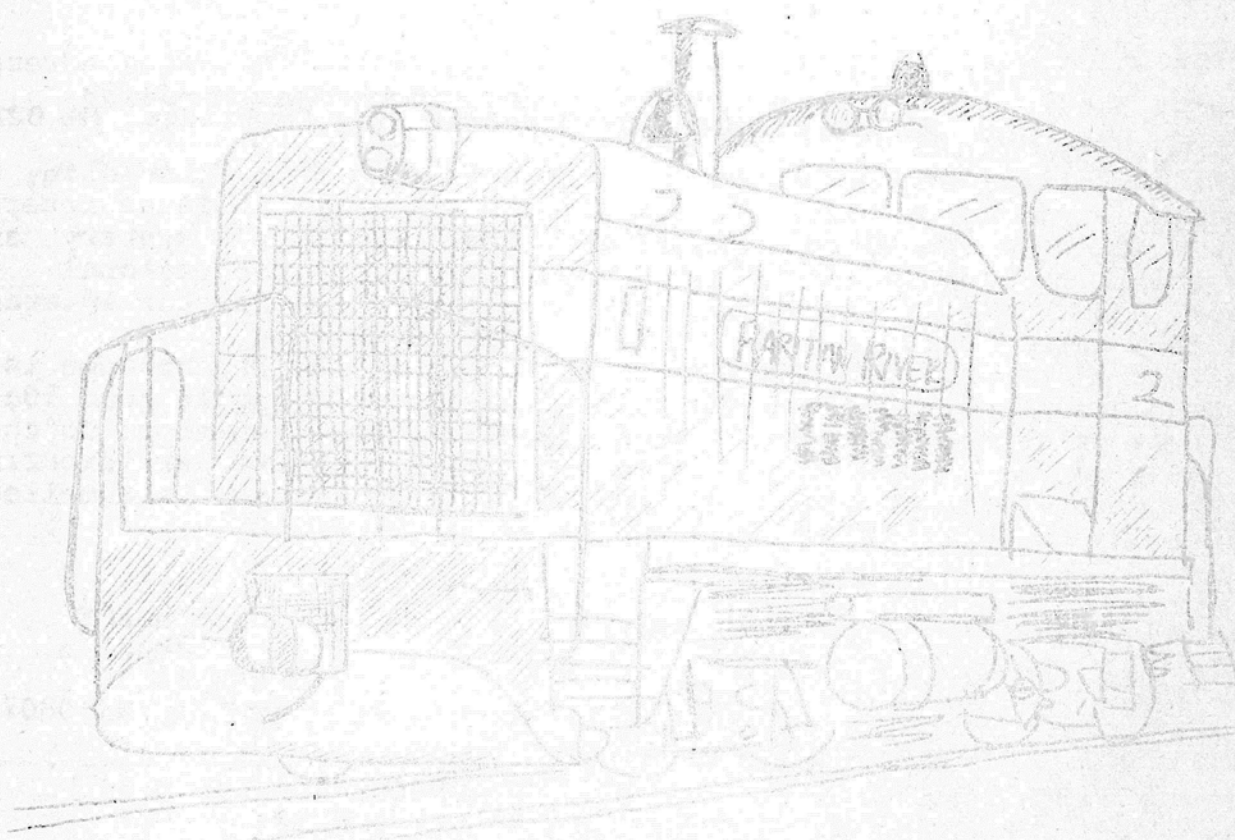


THE
Meghna
Dispatcher



AUGUST-SEPTEMBER
1973

VOLUME IV
NUMBER 3

cover drawing: Frank Chiodini

No he doesn't.... (Tom regrets that a heavy load of college work coupled with an attack of procrastination, not to mention laziness, has prevented him from authoring his noble column this time around. He will pass in order to get this out as soon as possible. Better luck next time, Tom!)

HE ALSO SPEAKS

By AR Sec/Treas., John W. Held

Well, fools, I'm just back from another thrilling TAMR National Convention, and our Chicago shindig was a great success, particularly in light of the total absence of HOTBOXs for a year. You'll find more on it in this issue, so I won't bore you with the details here. However, Bob Sprague, Bengt, and others are reputedly planning an AR meet to coincide with the NMRA/NER convention this Fall, so be prepared to put on your convention shoes.

I'm a bit disappointed with the renewal situation for the month of August; as you may know, it's our biggest month for renewals, but only 7 out of the 12 possible renewers have done so, and we're still waiting for the return of two from July: Bryce Sanders and Duncan Watry. For the record, I'm still waiting to receive these members/ bucks: Mike Bonk, Tim Vermande, Terry Burke, Len Castell, and Stephan Drago. However, since our treasury is a healthy \$36.75, despite an "exorbitant" expenditure of \$7 by the Editor, they'll be receiving another thrilling issue of the DISPATCHER, but it will be their last one. In case you're interested, the faithful include such persons as Mark Thompson, Betsy Summers (formerly the "Lone Female of the TAMR), Steve Harper, Kevin Scardon, David Hay, Bob Mellon, George Cunic, Paul Simonds, and John McLaughlin. New members include: Marylou Wellbrock, of 3 Dunster Dr., Summit, N.J. 07901; James E. Link, 604 Henshaw Ave., Glenshaw, Pa. 15116; John P. Dorn, 18 Yale Blvd., Somers Pt., N.J. 08214; Al Tillotson, 3 Volger Dr., Park Ridge, N.J. 07656; Bruce Danlevy, 11842 Helms Dr., St. Louis, Mo. 63128; and Ron P. Hicks, 3066 Eggert Rd., Tonawanda, N.Y. 14150. Finally, I'd like to announce, as you already know, that a HOTBOX has finally escaped, by hook or by crook. I hope you all like it, but I simply must repeat this warning: unless I get some material, there may never be a next one. Also, there still is no reliable publisher, so the actual printing remains a problem. But enjoy it, as well as this rag.

THE AR Meets Chicago.

(or, The Gang Triumphs Again in Spite of Adversity!) by John W. Held

As we waited for the Broadway Limited to arrive in Newark to convey us to the latest TAMR convention, our hopes were high but our spirits mixed (we can't take them straight yet). The AR Fun Train eventually pulled in, Mike Napolitany and I stumbled aboard, found our respective compartments in our Slumbercoach, and settled in for the quick trip to North Philadelphia and our rendezvous with most of the others. Alas, we lost half an hour as the train came to a halt outside gloomy Holmesburg prison, no doubt to allow the latest contingent of escapees aboard, as Amtrak continues its efforts to boost ridership. We finally did arrive, where the assembled multitude clambered aboard with Ed Robinson, Ralph DiMasi, and John McLaughlin scrambling to their dens. However, it became obvious a reservations foulup has occurred for Tom Papadeas and Tom Devanny were detained by the conductor; however, they were also accommodated despite our pleas to throw them off the train. Only then did we learn that our Slumbercoach was actually a Roomette, due to an equipment substitution; some people are just so naive! A little later, we all repaired to the dining room where Devanny did battle with a polite but clumsy waiter who seasoned his roast beef - as well as his left arm - with iced tea.

Letter to the Editor:

A WORD FROM THE WEST

Just got done reading the June-July issue of the DISPATCHER and after missing it for a few months this issue heartily satisfied me.

You started off well with your Editorials, mainly letting off steam about the HOTBOX - let's hear more complaints! It's better than not writing at all.

The really great thing about the issue was that the major amount of articles were from the modeling standpoint. After all we are the Iven Association of Model Railroading. I must say that John Allen may have been the "Wizard of Monterey", but John Held is truly the "Wizard of Words". He is surely one of the best authors of the TMR, for which articles like "The Johnstown, Lackawanna, and Williamsport" in the latest MD and his article in the August NMRA Bulletin should be enough proof. He has a form all his own and I envy it.

Also I would like to hear about all the cars on Erik Gunn's AR Train. Hopefully I might see a photo of it in the DISPATCHER? (Ed note: Not yet)

I guess the best way to describe the DISPATCHER is wrapped up in one word, CLASS! True, you may not have the qualities of other publications in photos, offset printing, typing errors (?), and the like. But to me this does not matter. The way you lend such an informal atmosphere I think is just great - along with the sidetracks and jokes. Which reminds me, you state that you were unable to show John Held's layout and to look on p. 70 of the January MR, which had a close resemblance. Naturally, after reading John's article I got the impression of a vast layout which pushed on for miles and miles (and not miles in N scale). Though it was stated that the JL&W was located on a 4x8 I still had to take a look. So what do I do but to dig into my back issues and finally scrounge out the particular issue. I open to page 70 and find an article "CNW Berkshire from a Tyco Mike." All I can say is @*6\$cl! WHERE'S THE TRACKPLAN? (Ed. note: Sorry. Try page 60.)

As for the HOTBOX, a second printing of the Sept./Oct. issue was published and mailed out in July to the officers of the IAMR and regions. The 42 page Anniversary Issue has been published and has been sitting at the publishing office waiting to be picked up and mailed for weeks now. But David Garretson will not go down and pick it up. Because of this and other things David has done he has been ordered to resign from office. He is to mail the HB equipment to John Held but he will not do that either. He said to me, and I quote, "I am unable to find the time to pick up the HOTBOX and I cannot afford to mail the equipment to John." All he has to do is take some time off work, and I know his boss would let him off (he's my boss too), and go pick it up. And I don't know why he said he couldn't afford to mail the stuff to John, he just bought a PFM Consolidation for \$150! I am only sorry that I was the one who recommended this guy for this high office.

MARK THOMPSON

Editor, WCR Crummy

(Ed. note: Kind words like Mark's almost make the whole thing worthwhile. Letters to the Editor are always welcome. If they are as complementary as this one, we might even print them.)

South Amboy - 4 Railroads, 1 town...A city of about 6,000, it lies 5 miles southwest of Staten Island, N.Y. across the wide Raritan Bay in New Jersey. It has a wealth of history dating back to the early 1600's. It is quite a town with only Garden State Parkway (the Freeway) and R.9 interfering with the distant ship whistles.

Around 1840 the historic Camden & Amboy R.R. placed one of its terminals in what was a busy port city. This made the Delaware & Raritan Canal fall into bankruptcy. Around the mid-1900's FRR took over the Camden and Amboy. At that time a long trestle was built between South Amboy and the old town of Perth Amboy. The NY&LB (New York & Long Branch R.R.) owned and operated the bridge as they do today. Soon after CNJ built its line down from Elizabeth (near Newark) to the Amboys where it ran throughout Southern New Jersey. The NY&LB built its line still farther down to Bay Head Jct. past the summer beach resorts of Asbury Park and Point Pleasant. In 1888 the Raritan River RR. built its terminal at South Amboy and built westward. In 1918 the Raritan River R.R. finished its large repair shop structure.

As you take a local MU across the 4-mile trestle in Perth Amboy you leave the oil ships and large noisy industries. About halfway across, past the gleam of Raritan Bay you first see the Jersey Central Powers& Light building towering near the soft waves of the shore. Then the maze of semaphores and dwarfs in front of the modern Essay tower ruling the important bottle neck of rails crossing the bridge comes into view. After passing hundreds of mimosa trees and going under Main Street tunnel you see the MU coach yard and, beyond that, the CNJ sand loading area. The gate crossing is next and soon you're at the station. As you leave your nice air-conditioned refurbished MU to meet the heat of noon you still stay from the rolling 4-minute ride. You watch your MU roll into the now-barren yard to return on its way to New York in a half hour. All electric equipment must stop here for one half mile south the overhead stops.

Now you idly walk up the tracks of the coach yard inspecting the dwarf signals until you are shocked out of breath by the 12:49 and its 3 1/2' speeding by. After recovering you climb your way up a short distance on a dirt road steadily watching a CNJ switcher doing chores until you fall into a pothole. When the top is reached you arrive at the busy South Amboy Jct. where all the Penn Central F9's and SD's in the area get their orders. From here you have a birdseye view of the waiting tracks and service building. I have seen the place filled with up to 50 F9's and 15 SD's at once. You spy the new diesel fuel tower much in contrast with the old wooden steam-area water tank on the hill. On the hill are the giant car shops that have long been closed down; can't get close because of the millions of wasps that populate them. Walking a safe distance of 70 yards away from the side you take another dirt road leading to the coal and sand port. Here again you are stopped 300 yards away by two nice little man-eating German shepherds which I still am not too friendly with. Then your surprise comes when Stern and his police car come up the road as you duck into a nearby rat-snake marsh which is almost as bad as being chased. With disgust you leave, but at least you saw what you wanted to see.

PROTOTYPE PATTY

For all of you Penn Central railfans, PC has a new souvenir department in addition to Public Relations. They offer mugs (PC, NH, PRR & NYC), tie tacks and bars, memoholders, card decks, and Metroliner postcards. For information write me or PC souvenirs, 1040 Six Penn Center Plaza, Philadelphia, PA, 19104. PC also puts out the Penn Central Post, a bi-monthly employees' magazine. It has 12 or more newspaper-size pages and contains many interesting articles and good pictures that should be of interest to any railfan. It runs \$2.00 for 2 years (12 issues). For information also write me or the PC Post, 6 Penn Center Plaza, Philadelphia, PA 19104.

For all railfans, Santa Fe has two booklets and a pile of other information on cars and locos all free. Just type as if you were a shipper and ask for Milepost 100, Argentina Yard (booklets) and the Colder Fashions in Freight Equipment. It's well worth 8¢. Send to Public Relations Dept., Santa Fe Railway, 80 East Jackson Blvd., Chicago, Illinois, 60604.

The Northeast New Jersey Shore Line which runs from N.Y. along the PC mainline to Rahway then to Beryl Head Jet, may soon be totally electrified for MU's. At present the line is only electrified to South Amboy. This is in rebuke to a proposed monorail system.

--Frank Chadwick

Don't plan on seeing Amtrak's Turbo-Train on one given day. While I was just outside Boston I went to see it on four consecutive days. Finally, I saw it on a Saturday morning, 6 days after I wanted to.

The Erie Lackawanna is not running E-8's on passenger service any more. All are push-pull trains, freeing the E-8's. I understand they are going to be used west for freight engines.

--Tim Tonge

Joining the list of eastern railroads in trouble is the shortline, the Lehigh and Hudson River, running from Belvidere, PA to interchanges in New York. This line, once a heavy bridge line, has been victimized by the Penn Central merger, which diverted almost all traffic off their rails upon completion of the connection between NYC and Pennsy tracks in New Jersey. The railroad has been reduced to selling locomotives to meet the payroll, and after they finished off their RS3's the newer Alco C420's started disappearing. Now comes the expected word that they want to abandon...

The "Freedom Train", led by ex-NKP 759 was another smashing success recently, but all was not completely perfect. Seems she couldn't make it up the grade out of Stroudsburg, PA to Pocono Summit, and required two diesels (ugh) to help her. Rumor has it that some recording fanatics were the cause, as they spread grease on the rails... A contributing factor could be the poor shape she's in. Reading 2102 (alias BSH 302) is in Pittsburgh, also in poor condition. Grapevine has it that High Iron will purchase either 2100 or 2101 from Striegel Supply in Baltimore and use parts from 2101 to restore one.

Allentown is a good railfanning spot: Lehigh Valley, Reading, and Delaware and Hudson motive power can be found there on any given day.

--John Held

SCRATCHBUILDING A BRASS LOCOMOTIVE by Kevin Scanlon

I am a steam fan. (I wrote that last line wondering how many diesel nuts would immediately skip over my whole article.) Because I model steam, I can't help but wish that I had some imported brass steam locos. With the value of the dollar going down and labor costs going up, it's hard to find a new one for under \$100 or a used one for under \$50. Since my total earnings gross about five cents every other month (I'm too lazy to get a job this year), I can't afford the price of brass today.

I have found a remedy to this situation, the proof of which is a seventeen dollar brass steam loco sitting in front of me right now. If you are wondering how I could possibly get a seventeen dollar brass steam locomotive, you are dumb. Go back and read the title of this article.

The locomotive I built was not a total scratch job. I got started on scratchbuilding when I bought a used Varney "Old Lady" 2-8-0 for \$10. If you have ever seen a Varney "Old Lady", you probably noticed that the boiler is too small for the large drivers (which is true with a lot of old ladies). Therefore, I looked up the plans that Model Railroader published a little while ago of a Western Maryland Consolidation. Seeing that it had a relatively straight top boiler, not too many complicated details, and had drivers the same size as Varney had used, I decided that it would be a good loco to kick off my career in scratchbuilding.

Since I had the Varney power chassis, all I would have to build would be another boiler and possibly a tender (I haven't decided about that yet). Since it was my first attempt at scratchbuilding, I didn't want to try anything too hard, so I bought the domes, injectors, bell, corset, and check valve. These things have odd shapes and details. Then I bought assorted sizes of brass sheets, tubing, and wire. I had decided to use either all brass or no brass at all, because when cleaning the brass to paint it, you must use chemicals that are strong enough to melt plastic and most glues.

It's good to use a torch to solder because it makes a clean, strong joint. I use an iron to put a little bit of solder on the joint before using the torch. I found that using a lot of flux makes the solder flow better. When using a torch to solder things, it's a good idea to put wet paper towels around the part to be soldered so that you don't unsolder other joints around it. The soldering, filing, cutting, and bending was a lot of fun, except perhaps when I picked up the wrong end of the soldering iron.

Making headlights, air pumps, power reverses, stacks, and air tanks is easy if you use the right sizes of tubing and sheet brass and wire. Some handy tools to have are a pair of old scissors to cut sheet brass, a small tubing cutter, some jeweler's files, and something to make rivet impressions with. A Unimat is also useful if you care to blow \$168 for one.

There is one last thing that struck me as important. Watch where you set down your blow torches. The smell of burning hair isn't very pleasant.

AR TO HOLD "INFORMAL CONVENTION"
WITH MER AT SILVER SPRING

The Mid-Eastern region of the NMRA, comprising roughly the same geographical area as the AR/TAMR, will be holding its Fall convention in Silver Spring, Maryland on October 19-21, 1973. Silver Spring is near Bethesda and Washington, DC, site of the highly successful Spring AR meet. Because of the proximity of that meet, the AR has decided to hold only an informal meet at Silver Spring. Everyone is welcome, but we especially hope to see those who missed us last spring.

Friday the 19th sees registration, display and contest entry, movies, and clinics, starting officially at 5 pm. Saturday morning, buses leave for a variety of tours through the city featuring layouts in the area. Over 20 layouts will be open for inspection. Special tours will also specialize in narrow gauge and large scale (S.O.1*) layouts for those so interested. The buses return before 3:30, and the afternoon is free for activities at the hotel. Saturday evening is the traditional banquet at the hotel, with awards, speeches, and door prizes. Finally, at the hotel, a Walt Disney Movie (whoopie), or across the street, a show at the Villa Rosa theatre. Sunday morning features clinics in various aspects of modelbuilding as the convention closes.

Once again, the RT&P Railroaders are sponsoring a teen awards contest separate from the regular model contest for those 13 - 19 years old. There is a plaque for the first-place winner and ribbons for the runners-up.

Details of any special TAMR activities are not definite yet. There is the opportunity to take the B&O to Cumberland or Harper's Ferry on Sunday if one wishes.

Rates for accommodations at the Sheraton have not been announced, but it is possible that limited lodging will be available at TAMR members' homes in the area. The convention itself, with layout tours and banquet, is \$16 if received before Oct. 6, \$17 afterwards. The stage show and B&O trip are of course extra.

If you are interested in attending, contact Silver Spring Convention, P.O. Box 314, Kensington, MD 20795 for convention information and application, and Bob Sprague for information concerning TAMR activities.

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Publisher and Circulation: John Held

ATTENTION COAL USERS!

The Penn Jersey & Western RR has three unit coal trains a day connection Philadelphia and the coal regions of PA and W. Va. All trains are on 36 hr. schedules. Contact your nearest PJ&W freight agent or the main offices at 607 8th ST. Riverside, NJ 08075.
John McLaughlin, Pres. and Gen. Manager

NEWS FLASH!

Brandywine, Wyo. (UPI) The Bridger Range and Northern Ry.Co. today disappeared from the 1920's. It has emerged in the 40's and 50's, now served only by an O-8-0, an O-4-0, and an RS-1
E.Gunn, President

Layout of the Month:

SANTA FE & E.L. RAILWAY

By Tim Tonge

The Santa Fe and E.L. Railway is being modeled in HO scale. It theoretically connects the Santa Fe with the Erie Lackawanna somewhere in the Chicago area. Both railroads have trackage rights, so it is possible to see either Santa Fe or Erie Lackawanna units on the railroad. The Santa Fe connects at the west end and the E.L. at the east end of the line.

The freight yard is in Weeweehawken. This is where all of the trains are broken down and made up. There are 6 tracks, caboose rip, and a ready track at this yard. The yard can hold a maximum of 40 cars. A SW 1500 is stationed at this yard all the time to do the switch work.

The passenger yard is located at Brookside. In this yard there are 3 yard tracks and a yard lead. On the first 2 tracks are the 3 passenger cars that the Santa Fe and E.L. Railway owns and uses for passenger service. On the 3rd track is a NYC 4-6-4 which is owned by the Railroad Enthusiasts. Also in Brookside is a siding which is parallel to the Rockville Lumber Company and of course is used by them. It can hold 3 cars.

The engine terminal is located in Juniata. This engine terminal has 3 storage tracks capable of holding 8 4-wheel truck engines, or 3 6-wheel truck engines. Located presently in Juniata are a GP-9 and a GP-35. These engines are used along the line for passenger and freight service, and for interchange work. Also in Juniata are 3 sidings, which serve 7 industries and can hold a maximum of 10 cars. These are usually the most busy sidings on the line.

Apex Loading and a storage siding are in Mountain View. These 2 sidings can hold a total of 6 cars.

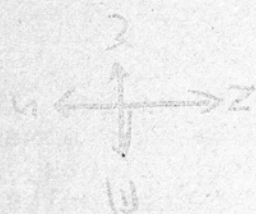
The International Plastics Corporation is in Sagebrush. The siding which parallels it can hold 3 cars. Another siding in Sagebrush holds the wreck crane and its tender.

Passenger trains are run every day of the week, and there are 7 trains Westbound and 7 Eastbound. The Eastbound train consists of 3 cars, where the Westbound consists of only 2.

Freight service is usually on time, with 8 trains daily. Of these, one is an Express, two are locals, and 5 are interchanges between the Santa Fe and Erie-Lackawanna Railroads.

Total trackage on the line is 37 miles. There are 12 industries served, with all sidings combined capable of holding a maximum of 24 cars.

SANTA FE AND E.L. RAILWAY



Miles of Track: 37
 Sidings: 8
 Stations: 9
 Yards: 2

← To Santa Fe

To Erie
 Lockport →

Mountain View

Sagebrush

Juniper

Brookside

Wheatshaker

← Santa Fe and E.L. Railways
 Route of A#1

NEWS

In case you've never received one, copies of the official AR Constitution are now available from the Sec-Treas. Just drop a line to JW and he'll send you one.

Although 6 people attended the combined HRR/MRR convention in Hamilton, many of the railfanning activities were wiped out by the large scale railroad strikes afflicting Canada. Attendees were required to stoop so low as to ride buses. Alah.

The AD Editor (aka Bob Sprague), while doing magnificently on his SAR's, has apparently flunked spelling, & has been chastised for his inability-in this issue-to spell FREIGHT correctly.

Updating last ish's "Dig It": N scale seems to be in serious trouble; Atlas has joined MRC in the ranks of companies discontinuing many products, tho they're sticking it out. To go: ES, FM G-Liner, GP40, SW1500, USRA Mike and 4-6-2, and their fine standard passenger cars. Rapido has raised their prices as much as 100% in partial response to the \$ ion.

and Ralph DeBlasi vainly attempted to corral his cavorting mushrooms with a fork before they leaped off his plate onto to his lap, or hid under the table. Following these culinary feats, we were joined by the mad Swede and the City Slicker, also known as Bengt and Wade Hinkle. Things continued downhill (actually, it was uphill until Gallitsin) until approximately midnite, when we rounded Horseshoe Curve and the battle for the ditch doors raged. The few sensible members then retired for the night, while Mike Napolitano stayed up until Pittsburgh to meet Kevin Scanlon. Alas, Kevin was nowhere to be found, despite a mad dash the length of the train; the elusive Kevin remained hidden until our arrival at our destination.

We rolled out of bed (literally for some) somewhere between Lima and Ft. Wayne, ate, and then watched the beautiful industrial and rural scenery into the Windy City. Although the train was 40 minutes late, there were none to greet us, and the vague fear that "suppose they didn't give a convention and everybody came" was with us until our rescue by Gary Tempco, Doug Johnson, Glenn Farley, and Terry Burke, who escorted us to the LaSalle Hotel, where we registered, dropped off our baggage, picked up one Dale Madison (he was quite an armful), and then to Union Station where we boarded a BN train to the LaGrange tour. Our bilevel got us to the town with plenty of time to spare, so we spent it with a few passing commuter trains, the Antrak Denver/SP Zephyr, and several BN freights. All present then hoofed it to the EMD plant, where we were conned into the dubious trade of cameras for safety glasses, given a superficial tour of the plant, and a lecture that included such fascinating objects as power plants, boat engines, etc.... After this semi-flop we ran back to the station, caught the next bilevel to Chicago, and walked the few remaining blocks to Northwestern Station. Here we grabbed a bite, and then a bilevel of the C&NW, who had thoughtfully (and wisely) provided us with an entire car of our own. F7A #408 left off the survivors in Elmhurst, and we were welcomed by the Elmhurst Model RR Club, which features one of the finest and largest N scale pikes in the country, as well as an interesting HO road, and even a Z gauge layout. We eventually wandered across the tracks to visit the excellent Salt Creek Model RR Club, where most were intrigued by several engines with functional Mars lights operating on a highly authentic railroad, as well as visiting a nearby hobby shop. Finally we returned to the station, the C&NW, and the LaSalle. While a few stalwarts waited for the results of the contest judgments, most went to bed, and presumably to sleep. However, we were to learn that the two chief insomniacs, Tom (the Greek) and Soybean Mike had a gay old time with a night-time visitor to their room, who they named Leroy, until the friendly cockroach was dispatched with a well aimed blast of health-food-shampoo when it was learned he hadn't registered with the desk.....

I'm told that the ride on the ICG electric bilevels and the subsequent extensive tour of Woodcrest shops was excellent, but unfortunately I wasn't there. It seems the two AR officers and Phil Simonds overslept/were misinformed and arrived at the Randolph St. Station fifteen minutes after the train left. So we decided to make the best of it and ride the South Shore to the bustling metropolis of Tremont, Ind. We were to spend 45 minutes with nature there, as well as 2+ hours close to it on the interurban. We then burst in upon the Official TAMR Convention Banquet, whereupon Tom Pap. insisted on filling us in on what excitement we had missed; I hadn't been aware that the EL main line was so near the ICG's and that the former was running lashups of five PA's, or that the Broadway Limited had been derailed through with a K4 and a J on the point (due to the merger, of course!)... In between the burps, belches, and rampant indigestion, the victors of the contests were announced (weathering: Glenn Farley; model: Kevin Lee; PHOTO-model-color print: Gary Tempco; slide: Phil Simonds; b&w: Glenn Farley; Prototype-color print: Tom Schulz; slide: Kevin Scanlon; and yours truly received a bone as the bribe for b&w). Most then rushed off to the GTA and the marvelous layout of the Illinois Institute of Technology's, while some went railfanning. Later all met at NW Station again to travel to

Glen Ellyn, where another fine club was visited, along with Glenn's home pike. Next on the evening's agenda were two excellent home layouts of gracious NARA members, who also provided us with a ferry service from the station to the two homes, and then returned us to the BN. After this enjoyable tour, we amused ourselves at the BN station as we awaited the train by trading filthy jokes and sampling some of Tom Papadeas' singing repertoire (including such favorites as "Masochism Tango" and "Poisoning the Pigeons in the Park"). The performances were so stimulating that we almost lost several of the more sluggish members to a BN freight that tore through at upwards of 90 mph, and Kevin Lee is still looking for his rr cap.

The next morning the convention drew to an unofficial but happy close with many members taking fantrips and departing from their destinations, such as Milwaukee. About a dozen rode the South Shore to Michigan City, home of the Little Joes, boxcars, and other morsels and departed after their return, and some even slept late. Mike and I, as well as John Bull and Phil who stayed one additional day, and Tom Devanny who held on for two, stayed three more days to railfan, catching motive power of the ATSF, BN, C&NW, G&O, RI, Soo, Milw., Amtrak, etc. Finally, we trekked on down to Union, caught another Broadway Limited, and made our tired way home.

And thus another fun-filled National Convention drew to a close. Much credit should go to Gary Tompeo and his cohorts for a well organized event which had something for everyone. And especially, thanks to all the other TAMR members who came and made it the grand time it was.

Last thoughts and other trivia: the official TAMR phrase for this convention was (...save for the railroads...) "Chicago is a HOLE, though Mike Napolitano's incessant whispering aboard the train, "I wanna go home" was a close second....and who could ever forget the mad dash for the 4:30 C&NW train at 4:30:30 and the trampled commuters that resulted when the hard stamped....the evil bedevilment of the HOBBY Editor...the cab ride(s) in the new SDP40F's....the theft of Bruce Dunlevy's hat, not to mention the near piracy of the conductor's....Mark Thompson's midnight phone call and the "discovery" of Bengt's kinda reading material underneath the phone books...those two "old fogies" Alan Maty and Doug Kocher...the sudden discovery that the CTA didn't run on Sundays....and thousands others I've thankfully forgotten and run out of room to record. Incidentally, the West Coast Region has first crack at the next National convention, but Denver, Pittsburgh, and Philadelphia have been suggested as possibilities.....

The Johnstown, Lackawanna, & Williamsport again solicits your freight! We specialize in photographic materials, distilled ink, liquified literature, and other rare articles while trying to cope with mailboxes. contact the head flunky, JHM

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