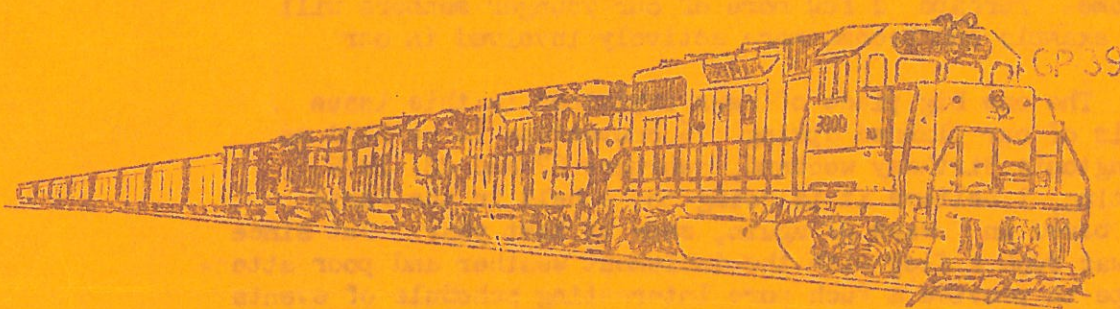


C-630

# ARTS & CRAFTS

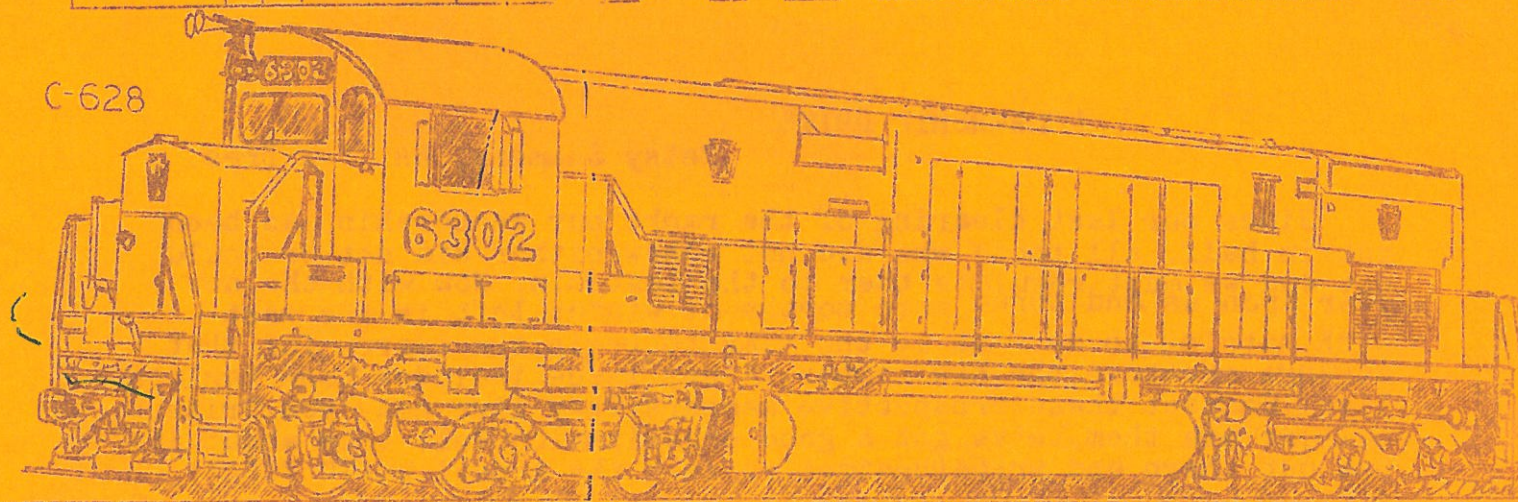


OFFICIAL BI-MONTHLY MAG OF THE AR-TAMR

VOL.V NO. 6 FEBRUARY~MARCH ISSUE

# DISTRIBUTER

C-628



PRESTON'S REPORT-----Paul J. Manton

ON NEW BLOOD AND OTHER THINGS

Commencing with this issue we have a new pair of editors, which I'm sure will do a fine job with the Dispatcher and regional affairs. But the one most notable thing about them is the fact that they are both 21 years of age, and they are two of the first younger members to step forward and play an active role in our organization. Something like this hasn't happened in several years, when the first of us "old heads" threw his hat into the ring. Bob Sprague once said that what we needed most in today's Allegheny Region is some new blood, and that's exactly what we have now with the talents of Frank Chadwick and Chris Buckley handling the Dispatcher editing job. Congratulations, Frank and Chris, for breaking the ice, and here's to many more fine issues of the Dispatcher to come. Perhaps a few more of our younger members will follow their example and become more actively involved in our organization.

The one big piece of news explained in this issue is the details of our planned Spring '75 convention to be held on George Washington's Birthday weekend, February 22 and 23, 1975. At this printing, I believe it is going to be held in the North Jersey area, based in Newark NJ again, same as last year. But since last year's was such a flop with the inclement weather and poor attendance, we hope to provide a much more interesting schedule of events this year, and hit some of the places that we had to scrub from the schedule last year due to ice and snow. Frank will provide you all with complete details in this issue, and we urge you all to make a really honest effort to attend this one, as it's gonna be a biggie! We must apologise for the rather short notice of the convention, but it has once been said that things planned on the shortest notice always seem to turn out the best. And don't worry about bad weather again for this year, for if there's a blizzard or something we plan to have plenty of slides and movies on hand for viewing right in the H E A T E D hotel. SEE YOU ALL IN NEWARK!

-Paul J. Manton

MEMBERSHIP DRIVE

Betsy Summers, AR Sec Tres.

Since our last clearing of the ranks our membership has been cut in half. All those who did not renew either did not or could not and we must regulate them to the lost bin. Now with the new year upon us and three more months of winter left in the east with nothing to do - it is the time to begin the search for that strange creature the new member. Every issue includes Lone Eagle's list. Contact these prospective members. They live near you. Write, call, go see them. We've got a good organization. Tell them about it. Get out there and write (besides, we need the money) WRITE TODAY!

## SHE SPEAKS

Betsy Summers, AR S/T

There is not much going on in the department lately. No new members have been added to our ranks lately, and no one has renewed for a good while. The treasury balance still stands at \$21.74. Not to good, is it? Just a reminder for all of you to check your membership cards to see when your membership expires. Expiration notices for November-January will be going out next week. Pay up. Please!

Now I will take the time on the behalf of the Allegheny Region to thank Lone Eagle Payne for his undying enthusiasm for our organization. He tries to get members and lends his support. In fact he does more work than most of us do. If any of you don't already write to him, get to know him. So to Lone Eagle, thanks. Well, to next time.....

## HE ALSO SPEAKS

Chris Buckley, Correspondence Editor

Yesterday, I went into a deep, deep (I would like to find out what Chris was high on during the following-Ed.) dream about how my new post of "correspondence director" would be a total success! That I might receive some articles from the members, that for once we would have a truly well distributed issue. "Wake up Chris! You've got to be kidding yourself." I guess the alarm rang to abruptly! I have only received one letter from a newcomer who isn't even a teen. We're supposed to be active; what the hell is going on? Is the Washington's Day meet going to be another of those same old "ho-hum" meets (AR meets can sometimes be disastrous, sometimes even boring, but never uneventful-Ed) with the members who always show up? We are in sad shape if this is so. It seems to me that everyone is too damn lazy to pick up a pen and write. You can write just about anything, or can't you write? Has your arm been chopped off? No articles, feelings, comments, advertisements..... Tell me, how can you expect a half decent issue if you don't contribute? Is your only contribution 100 cents per year which many members forget about anyway! No, it is not! This is your organization, your paper, just as the guy along side of you. I guess I should say you are expected to help when we need you most, and we always appreciate your work! So let's set our plan for the Washington's Birthday meet, and regain our spirit! KEEP THE FAITH.....

## FROM THE EDITORS CIRCULAR FILE

Frank Chadwick, Editor

This issue may go down as a first in Allegheny Region history, what little there is of it, for a number of reasons. First, it is actually coming out BEFORE a regional convention. In fact, its coming out so far ahead of a regional riot that some more or less dormant members, not to mention the usual AR loonies, might drop by. I hope that I can make this type of scheduling for future conventions or meets since the Dispatcher's primary purposes should be the main base reference for most regional activities since it is the only means in which all members can be contacted, save the use of Ma Bell. So we have you trapped, there

continued on pg 2

## AR DIS-ORGANIZATION

by Ray Hakim

I just put down the latest issue of the AD with disbelief. (nine out of ten do-Ed) I would like to know who planned the so-called AR meeting last Jan. 4. The way that I understand it, very few people were told. Everyone in the area had no idea of what was going on. Next time there is a meeting I would appreciate it if the organizers told all the members, not just the ones that live a few miles away from them. Many of my friends in this area have cars and would have went if they were told. When we had our AR convention in Newark last March, it was announced well ahead of time and the response was probably much greater since the people had more time to fit it into their schedule. We can't run at the last moment to a convention or meeting if we have other things to do and have not been told until the last moment. (i.e. Jan. 4 at 5:00 AM) This reminds me when the summer convention was announced and I sent for information and never heard from the organizers. One week before the convention I said the Hell with it, packed it in and had a good time in Maine on vacation. If nobody tells you about a convention or a meeting how do you expect me to go to it. If the members want to have all of those meetings, all the members should be told or what's the sense in having one. Why should we have this organization if members do not communicate with each other and tell when there is a meeting.

I also read the part on how none of the members could find the Scranton engine terminal. When riding through downtown Scranton it is almost impossible to miss sight of the tracks. What kind of railfans are you guys who can't even find an engine terminal which is sitting right under your nose? Do all railfans give up finding an engine terminal that easy? I know my friends and I will look for them all day if necessary. We won't give up if we have to get our feet wet. For all people who don't know where the terminal is, it is parallel to the main road by Scranton station. Take the main road until just before the bridge over the D&H tracks. Make a left and go under the tracks. By then you should see the Scranton tower and if you look to your left, you should see the terminal and about a half-dozen F-8's

XX  
CONVENTION\* MEET \* CONVENTION \* MEET \* CATASTROPHE \* MEET \* CONVENTION \* MEET  
XX

### THE AR WINTER MEET-CONVENTION

Frank Chadwick

On January 18 marked the date that four AR-TAMR officials, Chris Buckley, Paul Manton, John Held, and myself suffered hardships above and beyond the call of railfanning in the Newark area. Hoping for a rendezvous at Penn. station in Newark at 9:30 Chris and I settled down on the hardwood benches (featured in TRAINS magazine, our tough competitor) to wait for the arrival of the other half of the group. During that wait Chris lived up things by having the station-

continued on pg 5

master page "all members of the Teen Association of Model Railroaders Association" to the main information desk of the lobby. So now hundreds of people present in the station who heard that announcement will spend many a sleepless night wondering about the T.A.M.R.A., or perhaps the culprits behind it. My deepest apologies to any member who might of heard the voice from above and came vainly searching for those responsible

Regardless, we were picked up in John's '64 Malibu, about an hour late, and went putting merrily along in the snow and rain on our way to E'port. John put the blame for his lateness on the lateness of Paul, and Paul blamed mother nature. The latter party was unavailable for passing on the blame so let's leave it at that. After E'port we went to Sal Marino's in Staten Island and while returning to the Hotbox editor's main office taking the scenic route through Newark, the spirit of the car's battery left its weary body and in turn left us to the mercy of the natives in the wilds of hub city. JWH and yours truly fought off gale velocity winds and rains to find a phone with which he eventually succeeded in obtaining a jump. Meanwhile, PJM entertained the other occupant of the ancient motor car with his movie camera and various other impersonations and imitations with which the audience got a great kick out of. We later managed to get to the humble adobe of the Fields, derailed a few trains on his layout and ate a bit (of what, I will never know). Twilight set in along with some rain as Paul, Chris, and I bade farewell to John and piled into the Triump for a ride to Penn. Sta. Paul later returned to spend the night over John's.

Well, now I have you all in that pleasant, carefree, informal mood that surrounds all of your conventions. Incidentally, the get together described above was called into being to discuss and plan the Washington's Day meet but we never got our heads together to figure out anything. That is the main reason why I'm not making all this out to be to definite. Never the less, from phone calls we have decided to have it in Newark on February 15 and 16 (Saturday and Sunday). We will probably congregate on Saturday morning between 7 and 10 at Harrison or Newark (Penn. Sta.) and begin festivities there. Working from suggestions given to me by Paul, we can leave from Harrison on the PATH line and take that into NYC where we can go to a few of the nearby model railroad shops. If your daring enough you can have lunch there. Around 2:00 we can cut out to Newark and check in at the Gateway Hotel across the street from Penn. Sta. I'm hoping to work in about 5 guys to a room so I will reserve two rooms.

If we have time we can hit a nearby freight yard or engine terminal on our way to Sal Marino's on Staten Island. After that we can return to the hotel to eat supper. At this point I'm going to have to depend upon John's planning for the evening activities though

I think we can expect to make a few visits to Model railroad clubs in the area and perhaps spot a few home layouts. When we return to the Gateway a slide show is scheduled, so BRING MUCHO SLIDE !!!!! Our acclaimed president in arms is going to supply both a Kodak carousel slide and a super 8-standerd 8mm projectors. He is also safe gaurding them with an extra pair of bulbs for each.

That night we will vote on how early or late we should start off Sunday. Regaurdless, we will all have breakfast at the commuter bar downstairs. From there we can pack up, check out, and proceed to invade the important freight yards and engine terminals. We should move cautiously at this point though. As Tim Tonge has pointed quite frequently, the RR cops will come down on us in a second if we all move in at one time like an army. We should break up into one or two car sections and stagger the schedule a bit so we all don't get to one yard at any given time save the time we all get together to compare notes. Paul has raised to question as to whether or not we can have a tour of the Newark PCC trolley system though that again will depend on the efforts of John.

You will have to get in touch with either John or Myself between the 11 and the 14th to get more details or last minute changes. Once more, on the behalf of of Paul, I ask that you all bring a good supply of movie and slide film.

# THE ALLEGHENY DISPATCH

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AR President; Paul Manton, 29 Grove Ave., Flourtown, P.A. 19031  
AR Sec./Treas: Betsy Summers, 209 Tadmar Ave., Pittsburgh, PA 15237  
Temporary Publisher: Chris Buckley

H I G H B A L L  
"a pageant of trains"

By Lucius Beebe  
mint condition, only  
three-hundred US cents  
postage paid -contact  
the mean ruthless Ed.

\* Member Ray Hakim of \*  
\* 21 Clauss Ave., \*  
\* Paramus, NJ 07652 is \*  
\* president of the \*  
\* properous E & N.J. \*  
\* Ray is also presi- \*  
\* dent of the Bergen \*  
\* County Railfan So- \*  
\* ciety. Several AR \*  
\* members belong to \*  
\* it. Subscriptions to \*  
\* the monthly news- \*  
\* letter is still at \*  
\* 15¢/1 or 25¢/two. \*  
\*



OLD BRIDGE &  
ENGLISHTOWN

"takes a CENTURY to build"  
CHRIS BUCKLEY  
MAIN EVLPAIT!

FROM THE EDITORS CIRCULAR FILE (continued)

should be no reason why you should fail to attend or be the least bit tardy. If you do have a reasonable excuse (broken back, coma, ect.) report it to Chris and they will be published in the next issue so that you might be absolved of your grievous wrong. So, if you give a damn about your region, COME!

Secondly, you might consider this indecent chronicle's appearance in your mailbox early, rather a drastic turnaround from former issues. Due to the masterful workings of former editor Manton, I start out on an even time schedule though I was left with a contribution file that leaves something to desire. I'm setting up an APRIL 12 deadline which should allow enough time for all of you to put at least some of your infinite wisdom in regards to your regional interest in black and white and get it to Chris so it can eventually find its way into the annals of the Dispatcher.

On the subject of sending in material; please send items requiring correspondence to Chris. That way he can give you word as whether or not the material will be used and any other suggestions or questions regarding it. That will leave me more time to do the job that was ushered to me. I have also drawn up a questionnaire (on the last page of this issue) which I would appreciate if all you fill out and forward to Chris. It's pretty thorough and I hope to by listing them two or three times a year the membership will get closer and more involved. That's the whole reason for the Dispatcher, the Region, and for that matter, the entire screwed up TAMR, which, by the never diminishing but slowly tiring efforts of John Held, may arise once more. So, I want to see some articles coming in, even if it is bullshus. See you at the meet!

LONE EAGLES LIST - 1974

Phil Coffey	51 Knolls Rd. Bloomingdale NY	07403
Kevin L Moore	233 N. 9th St. Indiana, PA	15701
Kenny L Smith	Rd #1 Newville, PA	17241
Don Steele	6644 Lynford St. Philadelphia, PA	19149
Mike L Green	726 50th St. N.E. Washington, DC	20019
Gene Martin	206 Calvert Ave. Clinton, SC	23525
Mark Wekling	333 Main St. Keyport, NJ	07735
B. Zeigler	450 N. 4th Souderton, PA	18946
Steve Deciuk	4835 Cypress Ave. Trevoze, Pa	19047
Wm. Wesley	1514 N. 26th St. Philadelphia, PA	19121
Michael Carriger	4322 Ferrara Dr. Wheaton, MD	20906
David Dameron	122 Green Valley Rd. Bristol, VA	24201
Marvin Rogers Jr.	837 Limestone Rd. Salisbury NC	28144
B. Owens	146 Dover St. Providence, RI	02908
Jerome Allen	185 Forrest St. Montclair NJ	07042
Curt Helgert	188 Edgewood Dr. Sarver, PA	16055
Jim Murray	226 Elm Ave. Mantua, NJ	08051
Mark Whiteley	904 W 26th St. Erie, PA	16505

# LONE EAGLE'S LIST - 1974 (Continued)

David G Evans	224 Mystic Lane	Media, PA	19063
Gerway Burnett	116 S. 53rd St.	Philadelphia, PA	19139
Steve Hahn	5911 Westbrook Terr.	New Carrollton, MD	20784
Eric Smith	72 Manor Dr. Apt. 102	Hagerstown, MD	21740
Randy Wallenberg	49 Cannonball Rd.	Wanague, NJ	07465
Timothy Marino	Portage Rd.	Cherry Hill, NJ	08003
Ron Gaines	330 Hawthorne Ave.	Haddenfield, NJ	08033
Russ Friedberg	311 Sherman Ave.	Teaneck, NJ	09666
Chris Daehnick	2996 Clearview Rd.	Allison Park, PA	15101
Mark Willians	210 E. Southey Ave.	Altoona, PA	16602
John Kolb	12118 Jerusalem Rd.	Kingsville, MD	21087
John C O'Connor	1413 Locust Ave.	Baltimore, MD	21067
Kieth Walton	6725 Kennedy Lane	Falls Church, VA	22042
Tim Bishop	500 Old Ivy Rd.	Charlottesville, VA	22901
Gary Campbell, Jr.	Rt #1 Box 41-C	Arrington, VA	22922
Jon Hensley	615 9th St.	St. Albans, WVA	25177
Alvin Gregg	632 Radar Squadron	Box 165 Roanoke Rapids, NC	27870
Steve Tolle	Rd#2 Lancaster Woods,	Richmond, KY	40498

Well, thats the '74 list. If your one of the majority of AR members who are either inactive or fail to contribute much of anything, you might want to encourage these possible members so that they can contribute. At least you'll be doing this if nothing else- Ed.

\*\*\*\*\*

The following Prototype Patter was made possible through the efforts of John Gibbons and yours truly unless otyherwise noted. Come on now, send in newspaper scraps if you can't supply articles.

Amtrak- The Broadway Limited derailed on Dec. 28 at Thompsontown, PA. The eastbound derailment occured at 8:48am on a curve one mile east of Thompsontown. The train was traveling at 55 m.p.h. when rail gave way and the train departed the tracks. Since the rail split vertically the train's wheels dropped off onto the ties. As usgual the train that bore many an AR member during the '73 national was 3 hours late. There were 430 passengers aboard the 17 car train, only 40 were injured and of that total, there were none serious. One interesting aspect of railroad accidents: you usgaly get to tell about them.

Erie Lackawana- #409 was destroyed in the D&H Roundhouse fire in Binghampton, N.Y.-- EI-Hornell is building a new unit with frame and trucks of RS3-1027 useing 752 traction motor and a GE main generator Prime mover will be a 12-567B-from an E-8. Unit to be outshopped after the first of the year, it will be used in Hornell yard (now covered by SW8-366) untill broken in. No number assigned yet. Clearance work is still continuing on the Bochtton Line (Scranton-Croxtton main) as trackage is being lowemd to permit passages of loaded auto racks & hi-cubes. Levels are being lowemd as much as four feet.

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 NEW Z ! NEW Z ! NEW Z ! NEW Z ! NEW Z ! NEW Z ! NEW Z ! NEW Z !  
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NEW CONVENTION DATE.....FEBRUARY 22 & 23 ( SATURDAY AND SUNDAY)

As my fingers pound out this last page a bit of very important info found its way to my greedy eyes. In a phone call to JWH a few minutes ago and a letter received by myself from Paul, it became quite clear that the meet will be held the week following national George Washington's Birthday, or Traditional GW'B weekend. A new agenda for Saturday was also instituted:

8:45-meet at Harrison	1:15-Arrive at Newark
9:00-10:00-Newark Trolley Ride	1:35-Arrive E'port
10:05-Leave Newark Path Sta.	2:00-Arrive Sal Marino's
10:45-Arrive NYC via PATH	2:45-Leave Sal's
11:00-12:00-blitz M R.R. shops	2:45-early evening
12:30-Leave NYC PATH Sta.	CIRCLE TOUR !!
	Evening- SLIDE SHOW !!

Sunday is reserved for Model RR club visits.

#### PROTOTYPE PATER (continued)

Lehigh Valley- A Lehigh-Northampton Rail Services task force is scheduled to be formed at 9 a.m. February 14. The task force will work to continue rail services in the two county area. The task force would be formed to provide an information center on rail reorganization activities; coordinated testimony for future public hearings; establish liaison and coordinate local activities with state and other regional groups working on the reorganization; develop regional data on rail facilities and freight movements for direct input into ICC and U.S. DOT planning decisions, and provide continuing interface with federal agencies working on reorganization. ( s i g h ) Paul Manton

Penn Central- Freight Derails Near Baltimore (what else is new-Ed). Baltimore, Jan. 4- Four cars of a 105 car freight train derailed about 6 miles north of here today, causing 20 minute delays on the Amtrak and Metroliner trains from NYC to Washington DC. A PC spokesman said there were no injuries. He said that the derailment blocked two of the four tracks starting at 7:50 A.M.

Amtrak- Three of the new E60-CP's are presently stationed in the general area of Philadelphia. Usually there are two of the three axel units in the 30th St. yard. At last report one of them were undergoing tests at the Penn Central electric shops in Wilmington.

Penn Central- The PC is threatening to lock up and go home if the federal government fails to give them their "required" fraction of the taxpayers sweat. Close-up was or is scheduled for mid month.

# PROTOTYPE PATTERN (continued)

Penn Central- Electrics for PC: Two six axle locomotives for PC freight service are on the drawing boards at General Motors in La Grange, Ill. but there's a big difference between them; the GM 6C will have 6000 HP (diesel equivalent) on two three axle. The GM 10B will have 10,000 HP (diesel equivalent) on three (THREE!!!-Ed.) two axle trucks and six ASEA traction motors. Both locomotives will be suitable for heavy freight service, but the GM 10B will be available for high speed freight operations. Truck assemblies for the GM 10B closely follows designs developed in Europe to accommodate a large frame mounted DC motors with flexible drive to the axle via a quill shaft and rubber couplings.

TABLE :

- |                   |                   |
|-------------------|-------------------|
| 1. Passes?        | 2. Track length?  |
| 1= Trades         | 1= 0 to 100 ft.   |
| 2= Doesn't trade  | 2= 101 to 200 ft. |
|                   | 3= 201 to 300 ft. |
| 3. Modeling era?  | 4= 301 to 400 ft. |
| 1= before 1890    | 5= over 400 ft.   |
| 2= 1890-1920      |                   |
| 3= 1920 - 1935    |                   |
| 4= 1935 - 1950    |                   |
| 5= 1950 - present |                   |

## Visitor Policy?

1. Always welcome
2. Appointment only
3. Invitation only
4. Sorry, no visitors!!

## 3. General File Information?

1. Under Construction
2. No room or time, yet( maybe under a full moon)
3. In Storage
4. Club, Exclusively.

## 6. Other Membership Affiliations?

1. NMRA
2. NREBS
3. NARP
4. NASG
5. Other.

All A.M. members are requested to fill out the questionnaire on the next page. The information will be used on the questionnaire. It is set up in the fashion that you will find it in the blank space at the bottom of the page. Please print your name and address. Thank you.