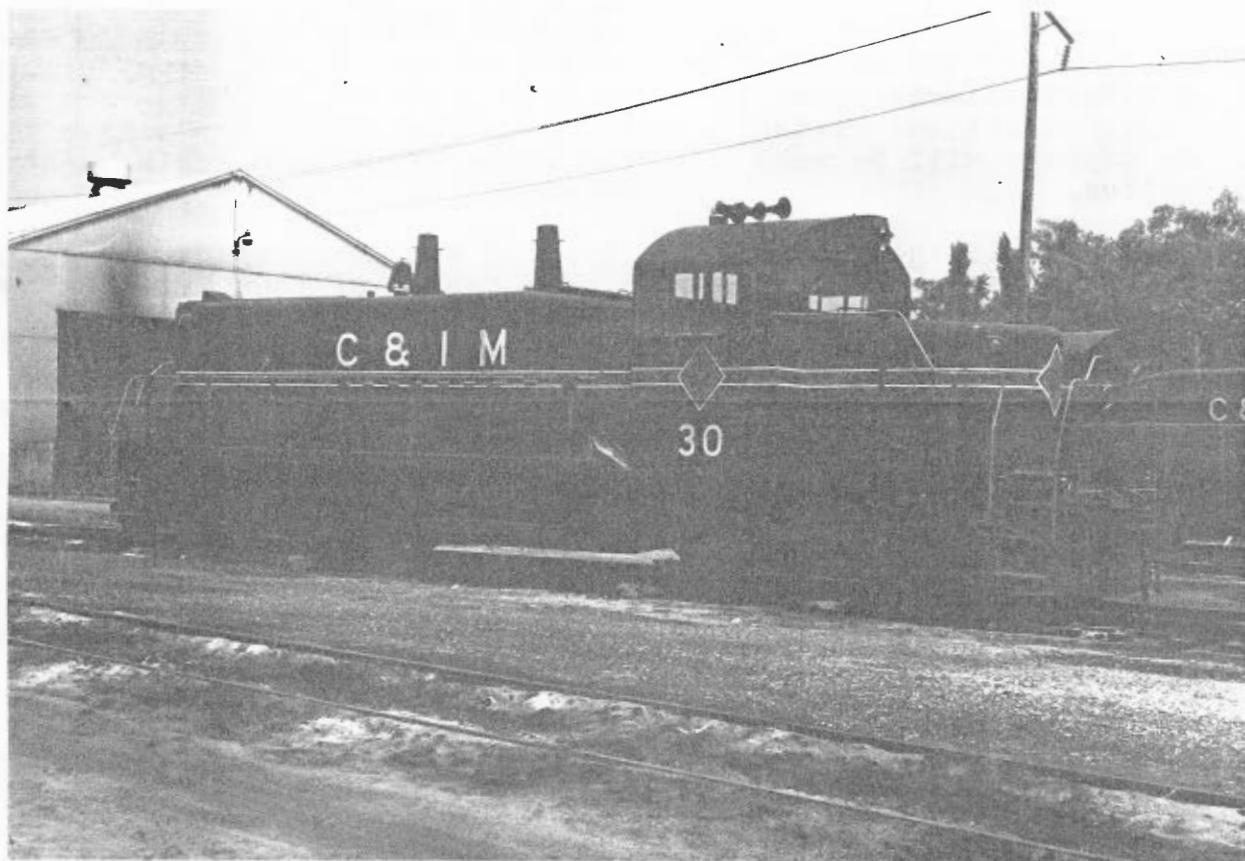


SOUTHERN

 **rescent**

April/May 1983 Vol. 3, #2



Chicago & Illinois Midland owns the only two of these rare RS-1325's, shown here in Springfield, Illinois on August 16, 1981. Part of second unit is in the background. Photo by Mark Kaszniak.

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.

Regional Representative:
Mark Miter; 8216 Parkland Dr.
El Paso, Texas 79925

Regional President:
Mark Nerger; 9842 Heather Dr.
Cantonment, Florida 32533

Editor:
Dee Gilbert; Box 132; Harrison,
Arkansas 72602-0132

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.

From the editor:

For a change, something new!! In August, we are planning a contest, for which we have some nice prizes already in hand.

Details will be forth coming in the August/September issue along with the contest rules. Keep watching!!

In each issue, I try to find things that will either interest or benefit, you, the member, with your interest in model railroading. I often wonder how successful I am, since I so seldom receive any comments. It is difficult to keep coming up with things, and fortunately, we have a couple people interested in contributing. So I don't have to fill the whole issue on N scale, what I model in.

Starting with this issue, we will be running a series of four articles by Mark Nerger. These are historic, and somewhat humorous items, and I hope you will enjoy them as much as I have already!

Effective with May, we have a new Regional Representative. He is Mark Miter. His address is at left. Everyone drop him a line, and welcome him to his new position.

For scenic ideas, take a look around this summer and see what backs up the scenery for the prototype.

When traveling this summer, watch for rail swap meets, and take a look at the goodies offered. You might find what you didn't know you were looking for at a price you didn't know still existed! Look at the local papers along the route, and keep a check on MODEL RAILROADER, and MODEL RAILROAD CRAFTSMAN. They list some of these meets.

I guess we can finally expect the new membership directory out with the June HOTBOX.

Anyone knowing the whereabouts of one Ian Smith, let me know his address, or have him write me at once.

Rail Bits, and Ties:

From the DAYLIGHT, Western Region newsletter.....

Two Amtrak E60CH's, Nos. 966 & 968, were purchased in 1982 by Utah International. The locomotives will be used on the Navajo Mine RR which carries coal from the strip mine on the Navajo Indian Reservation to the APS Four Corners Power Plant near Kirtland, NM. The units were taken to Albuquerque via Amtrak, then via AT&SF local to Bernalillo where they were loaded onto trucks for the journey to the NMRR.

From the INTERCOLONIAL, Canadian Region newsletter.....

ConRail reached an agreement in principle to sell its Ontario assets to Canadian National and Canadian Pacific on April 25, 1983. However, the agreement could mean the loss of 70 jobs for ConRail employees in St. Thomas, Ontario.

Cantunn, Inc., of Warren, Michigan had also made a bid for the ConRail assets. Cantunn had plans to locate its headquarters in the St. Thomas station and use the facilities there for maintenance.

The Cantunn proposal received the support of ConRails' Ontario employees; St. Thomas City Council; Niagara Falls, Ont. City Council and Elgin County Council.

A Canadian Pacific spokesman said it is too early to tell whether all of ConRail's assets will be used. The agreement requires approval from the Canadian Transport Commission and CP Shareholders.

(Modelers take note... A possible sale to Cantunn can mean a change in the involved asset's name. Thus, you could be having such an occurrence on your pike, and change the name of the branch line, or portion of your mainline. Can give you an opportunity to come up with a new logo and paint and decal system on some of your equipment.)

From the WAYFREIGHT, Central Region newsletter.....

The age of the hobos riding the rods or stowing away inside of dark and dirty boxcars is now over. Yes, hobos are still around, but they have given up that way of traveling the rails. The hobo now rides in comfort and style with air-conditioning, AM-FM music and vinyl interiors. The covered, tri-level auto carrier has become the new home for these "Knights of the Road". Since the carriers are enclosed, they offer the hobo privacy that was not available before. This also makes it easier for them to duck away from the railroad cops.

A hobo will now hop on the auto carriers, look for a car that has its door unlocked, and find the keys in the ignition. The keys have to be there so the car can be started when it reaches its destination. The hobo simply turns the key and the car starts, as there is a small amount of gas in the tank so the car can be driven to the local dealership after being unloaded. When the car's running, the hobo has access to the air-conditioning or heater, radio, cigarette lighter, etc. Since there is only a limited amount of gas in the car, it will eventually run out, and the hobo will simply jump over to another car. No problem for the hobo, but it creates big headaches for the dealership when they find no gas in the tank to move the car, and, ultimately, end up having to tow it to the showroom.

WHEN THE FIRST TRAIN CAME TO TOWN.

by Mark Nerger

About a century ago, there were two classes of cities in these United States -- Those that were served by railroads, and those that weren't.

The latter generally comprised of small towns whose ambitions far exceeded their capital. So the improvisations they went through in order to hook up with a railroad occasionally wound up in do-it-yourself projects that seem hilarious today, but were deadly serious business then. For railroads in the late 19th century were not just an alternate means of transportation - they were the only means.

Thus it was that in 1869, the 5000 citizens of Austin, Nevada, cast envious eyes on those of Battle Mountain, 94 miles to the north. For Battle Mountain lay astride the main line of the newly completed Central Pacific, and the golden spike driven that year at Promontory Point now linked the village to both coasts.

But the only way to get there from Austin was via a stage line that cost a passenger \$15 for a jolting day and a half trip. Austin also desperately needed timber for its booming silver mines, but the freight alone was \$80 a thousand feet - when the 18-mule teams weren't mired in the mud of what passed for a road.

The need for a railroad was quite apparent to Mike Farrell, who had come west from New Jersey in the California gold rush, and now had settled down in Austin as secretary of a local mining company. In 1874, Farrell wangled a railroad franchise from the county, along with a subsidy of \$200,000, to be paid if a railroad were completed to Austin within the time of five years. The bonds still had to be proved by the Legislature, so Farrell got himself elected state senator and managed to push the bond deal through, even over the governor's veto.

Five years seemed plenty of time to build a railroad. But the problem was that subsidy or no, no one could be found with the capital to build it. In fact, it was not until August 27, 1879, that Farrell and his cohorts finally persuaded some New York capitalists to finance construction of the newly incorporated Nevada Central Railway. But now there was no time to be lost, for that \$200,000 bonus would expire at midnight, February 9, 1880.

And so the work began at Battle Mountain on September 1, 1879. Five hundred men were hired at \$1.25 a day, and the dirt began to fly. By November 20, they had laid 33 miles of track, but winter was fast approaching. The telegraph line between the two terminals was completed two weeks later, so messages no longer had to be dispatched to the construction crews by horseback. But now only two months were left to collect that \$200,000, and snow was in the air.

The dawn of the new year found 600 men feverishly spiking down the rails, but by January 23, the end of the track was still 23 miles from Austin, and the ground was frozen solid. General Ledlie, the contractor, put on night gangs to work by torchlight, and by February 5, it was possible to see the construction trains ten miles from Austin, with the aid of a spyclass.

February 8 was a Sunday, but it was no day for rest for the frostbitten tracklayers. Now they were within two miles of their goal, but the supply train was stalled behind them while crewmen desperately melted water from a frozen tank, and the stock rails were running low.

Early next morning, the Austin town council went into emergency session. The railroad had to be within the city limits by midnight of that day in order to claim the subsidy. There was only one possible way it could be done -- extend the city limits!!! The debate was perfunctory, and when the question was posed, all voted "aye". The town limits were duly extended one-half mile to the north.

But even so, the tracklayers still had a half mile to go. Bonfires were lit along the right of way; the town turned out to cheer them on, and rails and ties were tossed on the snow and ice as fast as spike mauls could link them together. At exactly ten minutes before midnight, two shiny rails inched past the new town limits, and the county commissioners were on hand to proclaim the subsidy earned!!

Nearly frozen by then, all hands jammed into Austin's plentiful saloons to celebrate the glorious day - or rather, night - although a special train coming down from the north missed the spectacular fireworks display and ringing of bells. The engineer held it to a slow crawl over the wobbly rails on a roadbed of snow and ice. But no matter. Austin had a railroad.

The Nevada Central was abandoned in 1938, by which time its annual passenger traffic was down to four persons a month, and its yearly freight haul a modest 156 cars. It was still running, somehow, on the original rails laid to catch the \$200,000 bonanza, and all its rolling stock dated to 1881 or earlier!!

As for Austin, its population now is a modest 300, compared with the 5,000 of its heyday!

Railroad Slang - Part IV....

Dinky - Engine without tender used around roundhouse and backshop for switching chores.

Dog Catcher - A crew sent to relieve a crew that has become outlaw.

Dog House - Caboose.

Dolly - Applied to switch stand.

Dope - Orders, official instructions.

Draw Bar Flagging - The act of a brakeman leaning up against the draw bar on the caboose to protect the rear end of his train.

Drone Cage - Private car.

Drummer - Yard conductor.

Duckets - Hat checks.

Dynamiter - A car on which a defective air mechanism sends the brakes into full emergency when only service application is given from the engine.

Eagle-Eye - Locomotive engineer.

End Man - The brakeman or rear brakeman, usually on freight trains.

First Reader - Conductor's Train book.

Flag - To work under an assumed name.

Flat - A type of freight car.

Watch the HOTBOX for review of not only the Tech II 2400, but the 2500 as well!

June - Coming up is Father's Day. Honor him with an excursion ride over you railroad! Or take him to the dinning car on your nearest Amtrak train

And with the cost of model railroading equipment not coming down, perhaps it is time to start thinking about what you want for Christmas!!

MODEL RAILROADER is getting some really nice letters for TAMR from our members. Perhaps a Southern Region member would like to write to them too?

Next Issue, another story from Mark Nerger, more Railroad Slang, and whatever else I can find that might be of interest.

Remember to send product reviews of your modeling purchases to the HOTBOX for the rest of us to use in determining the value of a purchase BEFORE we make it.

"Serving the South"

SOUTHERN CRESCENT
P. O. BOX 132
HARRISON, ARKANSAS 72602-0132



Southern Region of:
Teen Association of Model
Railroading

