



EXPRESS

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APR-MAY 1979

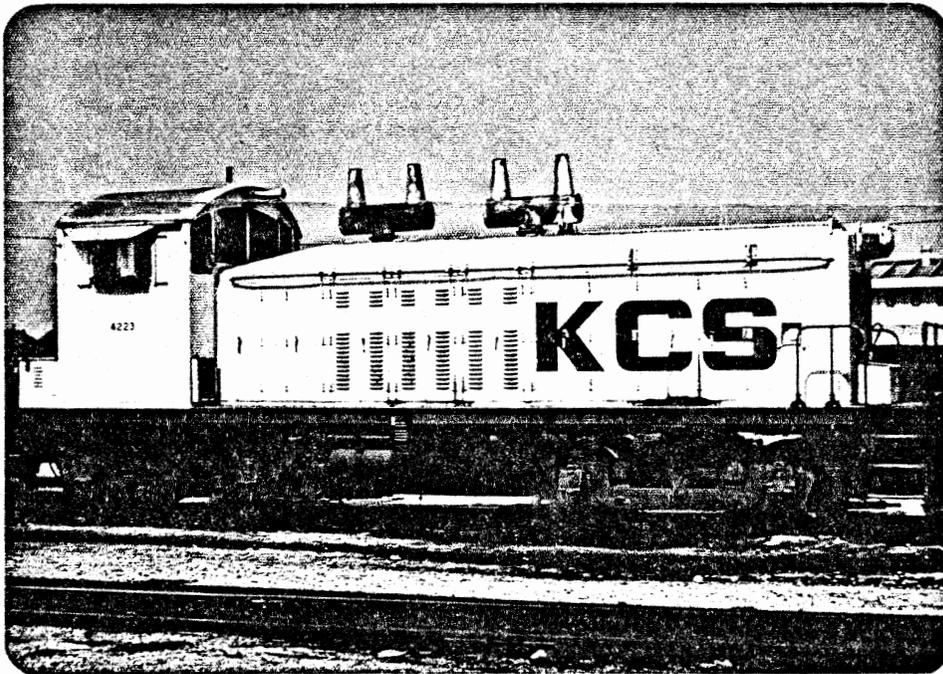


TABLE OF CONTENTS

EDITORIAL
 By Glenn Vallantyne 1
 REGIONAL MEET
 A Local meet in the works 1
 QUESTIONS AND ANSWERS
 Problems from readers 2
 WRITING
 Some tips on writing 2
 TRACK PLAN
 A track plan every issue 3
 SEABOARD COAST LINE
 Article on a Southern RR 3
 SOUTHERN RAILWAY
 Another one by Mike Falls 4

DRAWINGS

ENGINE
 ALCO PA-1 3
 TRACK PLAN
 Shelf layout 3

Apr-May 1979 Vol.1 No.2

EDITOR- Glenn Vallantyne

ADDRESS- All articles or letters for the EXPRESS or any letters concerning the Southern Region should be addressed to: 817 Robison, Pasadena Texas 77506

The EXPRESS, regional publication of the Southern Region of the TAMR, is published bi-monthly at a rate of \$3.25 per year for six issues.

The EXPRESS is mailed to it's subscribers on the 28th. Deadline for submitting articles is the 1st day of the month of printing.

The Southern Region EXPRESS assumes that all material submitted for possible publication is submitted gratis.

OLD RR.

The first railroad in Texas was chartered on February 7, 1853 and was the first railroad to serve the Texas coast. The Galveston, Houston and Henderson railroad proved of vast military importance to the southern cause in the Civil War. The GH&H still has tracks in the Galveston Island area.

SR EXPRESS

EDITOR

The Southern Region of the TAMR covers almost one-fourth of the country, yet we have only eighteen members. That's no where near enough members to have a really active region. In order to increase our membership we need to advertise. The national magazines very graciously advertise the TAMR when they can. The TAMR budget could never cover the cost for that advertising and we should all be very grateful to them for helping our organization.

Another good way to advertise free locally for the TAMR is TAMR posters. Placing these in hobby shops or anyplace else a prospective member might see it works very well and most hobby shops will be glad to help you in whatever way they can.

Once we get new members we should try to get them involved in the regional activities as well as nationally if they so choose. Placing posters is involvement in itself, writing articles, being an officer, etc..., all these are getting involved. There are a number of things that need to be done and all you have to do is ask and you'll be involved, and that's a lot of fun!

As you all probably know the TAMR is holding it's convention in Chicago on June 29-July 1. This will be a chance for members to get together and meet and exchange "bull".

But sometimes, everyone can't go, whether it be because of previous plans or because you can't afford it, sometimes you just can't make it. That's one reason that some of the regions hold local meets so that those who can't make long trips might be able to make it to a meet a little closer to home.

If you have any suggestions on getting together a regional meet I'd really like to here from you. We really need to get to know each other so that our region can become even better organized.

Q AND A WRITING

Q. What do all those letters and numbers on the side of rail cars mean?

A. Those letters and numbers are the measurements of that car.

This is what they stand for;
EX W 10 FT 5 IN H 13 FT 7 IN;
means that the car is 10'-5" wide at a point 13'-7" above the head of the rail.

EW 9 FT 6 IN H 14 FT 3 IN;
means that the car is 9'-6" wide at the eaves which are 14'-3" above the rails.

IL, IW, and IH;
mean inside length, inside width, and inside height, and are necessary information to shippers who must know how much a given car will contain.

Q. I want to build some mountains on my layout, what type of plaster do you recommend?

A. There seems to be three types of plaster most popular with model railroaders, they are: Plaster of paris, molding plaster, and Hydrocal. It would be difficult to recommend any particular one as they each have advantages as well as drawbacks. If you use the hardshell method for your mountain then your best bet would be for using Hydrocal. But Hydrocal is rather expensive so your second choice would be molding plaster. Molding plaster is economical and two coats of it are about as strong as one coat of Hydrocal. Plaster of paris probably wouldn't work very well with the hardshell method as it is not very self supporting but it would work very well for you if using screen as your base, and it too is very economical. All in all it's going to be up to you as to which type of plaster that you choose, also which method of construction you decide to use. To help you better decide get ahold of a copy of "Scenery for Model Railroaders" by Bill McClanahan, published by Kalmbach. You should find this at your hobby shop.

If you have any questions about model railroading, send them to us.

By Glenn Vallantyne

THEORY; Most TAMR members are reluctant to write a story for the HOTBOX or their regional magazine because they don't think they have the ability to write a good story.

THEORY: Most writers aren't born with a natural talent, that they learn from experience and education.

Now remember these are only theories but it wouldn't take long to prove them as facts. The first one is a problem that has been hanging around as long as I have been with the TAMR. There seems to be no solution except to assure you that anything you write will probably be printed. If it sounds like you tried, and in fact you do then chances are it will be a good story.

When we receive an article from you we don't expect it to be a great article, there is really only one requirement, it has to get the point across. I have written about ten articles for the EXPRESS and one for the HOTBOX, my writing has been getting better with every article I write. I still can't write a great article but I do try and by doing this I am getting the experience.

One of the biggest problems coming from this "writer apathy" is that it is up to a few people to write ALL the articles for every issue, and I can assure you this is not an easy job. If every one would write an article every once in a while those few people wouldn't have to work their fingers to the bone trying to meet the deadline.

In the short time that I have been writing articles I think I have learned a few things that might be beneficial to you when you write your article.

1. The first thing you have to do is find a subject, once you do think of a subject you need to do some research on the subject unless you are well informed on it.

(Cont. page 3)

SR EXPRESS

SR

By Mike Falls

Two of the railroads in the vicinity of Gastonia, North Carolina where I live are the Southern Railway and the Seaboard Coast Line

The Southern Railway mainline runs within a few miles of my home, the majority of these are freight trains. These freights originate mainly in Charlotte, North Carolina as Charlotte has a pretty good size yard.

Local switching in Gastonia is carried out by an EMD Road Diesel, most often a GP-38 2800 series, or a GP-38-2 5000 series. The Southern also uses an old and aging GP-30 whenever it is needed.

All the Southern Railway engines are equipped with high short hoods.

Southern also operates a unit coal train through Gastonia. The coal is delivered to Belmont, North Carolina, a small town west of Charlotte, where it is used there by the Belmont power station. This multi unit train is powered by SD six axle units, it also consists of high side gondolas, and a Southern Railway Red caboos. The Southern uses only baw window cabooses.

SCL

By Mike Falls

The Seaboard Coast Line covers a large portion of the southeastern United States, starting at Florida City and running as far north as Petersburg, Virginia. Other major cities the SCL's tracks travel to are Montgomery Alabama, Atlanta Georgia, Charleston South Carolina, and Charlotte North Carolina. The SCL also covers most of Florida.

The SCL is now the SCL/LN Family Lines. The SCL's mainline runs through Stanley and Mt. Holly, two small towns west of Charlotte.

The SCL, like the Southern, also runs a unit coal train through Gastonia, most of the trains through here are coal trains. They serve power stations owned by the Duke Power Company, our regional power suppliers. The Duke Power Company

(Cont. page 4)

(WRITING Cont.)

2. Unless you are really informed on the subject, you are going to need sources of information. A good source is old model railroad- ing magazines and books. Another place is the library, most good sized libraries will have a complete up to date history of many of the railroads in the area as well as books on model railroad- ing and maybe even some old maga- zines you can use. A person can be a source that should not be overlooked. Maybe you have a relative or a friend who is or was a model railroader or maybe he/she used to work on the railroad. Either way he/she can be a valuable source of information for your article.

3. If you do not have the time to write a full story or you just do not want to spend the time then write down the facts and I will put it into story form for you.

4. After you have all the facts and have finished the research then write up a rough draft, go over this making corrections and making any changes you think will make it a better article.

5. Another good source for your article on the prototype railroad is the railroad itself. Call or write the business office and they will tell you who to get in touch with for information.

6. When writing an article on a layout there are a few facts you should get together:

- a) The scale you use.
- b) The size of your layout.
- c) Tell about the era or time setting of the layout.
- d) Also the theme of the layout. (logging, coal hauling, etc...)
- e) The setting. (Northwest logging regions, Eastern coal mining town.
- f) Stage of completion
- g) Future plans for your pike.
- h) Engine roster and a list of the rolling stock.
- i) And a track plan.

And you don't have to worry about the grammar you use, if your not very good with it it's okay because that's what editors are for.

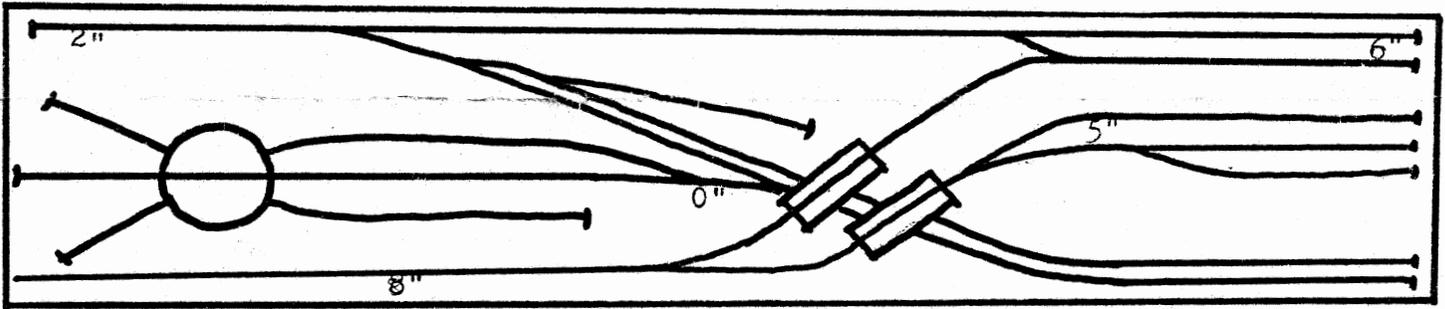
SR EXPRESS

PLANS

Each issue of the EXPRESS will include an original track plan. A place for you to show off your ideas about track planning. If you have some ideas you would like to share why not draw it up on a piece of paper and send it to me, I'll be more than happy to print it.

This track plan can be built in a space of two by eleven feet. It includes a fourteen car yard, an engine facility with turntable, two bridges and numerous other possibilities with scenery as well as operation. It can be the beginning of a larger layout.

	N	HO	S	O
WIDTH	1'	2'	3'	4'
LENGTH	5'5"	11'	16'5"	22'
SWITCHES	4	4	6	6
MIN. RAD.	9"	18"	27"	36"

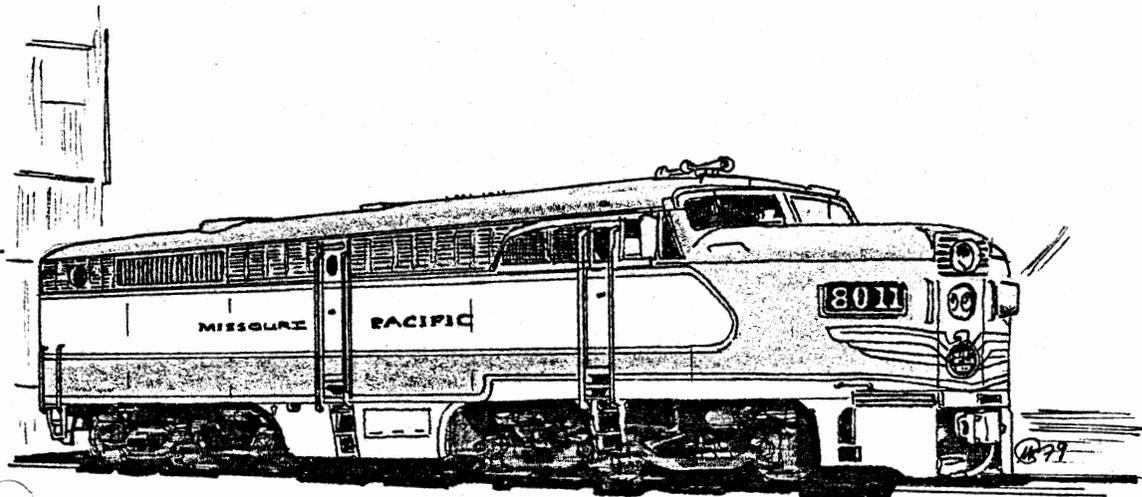


(Seaboard Coast Line Cont.) uses a GE 44-tonner to move cuts of coal cars around the yards at the power station. They generally use rotary dumpers for the transfer of coal from cars. However they have a few trestle type unloaders. The SCL uses hopper cars to transport the coal.

The unit trains are powered by anything from SD-45's to U33B's.

The Louisville and Nashville, the Clinchfield and the SCL all run their engines mixed as they are now merged together. SD, GP, and U boats are M.U.ED together and run on these coal trains. Caboose vary from L&N bay window, Clinchfield Sante Fe style*, or SCL/LN wide vision. For Gastonia's local switching GP-7's handle most of the work although they are being replaced by MP-15ac's painted in the Family Lines Gray.

*SEE December 1977 Railroad Model Craftsman for article on Clinchfield Sante Fe style cabooses.



This pencil and ink drawing of an ALCO PA-1 was done by Mark L. Morgan of Virginia. The drawing is of a Missouri Pacific Lines engine.

MISSOURI PACIFIC LINES ALCO PA-1

OFFICERS OF THE SOUTHERN REGION

Southern Region Director-Glenn Vallantyne, 817 Robison,
Pasadena, Texas 77506
District 1 Representative

District 2 Representative

District 3 Representative

District 4 Representative

District 5 Representative

COVER PHOTO: A Kansas City Southern NW 2, #4223 taken
at Sulfur, Louisiana October 16 '76. By Mark Morgan.

ELECTIONS: I received only one response on the rules
of the Southern Region elections to be held soon. It
was from Ted Tait of the Norhteastern Region. He
thinks it is a good idea to require candidates to have
submitted at least one article to the EXPRESS, that
way "only people who really want to work will hold an
office". I need your ideas and suggestions on the
elections as well as anything else you have comments
on.

The fact that the only response received concerning the
elections was from an out of region member shows a
lack of interest in the SR. Actually, I don't think that
is the case, I'm sure everyone wants an active region but
they don't take the time to help, it only takes a pen or
pencil, a piece of paper and 15¢, as well as a small
piece of your time that will be a big help.

SR EXPRESS "Serving The South"
817 Robison
Pasadena, Texas 77506

FIRST CLASS MAIL

