



EXPRESS

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Florida East Coast #659 on the ready track at Bowden Yard
in Jacksonville, FL on 12-26-80. Photo: Mark Kaszbiak

SOUTHERN REGION EXPRESS

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Annual dues of \$3.25 will give you six issues of the ESPRESS.

Send dues by money order or check only to the Auditor, Dee Gilbert, Box 132; Harrison, Arkansas 72601.

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We are NOT responsible for money sent and/or lost in the mail.

Mark "Auditor" on your envelope.

The EXPRESS

The number appearing after your name on the address label indicates the issue number with which your dues expire on.

This is the LAST issue to be sent to all members of the TAMR living in the Southern Region, whose dues have not been paid.

Photos to be printed MUST be CLEAR and SHARP black & white photos.

All contributions for publication should be addressed:

Dee Gilbert, Editor
Box 132
Harrison, Arkansas 72601

This is to prevent getting mail mixed up with other TAMR business.

Contents: What you will find published within these pages.

Editor's Desk

by: Dee Gilbert

As a result of all the mail that never came, this issue will cover my recent Amtrak trip in Amfleet equipment, a history of The L & D Railroad, and a few miscellaneous tid-bits.

This newsletter is for the members of the Southern Region. In order for each member to get something out of it, the member must put something into it.

Each member does have SOMETHING that can be shared.. This is your permanent invitation to share your hobby with the rest of us.

We want to know about your layout, your railroading in your town or area, and anything happening in the Southern Region in proto-type railroading.

Because our funds can't go on forever, we are issuing this last EXPRESS to reach every TAMR member living in the Southern Region.

If you want to gain more information about other modelers, and the southern railroads, you will have to send us your dues of \$3.25 as quickly as possible. Be sure to send your dues to:

Dee Gilbert, Auditor
Box 132
Harrison, Arkansas 72601

The next issue will have a report of my return trip to Chicago on the InterAmerican which will then be converted to all Superliner equipment..

At this point let me say, that as of publication, some of you have already sent in your dues, and the records of same have not reached me. Therefore, the number following your name may reflect that you are expired. It will NOT be necessary to write about this.

You WILL receive your next issue of the EXPRESS on time, and the expiration number will be changed on that issue. Talmadge and I have been quite busy these past weeks, and we have discussed a bit of the business by phone, and by the end of May, we should have everything on a schedule so that everyone can know what gives.

This issue is the April/May issue, and the next issue is the June/July issue which you should receive on or about July 15th. And you can only receive it if your dues are paid.

If there is something you want the EXPRESS to cover, then submit an article, and we will print it, including your name as the contributor.

Don't miss an issue!!! Get your dues in now!!!

AMTRAK: CHICAGO to LITTLE ROCK
The INTERAMERICAN

by: Dee Gilbert

The train consist starting at Chicago was of three F40PH's, two baggage, a sleeper, a couple AmCafe, and five AmCoaches.

Departure time from Chicago was 5:20pm, and into Little Rock at 5:46am.

Our actual departure time was a little later due to the heavy Easter traffic, and a switchout at St Louis, plus unknown delays put us about an hour and 15 minutes late into Little Rock.

Total round trip fair is \$106. well under plane fare, and auto costs.

I took a window seat, left side, in the middle of the car in order to attain the smoothest ride. This turned out not to be a disappointment.

The seat was in good condition (no tares), reclining, and with foot rest and fold-down table from the seat in front of me. Leg room was very ample, and I found that sleeping was most comfortable.

A quick conversation with the stewardess proved that train speeds up to 80 mph were attained at points along the route. She was responsible for the passengers in her two cars, in seeing that they got off at the right station stops, had their luggage from the overhead racks, passed out the pillows, and answered questions.

She also wanted the InterAmerican to remain in service, and she liked her job.

The ride overall was reasonably smooth, and speeds were seemingly from about 40 to 80 mph. While rough spots in the track weren't to frequent, the ride over them wasn't very rough.

I was able to sleep most of the trip from St Louis into Little Rock, and didn't experience the usual sore hips from sitting on a bill-fold as I do on long auto trips. I felt rested when departing the train.

Noise level in the coach was low, and conversations were comfortable and understandable to hold with fellow passengers. A pleasant departure from a previous jet flight into Chicago.

As a result of this trip, I wholeheartedly recommend rail travel, and look forward to my next trip on Memorial Day weekend. For long distant travel, Amtrak is the way to go.

The InterAmerican goes all Superliner for Memorial Day weekend, on a permanent basis.

Have you sent in your dues?

Model Railroad History;
The L & D Railroad

By: Dee Gilbert

In the 1890's, a group of innovating railroad hobbieists got together in Chicago and discussed the prospects of building another railroad from Chicago to Seattle.

In 1905, the first passenger trains on this new route left Chicago and Seattle at the same time for the first time. The railroad quickly became known as "Ole Lump & Dump" as the tracks had been quickly laid, and were rough and rocky. Derailments plagued the route, and on-time performance was nil.

Debts ran quite high, but with persistence, the route was rebuilt in the 30's with heavier rail, and roadbed smoothed out. By 1940, average passenger train speed per trip was running 70 mph. Freights were running about the same.

A safety program had been instituted, and a ridged car inspection team established at the main yards in both Seattle, and Chicago, and at interchange points. Derailments fell off sharply, and is now carrying the lowest number of derailments per year of the major roads.

Today's corporate board is still hobby minded, and purchases steam and earlier generation diesels where ever they can be found, as well as keeping abreast of the times with new motive power.

Fan trips are run the year around, on a scheduled basis, and passengers have only to ask for this service.

On-line generated products consist of coal, cattle, and perishables using refrigerated cars.

A power pool exists with Burlington, UP, Santa Fe, Soo, and rerouting co-operation is held with the Burlington to aid in train movements when lines are blocked for whatever reason.

The L & D supports Amtrak, and maintains a complete 14-car train with a set of powered PA-1/PB-1's. On time performance is kept at 99% or higher. Maintance is done at our expence. In case of in-service breakdowns, the nearest train moves its motive power in on the Amtrak immediately.

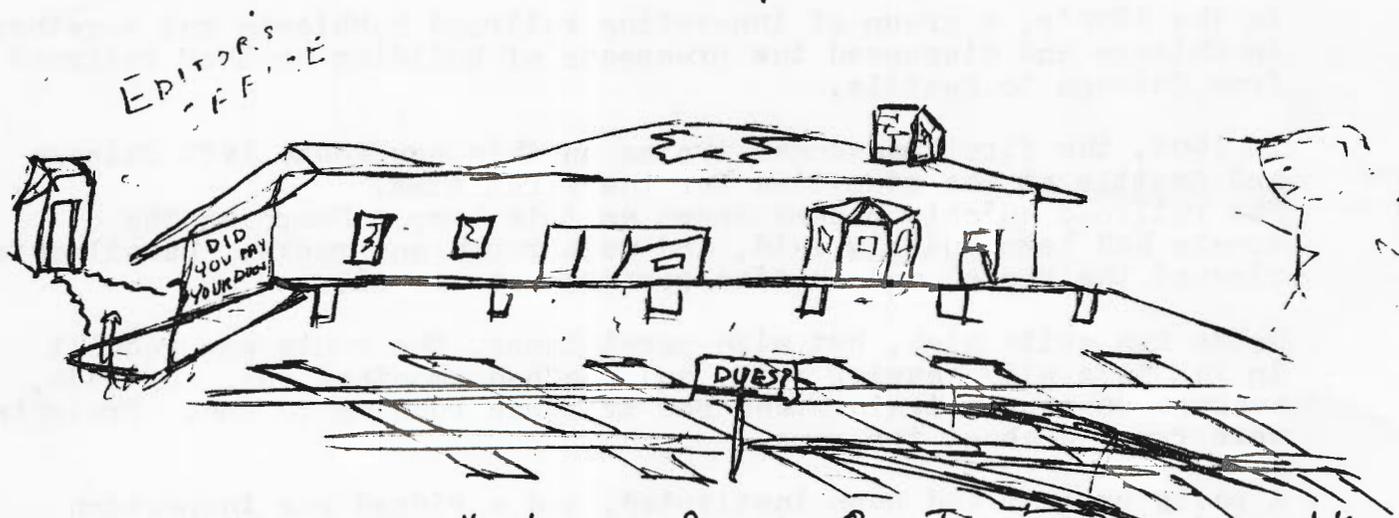
In their original buildings with some modifications, the L & D maintains the most up to date and complete steam/diesel rebuilding shops, paint shops, and car building/repair shops.

All rolling equipment is pulled from service with the smallest of problems for repair. Thus we have very few problems on the road. Hotboxes are nearly a thing of the past.

Our most popular fan trip is the Mallet pulling a consist of seven standard coaches, and is on schedule twice a week for round trip.

This year, Chicago and Seattle get new passenger train terminals.

SR HEADQUARTERS



TALMADGE: "LET'S START ON THE ROOF FIRST!"
DEE: "NO - LET'S FIX UP THE OUTHOUSE FOR MY OFFICE FIRST. AS EDITOR, I DO MY BEST THINKING THERE!"

Southern Region EXPRESS, "Serving the South"
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