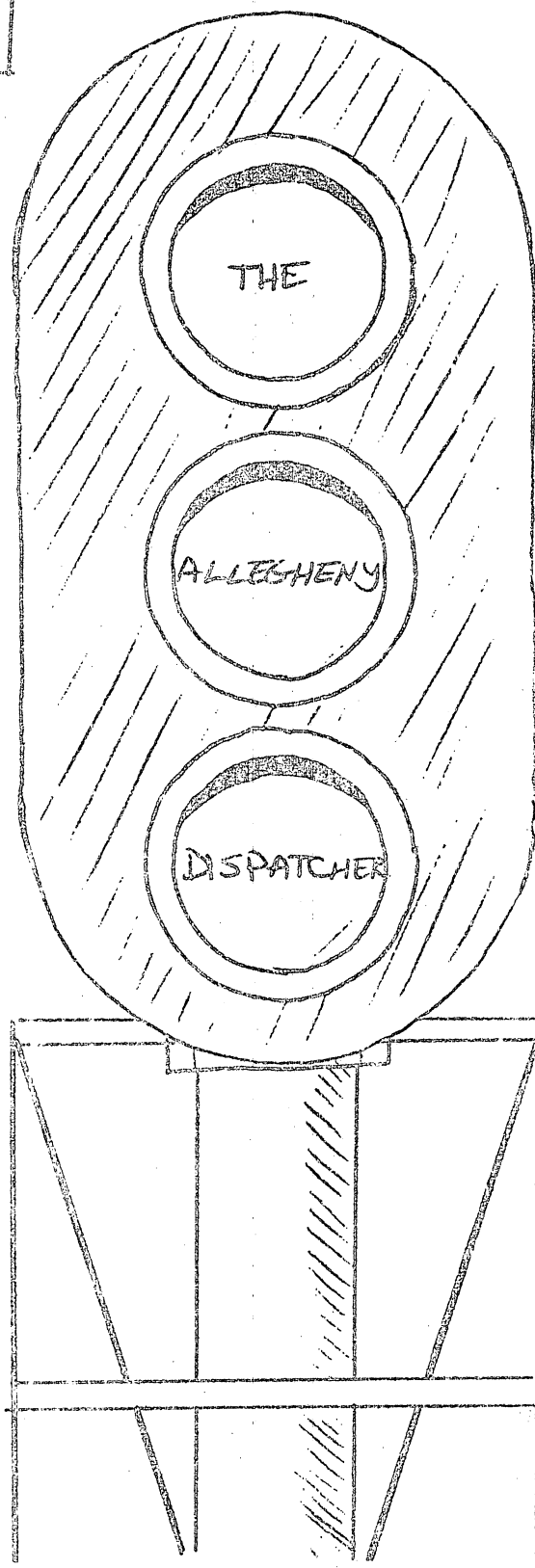


JUNE-JULY
1973

VOLUME IV
NO. 2



HE SPEAKS!

by AR President, Tom Devenny

The other week I had a remarkable dream. "What if," I thought, "what if the TAMR ever got out another HOTBOX? What if the membership really had an organization that was interested in them? What if they were interested in the organization? Happily I dreamt of huge conventions, giant meets, solvent treasuries and the other advantages that cooperation brings. Unfortunately, the alarm brought me back to reality and away from the world of Oz. No HOTBOX yet, no member interest...nothing.

The AR at least is active. It's also interested in you. I asked before and I'll ask again - WRITE! 'Tis only 8¢, yet who knows what can come of it?? I'd appreciate it greatly if you would write and at least say hi. Indicate your major geographic area (Suburb of city, county, etc.) and maybe I can find some new member in your area. Write to complain, write for information, but write! The Wizard himself should have it so good.

And in the other things department - Chicago should be about 2 weeks away now. Anyone who has any last minute plans should contact either John or myself about arrangements with Gary Tempco about hotel and registration. The Broadway is sold out, though the James Whitcomb Riley/Geo. Washington out of Washington, DC should have space. Outside of that there's always Greyhound (beware Fred MacMurray) or (yecch!) the airlines.

Jean Brisson mentions that the AR is now the largest and about the most active in the TAMR. Glorioskie. Maybe we can see about that come the Silver Spring MER (NMRA) convention. With a bit of luck, the AR will strike again!! Happy railroading,

Tom

HE ALSO SPEAKS (EVENTUALLY)

by John Held, AR Sec/Treas

Although I can't match the oratorical heights achieved by our chief in his last column, I can tell you this: this report is filled with bad news. The worst is the fact that yours truly has been drafted as new AR publisher. Other assorted disasters are our new photo page, which got the shaft before it even started. Supposedly, this issue of the AD would have been emblazoned with phantastic photography, but first there was the unsettled condition regarding the actual publisher of the photo pages (none other than the publisher of the HOTBOX - the what? - David Garretson), and then the fact that despite backstage conniving by Bob and I, nobody sent nuddin'. As that as it may, we'll continue our effort to get one, and hopefully the next issue will have one. So just to be sure, send prints of good contrast of your masterpieces, model or prototype, to Bob, and if any of you would be willing and could handle the layout work for this page, please step forward. New members: Dale Madison, 342 Shepard Ave., Kenmore, N.Y. 14217; and Frank Chabot, Jr., 54 Bally St., South River, N.J. 08882. Treasury now contains \$28.33 (we're rich, we're rich!)

I'm sure that all of you are as distressed to see the AD approaching the HOTBOX syndrome. We had no AD for several months, due to the omnipresent printing problems of small publications. In fact, some of you probably have not yet recieved the last issue. This should be corrected soon; never fear. John Held has come to the rescue, and hopefully our printing troubles are over.

Nevertheless, as I write, this issue is already about a month late; it will take at least a week for it to go through printing and mailing, even first class. I was ready to edit a month ago; but as the deadline tapped me on the shoulder, I found myself in the distress of having nowhere near enough material to complete a Dispatcher. So I decided merely to wait. Now, actually, I have recieved several large feature articles that will help future issues greatly. However, I still need material. It doesn't have to be anything profound; don't be afraid. I would especially like articles and information from those members not often featured in these pages. **THAT MEANS YOU, CHARLIE.** Get it in by August 20!

NEWZ

Conventional Activities: Chicago

TAMR 1973 Convention August 24-26 in Chicago, Ill. featuring LaGrange (EMD), layout tours, luncheon, ICG electrics & shop tour, films, clinics, bull sessions, fantrips, etc. Registration is now \$15; Hotel costs \$5/night. See recent flyer issued by convention chairmen for more info.

Hamilton:

On the 20th & 21st of August the HBR and NER will be holding a joint regional convention in Hamilton (Ontario, Canada) at the Sheraton-Connaught Hotel. Included in the program will be (brace yourself) tours of CN Hamilton, TH&B Aberdeen (Hamilton), Toronto Union Station, and CP Agincourt as well as a model railroad club. There will be an NMRA tape-slide clinic, bull session, a slide show, guest speakers, and TAMR members. Members of all regions are invited. The convention fee is \$10.75 including banquet, but does not include transportation, meals or accomodations. The latter is available from the convention hotel at \$6/night. Contact John Eull, 254 Haddon Ave. South, Hamilton, Ontario, L8S 1Y1, CANADA.

Die it

MRC is getting itself out of the N scale business. If you are cont. p12

The Bridger Ranger & Northern Ry. Co.
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DETAILING PLASTIC TRACK

by Tom Devenny

Way back when, back in the December 1968 RMC, the late Paul Larson had an article entitled "Track - Its Real Appearance." Look up that article if you can and you'll find a neat world of super-realistic track, full of tieplates, scale rail, nuts, bolts...the works. Such attention to detail resulted in quite a striking appearance. "OK, but what's that got to do with me?" you ask. "I've only got snap and flex track. Oversize rail with shiny plastic ties. And that is already down on the benchwork. Some of the track is already ballasted." Well, here are a few thoughts on improving the appearance of your half-finished HO track. To some extent, these ideas can be used in N scale.

First off, trot on over to the layout and clean some of the dust off the track (Speak for yourself, Tom - Ed.). Next, take a look at those turnouts. Those Atlas eyelets at the stock end of the points will look better if they're CAREFULLY painted grimy black. Now look at the other end of the points. Prototype turnouts here have one or two tie bars between the points. These bars in turn have a nut/bolt arrangement on top for adjustments. To simulate this on Atlas HO turnouts, first cut a strip of styrene 9" by 1/3" (scale). Glue this to the throw bar between the metal tabs. Since you're working near the vital areas of the turnout, use care. Cut a 9" by 3/32" strip from .020 styrene or card, and cement this atop the first strip. Atop that goes another strip, 6" by 1/6". Add a few "nuts" cut from a thin styrene strip and 'tis done. Not quite NRA quality, but much better than raw metal tabs. Now add more of those styrene nuts to the frog, or use commercial nut-bolt castings. These go on both sides of the frog and also on the guard rails.

Those top-mounted switch machines are a problem. Look at your locations though, and you'll find that many of them could eventually be swallowed by the scenery, either by extending the throw mechanism and hiding the monster under a conveniently built hard shell hill or lineside structure or gluing lichen to the machine top, thus turning it into a plausible scenic feature.

Now comes time to paint the track, using Pactra or Polly S colors to protect the plastic ties. After the track is ballasted, use an airbrush, bug sprayer or "finger along a toothbrush" to spatter various shades of earth and grease colors along the track. This helps unify the shiny dark plastic ties with the lighter color ballast. With a brush, add more rust and mud color to the rail sides. Emphasize the grease color at the turnout frogs and points. Use a dry brush technique with a slightly lighter color to bring out the detail you added. Be sure to paint the tops of the guard rails too. Clean the rail tops with an abrasive block and you're done. It doesn't cost that much extra, and adds a big measure to the layout's appearance.

THE JOHNSTOWN, LACKAWANNA, AND WILLIAMSPORT
by John Held

After weeks and weeks of tearful pleading and cajoling, and then threats from the editor of this rag to supply some material ("absolutely ANYTHING") I have broken down and condescended to supply the following literary masterpiece, sure to rank as one of the masterful manipulations of the English language. Unfortunately, no one can claim the same of its subject; after all, you can't have your locomotive and run it, too...

Every railroad needs, or at least should have, a little history to justify its existence. There can be no justification for the JL&W save the eccentricity of its creator, but suffice it to say it to say it was brought about by a freak of nature (the two are synonymous). Located somewhere in Pennsylvania, the exact whereabouts a secret, Thank God, its raison d'etre was to transport anthracite from the mines to the harbor of Williamsport, which of course, attracted the attention of the DL&W, which moved to annex it. Their plan failed when their arch-rival, the Erie, got wind of the plan and bought in, with the JL&W eventually being co-owned by the two trunk lines. And just to liven things up a bit, Pennsy managed to secure trackage rights, which it concurrently leased to its child, the Lehigh Valley... This arrangement permitted a more direct route through the Alleghenies than some more famous lines, so there's a surprising amount of traffic. (Had enough yet?)

The portion of the system located in Belleville does not contain either of the terminals, nor for that matter any yards or anything else of significance. There is a coal mine on line, a few industrial spurs, a meager passing siding (most is double tracked), a tunnel, and THE HILL, a 3%+ monster. Most of the traffic is bridge freight trains, and passenger service is all but dead, since no one in their right mind wants to go anywhere within this dismal region.

The motive power consists largely of the larger roads' hand-me-downs, all diesel of the first generation, although a few high horsepower units occasionally appear. A typical day might include some EL GP7's, or PC's FA2, F7A, F9A, FM H12-44, GP40, and a C420 confiscated from LV and repainted in 13D. The rolling stock is usually high in hoppers and boxcars, with a few gens, and tank cars. A railfan's delight is the once-daily passenger local, led by a PA1 in an experimental PC green, and "Standard" cars.

Logically, most of the area is hilly and heavily wooded, but unfortunately, someone neglected to inform "God" of this fact, and the necessary geological upheavels have yet to occur. But the foundation is secure with L-girder bedrock. This stark territory didn't particularly faze the track gangs, who threw down their rail on a few ties, shoveled a little ballast over their crime, and called it a track. These haphazard excretins

PROTOTYPE PATTERN

SEPTA (South Eastern Pennsylvania Transportation Authority) has begun double tracking the remaining single tracked sections of its suburban trolley line running from 69th St. (Philadelphia) to Media, Pa. The line formerly belonging to Red Arrow, was originally completely graded for two tracks, with the second track being added in short sections over the years. Several waiting shelters will also be refurbished as part of the same program.

Auto-Train plans to initiate service next year on a new route between Louisville and Sanford, Florida, using the tracks of the Seaboard Coast Line and Louisville & Nashville. The same concept that was developed for the company's highly successful Lorton, Virginia-Sanford route will be used, passengers being able to take their private automobiles along with them while enjoying all the comforts rail travel can offer. Louisville was chosen as the northern terminal because it was felt it was ideally located to attract potential passengers living in the Midwest, particularly cities such as Chicago, Cincinnati, and Saint Louis.

The Urban Mass Transportation Administration will next month begin testing two experimental rapid transit cars, representing the best currently available technology, on several urban transit lines, including New York's 6th Ave. Subway, Philadelphia's Broad St. subway, Boston's Cambridge-Dorchester line, Cleveland's airport line, and Chicago's Skokie Swift line. Both cars are 75 feet long and finished in stainless steel, one being designed for city runs with ample room provided for standees, the other being intended for longer suburban runs with more luxurious accommodations. (Steve Harper)

Central of NJ: Yet another reprieve for the commuter trains: judge issued an injunction against their discontinuance pending appeal by the state of NJ over the permission to stop... on the verge of becoming an all-EMD road, with the RS3's the only non-LaGrange power remaining...rumor has it they're making a slight profit (!) now that they've become little more than an industrial shortline.

Delaware & Hudson: All the PA1's back in their hands (4)... said to be considering (if they haven't done it already) purchasing Reading 2102 and leaving it in the D&H 302 color and with their modifications, due to the vast popularity of the fantrip from Albany to Montreal, and since it's their 150th anniversary... the only fairly large railroad in the Northeast still in the black, the future looks bad if LV and PC collapse...yet further rumor has them annexing the bridge tracks (if possible) should these or others fold.

Erie Lackawanna: is expected to come out of bankruptcy during the summer...will be the sight of another steam excursion trip July 22, from Hoboken to Scranton and back, with the return of 759!!!...is repainting some or all of their cabooses, in the

Layout of the Month--continued

have necessitated a reconstruction in the future, with individual ties, code 55 rail, and all-rail turnouts anticipated. All turnouts are controlled by a single tower, though its whereabouts remain a mystery to the operating crews (typical).

Traffic growth has led to plans for a division point and classification yard, as well as a line relocation to avoid the crushing grade. Currently almost all trains with more than 22 cars are required to accept pushers to make the altitude (helpers are not permitted due to a tight curve at the crest of the grade that can pull drawbars in the lead cars of a heavy train).

As you can see by the accompanying trackplan* all this fits into our ubiquitous 4x8 (how droll) space, yet manages a good mile and more track without appearing too crowded. Thanks to N scale!! (had to get that in, Bob) (That's an Nsult to my N-telligence. NO, NO--Ed.) And the 50" base level gives an improved perspective of the trains, but required the poobah to construct a transistor throttle to slow the trains down and avoid motion sickness. Control is the tried and true dual cab control, with blocks selected from a central panel, although crude walk-around permits easier switching, as do the Kadees.

Now don't get the idea that this is a master pike: it's rather crude but serves its purpose as giving a taste of much of model railroading. But you're welcome to come and snicker at it.

Now can I have my puppy back, Bob?

*actually, you can't see (hah!)

Prototype Patter--continued

reverse of the engine paint scheme: maroon body with gray stripe and yellow trim; looks sharp.

Lehigh Valley: Future looks very dim for most if not all of this road...permission to abandon and liquidate October 1 granted, and at this moment looks like they might, though still not behaving like they were planning to...D&N stands to lose if LV sinks, and will thus protest loudly, as will B&M and everybody else... what will happen to all those Alcos if this comes to pass???

FC: who knows?!...may yet abandon, liquidate, be nationalized, or any combination thereof. Watch your paper for the latest, it's sure to be covered...will close Grand Central from 1:30-3:30 AM... have had several accidents on NYC trains, with at least one dead. Even a fire on the new Cosmopolitans.

Reading: another road rumored heading for liquidation. Could be a lot of truth to the rumor, since they're indirectly controlled by Chessie System, and if CS had any plans for them, they wouldn't have let them go bankrupt...What would Paul Manton say?

REALISTIC OPERATION

by Tim Tonge

(Tim may be a bit startled to see his article here, for he originally sent it to John Held for use in the NOTBOX. Shows what can happen when two editors correspond frequently; John has some pieces from my files. It's also interesting that a large part of the AD is Mr. Held's work, and I hear that the upcoming HB's have a good deal of mine. -Ed.)

Operation can be the most exciting part of a model railroad or a complete bore for the operator and spectator alike. Realistic operation is accomplished by an understanding of how the prototype is run. All trains begin in the yard and terminated at either an interchange track with another railroad or another yard. We will begin with yard operations.

The most important job of a yard is to break down and make up trains in the least amount of time possible. The faster you can get cars in and out of the yard, the more efficient your operations are. In order to keep your mind intact while making or breaking up a train, it is important to have a yard list. A yard list is a list of all the yard tracks, initials and numbers of the cars, what train the cars are going to or coming from, and the order in which you are going to place the cars in the train. It also includes the engine number, and the yard conductor's name. If you make a good yard list and follow it, you will operate the yard efficiently and prototypically.

After the yard crew has finished making up the train and put it on the ready track, you determine what engine you are going to use. Remember this: railroads will use the horsepower which is needed for the size of the train. If the train is long and fully loaded, the engine used will be fairly large. If the train is short or composed of empties, a lighter engine will be used. After the train has been made up, you are ready to leave for the mainline.

There are two types of freight trains. Of the freights that operate on the main line, the local is the most interesting and provides the most switching work. The other type is the express, which goes directly between two major points and does little, if any, switching. Switching is what provides the most fun, so that is what we strive for.

After the engine is coupled onto the train and you receive your orders you can leave. Remember, though, if your train is a local it is inferior to most other trains. Below is a general chart of priority:

1. Long-distance passenger
2. Commuter (local) passenger
3. Express freight
4. Regular freight
5. Local freight

GOOD NEWS FOR NEW JERSEY RECRUITING PREAKS

Through some mixup, the NJ listings for the lists of prospective TAMR members sent by TAMR "Pivot Pin" Lenz Eagle Payne were sent to Dale Madison for the Phoebe Snow instead of the Dispatcher. Here they are, along with some other names.

1. Brian Pavlowaki	308 N. Union Ave.	Cranford, NJ	0710
2. Buzzy Delano	6 Manors Ave.	"	"
3. J. Rudd	408 Central Ave.	"	0701
4. Michael Blishak	162 Bergen Ave.	Kearney, NJ	0702
5. Stephen Harding	14 Arthur Rd.	Lincoln Park, NJ	0703
6. B. Venker	958 Edgewood Rd.	Elizabeth, NJ	0720
7. W. Meyer	63 Collard St.	Jersey City, NJ	0730
8. Frank F. Fincken III	175 Kitchell Lake Dr.	Newfoundland, NJ	0743
9. M. Spector	10 Jamastown Rd.	Englishtown, NJ	0772
10. Wade Schaeffer	Box 284	Califftown, NJ	0783
11. Mary Lou Wellbrook	Dunder Dr.	Summitt, NJ	0790
12. J.M. McClosky	39 Pearl St.	New Providence, NJ	0797
13. Chris Buckley	7 Dobson Rd.	Old Bridge, NJ	0885
14. Stephen Mutek	415 Rariton Ave.	Rariton, NJ	0886
15. John Stoke	51 Headley Pl.	Maplewood, NJ	0706
16. Joseph Daniel Brown	III 102 Glenwood Drive	Williamsburg, VA	2313
17. Bill Woodford	11218 Wedge Dr.	Reston, VA	2205
18. Mark Sander	664 N. Jerome St.	Allentown, PA	1810

Members are encouraged to contact these people and invite them to join the TAMR and AR.

Realistic Operation - continued

The local follows the instructions of a train list. A train list tells what cars are to be set out and where, what cars are to be picked up, the cars' initials, number, type, and contents. The conductor's name and engine number are included. The local goes up and down the line picking up and setting out cars along the way. At the end of the day the local returns to the yard, where the crew breaks up the train.

This is just one of the many different trains you can run on your layout. You can also schedule your trains and have regular passenger and freight runs. If you do this, you have to make sure inferior trains are clear of superior trains. Then the fun really begins!

I have just outlined the basics of operation. Follow these general guidelines and develop your own operation standards. I hope I've been of help.

Source note: The plan of John Held's railroad promised was not included. It is a close copy of the plan on pg. 70 of the January 1970 issue of Model Railroader magazine.

after any of their nifty stuff, now is the time, with both the prospect of clouseout prices and later inobtainability.

Hotbox Xcuses

Growing increasingly disgusted with the performance of the TAMR HOTBOX, a publication of yore which has not been seen for close to a year, the new editor is vowing action. Latest rumor is that the remainder of the Sept/Oct HOTBOX has been found in a box in an abandoned post office and will soon be mailed via first class. Next issues are due off the presses soon; nevertheless, John Held says that if results are not seen within 10 days he will take matters into his own hands and publish the HOTBOX himself on a ditto machine. The 10th anniversary "giant" has supposedly been published, but no one seems to know whether anything has been mailed yet. Keep the faith. In the meantime, despite the impression that donations are vanishing into a cavernous abyss, John needs articles for future issues.

Extra Q

Erik Gunn reports some new additions to the Harper-Devenny/AR train featured in a past "news" column: A John W. Held car, sealed to prevent the smell of his bad jokes from polluting the countryside, a Muten "centerfold" hopper, decorated with pictures from Bengt's Penthouse magazine, and carrying a cargo not mentionable in a family magazine. And last (and least) a twenty-foot observation car running backwards and relettered for so many railroads it can no longer be read -- the H. Erik Gunn car, of course. I was going to describe my Hotbox car, but I can't find it.

THE ALLEGHENY DISPATCHER

Editor: Bob Sprague, 5709 Tanglewood Dr. Bethesda, MD 20034
Publisher: John Held, 72 Bell St., Belleville, NJ 07109

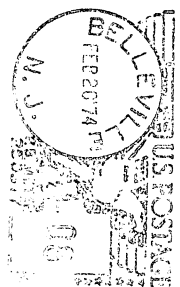
Chuck Scheerle now has new and redesigned Correspondence Exchange Committee forms available to anyone who is interested. The CXC provides you with correspondents of like interests, as well as six issues of their newsletter, the WHIRLY. For your copy of the information form, contact: Chuck F. Scheerle, PO Box #85, Somers Point, NJ 08244, or John Held.

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