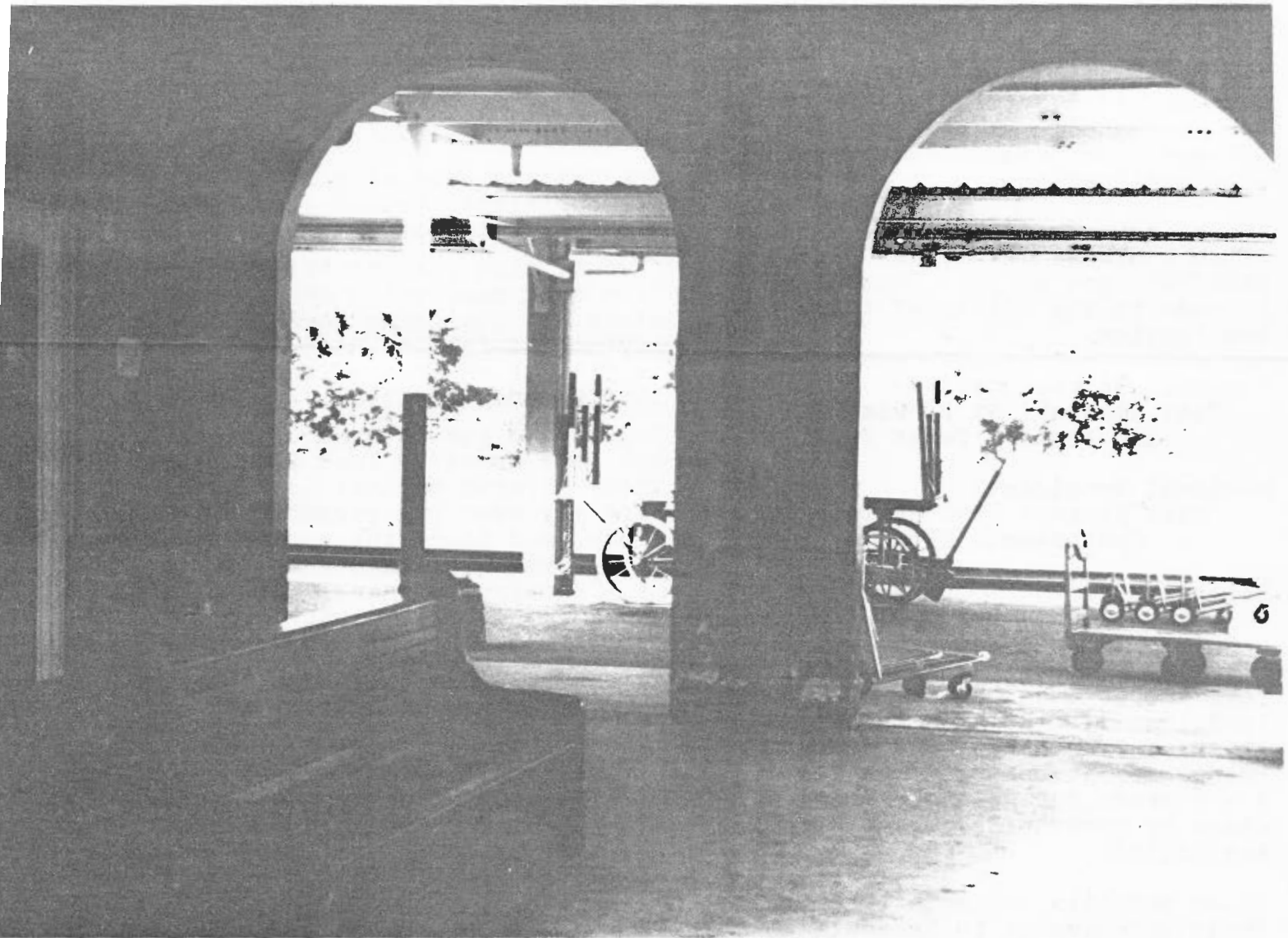


SOUTHERN



rescent

February/March 1983 Vol. 3, # 1



LONELYNESS IS -----

Deerfield Beach, Florida - photo by M. Kaszniak

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:

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

Articles needed from members for publication in these pages.

On March 26, 1983, I had the privilege to attend the Rail meet held in Springfield, MO. As a part of this meet, they had a swap meet area set aside for those with railroad related items for sale.

I lucked out, in that I was able to locate three locos of a particular style that I had been looking for, and all were operable, and in quite good condition. And the price was right!!

Watching three young teens trying to sell their overstock items of HO brought to mind that this would be a good place for any modeler with a very limited budget to find items, either new or used, at nice bargain prices.

Some of the items for sale were intended as repair parts for others, and the prices were well reasonable for what was offered.

Brass items were also offered, and this is your higher priced area, still the brass here was going at a more affordable rate.

I would also like to bring to your attention that many hobby shop owners and operators are now going more and more into buying and selling used equipment, as this is filling an area of the modeler with little money to spend.

So, if you are in need of a bargain, these are some areas to look into. Some of the items offered may not look good, and perhaps may even run ragged. But look extra close, and learn the construction styles of motive units, and what you can do to make repairs, or simply clean units up for smoother operation.

To know about the price if new, watch MR and RMC, for two places. Observe what the hobby shop may have it listed at on his shelf.

A mint condition loco minus the motor, or with burned out motor should never sell at a price higher than the new price, less the cost of motor replacement, except for collector items.

You can also find all kinds of buildings and other scenic items, some even well to moderately weathered, to brand new, never used at these swap meets.

So, never turn down a chance to attend one of these functions. Who knows what glorious bargain awaits the hunter!??

by Mark Kaszniak

On the cover this month, is a "typical" photo of a passenger train station.

The location is told later in the following article. Questions on detailing buildings, streets, and whole residential and business district scenes come in often with some regularity. Therefore, I am presenting this one station scene with the idea of making your minds work, your eyes observe, and finally you, the modeler.

If this photograph were placed in a book, it might be labelled, "A typical Amtrak station scene". Yet to many modelers, the picture represents much more.

Every modeler knows that the details are what makes or breaks a realistic model scene.

Let us see what we can pick up, detail wise, from this scene.

- (A). First, we have an open air waiting room which suggests a warm climate, say California, or Texas, or Florida. In this case, it is Deerfield Beach, Florida.
- (B). Then there is the baggon, patiently waiting for a train, plus the ever present baggage carts.
- (C). Did you spot the peeling paint and gutters with the downspouts on the covered platform?
- (D). If the photo copied well enough, note the scenery beyond the platform making up the background.
- (E). Note the wooden benches, and the line in the floor at the base of the wooden benches - it indicates that the floor is poured concrete. If the picture had been a little clearer, we might instead find that the floor is placed, polished slabs of marble.
- (F). Although not present in this picture, you will want to take note of the particular lighting system used for night time at the station. This will give you an indication on what kind of lighting, and how brightly lit, that you might want to have your model.
- (G). And lastly, should you be at the train station, note where the train stops to let off passengers, and take on those embarking on a train. And note too, how far passengers have to walk, the relationship of any roads crossing the tracks near the station and the train's stopping position to that road crossing.

If other railroad right-of-way structures are present, note the relationship that each have to the other, and the amount of activity that seems to be going on at each location. Note the kinds of equipment, especially more easily modeled items - trucks, hand cars, cars, etc. - that are absent from them, as these will give added detail, and the lesser - smaller items that will be left out, depending upon scale, and part availability. And still you have a relatively well detailed scene. And don't forget the people.

Do's, Don'ts, And Helpers.

From James Morgan, comes this helper for HO scale.

Atlas turntables come equipped with brass rails, 9 inches long. These can be carefully pulled out from one end, but great care must be used as there are two contact springs, one under each rail, where the electrical connection to the rail is made, and they ARE required to make the rails electrified. Replace the rails with two nine inch N/S rails taken from a piece of 9 inch N/S sectional track. Be careful to put the springs back in their correct positions under the rails.

For diesel and steam electrical pickup problems. If your unit or steamer has a limited amount of pickup - doesn't use all wheels for pickup, or is of two or three axle type, then take a look at another angle.

If you are using the piece of motive power in switching service, you might examine one of your cabooses' trucks, compare to tender pickups on steamers, and see if the trucks are basically the same. If they are, a little modification to the caboose, and a wiring hitch to the motive power, and you have a little more pickup system to work from.

If your tender used the AXLE wipe system, the conversion is easy to make to the caboose. Replace the mounting pins with a nut/bolt assembly, using a small washer to hold the axle wipe in place. Insert the bolt from the bottom up - first through the truck, and then through the floor of the caboose through a precision drilled hole. Place one nut down on the bolt, and check for truck play. Be sure to leave enough. Now, paint the nut/bolt assembly at the nut with fingernail polish to secure the nut temporarily.

Next, place a solder lug, with the wire connection pre-tinned (makes for faster soldering with less heat), and place a second nut on top, and bring this down snugly against the first nut, being careful not to overtighten and strip threads. Should the weight in the bottom of the caboose interfere with the bolt placement, mark, and drill a bigger hole through this, so that it does not contact with either bolt assembly.

Once you have both trucks mounted, and each truck's wheels placed so that pick up from one rail by one truck, and pickup from the other rail by the other truck is done, you can place the loco and caboose on the track, coupled together, with the tender shell, and loco shell (or diesel shell) removed, and run #30, #32, #34, or pairs of #36 wire to the appropriate connections of the motive power. Use a 25 Watt solder iron, no higher in heat output, for soldering, and make sure that you keep your polarity right. Direct your wires to run on center, over the tops of the couplers, and place your holes in the shells at their bases, or such location that you can remove the shells without having to keep the wires with them.

Make the holes through the shells just large enough for the wires to slide in and out as the train works curves and switches.

On railroads used to operate a caboose with the motive power to keep the crews closer together for the switching runs, and was used by the conductor in his office with the waybill and paper work that must be done with each switching move.

Part Three -- Railroad Slang -----

Clown Wagon -- Caboose.

Club -- Hickory pole about three feet long, found on some railroads and required by the management to be carried around by a trainman in addition to his raincoat and lantern.

Club Winder -- Switchman or brakeman.

Cornered -- When a car, not in the clear on a siding, is struck by a passing train or engine.

Cornfield Meet -- Where two trains meet head-on, both trying to use the same main track.

Cow Cage -- Stock car.

Cow Catcher -- The pilot.

Crib -- Caboose.

Cripple -- A defective car or one that needs repairs.

Croaker -- Doctor.

Crowning Him -- Coupling a caboose on a train when it is made up.

Crummy -- Caboose.

Cupola -- The observation tower on a caboose.

Cushions -- A term referring to passenger cars.

Cut -- A few cars attached to the goat or engine; several cars coupled together anywhere.

Dancing on the Carpet -- Called to the superintendent's office for investigation or discipline.

Deadhead -- Employee riding over the road on company pass and on company business.

Deck -- The floor part of a locomotive cab.

Detainer -- Usually applied to the train dispatcher.

Diamond -- Crossover.

Dick -- Railroad detective.

Dinger -- Yardmaster or assistant yardmaster.

If you have some do's, don'ts or helpers, please send them to me to put in the Southern Crescent.

FLASH -- The SOUTHERN CRESCENT was derailed in Virginia due to rockslide on the tracks in the early morning hours the week of the 4th of April. Several injuries were sustained, and loss to equipment runs high, but no loss of life occurred.

Western Region Daylight -- Appears this month (April) will see the end of the Rio Grande Zephyr, as Amtrak takes over, rerouting the SF Zephyr between Denver and Ogden.

Canadian Region Intercolonial -- The INTERNATIONAL operated jointly by Amtrak and VIA uses two dining cars; one for US currency, and the other for Canadian currency.

Again, still in need of some articles. Any photos must be in glossy black and white.

Running a little late with this issue due to the death of my Father-in-Law. We will miss him. I hope to be on time with the next issue.

Watch the HOTBOX for the report on the MRC Tech II, Railmaster 2400. I now have my own scope, and will be making a report on the capabilities.

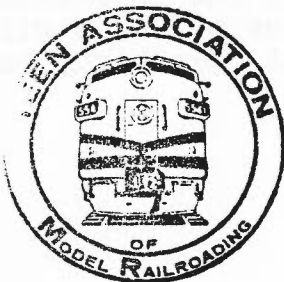
May: Mother's day is coming up. Why not let her help you get a passenger car, caboose, or locomotive decalced with her name?

"Serving The South"

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