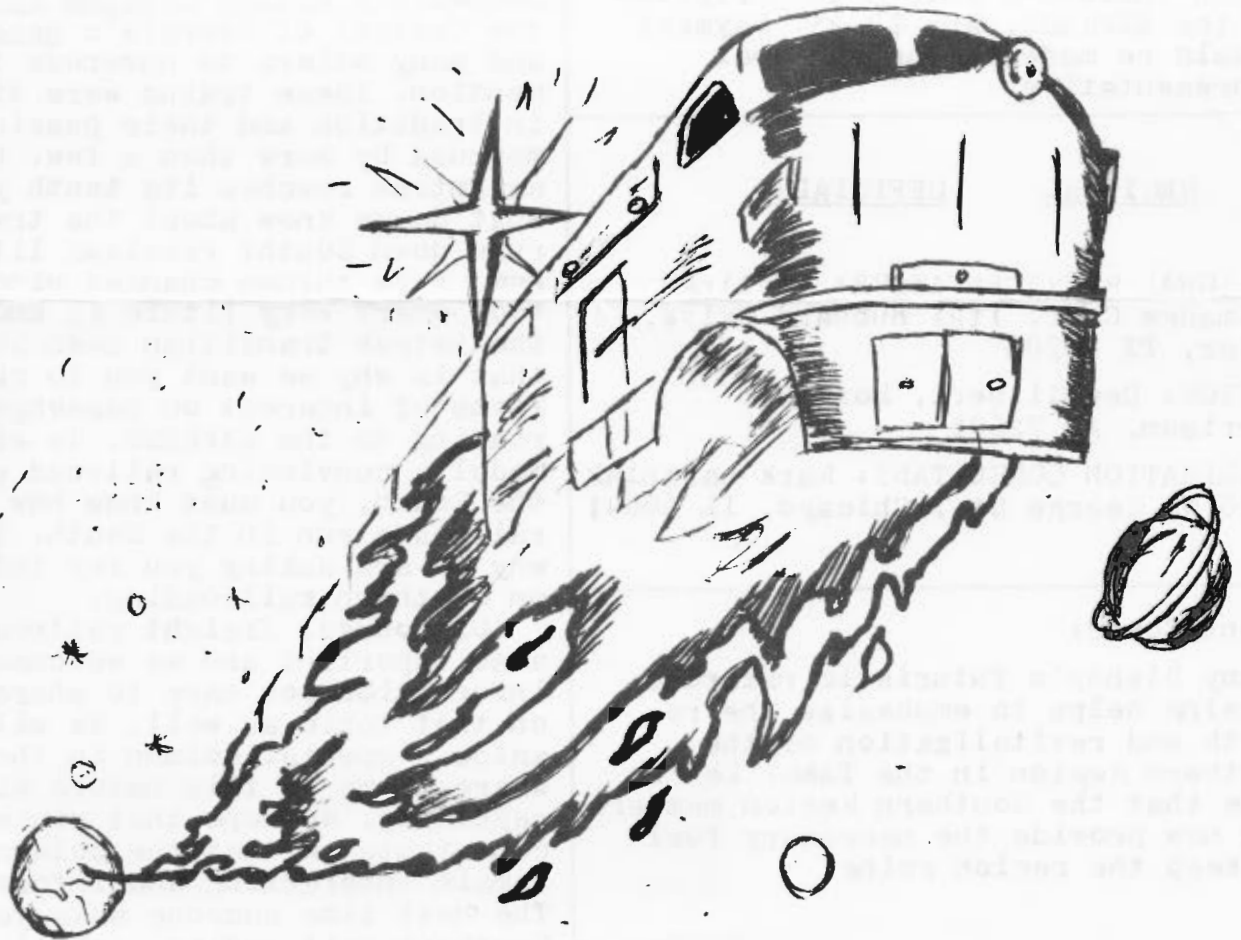




# EXPRESS

February/ March 1981

No. 6



LOOKING INTO THE FUTURE

The EXPRESS is a publication of the Southern Region of the Teen Association of Model Railroading. It is distributed six times a year to those who hold valid memberships in the Southern Region as well as for publicity purposes.

All EXPRESS business, unless otherwise noted, is handled by the editor. The deadline for articles for publication is the first day of the month of the issue (i.e. February 1st. for February/March issue). The EXPRESS assumes that all material is submitted gratis and is for the enjoyment of all region members thus no payment will be made upon publication.

Annual dues for the Southern Region, which include a year's subscription to the EXPRESS, are \$3.25. Payment should be made to the regional representative.

REGIONAL

OFFICIALS

REGIONAL REPRESENTATIVE: (Acting)  
Talmadge Carr, 1121 Hubbard Drive,  
Tyler, TX 75703

EDITOR: Dee Gilbert, Box 132,  
Harrison, AR 72601

PUBLICATION CONSULTANT: Mark Kaszniak,  
4818 W. George St., Chicago, IL 60641

Front Cover:

Danny Bishop's futuristic railroad drawing helps to emphasize the rebirth and revitalization of the Southern Region in the TAMR. Let's hope that the Southern Region members can now provide the necessary fuel to keep the region going.

Southern EXPRESS

Number 6

February/March 1981

<u>TABLE</u>	<u>OF</u>	<u>CONTENTS</u>
Editor's Desk		3
Rebuilding Plant		4
Corprail		5
Back Cover		6

Southern railroading

Before Amtrak, the South was known for its many crack passenger trains. The IC's City of New Orleans, the Seaboard's Orange Blossom Special, the Central of Georgia's Nancy Hanks and many others to numerous to mention. These trains were tied up in tradition and their passing was mourned by more than a few. However, as Amtrak reaches its tenth year, what do we know about the trains it runs down South? Precious little. How have things changed since Amtrak took over? Very little is known about the Amtrak transition down South and that is why we want you to contribute items of interest on passenger railroading to the EXPRESS. To effectively model a convincing railroad set in the South, you must know how the railroads run in the South. This is why we are asking you for information on Southern railroading.

Of course, freight railroading is also important and we welcome any information you care to share with us on that topic as well. We will set aside a special column in the EXPRESS where items of this nature will appear regularly. We hope that you will contribute so that the column will remain interesting and informative. The next time someone asks you about Southern railroading, you'll be able to tell him/her something he/she didn't know before because you read it first in the EXPRESS.

The Editor's Desk: Dee Gilbert

To get right to the nitty-gritty...

The Southern Region of the TAMR is here to stay, regardless of membership fluctuation. The TAMR has the HOTBOX, we have the EXPRESS. The HOTBOX covers the country with prototype and model railroading. The EXPRESS will concentrate on the prototypes and models within the boundaries of the Southern Region. Thus we hope to give you a more comprehensive view of your own neighborhood and introduce you to some of your neighbors.

For the modeler, each issue will have something for the N scaler. For awhile it will deal with maintenance and troubleshooting (topics applicable to all scales and very rarely discussed), but in time, I hope the scope of the column will expand to encompass all scales and their particular problems. The reason the first columns will have an N scale emphasis is that I'll be writing most of them and it just so happens that I model in N scale. As we grow, other members will submit articles on modeling subjects and we can broaden our base from there.

Every other month, you will receive a magazine (assuming you subscribe, of course) containing articles from our members on layout activity, happenings on the railroads within our boundaries and ideas for improving your modeling. You can share your ideas by authoring an article on any of these subjects. These articles are to be sent to me at the address listed on page two of this issue. Also, we are in desperate need of photographs if you want to see them in this magazine. Black & white photos of any size (as long as they are clear and sharp) are preferred, but we will accept color prints as well--although they usually reproduce poorly with our printing process.

Now for the most important information. Dues for the Southern Region are \$3.25 a year. Look at the address label on this issue to see when your subscription expires. Since we are distributing this issue free of charge to all members of the Southern Region, most of you should send in your dues immediately (see details on page 2) so that you won't miss an issue of the EXPRESS. I'm sure that you will be excited with our upcoming issues and I hope you will find something that you can put to use in modeling.

According to the TAMR Secretary, the Southern Region has within its boundaries about 20% of the TAMR's total membership. If even half of you join the Southern Region, we can be successful. It's time to show that Southern railroading, both prototype and model, is alive and well. What better way can you do this than making this region successful? Southern railroading is just as interesting (if not more so) as northeastern or western railroading and I think it's about time that it reached its potential. Will you join me? Will you make the Southern Region and the TAMR strong in the South? Your membership in the Southern Region will provide the answers I'm looking for.

DON'T DELAY!

JOIN THE SOUTHERN REGION OF THE TAMR TODAY

## A Business of Rebuilding

Locomotive rebuilding! Utter those words and visions of a huge ten stall roundhouse comes dancing into your head. It doesn't have to be like that on your layout. In fact, it's not like that in the real world either. A small rebuilding shop is a natural for almost any layout, but it large or small.

Rebuilding shops come in many shapes and sizes. If it is a private enterprize, a spur will probably come off the mainline into the main building. There might even be several outside storage tracks (if space permits) where locomotives can be worked on outside as well as stored for short periods of time. Such places usually have large chain-link fences surrounding their perimeter in order to make it difficult for vandals (and railfans) to gain access.

A rebuilding shop can be the highlight of your layout loaded with a ton of superdetailing, or it can be quietly tucked away, out of sight, but leaving the impression that it is there nonetheless. Fortunately, this type of place can be easily modeled. Existing structures can be modified or you can scratchbuild something original. For instance, a warehouse kit from AHW can be altered to serve by modifying the front to accomodate cars and locomotives.

If you're lazy or don't want to alter your building, don't despair. The Johnson Railway Company of Cornelia, Georgia can serve as an excellent prototype for your model. Why? Because the company does all its rebuilding work out of doors. They lease tracks in the form of a wye and in the middle is a warehouse that serves as a combination office/parts storage area. To date, no large power has entered the premises so that leaves a lot of odd and old diesels around the shops. So if you have an unusual switcher lettered for a railroad halfway across the country from the area you are modeling, this would be the perfect place to put it in service.

Detail items to include with the wye are wheelsets, often rusty; generators, hoods and so forth. This company uses a truck type crane for moving and lifting heavy loads, but you can use a crane mounted on a flatcar. You might even want to letter it for your railroad and make an agreement with the rebuilding shop that it must be made available for all on line wrecks and derailments.

Another lucrative business that rebuilding shops engage in is the rebuilding and refurbishing of various types of railroad cars. This service is especially needed today as many private firms are buying their own private cars to ship their products, this is especially true of electric power companies. However, since these firms don't have their own maintenance shops, the work must be done somewhere and this is where the rebuilding shops enter the picture. Jobs can vary from wreck building to car conversions to an annual FRA inspection.

You will note that a large rebuilding shop can take up a large chunk of real estate on your layout, but with a little selective compression a smaller shop can give the impression of being a large active firm. Of course, these shops create a number of extra car movements on your pike so they're well worth the space allotted. In fact, if you locate your shop near the workbench with a spur leading to the workbench itself, this industry can virtually come alive with bad orders coming in and corrected and refurbished cars coming out.

## CORPRAIL

This history begins in 1978 when the general managers of several shortline railroads announced to their employees that they would have to cease operations unless federal subsidies were forthcoming. In a last ditch effort, the Presidents of all the roads met to see what could be done about the situation without involving the government.

After much internal fighting among themselves, it became apparent that some form of federal help would be necessary. The subject was broached by Jeff Dikes, President of the insolvent Arvada Western when he inquired: "Since we can't run our roads in the black, why don't we ask the government to form a rail corporation and combine our lines?" Well, the other Presidents didn't take too kindly to Jeff's suggestion and the next morning, Jeff found his pet alligator--Herman--cut to bits by his food processor. Jeff was not dismayed at this turn of events because he'd been sore at Herman ever since he ate his \$1600 model brass locomotive. Anyone for a brass candy bar!

At last the Presidents relented and decided to seek the help of the U.S. Government. Thus on April 30, 1979, the National Reorganization of Bankrupt Shortline Railroads Act was passed by a slim majority in both houses. The credit for getting the bills passed goes to the intense persuasion by the choo - choo lobbyists (as they were termed in the press) who applied all the influence and pressure they could muster in support of these bills. Then on May 2, 1979, the Central Organization of Really Poor Railroads (CORPRAIL) started operations by officially taking over the shortlines. Unfortunately, it quite a while for CORPRAIL to get moving because the locomotives they inherited hadn't been serviced since World War II; the trackwork resembled a soggy pretzel and many of the grad crossing were akin to climbing Mt. Everest. I won't even mention the condition of the stations except that many employees considered them little better than portable toilets. In fact, there were several rumors floating around that while the big brass was making a surprize inspection tour, a couple of stationmasters were caught sitting on the job. These have since been discounted as someone just passing wind. I hope to bring you more of this fascinating story when time and space allow, so stay tuned for future developments.

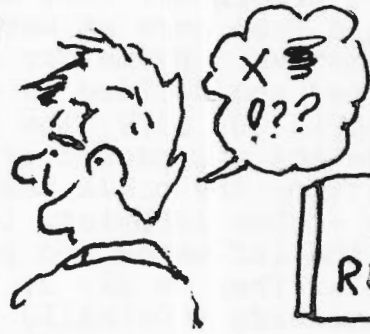
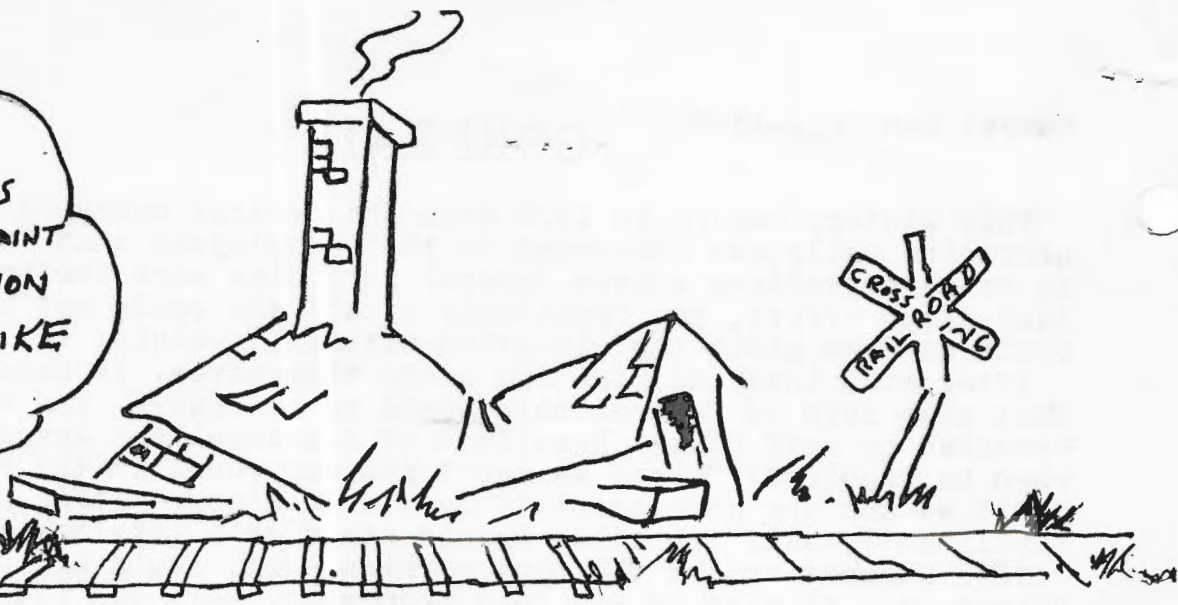
---

### A WORD, OR TWO, ABOUT RENEWALS--

On the upper right hand corner of your address label, you will find a number. This number corresponds to the number of the last issue of your subscription. Normally, a renewal notice will be sent along with your last issue, but sometimes even we forget these things. So in order to be sure that you don't miss an issue of the EXPRESS, I suggest you check the number on your address label with the number on the EXPRESS. Prompt renewal on your part will assure you an uninterrupted subscription to the EXPRESS and will make the paperwork much easier for all of us on this end.

DON'T DELAY!      RENEW YOUR MEMBERSHIP IN THE SOUTHERN REGION TODAY

WHY WITH  
A FEW NAILS  
AND SOME PAINT  
THE OLD STATION  
WILL LOOK LIKE  
NEW!



SOUTHERN REGION  
RESTORATION COMMITTEE

BY  
DOBEY

Southern Region EXPRESS, "Serving the South"  
Box 132  
Harrison, AR 72601



FIRST CLASS MAIL

