A Brief History of the *Daylight* Insignia
— excerpts from Richard K. Wright's book

When Charles Eggelston left for the Pullman plant at the end of 1935, to help design the new 12-car *Daylight*, he was instructed to design a new insignia, one that would give the train distinction. By August 1936, Eggelston had designed hundreds of them. A. D. McDonald went to the Pullman plant in August and selected a design which employed a ball for the California "sun," a "Wing" for its fleetness, and the immortal word *"Daylight"* in script writing for its "style." Indeed a good description of the new train. The ball, of course, was in orange, the wing in red and the writing in silver-bronze, all outlined in black. After McDonald's approval, Eggelston went one step further and designed a right and left hand insignia for the locomotives. It differed slightly, as the wing panels went into the ball, signifying the "start." To quote Norman Passur, "Charley did a mighty fine job on the *Daylight*. Boy, was he talented!"

Eggelston had done such a great job on the *Daylight* emblem that Southern Pacific adopted the design for most of the name trains, varying only in color and name.

The standard procedure for applying the insignia was to take a full scale drawing and make a paper template, or as they called it a "pounce pattern." The ball pattern was applied first to the red car sides and painted orange; the wing panel, which was red, did not have to be painted; the script writing came next.

When this was complete, the templates were removed and the hand painting started. First the red wing panels were separated by a 1/8" orange stripe extending to the ball. The wing panel extending into the ball was separated by a 1/8" red stripe. Then the entire ball and wing was edged in 1/16" black striping. The script writing was outlined by a 1/8" black edge. The locomotive pattern was done basically the same, except the red wing panels extended into the ball.

By 1946, Southern Pacific was receiving complaints from their painting department, something should be done to speed up the application of the insignia. The black striping required care and consumed many man-hours. The Mechanical Department redesigned the insignia in 1947, opening up all of the thin areas and changing the black edging to 1/8". The new *Shasta Daylight* cars being built at Pullman plant would receive the new design. Drawings were sent to all of the passenger car paint shops so they could apply the new insignia on cars being painted in the shops. The new design cancelled the old one on paper only. The workers in the Paint Department didn't care for the new herald and continued using the old one. The mechanical department was then forced to reissue the old one, which gave the painters and option: they could use either one.

In the early 1950's, Southern Pacific began having the insignias made by a decal firm. By 1958, they adopted still another design to go with the new silver paint scheme with red letterboard. The new scheme would become the standard for all passenger equipment. The insignia still employed the ball and wings and a new style of Daylight script; only the colors changed. The ball was now red; the wing outline in red stripes; and the panels were the stainless steel color from the car bodies; the script writing was dark gray. This color change was also adopted on the other two designs. In 1963, they cancelled all insignias with script writing and adopted the ball and wings only. This closed the history of the colorful "symbol," which had graced *Daylight* passenger equipment for 27 years. Sad indeed!

1937 herald, as rendered with the Daylight 1937 font

1947 herald, as rendered with the Daylight 1947 font

1958 herald, as rendered with the Daylight 1958 font

Font Designer's Notes
— Clifford J. Vander Yacht

First, I could not include any eighth inch or sixteenth inch striping. That feature is beyond this font family's capabilities within a normal word processor.

Second, the four units of the ball and wing allow many variations. For black on white, then you just use two characters, either, @# or *(

The ball and wing can be added to any upper case letter however it is only adjusted for the letter "D" of "Daylight." Some adjustment may be made with the kerning command <shift ctrl>+ or <shift ctrl>- in Windows. Also, the ball and wing can be made a different size than the text such as used with the shorter word such as "Lark." Advanced users can also use the superscript size and position commands to get the desired effect. Of course those with page layout and higher end graphics software can go even further.

This family of fonts introduces colorization to the herald. Using just the font and a word processor we've had success on many (but not all) color printers tested. So the following should be considered a bonus rather than a feature. Disclaimers aside, to make a colorized version of the Daylight herald you need four characters, @#$% for the ball on the left, and *()_ for the ball on the right. Note that in either case the first two characters are for the outlines and the next two for the interior, both are in ball first and wing last order. They must overlap in the proper order for the effect you want. The order in which the items are entered will determine which items overlap or cover up previous items. Thus the wing can extend up to or enter the ball. Note the effect on the ball outline within the wing panel. You can make the ball outline in the same color of its interior if you don't want the ball outlined. For car sides, arrange in this order: orange for the solid ball, black or silver for the two outlines, then red for the wing interior color, and finally silver for the word "Daylight." The words could also be in black, yellow, dark gray, or orange. Ball colors of silver and black were also used. Even in black and white, you can use the wing panel in white to remove the part of the ball outline within the wing area. If you are working with higher end graphics software or page layout, you should be able to incorporate these features directly.

All three fonts include "SP" in the roads Railroad Roman script and digits 0123456789 plus some punctuation. The SP is accessed by a use of the left and right "square" brackets "[]". The final "t" in the 1947 font is accessed with the open brace "{" (often called curly bracket).

Exact duplication of artistically designed logos for the various train names (e.g., "Lark", "Cascade", etc.) cannot be done with a computer font that is also flexible enough for general use. But every effort has been made to come as close as possible to the various train names. The lower case letters were based on a few letters comprising the words: "Daylight," "Lark," "Cascade" and "Sunset Limited." Most of the uppercase letters were guesses, some with help from William Stewart. It was challenging and fun. I hope you enjoy the font!