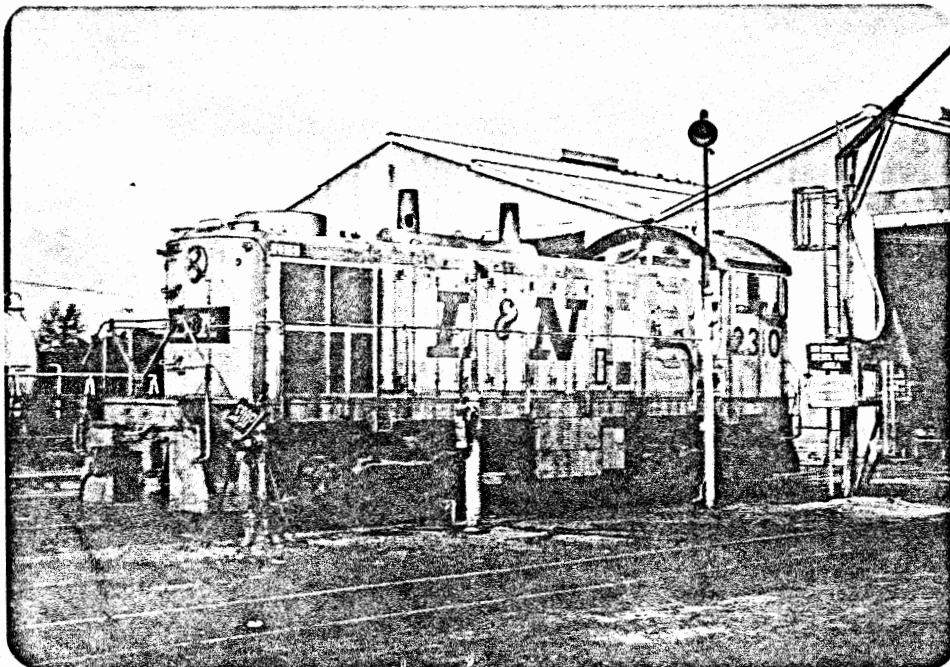
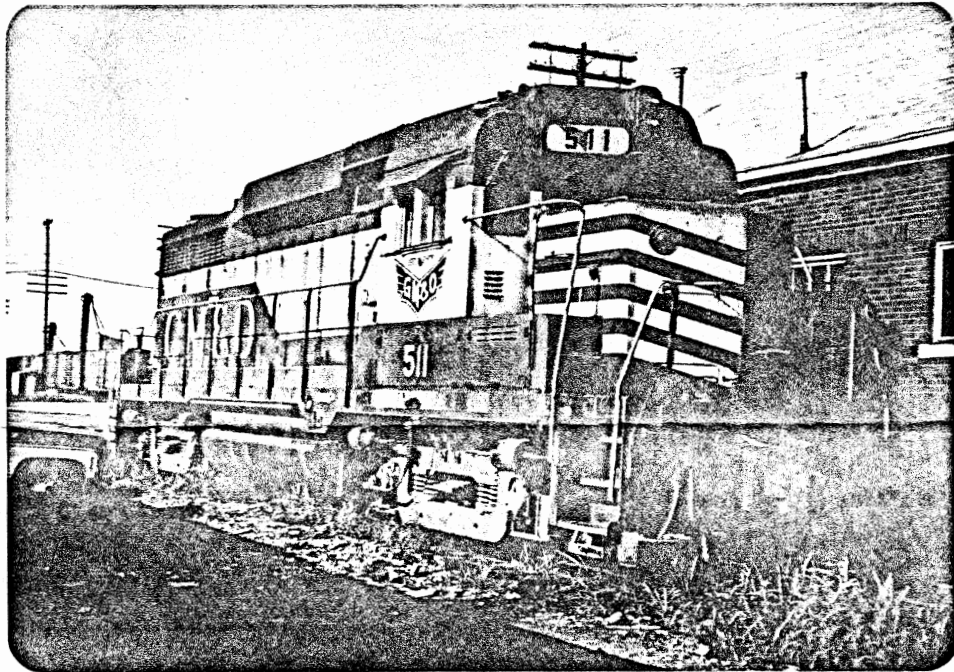


EXPRESS

VOL.1 NO.1

FEB.-MAR. 1979



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The EXPRESS is printed on the 27th and mailed on the 28th. Deadline for submitting articles is the 15th on the month of printing.

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

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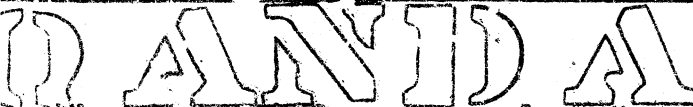
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FEB-MAR 1979 VOL.1 NO. 1

EDITOR-Glenn Vallentyne

ADDRESS-All letters concerning the EXPRESS or the Southern Region should be sent to: 817 Robison, Pasadena, Tex 77506



When Many different people get together they find that their tastes differ. In order to satisfy everyone's needs as best as possible I invite letters with your complaints, compliments or ideas. If you would like they can be printed through the EXPRESS.

Questions about the EXPRESS are also welcome and will be answered through the EXPRESS.

ALIVE!

The Southern Region has been brought back to life! One year ago the region was inactive and unorganized. But now thanks to a lot of hard work by a lot of people everything is moving. We're getting new members, old members are getting involved, and we now have a regional publication. But all this still is not enough. There must still be a lot of members out there who can help. Maybe they don't know that the SR is alive but that's doubtful, it has been mentioned numerous times in the HOTBOX and I have sent all members a letter informing them.

For one reason or another some members seem uninterested in helping. Yet they complain that the Southern Region needs some action. The TAMR is supported and operated by the members. No one is paid for writing, printing, and all the other mill things it takes to keep the TAMR in operation. It's too much fun to get paid for it.

I hope you'll write some articles, recruit some members who'll ~~write~~ write some articles, or just write to me and ask in what other way you can help. Don't look on it as work, look on it as fun because that's what the TAMR is all about is having FUN!

You can make your layout presentable even before it's finished. An important rule to follow is "Keep it Neat". First class appearance makes it a good layout finished or not. So pick up those tools and other model railroad related miscellanea off the top of your pike and you'll be following rule No. 1. Besides, the engineers are tired of dodging screwdrivers.

If you use masking tape to protect your track while making scenery, be careful, it's reported it took one person a hammer, a chisel, and a bandsaw to get the tape off.

TOP COVER PHOTO

A GM&O GP-30 #511 taken at Covington, Tennessee May 24, 1978. By R. Morgan

EDITORIAL

I'll be forwarding a copy of the first issue of the EXPRESS to the editors of MODEL RAILROADER and RAILROAD MODEL CRAFTSMAN, Russ Larson and Harold Carstens. Also to Whit Towers, editor of the BULLETIN-NMRA publication. I am also inviting our TAMR Secretary-Gerry Dobey, who also handles circulation of the HOTBOX, to do the same with a copy of the HOTBOX.

Maybe this will let Mr. Larson, Mr. Carstens, and Mr. Towers know what the TAMR is all about.

I think one of our main problems in the past has been lack of communication with these people who play such an important role in our hobby. I hope this will help to change that lack of communication.

Our organization isn't as large as the NMRA but in the future who knows, maybe we can gain the recognition and respectability that the NMRA enjoys now.

I'm sure that these three editors are just as concerned about the future of model railroading as we are and that they realize the important role that teenagers play in that future. We are the future of model railroading.

Maybe someday we can be mentioned in one of their magazines someday, but if there is to be a chance of this or any chance of progress for the TAMR we have to let people know that we exist.

Glenn Vallantyne-ED.

RULES

If you've been thinking about printing up some passes for your pike, here are some rules you might want to add.

1. Do not handle any loose wires as you may get the shock of your life.
2. All children and housepets must be housebroken--as the roadbed is not waterproof.
3. Steam fans will remain silent.

(Cont. middle next column)

FORMAT

I hope that the EXPRESS can be a magazine for the Southern Region and the TAMR to be proud of. The HOTBOX, the Central Region WAYFREIGHT, and the other publication's of the TAMR are all good magazines. If we all work together in the SR we can make the EXPRESS just as good.

The EXPRESS format is typical of other TAMR publication's. We feature editorials, prototype, railfanning, modeling and amusing articles. You also get drawings, photos, a nice cover page, and best of all you will receive your EXPRESS around the first of every even month-Jan., Mar., etc... We print on the 27th and mail on the 28th. This is definite as I will have articles ready two issues in advance even if I have to write them all. I'll always have too many articles while at the same time keeping them of high quality.

We have question and answer departments (that is if you'll ask some questions), a complaint department, want-ads, and much more.

The EXPRESS is fun to read while at the same time being informative.

PASS RULES CONTINUED:

4. Stop, Look, Listen, Don't Touch.
5. Do not put bubble gum on the track.
6. We're in it for fun, don't nit-pik
7. Women and children half fare, girls free.
8. This pass not good for little boys' room.
9. Derailments are common, solutions are difficult.
10. Free drinks, bring your "HO" glass.
11. No flirting with railroad personnel. (except president)
12. Touch anything and get shot!
13. Tobacco chewing okay if you spit in your own pocket.
14. Help promote TAMR and model railroading.

PHOTO

A Louisville and Nashville S-4 #2310. Re-engined with EMD 567. Taken at pensacola, Florida, Feb. 19, 1977 by Mark Morgan. BOTTOM COVER PHOTO.

LOG

FLUME

By: Glenn Vallantyne

To those who model logging railroads, a log flume should be a familiar term. A log flume is a v-shaped channel situated atop trestle supports. The flume is used to carry logs from the spot where they are cut to the sawmill. This is done by a constant flow of water down the flume which is at a constant decline in elevation. The flume also carries processed lumber to various destinations such as lumber yards for storage.

Checkpoint houses were situated along the route of the flume. These houses were rather small and were occupied by a lumber company employee who lives in the house for extended periods of time away from civilization.

His job was to make daily checks of the flume for breaks in the flume or jammed logs. The most effective way he used to relay his message to the work crew was to attach a note to a passing log which would be intercepted by someone at the sawmill who would in turn send a work crew to repair the break. The flume man would free the jammed logs himself.

The flume man's job was not as easy as it sounds. He had to walk along a narrow catwalk that paralleled the flume to make his daily checks for breaks and jams. The catwalk was sometimes as narrow as 1' and there were no supports for him to keep his balance and the flume walls were too low to use. The flume man couldn't have a fear of heights either as the flumes were sometimes constructed at heights of 150' or more. It was, as you can see, difficult finding and keeping flume men.

To my knowledge there are no flumes still in use today. I believe however that there are many still standing especially on the Western portion of the United States where flumes were used extensively in the timber rich areas of California, Oregon, Washington, etc...

Flumes can very easily be a welcomed addition to any logging railroad. On the Point Comfort and Northern which I am currently constructing in the lackluster confines of a spare room. I use the log flume in two ways. First as a link between toy like and realism.

There is a mountain densely occupied by trees and at the other end of the layout is a sawmill. I faced the problem that many early loggers faced, how to get the logs from the forest to the sawmill. Transporting them by truck was out of the question as there are no roads up the side of the steep mountain. A flume was the obvious solution.

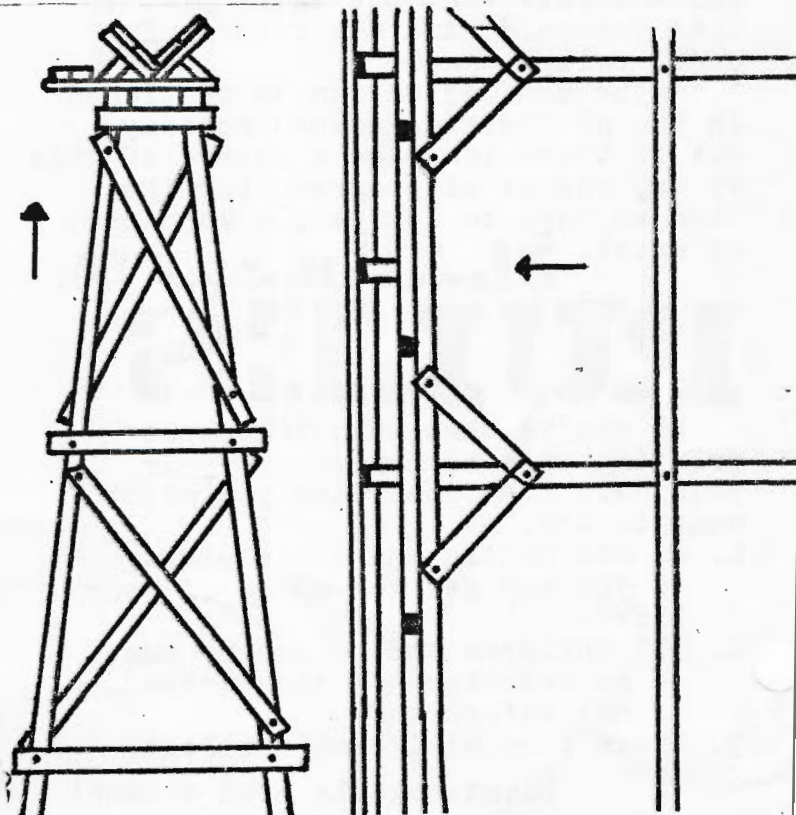
The flume is built on top of a mountain ridge which runs down the center of the layout. The logs are then dropped into a log pond at the sawmill at the end of the flume.

Secondly, the flume can be used as an illusion contributing to the overall effect of the layout. As on the PC&N where strategically placed trees, shrubs, and the flume divide the layout in half giving the layout a look of greater size. This idea should be kept in mind throughout the construction of your layout.

The only flume kit I know of that is on the market is put out by Paige Enterprises. This is the kit I constructed and it was fairly simple. The kit is available from: Paige Enterprises, 400 Lee Terrace, Wilmington Delaware 19803. Kit #1003-\$7.95

CROSS SECTION

SIDE VIEW



BUDGET "TC" OF MR

There were only a few ways available to me for printing the EXPRESS. They were mimeo, offset, and with a Hecto-printer. I finally decided that a Hecto-printer would best suit our needs because of the low price. But I quickly found out that you get only what you pay for. It was soon decided that the Hecto-printer would not work.

I then had a choice of only two types of printing, mimeo and offset. Mimeo was a little inconvenient and therefore created a few problems. And the offset was too expensive, at least too expensive for our subscription dues of \$3.25 to cover it all. (SEE CHART BELOW)

But then I remembered that those were the only two choices left. I was worried that I may never get the Southern Region on the ball.

As you might notice part of this first issue is done by a Hecto-printer and the rest by offset, therefore you might notice that I decided on offset. Now you might be wondering - "I thought he said that offset was too expensive", well you wondered right. But we were saved. A certain lady I live with who also has the same last name, also known as "MOM", made an offer - Until a better price for offset can be found or an inexpensive GOOD type of printing can be found, she will pay for whatever isn't covered by the subscription dues.

Now this first issue isn't exactly the best magazine you'll ever see. The articles could have used some more work, the whole thing could have used some more work, but the deadline was getting close and a suggestion was made - get this first issue under my belt and the next issue will be easier and therefore a lot better. I assure the next issue will be 10 times better.

Xerox	.60
Postage	.15
Paper	.10
Stencils	.10
	<u>.95x6=\$5.70</u>
	<u>- 3.25</u>
	2.50=Donation

The following are the "Ten Commandments of Model Railroading". Follow these rules once a week or before each operating session and you will keep those trains rolling.

1. Clean track
2. Using gauge check through ALL trackwork and turnouts.
3. Check all gaps, roadbed, framework, and joints.
4. Check for and remove any foreign matter in and about throwbars and other working parts of switches and turnouts.
5. Double check alignment and contact of point rails in turnouts.
6. Check ballast be sure it is below level of wheel flanges and couplers.
7. Use gauge to check clearance of all trackside structures, signals, tunnels and other access.
8. Thoroughly check for loose spikes and nails.
9. Check all feeder lines, terminals, and other electrical connections for loose connections.
10. Clean track again!

MOTIVE

By: Mike Falls

My layout was dismantled due to lack of space, but on the brighter side, I joined a club in Gastonia and we have a nice layout.

My motive power is mostly Seaboard Coast Line and Southern Railway. I will give you a roster of my locomotives:

<u>SOUTHERN*</u>	<u>SCL*</u>	<u>L&N</u>
GP-38 #2725	GP-40 #1518	U-25-C(AHM)
#2837	GP-7 #922	
SD-35 #3003	SD-35 #1924	

*All Southern and SCL loco's are ATLAS.

My Southern SD-35 is not completely finished yet due to fitting a high-short hood. An SD-45 high-nose is in the works. My GP-7 SCL has no dynamic brake or winterization hatch like the prototype. I have a Southern Railway bay window caboose and a Family Lines caboose.

By the way I also custom paint models, mainly Southern cabooses and engines. Also some SCL cabooses and engines for the hobby shop in Gastonia.

OFFICERS OF THE SOUTHERN REGION
Southern Region Director-Glenn Vallantyne, 317 Robison,
Pasadena, Texas 77506
District 1 Representative

District 2 Representative

District 3 Representative

District 4 Representative

District 5 Representative

As you can see the district representatives have not been elected. When the members get better acquainted with the nominees we can vote. There will be more information in a future issue at which time we will make nominations.

CORRECTION: In a form letter sent to all members I said that a requirement to be elected to office was you have to have submitted an article to the EXPRESS. I think this was a bad idea on my part. I would like your comments on this... Glenn Vallantyne

I hope you will be patient with me for this first issue. The quality of the EXPRESS will get better as time goes on. You learn by your mistakes, I made a lot of mistakes in this first issue so I learned a lot, I'll use all that "learning" in future issues.

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

FIRST CLASS MAIL

