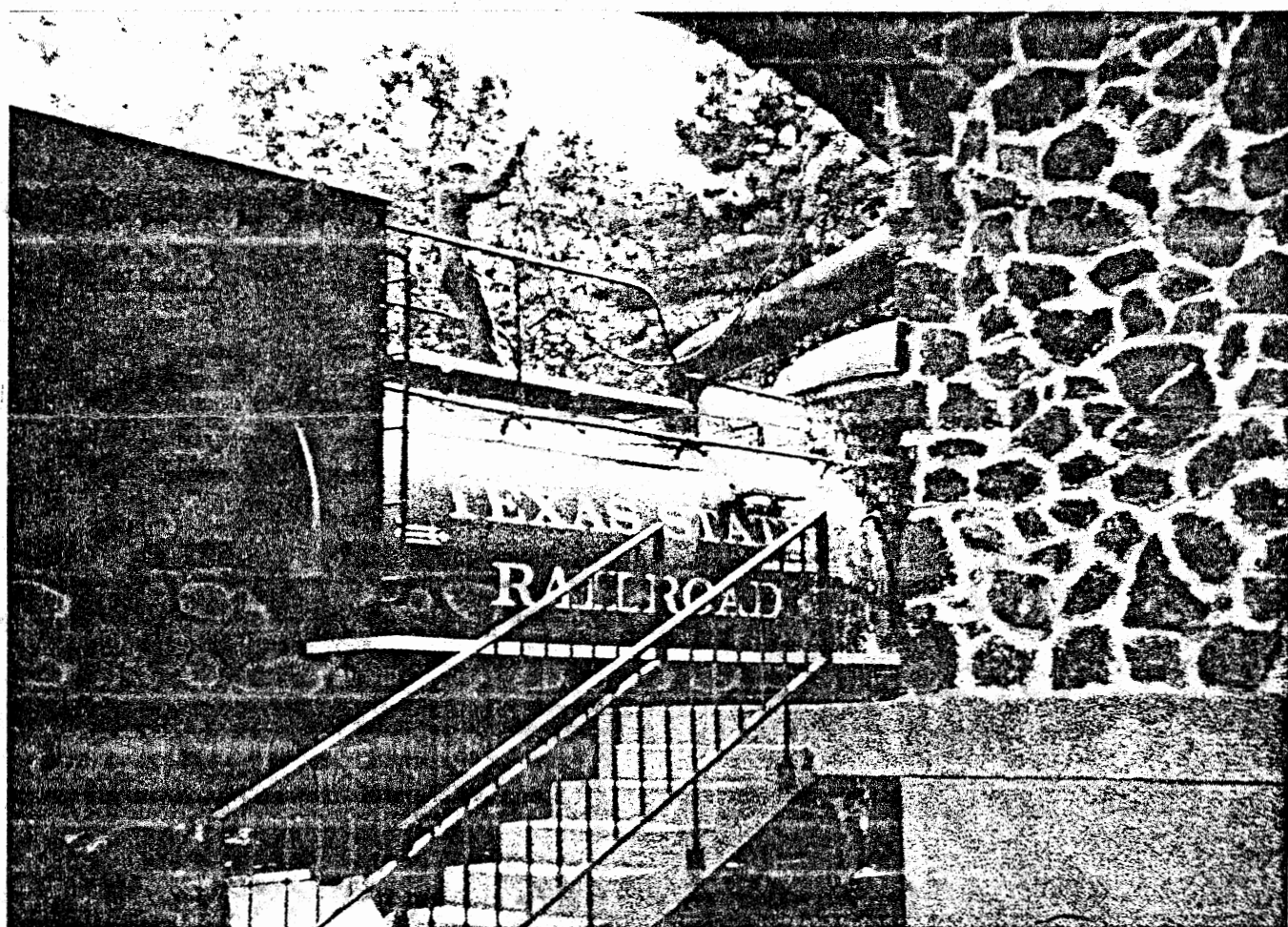




EXPRESS

VOL.1 NO.4

AUG-SEP 1979



- * TEXAS STATE RR
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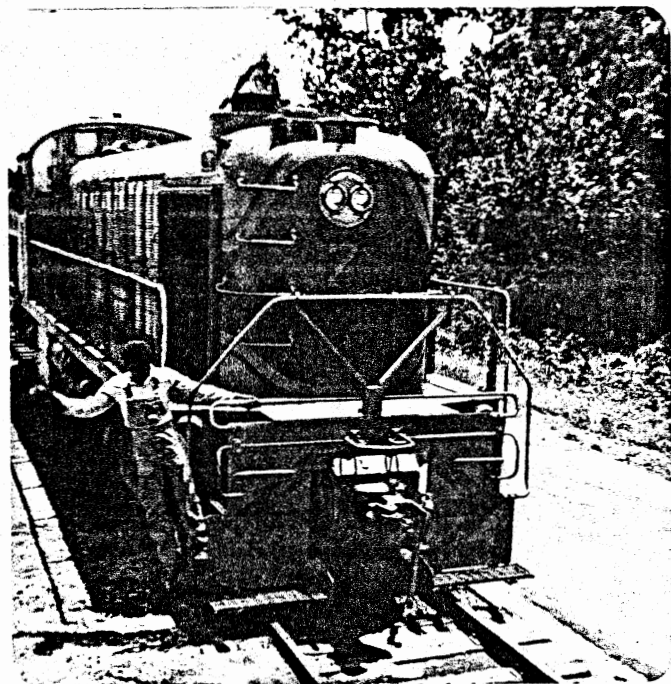
EDITOR- Glenn Vallantyne

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

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



'ON THE BOARD'

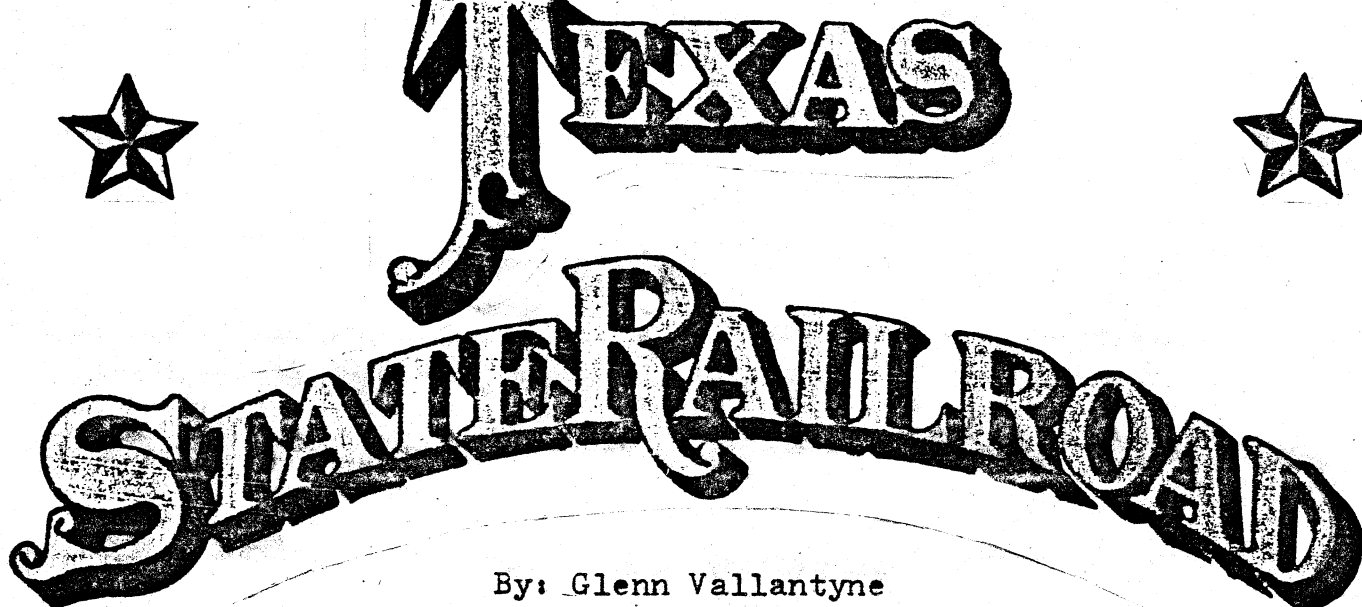
1 When I first became Southern
2 Region Representative I set a goal
3 of thirty members in the Southern
4 Region. At that time we had 14
5 members, at this time we have a grand
6 total of 19. But some of those
original 14 are no longer members
so we do have a few new members.
We will probably have about five
new members in about two or three
weeks so we're getting close.

Southern Region District Five has a representative, Danny Gurley has been appointed to that post until elections can be held. Those of you who live in that three state area of North and South Carolina, and Georgia can contact Danny if you have any ideas for a local meet or would like to help in another way such as advertising. His address is: Rt. #1, Box 899, Spruce Pine, North Carolina, 28777.

I promised in the last issue that this issue would be dedicated to such things as regional constitution, etc., but those things were'n't ready and instead of rushing a bad job I felt it better to put it off.

I'm also sorry that this issue is so late but I was waiting for an article about MoPac that never arrived. I put off printing as long as I could then went ahead and wrote it myself.

In previous issues the editorial column was not given a name, like "At The Throttle" in Model Railroader, or "Editor's Notebook" in Railroad Model Craftsman. So I thought it might add a little pizzazz if we did like those other successful (HA HA) magazines. The new name for the editorial column is "ON THE BOARD", referring of course to the phrase used by railroaders referring to signals. Right now the board is green so if you have any comments, a better name for the editorial column, or if you have any thing to say why not write. Throttlt Up!



TEXAS STATE RAILROAD

By: Glenn Vallantyne

The conductor pulls a gold watch from his vest pocket, glances at it, then peers toward the locomotive. Seeing the signal he has been waiting for, he closes the watch, throws back his head and bellows the ageless "ALL ABOARD!"

The Texas State Railroad is located in Anderson and Cherokee Counties, running between the cities of Rusk and Palestine for a distance of 25.5 miles. Geographically it is situated in East Texas between the Trinity and Angelina Rivers and it is divided in half by the Neches River. This 503 acre realm of the majestic iron horse is approximately three hours drive from Dallas, Houston, Texarkana or Waco.

Construction of the Texas State Railroad was begun in 1896 by the State prison system as a plant facility of the penitentiary then at North Rusk, to serve an iron furnace and other industries. Money needed for the construction and maintenance of the railroad was furnished partly by the sale of \$200,000 in bonds to the State Permanent School Fund and partly by legislative appropriations.

In 1913, the iron plant at Rusk closed and the penitentiary was converted into a state mental hospital in 1917. The furnace at the North Rusk iron plant was dismantled and sold four years later. After 1917, only intermittent service was furnished by the railroad.

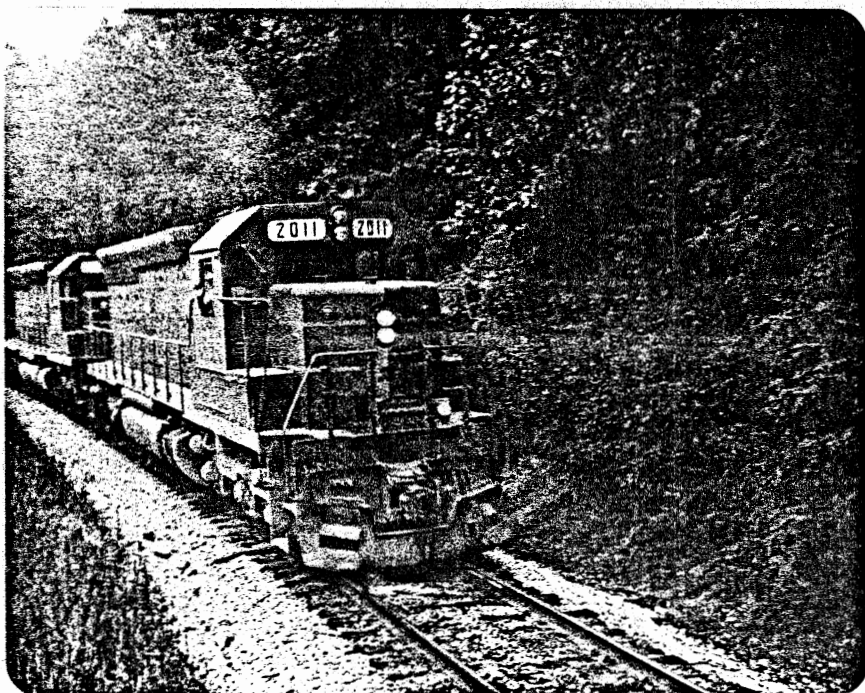
Originally the Texas State Rail-

road was controlled by the Governor and the Prison Commission, but by act of the Legislature it was placed under a board of Managers effective March 12, 1921. On May 1, 1921, all regular train service by the state was discontinued by order of the Board of Managers with the line being leased to the Texas and New Orleans (Southern Pacific Railroad Company).

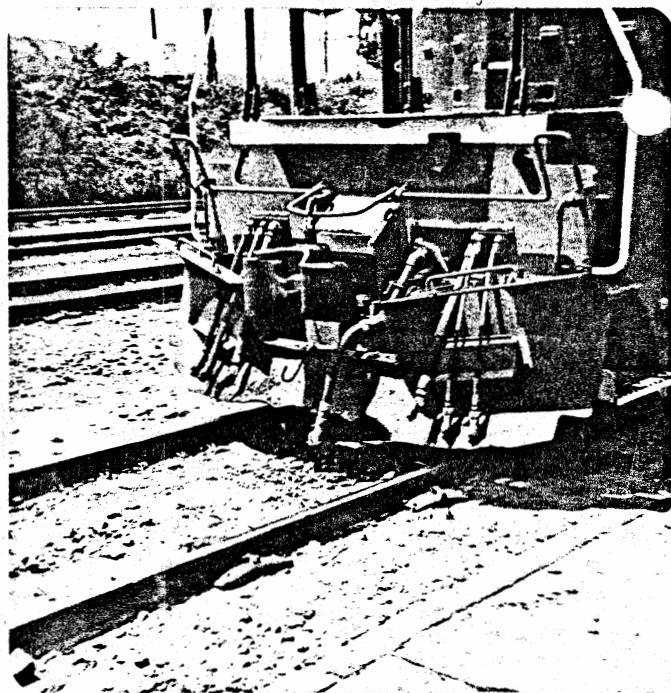
In the early 1960's lease of the Texas State Railroad went to the Texas Southeastern Railroad until they terminated freight operations on December 31, 1969, and moved their rolling stock to the company's headquarters in Diboll, Texas. The Missouri Pacific Railroad presently leases 3.69 miles of the original State Railroad to serve a meat packing plant near Palestine. The bulk of the Texas State Railroad was conveyed to the Texas Parks & Wildlife Department in February, 1972 for creation of a historical state park dedicated to the preservation of steam locomotives and railroads golden age.

The Texas State Railroad right-of-way runs through the heart of East Texas with Victorian depots on U.S. 84 at both Rusk and Palestine.

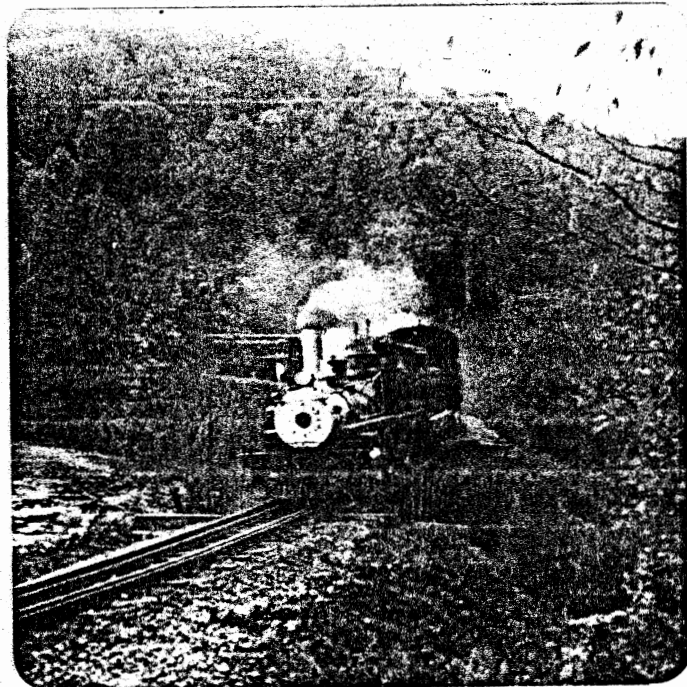
Once again the historic Texas State Railroad chugs through the Piney Woods of East Texas only this time as a passenger excursion train. A reflection of the past.



Seaboard Coast Line SD-45's, #2011, 2001 lead Southbound freight. At Boonford, North Carolina, June 1978. Photo by Danny Gurley



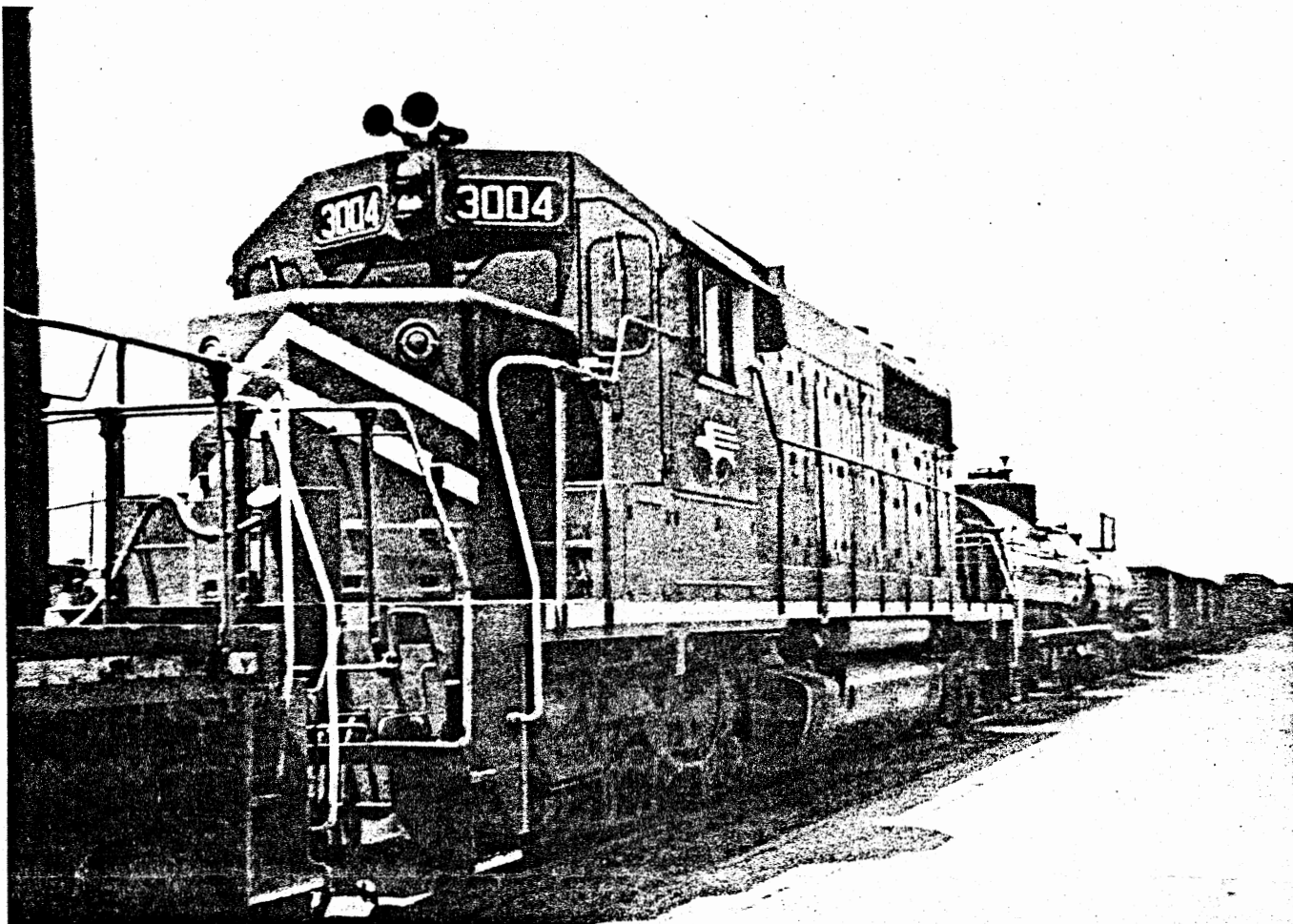
Missouri Pacific #3248 SD-40-2 with snowplow damage. Taken at Palestine, Texas. Aug. '79. Photo by Glenn Vallantyne.



Clinchfield 4-6-0 #1 heads excursion in Fall of 1977. Taken 5 miles north of Spruce Pine, NC. Photo by Danny Gurley



Missouri Pacific Lines engine #2096. Taken at Palestine, Texas. August fourth 1979. Photo by Glenn Vallantyne



By: Glenn Vallantyne

During our stay in Palestine after arriving on the train, we spent an hour and a half touring the Missouri Pacific Railroad yard in Palestine. The yard is about a 5 mile drive from the depot.

It's a very large yard with a capacity of about 1000 cars. Just trying to tour it seemed to be a monumental task, but a yard supervisor was kind enough to take the time to show us around.

He first took us to the shops where they are in the middle of a rebuilding program for boxcars. The boxcars are spotted on tracks in the shops where they are dismantled depending on the amount of work to be done. Replacing old or damaged car floors, rewelding side panel joints, and replacing car ends are just a few of the jobs. We were shown a new type of interior siding which is in the experimental stages right now but MoPac feels it could be a big step in cutting railroad costs in the future. The siding is made

of particle board, but the unique part is a tough vinyl covering on the exposed side. It's very tough and should hold down damages.

Maintenance of way cars sit idle on a track ready and waiting for a call. The MOW train consists of ballast cars, crane, sleeping and kitchen cars. The kitchen car is self contained but it is "plugged in" when not in use to prevent the generator from running down and spoiling the food and supplies.

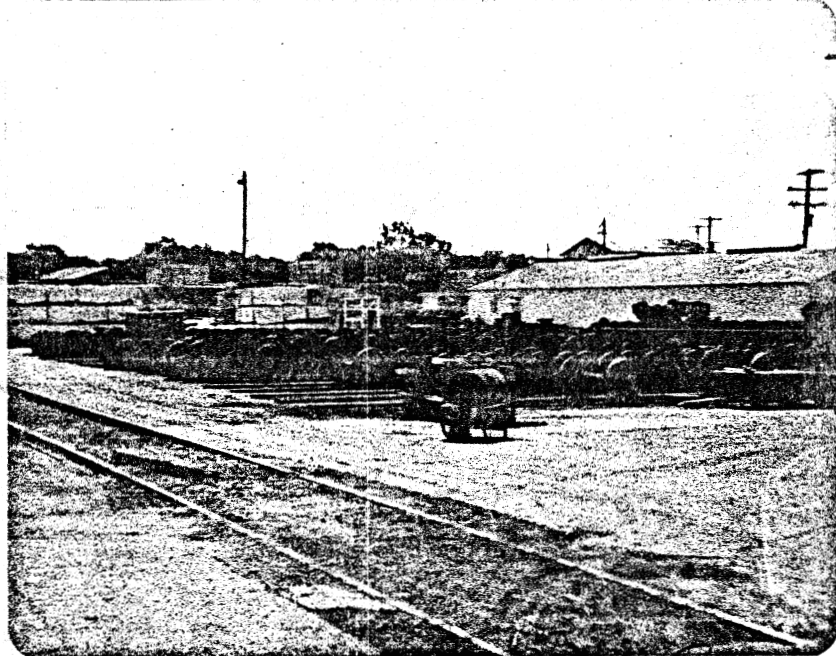
MoPac doesn't use the doors supplied by the builder for their plug door boxcars, they build doors that better fit their needs.

After we were through with our tour of the yard we walked to the old Palestine depot which is mainly used as an office now. While we were there waiting for our ride back to the station we saw a long train headed by four SD-40-2's, more pictures.

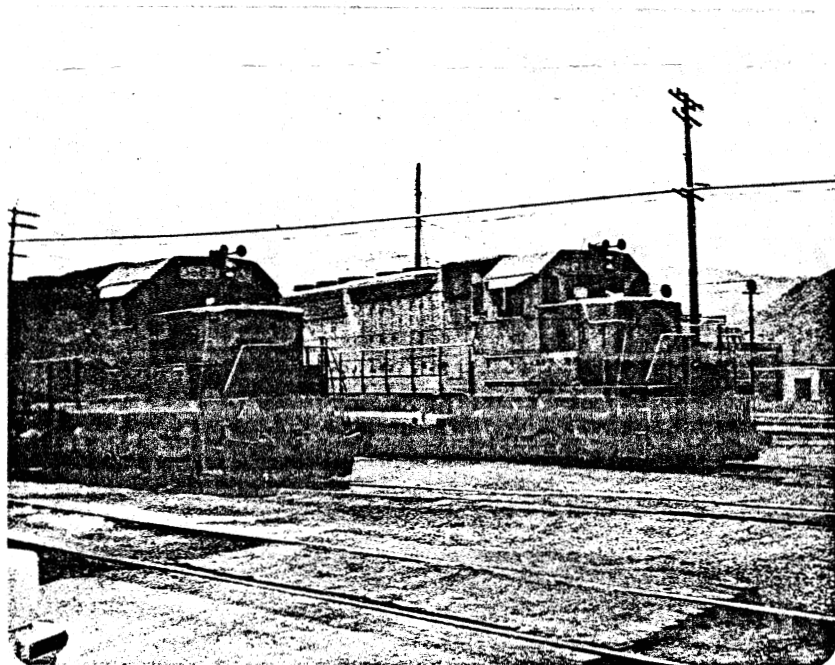
PHOTO PAGE



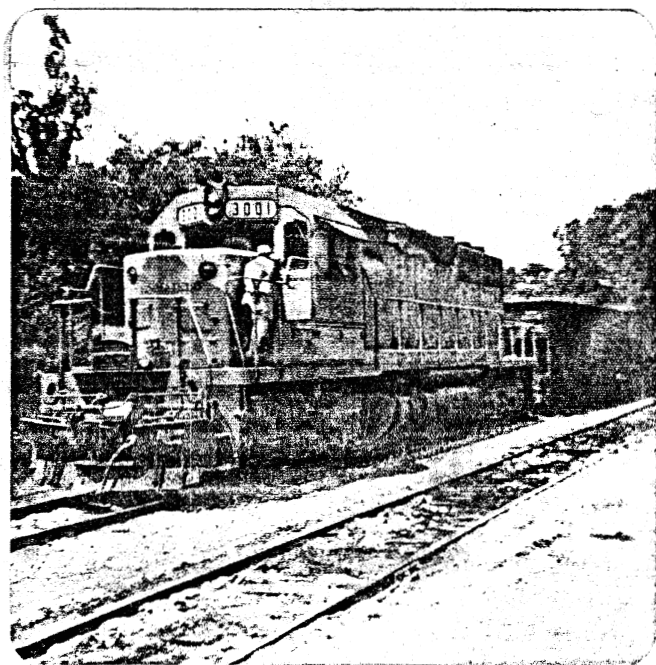
Southern Railway caboose X548 heads into Asheville, NC yard. Photo by Danny Gurley.



Diesel wheels to go! Picture Taken at Missouri Pacific yard in Palestine Texas. Photo by Glenn Vallantyne.



Two helper sets for Clinchfield coal trains. July 1978. SD-45-2 and SD-40. By Danny Gurley.



Crewman boards SD-40 3001 at Spruce Pine, NC. Taken in Summer of '75 by Danny Gurley.

SOUTHERN REGION MEET

The Southern Region convention was held August third and fourth in Rusk, Texas. Those who attended had a great time.

We became acquainted with each other after we had all arrived at the hotel. Talmadge carr, myself and my mother were the only people who attended. Talmadge and I then went to the Rusk depot to pay for our reserved tickets which would be used the next day for the train ride to Palestine. We arrived just as the 3 o'clock train was arriving so we stopped long enough to take a few pictures.

After all the arriving passengers had departed the train, we rode the empty train to the TSRR service yard where we gave ourselves a tour. We went inside the shops where one of the TSRR engines is in the process of being rebuilt.

The yard also contained about 15 or 20 passenger cars bought from the Erie Lackawana Railroad. Future plans are to renovate the cars and give them a TSRR paint scheme.

We also caught sight of a rail-fans delight. A small center cab GE 44-tonner locomotive. It looked as if it were in the midst of a new painting. Half of it was red primer and the rest was TSRR yellow. It was sitting in the area where they were also sandblasting cars for paint jobs.

We got some pictures from inside the cab of number 7. Number 7 is an old RS-2 diesel, while I was in it I was suprised to see that the original owner was the Point Comfort and Northern RR. That's the Railroad that my layout is named after.

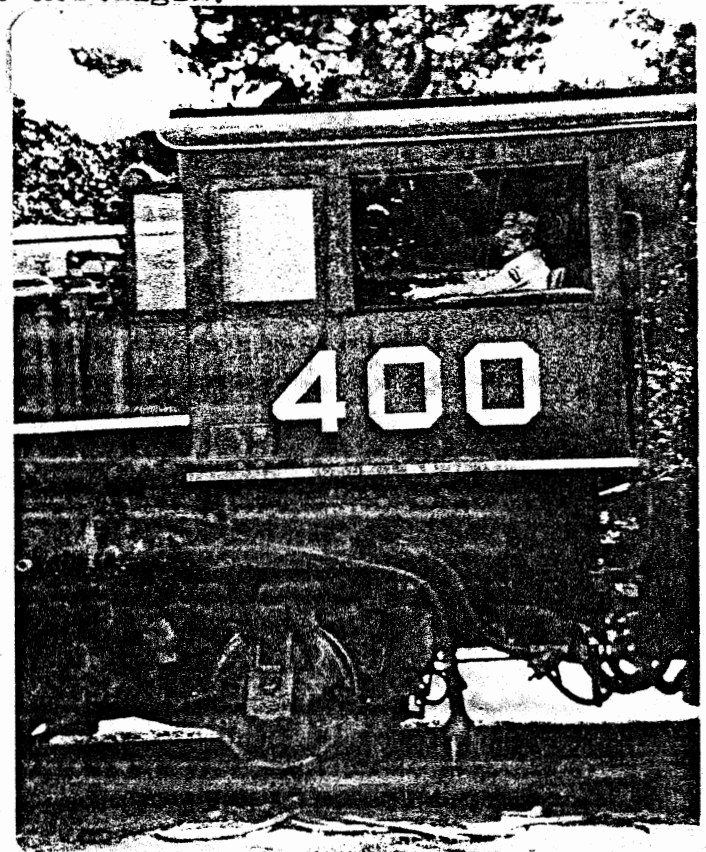
After a long walk back to the depot we drove back to the hotel where we picked up my Mom for the evening's dinner, after which we retired for the night.

We rose early the next day in order to eat breakfast and be at the depot in time to get a good seat on the morning train. The train departs at 9 o'clock, or thereabouts, and we arrived at the depot at 8 o'clock. We were able to get a seat on the VIP lounge car, I must admit that was quite a thrill.

The trip to Palestine takes about an hour and thirty minutes, it was probably the best part of the weekend. Just being able to sit in the naturally air-conditioned car with all the swaying and watch the beautiful scenery was an exciting trip.

We arrived at the Palestine depot at about 11:30, a taxi was waiting to drive us to the MoPac yards, Talmadge and I went but my Mom stayed behind at the depot. After an hour and a half of rail-fanning we headed back to the depot in time to eat a snack before it was time to ride the train back to Rusk.

We rode in an open air observation car on the trip back to Rusk. The trip wasn't long enough for our adventurous souls, our venture into the past days of highballing from city to city in swaying wooden cars was nearing an end. After departing the train we promised to someday return to this bygone era. After the goodbyes we all headed home on one of today's superhighways. So much for nostalgia.



A view of #400, taken as it was watering up at 3 o'clock.



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