



"THE SOUTHERN REGION PUBLICATION"

# EXPRESS

VOL.1 NO.5

OCT-NOV 1979



- \* GUEST EDITORIAL
- \* SHORTLINE RAILROAD
- \* MODIFIED MOTIVE POWER
- \* 11 PHOTOS

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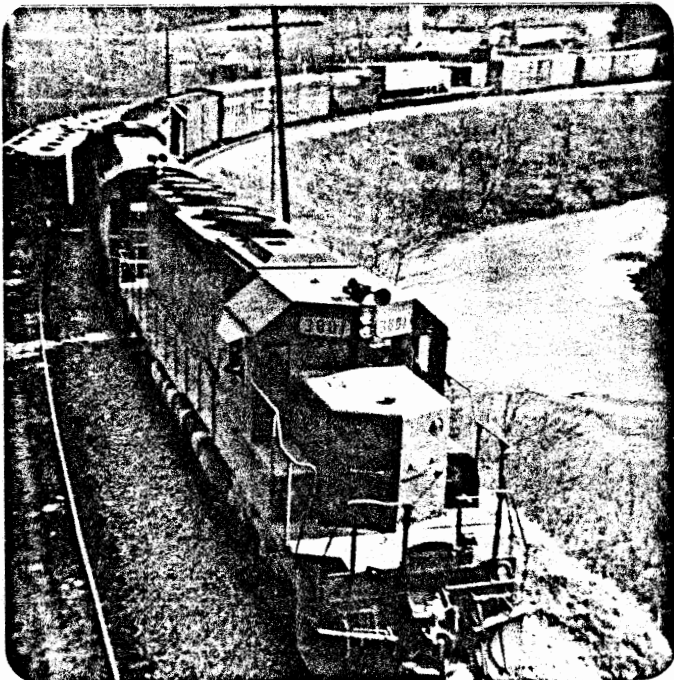
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The Southern Region EXPRESS assumes that all material submitted for possible publication is submitted gratis.



SR EXPRESS

## 'ON THE BOARD'

I recently received the newest issue of the EXPRESS, and from the looks of it, it is the best one yet. As is the case with all new publication's it takes time to get your feet firmly on the ground, but I beleive the Southern Region has accomplished this, and it looks as if yar on your way to many productive times in the future.

Although I was unable to attend the Rusk meeting, and it appears that was the case with many others, I did have a legitimate excuse, and that was that I was leaving on vacation that day and would soon be several hundred miles away from Rusk. But that still does not excuse the rest of the region members in the area, and I firmly believe that if any action is to get sparked up in the region it depends on you, I am somewhat out of touch with regions doings due to my distance from most of you, thus the fate of the region falls into your hands. Will you be able to accept it? Only time will tell, but for anything to happen, be it good or bad, it will be because of you. Involvement is the key to enjoyment, so get off your duffs and lend a helping hand. One person cannot do it alone and contributions of anything are needed by you.

I do hope that some of you will become active, and I for one am willing to help in any way possible. Are you? If not, why not?

Let's face it, the regions are the real backbone of the TAMR, and without you, it would be very hard for the TAMR to carry on to it's full potential.

I hope that you will see what I am trying to get across, although I'm sure that much of my true gut feeling is lost between my head and my typewriter, but what I'm really trying to get out is PARTICIPATE!

Gerry Dobey  
TAMR Secretary

# 'THE BELT'

By: Glenn Vallantyne

At the turn of the century, the owners of four railroads, the Fort Worth and Denver, the Missouri Pacific, the Sante Fe, and the Rock Island all developed a plan to improve rail transportation service to customers in the Houston area. The result was the Houston Belt and Terminal Railroad, a terminal switching company owned jointly by the four roads.

The original idea was to develop a terminal operation completely encircling the city. The founders were persuaded to concentrate on the central and eastern parts of the city as evidence showed that most of the city's heavy industry would be located in these region's. They were right and today the HB&T provides rail service to more than 500 industries on the heavily industrialized east side and central city, and dispatches an average of fourty freight trains daily for the four owning lines. Most of the switching is done at the Settegast Yard in far Northeast Houston, this yard is owned by Missouri Pacific. The HB&T operates out of three major flat yards.

In dispatching and receiving trains for it's owning lines and serving the rail transportation needs of Houston's industrial community, the Belt employs about 1300 Houston area residents, aiding the local economy.

Unlike other forms of transportation, railroads must build, maintain and pay taxes on thier means of movement. Build the track provide maintenance and pay taxes on the land. In the past five years the HB&T has improved it's trackage for safety and efficiency by installing over 208,000 crossties and 27 miles of continuous welded rail, and has spread 4,200 carloads of ballast.

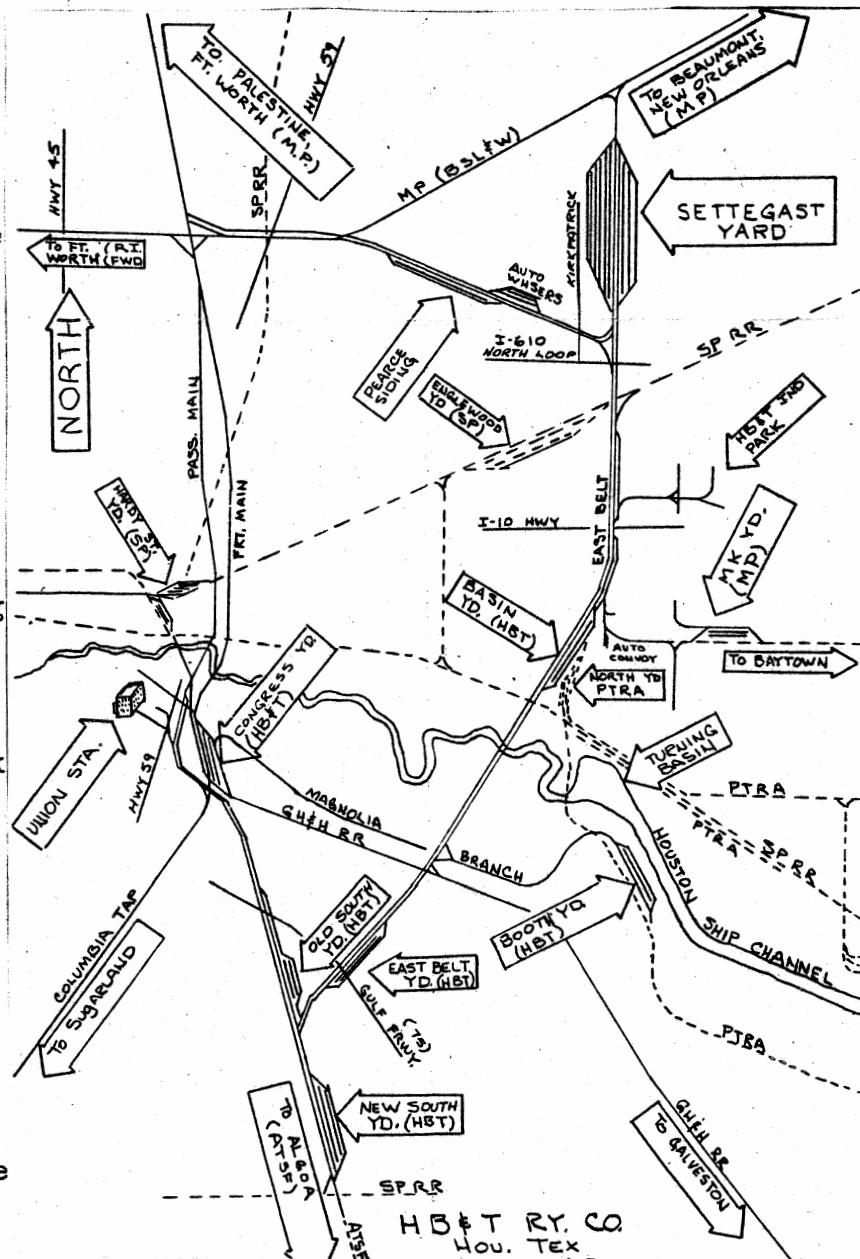
Just as the computer has aided other industries, HB&T has found it the key to better service. With "CARS" (Computer Automation of Railroads System), an up to date list of each cars location, cargo, and disposition is available on request.

As soon as the inbound train arrives on HB&T trackage, car numbers and other information are punched into the computer system for immediate access to anyone. Yard switching instructions are delivered through the computer as well.

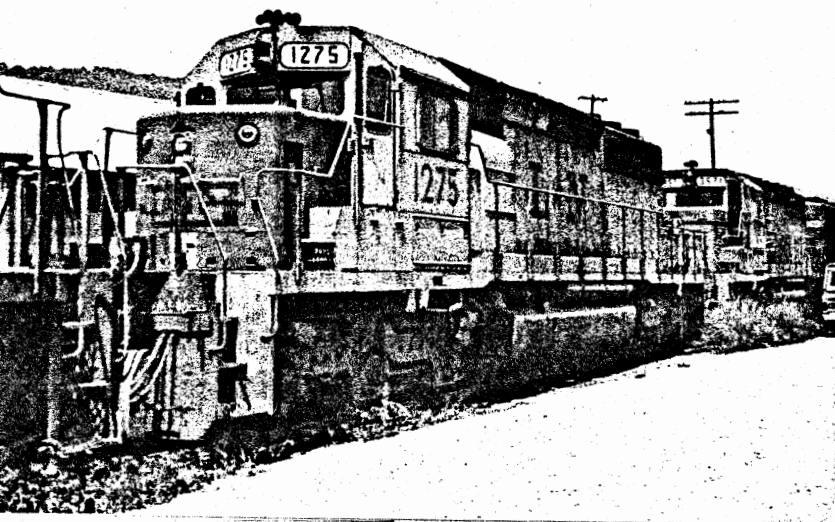
The HB&T owns about 10 engines painted in a black and yellow scheme with HB&T in big yellow letters.

THE HOUSTON BELT AND TERMINAL RY. CO.

MP-Missouri Pacific RI-Rock Island  
SP-Southern Pacific ATSF-Sante Fe  
GH&H-Galveston Houston & Henderson

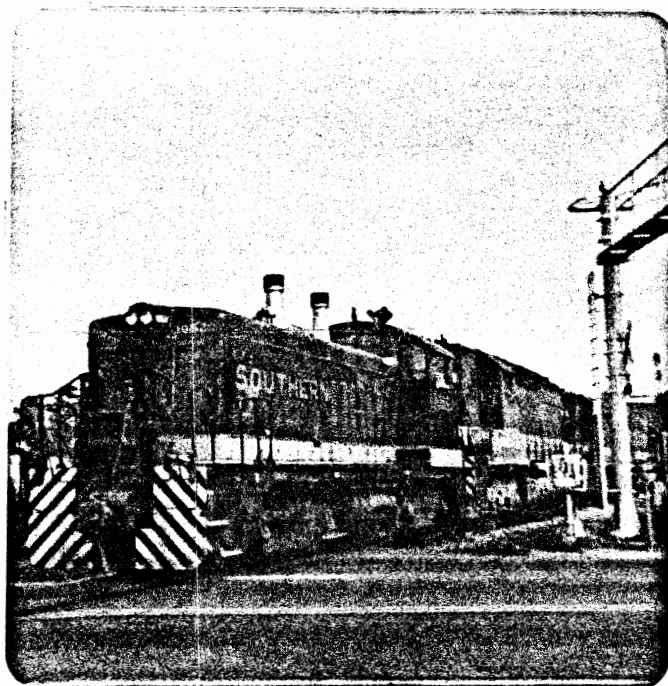


# PHOTO PAGE

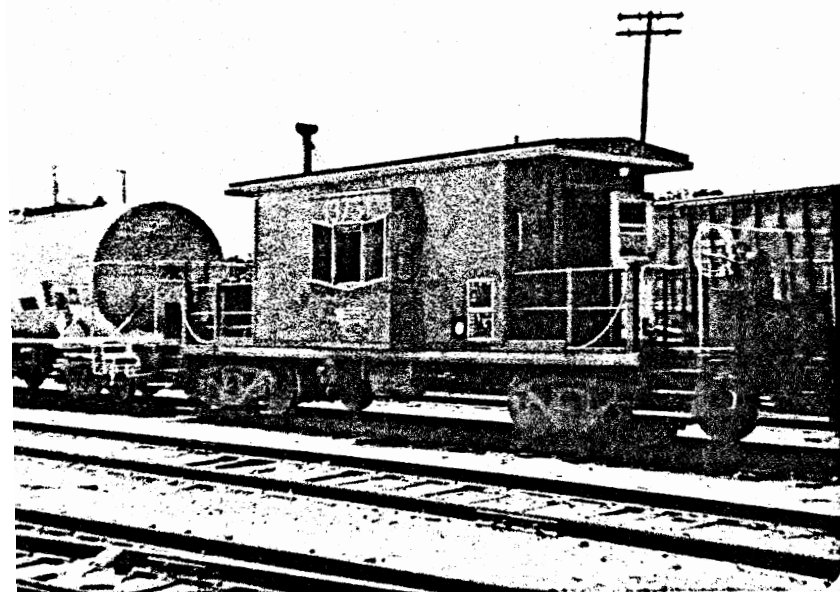


Louisville and Nashville  
SD40-2 taken at Erwin,  
Tennessee. Taken in  
August 1978 by Danny  
Gurley.

Southern Railway NW2 # 1052  
in Asheville in July 19,  
1976. By Danny Gurley.



Missouri Pacific Bay window  
transfer caboose at  
Palestine, Texas. By Glenn  
Vallantyne.



# A + B = ?

By: Dee Gilbert

I decided to write something for the EXPRESS, something electrical. I decided that what some people might want to know is how to pair off motive power, externally connect, and not get into a lot of trouble doing it. The easiest motive power to work with, for a beginner, is PA-1 and PB-1 units.

From time to time dirty track in hard to reach places would cause even the best units to stall out. Using two would smooth the run out.

Finding an A and B unit that run together can be difficult unless you buy them in a set. I have three PA-1's and two PB-1's so I had an easier chore picking out two units.

A bad match can result in an early death for one or both of the units. I put all the units on one track and started them up, running them at full speed. I picked off the two slowest units then eyeballed the remaining three because they were pretty close, I then dropped the speed to about half throttle to get an even better look. One A and B stayed very close together so they were my choice.

I first removed the four brushes on the motors, cleaned them up thoroughly, and reassembled the engine only leaving the shells off.

I used #30 stranded wire, cutting two lengths four inches long, and stripped a half inch from each end. Then coiled the stripped ends, and to keep the wire from fraying and also making the installation easier I covered the ends in solder, called tinning the leads.

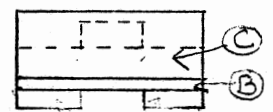
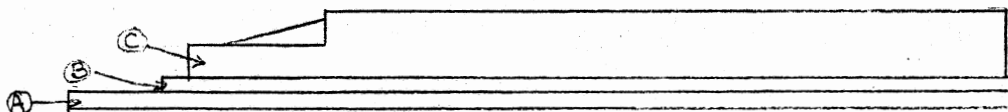
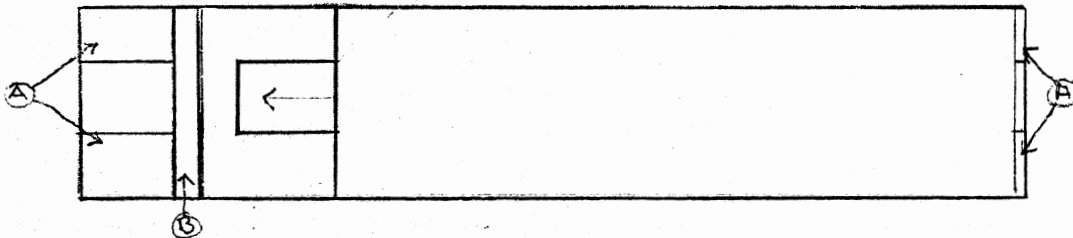
Then loosen the four screws which hold the unit together. I did not remove the screws, but only loosened them enough to slip the wire in between the bottom piece of metal strip chassis (A in drawing) and the plastic insulator strip (B in drawing).

I tightened, firmly tighten does not mean to strip, the screws back into position. After the same was done in the other unit I rested them on their tops giving me access to the bottom side of the couplers, then using a hot solder gun with a small tip, gently placed the gun to the point where both couplers touch, do this for only a fraction of a second. Just long enough to form a solid joint. Now, the units are permanently coupled. Kadee couplers look better for this, but Rapido style are much stronger due to their size but it's up to you, looks or strength.

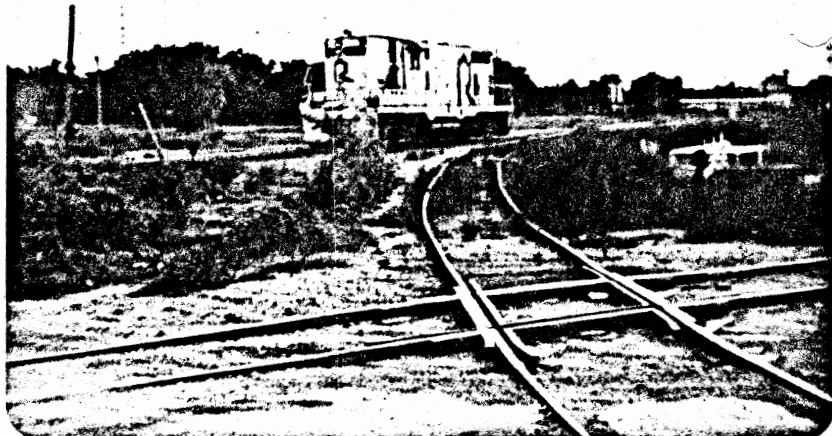
After some thought, I found that using a hacksaw blade, I could cut a slot from bottom center of each shell about 1/4 of an inch straight up to give the excess wire room enough to work back and forth in the engine. Distribute the excess wire equally in each unit before replacing the shells.

My unit has been in operation for about one year and I have had no problems with the wire breaking. One did come loose though, but I knew it right away by the "back to the good old days of operating", jerky, jerky, jerky!

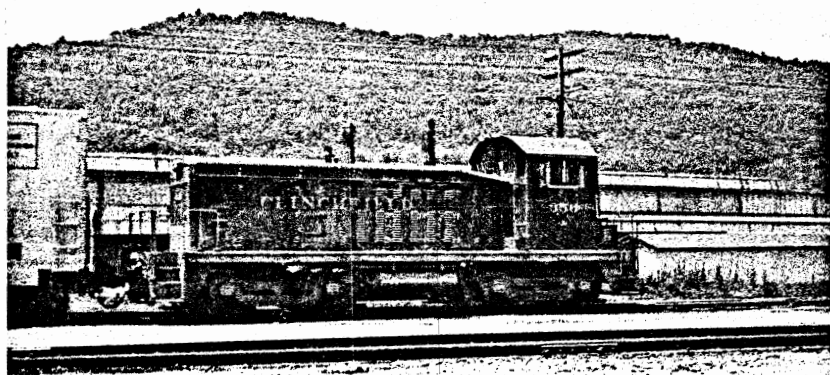
The end result is that each engine picks up power for the other engine as well as itself.



Rock Island #4465 doing  
daily switching duties  
in Pasadena, Texas.  
By Glenn Vallantyne.



Clinchfield NW2 #356  
switches in Erwin Yard  
in July, 1978. By  
Danny Gurley



Southern Pacific #2884  
at Clinton Yard in  
Houston, Texas. By  
Glenn Vallantyne.



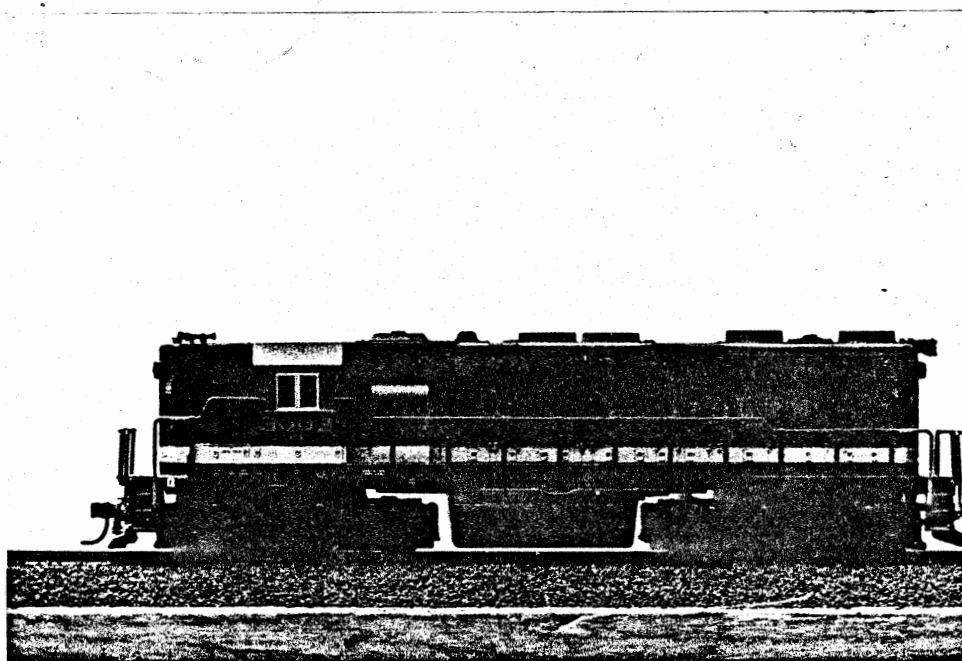
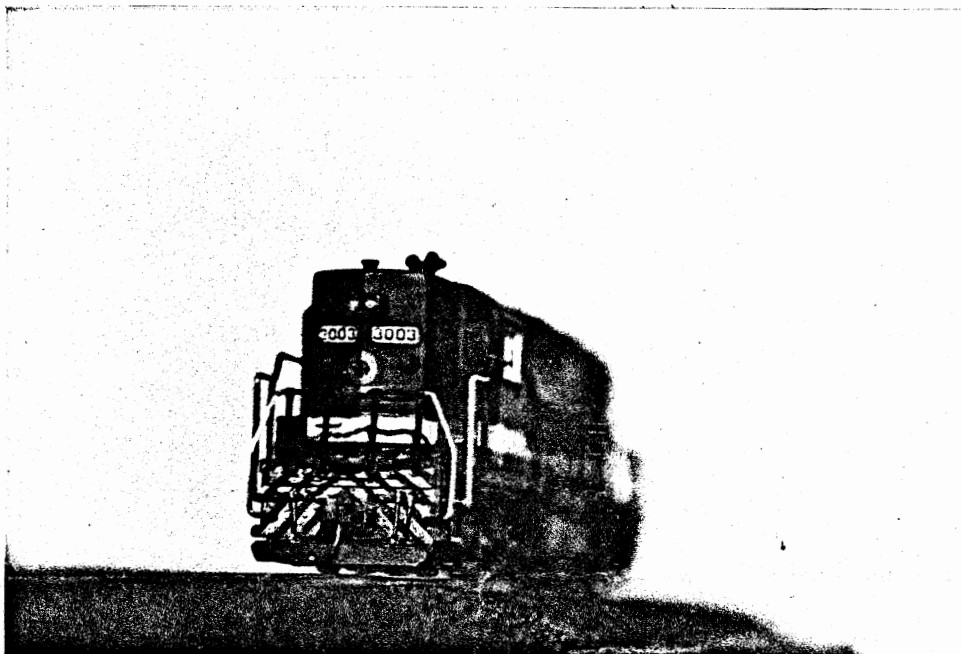
# SOUTHERN SD-35

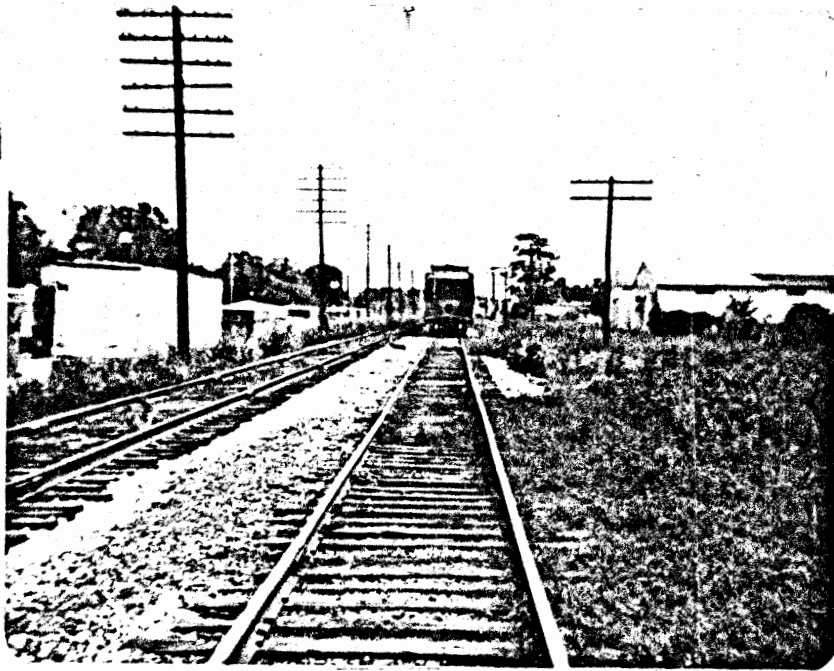
By: Mike Falls

Enclosed with this article are some pictures of a Southern Railway high-nose SD-35 diesel locomotive. The process that is used in fitting this high nose to the SD is a simple one.

First, you must purchase a low-nose SD-35 powered Atlas loco, and also an Atlas GP-38 high-nose

body shell. The next step begins by cutting the nose off the GP-38, then remove the low-nose from the SD-35. When you have done this, file the cuts smooth so that they will mate. Bond with Testor's liquid cement or something similar, and the model is ready for painting in whatever paint scheme that you prefer.





It's nearing the Christmas season and everyone will be flocking to the hobby stores and discovering model railroading for the first time. And now's your chance to help the TAMR by placing a poster in local shops and introducing those to the TAMR as well, we can help.

Hope to get some articles from the members this next issue. We really need them.

The cover photo for this issue was provided by Gerry Dobson. It's a MoPac train with Union Pacific pool power in Illinois.

Hope you've enjoyed this issue of the EXPRESS, our circulation is growing, and since the next issue won't reach you until after the Holiday's,

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

MERRY CHRISTMAS AND A HAPPY NEW YEAR!!!

FIRST CLASS MAIL

