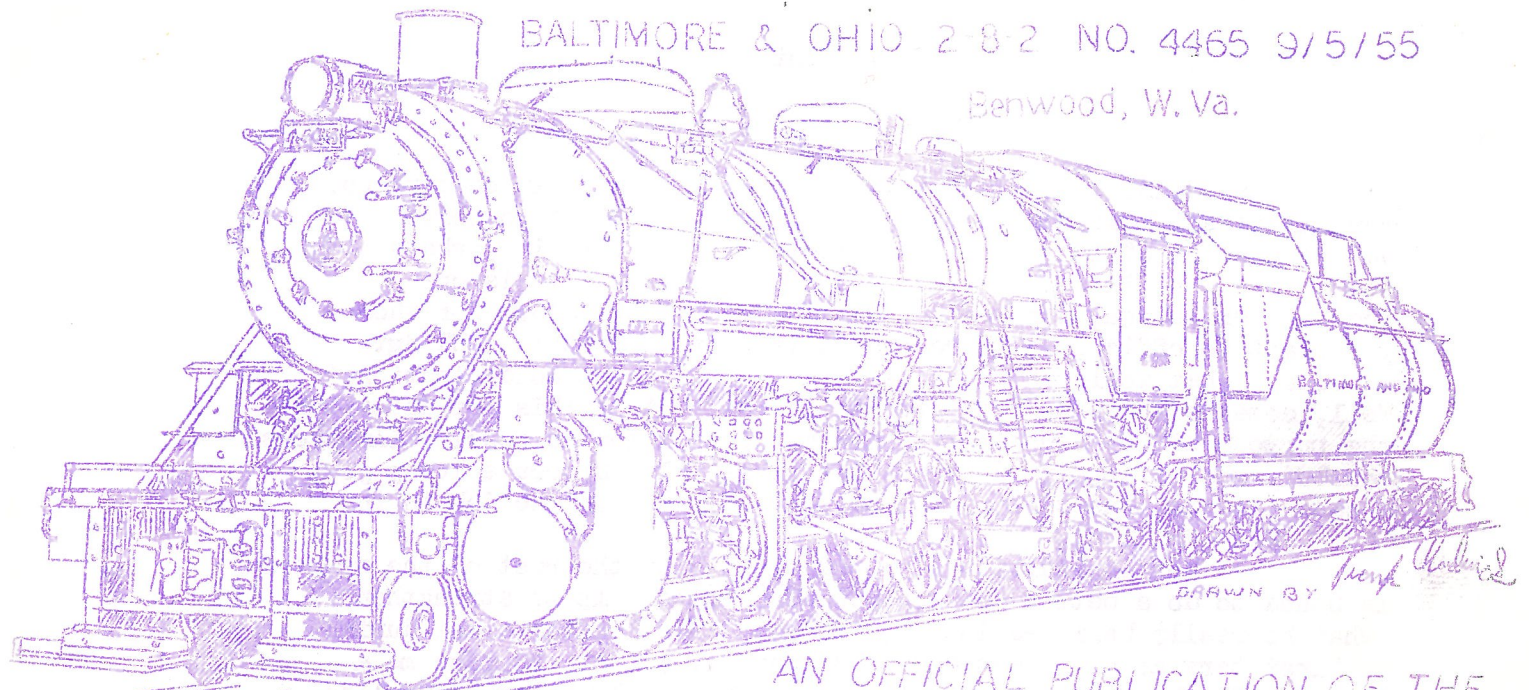
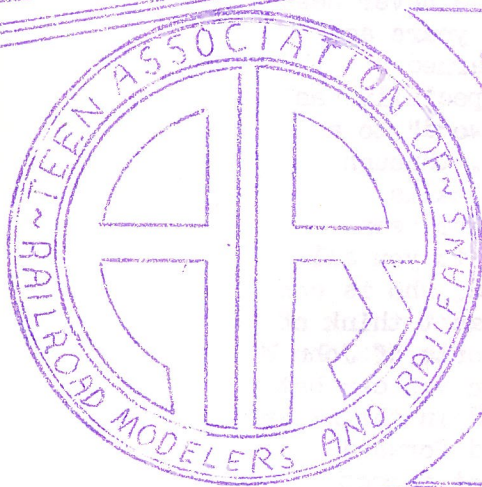


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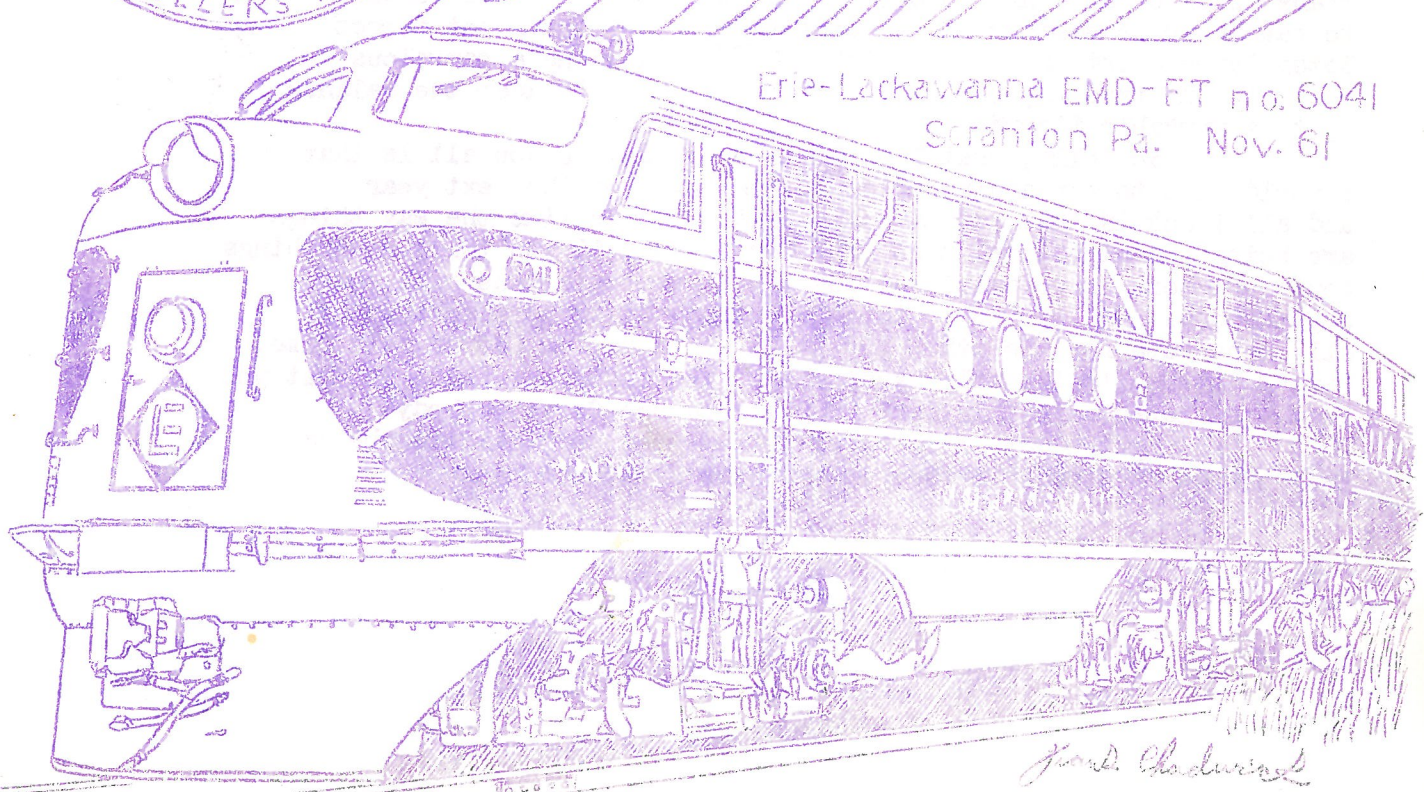
Benwood, W. Va.



AN OFFICIAL PUBLICATION OF THE
ALLEGHENY REGION OF THE T.A.M.R.



APRIL-MAY ISSUE VOL. VI NO. 1 & 1975



Erie-Lackawanna EMD-FT no. 6041
Scranton Pa. Nov. 61

ELECTION TIME AGAIN

Within a few short weeks it will once again be time for you all to sit back and think about who you will want to serve you as your AR officers in the following year. This is perhaps one of our most important times of the year because it is one occasion where you, the member, are DIRECTLY responsible for whom you elect to office, so therefore it is most definitely YOUR duty to vote. What would the TAMR be like if we did not hold elections? Well, someone could be appointed to office, but is this not defeating the purpose of our constitution and our principles as model railroaders? Somebody who is appointed by another almost always does a lousy job because in most cases he or she never really wanted the job in the first place.

But an individual who is elected by the rest of the members is bound to do a better job because your votes help to strengthen what he really believes in. I, for one, have learned a lot during my first term as your president. Believe it or not, it gave me a lot more faith in our organization and I've really begun to realize that there is much to be done if we are to survive. I've never been more involved in our hobby until I joined the TAMR four years ago, and I've made a lot of really fine, fine friends and learned a helluva lot from 'em all. And during the last year, especially, as your president I've had the opportunity to "spread the word" to a lot of other people through the pages of the Dispatcher, through Lone Eagle's membership listing, through letters, phone calls, conversations, meets, conventions, and the like. All have been mighty helpful to me in trying to get some ideas across to you all.

Also there are individuals like John W. Held, who is constantly on the go for the betterment of our group. I can't think of one individual who even comes close to the numerous efforts of John W., and nearly everytime something's happening in our region you can bet John's behind it. Others who have been actively involved in the AR are Frank Chadwick and Chris Buckley, when they both stepped forward to take over as editors of the Dispatcher. And let's not forget Betsy Summers out there in Pittsburgh, who has done a marvelous job with the treasury the past year by managing to keep the balance up to a workable figure.

So folks, what I would like to say to you all is that I would like to run again for your president for the next year, and all I ask is that you at least VOTE. If you like the way things are being run right now, then vote for me, and if you think some things could use some improvement why don't you drop me a line with your suggestions. Or, if you're totally against my principles then by all means vote for the other guy, whoever he may be (as of this time; Mar. 3, 1975; I'm the only candidate). The important thing is that you vote, and let's make this next year a good one for everybody.

By the way, I'll be 21 in November, so this will be my last chance at elected office in the TAMR (hint, hint).

SHE SPEAKS-- Betsy Summers, Sec/Treas.

Things are rolling on in the AR. Apparently the onslaught of renewal notices in your mailboxes has prompted you to renew. Also, there have been several new members. Our treasury balance is \$25.74. Pretty sound. Let's keep it that way.

I will now take the time to hereby notify you that the Allegheny Region Fiscal Year will end on March 31, 1975. After I have closed out all the accounts and open the new, I will have a full treasury report out for you. With luck, it will appear in the next Dispatcher. Any question, please write. Until next time, keep those dues coming.

ALSO SPEAKS-- Chris Buckley, Correspondence Editor

As I sit here in my executive office, I'm looking over the plans of a new publication system. Again, Frank Chadwick (the mean ruthless editor at large) and your loyal servant have changed things around. After this issue of the "rag", I will no longer be known as "Correspondence Editor", but as "Prototypical Wisdom Wizard" along with the high honors of publishing the Dispatcher. Just call me "Prototype Editor", to make things short, and send me the prototypical information that you would like to share with the rest of the membership. We feel that this step is essential for a better issue and to help keep the "balance of power". But mostly, we feel that the burden seems a whole lot lighter if a few jackasses share the load! If you haven't done so already, please send in your questionnaire immediately. (The questionnaire will be reprinted in the next issue since it did not come out to hot in the last- Ed.) If, when, and where we have an Easter convention, I'll see you there.

HAS THE OMEN BEEN BANISHED? -- Frank Chadwick, Editor

During the past few months an unusual turnaround for the better has occurred in the AR and the TAMR. Though I doubt it is due to my unsurpassed leadership or anybody else's singular effort, the organization appears to have opened the throttle and has left the misfortune that has persistently plagued the region for the passed years back with the red Pennsy MU's.

1) Two so-called AR meets occurred with only minimal faults on 2/17 in Philadelphia area and on 2/22 in the Newark locality. Reports on both can be found someplace else in this mess.

CONTINUED ON NEXT PAGE

HAS THE OMEN BEEN BANISHED ? (continued)

2) Five new members have entered our rolls :

Mrs. Charles Clark
8 Herbert Drive
East Brunswick, NJ
08816

Mark Mizin
219 Old Stage Rd.
Spottswood, NJ
08384

Steve Daciuk
1835 Cypress Ave.
Trevose, PA
19047

Tom Dalfonzo
244 Old Stage Rd.
Spottswood, NJ
08884

Joe Tarquini
1322 Uentz Drive
Ft. Washington, PA
19074

Write these people
TODAY!!

3) Your editor has gotten a good part of his trackage completed on the scenic New Jersey Coast Line- Delaware & Raritan System. The PW wizard has started his HO catastrophe in earnest. Last but certainly not least, the almighty president, Paul Manton, is getting married. Three very important points in regional moral.

4) A new Hotbox editor has risen, Tim Vermande, as all recipients of that nearly forgotten rag will notice. Although the Hotbox is presently down to AD standards (10 to 1 pages, poorly printed, no photos, written by a concerned few, mailed FIRST CLASS) I'm sure Tim can make good of it.

5) Another staff change has been made. Instead of the current, rather clumsy system, Chris and I have developed a new program of waist. From this point on, Chris has complete control of Proctype Patter, renamed Prototypical Wisdom (PW). Thus, he collects, edits, and types his own section, and then forwards it to me to be sent up with the rest of the stuff to Tim or Chris, whatever the case may be. So, from now on, send all information that would appear exclusively in PW to Chris and all other material to me. Or, if your is a doubt or just plain lazy, flip a coin to decide who to send it to.

6) Due to the flood of election platforms I've been receiving from eager candidates shotting for the 'residential or Sec/Tres posts, I've decided to put only the most outstanding ones in; namely, the incumbents. Seriously, I'm holding the elections off a bit in the hope that someone will throw his hat in the ring, COME ON!

7) Nobody has come up with any ideas for an Easter weekend meet, convention, get together, orgy, train ride, or air brake pulling party, so that means that what ever happens will be good since all malignant things happen on short notice. Look at all the fun we had when it snowed a foot last "Spring meet". Lipee.....

Regardless, Chris, I, and anybody else who wants to come along will be doing some heavyrrailfanning on the Northeast Corridor and its immediate area trying to get shots of those E60CB's, GG-1's, MP-54's, Christein Jorgansen's, E-4's, E-33's, Metro's, Turbo's before they go.

HAKIM SPEAKS WITH FORKED TONGUE !

I was surprised with the rather early arrival of the last Dispatcher and I immediately began to read through its pages. But to my disgust, as I reached page 4, I read the article submitted by Ray Hakim entitled "AR Dis-Organization", and after doing so went into such a rage that I bent one of the keys on my type-writer banging out this rebuttal to his "editorial":

In the first place, Mr. Hakim should realize that this rag is intended to provide the membership with information on regional events, railroad data, and other railroad related items. He should not waste valuable space in the Dispatcher with his own opinions of other members and their activities, ESPECIALLY WHEN HE DOESN'T KNOW ALL THE FACTS!!!

But if Ray wants to turn the Dispatcher into a "bitch sheet", he can bitch all he wants when he's a little more informed on what really happened; and since he already opened the door to this subject of the January 4 Scranton fiasco, I see it necessary to spill out all the facts for all to hear. As far as the word of the meet went, mostly (and I emphasize MOSTLY) everyone was contacted about it, and those in the Philly area were supposed to meet at Allentown, which we did quite smoothly with no hassle. As I understand it, most of the North Jersey boys had already been out railfanning that entire week, and they were to meet the Philly crowd in Scranton station. I just can't believe that Ray Hakim has the audacity to say that nobody knew what was going, as we had all our plans for the meet together a good two weeks in advance. Has he ever considered the possibility that we were trying to get in touch with him but he wasn't home, or he never received the message? Just because Ray doesn't know about it is no reason to put the blame on the organizers or the entire group! Has he any idea how much the "average" AR member spends per month on phone calls alone? How many phone calls (long-distance) do you make per month, Ray? As far as the summer ('74) convention goes, when Ray sent for information about it, has he ever thought of the remote possibility that it could've become lost in the mail? I sent for information and received it in plenty of time to make arrangements to attend the convention. Although I didn't attend the summer convention, and that's not the point we're discussing here, I did receive all the information I needed to know. I was camping in South Jersey at the time, not 40 minutes from you guys, and I was going to come up that Saturday night if my bride didn't have other things in mind.

If Ray is still reluctant to accept what I am saying, he should refer to the last issue of the Dispatcher and he will note that it is loaded FULL of information concerning our Newark convention, and God help him if he hasn't showed up for it. (Ray was not present at the Feb. 22 meet-Ed.) I'd like to hear him criticize this convention on the grounds of being "uninformed".

(Yes Ray, more on the next page- Ed.)

HAKIM SPEAKS WITH FORKED TONGUE!!!

(cont.)

In some cases I am willing to grant Ray the benefit of the doubt, as some meets have undoubtedly been flops due to low attendance, but he has no right to criticize everybody. He makes us all out to be a bunch of half-wits. At least the first paragraph of his article - er, "editorial" I could accept with a little more sanity. But the second paragraph was just entirely too much for me to handle in one blow! The steam was rising from my ears! How is it that this fellow member of ours can be so sharp with his tongue? What on earth gives him the authority to make the AR membership look like a den of fools? And the sad part of it is HE WASN'T EVEN THERE!!! How THE HELL DOES HE KNOW WHAT HAPPENED IN SCRANTON WHEN HE WASN'T EVEN THERE? If Ray is possessed with the powers of ESP he should't be into railroading, but TELEPATHY!

When our group, consisting of John McGloghlin, Tom Devenney, Steve Harper, Ralph DiBlasi, my brother Dait and myself, arrived in Scranton that day, we were, as stated earlier, supposed to meet the North Jersey group at the Scranton train station, but arriving there, we found no one from the TAMR. We were about an hour late for our scheduled meeting, as Ralph took us out to Lehighton on the way to Scranton. So, we figured the North Jersey group got tired of waiting on us, and perhaps they had already proceeded on to the engine terminal on the assumption that we would be thinking likewise and meet them there. Now here is where I begin to wonder about Ray and his rather offensive remarks: does he not realize that here are six guys from the PHILADELPHIA area, most of whom never been to Scranton, and he expects us to walk right in there to the roundhouse doors! I'll have him know that we spent most of that entire afternoon looking for John Held and the rest of the guys, and the Scranton engine terminal. Also, that afternoon, there was a fire in a factory nearby the tracks, with fire-fighting equipment and hoses spread all over the roadway, so we had to take many detours to get around the fire, and it turns out that right where the fire was is the approximate location of the engine terminal.

No, Ray, we don't "give up that easily" as you put it! In fact, we were all quite tired. Maybe you and your friends are supermen that you can look all day for an engine terminal. I personally had neither the vitality or the time that particular day, as my brother and I left the rest of the group early because we had to get back home for another engagement that evening. But not a half hour after Dait and I left Scranton, Ralph, John, Tom, and Steve happened upon the terminal just in time to get a few shots before the sun went down. (Correct me if I'm wrong on this). And, furthermore, since Ray seems to know so much about finding engine terminals, I think he could prove quite valuable to us next time we're out trekking around for one. So, fellow members, fellow colleagues, I would like to propose that the Allegheny Region have installed a "Ray Hakim Hot Line"; a 1-800 type of number to put us in direct contact with Ray any hour of the day or night next time we have a problem finding a particular rail facility. THINK ABOUT IT! I'd like to thank you all for your time and efforts, and special thanks to all you guys who accompanied me to Scranton that day.

Paul J. Manton

The management of the MOUNT UNION & MIDDER VALLEY RAILWAY SYSTEM is proud to announce that negotiations are currently underway procure an operating right of way through the Northern Pittsburgh suburb of Glenshaw Pa. Although the principle landowner is giving us tough opposition, we plan to begin constuction in early April with operation following soon afterward as progress allows.

We would also like to apoligize for the theft of our slogan from another prominent TAMR member railroad, but what else would you expect from a bunch of crooks!

David E. Hay
President
MU & MV Ry System
"Route of the Robber Barons!"

The FEBRUARY '75 NEWARK MEET - by Chris Buckley

Sometime in the morning, on February 22, three half asleep AR loonies joined forces at New Brunswick, NJ, to start phase one of the meet to be held in hub-city (Newark, NJ). As the editor, intrepidly yours, and Mark Mizen, sat down on Amtra's reclining seats, Paul Manton and his brother, Dait were driving up in Paul's Triumph. At approximately 9:00 AM, our fleet detrained and we made our way to the main lobby of Penn. Sta. in Newark where we met Steve Harper and settled back to what for other assorted direlicts from the region. As J.W.Held, Paul and Dait joined our army, Tim Tonge and Larry Garrison drove up to the Gateway Hotel. We checked in, and then broke off into two groups; one in Tim's car consisting of Tim, Larry, Chris, Mark, and Frank, the other John's put put having John, Steve, Paul and Dait. My group, in Tim's car, went on ahead to Croxton yards. To our advantage Tim had his trusty "railroad" radio with him, so we had no hassle finding moving freigh's and other attractions. After stopping to get a shot of a 44 tonner, we spotted John's '64 Malibu. John won the race to Oak Island yards, of which he was immediatly thrown out of by the "man". We then left our frænds in dispair and made stops at E-port and Elizabeth. Meanwhile, JWH'S car was covering basically the same highlights as us.

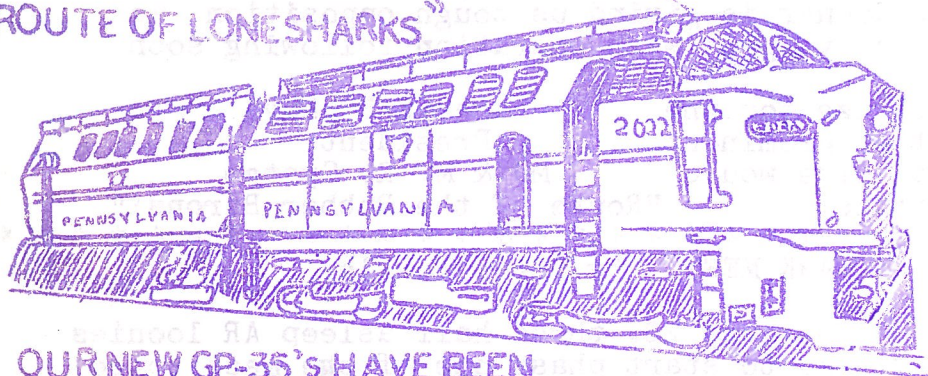
A rendezvous was set up at E-port, where all interested modelers joined John and proceeded to Sal Marino's in Staten Island. Hence, we left Sal's, dropped our souvenirs off at the hotel, scraped up a few subs which were later devoured at John's abode, universally agreed upon the extant of his code 55 mishap, and continued to Tonge's layout. After derailing the remaining trains on his pike we wandered to Al Tillotson's for a snack and a peak at his layout. My single Cox GP \$5 wiped out Dait's and John's Model Power Sharknose units in a power struggle up one of Al's malignant grades. We then drove back to the Gateway to see some of Paul's movies which included a special feature, but thats another story. (Those last few sentences might be puzzeling to you, if you were not present at the extravaganza, but you should have been their so I'm not going to clarify them)

The next morning, we arose to a rainy day. As this blew our plans for another excursion, Frank, Mark, and I bade farewell to John and Steve as the other two were still asleep due to the effects of certain beverages and the like. We stayed over Frank's for a spin as he demolished his new N scale Bachman GP 40's. The people in Newark held a slide show and later disbanded.....s n o r e

HAVE A JOB FOR US?

WE'LL TAKE IT ON!

"ROUTE OF LONESHARKS"



OUR NEW GP-35's HAVE BEEN
PROVEN TO OUTHAUL & OUTPACE SHARKNOSE
UNITS OF COMPARIBLE ROUTES! (J.W.HELD)

for more information contact
CHRIS BUCKLEY
7 DOBSON ROAD
OLD BRIDGE, NJ
08857

MAIN CULPRIT

The following PROTOTYPE PATTERN information was provided by either John Gibbons
yours truly or intrepidly yours unless otherwise noted.

American Freedom Train- Ex- Souther Pacific steamer # 4449 will be the engine
to pull the Freedom Train. The streamlined 4-8-4 (one of the Espees Daylights)
is to be restored after years of display in a city park in Portland, Oregon.
The steamer, owned by the city of Portland, is one of the four that's on display
and will be loaned to the American Freedom Train Foundation.

Canadian National- As of January 1, 1975, CN had completed all but 11 miles of
roadbed in a program to double track its mainline over 45 miles between Winnipeg
and Portage La Prairie in Manitoba. Concrete ties will be installed through
the winter months at the rate of 2,400 a week. This is the first major instal-
-lation of concrete ties on CN's 23,000 mile network and a total of 121,000 ties
will be required.

Southern Railway- The SR effective in February will terminate the Piedmont in
Charlotte, NC, instead of Atlanta, and will drop its Lynchburg local and the
Asheville-Salisbury trains. This would leave only the Crescent (New Orleans-
Washington) and the remains of the Piedmont (Washington-Charlotte)

Penn Central- With funds from New York DOT and an order from the federal govern-
-ment, the PC is starting to rebuild the Poughkeepsie Bridge with operations ex-
-pected next summer. Some hope that this will lead to the salvation of the
L&HR.

Reading- The Reading has received its 20 new GP-39's and MP 15's. Now in service
are # 3401-20 which certain railfans believe to be the first GP-39's in the
east as the C&O was the only large customer and all their's are working in
Michigan and Indiana down to Cincinnati. The MP-1 # 2771 arrived in Harrisburg
on 12/11

We Wonder ALSO.- The staff of the "470" Railroad Club are wondering if the fact
that airlines give free drinks to coach passengers on the NYC/ MIAMI run, can
AMTRAK be far behind with free drinks for its coach passengers! This would be
especially interesting for a 3-4 transcontinental trip. (THE 470)

PROTOTYPE PATTTER (continued)

Penn Central- The PC has asked for an additional \$12 million federal grant to be ADDED to the present grant of \$30 million!! There has got to be a better way to run a railroad! Maybe CONRAIL is the only solution, if any.

WARNING ALL RAILFANS..... who are presently using KODACHROME 64. It will give a green bias that is most noticeable in shadow areas unless filtered with a CCL0 magenta filter. Watch for these emulsion numbers: 32 056 , 32 057, 32 063, and 32 064. Send unexposed film immediately to Kodak, 1901 W. 22nd, Oakbrook, Ill 60521 for a free replacement if you have these numbers. We suggest that you use Ektachrome until Kodak clears up the mess by spring!

Amtrak- Family plan fares are now available on such runs as the Montrealer, and NYC/ Pittsburgh. Under this new extended plan, family fares will apply to any trip for which one way regular adult coach fare costs \$20 or more not including Metroliners. Other excursion fares out west are expected to be announced soon!

Erie Lackawana- Symbol freights gone. This temporary move was announced by the Superintendents office on 12/19 to be effective 12/26 except for TOFC carriers Ny-99/100 and Santa Fe 99-/100. Freight service was reduced to an "as needed basis". The railroad hopes to be past the pinch and reinstate normal service by the time you read this. During this slack period the E-L watchers in the New Jersey area with radio scanners have been going wild trying to figure out which train is running where! (i.e. Tim Tonge)

Plastic Ties!!- Yes, as usual the Europeans have gone psycho again on new railroad developments! The Austrian National Rwy. have recently completed installation of a test track over 3,000 of these ties. They are said to be very quiet and are made of a polyurethane structural hard material that includes high compressive and dynamic bearing strength with good weathering and are fire resistant.

Milwaukee Road- The Milwaukee has donated EF-4 # E70 to the city of Deer Lodge, Montana for display near the courthouse. ES-3 # E57B, the only boxcab switcher, has been donated to the city of Harlowton, Montana. Efforts continue to preserve the first boxcabs # E50AB; however, the museum cannot afford the \$27 grand, so no money no funny!!

Amtrak- Good news for the rider, bad news for the railfan! Amtrak has received the first 26 of the new E60C1 units. (A few are stationed in the Philadelphia area and the others are being tested somewhere in the wild blue yonder) These ugly cheeseboxes are capable of speeds up to 120mph and have 10,000 hp. Get your shots of GG-1's before they're all gone!

Erie Lackawana- The trustees of the bankrupt E-L Railway have announced that because of the acceleration flop in the economy, the carrier could not be successfully reorganized as an independent system. The trustees have asked the USRA to include their 2,900 mile system in its planning for restructuring the bankrupt railroads in the Northeast into CONRAIL. The Erie Lackawana has been in bankruptcy since June, 1972.

Conrail- USRA is a presidentially- appointed panel that makes recommendations to Congress for overhauling the flop lines in the Northeast(i.e. freight) under the Rail Reorganization Act. The ICC has a seat on the panel. So far, USRA has suggested that the 8 bankrupt carriers in a 17 state area be trimmed of all excess branches and be merged into a single private system to be known as CONRAIL. The constitutionality of these preliminary USRA plans was affirmed by the U.S. Supreme Court in a 7 to 2 vote earlier in February. Major creditors of the bankrupt railroads are fearing that they aren't going to receive their share of the spoils.

Recommendations for the trimming of the E-L branch line service apparently will be included in the USRA's preliminary report, even though the line is no longer in the CONRAIL scheme. Ms. (!) Kessler and ICC officials in Washington did not have information on how this would affect the status of E-L branch lines. To make the situation even worse, N.Y. state voters recently approved a \$250 million rail preservation bond. Included in the rip off are:

Erie Lackawanna Newburgh Branch and Crawford Branch which includes the branch to Fair Oaks. Penn Central Wallkill Valley Branch. But can USRA recommendations override the states plans? An ICC spokesman said, "If any state agency or individual is willing to purchase or subsidize a branch line, then the USRA will have to leave it alone" A spokesman for the state DOT agreed and predicted that DOT probably would be maintaining many branch services overlooked by CONRAIL. If this is the case, why all the fuss? (It seems to me that the governments of states and Uncle Sam are more concerned with petty garbage. One thing about CONRAIL... It is better to have trains running than no trains at all!-cor. Ed.)

Penn Central- ON the New York & Long Branch R.R., catenary will be extended from South Amboy, N.J. to Red Bank, N.J. (AGAIN!-Ed.) This project will be funded by the New Jersey DOT. The last E-7's to operate on PC can be found on the NY&LB taking over from the GG-1's at South Amboy and running to Bayhead Jct. The remaining units are 4211, 4224, 4233, and 4244 (all E7A's)

Erie Lackawanna- Mystery train stops dead on Passaic River bridge! For no reason at all an E-L freight stopped smack in the middle of the Passaic bridge. This is the same place where a man was found dead floating in the devastating waters below. As usual police did not give any more information to TAMR-AR reporters(!!) Courtesy: Star Ledger

Penn Central- An advisory group of railroad ~~engineers~~ engineers privately told officials of the Penn Central Transportation Co. and the U.S. Department of Transportation that the flopping railroad should spend about \$700 million on maintenance of track and roadbed in 1975, more than double of what was spent in 1974. The group, which comprises chief engineers from 6 solvent railroads, told officials that, because of material shortages, the most PC would probably spend next year would be about \$630 million, which still would be more than double the \$300 million being spent in 1974. sources say that PC itself will be able to put about \$300 million in the kitty towards track maintenance in 1975. The Line, a subsidiary of PC could receive another \$100 million for track improvements under terms of the Regional Rail Reorganization ACT.

Continued on next page.....

PROTOTYPE PATTERN (continued forever more!)

However, that still leaves PC in the red by over \$200 million under present projections. J.W. Barnum, underdog of transportation, said the present expenditures are "fully warranted". He also said that the engineers report confirms previous studies on the ever more flopping condition of PC. PC says that they will have to spend about 50% more, or about \$450 million, just to hold track maintenance in 1975. All of this money is in ADDITION to the present rip off from "UNCLE SUCKER". PC expects a cash shortfall by January. The federal government is footing that bill and about another \$30 million for February. Unless CONRAIL goes through, the taxpayers are at the mercy of Penn Central!!!

Erie Lackawanna- derailment on Delaware River line sends conductor to hospital! The last four cars of the 86 car general merchandise train left the tracks at about 7:40 am one mile west of Tusten. Conductor Robert Quick (not "quick" enough) of Port Jervis was taken to St. Francis Hospital, in Port Jervis, where he was treated and released. The nature of Quick's injuries could not be learned. Ray O'Neill, the E-L freight agent at Callicoon, said the cause of the derailment is unknown, but nobody else was injured, O'Neill said. Despite the accident, normal freight service was conducted as compared to the previous week when 33 out of 96 cars jumped the rails near Lordville. The eastbound track was cleared by about 6p.m. 2 of the 4 cars that derailed contained oatmeal and plastic granules. The other 2 were an empty piggy back and a caboose, in which Quick was riding. O'Neill said that there was no track damage. "The cars that left the weary train fell over toward the Delaware River and did not touch the westbound tracks" he said. Last week's derailment occurred at Erie's Equinunk curve. Damage to freight and E-L equipment was estimated at \$2 million. In the previous mishap, three freight cars rolled down an embankment and plunged into the river itself. The line is single tracked at Lordville, and the tracks were closed for about 36 hours. The cause of that derailment has not been established.

PLEASE CHECK IF: you have not already sent your questionnaire to the Correspondence Director AR/TAMR who is usually called: Chris Buckley, 7 Dobson Rd. Old Bridge, N.J. 08857. If you haven't sent it to me do so by the IRS deadline, or April 15, 1975 (is the limit). If you don't understand it contact one of the staff.

The Sunburst Railways is planning its second pike in conjunction with the Springfield Valley. It will be a three level mountain shortline with an independent high-speed Amtrash high speed line running around it. The president is willing to take off your hands

Joe Tarquini
1322 Uentz Drive
Ft. Washington, Pa. 19074

Due to John W. Held's Empty promise of more convention reports, this issue is being sent out two weeks behind schedules. Due to the fact that Chris got carried away with his half of the AD their will be no convention report on the Feb. 17 meet; though if your reading this all at one time your more than likely asleep by now so it won't matter much. * E d i t o r *

Willing to swap or buy: a (one, singular-Ed) dummy Athearn PA and PB for an Athearn GP-30, powered or dummy, or just the shell if that's all you've got. The PA's are in PRR paint, and I'll even throw in the PRR decals so you can superdetail 'em.- Paul Manton, 29 Grove Ave., Flourtown, PA 19031

any cars or equipment that is useable.



FROM THE PUBLISHER'S DESK - Tim Tonge

As I approach my graduating from high school, I must mention that I will no longer be able to publish the Allegheny Dispatcher. Although this will present no immediate problem, I would like to see someone step forth to assume the job. It is rather easy, and needs only to be done once every 2 or 3 months. Our present editors have offered to do the job, but I feel it is best that someone else do it. If anyone is interested, write the editors or myself.

After reading Ray Hakim's article in the last Dispatcher, I feel that I must make my comments on it heard. First, I do not feel Ray Hakim has the right to criticize anyone for not finding a station or yard or anything else for that matter. Is Ray such a perfect railfan that he can judge others? I personally don't think so. In fact, I am sure that I or anyone else could name many places that he could not find or even know what rail-line they were on.

Another thing I would like to point out is the fact that Ray has shown some traits that are not desirable as a railfan. A few of those traits appeared in his article, although I will not point them out. Before judging others, I think you should take a look at yourself first, Mr. Hakim.

I do not think I need to waste any more space on such a stupid thing. What I do want to say though, is that I think Ray's remarks were totally uncalled for and that they reflect his immaturity and disrespect for others. I think that if Ray would change his ways, grow up a little, listen to what others say to him, he might find himself going on more trips with more friends.

I hope that I will not have to comment further on this item.

Need I say more.....

THE ALLEGHENY DISPATCHER/REGION TEAM

General Editor- Frank Chadwick, 54 Daily St., So. River, NJ 08882
Prototype Editor- Chris Buckley, 7 Dobson Rd., Old Bridge, NJ 08857
Publisher- Tim Tonge, 42 Outlook Ave., Hawthorne, NJ 07506
President- Paul Manton, 29 Grove Ave., Flourtown, PA 19031
Sec./Treas.- Betsy Summers, 209 Tadmar Ave., Pittsburgh, PA 15237

THE ALLEGHENY DISPATCHER

Tim Tonge
42 Outlook Ave.
Hawthorne, NJ 07506

Frank Chadwick, Jr.
54 Daily St.
South River, NJ 08882



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