

EXPRESS

VOL.1 NO.3

JUN-JUL 1979

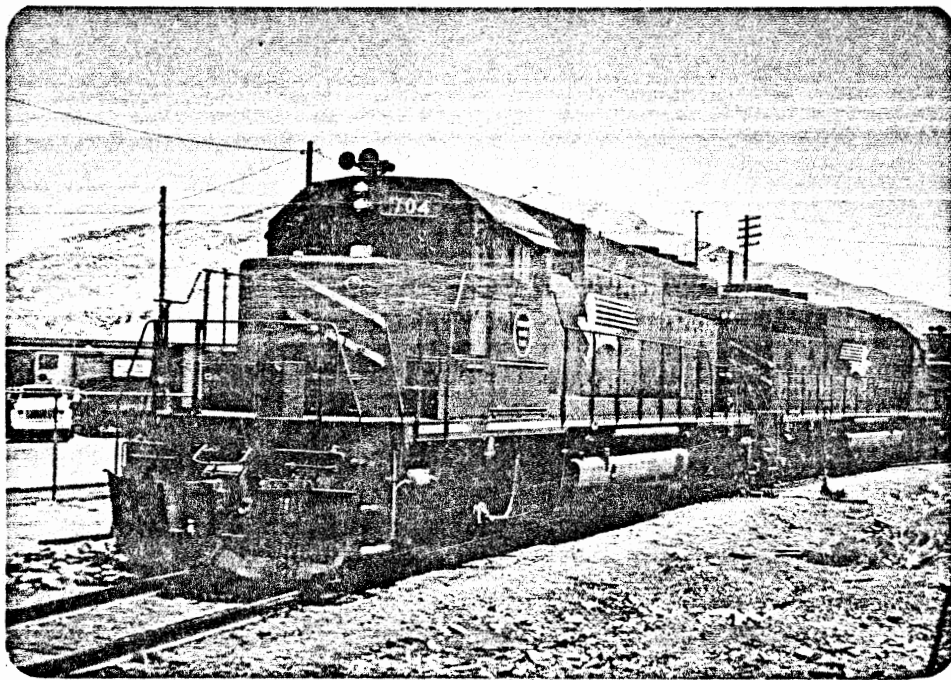


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Jun-Jul 1979 Vol.1 No.3

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

EDITORIAL

This editorial concerns two things, member participation and regional officers, elections, constitution, etc.

First member participation is at a standstill, it's either because members don't want to help or because there aren't enough members to generate a lot of activity.

I honestly don't have any idea as to why anyone wouldn't want to help out, the satisfaction you get in itself is well worth the time. It could also be because some don't no what they can do to help, well there's two things needed, articles written and new members recruited.

Writing articles is easy enough if you would get up enough energy to pick up a pen and start. I don't mean to be harsh but it is true. You also have to want to write before you can do it. The best way I can think of to get up the "want" to write an article is to go somewhere and do something, see someone's layout, visit a railroad yard, or anything that you would be able to write an article on. Proof of that is the article in this issue on the NRHS museum I visited, actually there isn't a lot of writing, it's mostly pictures but I did contribute and that is exactly what I want you to do. You and I both know that the TAMR belongs to us and the quality of the organization reflects the work that the members put into it. If only a few people continue to contribute, then people who look to see what the TAMR is like before they join are going to say, 'well, the members don't like to help out so I'm not going to waste my time. You'd be surprised the TAMR receives a great deal of prospective members but very few of these join. You may or may not think that the TAMR is a good group, but as I said before it's what you make it.

And now, it's an old story that I know you've heard before but it's a true story, we need more member and the only way we can increase our total number from 18, that's right, we have got to

(Cont. p 3)



ICING DOCKS

By: Lowell Ferguson

Before the mechanical refrigerator car came into use, perishables were kept chilled by ice held in compartments at each end of the reefer. Most large trans-continental lines, like the Southern Pacific, Santa Fe, and Union Pacific, built icing docks for servicing their large fleets of reefers. Most ice docks have been torn down since the transition to mechanical reefers, but for those who model before the 1950's, (By the 1950's most icing docks had disappeared completely), and have anything in the way of a reefer fleet on their pike, it is a must to have an icing platform to service their reefers.

The prototype ice docks varied in size from very small buildings that only handled a few cars a week to giant monstrosities that could handle solid 100 car strings at one time. This last version would not be very practical for most layouts but all you would need to work with is a short cross section of the prototype.

Icing docks were most often located at a yard or terminal where the greatest amount of traffic occurred. There were usually one or two tracks set aside and reserved for the reefer traffic alongside of the docks. When the perishables were not in season and the traffic from Florida and California wasn't so heavy, these tracks were used in normal switching duties.

Almost without exception the icing dock was made of wood. For one reason it was one of the cheapest materials around, it also absorbed water and it served well as an insulation for the storage of the ice. Because of the seasonal use, the ice dock was usually neglected in the way of upkeep and maintenance and many weren't even painted. Because of this as the years went by they slowly began to deteriorate. But they were still

useful and served the need until the mechanical reefer took over. This all means that while constructing an icing dock you do not need to worry about being so precise about it's appearance, it can look very beat up and run down. It doesn't have to be painted and it should be well weathered showing signs of being exposed to the elements and years of use.

The height of the platform was the same height as the car roof level, so that a person could slide a piece of ice off the dock and into the hatch. The larger icing docks used a crude chain line or a conveyor belt that ran down the center of the platform, to carry the blocks of ice from the nearby storage building or sometimes from a truck at ground level. The crew positioned themselves at points along the dock and used pick like sticks to pull the ice blocks off the line and into the reefers compartment. There were extensions from the deck, that stuck out over the reefers open hatch, for them to slide the ice blocks on. After the compartment was full the worker would move on to the next hatch.

Most of the smaller icing docks would not have the moving lines and conveyor belts, so the crew had to move the ice blocks to the awaiting reefers. They either loaded them up on carts or wheelbarrows, or just plain slid them along the deck. A lot of these smaller docks did not have their own ice storage buildings, so they had to contract for the services of an independent dealer and the ice was usually brought in by truck.

Another thing to keep in mind while modeling an ice dock is that a lot of electricity was involved for nightwork like floodlights, motors, conveyor belts, etc. Because of this there was always a maze of wiring detail. These wires were strung over the dock on their own system of poles. Detail like this will really make the overall appearance look great.

When looking for a location to put an icing dock it is not nec-

(Cont. page 5)

SR EXPRESS

GROWING UP

By: Glenn Vallantyne

As we all know, other regions in the TAMR were unorganized at one time or another, much like the Southern Region was recently. As for right now, all regions except for one are organized, and that one is on it's way. What I'm getting at is that other regions have gone through what the SR is going through right now, it all starts with one person, and he contacts another, and it keeps up until enough interest has been aroused to get something started.

The first thing they do is get organized, every one is given responsibilities. The next thing is to figure out a way to keep up a flow of communication with the rest of the members. This calls for a regional newsletter. From there things take off, you've established contact and now everyone is taking part.

You might say the SR did things "bassackwards". The newsletter was begun before any real contact was made with regional members. The region has been organized for about six months and our progress has been in the area of participation, and not a lot in that area.. We've been at a bit of a standstill and something has to be done, here's where we can learn a lesson from other regions that have been organized for sometime.

Two main things to be done are electing or appointing officers, and drafting and approving a constitution. Before we go any further, let me say, this article will be sent to all SR members as well as those in the region who haven't joined, these improvements concern everyone including those who don't participate. And to inform everyone in the entire TAMR of our efforts, a sort of combination ad and update about the SR will appear in the next issue of the HOTBOX.

Drawing up a constitution will take a while but the first draft will certainly be ready by the next issue of the EXPRESS. It will first be drawn up, you will then receive a copy for your approval or disapproval, and your suggestions (NEXT COLUMN)

on changes to be made or amendments to the constitution.

To get things started, I think it would be a better idea to appoint officers instead of electing them, there is just not enough interest at this time for an election. I have already appointed one officer, Talmadge Carr is the representative of Regional Division One. A Division Representative or DR, is in charge of the division assigned to him, and he must live within these boundaries. I will appoint other DR's for the other divisions, but I am faced with the problem that some divisions don't have a TAMR member within them. These will be my responsibilities until someone comes along.

The SR will be governed a lot like Uncle Sam's "region". But explaining this will take a lot of column space so I'll leave most of this month's space for regular articles which I hope you will enjoy thoroughly, but the next issue will be full of everything you always wanted to know about the TAMR but were afraid to ask!

(Cont. from p. 1)

advertise. Next time you're in the hobby shop, walk up to the manager and ask him if he would like to help out the TAMR, I know he'll want to help, one reason is because he knows that means more business for him.

Regional elections are a thing in the future, once again we do not have enough members. I'm going to have to appoint an interim representative for each division. Tell you what, to make it easier to say (and type) let's call the division representative's DR's. Anyway, if we can get things started things will run a lot smoother.

The next issue of the EXPRESS will be for the most part dedicated to these matters. All in all I would have to say that the SR is going forward, but the two main ingredients we need to keep us from getting out of gear is more member participation, as well as more members taking the time to do some advertising.

NATIONAL HISTORICAL

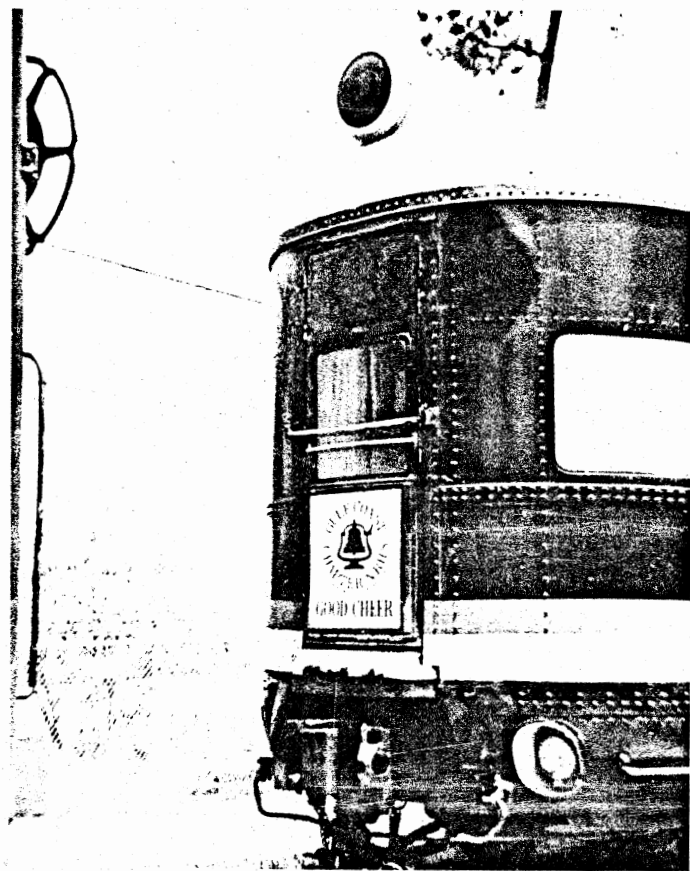
The National Railroad Historical Society is much like the TAMR and the NMRA, only it is designed for those who are interested in railfanning. The NRHS is a non-profit, educational corporation whose goals are to acquire, restore and maintain railroad equipment, documents and artifacts, and to provide to the public a complete museum of transportation equipment and history as is possible within it's means.

There are numerous chapters of this organization set up throughout the country, one of which is the Gulf Coast Chapter-I went and visited this museum and if it's any example of what the museum's around the country are like, I'd recomend finding the one nearest you and making a trip to see for yourself.

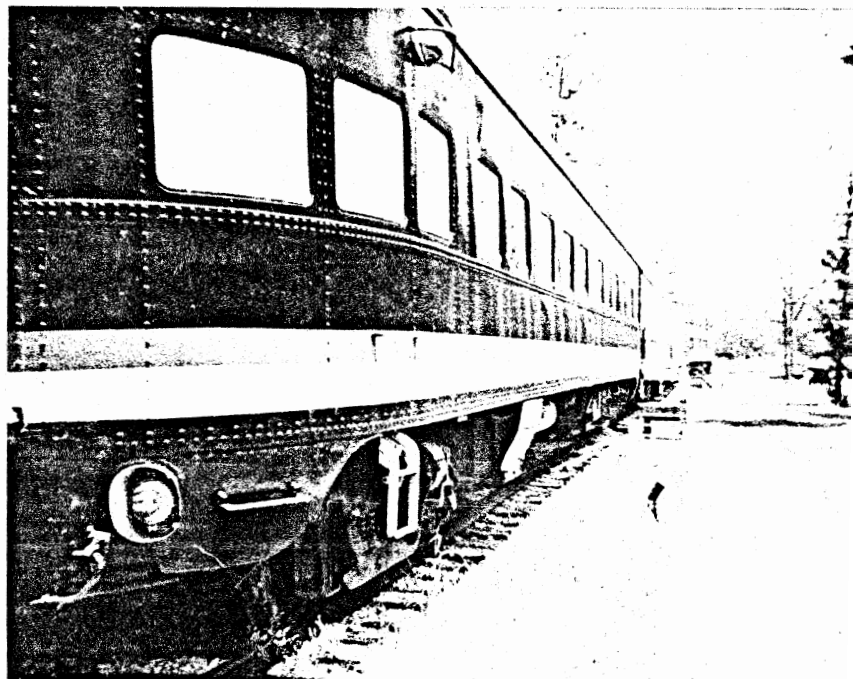
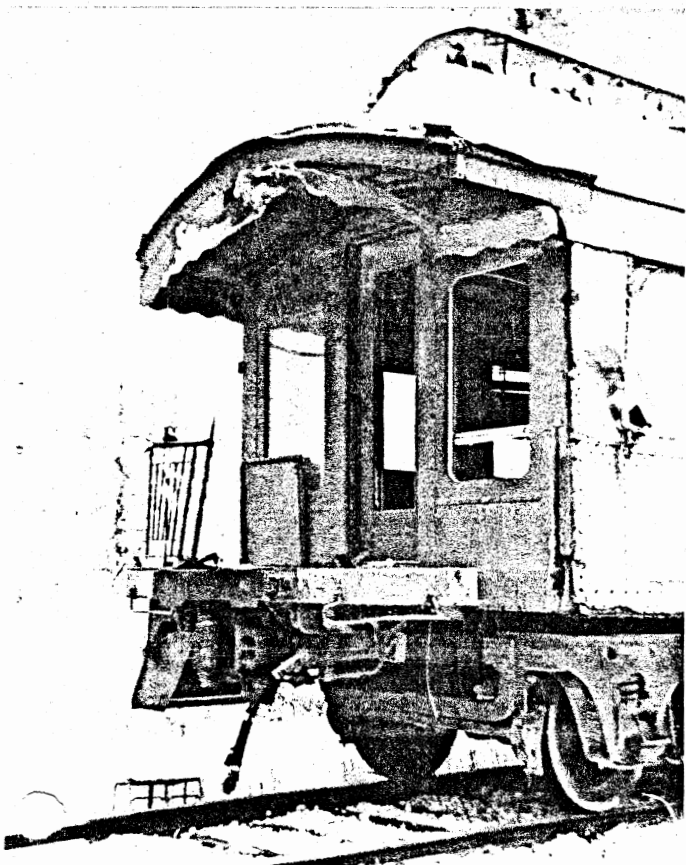
Along with this article are a few pictures I took on my visit, so enjoy the pictures!

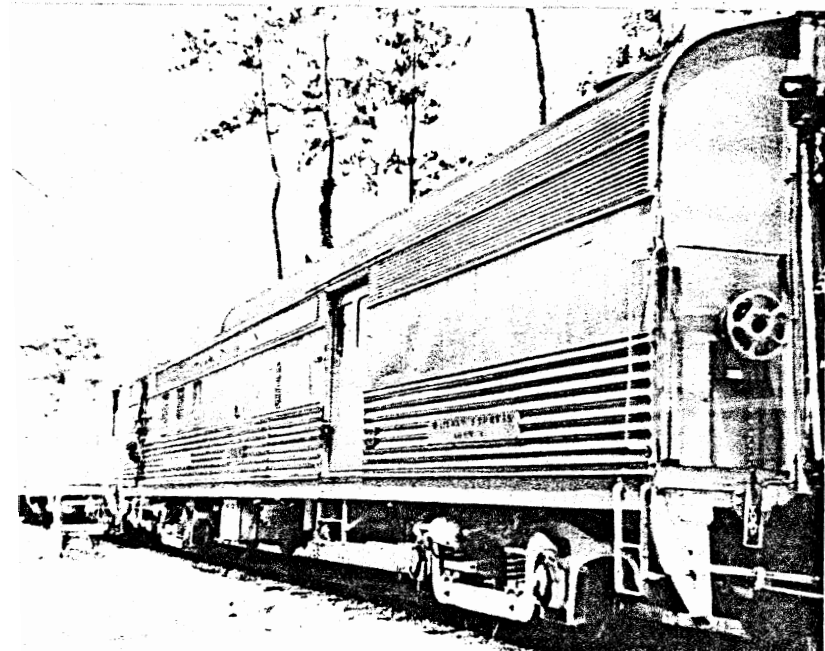
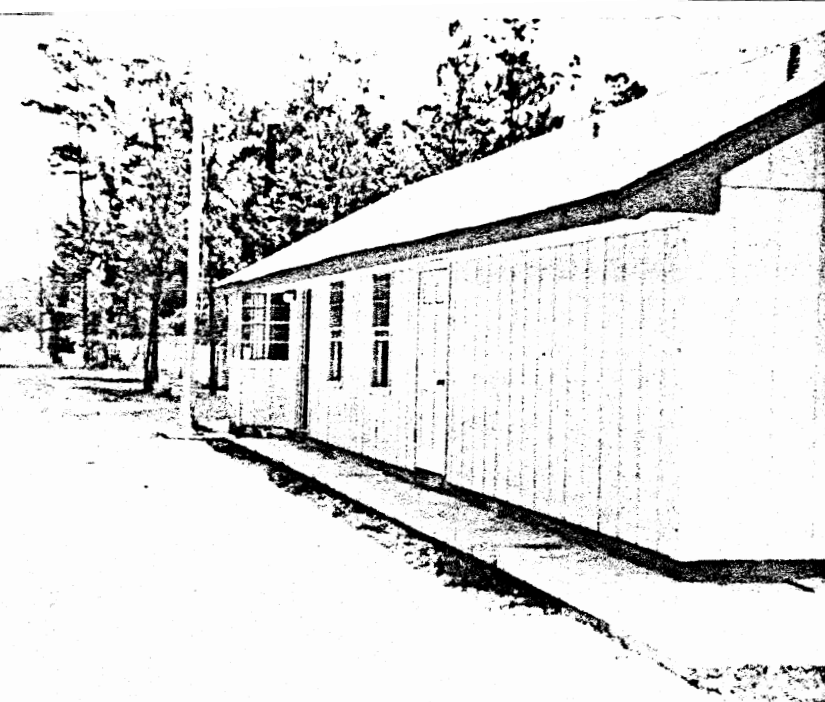
By: Glenn Vallantyne

RAILROAD SOCIETY



MUSEUM





(Cont. from p. 2)
essarily true that it must be located on a straight track, although most of them were. Some platforms were built bending around a curve in a yard track because of space limitations. A model in this situation would make a very interesting scene.

The modeler who is interested in prototype practices should realize how important these structures were to the railroads using reefers that needed a supply of ice to function properly and should include a structure of this type in the planning of his pike.

If one was to scratchbuild an icing dock it would be fairly easy by obtaining a couple of good photos and experimenting a little with balsa wood or something of that type and some extra detail parts available from Walthers. Some scratchbuilding plans for an icing dock can be found in the December 1977 issue of Railroad Modeler. This is what I plan on doing in the near future. I also found two icing platform kits, one by Sunset Models priced at \$11.95 and one by Muir Models priced at \$13.25. Both are available from Walthers.

TAMR BOXCARS

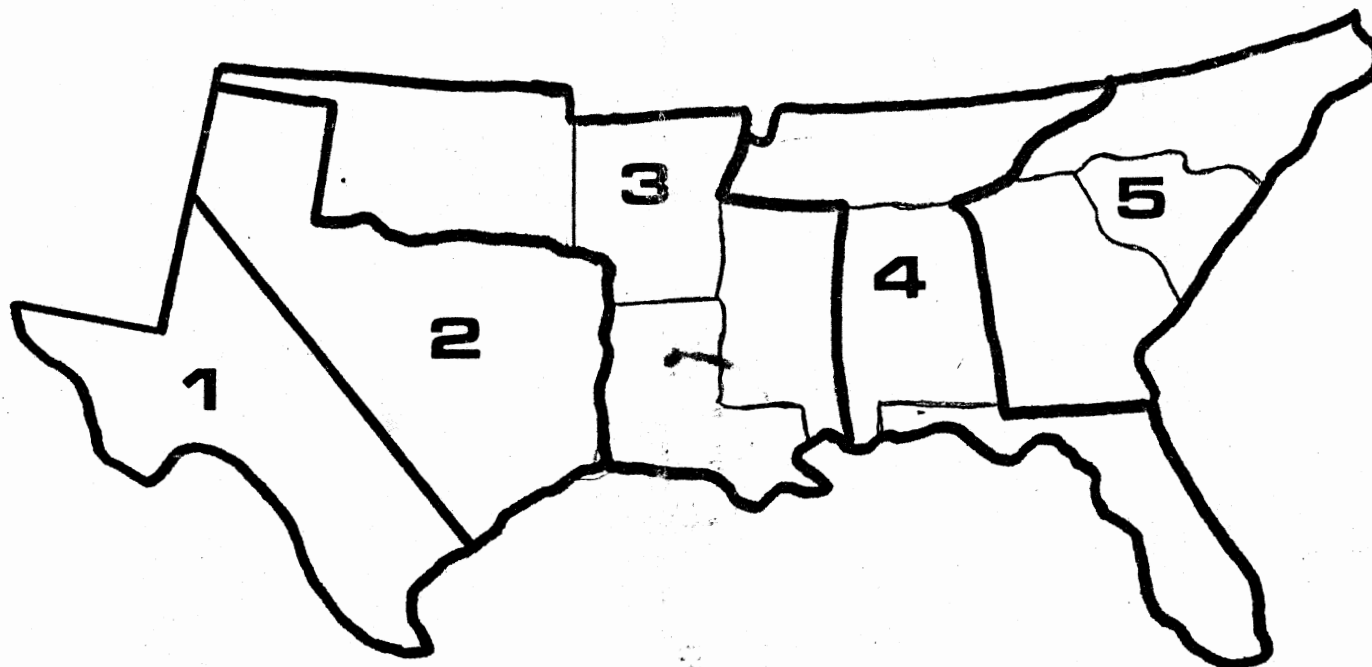
FOR SALE: HO boxcars lettered for the Teen Association of Model Railroading are now available. These cars are standard Athearn 40' cars painted boxcar red. Order yours while the supply lasts. Successive runs will have different numbers. Please allow 6-8 weeks for delivery. Send \$5.00 postpaid to:

Jeff Wilke
TAMR boxcars
38115 Park St.
Oconomowoc, WI 52066

DIVISION TWO of the Southern Region will be having a Mini-Meet at Rusk City Park on August 3 and 4. A visit to the Texas State RR is included in activities. For more information write Talmadge Carr, 1121 Hubbard, Tyler TX, 75703

SOUTHERN REGION

	NO. MEMBERS	REPRESENTATIVE
DIVISION ONE	0	
DIVISION TWO	8	Talmadge Carr
DIVISION THREE	2	
DIVISION FOUR	6	
DIVISION FIVE	3	



OFFICERS OF THE SOUTHERN REGION

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

Division 1 Representative-

Division 2 Representative-Talmadge Carr, 1121 Hubbard,
Tyler, Texas 75703

Division 3 Representative-

Division 4 Representative-

Division 5 Representative-

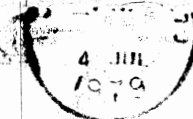
COVER PHOTO: Missouri Pacific Lines SD40's, taken at
El Paso Texas on May 26 1973 by R. Morgan.

One thing we all like to see in the EXPRESS is pictures.
But just as with articles and gas, there is a shortage.
First of all if you think that you have to have a \$400
camera just to take a few pictures of a train, boy are
you out of focus. For my NRHS pictures I used a
Kodak pocket camera, and no it doesn't take and I
didn't use a special kind of film. Just a cheap camera,
cheap film, and a steady hand. Now what's your excuse?

Now that we've finally got an event planned in the SR,
namely the Meet in Rusk, I hope that everyone will try and
make plans to attend, The regionais starting to roll
and with your help and participation we can keep it going.

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

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HEART F

