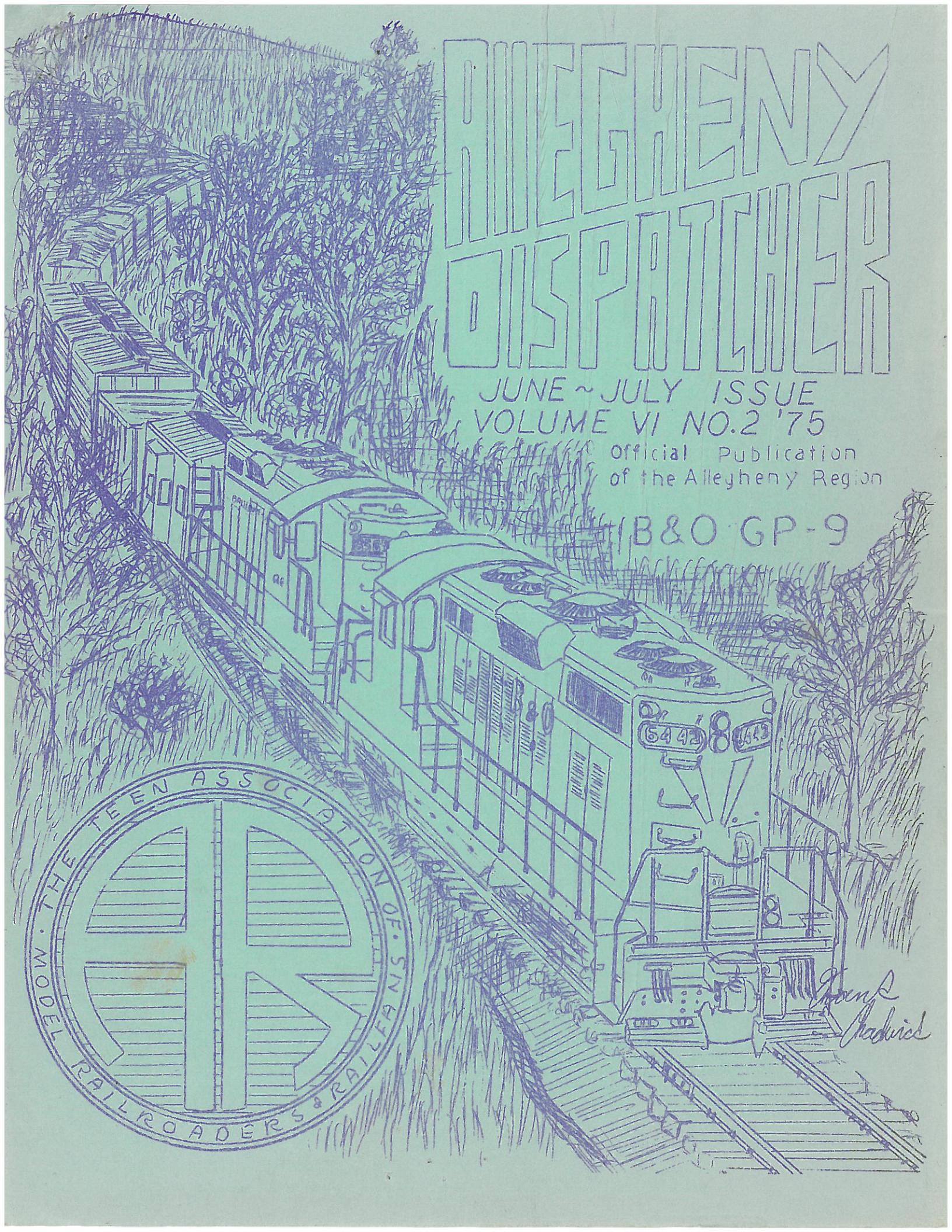
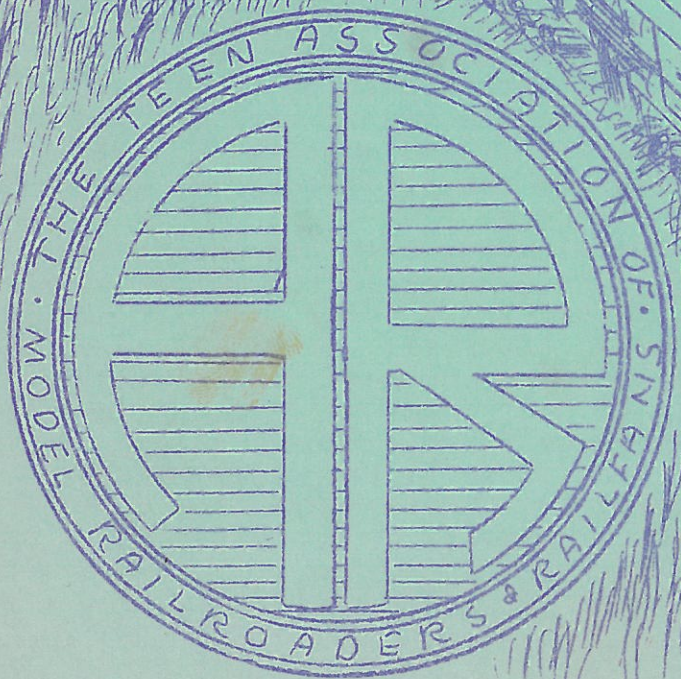


ALLEGHENY DISPATCHER

JUNE ~ JULY ISSUE
VOLUME VI NO.2 '75

Official Publication
of the Allegheny Region

B&O GP-9



PRESIDENT'S REPORT~"SUMMERTIME"

Greetings once again, folks. Need I say more but to remind you all that those lazy happy crazy (sky high and dry) days of summer are once again almost here. Generally speaking, it is during this time of year that most of us model railroaders come up from our basement and our layouts and head for the great outdoors armed with our cameras and time-tables. (not to mention a few cans of insect repellent-Ed.)

I am an avid movie-maker, and shoot more 8MM film than I ever did slides, or any other form of photograph. Yet, during the summer is when I shoot most of my movies, mainly because I enjoy being out in the sunshine when it's warm. I can't stand the winter - all those dark and gloomy days that do nothing but screw up one's exposure meter. Besides, it's much easier to go down to the tracks and wait for a train in the summer than in any other season of the year because you're not carrying all the extra weight (heavy winter overcoats, ect.) and the temperatures are a little more easier to bear since your hands don't freeze to your shutter.

Let me tell you a little story, for comparison purposes. I was up at Black Rock Tunnel on the Reading last winter with my brother and even though it wasn't snowing or anything, the sky was so damn gloomy and the wind so strong that I just couldn't get any decent pix. (this was because of the photographic conditions, not the subject- Ed) Compared to the pictures that I had shot at the exact same location six months earlier, which were full of color and contrast, it was like night and day.

O well, so much for that. Best of luck to all of you this summer with your railfanning, and I hope everyone comes back with some "award" winning shots.

This time around, I have absolutely no complaints to anybody about anything. The region is generally stable at this time, as we've picked up a few more new members. But again, I urge you all to check out Lone Eagle's list for any perspective members that live in your area and drop them a line. Also, we are supposed to have printed shortly new membership cards, as Betsy's supply has run out. So if you have sent your dollar in and have not yet received a card, please be patient. Joe Tarquini will be printing them up at his school and will be getting them out to you very shortly. Also, if we can gather up enough participation, we will be running a photo page in the Dispatcher, also compliments of Joe. But this project will not be initiated unless we have the needed support. So write to Frank Chadwick and let him know your views on the situation, and we'll see what we can do to get some of your pix in here.

We are currently planning to throw several meets over the course of the summer months, but what I would really like to know is the membership's feeling on the convention and meet scene. Please write to me, and let me know where YOU would like to have a meet held. After all, we want to try to include everyone, so those who can't make it to one meet can possibly make it to another if it's a little closer to their home. Also don't forget this summer's TAMR national convention in California. Now I realize that EVERYBODY just can't up and go out there, so we'll be holding our own meet here in the East in conjunction with the NMRA's convention in Dayton, Ohio this August. A convention chairman hasn't been appointed yet, so write to me if you want any more details.

* * * * *

The Johnston, Lockavans, & Williamsport 1:1 true, unoperated code 55 flasco

SHE SPEAKS ! - Betsy Summers, AR Sec/ Treas.

I would like to run for re-election as secretary-treasurer of this region. I am doing so for two reasons; one, as far as I know there is no one else running, two, I have, I feel, done a good job getting squatters to pay up and dragging in a few new members. I'm right in the middle of a membership drive and I'd like a chance to finish what I've started. Please vote - not for me if you don't want to (I'd like it if you did)- just vote and show some interest in your organization.

FROM THE EDITOR'S WAISTBASKET - Frank Chadwick

Well, it's Dispatcher time again, and I was going to pull out my "AD Editorial Outline Sheet", and write another action packed, super interesting article. But due to the fact that I have more boring things to splat over these God forsaken pages, and that I can't find my fabled base anywhere in my files or, for that matter, all eternity, compelled to write of other things.

Yes, it's election time again, about a $\frac{1}{2}$ year late, but they say better late than never though in this case that saying could be disputed. Never the less, here we are, with marginal support and even a thinner layer of candidates; namely, the incumbents. You might notice that two newposts have been added to the ballot, it being that of the editor and the publisher. Chris and I felt that, since were having an election, we might as well see how many people support us as if we were in fact running against someone else. By the way, if someone out there wished to shoot for either one of our positions, they may do so in the same fashion prescribed for those wishing to try for the President's OR Sec/Treas'.

Seriously, I'm a bit pissed that no one new is running, or for that matter no one has even pointed their finger at another for a nomination*. So for the next election, let's show some enthusiasm. Meanwhile, the least you can do is send in your filled out Questionnaire to yours truly.

As you can see in the Lone Eagle's list, there are three potential AR-TAMR members in Louisville, KY. I'd like to see a drive to get these members inparticular via any method possible (letter, telegram, visit, obscene phone call) because if we can get an active group out there, perhaps they can host a regional meet or two giving us a chance to see new sights. While your at it, you might as well write to the others on the list.

In this issue you will also find Ray Hakim's rebuttle to Paul Manton's and Tim Tonge's rebuttle to Ray's former article on "AR Dis-organization" which was prompted by Paul's report on the fateful "Jan. 4" convention. Breath. If your new to this saga, I urge you to overlook it. As far as I can gather, this whole thing started with the article that Paul wrote describing the messed up and little planned Jan.4 meet in the vicinity of Allentown and Scranton. in which he left himself open for criticism as well as the rest of the people who accompanied him. And did Ray criticise in the following issue. Although I guess some part of Ray's scolding was false, Paul and Tim assessed that it was slander in entirety, and wrote rebuttles to view their feelings. That returns us to the present.

I guess everyone is at fault a bit; Paul for his ungarded words which sparked the whole fiasco into existence and his rebuttle of ample size, Ray for his low outlook on the people involved in the meet, Tim for his direct hits at Ray, and myself who could of censored this whole thing from the beginning. Regardless, it did fill out a rather lean Dispatcher with worthy reading material though I hope it did not cause the formation of a pointless

*Ray Hakim had nominated Al Tillotson for Pres. but Al refused to accept.

From the Editor's Waistbasket - Frank Chadwick

(continued) contempt between fellow railfans and modelers.

You are now experiencing the Dispatcher in its fullest glory. This issue is unique among the Dispatchers of old for it has 24 (XXIV) pages, twice the norm, and has photo pages. At the time this is written I am not sure how many we will have or their quality, but I do know we have them and are the only paper in the TAMR including the "HOTBOX" to be blessed with such a joy. REJOICE AND BE MERRY FOR ALL OF THIS STILL COMES TO YOU FOR ONLY \$1 A YEAR.

* * * * *

WILLING TO SWAP OR BUYI HAVE an A&B set of dummy Athearn PA-2's that I would be willing to swap for an old Athearn FMD GP-30 shell, or if you don't want the PA's I'll buy the shell off from you. The PA's are in PRR paint, but need a little work, and I'll give you PRR decals with 'em. But they roll fine. Please reply to P.J. Manton, 29 Grove Ave., Flourtown, PA 19031

* * * * *

IN THE CAB, PART II

BY Al Tillotson

Some of you may remember a few issues back that I had an article on a cabride in an Erie-Lackawanna F8 aboard train #71. Due to the response, I've written this article, on a cabride aboard EL way freight #1671.

It's 1:30 in the afternoon, and from the windows of Park Ridge High I hear the distant wail of airhorns. Soon my attention turns from Mr. Taylor's Algebra-Trigonometry class, to way freight #1671, running from Croxton yards in Seacaucus, NJ (what a town!), to Spring Valley, NY, on the New Jersey and New York branch, Spring Valley to Suffern, NY, on the Peirmont Branch (the original Eire mainline of the 1850's), thence down the mainline and the Bergen County line back to Croxton.

A mad rush is made to my locker at 2:10, and it's off to home. I quickly rush mom to take me up to Nanuet, NY, where I can renew acquaintances with the crew of #1671.

Once they've finished the switching at the large American Cyanimid Plant in Nanuet, I board the cab of GP-7 #1234, and where off. Through Nanuet Jct., and on our curving way to Spring Valley, where the conductor registers the train, and then off we go to Piermont.

The Piermont is a 10 MPH deal, strictly. It's about as close as the EL gets to Penn Central. (PC runs at an average speed of 9.5 MPH, when they run. Ed) We travel through Monsey, where we stop and take dinner in the caboose, using up about a hour. A few minutes later we are switching the International Paper Company in Airmont, and are soon off to Suffern.

"RED BLOCK, HOLD" creis the fireman as we crawl into Suffern. Soon the Indication turns to restricting (red over yellow), and we cross the double track Eire main, into the Suffern and then the Hillburn yards. We run around the train here, then travel on the passenger main east.

If one is lucky, the engineer allows you to "take control over the bastar for a few miled, between Mahwah and Ho-Ho-Kus (ask John Held about how to run a geep). The speed is usually kept under 30 MPH during the southbound trip. The engineer lets you handle the air horn, and you let the public know that yo are up there! Soon comes Ridgewood, and it's time to leave. You bid the Engine Fireman, and Head-breakie adou, and another call home brings the car, and it's bake home for a bath. After this trip, you'll really need it.

CHASING THE FREEDOM TRAIN - Paul J. Manton

Saturday, April 5, 1975 at 7:00 AM I left my house for North Jersey to pick up Cris Buckley, the well known left-winged sidekick of a certain editor. We then proceeded to the "Hub-City" of the AR and the humble abode of one John W. Held. Leaving my car at the home of the master of Hub City, we all piled into John's car and headed to Kearny to get a few shots of the PC F-units (our group consisted of the three previously mentioned in addition to the famous "Lehigh Lennie"). No sooner had we arrived in the cold of the early April day at Kearny (infact it was unseasonably bitter) when along comes the Freedom Train earlier than we had expected, sporting ex-Reading T-1 #2101 painted in dark blue with patriotic trim.

And so, the chase began, and it was me who held up our initial departure by taking too long with my movie camera, marvelously astounded by the return of Reading steam. Let me recommend that it is not healthy to hold up John Held on a train chase, for my actions made his ears and nose steam more than the T-1!

So, finding our way to the next location, amidst the continuing repulsive remarks of John Held, this time angry at our lack of navigational ability, we caught the old girl running alone (She had three PC diesels helping her through Kerney). So we proceeded north through Hoboken and other "model" North Jersey cities, eventually finding our way to the small hamlet of Hayworth NJ. It is here were we were supposed to meet up with the Tim Tonge contingent of our chasing group, but to our disappointment (probably due to John's poor driving record) we arrived at Hayworth only to find that the train had already passed through. And so, quite naturally, we did not find Tim and his cronies.

And with tears in our eyes, we departed once more and continued to follow the west shore line of the Penn Central. Farther and farther we proceeded, and the only lonely cry amongst was one of severe hunger on the behalf of Chris and I. We finnalv found our way into greater New York State, proceeding continually north on US rte. 9W. I was just totally amazed at the archetecual beauty of one "Tappan Zee Bridge", only to find out later that it was a former trolley route! (or was that the Poughkeepsie?)

So we caught the old girl eventually again at several prime locations along the West Shore Line; I recall one very good location at the entrance to a tunnel, and another opposite a nuclear power plant on the Hudson. The cries for food continued to emit from bthh my mouth and Chris' stomach, but John and Lennie still did not want to stop. "Onward" was the saying of the day, coined by JWH. I had left home in such a rush that morning that I missed breakfast, and by this time (about 2:00 PM) I was powerful hungry. Same went for Chris. John and Lennie seemed to possess a marvelous quality of sedating any hunger pains, especially during a train chase.

Finally, the train had to stop to take on coal and water. Just when we thought we had lost her for sure, John just happened to pull up to a siding and there she was, sitting there in the midday sun proudly gleaming away with a PC coal hopper at her side. A large PC crane was transferring the coal to the tender of the giant T-1. Also, due to this time being elapsed for refueling, It gave the tremendous crowd of railfans who were also chasing her a chance to catch up. Never had I seen so many railfans, not even at a convention. They were all over the roads, and "the man" really had quite a time controlling the crowds that day. In fact, I would just like to make it known that "the man" is not always the bitch that everyone makes him out to be. If I hadn't seen it with my own eyes I never would have believed it, but as we were continuing to follow the train that day she came to a high trestle crossing over 9W (although I don't recall the town's name) and to my surprise I saw a New York State trooper look up at the bridge and tip his hat! So, even "the man" has a heart for steam! (Probably knew offhand that it was Reading Steam, and ya'll tip your hats when ya see that!)

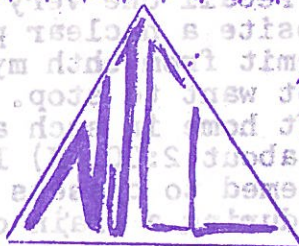
Chasing the Freedom Train - continued

Finally, folks, came the highlight of the day: LUNCHTIME !. As the big T-1 was refueling we caught a bite to eat at a nearby "Carrol" restarunt. Not a bad sandwich either, but I suppose even the raunchiest food tastes good when one is hungry enough. Now at this point we reached a stalemate decision amoungst our group, as Chris and I were ready to turn back but John and Lennie wanted to continue the chase. So, we reached the agreement that if John continued with the chase he had to allow me to smoke in his car (fair is fair, right John?). By this time I had run out of movie film so I could not document any more of the trip anyway, and it was already 4:30 PM. We still continued to follow her thru the Catskills for as far as John's hogie would allow. His Chevy ate more oil than it did gas, and we had to stop every 40 or 50 miles to dump in a quart. Not a bad vehicle though, considering all it's been thru.

Finally, by the time the train reached Albany, NY, John and Lennie agreed to start home (I beleive we were 20 miles from Albany, quite a trek for a trip that was only supposed to go a few miles). So we somehow found our way to the New York State Thruway, waving a cheerful farwell to the famous Reading T-1, now a symbol of our nation's heritage. (keep in mind that it was a READING STEAMER that was chosen for the job!) Proceeding southward, it was about 70 miles to Newark, NJ and my little "Kumquat". The ride home was a vert interesting one indeed, as the four of us were rapping about just about everything (including several "non-railroad related subjects!"). So John dropped Lennie home in Paterson, NJ, then arrived back at his home in "hub-city", ending another funfilled and action packed day of railfanning in the AR.

Chris and I were again by this time powerful hungry, so upon arrizing at his hometown of Old Bridge, NJ (and believe what the name says, them bridges are so damn old I'm surprised they're still standing), we proceeded to the nearest "Rustler" steak house. "They was shore western around them part wasn't they Chris?" They even charred my steak. After farting around at Chris' house for a while, I departed home for myself, and was "plum tuckered out!"

THE
NEW JERSEY
COAST LINE



TRUE 'N' SCALE
MASTERPIECE(S)

FRANK CHADWICK

HEAD EMBALMER

Ex- Dispatcher publisher, Tim Tonge, will again make his yearly migration to New England this summer. If you want to get in touch with him he'll be at 1213 Tucker Rd, North Dartmouth, Mass.; or at least thats his mailing address between June 25 and August 20. (his phone there is 617-992-7785) After August 20 all mail should go to his home address at 42 Outlook Ave., Hawthorne, NJ. This is only his mailing address since he will be at colledge in Colorado.

#####

GLENSHAW STATION - from newspaper article submitted by David Hay

There was a time when the Glenshaw train station on Route 8, Shaler, was the center of activity. Residents of the area used the train for transportation into Pittsburgh and Old Allegheny and all local freight was carried on the trains that made regular stops there. But the era of the automobile and the big truck took the place of the train and the old station was deserted. Now it is slated to follow so many other North Hills landmarks into the land of memory by the end of the month.

Why is it being torn down? Because the building is falling apart? No. The building is in pretty good condition. But it's in the wrong place. And one woman has started a campaign to get it moved to another place, so that the quaint old victorian cottage can continue as a memory of the past. The Chessie Railroad System owns the building and property it sits on. Chessie has leased the land to Busy Beaver Building Center, Inc., and that the company wants the land cleared for lumber storage. Chessie has given permission for the building to be razed.

She started action two years ago to find out about ownership of the building but got nowhere with Chessie. Then she learned it was to be torn down. Busy Beaver has given until the end of the month to raise money to move it and has even agreed to contribute to the preservation. But it is going to take a lot of money. Estimated cost of the project is \$10,000 to move it, move utility wires to permit the moving, dig a new foundation and complete reparation costs. Mrs. Waun thinks the cost is Nominal sum for preservation of a building so rich in history. It dates back to the early 1800's but was partially rebuilt following a fire in the area at the turn of the century.

The Montessori Centre has offered grounds for the relocation but the site would require extensive excavation. Mrs. Waun said the Pittsburgh Historic Landmark Foundation has agreed to accept funds for this project, so that all donations of land or money are tax deductible. "Any individual or group interested in the project can contact me at 678-7938. Let's do it now. Time is running out"

The following is the schedules of the new B & O rail service in the Pittsburgh area:

INBOUND COMMUTER SERVICE / Patrain Conn.	#101	#201	#103
Lv B&O station			
via Ross-Forbes	7:43 AM	8:18 AM	8:50 AM
Ar Forbes-Stanwick	7:49 AM	8:24 AM	8:56 AM
Ar Gateway #4	7:51 AM	8:26 AM	8:58 AM

INBOUND SHOPPING SERVICE / Patrain Conn.	#203	#205	#105
Lv B&O station			
via Ross-Forbes	9:58 AM	11:18 AM	2:23 PM
Ar Kaufmann's	10:02 AM	11:22 AM	2:27 PM
Ar Gimbels	10:03 AM	11:23 AM	2:28 PM
Ar Horne's	10:06 AM	11:26 AM	2:31 PM
Gateway #4	10:08 AM	11:28 AM	2:33 PM

Outbound Shopping Service / Patrain Conn.	#206	#210
Lv Gateway #4	3:16 PM	9:01 PM
Lv Horne's	3:18 PM	9:03 PM
Lv Kaufmann's	3:20 PM	9:05 PM
Ar B&O Station	3:25 PM	9:10 PM

I have just received my latest "Dispatcher" and hope to end all comments (mostly bad ones) about me. First, I did double check to see if anyone had called me and the answer was no. Other members that I know also knew nothing about it (the Jan. 4 meet). Second, I am an average TAMR member and have not yet finished adding up my phone bills. Every month I have many out of state calls and am slowly going broke. Third and most important, I was not able to attend your Feb. 22 convention, but let it be known that I told John W. Held at least one week before Feb. 22 that I would not be able to attend because of financial reasons. I had looked forward to that convention but a friend had invited me down to Philadelphia the week before. Need I say more. I was glad to see a convention issue with info for the meet, but if you have further conventions, let's try to visit some new places. How about the Lehigh and Hudson River or just sit along PC mainline around Metro Park or the Erie Lackawanna lines to Port Jervis or Scanton. (Let me add here that if any individual who is willing to put together a meet in his or her area my do so quite freely and it will be announced in the Dispatcher as soon as possible)-Ed.

I hope that my article wasn't taken personally by the people on that trip because it was only my opinions and these days who listens to other peoples opinions. I wrote that article because the editor was in need of articles badly. If you will check the last AD, you will notice that no other members (other than the staff) had anything to say. You have to give me credit for at least taking time out to write something for the AD. If you look at the latest AD, it was only staff items, Prototype Patter and Paul Manton's article. Recently though, the best thing about the "Dispatcher" has been the covers. I must congratulate Frank Chadwick for the fine job he is doing. The covers are really good.

Now down to more buisness. I think that Paul Manton's article has finally given me a look at the details. I doubt if I'll comment any more about the Jan. 4 meet since no more is necessary. All personal comments about me were uncalled for. If you guys are going to insult me, I will not submit additional comments to the AD. People may forget that I publish the Bergen County Railfan Society Newsletter. Since I have full control with the printing, no one can stop those comments. Tim Tonge's remarks were totally uncalled for. When I first received my AD, I read his message first. I first thought that I'd like to get a crack at publishing the AD since it's the same way I publish the newsletter. I then made the mistake of continuing to read his message. Tim Tonge should not be making comments like that even though he does know all the facts. I know and Tim knows that he did not verbally attack me like that for an article that I wrote. I happen to know Tim too well in his ways. Tim wouldn't even know that I railfan or where I have been railfanning. How would Tim know if I have traits "that are not desirable as a railfan". I have only been railfanning with him once, and I don't regard his attitudes desirable. I can recall at least a year before this incident when he called some of my friends and asked them to come to a slide show. He said that "if you bring that Ray Hakim you better not come at all". I think that his remarks, (immaturity and disrespect for others) were just a way of saying that he doesn't think I'm so great. Well Tim, in a popularity contest I don't think you would do so good.

I hope that in later issues of the AD, you don't break a person down for what you think he is (or isn't). If anybody has anything else to say to me, say it to my face, or don't say it at all.

THE SEC-TREASURER REPORT FOR THE END OF THE 74-75 FISCAL YEAR -B. SUMMERS

Another year has come and gone over our region. Our treasury balance is higher and sounder than ever. For once we have operated completely in the black and have seen the addition of a few members, regular and almost on time Dispatchers and meetsthat came through. It's been a great year and let's keep this one the same or better. As you can see by the capitol statement, the AR closed out its fiscal year with a treasury balance of \$ 27.74. As of May 6, 1975, earnings are up 9.3% and our new balance is \$ 29.74. Keep those cards and dues coming in. That's all from here. Don't forget to vote in the upcoming election.

ALLEGHENY REGIONAL CAPITOL STATEMENT -- YEAR ENDED 3/ 31/ 75

DATE	ITEM	REVENUE	EXPENCE	BALANCE
Apr 01	Carryover	\$ 27.28		\$ 27.28
15	Muten B. rn	\$ 2.00		\$ 29.28
15	Kolka L. nm	\$ 1.00		\$ 30.28
May 12	DeBlasi R. rn	\$ 1.00		\$ 31.28
	Neal L. rn	\$ 1.00		\$ 32.28
	Hakim R. nm	\$ 1.00		\$ 33.28
	Postage AD		\$5.00 rct	\$ 28.28
Jul 02	Chadwick rn	\$ 1.00		\$ 29.28
	Postage AD		\$5.00 rct	\$ 24.28
31	Scanlon rn	\$ 2.00		\$ 26.28
	Postage AD		\$0.70 rct	\$ 25.58
Aug 09	Sprauge rn	\$ 1.00		\$ 26.58
	Summers rn	\$ 1.00		\$ 27.58
27	Postage rn		\$2.40 rct	\$ 25.18
	Postage AD		\$5.80 rct	\$ 19.38
	Pub, Com. TT		\$2.15 rct	\$ 17.23
	Paper- Sprauge		\$3.49 rct	\$ 13.74
	Mulligan rn	\$ 1.00		\$ 14.74
	Payne rn	\$ 1.00		\$ 15.74
	Tillotson rn	\$ 1.00		\$ 16.74
Oct. 12	Bitten rn	\$ 2.00		\$ 18.74
	Hay D. rn	\$ 1.00		\$ 19.74
Nov. 03	Gibbons nm	\$ 1.00		\$ 20.74
1975 -	- - - - -	- - - - -	- - - - -	- - - - - 0
Jan 03	Scheerle rn	\$ 1.00		\$ 21.74
11	Postage AD		\$3.00 rct	\$ 18.74
20	Tonge T. rn	\$ 1.00		\$ 19.74
	Bonin D. nm	\$ 1.00		\$ 20.74
Feb 01	Napolitano rn	\$ 1.00		\$ 21.74
23	Manton P. rn	\$ 1.00		\$ 22.74
	Clark Mrs. nm	\$ 1.00		\$ 23.74
Mar 05	Hakim R. rn	\$ 1.00		\$ 24.74
10	Daciuk S. nm	\$ 1.00		\$ 25.74
12	Tarquini J. nm	\$ 1.00		\$ 26.74
18	Moore K. nm	\$ 1.00		\$ 27.74

OFFICIAL LIST OF ALLEGHENY REGION MEMBERS & RENEWAL DATES - Issued 5/15/75

Paul J. Bergdolt
April 1976
8832 N. Westland Dr.
Gaithersburg, MD 20760

Ken Bitten
September 1976
23-16 Fairmount Pl.
Fair Lawn, NJ 07410

Danny Bonin, Jr.
4217 Hessemer Ave.
Apt. 214
Metairie, Louisiana 70002
January 1976

Chris Buckley
7 Dobson Rd.
Oldbridge, NJ 08857
September 1975

Frank J. Chadwick
54 Daily St.
South River, NJ 08882
June 1975

Mrs. Charles W. Clark
8 Herbert Dr.
East Brunswick, NJ 08816
February 1976

George E. Cunic
P.O. Box 101
Allison Park, PA 15101
August 75

Steve Daciuk
4835 Cypress Ave.
Trevose, PA 19047
March 1976

John Eull
254 Haddon Ave. South
Hamilton, Ontario
18s141 Canada
March 1976

John Gibbons
615 Arbor Rd.
Cheltenham, PA 19012
November 1975

Ray Hakim
21 Clauss Ave.
Paramus, NJ 07652
April 1976

Leonard Harlos
112 Paterson Ave.
Paterson, NJ 07502
April 1976

David Hay
217 Kleber Rd.
Glenshaw, PA 15116
October 1975
John W. Held
72 Bell St.
Bellville, NJ 07109
September 1975

Larry Kolka
26 Averton Ave.
Roslindale, MA 02131
April 1976

Paul J. Manton
29 Grove Ave.
Flourtown, PA 19031
February 1976

Kevin Moore
233 N. 9th St.
Indiana, PA 15701
March 1976

Art Mulligan
32300 Bingham Rd.
Birmingham, MI 48010
August 1975

Bengt Muten
69 Chestnut St.
Cambridge, MA 02139
April 1976

Mike Napolitano
11 Gunther St.
Mendham, NJ 07945
February 1976

Lloyd Neal
Georgia Tech
Box 33737
Atlanta, Ga. 30332
May 76

Betsy Summers
209 Tadmar Ave.
Pgh., PA 15237
August, 1975

Lone Eagle Payne
1028 Whaley Rd.
rd #3A
New Carlisle, OH 45344
August 1975
Ed Robinson
11 East Clinton Ave.
Oaklyn, NJ 08107
April 1976

Joe Tarquini
1322 Wentz Drive
Ft. Washington, PA 19034
March 1976
Al Tillotson
3 Volger Dr.
Park Ridge, NJ 07656
August 1975

Kevin Scanlon
106 Van Buren St.
Pgh., PA 15214
July 1976

Tim Tonge
42 Outlook Ave.
Hawthorne, NJ 07506
January 1976

Bob Sprauge
5709 Tanglewood Dr.
Bethesda, MD 20034
August 1975

Tim Vermande
51528 Pond St.
South Bend, In 46637
August 1975

////////////////////////////////////
LONE EAGLE'S LIST - March 1975
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Jim Coulter	218 Concord Ave.	Exton, PA	19341
David Fisenhard	2025 B. Franklin Place	Wye, PA	19610
? ? Loffey	11 Elm St.	Bloomfield, NJ	17113
David Fowler	341 Lincoln Ave.	Beverly, NJ	08010
Martin Drake	6005 Madison Street	Riverdale MD	20840
Jim Waganer	Box 189 B Kirsin Ct.	Freedland, MD	21053
Douglas E. Russel	P.O. BOX 910	Winchester, VA	22601
Mark S. Kirchener	3609 St. Germaine Ct.	Louisville, KY	40207
Dave Withers	4105 Wellingford Lane	Louisville, KY	40218
Henry W. Sanders	413 Rolling Lane	Louisville, KY	40207

////////////////////////////////////

ANNOUNCING THE CREATION OF A NEW RAILROAD! The Springfield Valley Railway
System has now been fully licensed by the ICQ and has begun operations,
sharing trackage rights with the Reading Company, but soon will be operating
in conjunction with the the Sunburst Railways.

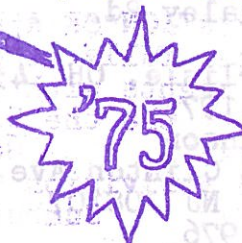
Head Flunkies :

Springfield Valley Division - Paul J. Manton

Sunburst Railway Division - Joe Tarquini

DISCOVER DAYTON'S* MODEL RAILROADS

RAILS ALIVE



AUGUST 5 - 10, 1975

The following pages describe the National Association of Model Railroader's annual convention that will double as the TAMR's East and Mid-west area annual convention.

The NMRA has proposed various plans for attendants of the meet to register on and abide by. The TAMR, in an effort to maintain its identity, will be organizing its own bash even though we will be doing most of the activities of the main convention body. Therefore, I am adapting several paragraphs of the NMRA Bulliten concerning the convention here, but ask that you write or phone John W. Held, convention coordinator, at 72 Bell St., Belleville, NJ (07109). After spending time and money at the NMRA convention, rumor has it that those surviving will branch off into the Chicago area for some railfanning. It all sounds very good, and if we all get our heads together on this matter we'll have a great time. - Editor

SWAP SHOP - The Convention Committee beleives that buying, selling, and trading of model railroad items can be a vital part of convention activities. Several collectors have promised to bring a large number of unusual railroadianna items to be sold. We understand that several dealers, as well as a few individuals are planning to bring a fantastic amount of brass. So fellows, save your money. This may be the chance to pick up that brass loco you always wanted. For those of you who would like to bring items to sell or swap, tables will be made available at a modest fee. This covers operating costs and security. For further details and more information please contact William Mereness, 27 E. Dixon Ave., Dayton, Ohio 45419.

MODEL RAILROAD DISPLAYS - One of the largest indoor activities for the Rails Alive '75 Convention will be the Model Railroad Industry Association Show. Prior to the opening of the MRIA show to the public, NMRA members will have several opportunities to see the displays, meet the manufacturers, see new products and exchange ideas. There will be over 100 booths available. Non-MRIA members will be welcome to display. If interested in exhibiting, for more details contact: Don Bedrowsky, 4217 Middlebrook Dr., Dayton, Ohio 45440.

On display in the Convention Center will be a large 40' by 40' operating O gauge pike, being constructed by Dr. Blackburn and fellow model railroaders from Indianapolis, Indiana. An HO_{n3} and On3 pike supplied by the Mini Bunch and a large N-trac (N-scale) modular layout of 150' long by 16' wide, a large 1½ foot gauge live steam and trolley that will be running on a 600 ft. loop of track inside the convention center. All

* Not to be confused with Dait's town, the land of the perpetual moon.

RAILS ALIVE (continued)

members attending the convention will receive a ticket to ride behind the steamers! These are just some of the many operating displays for your viewing at the Convention.

LAYOUT TOURS-in the greater Dayton area there are a number of well-known and interesting model railroads. These model railroads include most all scales, plus trolley and interurban. The first guided bus layout tours will start on Wednesday, August 6th at 7:30 a.m. You will be **assigned** tickets for the 13 pikes that will be open on the guided tours. Additional layouts will be open for you to visit at your convenience. Photos of these layouts have appeared in previous issues of the Bulletin.

LAYOUTS OPEN

Dr. J. H. Prince "HO"

George Clark "S"

Stan Pamos "HO"

Roger Yard "HO" "HCn3"

Richard Lenehan "O" Trolley

Russ Lyle "HO" Trolley

Dr. Reed Prugh "HO" Trolley

Robert Slusser "HO" "HCn3"

LAYOUTS ON GUIDED BUS TOURS

Jim Paine "HO"

Brick Adair "HO"

Paul Gorath "O"

Robert Stoll "HO"

Herb Fogel "HO"

Don Bedrowsky "HO"

Allen McClelland "HO"

Robert Fink "HO" Heavy Electric

Dick Fullerton "O"

Gordon Carlson "HC"

Dick Knierer "HO"

Aubrey Flöck "HO"

Ralph Miller "N"

Jack Frame "HO"

Robert Westbelt "N"

Harold Honious "HO"

Jay Williams "N"

Don Santel "HO"

Don Honious "HO"

Guy Coram "HO"

ATTENTION! CHRIS BUCKLEY
WILL ARISE TO THE MUCH COVETED
POST OF DISPATCHER EDITOR FOR THE AUGUST
SEPTEMBER ISSUE. ALL BULLSHIT SHOULD BE SENT
TO HIM BETWEEN JUNE 1 AND JULY 31. THE EDITOR WILL
BE RAIL FANNING OUT WEST FOR THOSE MONTHS

MODEL BUILDING CONTEST- All entries will be judge by NMRA rules. The entries in the nine categories are: Steam Locomotives, Diesle and Other Locomotives, Passenger Cars, Freight Cars, Cabooses, Maintenance of Way, Structures, Displays and Traction. These catagories will be judged by the NMRA rules. Special awards, Gold Awards for Best of Show, RMC Trophy, United Transportation Union Brass Lantern Award. Special car kit building contest for the women. This will be a ladies only event, so no help from your husbands. Gals, get your kit now and start building your entry for the contest.

PHOTO CONTEST

All entries will be judged by the NMRA rules. There will be six catagories to be judged; Color Print, Blank and White Prints, 35 mm Transparencies and other transparencies of prototype subjects and model subject. Entries will be subjects and model subjects. Entries will be limited to two photos per category per each contestant. (Do not mail photos in advance.)

LOCOMOTIVE PERFORMANCE

Proud of your locomotive performance, bring your favorite locomotive to be entered in this contest, using NMRA rules.

CLINICS

There will be fifteen live clinics on a variety of topics presented by well-known and talented model railroaders. These clinics will be presented in spacious and well equipped rooms in addition to a large auditorium where certain clinics will be presented to their utmost effect. These clinics will be scheduled so that you will be able to see all fifteen, if desire.

MOVIES & SLIDES

We will have a collection of excellent movies and slides scheduled to start on Tuesday, evening August 5th. If you would care to bring some of your favorite movies and/or slides, please do so. (Please limit the number of slides you plan on showing to 100 slides or 20 minutes in length.)

FROM THE OFFICE OF THE 'PIVOT PIN' - Lone Eagle Payne

Here is how the NMRA National Convetion is shaping up and since three of you Teens whom I have told about how you can participate in it have expressed an interest, I am sending out this literature in the hopes that any of you who do not have the cash to go to the TAMR Convention in California will participate with us.

In the planning stages I tried to get the TEENS in for a full fare under the \$21.00 Registration-without losing their identity. But even the \$25.00 is not a bad buy. We do not believe in high prices here in this area for our affairs if we can help it, and what one is getting for his money is great at any price.

The Nat'l. Chmn. assures me that for TEEN purposes, the Biltmore Towers would be ideal for rooms as the large rooms there can accomodate sic (6) or more by the use of cots for the price listed for doubles. I haven't seen the room but will take his word for them. Altho this Hotel is five (5) blocks from the Center, it has a Wendy's and there is frequent "free" bus service between the motels.

Of special interest to TEENS will be the N gauge modular layout billed as 115' long by 16 wide which will give one some idea of how to do the same for TEENS who can get together but do not have space for a permanent pike (layout). And form the HO pikes on the tour you can glean many an idea to incorporate in your own pike. And also bring models to enter in the contest, altho you may not get an MRA certitifacte or ribbon, they can give you your score points, and a Certificate of Participation.

See you there! Luck to you!

Lone Eagle

THE ALLEGHENY REGION'S PART IN THE '75 NMRA CONVENTION - John W. Held

The Teen Association of Model Railroading will once again hold a national convention during the summer for its members, but due to problems the organization has had for the past two years, it will break with a four year tradition and hold it in conjunction with the National Model Railroad Association, with their kind co-operation. But there will still be TAMR activities and some separation for those of you who fear we will disappear.

The convention runs from August 5 through 10, but for those of you who fear the costs of staying for five days, or are unable to attend for that long will find that most of the activities can be enjoyed in a lesser amount of time due to heads up scheduling. I won't go into all the many interesting activities here, but there will be the NMRA's usual layout tours, and Dayton is blessed with many of the finest model railroads in the country. Also, clinics galore, contests, slide and photo shows, and all the other assorted goodies.

Costs are really very good. There is a \$25 registration fee that covers all the above, plus a banquet, local transportation, etc.; quite reasonable. Perhaps the best part is the low accomodation costs; I'm informed that by staying at the Biltmore Towers, and older but nice hotel nearby with large rooms, we will be able to have up to six to a room with the use of cots. The cost could be as low as \$3 per person per night. Probably the worst cost would be transportation to and from the event, but Ohio is not all that far, and if sufficient interest comes up and people come forward, there is a good chance we will be able to carpool it and save money there. Otherwise, there's the National Limited, although it is not particularly well scheduled.

Afterwards in all likelihood, there will be a completely TAMR meet in Chicago, with the emphasis on the variety of railroads out there. Costs again will be very low, and the Great Lakes Region members will be out in force.

So make your plans now. For a much more comprehensive detailing of activities and details, write to me, the convention coordinator, John W. Held, 72 Bell Street, Belleville, N.J. 07109 and I'll send you all the information you could want, and more. Registration will also be through me, so I can match people with roommates and keep the costs down and the fun high, and I'll see what can be done about group transportation. But hurry, you'll have to let me know by July 1, 1975 if I'm to be able to guarantee you a room! See ya in Dayton?

Lone Eagle

1st

EDITION OF
ALLEGHENY REGION RAG PHOTO PAGE

Dedicated to the
RAG by the owners of
the SUNBURST RAILWAYS
and
READING RAILWAYS INC.

Pres. P.J. Manton
Pres. READING RAILROAD
29 Grove Avenue
Flourtown, PA 19031

Joseph Tarquini
Pres. and Operations Manager
SUNBURST RAILWAYS INC.
1322 Wentz Drive
Ft. Washington PA 19034

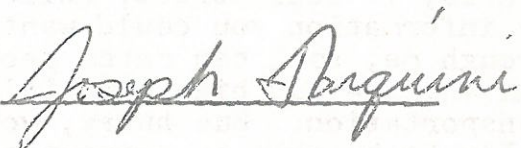
"We aim to please, QUALITY comes first"

Write us and tell us what you think!!

"Special thanks to those who submitted photos to
"OUR grimy hands""

The Management

X 

X 

PROTOTYPICAL-WISDOM

The following was made possible thru the never diminishing efforts of John Gibbons and the editorial staff unless otherwise noted. This column was originally called PROTOTYPE PATTERN. Come on now, send in paper scraps if nothing else.

Edited by: Chris Buckley

American Freedom Train- The AR/ TAMR is now positive that Espee # 4449 is in charge of hauling that train, as AR officials found out 4/5/75. Now that we know it will run, lets see some of the disastrous events to come..... Burlington, Apr. 11; Manchester, Apr. 14; Portland, Apr. 17; Boston, Apr. 20. After this it will head out west. Railfan magazine says that the SP loco won't be the only. Others include. .. T&P 2-10-4 #610 will pull the train thru Texas. A UP E9 A and B set will be used as reserve power. They are searching for a smaller loco to handle the terrain of New England.

Penn Central- In addition to normal every day goofs of PC, they HAND CARRIED bills to their nine biggest shippers during the first three weeks of February. On the way back they carried the checks to pay PC off. (So what else is new?)

Erie Lackawanna- State Transport. Commissioner Raymond T. Schuler urged that the mainline status of the bankrupt EL not only be preserved but expanded!! A NY state official said he favors acquisition or operation of EL by a western railroad, thus creating the nation's first transcontinental RR line. More importantly it would assure shippers and consumers of the benefit of 2 competing east-west mainlines thru NY state.

Locomotive Fleet Increases- In 1974, over 1,300 new diesels were added to the fleet serving U.S. Railroads. This meant a net "muscle" increase of about 4% in total horsepower. For 1975, the U.S. and Canadian builders orders and production are holding up well with an event of Electrics felt in order books. Amtrak has taken on delivery of their new E60CP's. This phase was suppose to continue thru spring. (who knows? -Ed.)

★ ★
◇ RIDE THE WALL STREET ◇

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" " - \$135.00
(1 CHANNEL - LHF)

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(L./H. / or U.)
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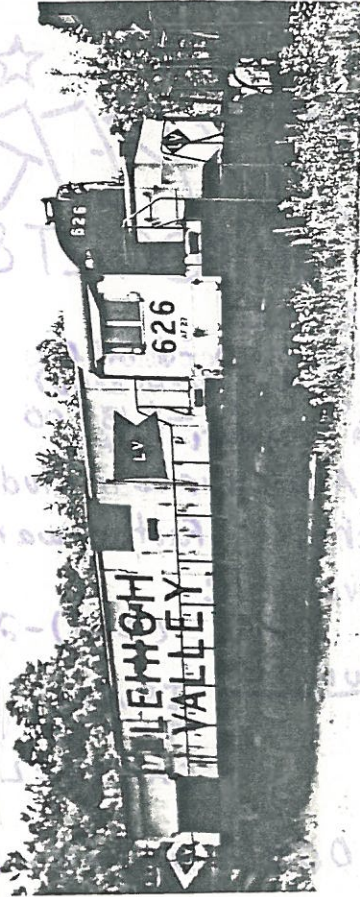
WRITE:

IRA COHEN
71 WESTVILLE AVE
CALDWELL, N.J. 07006

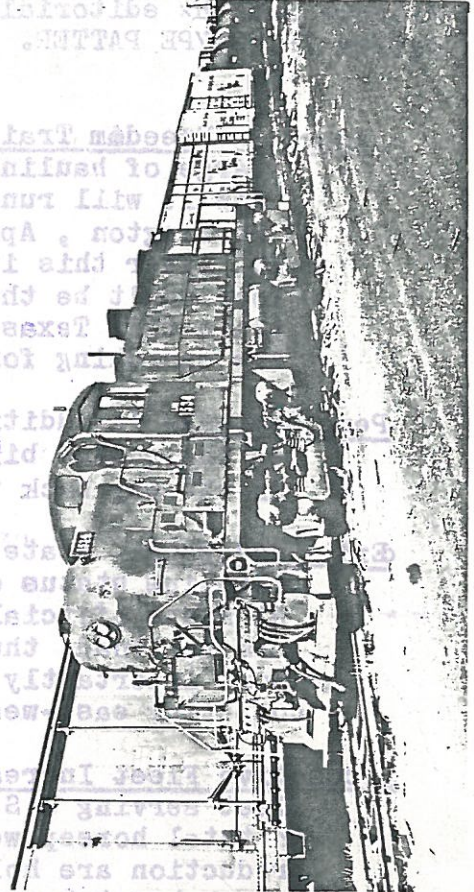
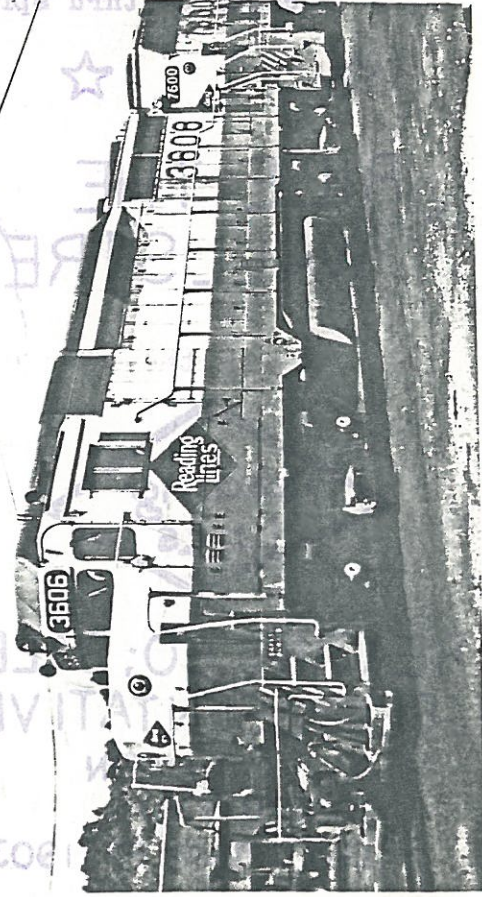
DON'T DELAY - BEST PRICES YET!

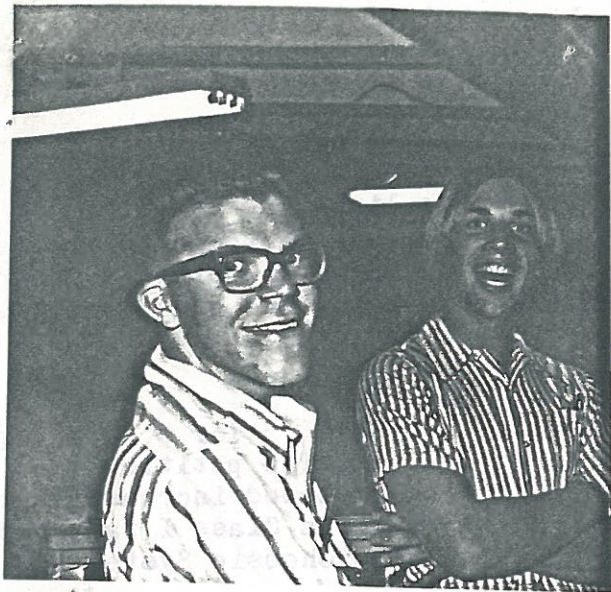
MORE FROM THE MEMBERS' CAMERAS

- 1) LV Alco C-628 #626 at Allentown, PA
in August '74 (Frank Chadwick)
- 2) RDG EMD GP-30 #3606 at Allentown, PA
in August '74 (Frank Chadwick)



- 3) FC EMD GP-30 #2243 at South Amboy, NJ
(Frank Chadwick)
- 4) ex-Reading Alco RS-3, now Lehigh and
New England (GNJ) #1534 at Oak Island
Junction, NJ (Al Tillotson)





GENTLEMEN: WHAT IS YOUR OPINION
OF THE TAMR AND THE AR?

- A) Garbled Hysteria (K. Lee,
A. Tillotson)
- B) As far as I'm concerned it
can go! (R. Hakim)
- C) Why ask me, I'm not here.
(F. Chadwick)
- D) Who are you? (M. Napolitano)
- E) Self Obvious (K. Bitten)
- F) B L A H ! ! ! (P.J. Manton)

PROTOTYPICAL WISDOM (continued)

Long Island- The L.I.RR's first four gas-turbine electric cars will be carrying passengers on regular runs by late spring or early summer. The dual-powered cars, which can operate on electric or non-electric lines, were built by the General Electric Company for \$6.5 million. The cars were designed to provide through-service from nonelectric portions of the railroad directly to midtown Manhattan, eliminating the need for transfers at Jamaica and other points. But even when produced in series they will carry a pricetag at least twice that of the Metropolitans, which are presently in service

ICC-The petition to the ICC filed by most railroads last Nov. 15 for a 7% freight rate increase was rejected by the commission on Jan. 30. The petition to increase rates was turned down by a 7-to-3 vote. The proposed increases were suspended until at least next Sept. 14. Two of the nations Class I railroads had not participated in the rate increase petition: The Chessie System and the Florida East Coast Line.

Penn Central- CITY'S NAMING OF GRAND CENTRAL TERMINAL AS A LANDMARK VOIDED BY COURT!! A state Supreme Court justice invalidated the landmarks designation of Grand Central Terminal, the Beaux Arts structure that has been a virtual symbol of the city for decades. The decision, which has been awaited since the 1972 trial in which Penn Central sued the City Landmarks Preservation Commission to remove the landmark designation, thus removing legal barriers to the construction of a 59-story office tower on top of the terminal, which PC originally proposed in 1967. We have learned that Jackie Onassis is donating an undisclosed amount for the preservation of Grand Central. (There must be a nice payoff plus fat residues for Onassis to support that!!-Ed.)

Alaska Railroad- On January 4, 1975 with the temperature 40 below, Alaska Airlines asked the Alaska RR to delay the Anchorage-Fairbanks train to accomodate some more passengers. The train, which was originally scheduled to leave at 9:00am got underway at 12:50 pm with four extra coaches and 200 extra passengers. To the railroad's advantage, it was 40 below and at that temperature something called ice-fog forms which doesn't permit planes to fly. (The Railroads strike again! S I G H !!-E d.)

(advertisement)

THE CATALOGUE OF ALCO HISTORIC
PHOTOS

List of National Railway Historical Societys' collection of original builder photo negatives from which prints may be ordered. Included are 150 pages, with illustrations, over 5000 locomotives..... steam, diesel electric from 1880 to 1954, a brief history of Alco and its' predecessors, 24 full-page reproductions of typical shots from the collection. The cost is \$2.50 US cents, send to-- Alco Historic Photos

P.O. Box 655

Schenectady, N.Y. 12301

Delaware & Hudson- The D&H has repainted a U23B, probably former Preamble Express #2312 in commemoration of the upcoming American Bi-centennial (how original). The very tasteful and snappy job is called the Delaware and Hudson "Spirit of Freedom", and is coincidentally numbered 1776. It was observed by yours truly April 6, 1975 outside the Colonie shops, apparently just out of paint shops as the paint was dry but builder's plates were still masked. D&H pulled off a classy meet that day during the special from Binghamton to Albany near Maryland, N.Y. First, a southbound freight pulled by U30C #708 pulled into a siding and then a wayfreight drawn by RS36 # 5014 which was running ahead of the PA# pulled clear and then backed into the same siding. Then, the excursion, led by PA #429 zipped by!! Most rumors have the D&H sharks running out of Whitehall N.Y. on various class freights. One rumor had them in the shops due to one of them blowing a piston! On April 6, 1975, they were NOT in the shops at Colonie John W. Held

GP-39's- Who is first with them?.... Contrary to prior reports, the Reading GP-39 are not the first of the units in the east. Sometimes C&O's come into Philly on the B&O. A friend of mine works for the B&O in RG tower in Philadelphia. He says that C&O GP-39's have been in along with other types of C&O power. Also I have photos of a C&O GP-39 (#3917) that were taken in E-port engine terminal last August. Obviously C&O power does get around Ray Hakim

PLACE AN ADVERTISEMENT IN THE AD, WHATEVER IT'S WORTH.... IT'S FREE, TOO

(SUNBURST RAILWAYS, under the direction of Joe Tarquini is actually LIFTING a mountain out of nowhere. A new feat in model railroading, which may be the rolls of American History!! -Proto. Wiz.)

Baltimore & Ohio- F-units are still alive, at least a few of 'em. One of the rare animals has been spotted in a consist heading a Chessie freight along the Philadelphia Branch on April 13, 1975 at Newark, Del. Runnin' fine, too!! Paul J. Manton

A new MCDONALDS has been erected in Ambler, Pa. (Home of 100% Kangaroo Burgers) directly opposite the Reading train station at Ambler. So one has a good view of the tracks while eating his lunch. At least the trains break up the monotony after eating those disgusting hamburgers

SEPTA RED ARROWS "Bullit" cars are now being painted in still a NEWER paint scheme, different from the now pretty well standard orange, white, and blue. Several have been spotted sporting a new solid white and red scheme, not bad looking either! (S*I*G*H**) Paul J. Manton

BELIEVE IT OR NOT.... THE OLD BRIDGE AND ENGLISHTOWN CONNECTING CAN HANDLE IT VIA: LONESHARK ROUTE

(SOMETIMES)
S/SENDER



AND WHILE WE ARE SPEAKING OF CONVENTIONS, DID YOU KNOW THAT.....

In all likelihood there will be an Allegheny Region meet during the weekend of June 14, 1975, to celebrate the carrival of HOTBOX editor Tim Vermande (it doesn't take much of an excuse to throw a bash, does it?). As this issue of the DISPATCHER goes to press, current thinking is that it will take the form of a traveling road show, pursuing that most exclusive of man's creations, the locomotive! I have proposed that if enough people are interested, we will rendezvous at Allentown, check out the yard, and then head north parralleling the Lehigh Valley along its scenic route, hopefully pacing a freight if they'll cooperate. Depending on the time, ect. we may spend some time in the Scranton area hunting up those elusive EL F3's, and possibly the D&H. Then we rush up along the LV yet again to their main shops in the Sayre area. We then find one of the cheap motels in the Binghamton area and chip in for a couple of rooms, and the next day will be devoted to the fabulous D&H, perhaps all the way to Colonie before calling it a day and heading back. Your comments, criticisms, ect. are invited, if not welcomed. - John W. Held

In all likelihood there will be an Allegheny Region meet on the afternoon and evening of Sunday, June 8, at my humble dwelling place. A large wide ranging slide and movie show is planned, and if that doesn't work, we can always try to coax my N scale masterpiece(s) into operation. So, get together your 2" X 2" slides or super 8 or standard 8 movies and come on down. - Frank Chadwick

QUESTIONNAIRE TABLE

- 1/Passes? 1=Trades ; 2=Doesn't Trade
2/Track Length? 1=0-100' 2=101-200' 3=201-300' 4=301-400' 5= Over 400'
3/ Modeling era? 1=before 1890 2=1890-1920 3=1920-1935 4=1935-1950 5=1950-
4/Visitor Policy? 1=Always welcome 2=appointment only 3=invitation only
5/ General pike information? 1=under construction 2=no room or time, yet
2=in storage 4= club, exclusively
6/other membership affiliations? 1=NMRA 2=NRHS 3=NARP 4=NASG 5=others

LAST MINUTE WORDS - DUE TO THE IMMENSE SIZE OF THIS ISSUE, THE QUALITY OF SOME PARTS (LIKE THIS) IS DOWN, BUT THE OVER ALL OUTLOOK IS EVENED OUT BY OUR "PHOTO PAGES". THIS ISSUE IS COSTING US AL MOST TRIPLE, WITH THE DOUBLE SIZE AND PHOTO LEAFS. THUS, THE \$1 YEARLY MEMBERSHIP MAY SOON RISE, FROM INFLATION IF NOTHING ELSE. ONE LAST COMMENT- REMEMBER THAT CHRIS IS PUTTING OUT THE NEXT ISSUE, SO SEND THE GARBAGE TO HIM BETWEEN JUNE 1 AND AUGUST 1.

name	street	town/ state/ zip	area code/ phone	occupation	area modeled	area railfanned
John Gibbons	615 Arbor Road	Cheltenham, PA 19012	ge. 215-379-4178	government employee	USA-Canada "	
DeeV Summers	209 Tadmor Ave.	Pgh., PA 15237	412-364-8788	student	shortlines	historical steam
Tim Tonge	42 Outlook Ave.	Hawthorne, NJ 07503	student (201-427-7035)	Chicago	No. NJ, So. NY, RI, MA	
Tim Vermande	51528 Pond St.	So. Bend, IN 46637	219-272-3142	student	Illinois-Indiana-Ohio "	
Chris Buckley	7 Dobson Rd.	Oldbridge, NJ 08857	201-251-5887	student	central-no. NJ "	
Frank Chadwick	54 Daily St.	So. River, NJ 08882	201-257-0994	student	No. NJ, SE PA, central NJ	
AGE	2/3	3/3-1	2/1 3/4	2/1 3/5	2/1 3/5	2/1 3/5
table	4/3	5/3	4/2 5/3	4/2 5/1	4/1 5/1	4/2 5/1
pg. 22	6/1	6/1	6/1	6/1	6/5	6/1
Diesel	2	3	4	3	2	4
Steam	4	4	4	0	1	3
Short Line	2	4	1	2	2	3
Main Elec.	2	1	2	0	3	4
Pass.	2	2	2	3	4	4
Frgh	2	3	2	4	2	4
Indus.	2	2	2	1	1	3
Rap. Trans	0	0	1	0	0	2
Traction	0	0	1	0	0	2
Struc.	4	3	3	2	3	4
1	RD			AT&SF		
3	FL			FL		
4	N&W			P&W		
5	SOU			D&H		
trd/in				FMD		
				both		
				both		
				both		
				both		

***** ALLGHPNY REBION QUESTIONNAIRE AND 74-75 ELECTION BALLOT*- please fill out *****

Name- _____ Age- _____ PHONE- () _____

Address- _____

Scale- _____ Occupation- _____ Photo policy-trade? _____ loan? _____

REFER TO TABLE ON PAGE 22 FOR THE FOLLOWING:

1/ _____ 2/ _____ 3/ _____ 4/ _____ 5/ _____ 6/ _____ State interest or activity- 1)none, 2)some, 3)much, 4)extreme

Diesel- _____ Steam- _____ Shortline- _____ Mainline (heavy)Electric- _____ Freight- _____

Passenger- _____ Industrial- _____ Traction- _____ Rapid Transsit- _____ Foreign- _____

Structures- _____ List five roads or builders especially interested in -

1/ _____ 2/ _____ 3/ _____ 4/ _____ 5/ _____

What area do you model? _____

What area do you railfan? _____

ELECTIONS- Since there are no new candidates, put a check in the space after each post if you wish to re-enstate the present official or write in your own.

President- _____ Sec/Tres- _____ Editor- _____ Pub.- _____

FROM THE PUBLISHER'S DESK (CHRIS BUCKLEY)

IT COMES THAT TIME AGAIN WHEN THE OFFICIALS WILL EITHER
ABDICATE, OR REINSTATE THEIR THRONES OF POWER IN THE AR. NEEDLESS
TO SAY, YOU ARE OBLIGED TO VOTE, WHETHER YOU LIKE IT OR NOT. J.W.H.,
WHO FAILED TO GET THE GREEN COVERS TO EX-PUBLISHER TONGE MAY HAVE
ABRIDGED HIS LIFE; HIS GUILT ABOUNDS THE VERY AIR, BUT WE HAVE DECIDED
TO ABSOLVE HIM FROM ANY TORTURE. THE AR HAS PULLED ITSELF OUT OF THE
FORMER STATE OF DECAOENCE! A CORRECTION FROM LAST ISSUE IN THE
EDITOR'S ARTICLE... PAUL MANTON HAS DECIDED THAT THE BLISSFUL JOYS OF
MARRIAGE AREN'T FOR HIM, WHEN HIS WIFE-TO-BE QUESTIONED HIM WHEN HE
SAID HE WAS GOING TO WORK FOR PC! A POTENTIAL CRIMINAL TO BE WENT
THRU MY WALLET AFTER CRACKING MY GYM LOCKER OPEN. TO HIS SURPRISE,
THERE WAS NO MONEY (CHRIS USUALLY FLASHES CRISP, \$1 BILLS ALL AROUND-ED),
BUT A PC COMMUTER TICKET OF WHICH THE THIEF PASSED UP, THREW IT BACK IN
MY LOCKER AND LOCKED IT UP! COULD PC BE THAT BAD? BY THE TIME YOU READ
THIS, YOUR LOYAL SERVANT WILL HAVE HIS FRAMEWORK ON LEGS, AND SHOULD
BE PAYING OFF FOR CORK ROAD BED. SEND IN THE NEW QUESTIONNAIRE, WHETHER
OR NOT YOU SENT IN THE LAST ONE. THIS IS COMBINED WITH THE ELECTION
BALLOT. TAKE IT EASY!

LET US TAKE A MOMENT
FOR SOME REVERENT
PRAYER FOR THE INFAMOUS
"HELD'S HORRIBLE", WHICH HAS COME
TO THE END OF ITS BLESSED TRAIL.



CHRIS BUCKLEY
7 DOBSON RD.
OLD, BRIDGE, N.J.

08857

FIRST CLASS MAIL / FIRST CLASS
"RUSH, MOVE IT, PUT YA REAR IN GEAR"