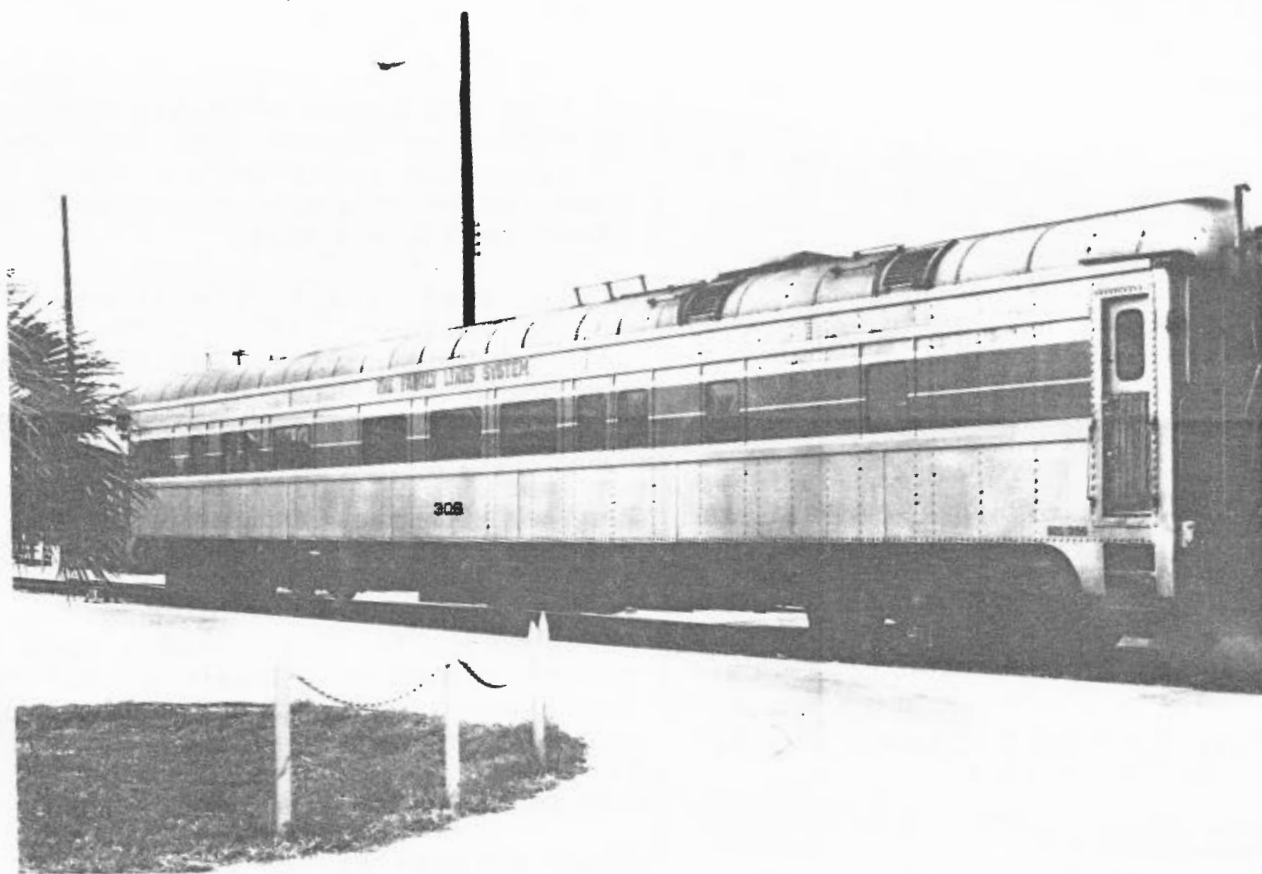


SOUTHERN

# Crescent

August--September 1982 Vol 2, no. 4



Family Lines business car, #306, in Amtrak paint parked on the house track at the SCL's offices in Jacksonville, FL on 12-26-80.

Photograph by Mark Kaszniak

The SOUTHERN CRESCENT is the official publication of the Southern Region of the Teen Association of Model Railroading (TAMR). It is distributed six times a year to those who hold valid memberships in the Southern Region and for publicity purposes.

All CRESCENT business, unless otherwise noted, is handled by the editor. The deadline for submission of articles for publication is the first day of the month of the issue (i.e. August 1st for August-September issue). The CRESCENT assumes that all material is submitted gratis and is for the benefit of all region members. No payment will be made upon publication.

Annual dues for the Southern Region, which includes six issues of the CRESCENT, are \$3.50. Payment should be made to the editor of this publication.

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## From Dee, Editor

This is one of the long lost issues which I had prepared for release LAST year. It finally turned up, and I was able to reclaim it. Some of the content I felt to be of interest, still, so I have altered here and there to adjust for the time lapse.

Two photos contained here in - provided they will copy good, will give you two different locations on my "N" scale layout of trestles that I have built right on the location you see them in.

Mr. Lewalski had really nice photos to go with his article on his layout. It is with deep regret that they were lost. If ever they are found, I shall print them, as he produced some excellent ideas in space usage.

I'm in need of articles of any kind out of the Southern Region. You don't have to be able to write, but if you can put the facts together, I can make the story work. I hope to hear from you!!

Any person interested in handling the Regional Representative position, now open, in the Southern Region - please contact me quickly.

Information in future issue from the other regions will begin appearing on these pages, as we are setting up an information swap so that interesting facts get spread around without duplication in the HOTBOX.

After release of the Dec/Jan, Vol.2 #4, the renewal rate will become \$3.75. All members renewing before that time, will be honored at the current \$3.50 rate.

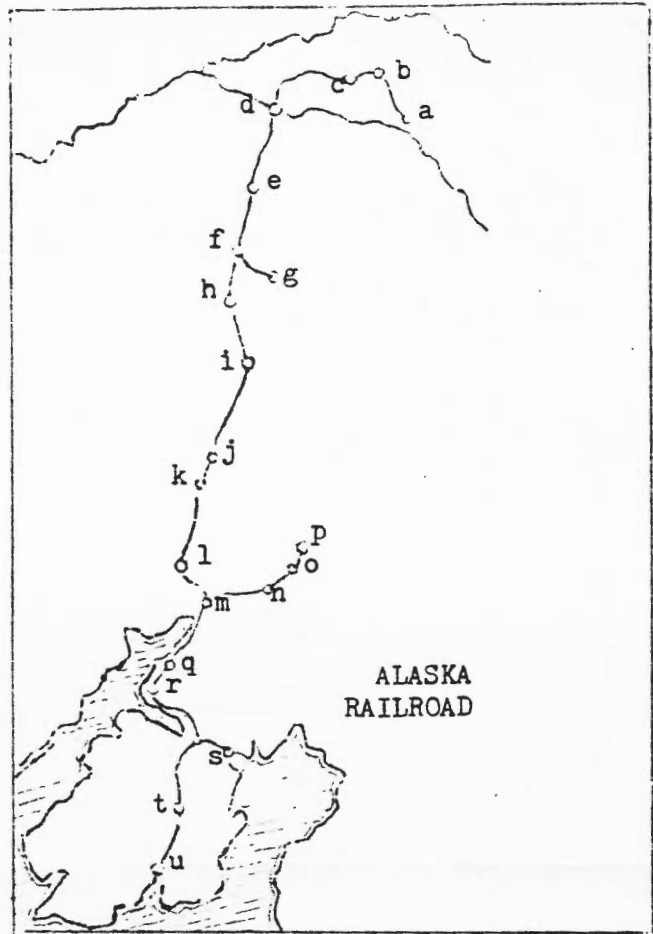
Any photos submitted MUST NOT be of the Poloroid type. The copier simply won't reproduce. Light colored will, but glossy black and white reproduce the best.

*Dee*

## The Alaska Railroad

This scenic railroad was established in 1903 as The Alaska Central Railway. It was privately financed to run from the port of Seward, on the Gulf of Alaska, to the gold fields in Fairbanks. The line was a financial disaster, and in 1910 production of the route stopped. Four years later the U.S. government took control of the line and passed an act to use federal funds to complete the railroad. The full distance covered, from the ports of Seward and Whittier to Fairbanks, was approximately 541 miles. The route also took trains through the towns of Nenana and Anchorage. Despite the new trackage, the line had heavy losses in revenue because the total population of the three major towns it served was under six thousand people. W.W.II stimulated business and an uprise in traffic was soon apparent. This steady flow has kept up since that time and the railroad still flourishes today. Presently the company has 54 engines, both steam and diesels (steam engines are held for backup), 38 passenger cars, and 1606 freight cars. The line hauls 800,000 passengers and 1.9 million tons of freight, annually.

The terrain is very rugged, and many places pose certain span problems. The original wood bridges were still in use until 1969, when they were rebuilt with steel. Anyone modeling this railroad could use steam locomotives and diesels to power the line since both were used until very recently. The main line would have many bridges and rock cuts along the way because of the mountainous area. This would be a good basis for a layout if a person preferred more scenery than operation potential. Mark Lewalski



### KEY

a. Eielson	l. Wasilla
b. Ft. Wainwright	m. Matanuska
c. Fairbanks	n. Palmer
d. Nenana	o. Sutton
e. Clear Site	p. Jonesville
f. Healy	q. Whitney
g. Suntrana	r. Anchorage
h. McKinley Park	s. Whittier
i. Cantwell	t. Moose Pass
j. Curry	u. Seward
k. Talkeetna	

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If your layout is under construction, why not put those spare drill bits, nails and screws, and other little things into the empty gons and hoppers, and then let your dispatcher rail ship them to your nearest location? Then you can "truck" them from there.

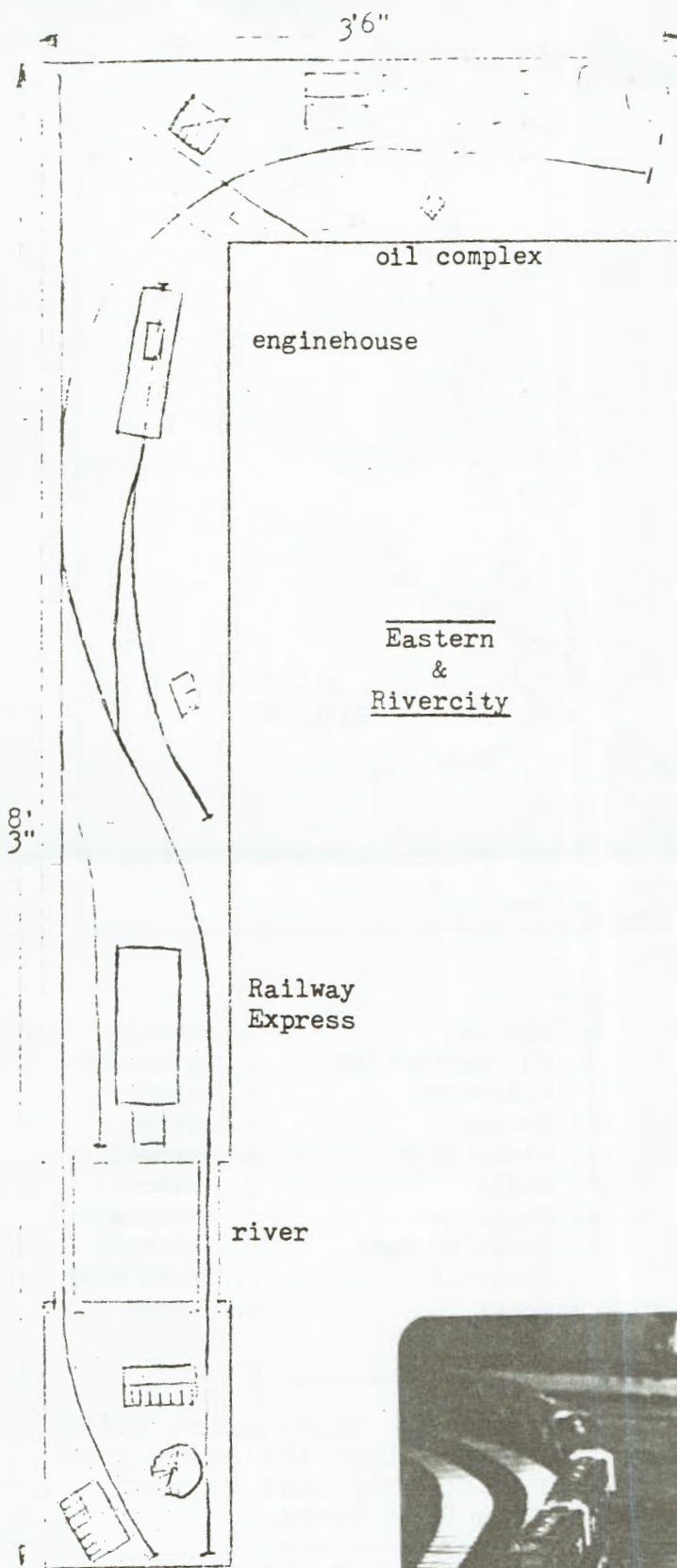
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If you are double heading a train, then you need two pieces of motive power on the front end.

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I find that my trains run better on the track -----



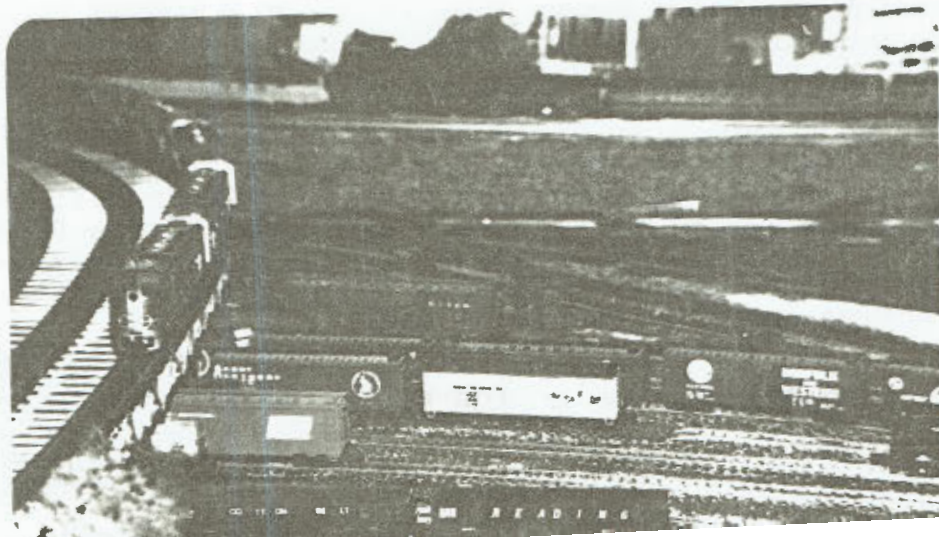


### Eastern & Rivercity

The Eastern & Rivercity is an imaginary railroad near the east coast. It connects the Seaboard Coast Line with various mid-southern lines. Rivercity is an interchange point for the SCL and has a major oil complex located there. It is not a city, nor really even a town. There is a Railway Express warehouse, a small freight shed, and an engine facility for its two locos.

The layout is one foot wide and eight feet long. It has a break in between the board to simulate a river, with bridges crossing it. Standard shelving brackets are connected to the walls to support the layout, which is 58" above the floor. The structures are a combination of kits and scratchbuilt buildings. I build most of them using cardboard. The cardboard is painted to resemble wood, and there is no shiny surface on the buildings. The oil complex tanks are made from cardboard tubes and potato chip cans. I have a one-track enginehouse also made from cardboard, with detail pieces from plastic kits. The warehouse is cardstock with a crane mounted on half of a Styrofoam thread spool. The electric system is not hooked up, since I recently finished ballasting the track. I purposely made the layout narrow, using a minimum amount of track, to obtain a diorama effect. This enabled me to display the engines and rolling stock not in use. Operation will play a major role after a card order system is set up. This railroad is just right for a small foom or as an addition to a larger layout. If you are planning a layout, don't forget the possibility of a shelf railroad when space is minimal.

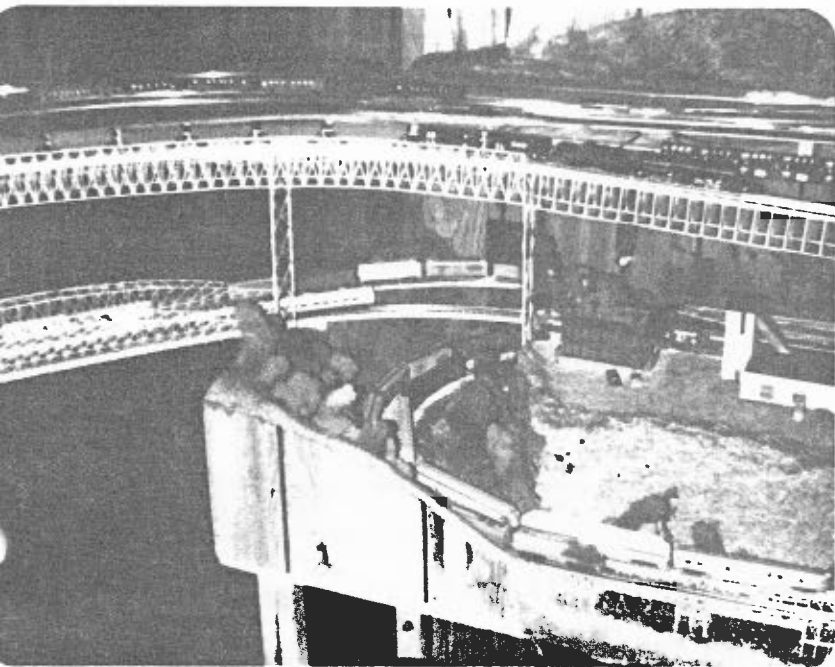
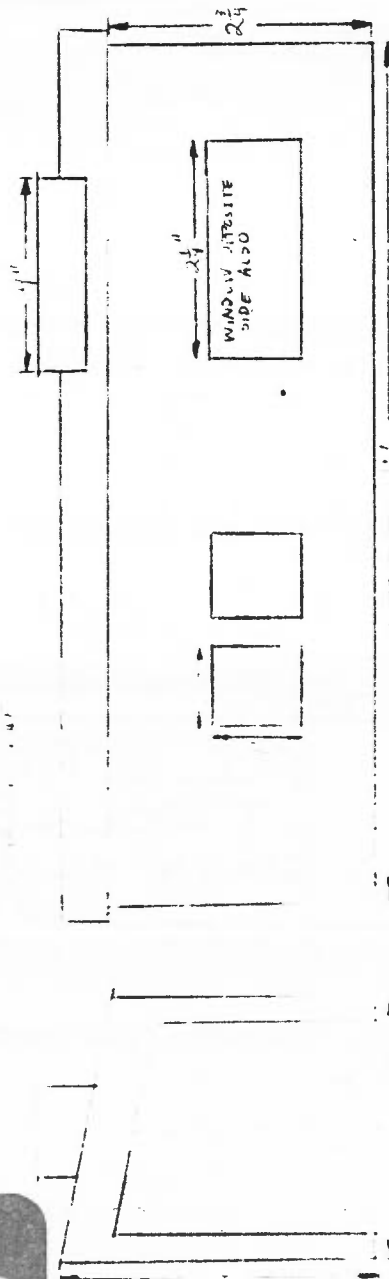
Mark Lewalski



## Scratchbuilt Enginehouse

This building is suitable for a large or small maintenance areas on any type of layout. I wanted something that would hint that engines were being worked on without modeling a whole facility for locomotives. The enginehouse is made from cardboard scribed with a knife. It is nine inches to house most diesels and small steam engines. Drawings must be enlarged twice to get full scale patterns. Begin by cutting the walls from the cardboard. They can be scribed to simulate wood, or brick paper can be used. The windows should be cut next. If all the pieces match, they can now be glued together at 90° angles. Small pieces of wood should be used to keep the walls at proper right angles. Glue these wood pieces to the inside wall seams for support. The roof can be cut out while waiting for the walls to dry. Your own details can be added later. I decided to add a vent on the roof, and a stove chimney on the side. An overhead crane would be a good addition, placed outside the open end, and perhaps a parts ramp beside the track. This building could be used for a number of workshops, or, if more windows were added, as a covered bridge.

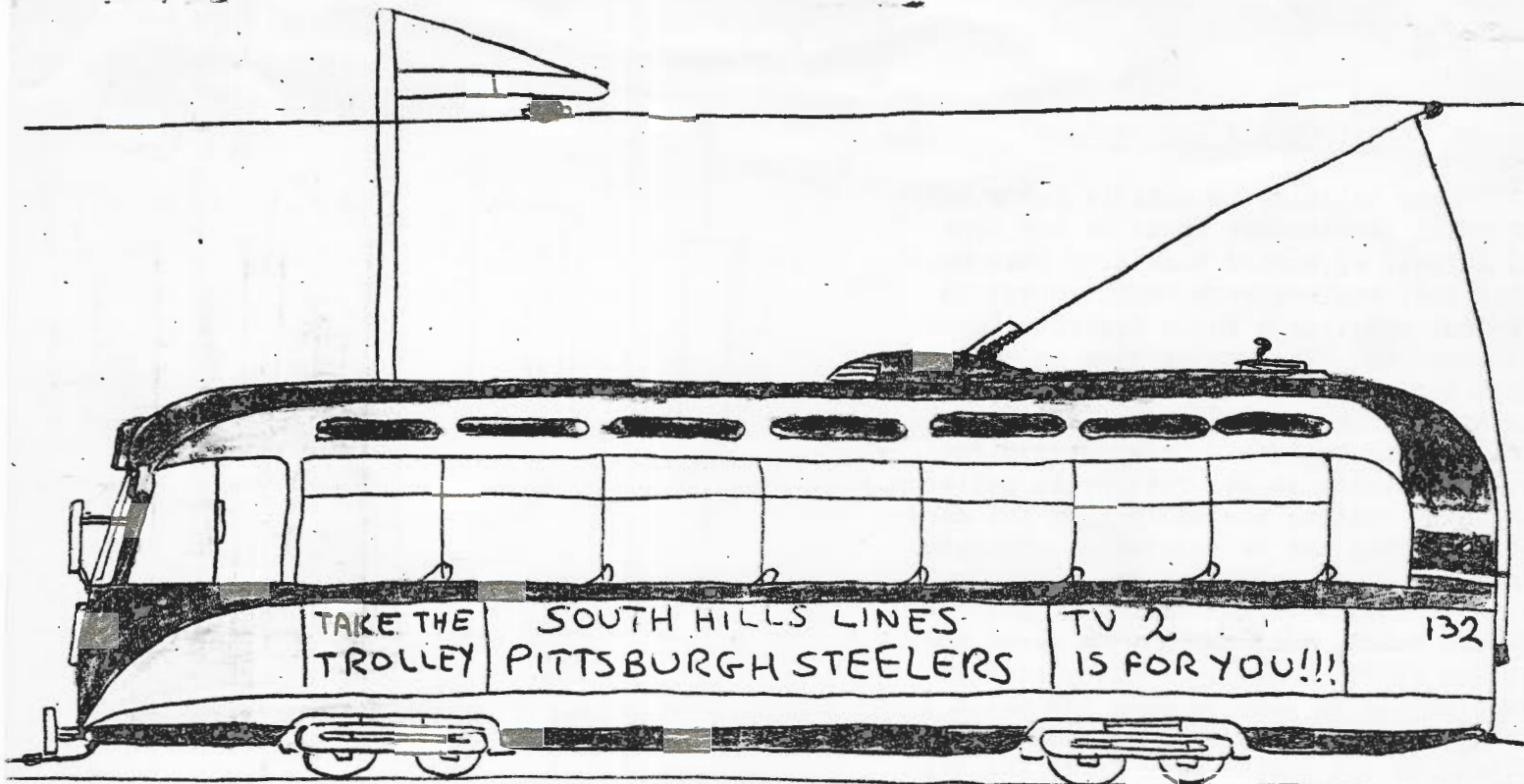
Mark Lewalski



Upper trestle leads to shelf industrial area.

Twin bridges to left are over "Duck Under Pass".





Drawing by  
Harry Loew

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TROLLEY  
SOUTH HILLS LINES....  
1981

SOUTHERN CRESCENT "Serving the South"  
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