambition. For twenty-nine years I have been captivated by Southern Pacific's *Daylight* passenger train. I have devoted my life to keeping these memories alive. In 1963, I started to recreate the *Daylight* in miniature, building my own scale models and manufacturing kits so that others could share them with me.

Two years ago, with complete confidence and considerable ignorance, I sat down one evening and told myself, "I can do more." With that inspiration, I decided to write and publish a complete book on the *Daylight*, not really knowing what was involved, but felt telling the whole story is more than just writing.

I asked Southern Pacific for help in obtaining material. To my delight, they responded by supplying records, documents, photographs, drawings, and a promise to help in every way possible, so all could share. Now committed to writing, I thought long and hard, trying to formulate a format of both history and technical data, supported by photographs, drawings and documents. I wanted it to be interesting and readable.

The actual mechanics of the book began in August of 1968, with the reading of books, articles and data. I soon found myself in trouble, for unlike most other railroad books, this one would focus on a single train, which limited the use of — "This is the *Daylight*." Remembering "a few pictures are worth a million words," a lot of them should help to tell the story.

My field work took me to many of the company's departments and facilities and a long in-

terview with Norman A. Passur, a creative gentleman who was involved with building all of the *Daylight* equipment. His accounts helped supply background and behind-the-scene information.

After writing my sixteenth draft, dreaming of perfection, I realized some words fall like the morning sunshine, and others you really have to work for. One interesting aspect in doing this book was the countless offers of help from individuals I didn't even know. This was most gratifying and I call them friends; I can only say — Thanks! One even wrote an article in a national publication about my project — which I consider one of the nicest things that has ever happened to me. They all had something in common — a genuine love for the *Daylight*; and all agreed there was something strangely captivating about her, like the pull of a magnet. Many said they rode her for sheer pleasure and others said it was just as much fun to watch her streak by — I agree! Some say, "A train is a train." I don't think one could convince the 12 million *Daylight* passengers or the thousands of railroad enthusiasts of that!

Every story has a hero and this one is Angus D. McDonald, the Twelfth President of Southern Pacific. He dreamed of building the most beautiful train in the world and did just that. His purpose was to capture speed, style, comfort and convenience for the traveling public.

His men designed the dream train, and he approved of spending over two million dollars to build it, even though this country was in shambles from The Depression. He never lost the power of faith in America. McDonald hoped this would somehow help move the

economy forward. The idea worked, which gave him great pleasure and which has been a tradition with the Southern Pacific in time of need. It must have saddened the entire railroad world when he passed away, for he did much to improve our passenger trains. With all the wonderous beauty that surrounds us in this world, he gave us a little extra — his dreams. He was a man among men, whom I wish I had known.

When I completed the text and read it through, hardly believing it was my work, I was impressed — not at the writing but by the historical accounts. Although some repetition of events was found, I realized these were facts that left a deep impression on me, and subconsciously I wanted the reader to become cognizant of them. One can only admire and commend the Southern Pacific for its contributions to the American way of life and the Golden Age of Railroading, which are hard to match. The *Daylight* is an example; styled so one readily identifies her with beauty. It is a fact that no other “name train” in the history of railroading ever out-classed her. Item for item and record for record, she had more than any other.

With forty-eight years of faithful service, her life is nearing a close — caused by a combination of the times, labor and the public. Many blame Southern Pacific, I can not; the facts are to the contrary. They built their reputation on having the finest fleet of “name trains.” Their business is selling transportation. They have spent over twelve million dollars on *Daylight* motive power and equipment since 1937, and I feel if they could make one penny profit on a dollar invested, the *Daylight* would be around for a long time to come. Unfortunately, they have been unable to show a profit since the

mid-fifties. This does not please the stockholders and makes it hard to attract new ones.

It is also my opinion, and many will agree, that our historians have done a mighty poor job recording the *Daylight*'s record of accomplishments; this is tragic, although not surprising when considering so many of Southern Pacific's monumental efforts—like the many roles they played in forming the West and their great engineering feats—have also gone unrecorded.

To many, the *Daylight* is as much a part of America as the Fourth of July. No other railroad or train has ever managed to capture the people's fancy like Southern Pacific and the *Daylight*; her beauty was her own best advertisement.

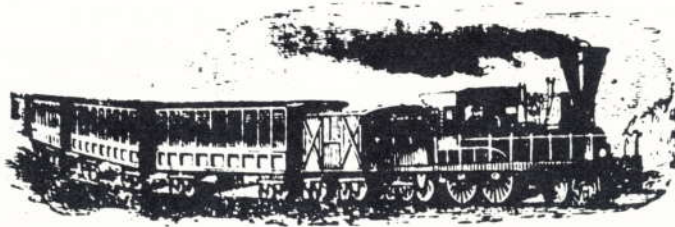
Today, one can still ride her for 3 cents a mile — a real bargain, especially for businessmen who travel by car, which the government says costs 5 cents a mile.

This book is a contribution to future generations and it has been a great pleasure and privilege to describe a legend which has made my life more meaningful. I am proud to know many of the fine people who helped make this possible. Nostalgia is my only footnote, and I know why millions like myself still thrill to the name *Daylight*. As A. D. McDonald put it, “They are symbols of better times.”

In closing, “The *Daylight* is truly the most beautiful train in the world.” Her splendor is now only a memory to those fortunate enough to have seen or ridden “The Queen” in her finest hour. She will soon take her rightful place in history, leaving a legacy never to be equalled or forgotten. Nothing can ever tarnish Southern Pacific's glorious record of accomplishments in past days, and we are all a little richer because of them.

RICHARD K. WRIGHT  
Thousand Oaks, California  
1970

**SAN FRANCISCO**  
AND  
*San Jose Railroad Company.*



**GENERAL OFFICE,**  
**N.E. COR. MONTGOMERY & MARKET STREETS,**  
**SAN FRANCISCO.**

*H. M. NEWHALL, Pres't,*                      *W. C. RALSTON, Treas.*  
*J. L. WILLCUTT, Sec'y,*  
*RICH'D P. HAMMOND, General Superintendent.*

**FREIGHT AND PASSENGER DEPOT,**  
**Junction of Market and Valencia Sts.**  
**SAN FRANCISCO.**

One Freight Train runs each way daily, (Sundays excepted) arriving at San Francisco in the morning, and leaving at noon.

The Passenger Trains run each way daily as follows:

One leaving San Francisco in the morning, and two in the afternoon. Two leaving San Jose in the morning, and one in the afternoon.

(FOR PARTICULARS SEE TIME TABLES.)

Stages connect with Morning Train from San Francisco:

**AT SAN MATEO**

FOR HALF MOON BAY AND PESCADERO.

**AT SANTA CLARA**

FOR SANTA CRUZ AND SARATOGA SPRINGS.

**AT SAN JOSE**

FOR ALL POINTS FROM GILROY SOUTH.

Particulars of which may be obtained at the

**STAGE COMPANY'S OFFICE, RUSS HOUSE,**  
**SAN FRANCISCO.**

This was the big day for the San Francisco and San Jose Railroad, when it announced that on October 26, 1868, scheduled passenger service would begin. These handbills were posted everywhere in the two major cities and at various intermediate stops.



# HISTORY

## CHAPTER I

THE HISTORY OF Southern Pacific's passenger train, the *Daylight*, actually began with the building of the Coast Line from San Francisco to Los Angeles, California. It is quite appropriate to high-light some of the little known historical facts relating to Southern Pacific's clear sighted vision and monumental effort in building this line, which contributed so richly to the "Winning of the West" and later, to the "Golden Age of Railroading"; thus setting the stage for one of "America's Finest Hours."

In the beginning, on August 18, 1860, three little known men — Peter Donahue, a first class iron works operator; Timothy Dame, a San Francisco judge; and Henry Newhall, a wheeling-dealing auctioneer in San Francisco — pooled their talents and resources to form a corporation, with the notion of building a railroad from San Francisco to San Jose, California, a distance of approximately 50 miles, to be known as the San Francisco and San Jose Railroad. Little did they realize that one day in the future this rail line would become the first link of the Coast Line and, finally, the home rails of the *Daylight*.

Following the incorporation and securing of finances, mostly Peter Donahue's money, the "Little Three" were ready. They started this new venture by hiring the McLaughlin-Houston Construction Company to build and equip the new railroad,

complete with all necessary equipment and rolling stock. The price tag for all of this was said to be over \$2 million dollars — quite a tidy sum, even in these days!

On July 15, 1861, with little evidence of fanfare, construction began with surveyors plotting the new line while five base camps were rapidly built: one at San Francisco and one at San Jose with the other three spaced in between on a mobile basis for fast relocation. Grading crews began forming the roadbed as track layers followed closely at their heels, clanking steel against steel as spikes were driven into wooden ties securing the 50 pound rails in place.

In less than four years, on June 6, 1864, the new rail line was completed and the San Francisco and San Jose Railroad had its first 49.5 miles of track, including three locomotives and a half a dozen passenger cars ready for service. Needless to say, the champagne was flowing! It was evident the "Little Three" had the right combination, as previous attempts to build a similar rail line by others had failed.

The "Trio" lost no time in placing the first passenger train into service and although unscheduled proved an instant success by reducing fares between San Francisco and San Jose from \$32.00 by stagecoach to \$2.50 by rail.

With success now behind them, the "Little

Three” had dreams of bigger and better things on their mind. The name of the game was expansion and on December 2, 1865, the Southern Pacific Railroad was formed for the purpose of building a new line to the Colorado River.

In the meantime, Central Pacific Railroad from the West and Union Pacific Railroad from the East were straining their energies to complete the first transcontinental rail line. Congress felt there should be two lines and proposed a second one. In 1866, they authorized Southern Pacific to build the California portion of the second line and join rails with the Atlantic and Pacific Railroad, thus creating added prestige for the “Little Three.”

The “Trio’s” plan of attack was to extend the San Francisco and San Jose track 30 miles south to Gilroy, then east to the Colorado River via Pacheco Pass and hopefully join rails with the Atlantic and Pacific, who was starting in Missouri and building west. On January 2, 1868, they formed a third railroad, the Santa Clara and Pajaro Valley Railroad, to build the thirty miles of track to Gilroy, using San Francisco and San Jose equipment for the construction.

With their resources now tapped to the limit, they faced a financial dilemma — overextension. The “Trio” quickly decided to seek a fourth partner; one who could provide immediate financial help so desperately needed for their expansion program.

This crucial task was given to Peter Donahue, who had several “Money-Minded” friends in San Francisco. One friend in particular apparently intrigued Donahue immensely. His name was William Ralston, treasurer of the Bank of California in San Francisco, to whom Donahue had granted several past favors.

Donahue approached Ralston and offered him the corporate office of Treasurer in the San Francisco and San Jose Railroad in return for financial help. Ralston, somewhat of a wheeler-dealer himself, having dabbled in various enterprises, was intrigued with the novelty of being associated with a growing railroad and accepted the offer with great enthusiasm. Now it was the “Little Four.”

Shortly after Ralston joined the team, the San Francisco and San Jose Railroad experienced one of the high points in its history. On October 26, 1868, the first “scheduled” passenger trains began operation. Three trains were scheduled each week-day in both directions, without running numbers. Until this time they apparently did not have an official time schedule, but operated on a haphazard “as required” basis. Each train had a 4-4-0 type locomotive, baggage car and four or five wooden coaches. It has been said that this high point was due to William Ralston’s reorganization

shortly after he took office. He was known as a mastermind of efficiency and most likely wanted to get the railroad on a firm business footing, which some people call “good old Yankee know-how.”

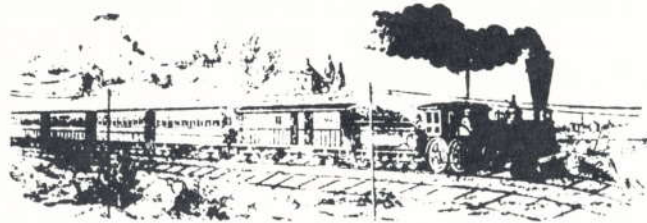
While the “Little Four” were expanding the “expansion” program with dreams of running rails all over California, the Central Pacific Railroad, under the leadership of the “Big Four” — Collis P. Huntington, Mark Hopkins, Leland Stanford and Charles Crocker — were desperately trying to complete their portion (and a little more) of the first transcontinental line and join Union Pacific Railroad in a remote area of Utah called Promontory Summit. A feeling of utter “panic” hit them head-on. They saw their dream of a vast western “Railroad Empire” being challenged. It was in real danger of being only a pipe dream, possibly ending up with only a rail line from Sacramento to Promontory: in the middle of “No Man’s Land.” This didn’t quite seem fair in return for their time and heavy capital expenditures already invested.

Although facts from the latter part of 1868 to 1870 are rather entangled and many accounts as to when and what actually happened have been printed — not many of them corresponding — one account is fact. The “Big Four” challenged the “Little Four” and somehow came up with the controlling interest in the San Francisco and San Jose Railroad, thereby removing the “Little Four” from power for an estimated sum of \$3.5 million dollars.

It has also been said that William Ralston was responsible for the demise of the “Little Four” by issuing San Francisco and San Jose stock to cover his financial manipulations, which were being pumped into the expansion program. It may never be known as to what actually transpired, but September 24, 1869, marked the demise of William Ralston when Black Friday caught up with him.

On October 12, 1870, the “Big Four” made it official for all to hear. The San Francisco and San Jose Railroad, the Santa Clara and Pajaro Valley Railroad, and a newly formed railroad, the California Southern, which was to have built a line from Gilroy south to Salinas (but never really got started except on paper) ceased to exist and were consolidated into a single railroad, Southern Pacific. It is pure speculation, although it has been said before, the reason that the “Big Four” decided to retain the name of Southern Pacific Railroad was because, Southern Pacific was a natural as a sister name to Central Pacific, both noting vast geographical locations, which in those days meant power. Also, by having two separate corporations, one was not liable for the other and afforded them some

# WINTER ARRANGEMENT.



## S. F. & S. J. R. R.

On and after MONDAY, OCTOBER 26th, 1868, at  
6.30 o'clock A.M. (until further notice),

**PASSENGER TRAINS WILL RUN AS FOLLOWS:  
WEEK DAYS.**

LEAVE			LEAVE				
	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	
<b>SAN FRANCISCO,</b>	<b>8.30</b>	<b>3.20</b>	<b>4.40</b>	<b>SAN JOSE,</b>	<b>6.30</b>	<b>8.10</b>	<b>3.00</b>
Millbrae,	9.20	4.10	5.30	Santa Clara,	6.40	8.20	3.10
San Mateo,	9.30	4.20	5.40	Lawrence's,	6.48	8.28	3.18
Belmont,	9.42	4.32	5.53	Mountain View,	7.02	8.42	3.32
Redwood City,	9.50	4.40	6.00	Mayfield,	7.13	8.53	3.43
Menlo Park,	10.00	4.50	6.10	Menlo Park,	7.20	9.00	3.50
Mayfield,	10.07	4.57	6.17	Redwood City	7.30	9.10	4.00
Mountain View,	10.18	5.08	6.28	Belmont,	7.38	9.18	4.08
Lawrence's,	10.32	5.22	6.42	San Mateo,	7.50	9.30	4.20
Santa Clara,	10.40	5.30	6.50	Millbrae,	8.00	9.40	4.30
ARRIVING AT				ARRIVING AT			
<b>San Jose at</b>	<b>10.50</b>	<b>5.40</b>	<b>7.00</b>	<b>San Francisco at</b>	<b>8.50</b>	<b>10.30</b>	<b>5.20</b>

### FREIGHT TRAIN

LEAVES AS FOLLOWS:

SAN FRANCISCO AT **12.30 P.M.** SAN JOSE AT **3.00 A.M.**

### SUNDAYS, TRAINS LEAVE

**SAN FRANCISCO** at 8.30 and 9.50 A.M., 3.40 P.M.

**SAN JOSE** at 8.10 A.M., 3.00 and 6.20 P.M.

**RICHARD P. HAMMOND,**

General Superintendent

They called it their "winter arrangement," but this was the first published time table of the San Francisco and San Jose Railroad. They scheduled three passenger trains in both directions each week day. Sundays had a different schedule.



# SOUTHERN PACIFIC RAILROAD,

(NORTHERN DIVISION.)

*Commencing Monday, April 21st, 1879, Passenger Trains*

**WILL LEAVE AS FOLLOWS:**

FROM SAN FRANCISCO.								Distance from SAN FRANCISCO.	STATIONS.	Distance from SOLEDAD.	TOWARD SAN FRANCISCO.										
DAILY P. M.	DAILY, Sundays Excepted			SUN- DAYS ONLY. P. M.	DAILY A. M.	SUN- DAYS ONLY. A. M.	DAILY A. M.				DAILY P. M.	DAILY P. M.	SUN- DAYS ONLY. P. M.	DAILY A. M.	DAILY, Sundays Excepted			SUN- DAYS ONLY. A. M.	DAILY P. M.	DAILY P. M.	SUN- DAYS ONLY. P. M.
		P. M.	P. M.												P. M.	A. M.	A. M.				
Lv.	Lv.	Lv.	Lv.	Lv.	Lv.	Lv.	Lv.		San Fran.	Ar.	Ar.	Ar.	Ar.	Ar.	Ar.	Ar.	Ar.	Ar.			
6.30	5.00	4.25	3.30	3.30	10.40	9.30	8.20	0	Townsend St.	142 9	6.40	8.30	9.10	10.00	10.00	3.40	6.40	8.15			
6.45	5.14	4.39	3.45	3.45	10.55	9.46	8.36	3 4	Valencia St.	139-5	6.25	8.16	8.56	9.46	9.45	3.25	6.25	8.00			
6.50	5.18	.....	.....	3.49	10.59	9.49	8.41	4 6	BERNAL	138 3	6.20	8.13	.....	.....	9.42	3.20	6.21	7.55			
6.56	5.23	.....	.....	3.54	11.04	9.55	8.48	6 9	SAN MIGUEL	136 0	6.13	8.08	.....	.....	9.37	3.15	6.15	7.50			
7.03	5.28	.....	.....	3.59	11.09	10.01	8.55	9 2	COLMA	133-7	6.05	8.02	.....	.....	9.32	3.10	6.08	7.44			
7.10	5.34	4.57	.....	4.05	11.16	10.08	9.03	12 2	BADEN	130 7	5.56	7.55	.....	.....	9.26	3.02	6.00	7.36			
7.17	5.39	.....	.....	4.10	11.21	10.14	9.10	14 5	SAN BRUNO	128-6	5.48	7.50	.....	.....	9.22	2.57	5.53	7.31			
7.25	5.45	5.07	4.15	4.15	11.28	10.21	9.17	17 0	MILLBRAE	125 9	5.40	7.44	8.29	9.17	9.17	2.50	5.45	7.25			
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7.39	5.55	5.15	4.24	4.24	11.38	10.31	9.25	21 1	SAN MATEO	121 8	5.25	7.34	8.21	9.09	9.09	2.40	5.30	7.13			
7.48	6.03	.....	4.31	4.31	11.48	10.41	9.34	25-1	BELMONT	117 8	5.10	7.25	.....	9.02	9.02	2.30	5.21	7.03			
7.55	6.11	5.27	4.38	4.38	11.56	10.50	9.41	28-6	REDWOOD	114 3	5.02	7.18	8.08	8.55	8.55	2.21	5.12	6.54			
8.00	6.16	.....	.....	4.43	12.01	10.56	9.46	30 9	FAIR OAKS	112-0	4.54	7.13	.....	.....	8.50	2.15	5.05	6.48			
8.05	6.20	5.35	4.47	4.47	12.05	10.59	9.49	32-1	MENLO PARK	110-8	4.50	7.10	8.01	8.47	8.47	2.12	5.01	6.44			
.....	.....	5.41	4.53	4.53	12.12	11.06	9.56	34 9	MAYFIELD	108 0	.....	.....	7.55	8.41	8.41	2.05	4.53	6.37			
.....	.....	5.48	5.01	5.01	12.22	11.15	10.05	39 1	MTN. VIEW	103 8	.....	.....	7.48	8.34	8.34	1.56	4.44	6.27			
.....	.....	.....	5.07	5.07	12.29	11.23	10.11	41 9	MURPHYS	101 0	.....	.....	7.42	.....	8.29	1.49	4.38	6.20			
.....	.....	5.57	.....	5.11	12.34	11.28	10.16	43 9	LAWRENCES	99 0	.....	.....	7.37	.....	8.25	1.44	4.33	6.15			
.....	.....	6.04	5.17	5.17	12.43	11.36	10.24	47 4	SANTA CLARA	95 5	.....	.....	7.30	8.19	8.19	1.36	4.26	6.06			
.....	.....	6.10	5.2	5.23	12.55	11.43	10.30	50 0	SAN JOSE	92 9	.....	.....	7.25	8.13	8.13	1.30	4.20	6.00			
.....	.....	.....	5.49	.....	1.15	.....	.....	57-3	EDEN VALE	85 6	.....	.....	.....	.....	.....	1.04	.....	.....			
.....	.....	.....	5.58	.....	1.27	.....	.....	62 8	COYOTE	80 1	.....	.....	.....	.....	.....	12.53	.....	.....			
.....	.....	.....	6.04	.....	1.34	.....	.....	65 8	PERRYS	77 1	.....	.....	.....	.....	.....	12.46	.....	.....			
.....	.....	.....	6.10	.....	1.40	.....	.....	68 8	MADRONE	74-1	.....	.....	.....	.....	.....	12.40	.....	.....			
.....	.....	.....	6.15	.....	1.46	.....	.....	71 5	TENNANTS	71 4	.....	.....	.....	.....	.....	12.34	.....	.....			
.....	.....	.....	6.42	.....	2.20	.....	.....	80 3	GILROY	62 6	.....	.....	.....	.....	.....	12.15	.....	.....			
.....	.....	.....	.....	.....	2.26	.....	.....	82 5	CARNADERO	60 4	.....	.....	.....	.....	.....	11.55	.....	.....			
.....	.....	.....	6.55	.....	2.35	.....	.....	86 5	SARGENTS	56 4	.....	.....	.....	6.38	.....	11.41	.....	.....			
.....	.....	.....	7.18	.....	2.59	.....	.....	96 5	VEGA	46 4	.....	.....	.....	6.15	.....	11.23	.....	.....			
.....	.....	.....	7.25	.....	3.15	.....	.....	99 4	PAJARO	43-5	.....	.....	.....	6.10	.....	11.16	.....	.....			
.....	.....	.....	.....	.....	3.30	.....	.....	1 9 7	CASTROVILLE	33 2	.....	.....	.....	.....	.....	10.52	.....	.....			
.....	.....	.....	.....	.....	4.00	.....	.....	117 4	SALINAS	25 3	.....	.....	.....	.....	.....	10.35	.....	.....			
.....	.....	.....	.....	.....	4.35	.....	.....	128 5	CHUALAR	14 4	.....	.....	.....	.....	.....	9.47	.....	.....			
.....	.....	.....	.....	.....	4.55	.....	.....	134 5	GONZALES	8 4	.....	.....	.....	.....	.....	9.28	.....	.....			
.....	.....	.....	.....	.....	5.20	.....	.....	142 9	ArSOLEDAD Lv	0	.....	.....	.....	.....	.....	9.00	.....	.....			

\*Trains do not stop.

†Trains stop only on signal or to leave passengers.

The 10.40 A. M. Train Connects at { PAJARO (Daily) with the Santa Cruz R. R. for Aptos Soquel and Santa Cruz  
 { SALINAS (Daily) with the M. & S. V. R. R. for Monterey.  
 On Saturdays Only - The 3.30 P. M. Train Connects at { PAJARO with the Santa Cruz R. R. for Aptos, Soquel and Santa Cruz  
 { SALINAS with the M. & S. V. R. R. for Monterey.

### TRAINS BETWEEN GILROY AND TRES PINOS.

Dist.	SOUTHWARD.		DAILY, Sundays Excepted	DAILY, Sundays Excepted	Dist.	NORTHWARD.		DAILY, Sundays Excepted	SUNDAYS ONLY.
	Trains Leave					Trains Leave			
0	Gilroy	.....	2 25 P. M.	6 50 P. M.	0	Tres Pinos	.....	5 55 A. M.	10 45 A. M.
14-	Hollister	.....	2 55 "	7 50 "	6 2	Hollister	.....	6 10 "	11 00 "
20-2	Tres Pinos	arrive	3 10 "	8 15 "	20 2	Gilroy	arrive	6 45 "	11 50 "

**STANDARD OF TIME** ..... Trains are run by Anderson & Randolph's (San Francisco) Time.

Southern Pacific's 1879 time table, effective on April 21, established daily service from San Francisco to Soledad. It took 6 hours and 40 minutes to travel 142.9 miles, averaging 21 miles per hour. They also had those "Sunday go to meeting" trains from San Francisco to San Jose.

protection. This was also called legal maneuvering.

Now with Southern Pacific under the leadership of the "Big Four," their course of action was clear — build a coast line to Los Angeles, which would hopefully develop the entire Pacific Coast between San Francisco and Los Angeles.

With "Full Steam Ahead" the surveyors plotted the route, and by 1872, the line extended to Salinas: 117.6 miles from San Francisco. This gave them double the trackage over the original San Francisco and San Jose Railroad.

By 1873, work was started at the Los Angeles end. By mid-year the track laying crews had reached Burbank — 12 miles northwest of Los Angeles. This spot would later be known as Burbank Junction, where the Coast Line and San Joaquin Valley Line separate — one going to the coast and the other going up the center of California.

It was at this point that Southern Pacific decided to take the least line of resistance and build north on the San Joaquin rather than tackling the Santa Susana Mountains on the proposed coast route. There was also another reason that prompted this decision. The San Joaquin Valley Line was closer to completion. It also gave them an "ace in the hole." They could still build to the coast with a temporary line when they reached Saugus, building west through the Santa Paula Valley, along side the Santa Clara River, to Montalvo, just south of Ventura. The construction could be a "minimum effort" project, almost entirely on level ground. Some years later they used this option and built the line all the way to Santa Barbara. This later became the key to completing a temporary coast line.

By 1874, 15 additional miles of track had been laid, from Burbank Junction right to the face of the western portion of the San Gabriel Mountains. At this point they proposed to bore a tunnel through the mountains to Saugus on the other side, which would later be called San Fernando Tunnel or Tunnel 25. On March 27, 1875, to speed up work on the tunnel, they formed two boring crews — one starting from the south, the other from the north — hopefully meeting in the center.

On July 14, 1876, in a little over a year's work, the two crews met after boring a hole 6,975 feet, which was a fantastic record. After the "whoopin' and hollerin'" was over, it took them less than 26 days to clean up the tunnel and make it ready for the tracklayers.

It's hard to believe that while Southern Pacific was conquering the San Gabriel Mountains and boring the tunnel, Sitting Bull — Chief of Sioux Indians, along with Gall, Crazy Horse and the

Cheyenne — was conquering General Custer and his 7th Cavalry of 276 men at the "Little Big Horn."

From 1876 to the beginning of 1879, very little happened on the Coast Line building-wise. However, on April 21, 1879, Southern Pacific began passenger service between San Francisco and Soledad — 142.9 miles below San Francisco or just south of Salinas. They ran one train daily in each direction, which consumed 6 hours and 40 minutes. They also ran seven other trains to various intermediate points. Some were "Sunday-go-to meetings" only and others ran on a daily basis.

In the latter part of 1879, management left word with the Motive Power Department to come up with a substitute fuel for their locomotives. By this time wood burning was inadequate and coal had to be brought from the East, making it very expensive to use as more and more powerful locomotives were placed into service. The Motive Power Department felt they might have a chance with oil as a fuel and began experimenting. This was the birth of research and development for the company. Southern Pacific felt this was a "must" in order to keep up with the changing times. They later proved to be the finest research and development team in railroading.

From the balance of 1879 to 1886, the Coast Line took a back seat to new construction. The building effort was concentrated in the San Joaquin Valley and the Los Angeles area, adding branch line trackage to the main line to help the various industries move their goods to the marketplace.

In 1885, Southern Pacific purchased their first locomotive air brake from Westinghouse, which would later become a "standard" for all Southern Pacific motive power and rolling stock.

In 1886, the Coast Line finally got top priority and work started at Soledad going south to San Miguel, adding 63 miles of track. Work also resumed at the Burbank Junction working west and in 1893, the section from Burbank to Chatsworth was completed, adding 21 miles of new rail for the southern portion of the Coast Line. On June 5, 1894, 45 miles of track, from San Miguel to San Luis Obispo, were completed. This added another high point in Southern Pacific's history by challenging the Santa Lucia Mountain range with an impressive array of track work on Cuesta Grade (or the "hill," as it was called), which included the famous "Horseshoe Curve" and Tunnels 6 through 11. It may have been more fitting to call it Cuesta Arriba, meaning: uphill with great trouble and difficulty. This meant that in less than 10 miles from Cuesta (the summit), the track dropped 1,056 feet into San Luis Obispo. It was soon ap-

parent that trains operating on the hill would need helper service. They quickly established a helper pool at San Luis Obispo.

In 1895, while track crews were busy laying rails "everywhere," the 25 mile section from San Luis Obispo to Guadalupe was finally completed. In the same year, the Motive Power Department ended 16 years of experimenting with oil. Their first successful run was to Santa Barbara, using converted Loco 1344 of the American type 4-4-0, Class E-10. Oil for motive power would later become a "standard" for 90% of its steam engines.

In 1896, the rails from Guadalupe to Surf, adding 26 more miles, were completed and in 1898, Montalvo to Oxnard was finished, leaving only the difficult portions to complete. The years 1898 to 1901, were spent connecting all of the trackwork to make a temporary Coast Line. On March 31, 1901, Southern Pacific's dream of a Coast Line was realized, with the first through train from San Francisco to Los Angeles, via the Santa Paula branchline. At Montalvo the train went east to Saugus, then south to Burbank, as a temporary route for three years.

Now with the temporary Coast Line completed, Southern Pacific jumped at the chance to begin service over the new line. On December 6, 1901, the first scheduled passenger train, known as the *Coast Line Limited* with running numbers 1 & 2, began operation between San Francisco and Los Angeles and advertised as a "daytime" or "daylight" coach train. This was the first hint of how Southern Pacific derived the name *Daylight*, later to become the famous passenger train. Also, on that same date, believe it or not, the *Sunset Limited* began its San Francisco to New Orleans run via the Coast Line, with running numbers 25 & 26. Up until this time the *Sunset* ran from San Francisco to Los Angeles on the San Joaquin Valley Line, then southeast to New Orleans.

In less than one year the Coast Line became the favorite with travelers. Southern Pacific, wanting to capitalize on this, in April, 1902, re-routed a second train over this line: the *Sunset Express* (also known as the *Atlantic and Pacific Express*), Train 9-10, a San Francisco to New Orleans train like the *Sunset Limited*. Previous to the re-routing, it also operated on the San Joaquin Valley Line. On November 15, 1902, the *Coast Line Limited* was renumbered to 21 and 22, which eliminated confusion, because the *Overland Limited* had the same running numbers.

Southern Pacific, now wanting to complete the Coast Line as originally proposed, had one barrier left to tackle — the menacing Santa Susana Mountains, which looked like giant rockpiles reaching to the stars. With the attitude of "damn those rock-

piles, we're going through," they completed the last link of the Coast Line on March 20, 1904.

The line from Montalvo went south to Oxnard, then east to Moorpark, through the beautiful Simi Valley and finally into the Santa Susana Mountains, with a complex tunnel array — Tunnels 26, 27, and 28, one of which is the longest on the Coast Line — and finally through Chatsworth to Burbank, where it joined the San Joaquin Valley Line into Los Angeles.

It all began with the San Francisco and San Jose Railroad and was completed by Southern Pacific 40 years later. It was sad indeed that the "Big Four" were not alive to see their dream come true. The last survivor, C. P. Huntington, died in 1900.

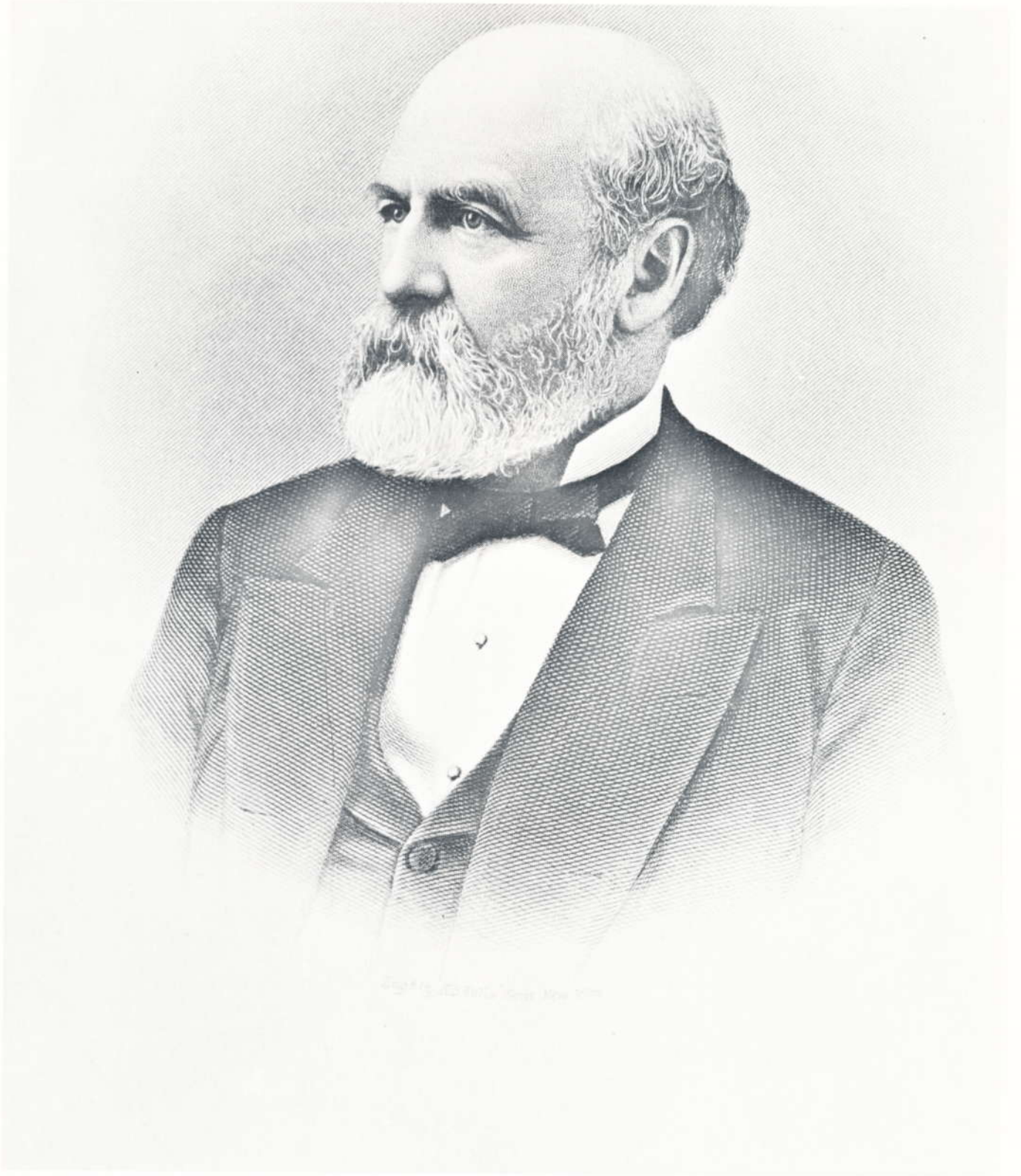
Southern Pacific decided to make an improvement on the Coast Line and in October, 1904, started to build the Bayshore cutoff from San Francisco to San Bruno under a separate company, known as the Bayshore Railway. It added 11.8 miles of new track and eliminated the original 14.3 miles to San Bruno, shortening the route 2.5 miles. This new track went through a maze of tunnels and over land-fills. It also became the most expensive track on the Coast Line and was later tagged "the million-dollar a mile track."

Southern Pacific, now very passenger-minded, had the research and development staff working overtime and made many improvements on their passenger equipment: by increasing length and seating capacity, adding vestibules and air signals, steam heat for passenger comfort, gas lights so travelers could read, and the first steel passenger car built in America — constructed at Southern Pacific's Sacramento shops in 1906.

On March 1, 1906, Southern Pacific began publicizing the Coast Line as the most beautiful 471-mile train ride in the world and advertised the line as closely following the historic El Camino Real through a scenic and romantic portion of California. For more than 113 miles, the rails ran right along the Pacific shores. This was a big "drawing card" for the Coast Line, and Southern Pacific knew it.

With this added publicity, they inaugurated the *Shore Line Limited*, Train 19-20, which could zip travelers to Los Angeles or San Francisco in a short 13½ enjoyable hours, leaving daily at 8:00 in the morning and arriving at 9:30 in the evening in their plush all Parlor train. To say the least, it soon became the most favorite daytime train with travelers on the Southern Pacific.

On December 1, 1906, Southern Pacific, by popular request, added another new train, the *Sea Shore Express*, numbers 17-18, (also known as the *San Francisco and Los Angeles Passenger*). It consisted of coaches and tourist sleepers and



Collis P. Huntington — Last of the “Big Four” to survive, died in 1900 without seeing the Coast Line completed. He served as President from 1890 to 1900 and seeing it completed was one of his dreams. He died a legend.



# COAST LINE - SAN FRANCISCO, OAKLAND, SAN JOSE



## AND PASO ROBLES HOT SPRINGS, SANTA BARBARA, LOS ANGELES

SEE PAGE 21, SCHEDULES LOS ANGELES, EL PASO, NEW ORLEANS, EAST

18	76	10	24	22	20	Miles	DESTINATIONS	Sta-	17	75	9	19	21	23	
Daily	Daily	Daily	Daily	Daily	Daily			ion	Daily	Daily	Daily	Daily	Daily	Daily	
8:05	8:05	8:05	9:00	8:05	8:00	0	San Francisco (3rd & Townsend)	Ar	6	8:30	9:30	10:55	9:30	11:45	4:00
8:58	8:58	8:58	9:53	8:58	8:53	34	Palo Alto	Lv	57	9:25	10:25	11:50	10:55	12:05	3:03
9:25	9:05	9:05	10:30	9:10	9:05	51	San Jose (Market St.)	Ar	8	7:15	8:20	9:40	8:25	10:30	2:35
9:40	9:40	9:40	10:30	9:40	9:40	0	San Francisco (Market St.)	Lv	6	9:28	10:28	11:48	10:30	11:45	2:48
7:15	7:15	7:15	8:36	7:17	7:17	8	Oakland (First & Broadway)	Ar	15	8:30	9:30	10:55	9:30	10:55	2:41
7:27	7:27	7:27	8:24	7:27	7:27	0	Berkeley	Ar	87	9:40	10:40	11:55	10:30	11:55	2:40
6:46	6:46	6:46	8:24	6:46	6:46	0	Alameda (Park St.)	Ar	15	9:02	10:02	11:17	10:02	11:17	2:02
7:24	7:24	7:24	8:44	7:25	7:25	11	Emeryville	Ar	32	8:40	9:40	10:55	9:40	10:55	1:53
8:50	8:50	8:50	10:40	8:50	8:50	48	San Jose (Market St.)	Ar	8	7:20	8:20	9:30	8:20	9:30	12:30
9:30	9:30	9:30	10:40	9:30	9:30	51	San Jose (Market St.)	Ar	9	7:00	8:20	9:30	8:20	9:30	12:30
11:11	11:11	11:11	11:59	11:11	11:11	81	Morganhill	Lv	500	7:00	8:20	9:30	8:20	9:30	12:30
11:40	11:40	11:40	12:25	11:40	11:40	100	Gilroy	Lv	192	7:00	8:20	9:30	8:20	9:30	12:30
8:05	8:05	8:05	10:45	8:05	8:05	100	Sargents	Lv	133	7:00	8:20	9:30	8:20	9:30	12:30
8:05	8:05	8:05	9:25	8:05	8:05	0	Pajaro	Lv	22	7:00	7:53	7:05	9:00	12:35	
8:05	8:05	8:05	9:25	8:05	8:05	0	Santa Cruz	Ar	17	10:30	10:30	7:55	10:00	10:00	
8:05	8:05	8:05	10:15	8:05	8:05	18	Watsonville	Ar	23	9:40	9:40	7:10	9:10	9:10	
8:05	8:05	8:05	10:20	8:05	8:05	20	Pajaro	Lv	22	9:30	9:30	7:05	9:05	9:05	
7:50	7:50	7:50	9:40	7:50	7:50	0	Pacific Grove	Ar	60	10:30	10:30	7:35	9:25	9:25	
7:50	7:50	7:50	9:58	7:50	7:50	4	Monterey	Ar	10	10:20	10:20	7:25	9:15	9:15	
8:30	8:30	8:30	10:30	8:30	8:30	18	Del Monte	Ar	10	10:10	10:10	7:21	9:11	9:11	
11:40	11:40	11:40	12:40	11:40	11:40	26	Castroville	Lv	15	9:05	9:05	6:50	8:40	8:40	
12:05	12:05	12:05	11:10	12:05	12:05	10	Pajaro	Ar	22	7:00	7:53	7:05	9:00	12:35	
12:30	12:30	12:30	11:40	12:30	12:30	10	Castroville	Ar	11	4:45	6:35	6:45	8:35	12:07	
12:49	12:49	12:49	11:05	12:49	12:49	118	Salinas	Lv	43	4:30	6:20	6:25	8:15	11:00	
12:59	12:59	12:59	11:05	12:59	12:59	129	Chualar	Lv	101	3:58	5:48	5:53	7:39	10:48	
1:15	1:15	1:15	11:16	1:15	1:15	135	Gonzales	Lv	127	3:46	5:36	5:41	7:25	10:30	
1:33	1:33	1:33	11:25	1:33	1:33	144	Soledad	Lv	180	3:30	5:20	5:25	7:10	10:15	
1:56	1:56	1:56	11:34	1:56	1:56	152	Meta	Lv	231	3:16	5:06	5:11	6:52	9:41	
2:14	2:14	2:14	11:42	2:14	2:14	164	King City	Lv	331	2:56	4:46	4:51	6:30	9:19	
2:35	2:35	2:35	11:50	2:35	2:35	173	San Lucas	Lv	391	2:34	4:24	4:29	6:08	8:57	
3:03	3:03	3:03	12:00	3:03	3:03	183	San Ardo	Lv	451	2:14	4:04	4:09	5:48	8:37	
3:19	3:19	3:19	12:08	3:19	3:19	196	Bradley	Lv	538	1:51	3:41	3:46	5:25	8:14	
3:47	3:47	3:47	12:16	3:47	3:47	204	McKay	Lv	540	1:37	3:27	3:32	5:11	7:59	
4:00	4:00	4:00	12:20	4:00	4:00	207	San Miguel	Lv	615	1:30	3:20	3:25	5:04	7:52	
4:40	4:40	4:40	12:28	4:40	4:40	216	Paso Robles Hot Springs	Lv	721	1:11	3:01	3:06	4:45	7:34	
5:55	5:55	5:55	12:36	5:55	5:55	222	Templeton	Lv	772	1:07	2:57	3:02	4:41	7:29	
6:07	6:07	6:07	12:40	6:07	6:07	228	Atascadero	Lv	985	1:00	2:50	2:55	4:34	7:20	
6:17	6:17	6:17	12:44	6:17	6:17	230	Laguna	Lv	995	12:30	3:40	3:45	4:50	7:00	
6:24	6:24	6:24	12:48	6:24	6:24	236	Santa Margarita	Lv	995	12:30	3:40	3:45	4:50	7:00	
6:45	6:45	6:45	12:52	6:45	6:45	242	San Luis Obispo	Lv	237	11:30	2:40	2:45	3:50	6:50	
6:58	6:58	6:58	12:56	6:58	6:58	248	Edna	Lv	224	11:03	2:10	2:15	3:20	6:20	
7:10	7:10	7:10	1:00	7:10	7:10	258	Pismo	Lv	2	10:46	1:50	1:55	3:00	6:00	
7:41	7:41	7:41	1:08	7:41	7:41	263	Orcutt	Lv	17	10:40	1:40	1:45	2:50	5:50	
8:01	8:01	8:01	1:16	8:01	8:01	266	Guadalupe	Lv	7	10:20	1:20	1:25	2:30	5:30	
8:31	8:31	8:31	1:24	8:31	8:31	0	Guadalupe (P. C. E.)	Ar	79	10:00	1:00	1:05	2:10	5:10	
8:54	8:54	8:54	1:32	8:54	8:54	9	Santa Maria	Lv	9	9:25	12:01	1:01	1:50	4:50	
9:01	9:01	9:01	1:36	9:01	9:01	298	Castroville	Lv	283	9:50	12:26	1:26	2:15	5:15	
9:34	9:34	9:34	1:44	9:34	9:34	303	Surf	Lv	45	9:15	1:09	1:14	2:24	5:24	
9:54	9:54	9:54	1:52	9:54	9:54	326	Concepcion	Lv	108	8:27	1:06	1:11	2:21	5:21	
10:20	10:20	10:20	2:00	10:20	10:20	334	Gaviota	Lv	92	7:59	1:06	1:11	2:21	5:21	
10:30	10:30	10:30	2:04	10:30	10:30	355	Naples	Lv	92	7:30	1:06	1:11	2:21	5:21	
11:27	11:27	11:27	2:12	11:27	11:27	363	Gaviota	Lv	37	7:06	1:06	1:11	2:21	5:21	
11:59	11:59	11:59	2:20	11:59	11:59	371	Santa Barbara	Ar	2	6:45	1:15	1:20	2:30	5:30	
12:15	12:15	12:15	2:28	12:15	12:15	371	Santa Barbara	Ar	2	6:35	1:10	1:15	2:25	5:25	
12:27	12:27	12:27	2:32	12:27	12:27	376	Summerland	Lv	47	5:36	9:20	10:22	10:49	10:30	6:17
12:51	12:51	12:51	2:40	12:51	12:51	381	Carletona	Lv	7	4:45	8:30	9:32	10:59	10:40	6:00
1:11	1:11	1:11	2:48	1:11	1:11	388	Ventura	Ar	43	2:45	6:30	7:32	9:59	9:40	5:49
1:36	1:36	1:36	2:56	1:36	1:36	414	Nordhoff	Ar	720	1:50	5:35	6:37	9:04	8:45	5:14
1:58	1:58	1:58	3:04	1:58	1:58	399	Ventura	Ar	43	5:36	9:20	10:22	10:49	10:30	5:14
2:22	2:22	2:22	3:12	2:22	2:22	404	Montalvo	Ar	88	5:23	9:00	10:22	10:49	10:30	5:14
2:46	2:46	2:46	3:20	2:46	2:46	408	Oxnard	Lv	4	5:12	8:50	10:30	10:20	5:04	
3:05	3:05	3:05	3:28	3:05	3:05	438	Santa Susana	Lv	963	4:10	7:50	9:00	10:30	10:20	5:04
3:29	3:29	3:29	3:36	3:29	3:29	446	Chatsworth	Lv	925	3:51	7:30	8:40	10:30	10:20	5:04
3:53	3:53	3:53	3:44	3:53	3:53	464	Burbank	Lv	54	3:07	6:45	7:55	9:05	10:30	5:04
4:17	4:17	4:17	3:52	4:17	4:17	0	Montalvo	Ar	88	3:05	6:48	7:58	9:08	10:30	5:02
4:41	4:41	4:41	4:00	4:41	4:41	145	Satuya	Lv	145	3:00	6:45	7:55	9:05	10:30	5:02
4:57	4:57	4:57	4:08	4:57	4:57	22	Santa Paula	Lv	296	2:30	6:15	7:25	8:35	10:00	4:51
5:13	5:13	5:13	4:16	5:13	5:13	408	Fillmore	Lv	474	2:00	5:45	6:55	8:05	9:15	4:36
5:29	5:29	5:29	4:24	5:29	5:29	45	Saugus	Lv	1161	1:30	5:15	6:25	7:35	8:45	4:21
5:45	5:45	5:45	4:32	5:45	5:45	49	Newhall	Lv	1270	1:00	4:45	5:55	7:05	8:15	4:06
6:01	6:01	6:01	4:40	6:01	6:01	55	Fernando	Lv	1063	1:00	4:45	5:55	7:05	8:15	3:51
6:17	6:17	6:17	4:48	6:17	6:17	464	Burbank	Ar	54	3:07	6:45	7:55	9:05	10:30	3:39
6:33	6:33	6:33	4:56	6:33	6:33	47	Los Angeles	Lv	291	2:30	6:15	7:25	8:35	9:45	3:24
6:49	6:49	6:49	5:04	6:49	6:49	47	Los Angeles	Lv	291	2:30	6:15	7:25	8:35	9:45	3:09
7:05	7:05	7:05	5:12	7:05	7:05	47	Los Angeles	Lv							

was the first night passenger train operating on the Coast Line.

From 1907 to 1916, the *Coaster* and *Shore Line* had their "ups and downs" with intermittent discontinuances. However, on May 8, 1910, Southern Pacific inaugurated the *Lark*, Train 75-76, at the request of the many businessmen who commuted between San Francisco and Los Angeles. The *Lark* was a first class night train with Pullman sleepers only, again showing their willingness to please the public.

Also, the research and development staff really began earning their money, as they came up with all-steel car construction inside and out, friction draft gears, vapor steam heat, 2-inch steam lines, Sharon couplers (replacing the old Janney couplers), type "L" brake equipment with triple valves, and electric lighting with axle-driven generators supplying the power. This was the ultimate in passenger comfort.

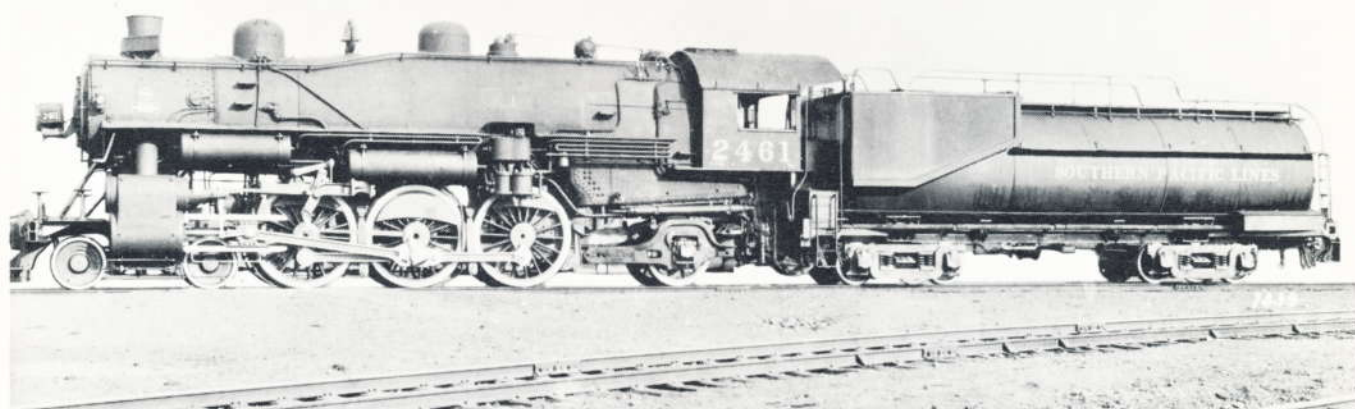
From 1917 to 1920, through the World War I years, the federal government nationalized all United States railroads for the war effort and Southern Pacific passenger trains were utilized in troop movements. It wasn't until December, 1920, that Southern Pacific again assumed control and was able to continue its research and development.

In 1921, the research and development department came up with improved brake equipment, flush toilets and electric ceiling fans, which marked another first.

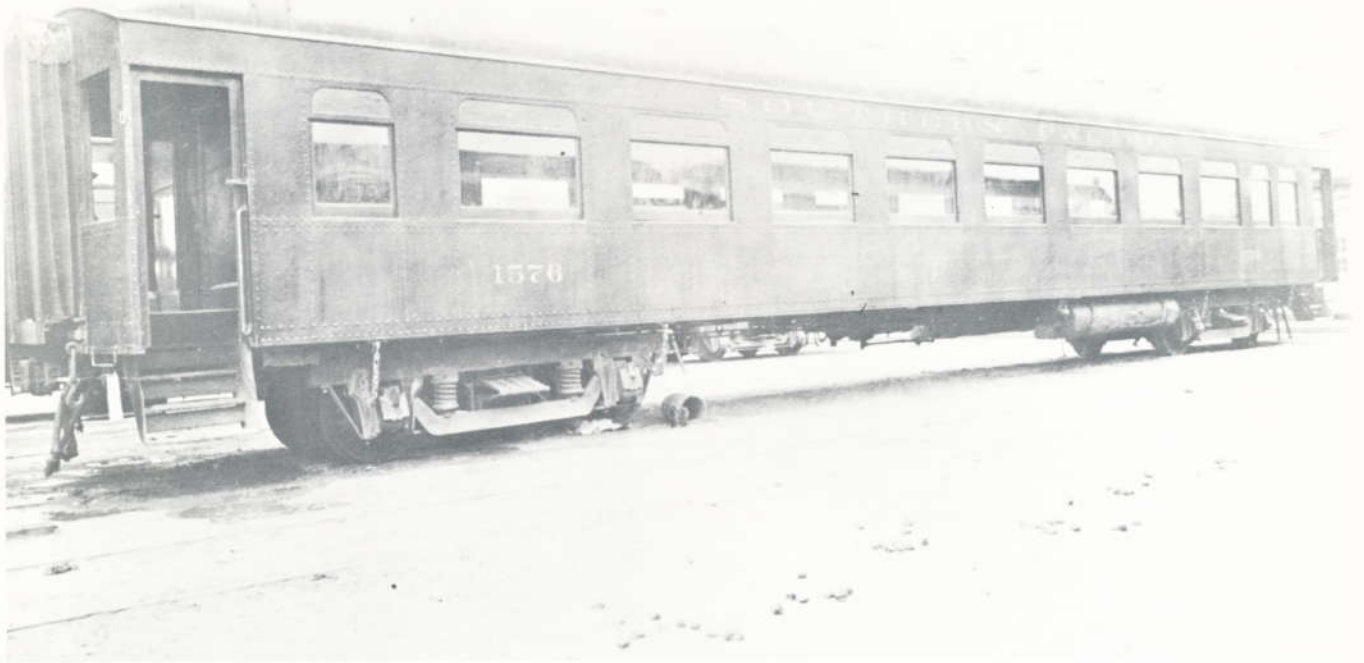
Southern Pacific was so confident that business over the popular coast route could be greatly increased, they decided to experiment with a train on a fast schedule to handle through passenger service only.

On April 28, 1922, the now immortal *Daylight* was born, with running numbers 71-72. With champagne flowing and firecrackers popping, the inaugural took place simultaneously at Los Angeles and San Francisco. The train ran on a 13-hour schedule, running on Fridays and Saturdays only of each week. The train consisted of five 60' coaches with a short order dining car. The locomotive was a shiny new Pacific type 4-6-2, built by Baldwin Locomotive Works the previous year. It had 73" drivers and 210 pounds of boiler pressure and created 43,660 pounds of tractive effort. The train was dressed in dark olive (Pullman green) with locomotive, car roofs, and underbodies black. All lettering was imitation gold-leaf.

None but operating stops were made. The *Daylight Limited*, as it was known then, ran for a short 7 months and service was discontinued on November 25, 1922 for the winter. In that short



This was typical of the shiny new Pacific's assigned as motive power for the *Daylight* from 1922 to 1930 when they were replaced by the 4-8-2 Mountain's. These 4-6-2's were classed P-8 with road numbers 2461 to 2475. They had 73" drivers, 210 pounds of boiler pressure, and could create 43,600 pounds of tractive effort. They were built by Baldwin Locomotive Works in 1921.



These 60' double vestibule steel Coaches, sometimes referred to as "Harriman's" after Edward H. Harriman, President of Southern Pacific from 1901 to 1909. They were built by Pullman in 1910 and classed as 60-C-4 with serial numbers 1572 to 1578. Their length was 59'10" over end sills, 9'9 $\frac{1}{2}$ " wide and 14' high. They could seat 72 passengers and had a total weight of 13,300 pounds. The cars had 4-wheel trucks, Westinghouse air brakes, a gas mantle lighting system and vapor steam heat. They were used on the *Daylight* until 1924 when they were replaced by 72' Coaches. (BELOW) This 77' steel Diner was typical of the 77-D-3 and -4 class used on the *Daylight*. The 77-D-3's, serial numbers 10098 to 10107 were used from 1922 to 1924. The 77-D-4's, serial numbers 10108 to 10117 were used from 1924 to 1937. Both classes were identical and built by Pullman from 1921 to 1924. The kitchen end of these Diners always faced forward in the train consist.





This is the Dummy End of SP 10098, a 77-D-3 class Diner. Both classes were equipped with National Malleable Type "D" head couplers and 6-wheel trucks equipped with Westinghouse type U.C. brake system.



This view is from the pantry with its many food storage lockers — some ice cooled — and the two coffee urns to the right, looking into the kitchen. They had electric lighting throughout and were considered the finest Diners in operation.



This view is looking forward into the kitchen and pantry from the dining section. These Diners had a seating capacity of 36 passengers. They had six 4-chair tables on the right side and six 2-chair tables on the left.

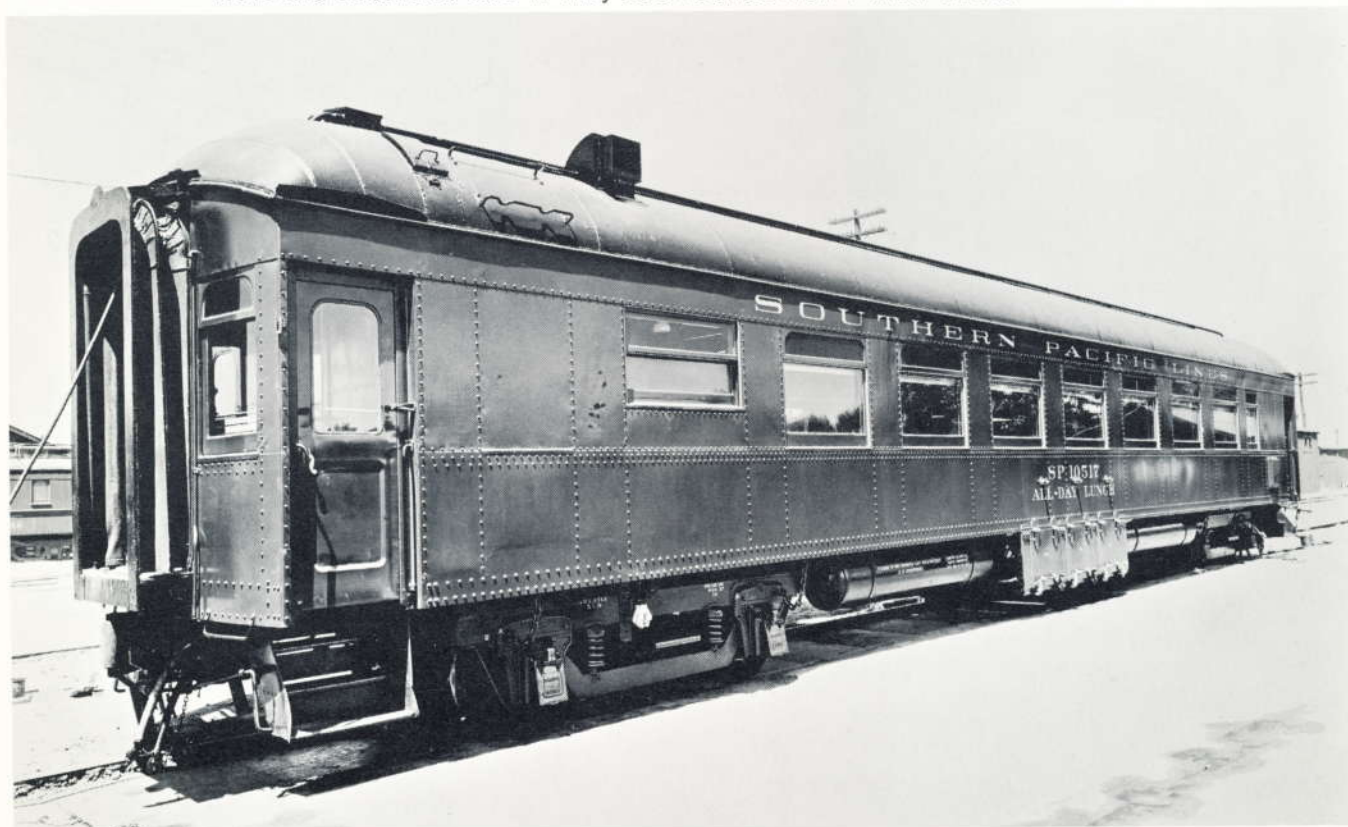


Here is the kitchen area, with the wood or soft coal burning range on the left and the sinks on the right, looking into the pantry section. The tank above is a steam reservoir for the steam cabinet below.





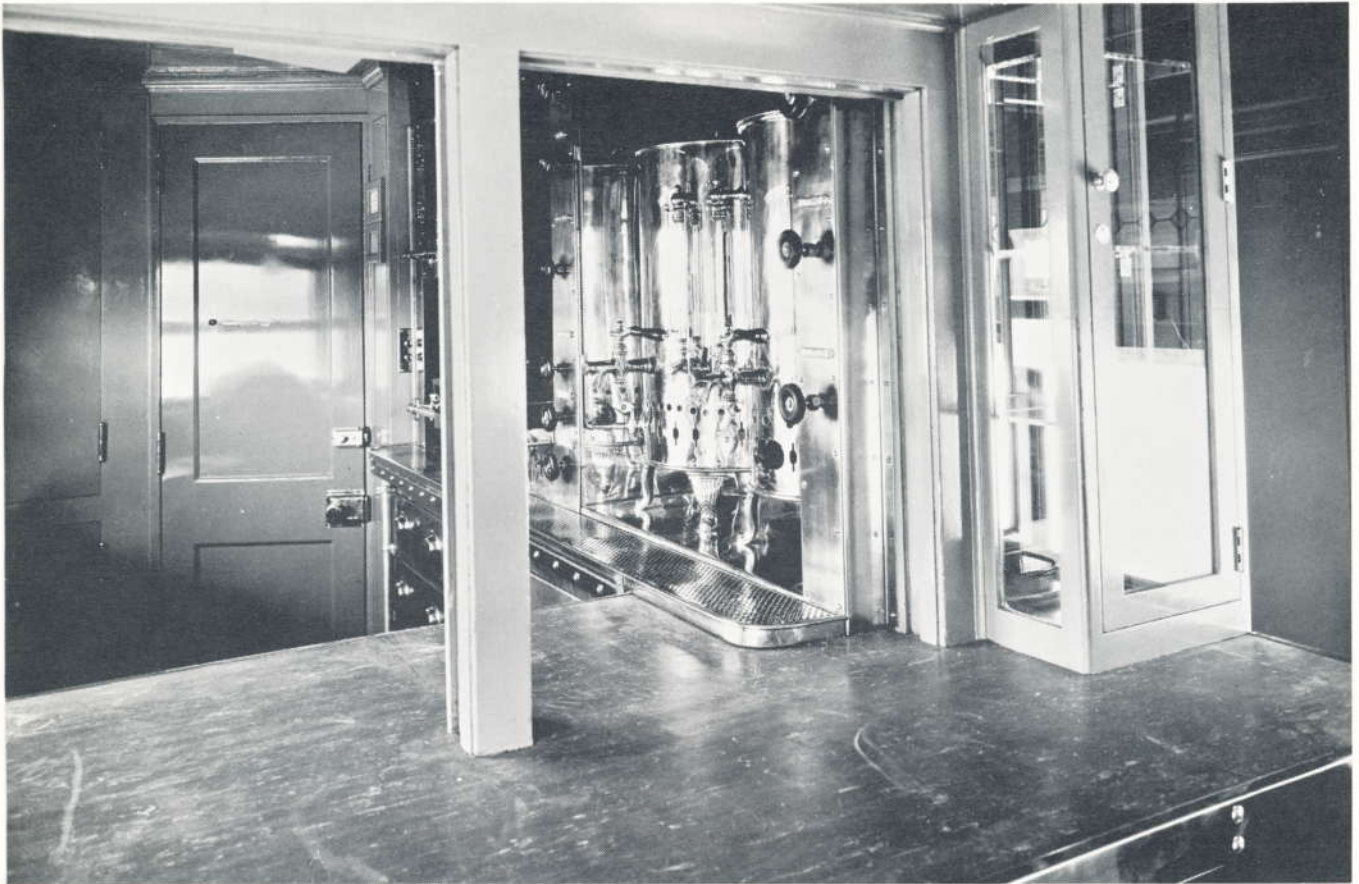
These Diners were 76'7½" over end sills, 9'9⅝" wide and 14' high. Their total weight was 148,800 pounds. They were also equipped with a wash room and flush toilet, ceiling fans, steam heat and electric lights. (BELOW) This was the "All Day Lunch" car that was added to the *Daylight* in 1924. The car offered sandwiches, coffee, soft drinks and short orders, all day long, at lunch counter prices, and became very popular with passengers. Two cars were reworked and modified from 60-C-1 Coaches and built with a theme, "The Corner Drug Store Soda Fountain." The work was done at Southern Pacific's own Sacramento main shops in 1923. The serial numbers were 1347 and 1348. They were later renumbered to 10517 and 10518 and classed as 60-D-1. They also retained their 4-wheel trucks.





This interior view of the "All Day Lunch" is looking toward the service window and counter section. A glass partition with fancy scroll work separated the counter section and dining tables from the seat section. (BELOW) The car had two dining tables, seating 4 people each, and three stools at the counter. All of the metal fixtures were polished chrome and the upper portion of the windows had stained glass.





Looking into the kitchen and pantry, the coffee urns and grill were to the right and a preparation counter to the left. The glass cabinet on the counter top to the right housed the wide selection of tasty cakes and pies which always seemed to be the fancy of passengers. (BELOW) Two of these class 72-0 wooden observations, built by Pullman in 1909, were also modified into all steel cars for *Daylight* service. Like the Lunch cars, they were rebuilt by Southern Pacific in 1923. These cars had a unique feature,  $\frac{2}{3}$  of the car was an open section with comfortable folding chairs, where passengers could enjoy the scenery and fresh air while riding the train.



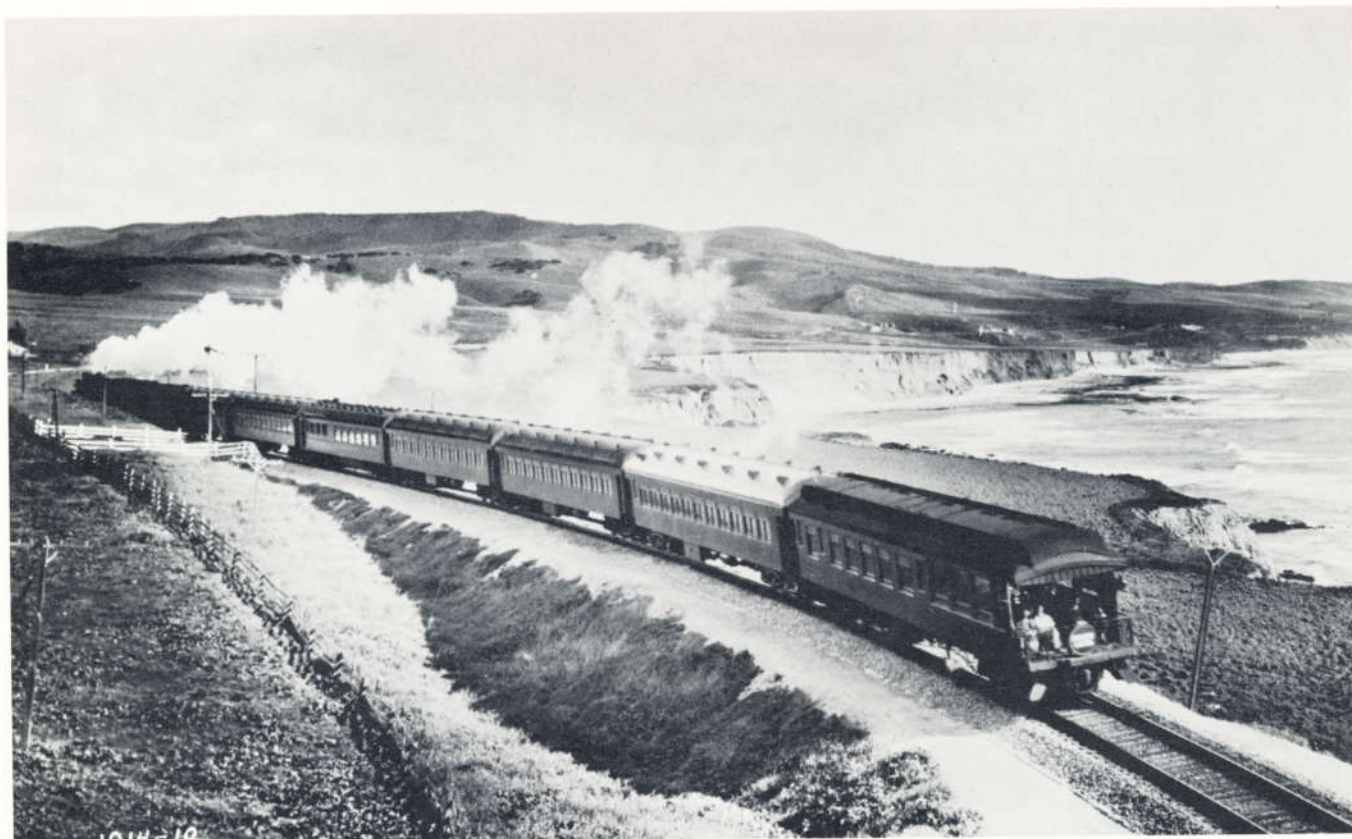


This is how the car looked on its first day of service at San Francisco. As passengers boarded the *Daylight*, they made a "Bee-Line" to the open section of the Observation car, where they would sit and enjoy reading the morning paper even in cold weather.

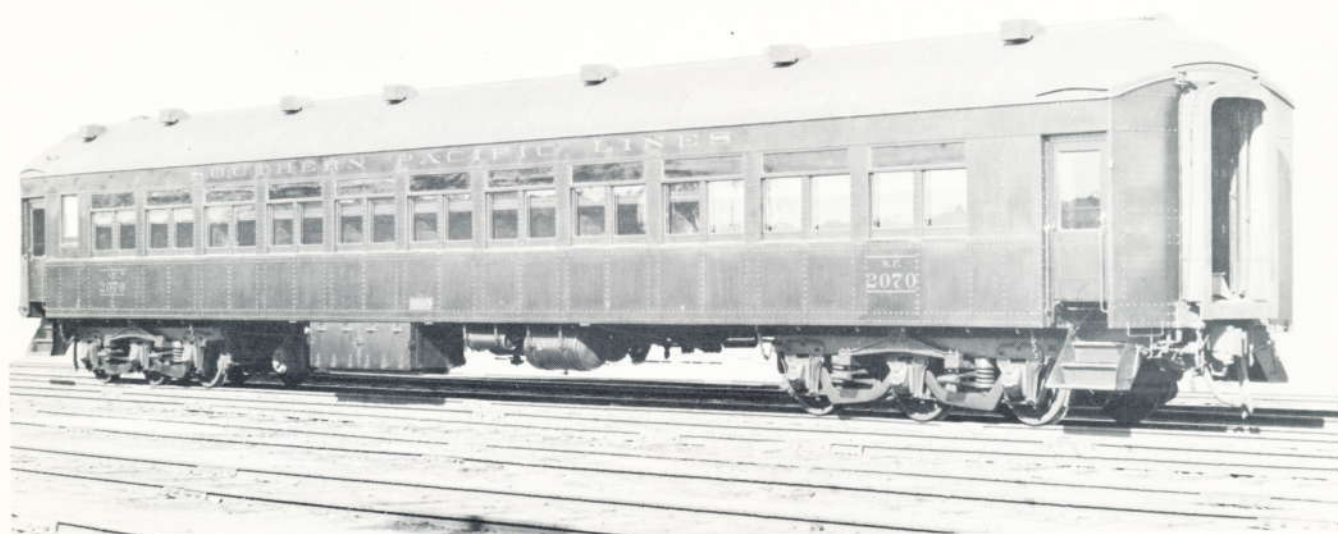
time, Southern Pacific made history again. It had carried 21,805 passengers, operating only two days a week. This meant it made 62 trips each way, or a total of 124 single trips — averaging 176 passengers per trip. Needless to say, Southern Pacific deemed this an overwhelming success.

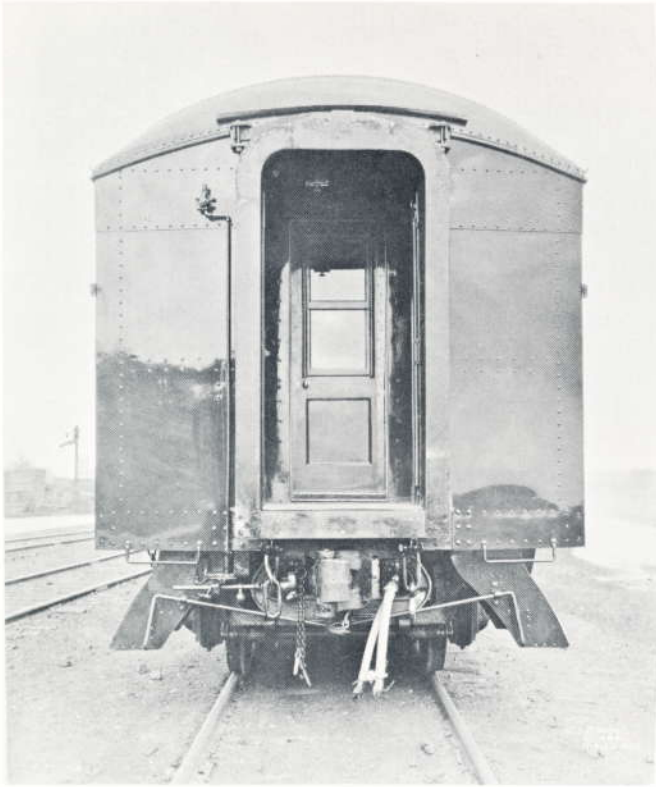
The *Daylight* started the 1923 season on April 27, again operating on Fridays and Saturdays only, but on a new time schedule of 12 hours and 45 minutes. Travel on the new *Daylight* grew so rapidly that it was soon apparent that the *Daylight* should be run every day. Plans were made to do this as soon as possible, and in the meantime the service was increased to three times a week on June 10, and to four times a week on July 5. On July 12, daily service was started and

two cars were added to the train, one of them a radical innovation. This was an Observation car, available to everyone on the train without extra cost. The car itself was of unique design. Two-thirds of the car was an observation section with comfortable chairs facing the open end at the rear. This novel arrangement and the wide side windows gave passengers a splendid view of the passing scenery. The 2 Observations were wooden cars, Class 72-0, built in 1916 by the Pullman Company and reworked and modified into all steel cars in Southern Pacific's Sacramento shops. The other car added to the train was a lunch car, where sandwiches, coffee and short orders were sold at lunch counter prices with service all day long. These were ex-60' coaches, also reworked in the Sacra-



North of Santa Barbara, 72 is streaking toward Los Angeles. She had 9 cars that day, including 6 Coaches, Lunch Car, Diner and Observation. In those days, the roadbed was brick lined. (BELOW) In 1924, Southern Pacific replaced the 60' Coaches with these new 72' cars, classed 72-C-1, with serial numbers 2070 to 2084. They had 6-wheel trucks and a length of 71'8 $\frac{5}{8}$ " over end sills, width of 9'9 $\frac{5}{8}$ " and 14' high from the top of the rail to the top of the roof. They could handle 90 passengers and weighed 138,200 pounds. They were built by American Car and Foundry.





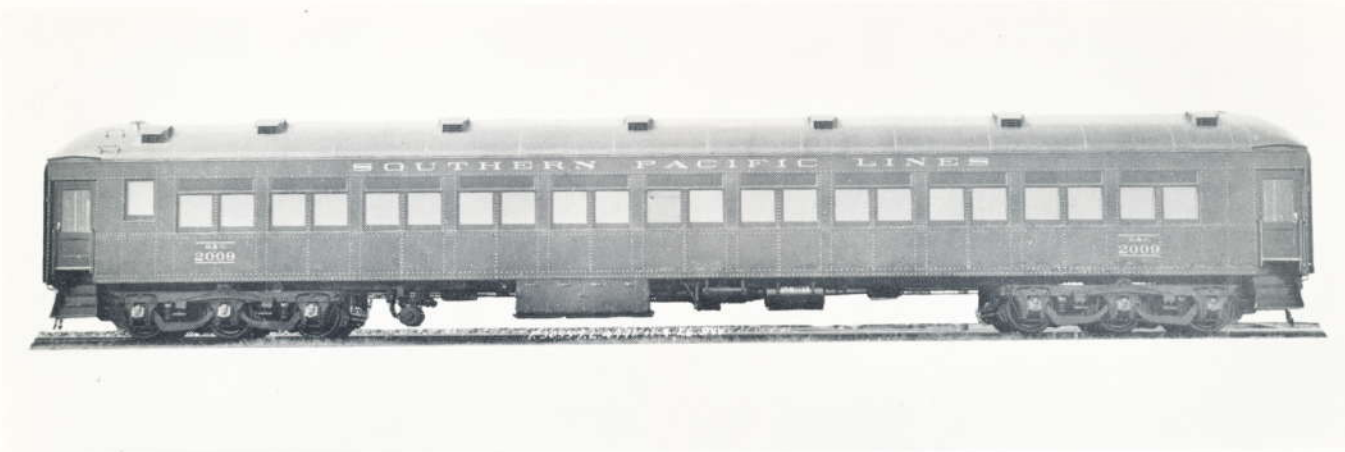
These Coaches had a vestibule at each end, like this one.



Some of the cars were equipped with this style contour seat.

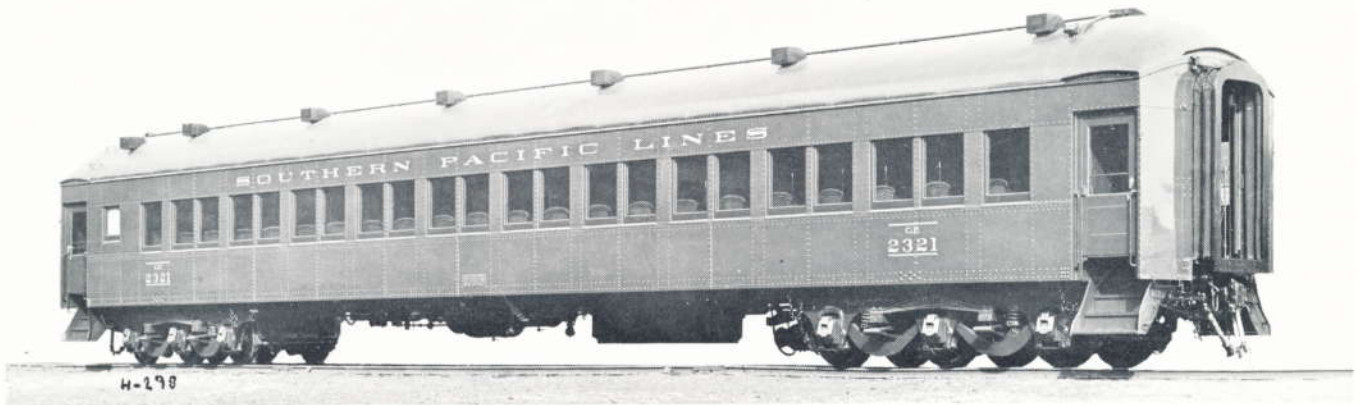


Other cars had individual bucket seats. Both style of cars were equipped with electric lights, steam heat and a separate restroom for women and men, both with flush toilets.



In 1927, Southern Pacific again added new 72' Coaches to the *Daylight*. They were 71'8 $\frac{1}{2}$ " over end sills, 9'9 $\frac{1}{8}$ " wide, 14' high and weighed 139,500 pounds. These new cars were classed 72-C-4's, with serial numbers 2001 to 2011. They had 6-wheel trucks with Westinghouse air brakes, separate restrooms with flush toilets for men and women, electric lights, latest type ceiling fans and steam heat. (BELOW) In 1928, Southern Pacific added Parlor car accommodations to the *Daylight*. They used 72-C-4 Coaches and replaced the conventional seats with large individual wicker chairs that could rotate 360 degrees, and applied carpets on the floor. The seat charge was \$1.00 in addition to the ticket fare.





Continuously upgrading the *Daylight*, Southern Pacific added new 72' Coaches in 1928. These cars were classed 72-C-5's with serial numbers 2316 to 2320, having standard seats and 2321 to 2330 with bucket seats. They were identical to the previous 72' cars except their windows were higher and the interiors were painted in light cheerful colors.

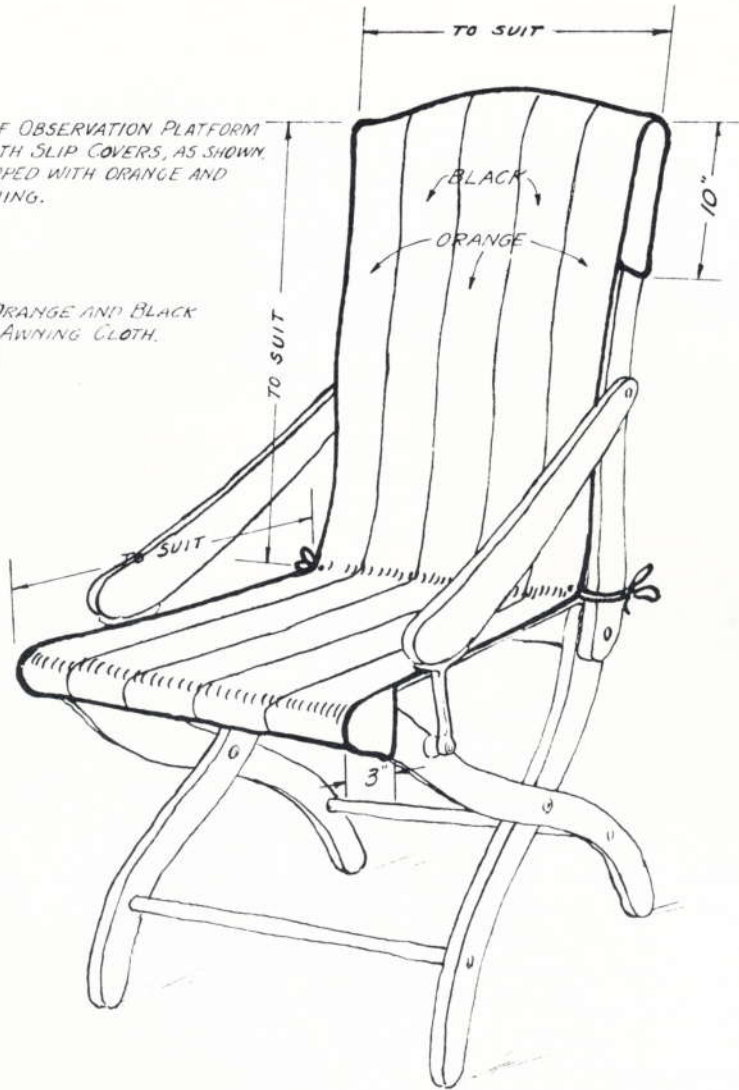


The Northbound *Daylight*, Train 71, rolls into Santa Barbara shortly after it was added as a stop in late 1928. Locomotive 2481, A P-10 Pacific class, was at the head. By adding Santa Barbara and several other communities as scheduled stops, Southern Pacific dropped the "Limited" from the *Daylight*.



FOLDING CHAIRS OF OBSERVATION PLATFORM  
TO BE PROVIDED WITH SLIP COVERS, AS SHOWN.  
WHEN CAR IS EQUIPPED WITH ORANGE AND  
BLACK STRIPE AWNING.

MATERIAL: ORANGE AND BLACK  
STRIPE WOVEN AWNING CLOTH.  
RIVERA No. 2.



SLIP COVER  
FOLDING CHAIRS FOR OBSERVATION CARS  
OFFICE OF GENL. SUPT. M.P. S.P.CO.  
SAN FRANCISCO, CALIF. OCT. 27-1926.

C.L.R.

These folding chairs were first used on the special Observation Southern Pacific added to the *Daylight* in 1924. In 1926, they added orange and black striped slip covers to the chairs, which gave them a little styling.

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