

**SOUTHERN**



December/January 1983 Vol.2, # 6

**THE FORGOTTEN LOST EDITOR**

It seems that with every railroad built, there is some catch that either makes for interesting operations, or, just plain trouble!

In my case, It was trouble. In the original building of the L & D, I didn't take enough pains in the area where scenery and smooth looking track was of no value. Instead, I rushed through it.

The result has been a wintertime problem, when heat would expand the rails a little. In the summertime, the air-conditioner kept them contracted and in place.

I recently discovered that I was missing some freight cars, and wondered where they might be.

I also was in the process of trying to get to the troublesome section of track, and correct the errors.

In all, I recovered 13 cars that I hadn't missed before, and some of the cars had probably lain there since 1976, when the scenery was finished over this section.

It brings to mind the warnings that I've always read. Don't place track in a position that makes for recovering a derailed train impossible.

The track is now corrected, and the hole in the back of the scenery is sealed.

**Inside this issue ----**

An article on Amtrak's "Silver Palm", by Mark Nerger. For those interested in passenger train operations, this would make for an interesting short distant point-to-point operation. To model the train, is easy. A single F40PH, two Amfleet 59 seat coaches, and an Amfleet cafe/lounge car.

Part two of the Railroad Slang and its meanings, from the list that Dave Elliott submitted.

We have heard again from a Mr. Al A. Bama, with a touch of his wit.

If space permits, another photo of the L & D Railroad.

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From the INTERCOLONIAL, Canadian Regi  
The White Pass & Yukon Railway shut down for the winter on Oct. 8, 1982, the result of customer loss. Two large mines have closed down for the winter season.

This is the first time since the Klondike Gold Rush of 1898, that no commercial minning will be done.

The White Pass & Yukon will open May 1983, and will again run excursion passenger trains.

From the "Wayfreight", Central Regi

Burlington Northern bought the Soo early in December, after it went bankrupt in attempting to purchase the MN&S.

(Perhaps you may want to hang onto your Soo motive power and rolling stock.)

The SOUTHERN CRESCENT is the official publication of the Southern Region of the Teens Association of Model Railroading (TAMR). It is distributed six times a year to those who hold valid membership 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 (ie., August 1st for the August/September issue).

The CRESCENT assumes that all material is submitted gratis and is for the benefit of all the 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.

As previously stated, a dues increase was to be effected with the Jan/Fed issue. There will be NO dues increase - see "From the Editor".

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TAMR Rubber Stamp:

TAMR logo available on rubber stamp, 1/2 inches in diameter. Price \$7.50 including shipping. Allow 6 weeks for delivery. Send check or money order to the Editor.

From the Editor

On the cover this month, no photos. No were available to me for use.

Last months' photo stirred some interest

Test trains are still in use today, and a good example for the use of one, was the controversial unit which Amtrak first sought to use. It seemed to be both derailment prone, especially on curves, and seemed to tend to pitch the leading car of the train off the tracks as well.

From what little information I have gained the test train is used to test a loco's ability to track, tractive effort, draw-bar strain, and other related characteristics. Cars in the train consist of heavy loads, testing equipment, and crew quarters (caboose). Anyone having more detailed information should send it to me. All information gained, will be contained into a future feature article.

The dues increase that I had previously announced will not take effect. One of our members, wishing to remain unnamed, made us a nice donation which will help us through this next year.

The TAMR membership directory will not be coming out as planned. I have therefore prepared a membership listing effective the first of February. The cost is 15¢ plus self addressed, stamped envelope to any wanting this list. An update sheet will be available at the end of each month for 5¢ plus self addressed, stamped envelope. This charge covers only printing and paper.

This listing will give only name, address, HOTBOX issue expiration number, and scale modeled in.

Update lists will show ONLY those who have renewed, or newly joined.

I still need articles for the next issues of the newsletters.

# Ride The New Silver Palm

By: Mark D. Nerger

All Aboard---For Florida's new "Silver Palm" between Miami and Tampa. The Florida Silver Palm is comfortable, reasonably rapid and quite inexpensive.

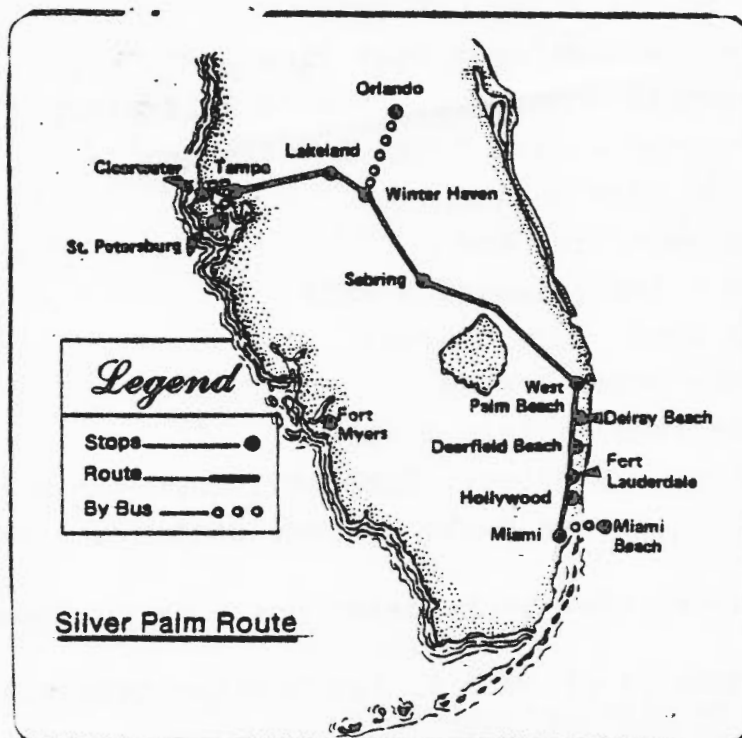
The Silver Palm is the first intra-state passenger rail service in Florida since the late 1960's.

The Silver Palm leaves Tampa's depot at 4:30 p.m. every day (see map) with stops in Lakeland, Winter Haven, Sebring, West Palm Beach, Delray Beach, Deerfield Beach, Fort Lauderdale, Hollywood and arrives at the new \$6½ million dollar Miami Amtrak station, which is in Hialeah, at 9:40 p.m. The return trip leaves Hialeah at 8 a.m. making the same intermediate stops and arriving at Tampa's 1912 station at 1:15 p.m.

Bus service also connects with the Silver Palm at either an additional charge of \$6.00 or no charge at all.

The train is clean, comfortable, roomy and the attendants are courteous and friendly and efficient.

If you happen to want to go to Miami to Tampa, or vice versa, a trip by the Silver Palm might be as fast and economical as any other mode of transportation, save airlines.



A round trip adult ticket from the Miami area to the Orlando or Tampa area will cost \$53 and travel time between Miami and Tampa is 5 hours, 10 minutes.

Compare this with bus, which costs \$51.50 for the round trip and takes eight hours each way. Airlines will whisk you there in one hour, excursion round trip fare is \$54, but the usual fare is \$83 round trip.



Travel by automobile would be cheaper if you had several passengers. Driving would cost 24 cents a mile, plus turnpike fees, which amounts to about \$114.20 for the round trip. So it is cheaper to ride the Silver Palm than to drive or fly.

Although the Silver Palm doesn't have a dining car, it does offer a snack and beverage "cafe". Prices are high, as train prices always have been. Sandwich prices range from a \$2 grilled cheeseburger to a \$.25 Hot Dog. Beverage prices range from \$2.25 cocktails to 60¢ soft drinks. On board the Silver Palm is a microwave oven which turns out the food hot.

Amtrack has modernized its equipment and the Silver Palm features Amfleet II long distance passenger cars. Florida is the first state to offer 59 seat Amfleet II cars in intrastate service. Each train has two coaches and one Amfleet cafe/lounge car and is powered by one F40PH EMD Cowl Unit.

The F40PH EMD Cowl Unit is a 3000 H.P. unit which was first introduced in 1976, and intended for shorthaul and commuter trains. The length is 56'2". For information, see Diesel Spotter's Guide Update, pages 76-77.

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and more from the pen of Al A. Bama .....

For years, people have delighted in taking the initials of popular railroads and concocting humorous nicknames. Recent examples include Uncle Pete for the Union Pacific, Big Nothing for Burlington Northern, and even Consnail for Conrail! (their logo looks like a snail). Now, I've dug out some humorous nicknames applied to some Southern roads. Many of these have merged or been abandoned, but the fun is still there:

Louisville & Nashville - Long & Narrow

New Orleans & Northeastern - No Omelettes, No Eggs

Atchison, Topeka & Santa Fe - Ate Tamales & Spit Fire

East Tennessee, Virginia & Georgia - Gophers, Frogs & Alligators

Richmond, Fredericksburg & Potomac - Rich Folks & Pedigrees

Georgia Southern & Florida - Go Slow & Flag

Houston & Texas Central - Hoboes & Tin Cans

Leavenworth, Kansas & Western - Leave Kansas & Walk

Live Oak, Perry & Gulf - Lean Over, Push & Grunt

Missouri & North Arkansas - May Never Arrive

Texas Pacific & Western - Take Your Parcels & Walk

Waco, Beaumont, Trinity & Sabine - Wobblety, Bobblety, Turnover & Stop

And some of the weird laws still on the books in some states are as follows:

In Louisiana, a state law decrees that every depot shall be equipped with a cuspidor.

In Arkansas, no railroad company is allowed to let Russian thistles or Johnson grass go to seed on its right-of-way.

Florida trains must stop for any doctor at any place he cares to get on or off the train.

In Mississippi, any conductor who puts a passenger into the wrong compartment can be fined \$500. It is also illegal for any person to soap railroad tracks.

In Alabama, it is unlawful for any one to apply for freight cars unless the applicant intends to use them. Also, for some strange reason, you are not allowed to put salt on the tracks.

And for some strange reason, it is against the law in Montana to show the movie, "The Great Train Robbery". Pictures of train holdups are outlawed in that state.

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part two -- Railroad Slang

BOOMER - The drifting type of railroad man who travels from road to road and stays but a very short time at any one place. The term was derived from the pioneer days of railroad booms along new frontiers and originally was applied to men who followed these boom camps.

BRAIN PLATE - Trainman's badge.

BRAINLESS WONDER - Conductor, engineer, or any official who does queer things in the opinion of his fellows.

BRAINS - Conductor.

BRASS COLLAR - Applied to members of the official family.

BROWNIES - Demerit marks placed against an employee's record.

BROWNIE BOX - Superintendent's car.

BUGGY - Caboose; passenger car; box car.

BUG TORCH - Trainman's Lantern.

BULL - Special agent or railroad police office.

BUMPER - A post at end of spur track.

CAGE - Caboose.

CALLER - Employee whose duty it is to call out a train and engine crew.

CANNED - To be taken out of service. To be fired from the job.

CAPTAIN - A term applied to conductor, either freight or passenger.

CAR TOAD - Car repairer; there are many variations of this word - car knock; car tonk; car whack; etc...

CAR WHACKER - Car repairman.

CASER - Silver Dollar.

CENTURY - Hundred-dollar bill.

CHARIOT - Sometimes applied to passenger cars, but most frequently to cabooses.

CHASING THE RED - The act of a flagman who has gone back with the red flag or red light to protect a train.

CINDER CRUNCHER - A switchman.

CINDER SNAPPER - A passenger who rides the open platform on observation cars.

CLOWN - A switchman or yard brakeman.



This Issue of the SOUTHERN CRESCENT ends the fiscal 1982 year. It has been a good year in Model Railroading, with new items, and innovations.

Our next issue will start off the New Year, and Volume # 3. If enough items of interest can be put together, I will be trying to get all six issues in, so that December will have our Christmas things, and be the sixth issue. Thus we will finally go a calendar year. Those renewing, will then be getting seven issues this year.

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Rail joints in sectional and flex track can be hidden by saving scrape tie strips, filing down the spike heads, and then filing down the under side of the tie until it will slip easily under the rails. Position and glue into place.

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Protecting track in construction areas... Cut cardboard in lengths of about 6 to 10 inches by the width of the ties, plus 1". Center the width of the track into the width of the cardboard, mark, and then score. Fold down both edges. In order to maintain this shape, it may be necessary to put some glue on the folded edges. You now have a cap to place over the rails. You may need to place a little weight to hold in place, on the top. No longer will you have to clean off sticky glues from masking tapes, spilled plaster, or other scenic materials.

Ballast for switches... Use the coarsest grade of sandpaper that matches the ballast you are using. Cut pieces the size needed, and slip under the switches. Now there won't be any worry about gluing a switch shut.

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