

The Southern Pacific Daylights



Presented By
R. B. Trombley, MMR
NCR - NMRA



It all began when Southern Pacific Daylight Passenger train pulled by Steam Locomotive No. 4412 Southern Pacific introduced the streamline *Daylight*, between Los Angeles and San Francisco, on March 1, 1937. The *Daylight* was hauled by streamline GS-2 (4-8-4) steam locomotives.

The Southern Pacific system in 1904.



The Southern Pacific system in 1937.



The Southern Pacific system in 1984.



There were several *Daylight* trains that made up the SP system. They were:

- *Coast Daylight (San Francisco to Los Angeles)*
- *San Joaquin Daylight (Oakland to Los Angeles)*
- *Shasta Daylight (Los Angeles to Portland)*
- *Sacramento Daylight (Sacramento to Lathrop)*
- *Sunbeam (Houston to Dallas)*
- *Sunset Limited (New Orleans to San Francisco via Los Angeles)*

The locomotives that served the *Daylight* trains on the SP system. They were:

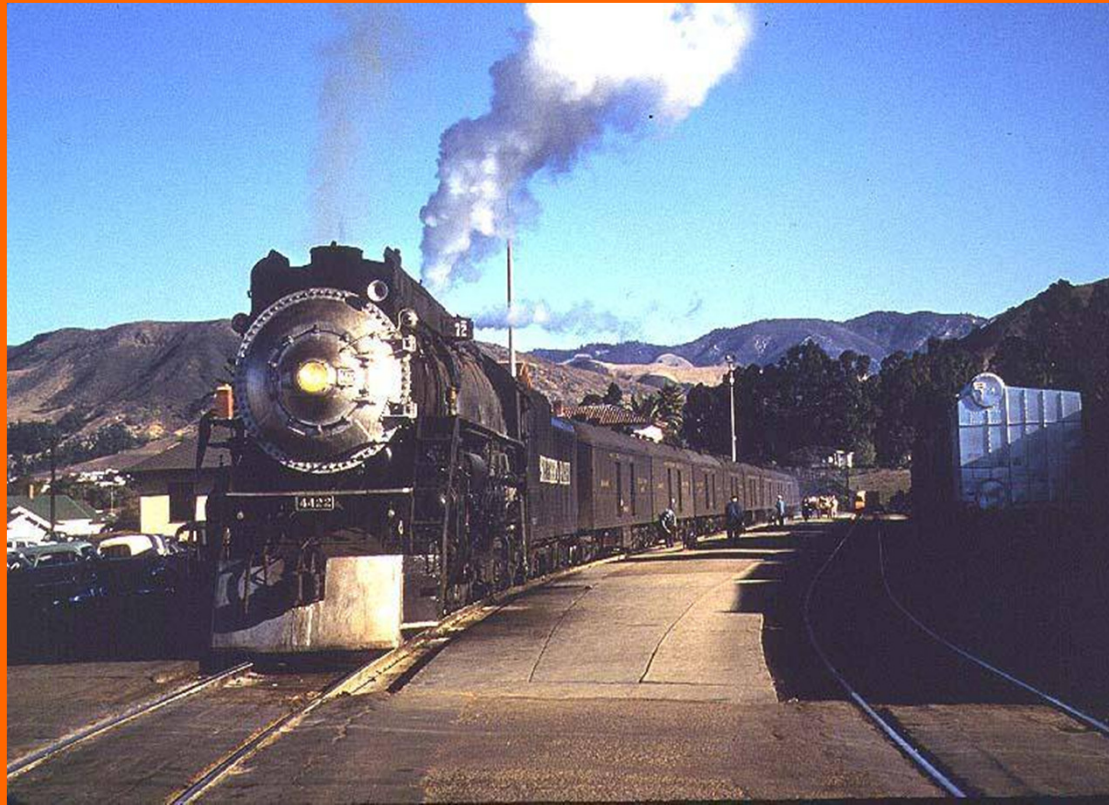
The **GS-2** was a streamlined 4-8-4 Northern type steam locomotive that served the SP from 1937 to 1956. They were built by Lima Locomotive Works and were numbered 4410 through 4415. GS stands for "Golden State" or "General Service."



4-8-4 GS-2 Loco # 4410

The **GS-2s** were streamlined and designed for high-speed passenger service. They featured a silver smokebox with a cone-shaped single headlight casing, skyline casing on the top of the boiler, skirting on the sides, and an air horn. They were the first to receive the red and orange "*Daylight*" paint scheme.

The following year they were replaced by the improved **GS-3** engines. During World War II, they were painted black and silver and were used to transport troops. In the 1950s their side skirting was removed for easier maintenance, and the locomotives were assigned to general service.



4-8-4 GS-3 Loco # 4422

Lima Locomotive Works' experimental GS Super Power 4-8-4 locomotives were combined with Pullman's new light weight cars and painted in a distinctive red, orange and black scheme to create this luxury train. The powerful Northern locomotive could cruise at 70 miles per hour and haul a 14 car train unassisted up a 2.2% grade through the mountains. Best known were the GS4s with their 80 inch drivers and unique twin headlights, one of which oscillated.



4-8-4 GS-4 Loco # 4449

The **GS-5s** are exactly identical in appearance to the **GS-4s**. They only difference was that they were equipped with roller bearings, which gave the locomotive a much smoother ride and added extra weight. They featured a silver smokebox with a dual-headlight casing (top headlight was a mars light), and a fully-enclosed, all-weather cab. It retained the skyline casing on the top of the boiler, skirting on the sides, an air horn, teardrop classification lights, and whistles. They received the orange and red "*Daylight*" paint scheme. The **GS-5s** were designed for high-speed passenger service on Southern Pacific's premier *Coast Daylight*, *San Joaquin Daylight* and *Sunset Limited*. Only two were built, 4458 & 4459.



4-8-4 GS-5 Loco # 4458

With respect to diesel locomotives, the SP used several models throughout the years. Starting in 1953 and ending in 1968, the SP used ALCO PAs, numbered 6000 to 6004, 6005 to 6017, 6019 to 6045, and 6055 to 6068 all of which were A units were in use. B units consisted of numbers 5910 to 5915, and 5918 to 5324 for the same time period. All of these locomotives were retired in 1968 and there are no surviving locomotives today.



ALCO PA Loco # 6000

From 1953 to 1968, the SP also used EMD **E7** units. The A units were numbered from 5900 thru 5909 and the B units 5916 & 5917. They were retired in 1968 and there are no surviving locomotives today.



An EMD E7 A Unit (#5903) & B Unit (#5916)

The SP also used an E8 unit numbered 6018 and was in service from 1954 to 1968 and was retired in 1968. Again, there are no surviving locomotives today.



An EMD E8 A Unit Loco # 6018, SP's one and only, heads train No. 99, the *Coast Daylight*, through Burlingame at something close to 79 mph.

EMD E9 units numbered 6046 thru 6054 were in service on the SP from 1954 thru 1971, also the year of these locomotives' retirement. One unit survives today, number 6051. These nine locomotives allowed the dieselisation of the *Coast Daylight* and "Lark" passenger trains. The units operated with E7s, ALCO PAs and other passenger equipped diesels as required. Assigned to the Los Angeles passenger pool for its entire career, it worked north via the Coast Line to San Francisco or east on the *Sunset Limited* route to El Paso or New Orleans.



An EMD E9 A Unit Loco # 6051

From the years 1953 thru 1971, the SP also employed EMD FP7 units numbered 6446 thru 6462 and all, except 6462 were sold to Amtrak in 1971. All these locomotives were retired (with Amtrak) in the 1980s. There are no surviving locomotives today.



An EMD FP7 Unit Loco # 6451

Lastly, EMD SDP45s numbered 3200 thru 3209 were leased and in service with Amtrak until 1976. They were all retired in the early 1990s and there are no surviving locomotive today.



An EMD SDP45 Unit Loco # 3200

A typical consist for a 1946 passenger *Daylights* were made-up as follows:

Baggage Chair Car Combine

Articulated Chair Car (Pair)

Articulated Chair Car (Pair)

Articulated Chair Car (Pair)

Articulated Dining Car (Triple Unit, consisting of a Coffee Shop car, Kitchen car, and Dining Room car)

Chair Car

Articulated Chair Car (Pair)

Articulated Chair Car (Pair)

Chair Car

Tavern Car

Parlor Car

Parlor Observation Car

***Note: 20 cars was the maximum consist, if demand was there.**

A typical consist for a 1970 passenger *Daylights* were made-up as follows:

Baggage Car

Chair Car

Chair Car

Chair Car

Automat Car

Chair Car

Observation Chair Car

The train's layout was reconfigured to eliminate the dining cars that was considered a significant change. These were replaced in favour of Automat cars. The Automat cars offered prepared food from vending machines instead of fresh, made-to-order meals in the dining cars. These cars saved money by eliminating all of the train's culinary personnel. This was a utilitarian configuration which allowed for seating, for baggage, and for the Automat car. This configuration was used until the train was discontinued.



The *Coast Daylight*, taken in Redwood City in 1967, on its way from Los Angeles to San Francisco. This caused a substantial customer outcry, particularly because the SP killed bar service as well and did not put beer in its vending machines, which reportedly ran out of supplies long before arrival.

Here are some of the posters used by the Southern Pacific during the “*Daylight*” years.

4 WONDERFUL WAYS EAST OR WEST

S.P.'s WONDERFUL SAN FRANCISCO OVERLAND
 CHICAGO-SAN FRANCISCO
 Also the fast streamlined City of San Francisco

S.P.'s WONDERFUL NEW SHASTA DAYLIGHT
 PORTLAND-SAN FRANCISCO
 Also the new overnight Chandy streamliner

S.P.'s WONDERFUL NEW SUNSET LIMITED
 NEW ORLEANS-LOS ANGELES

S.P.'s WONDERFUL NEW GOLDEN STATE
 CHICAGO-LOS ANGELES

Southern Pacific
 AMERICA'S MOST MODERN TRAINS

For details, write Mr. L. C. Ives, S. P. Co., 210 S. Michigan Ave., Chicago 4, Ill.

S-P's California "Daylights" and "Shasta Daylight" (Los Angeles to San Francisco to Portland) show the scenic beauties of the West Coast to more than 850,000 people every year.

1. California Coast
 2. San Francisco
 3. Golden Gate Bridge
 4. Los Angeles
 5. Warner San Miguel
 6. Alibi Lake, Ore.
 7. Portland - City of Rose
 8. Fly Island

Photos by Joseph M. Henschel, Robert L. Schindler, Ed. P. Henschel, Southern Pacific

© www.vintagetrains.com

• We move scenery, too! 25% of all U.S. rail shipments of lumber go Southern Pacific all or part of their trip.

Southern Pacific
 D. J. Russell, President, San Francisco
 THE WEST'S LARGEST TRANSPORTATION SYSTEM

Even more posters ---

CALIFORNIA
TEXAS, MEXICO
AND ARIZONA
Southern Pacific Co.
 "SUNSET ROUTE"

Morgan Line

From NEW ORLEANS
 TO THE
 PACIFIC COAST

J. C. STUBBS, 2ND VICE PRESIDENT
 SAN FRANCISCO, CAL.
 R. GRAY, GENL. TRAFFIC MANAGER
 SAN FRANCISCO, CAL.
 E. HAWLEY, ASST. GENL. TRAFFIC MANAGER
 NEW YORK, N.Y.

49921 JANUARY, 1892. American Bank Note Co., N. Y.

SUNSET LIMITED

to
California

DE LUXE SERVICE
 AFFORDING the most modern and appealing travel appointments on a route famed alike for its scenery, climate and history. Stopovers in New Orleans, Houston, San Antonio, El Paso or Tucson.

SUNSET LIMITED
 The Sunset Limited is an all-steel, sleeping 31 modern day train from New Orleans to Los Angeles, San Diego, and San Francisco.

Club Car, Observation Car and Limited type Dining and Sleeping Cars. Convenient service for the 120-mile water side trip over the famous Apache Trail and for the marvelous Coronado Gorge.

SOUTHERN PACIFIC LINES
 New York Houston Los Angeles
 St. Louis San Antonio San Francisco
 Chicago Dallas San Antonio
 St. Paul El Paso San Francisco

SUNSET Route

SOUTHERN PACIFIC LINES

And even more -----



SUMMER ALL WINTER
California, Arizona, Mexico
Texas, Louisiana

offer the best inducement for spending the winter months where the climate permits of every outdoor recreation. Take the best route for

Comfortable Travel and Picturesque Scenery

Southern Pacific
Sunset Route

Rock Ballast Road Beds
Automatic Block Signals
Oil Burning Locomotives
Superior Equipment

Choice of routes, rail or steamer, from Eastern points via New Orleans, the quaint half French, half American city, where ten-day stop-over is granted on all tickets.

Write for illustrated pamphlet to any Southern Pacific agent, or address
L. H. Nutting, G. E. P. A., 349 E'way, N. Y.

NEW ORLEANS THE CRESCENT CITY

TYPICAL
NEW
ORLEANS
HOME

The Golden Rocket

CHICAGO-LOS ANGELES

By this fall, Southern Pacific and Rock Island will be operating the first great westward-bound train to Southern Arizona and Southern California - the Golden Rocket.

Custom-built Diesel-electric power. Extra fast. The Golden Rocket will link Chicago and Los Angeles in 20 1/2 hours over the romantic Golden State Route through El Paso, Tucson and Phoenix. This route gives you opportunity to see the interesting Mexican Border country and the Southwest's thriving cities.

The Golden Rocket will be a handsome train. The rich colorings and fine handiwork of the Southwest and Mexico inspired its design and interior decorations. Its sleeping cars will be all private rooms. It will have a dining car, observation lounge, bathroom shower cars and a novel "Fiesta Car" with coffee shop and cocktail lounge.

We invite you to ride the Golden Rocket on your trip to California this fall or winter. We think you'll agree that our grade in the train is polished.



GOLDEN STATE ROUTE
Route of the Golden Rocket

S·P The friendly
Southern Pacific

Here are some of the heralds used by the SP
Daylights ----



And lastly -----



(Neon sign from back of the Observation car.)



Well, that's it folks ! Right neighbourly of you to come. Many thanks and have a Great Day !!



Comments, suggestions, etc. are welcome too !

