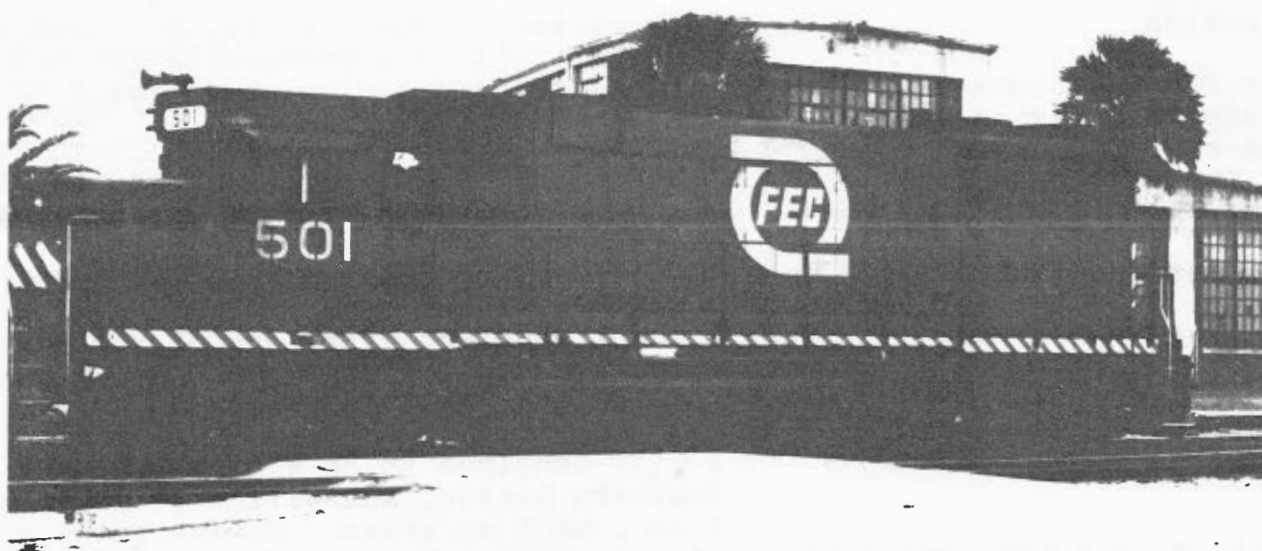


SOUTHERN



June/July - August/September

Vol. #3-3 & Vol. #3-4



ON THE READY TRACKS, JACKSONVILLE, FLORIDA 12/26/80

FEC # 501

From the Editor -----

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 1st 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.

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TAMR Rubber Stamp:

TAMR logo available on rubber stamp, 1 1/2 inches in diameter. Price - \$7.50 postpaid. Allow 4 - 6 weeks for delivery. Send check or money order payable to the Editor.

Other supplies for sale through Chris Brindamour; 10 Meadowland Drive; North Kingstown, RI 02852.

Articles needed from members for publication in these pages.

As I started to get out the Aug/Sept issue, I discovered that I had not yet done the June/July issue. So, to get even, I'm doing an extra big issue, and hoping to have this off to everyone in due time.

With this issue, is the contest. The rules are attached to it. It is the contest that we have been advertising in the HOTBOX about.

There are times that we finally must make changes in our daily living, and sometimes these changes aren't what we would really like to do. Such is the case now. My work load has so greatly increased that I must drop something to keep from doing a poor job on all, or a few other things.

This will be my last issue, as the time involved is quite a bit, and I can not look at each issue lightly, and slap it together. It is a representative not only of the Southern Region, but myself as well.

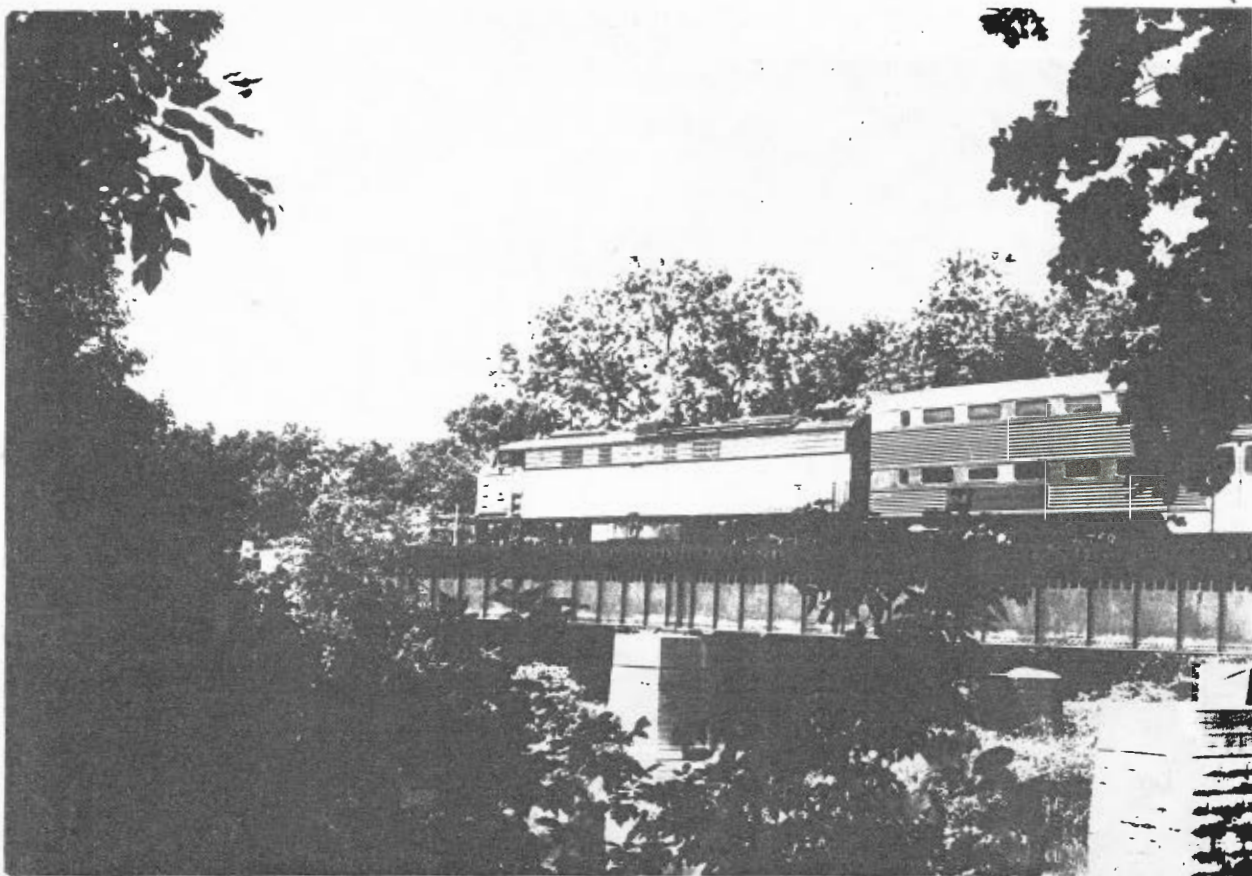
Putting together the SOUTHERN CRESCENT has been a great joy, a bit of worry in having enough material for the issue, and rather quite rewarding when I see it on the way to the post office.

I thank each and every one of you have made a contribution, a compliment, a suggestion, and in some way tried to be of help.

I will continue to be a member of the Southern Region, and will help as much as I can, as I am asked. However, the work of Secretary takes a bit of time, and so does the MSC committee, all of which I really enjoy too. We have enough members in the Southern Region, now, that there should be someone that can handle this job, and do a reasonably good job. If you are interested, please contact either the President of the Region, or the Regional Rep.

Inside, we shall look at some photos, and see what we can learn about scenery, and modeling. Also some good stories, and some historical articles.

And there are some bits and pieces from some of the other regions.



BN # 9908 crossing DesPlaines River in Riverside, Il - June 1980

I thought that this picture offered a little bit of scenery that could be in some manor on your layouts.

First off, lets look at the trestle. This appears to be ordinary - but check your areas. The supports are from two types of construction.

Notice that the support in the foreground is made of concrete blocks, while the one in the center is maid from boured concrete, which suggests that flooding may have washed away the center support.

The lushness of the trees and weeds strongly suggests a constant supply of moisture from the river.

Just in front of the diesel, at track level is the communication/power lines. This suggests that the wires are carried on poles across the river, rather than support arms attached to the side of the girders.

Beneath the girders, you can see the remains of another support. It does not appear to carry another bridge, thus it suggest the possible relocation of the current tracks, or the abandonment of some other line or of the once ever popular interurbans that used to run the area.

For those interested in the BN commuter services, they use a push-pull operation with E units pulling out of downtown, and pushing back downtown, and the end car is cab-equipped, for remote operation in the pushing mode.



Hawthorne ICG tower; Cicero, Illinois June 1980

The specific purpose of this location, I don't know, but.... Lets look at the photo, and see what we can find for modeling.

First, the metal frame work to the right of the power poles is the device used to hand up orders to the engineer (top "V" shaped hook), and the conductor (bottom "V" shaped hook). To model one, simple pieces of brass or plastic tubing could be used, following the pattern above. For height, afix the top one to align with the cab door - F9 and such type locos, or walkway beside the cab door for geeps - and align with the top step of cabooses and doorways of passenger cars, with the botom one. The order will be rolled, then wrapped with a string, and stretched between the two tips of the "V".

For other details, notice the air-conditioner unitbeneath the far window, and if the picture came out clear enough, you will also detect a window unit in the window.

A rail is used as something of a gard against dragging items on a train.

Far left, center to upper left, note the method used in bringing in the power/signal lines. Nothing at all special here.

Over the entranceway, a single bulb lamp fixture is placed, as well as over the top of the order hoop stand.



Conrail Truck; Porter, Indiana

Yes!!! Every railroad does have it's over-the-road fleet of vehicals.

Here we have a Conrail truck just loaded with all kinds of goodies, and no exception, there is the spare tire. Note that the truck is also equiped with the Conrail logo.

This particular truck is equipped with a generator for use in electro-welding, as well as having the regualr tanks for aceteline welding.

A big tool storage container is mounted on the right rear, and a simple lightweight lift on the left rear.

Other canisters are mounted just behind the cab for other purposes.

You too, can make up a truck fleet, and each truck can be equiped for particular jobs.

Around railroad crossings with automatic signals, you can sometimes find the railroad's trucks, as the occupants are doing testing and/or repairs to the signals which guard the crossing.

Stations, crossing towers, the railroads power/signal lines, all such places may have railroad trucks or other vehicals setting nearby while repairs are being made.

The cover photo, and those on pages three, four, and five are compliments of Mark Kaszniak, from his own collection. Thankyou Mark!

Remember -- those of you using Kadee couplers, and have lost the trip pins - place a strong magnet on a depressed center car, and slowly move it around the layout. If the trip pin is near enough the rails, the magnet will pick it up. Be sure to watch magnetic switch throws.

Railroad Slang - Part Five...

Flat Wheel - A car wheel that has flat spots on the tread; also applied to an employee who walks lame or limps.

Flimsy - Train order.

Floater - Same as a boomer.

Flop - Bed.

Flying Switch - A switching movement

Foot-Board - The step on the front end and rear end of switch and freight engines.

Freeze Hub - Cool a heated journal.

Gandy Dancer - Track laborer.

Gangway - The space between the rear cab post of a locomotive and the tender.

Garden - A freight yard.

Gate - Switch

General - Yardmaster.

Glimmer - Switchman's lantern.

Glory - String of empties; death by accident.

Goat - A yard engine.

Go High - The act of decorating or climbing to the top of box cars to receive signals or to transmit signals or to apply hand brakes.

G.M. - General Manager.

Gon - A gondola or steel-sided, flat bottom coal car.

Grabber - Conductor.

Gramophone - Telephone.

Graveyard Watch - 12:01 A.M. to 8 A.M.

Greasy Spoon - A railroad eating house.

Green Backs - Frogs for rerailing cars.

Gum Shoes - Railroad Policeman.

Hack - Another term for caboose.

Hand Shoes - Gloves.

Harness - Passenger conductor's uniform.

Hay Burner - Hand oil lantern.

Head Man - The brakeman who, on freight trains, rides the engine.

Head Pin - The head brakeman.

Hearse - Caboose.

Herder - A man who couples engines on and takes them off on the arrival and departure of trains.

Highball - Signal waved by the hand or by lamp in a high, wide semiarc, the meaning of which is to get out of town at full speed ahead.

Highball Artist - A locomotive engineer who is noted for fast running.

High Iron - The main line or the high speed track of a system of main tracks.

THUNDER IN THE MORNING

BY ROGER ARNOLD

It was a calm and quiet morning. The bright sun just having risen, yeilded that it was going to be a clear day.

I had spent the night, camping alongside the Western Pacific railroad tracks in Marysville. I got a small fire going to cook breakfast, and warmed last night's coffee.

Then, without so much as a lending hand, the nearby relay box started automatically chatting away, of an upcoming freight that was on its way.

I quickly got my camera and recorder ready for the tons of steel that would thunder it's way through town on such a quiet sunny day.

The chatter of the small relay box started faster and then I heard it!

A blast of an airhorn a few miles away told me of it's oncoming appearance.

Then, as if the word quiet ceased to exist, a thunderous roar of the two big diesel locomotives - GP-40 class - made their appearance with bright orange nose jobs, and dark green bodies.

The two unit freight train made a brief stop to cut off a few boxcars for the canneries in Yuba City.

A friendly brakeman said "Hello", and jumped in position and released the connecting hoses between boxcars, made their drop, and left the small spur and headed back onto the main and connected with the rest of the train.

A loud trumpet like airhorn blast demanded everyones' attention that it wanted it's train clear of any obstacle that might be on the tracks.

By now, everything was in order and the brakeman took his place on the second unit and the engineer, with a radiant smile, waved to me as he led the train load of a quarter of a million tons slowly out of town.

The tempo of wheels clicking on railjoints increased as the train's speed picked up - music to any railfan's ears - and soon the borrowed Union Pacific's caboose flew by.

It was quiet again, and all was peacefull in Marysville as I enjoyed a hearty breakfast and delicious warmed over coffee by my little fire, and the Western Pacific tracks.

Roger is a Western Pacific railfan, and has much to offer in the way of taped sounds, and photos, and other WP information. He is also a TAMR member of some years. His modeling is done in HO, although he has no layout at this time.

Thankyou, Roger, for the above narritive.

When the first train came to town.....Part II

A five part series.

By: Mark D. Nerger

The arrival of the first train on a new railroad was always the excuse for a grand and glorious celebration, but none ever went so spectacularly awry as that at Bellingham Bay, Washington, in 1891. So much so that for years afterward, folks around the bay just preferred to forget that it ever happened.

The busy city of Bellingham fronts that bay today, but in 1891 it took the shape of four separate municipalities: Whatcom, New Whatcom, and Fairhaven and Sehome, each with its own newspaper, its own elected officials---and its own fire department.

And therein lay the seeds of disaster. For as in any closely connected towns, the rivalry was intense, and nowhere was this feisty competitiveness more in evidence than between the various volunteer fire companies. Only Sehome had a railroad---the extravagantly named Bellingham Bay & British Columbia, which in fact ran only two miles from the town to the bay, where it met passenger boats docking at the town wharf.

But then in 1891 word came to the little settlements that the mighty Canadian Pacific was going to extend its newly completed transcontinental line from Vancouver, 60 miles north, to the bay. News that the first train would arrive promptly at 1 o'clock the afternoon of June 22, 1891, put the townsfolk into a frenzy of preparation for what would be their greatest celebration of all time. And what could be more representative than to display to the visiting dignitaries their greatest natural resource---pure Lake Whatcom water?

So the plan was that when the special train came hooting into town it would pass beneath a resplendent arch of flowing water, pumped up on one side of the track by the Whatcom Hose Company, on the other by the Sehome Volunteers.

The countryside was emptied as 6000 people jostled for a view of the festivities, climbing trees, perching precariously atop false front stores, and jamming the dusty streets. Caulk-booted loggers in from the woods elbowed the ladies of Lilly Somer's bagnio on the crowded plank walks, horses whinnied nervously, and the musicians of Warren J. Burger's Famous Cornet Band puffed out their cheeks and trilled a few practice runs. All was in readiness for the sound of the train whistle in the distance which would be the cue for the firemen to start up their respective pumpers.

Chief Con Meyer of the Whatcom Company was the first to set the water flowing. Across the tracks the leader of the Sehome Volunteers, a husky blacksmith by trade, shouted to his men to heave to. But whether misdirected by chance or by intent, the water failed to arch. Instead, the Sehome chief turned back from his pumper just in time to catch a blast of water from across the tracks that sent his cap flying and plastered his stylish mustache back against his ears.

That of course called for retaliation, and an answering torrent pumped up by the Sehome smoke eaters sprayed through the Whatcom ranks. Slipping and stumbling in the dust turned to mud, the embattled firemen yelled for more water, while the crowd that had been pushing in behind them now struggled frantically to get clear of the watery fray.

Just at this point the train eased around the last curve, and the startled engine crew saw their route straddled by what seemed an airborne Niagara. They quickly dropped to the floor, but the six carloads of railroad brass, Canadian officials, newspapermen and eastern industrialists behind them had no such warnings. Waving and smiling to the trackside crowds, they were abruptly doused as torrents of wasted water cascaded through the windows when the train passed through the battle lines. There was a belated effort then to restore the contemplated watery arch, but the damage was done.

The waterlogged dignitaries squished off to the Purdy Opera House for the sumptuous banquet that had been arranged, followed by several hours of speeches extolling the virtues of Bellingham Bay. But water wasn't mentioned. Most of the guests were still wringing Lake Whatcom from their shoes and had no need to be reminded of it.

The Canadian Pacific continued to shuttle trains between Bellingham and Vancouver for a few years after the great debacle, but then in 1893, came word that Empire Builder, Jim Hill was going to push his Great Northern rails north from Seattle to meet the CPR. The tracks were duly joined that year - but for some reason the townsfolk chose to forego a celebration. Today, Bellingham is a busy industrial city and a main shipping point on the Burlington Northern's Puget Sound line from Seattle to Vancouver.

Don't forget to check out swap meets, and flea markets involving model railroad equipment. Some really excellent buys can be found, as well as some of the equipment no longer made, that you might be hunting for. It's also an excellent place to see what you might have to trade off to someone, as well.

When the first train came to town.....Part III

By: Mark D. Nerger

The Ilwaco Railroad & Navigation Company was seldom plagued by snow, and never by \$200,000 subsidies. Instead, its claim to fame was as the only railroad in the nation that ran by tide tables instead of time tables. It was locally known, somewhat inaccurately, as the "Clamshell Railroad," for its main freight cargo was luscious Willapa Bay oysters.

The town of Ilwaco lies at the base of a long peninsula jutting north from the mouth of the Columbia River in the state of Washington. For its entire 25-mile length this sliver of land is washed by the Pacific Ocean on the west, and by placid Willapa Bay on the east. A more different setting from the deserts of Nevada could scarcely be imagined. But the citizens of Ilwaco shared a common aspiration with those of Austin. They, too, wanted a railroad.

They got it in 1888, when work began on construction of a narrow gauge railroad from Ilwaco to Nahcotta, 15 miles north. And they got it for what even then was a remarkable price---\$10,000 per mile.

There was a reason for this low investment. To build along the eastern (Willapa Bay) side of the peninsula would have required cutting through typically dense Pacific Northwest timber, and crossing or bypassing numerous creeks and inlets. On the other hand, the cost of laying track along the edge of the side sandy beach would be far less. The local capitalists who had to dig deep to pony up funds for the line took the easy way out. They built along the beach.

It did have its advantages. On one occasion a stranded whale washed up beside the track, and the railroad pocketed a bit of extra change running special trains out to view the hapless mammal---until the carcass began to ripen. On the other hand, storms occasionally would roar in off the Pacific and bury the tracks in the sand. But that wasn't the tide that affected the little line's schedules.

The IR&N had no other railroad with which to connect. Instead, its trains terminated at Baker's Bay, bordering Ilwaco, where they met steamers that clugged across the wide mouth of the Columbia ferrying freight and passengers to Astoria, or upriver to Portland. But there is quite a tidal change in these parts, and steamers trying to approach the dock on a low tide would just have grounded on the mud without fanfare.

So the train's departure from Ilwaco was timed to the high tide that allowed the steamert to dock. Thus it might leave on a Monday morning at 9 o'clock, then by Friday the departure time could be 11. By the next Monday it might be back to 8:30, and a few days later at 10. This was one train you didn't set your watch by. What you really needed was a tide table.

The erratic schedule prompted a sarcastic "advertisement" in a local weekly paper for the "Irregular, Rambling & Never-get-there." "Train leaves Ilwaco dock when it gets ready," the ad chortled, and arrives at Nahcotta when it gets there... sometime during the day unless unavoidably detained by running off the track.

The indignant railroad got even by revoking the editor's pass.

As a matter of fact, derailments were remarkably rare, considering that the parsimonious head of the railroad could not be persuaded to replace ties until they had rotted to the point where he could punch through them with his gold-tipped cane. But as it took an hour to cover the 15 miles, the chances of a spectacular upset were rare. The road's only notable accident was in 1899, when the rickety Ilwaco pier gave way as the train was backing onto it, unceremoniously dumping the locomotive and the end of one coach into the drink.

The Ilwaco Railroad & Navigation Company gave up the ghost even earlier, in 1930, having by then been acquired by the Union Pacific. The peninsula it served still advertises itself as "the longest beach in the world", but automobiles now bring the throngs of vacationists who used to tax the capacity of the little narrow gauge cars each summer.

Get more out of TAMR..... Send our Editor product reviews on items you have bought, to share with the rest of the members.

Pick a name in the membership listing, and write to them.

Ask the Editor for some names of past members, and write to them, and see if you can get them to rejoin us!

Contact our Promotional Department for material to place in your favorite hobby shop.'

Get a friend to join you in TAMR...

Wave at the train crew on the next train you see!

Don't litter Railroad property.

Articles are badly needed for the SOUTHERN CRESCENT, so that we can continue to bring you a varied content - something of interest for everyone.

There are enough members in the region that only one article per member, per year, would be enough to keep us going, and make it easier on your editor in putting this newsletter together.

The articles can range from construction, to product reviews, to layout operations, and even something from the prototype!

Little filler items of interest would also be helpful, and can consist of little one-liner jokes, to tid-bit information and items from the newspapers of your area.

Get more out of the Southern Crescent by getting on for the ride!

In the next issue, we will the results of the contest which is underway. Members of the region receive their contest entries with their newsletter. All others must send a dollar to help cover the mailing/printing/handling costs to the Editor.

We are also open to ideas for a contest of general interest for next year, to be held in the fall.

"Serving the South"

SOUTHERN CRESCENT
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Southern Region of:
Teen Association of Model
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