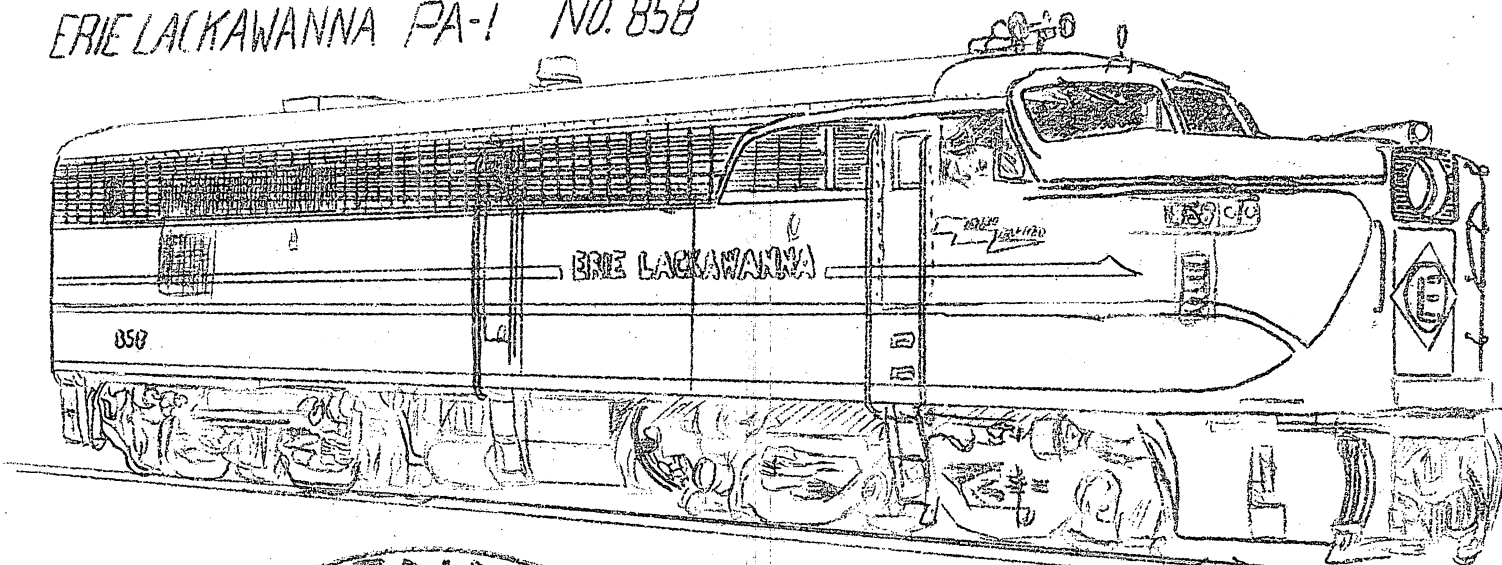
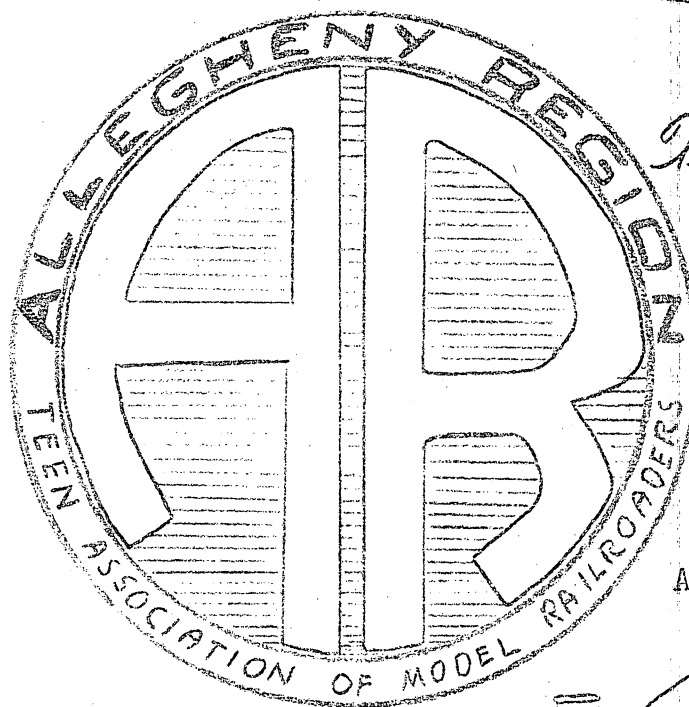


ERIE LACKAWANNA PA-1 NO. 858



Frank J. Chiodini
SUPER SPECIAL "SUMMERTIME"
DISPATCHER Vol. VI No. 4



DISPATCHER

OFFICIAL PUBLICATION OF THE
ALLEGHENY REGION of the T.A.M.R.



RS-1

FROM THE PRESIDENT'S OFFICE

-REPORT FOR SEPTEMBER 1975-

PJ M. [Signature]

Well it now seem that the summer is just about over. For us it has been a good one in regards to the amount of things that actually occurred during the course of these past few months. I trust all of you had a good summer too, not only in the railfanning aspects, but vacationing, partying, or whatever turns ya on.

The one single event of the summer has to be the "Chicago Convention" as it turns out. John Held, the convention chairman, had not even showed up, all plans for the Dayton gig were scrapped about a week before the event, and nobody knew exactly what to expect. As far as we're concerned, the Dispatcher and the AR had done their share of the planning, reporting the planned schedule of events to the best of our ability. It is not our fault that the plans came screwed up, bear this in mind. However, the proposed "post-convention" activities in Chicago turned out to be the actual convention itself, and all who were present had a blast (six TAIR members, total). All I ask is that all of you do not look down on the TAIR for this mix-up. We know it's happened before, but the circumstances which led up to it could not be avoided. I'm not saying to blame John Held either, or anything else for that matter. If you

are interested in the TAIR, you should be full of meet and convention reports, so all those who don't we are active can now have a chance to reconsider their opinions. The Chicago report will also be found, along with our most recent adventures in Ocean City, NJ. The membership is up to another high mark, almost 45 members. Judging from this issue alone, all of you can clearly see that the number of other AR activity is also up to its all time high. Let's keep it

During our Ocean City "business meeting" the weekend of August 23rd and 24th, all the members present discussed a few matters of importance to the AR (a complete report on the meet are found elsewhere in this issue), including how we would like to hold the Spring '76 Convention. Pittsburgh was the city we talked about, and the general reaction of those present seemed to favor that town's proposal. However, it was also opposed, so it looks like we're going to wait until next year, around Easter time. Also, Frank's proposed constitution which appeared in the last issue will NOT be approved, for it was intentionally written up with many flaws (an underhanded scheme of Frank's) to see how the membership would react to it. Well, Frank's trick worked as he was able to revive Bob Sprague from the grave and get a letter out of him, stating his (Bob's) views on the rag. The lack of time prevented us from discussing some other important matters, but one unique thing about the meet was the overall turnout (11 people) for a meet that featured virtually no railfanning activity at all. All seemed to be satisfied with it too.

The plans for restructuring the TAIR are currently being worked around between Mark Solomon, Tim Veranda, the TAIR star, and myself. The next issue should contain a little more information, hopefully positive, about what is exactly being done with the current regions and the TAIR in general.

One final note: my brother Dait has become stricken with appendicitis and is currently undergoing recuperation, but he should be up and around in time for the next meet. Anyone who wants to wish him well, may write him at home. Also, elsewhere in this issue you will find a listing of all the planned meets and conventions from now thru Spring '76. Look them over and plan to attend at least a couple of them.

SECRETARY - TREASURER'S REPORT

Today our balance is sound. Tomorrow, who knows. Actually we have \$21.84. Keep it up and we'll last forever. For your general interest, since April, the AR has received \$20.50 in dues and has spent \$18.70 for postage and \$4.00 for printing for a total of \$22.70 received and \$22.70 spent. With our carryover budget things are still well in the black. Also, a reminder for those of you whose time is up, RENEW!!!!

Also, the AR sec-treas and pres heartily thank John Held for finally remembering to send the membership cards he has been hoarding. Don't be too hard on him. After all, he is still greif stricken over the demise of his beloved hoagie. Anyone who should have received a new card and hasn't, please let me know.

B. Summers
Sec-Tres-at-Large

Railfanning Activity In the AR.....

Since the release of the last issue, several meets have occurred on a rather small scale around various parts of the region. From now on, the Dispatcher will attempt to list all such meets, conventions, or gatherings, no matter how large or small, or no matter how active, so that the membership of the AR will then always be informed as to what is going on...PJM

August 10, 1975 by Frank Chadwick

Al Tillotson and John Held come down to my house in what is now the official AR hokie ('64 Chevy station wagon). We then proceeded to Raritan, NJ, for the shorthaul CNJ commuter power, and then to Phillipsburg, NJ, for the CNJ power there. From there we made our way to Allentown, and then proceeded north to Leighton and Jim Thorpe to intercept a LV southbound freight, which ended up being pulled by D&H #609, 614, and 618. Stopped at my house again for a "slide show". The two bums almost stayed the night at my house when Al's car broke down about a half mile from my house. After two tries, he finally got it started again (a true mark of a Hoagie) and we closed the "meet".

August 13, 1975 by Paul Manton

Travelled up to South River again, and Frank and I headed into New York City for the 42nd Street hobby shops. Returned to New York PATH and spent the rest of the afternoon along the corridor at Metuchen, where there's a good curve in the line, and caught some corridor action. Called it a day, dropped Frank off, went home.

August 16 & 17, 1975

Editor Frank Chadwick comes down to visit P.J. and I. Arriving that evening we held an operating session on the RRG Springfield Valley, then a slide show that lasted into the wee hours of the morning, featuring all the slides and movies of our recent trips to Chicago and West. We then headed up to Black Rock Tunnel for some readings of freight, but the weather conditions were not exactly perfect for making pictures so Frank went home on the train that evening.

Continued on page 8

THE 1975 TAMR NATIONAL CONVENTION (Report)

By Frank J. Chadwick, Paul J. Manton, and Timmy Vermande

What may be considered as one of the most informal T.A.M.R. conventions to take place in recent (post-'71) years occurred late July-early August, out in the flatlands of Indiana and Illinois. The "Convention Center" came in the form of the house of the famous "Hotbox" editor and all around great bum, Tim Vermande.

One depressing note about this gathering, apart from hundreds of other let downs, was the fact that there was no more than four TAMR members together at any given time. And all of these were forced to use Vermande's Vee-dub; a real letdown when you consider this to be a national convention.

Despite this, the dudes who did show up (mostly AR members!) had one hell of a time; even if the beer was hard to come by and the ice chest (care of PJM) had a nasty split in it. Before I go into details, allow me to give a rundown on the people there. Tim and myself had the longest duration, a total of nine days. Paul Manton was next in line, with an accumulation of five days, which includes the two he spent getting there. Following up was Chris Buckley, who stayed for three days in the vicinity of the "Windy City" in what seemed to be little more than an extended layover between inbound and outbound "Broadways". Ask Chris about that. The other two attendees (if you can consider them as such) were Doug Johnson and Terry Burke who accompanied us from time to time.

It all started on a Sunny, bright Monday morning, July 28, when I put through a call to Tim, giving him the good news that I had arrived safe and sound in the hamlet of Roseland, amile or so from South Bend, and practically before I could get out of the booth, "curly" road up and swept me away to Elkhart, to see what PC had to offer. I had been away from home for more than a month at this time, vacationing with the rest of my family out West. Apart from grabbing a shot of an occasional SF, UP, or AT&SF freight passing by the road, I had been deprived of my trains for all to long, and even "greasy PC"*, looked good. After viewing the GP-9B stationed there, we proceeded to Michigan City, at the coner of 11th and Franklin, where we viewed the C,SS,&SB interurban car wiggle its way through the middle of the street. For the Rush hour, we went to Blue Is, 11 to see the Vermont St. Sta. and Rock Island at its busiest. With the last hour of light left, we continued on to 123 St. of that same, fair town for the CRIP engine house where some of the Alco centercab 415's and GE's could be seen. A quick scurry over to 154 St., Riverdale to see the B&OCT switcher finished this very long day's railfanning activities.

Tuesday, the 29 started off hot and humid, and thats the way it stayed for most of the remainder of that week. First thing in the morning, we (Tim and Myself) went to Tremont, a busiling town on the banks of Lake Michigan. Ask John Held about his experience here. Anyway, we saw the C,SS,&SB interurbans pass, and then continued up to Broadway, Gary, In. to be greeted by a pair of ex-NYC Boxcabs heading a MoW train of the same road. 173 St., Hammond, In, was the next stop where we morned over the shells of what once was a fleet of E,J,&E Baldwin centercabs. the L&N had a couple of units ideling nearby (EMD of course). Heading back

* Vermande Slang

(continued)

THE 1975 TAMR NATIONAL CONVENTION (continued)

home, we stopped at Griffith, the location of the famed six railroad crossing. I was quite depressed at the lack of trains, but Tim promised that he would return to see something later. With about three hours of light left, we stopped at Willow Creek, a PC-Chicago crossing. Here I rattled about a serious danger, the sun. Unlike the east, there are no trees available to sit under while waiting for trains. This was true enough for Willow Creek, which combined trees, trains, and even water. The last stop of the day was at Hanlet to view a PC freight pass by.

July 30 was the day the "Suck" came. I think Tim could tell it better.....but I was not so lucky after all, for he (myself, Frank) told us that Wednesday would make the jaunt to Chicago Union Station to pick up Chris Buckley, famed publisher and Russian Dancer. Doug Johnson was there to inform us that the Broadway was 31 hours late, so we went by waiting at his as he entered the "Windy City". After extending identification and other insults, we proceeded back to Roosevelt Rd., after an unsuccessful hunt for the Freedom Train loco. Chris got rather excited seeing so many trains that he broke into a wild dance, dutifully filmed by Terry.

After Roosevelt Rd., we dropped off Doug at his house and continued to the 1st Chicago St. to watch the commuter rush. We also saw an UP locomotive run through. After, we stopped at 173rd. Hammond and Griffith for missed shots.

The last day of July found us rising early and zipping up to Michigan for what the I-94-SR had to offer; and low and behold, one of the "little locos" were present. Then we caught the South Shore again in the form of a one interurban car. After a long and bumpy ride through the wilds of Chicago, we arrived at Bensenville to see the Milwaukee Road yard, the 100-mile long yard shores and various other mainline freight and passenger moves.

One highlight of the day was still to come as we pulled up to Terry Burke's house and viewed his expansive but dormant model railroad. After a lot of Mr. Burke uncovered a box of TAMR secretarial stuff which Terry had obviously forgotten to send on to the next secretary, as well as a lot of TAMR buttons and two cords of paper destined to be used in future issues of the "Dispatcher".

Leaving that fine shade, we came up to the C&N station at Elmhurst. A very nice place to see the rush hour, complete with trees one can sit under and an interesting assortment of power. Upon the termination of the rush hour there, we spent the remaining light at Blue Is. for the C&N train.

August 1, again, to quote Tim..... "Friday morning we awoke early and took off to Joliet, Ill., for a visit to the cross-bix spot. After complaints about lack of trains, we settled down under the tower to wait for trains. Terry Burke, who was along, and myself, proceeded to much Santa Fe make a liar of us. The train was obviously waiting around the curve for us to leave, and sure enough, when we got up, they started coming. On the way back, we took a side-trip around the 100-mile yard, where Chris was heard to utter those famous words: 'I mean it's 100 miles'."

Subsequently, we dropped off Terry, and rode up to Chicago Union Sta. to have farewell to Chris, as he was taking the Broadway home that evening. We (Tim and myself) then hurried up to Roosevelt Rd. where (continued)

THE 1975 TAMR NATIONAL CONVENTION (continued)

we expected to see the "Buck" waving from one of the vestibules. The "Broadway" showed, but he did not, though he was obviously on the train since the SDP 40F's pulling were really straining.

Saturday, August 2, was a hum-drum rainy day, but at least it was a break from the heat of the rest of the week. After a good sound sleep the night before, I found myself taking pictures of a Detroit-Chicago train lead by an Amtrak E-8, in the pouring rain of Niles, Michigan. Then we headed south as we intercepted a GT freight at a grade crossing on our way to Valiparaso to see the PC commuter equipment. Griffith was next in line, and it had a good showing of EL, GT, EJ&E, and Amtrak trains. The remainder of the day was spent at Willow Creek, seeing an occasional PC freight.

Sunday, out of force of habit, I arose early, took a walk around town, and like a good boy with nothing else to do, went to Church. South Bend is not a town to have fun in on Sunday. Sigh..... Tim and I then sat around and BS'ed till Paul drove up. I feel it is now an appropriate time to let Paul tell you about his part in this show.....

"Upon my leaving Flourtown on August 1 for the beginning of my trek out to the mid-west, I headed to North Jersey and the home of John Held, who put me up for the night. Next morning, John and I proceeded to Allentown, PA engine terminal on the LV where we met Ralph DiBlasi, John McLoughlin, and three other potential AR members. John then left my company and went off with Ralph's group in Ralph's Duster, and that day the group had planned to go the route of the AR "travelling circus" road show consisting of Allentown, Scranton, Sayre, and Binghamton Engine Terminals. This meet is described elsewhere in this issue.

Getting back to my excursion to the Mid-west; After leaving those guys in Allentown, I headed for Pittsburgh in the 105 degree heat of the day. Upon arriving there in the afternoon about 4:30, I contacted Betsy Summers, who had offered to put me up for the night. When she told me the explicit directions to get to her house, I finally found my way there and bashed out on her couch for awhile, and after waking up I proceeded to set up our own private slide show, thus introducing Betsy to the lunatic attitudes of us "Eastern AR" railfans.

Next morning, Betsy fixed me up a good breakfast (I feel it is essential to mention that Ms. Summers cooking is far superior to the type of food that railfans are used to experiencing while out on the road) and I was off on my way to Indiana, and the home of Tim Vermande, arriving there sometime in the late afternoon. I found Tim and Frank had been anxiously awaiting my arrival.

We wasted no time in getting started with our adventures, and immediately departed for Michigan City, for a look at the South Shore line. A couple of "Little Joes" were standing in the yard, but we couldn't get near them due to the presence of the "man". Next stop was Willow Creek Crossing, but we found no action there. This just about tied up the day's activities so we grabbed some grub and headed back to Tim's for the night.

Next day we arose early in an attempt to hit most of the good train watching spots in the Chicago area, beginning with a visit to Joliet, IL, and the crossing of the Rock Island and Santa Fe railways, respectively. Lots of action was encountered here, and we spent almost the whole morning at this one spot. The famous "French Turbo" came through, along

(continued)

REF 1973 TAME NATIONAL CONVENTION (continued)

with the Santa Fe "Super C" and other Rock Island locals utilizing the same tracks. Next stop was the depot of the diesel locomotive, the one agent at La Grange, Ill., but of course, due to the heavy security precautions and the constant presence of "big boys" (not to mention the guard dogs) we could only get so close. An extreme telephoto lens, 24" or 30", several brand new Smiths could be seen in the distance, but even utilizing the telephoto it was hard to distinguish what was going on, being so far away.

[illegible]

to the Norfolk and Western Station in the city of Chicago, where we spotted a practically new condition PRR commuter train just waiting to pull out. The train consisted of two GP-40-2 locomotives, one of which was running long nose forward with a string of vintage PRR passenger cars, painted in PRR Tuscan red. Absolutely beautiful looking train.

And. Absolutely beautiful looking train.
Then we found our way to the Roosevelt rd. bridge in Chicago, which overlooks the approach tracks to Chicago Union Terminal. If you are a train fan, the slightest sight of the word, this is your heaven, for there are enough trains running in this one spot, then you'd probably find it a sort of railfanning. It features SH-1000s, Union Pacific, PC, and other trains. "March 1961", "Turbo-Liner", "SH-1000", "Santa Fe Alco's", "SH-1000", and more. The scene is a joy to the eye. The railroad right there, arriving just in time for the evening rush hour. The action is just unbelievable, and if you take a camera with you, Roosevelt rd. you can see the New Island Station, again with vintage 1961's. We were looking for the Forest Rock Island S-1, in bicentennial colors, but no show that day. If I had any reason to go to Chicago, again, I would be just to stand on that bridge (for the day), to be standing on the bridge, I think the car affected him a bit, as he began to dance around and make obscene gestures with his hands).

So we finally left Chicago in the early evening, and on the way back we stopped off at Griffith Crossing where six different railroads cross in one spot (Chessie, EL, EJA, Antrak, PC, and GT). As we arrived there we saw a Chessie freight doing some work on their part of the crossing, and some EJA SD-38's were just tying up for the night. The hour was late, just a few dim rays of sunlight left, so we took some pretty good time shots of the EJA units. Then, once again, all three of us piled into the "Green-Dub" and headed to the local "Dog 'n Suds" for some grub and a little girl watching; perfect end to a rough day of railfanning.

After a rough nite's sleep (any nite at Tim's place is a rough nite), we left pretty late the next day, and departed once again for Michigan City, IN, to catch the South Shore Interurbans running in the streets of that city. Then we followed the South Shore down to Miller, IN, where we caught some Chessie freight action along side the South Shore main. Then we followed the South Shore line into Gary, and while en route came across a B&W freight train that was moving so slow that even Tim had no trouble

THE 1975 TAMR NATIONAL CONVENTION (continued)

trouble chasing it. Arriving in Gary (a fine little town on the same scale as North Philadelphia) we spotted a little Joe sitting near the station, promptly took a few quick pictures, and high-tailed out of there.

By the time Tim's car slowed down from that rather quick acceleration, we were at the L&N yard at 173rd., Hammond. Caught an L&N freight coming through, but that was all. So we travelled onto the Chicago area again, to the Blue Island Vermont St. Station of the Rock Island. Here is another great spot for action, for those vintage CRIP E-Units come thru at top speeds over bad track. What a bumpy ride for those poor souls on board. We also spotted some old Rock Island GP-9's, which I understand are heading for the torch pretty soon.

Again the hour was getting late and we all headed back to Tim's, on the way stopping to pick up some grub at a local A&W Root beer stand. Great place for girl watching too. Frank and I stopped into a market to pick up some beer, as a reluctant Tim Vermande looked on. Finally, getting back to Tim's place later in the evening we settled down for a slide show and some buisness talk, and all turned in for another rough nite (in my case, on Tim's floor).

All arose early the next day, August 6th, when our so called "Convention" came to an end. Frank and I left Tim's early in the morning and started back east. We stopped in Toledo, Ohio, and picked up a case of Hamm's beer, because it is a good beer and it's not sold in my home area. We spent that night in a Youngstown, Ohio motel, and got an early start the next day for the long ride across Pennsylvania. We finally arrived at Frank's home in South River, NJ about 7:00 that night. Frank had not see this time, and they dropped him off at Tim's on the way back east two weeks before. So his family seemed overjoyed at his triumphant return to South River. I stayed at Frank's that nite, sleeping until 3:00 PM the following afternoon! Then left that day and headed home. Quite a week!"

The original "Convention Plan" were never enacted, save the section dealing with the "possibility of a meet in the Chicago area after the NMRA national meet" John Held never arrived, even though he was supposedly was the man in charge, due to a sickness starting with V ? I, as well as all others present, were impressed with the great amount of railroads in the area and the number of trains operated by them. Equally astonishing was the fact that 90% of the enginners waved back as we took their picture. Finally, I would like to thank Tim and the Vermande family for hosting such an exploit. Even if they are so s l o w out there.

Frank J. Chadwick

RAILFANNING ACTIVITY IN THE AR (continued)

September 2, 1975 by Frank Chadwick

Chris B., and I caught a train from New Brunswick to Ambler, Pa. early that morning, where we teamed up with PJM and trucked over to his office at the Temple U campus there. Here we awaited a call from Joe Tarquini who was out at the time. After waiting awhile, the call came and we proceeded over to his house, pick him up, and continued on to Black Rock Tunnel to catch the FP-7's. At dark, Chris and I boarded a train back to N. Bruns, NJ.

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David Foley
11 Colledge Ave.
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F 18
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Larry Obermeyer
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Lone Eagle Payne
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Kevin Scaloni
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Chuck F. Scheerle
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Bob Sprauge
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Betsy Summers
209 Tadmar Ave.
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Joe Tarquini
1322 Wentz Dr.
Ft. Washington, PA 19034

Al Tillotson
3 Volger Dr.
Park Ridge, NJ 07656

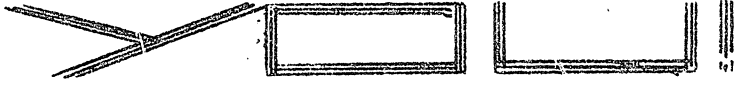
Steve Tolle
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Tim Tonge
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Tim Vermande
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OCEAN CITY "BUSINESS MEETING"

-Paul J. Hanton

August 23 and 24 were the days set aside for this meet, perhaps the most unorthodox in the entire history of the AR, or the TAMR for that matter. True, we did conduct a little business in this fine community at the Jersey Shore, but most of the weekend provided a jovial, partying type of atmosphere and other than the slide show and a brief look at the IRL RDC's, there was no railfanning activity at all.

It all started when Frank Chadwick, Dave Foley, and I left that Friday nite, the 22nd of August. Frank came down to my office earlier in the day, and Dave is a good friend of mine from Flourtown who we managed to convince to join the AR as our 45th member. We arrived that nite at the Raleigh Hotel in Ocean City and began partying and looking at slides and movies. Frank was really getting into the partying aspect of the meet, and by 3:00 A.M. was totally dazed out. Dave and I then took the opportunity to take a dip in the great Atlantic at 3:00 in the morning, and when "the man" questioned what we were doing we simply said it was a hot nite and we let it go at that.

Next morning, Joe Barzani arrived on the scene via IRL RDC (the only one of the attendees to use this method of transportation, which was originally intended to transport us all). We spent the day shopping around and eating up until 4:00 PM when we were greeted with the presence of Ken Ditten, Lehigh Lennie, and Jerry Albin, the renowned "North Jersey Boys". All of us departed for an official dinner at the "Mama Mia's" restaurant up the street. When we returned to the hotel we voted to go up to the beach for a swim in the great Atlantic again, and before leaving Ralph DiBlasi arrived on the scene, followed shortly thereafter by John Held and, yes you ready, John's mystery girlfriend! At long last, the numerous rumors and stories about the true existence of such a person were finally put to rest at that very moment. No, Al Tillotson, her name is not "Rita Lasagna" as was thought. No, she's from Syracuse NY. She is the same girl that John and Ralph met on the way to Toronto convention on the train a few years back.

Finally, all went down to the beach for a swim. Some of us didn't want to go in for a swim but were unwillingly placed in the water (tell us about it, Ralph). We took a vote on the matter, and about 200 people on the boardwalk, along with the majority vote of our own group, thought it would be healthy for John to get his feet wet, so thanks to Dave and Ralph he did. Outcome: the first "officially organized" AR swimming meet, and this will truly go down in history as another step forward for AR railfand.

All then went back to the Hotel to change and shower, grab a few more beers, and the like, and at this point Al Tillotson arrived on the scene. He seemed disappointed that he had missed our activities on the beach moments before his arrival. Also, a slightly rowdy John Held (?) came crashing thru the door to the hotel room and slightly impaired the operation of the lock, but thanks to the ingenuity of Frank Chadwick the door was repaired in no time.

We all then went back up to the boardwalk, where we then held the official air-hockey competition. This was indeed the highlight of the entire trip, seeing John Held hold with anger with the underhanded methods of Ralph DiBlasi on the hockey card. Joe Barzani was screaming every body in sight. I spent a few games with the guys and a few with the girls at the neighboring table. Al and Ray were attacking it out for a couple games. Dave and Ken had some heated competition going on. All in all, this nonsense carried on for an hour or two, after which time everybody was getting low on cash. So, back to the hotel room for a slide show.

Ever try to jam 11 people into a small hotel room to look at slides? If you ask anyone present that night it was not very comfortable, and the heat from the projector mixed with the heat of the evening didn't help one bit. As usual

OCEAN CITY BUSINESS MEETING (con't)

to get in a good sampling of everyone's slides and movies, including some "special features" again. Frank even provided his famous "intermission slides" for the occasion. Ray refused to show any of his slides due to the aggravated state of his mind from the episode a few hours before. The slide show lasted well into the morning, probably ending sometime around 2:00 AM. Then we took a few votes on some important matters concerning the Spring '76 convention, the Dispatcher, and the like. At this point Al, Ken, Ray, Lennie, and Ralph took off for home for all had work commitments the following day and could not stay over 'till Sunday. John and Pat departed for a cosy evening in their hotel down the street, for our hotel was booked solid and had no vacancy. I offered to John that he was welcome to stay with the four of us who were using our room, but he INSISTED on finding a private room for himself and his lady friend. So Frank, Joe, Dave, and myself continued to party on into the wee hours of the morning.

Sunday, the 24th, all of us got up around 11:00 AM, got packed up and checked out of the hotel. John and Pat came back to meet us, and all headed to the Dunkin' Donuts in Absecon for some morning grub. Then it was onto Joe's parents' home in Lystie Island, NJ, and arriving there found that Joe's parents had not yet arrived from Fort Washington, PA, so therefore the house was locked tight, or not as tight as we thought for we managed to free one of the windows and entered to the interior. Joe grabbed the keys to the family speedboat and we all piled aboard and out on the bay and up the Mullica River. At various points along the way we allowed each of us to take a crack at piloting the craft, and the boat was up to a helluva high when John Held took the helm. Apparently John was not used to the boat behaving like an Alco Diesel locomotive.

After a quick ride, and dinner at Joe's house (by this time his folks had arrived and insisted we eat something) the remaining five of us left Lystie Island and headed back towards New York so Pat could catch a plane back to New York, and Frank, Dave, and I returned to South River to take Frank home. We stayed at Frank's house "till about 10:20 that evening talking business and catching up on the old news, then the two of us "hooked on back to Florham". It was a good ride, and it's unfortunate we didn't have more time to do more things. We ended back at all those who attended and made a good time for everyone.

Ken's note- The following article was written a few months ago, but only recently did it get into my hands. At Ocean City, when Ken was in the "curf", the first words that he muttered at me were "Ken, your fired". (Ken Bitten, at the time, was a vice-president of the Bergen County Bullehat Railroad Society, of which I was a member. Thus, it is unlikely that Ken still stands behind his words, but, what one more rebuttal?)

CONVENTION! WHAT CONVENTION

by Ken Bitten

I would like to take issue with some (most) of the points raised in "Wakin Speaks With Forked Tongue" (April-May '75 AD-Ed.) and "From the Publishers Desk". To start on with, Paul Nanton mentions that the AI is "intended to provide the membership with information on regional events". In this the AI fails miserably. The scanty information provided in the AD has never, in my period of membership, arrived in time to do any good. The only time that I find coverage in the AD is in the

Convention! What Convention? (continued)

after they occur.

Paul also mentioned that Ray doesn't know all the facts. If the summary of the meet in the Dec-Jan AD was not complete, then Ray knew all the facts. If the AD did not adequately cover the convention, WHY NOT?

Paul also states that "mostly everyone was contacted" about the meet. Ray wasn't contacted, Al Tillotson wasn't contacted, so far as I know Mike Napolitano wasn't contacted, and for myself, the first bit of information came at 10 minutes after midnight on the day of the meet, when Frank told me to be in Allentown in 9½ hours if I wanted to go to an AR meet. TEN MINUTES AFTER MIDNIGHT! Now the fact that all plans for the meet were made "a good two weeks in advance". Upon speaking to John W. Held about four days before the meet, he could only tell me that "some of the guys were considering a meet that weekend. It has been my belief that John Held is usually the first to know of convention plans.

As for the part where he states "most of the North Jersey boys had already been out railfanning that entire week", the North Jersey boys that he was referring to consisted of John Held and Ed Robinson! And Ed is from South Jersey! (North Jersey boy would have been more correct). Most of the AR members in North Jersey were not, repeat NOT contacted in time.

As for the possibility that "he wasn't home or never received the message", I could buy that in one person's case, but not half a dozen times. Also, if the AD were doing its job, (as Paul sees it), TAMR members should not have to run up huge phone bills to contact members about meets. When I read comments like "God help him if he isn't at the next meet" and "he has no right to criticize" I wonder what ever happened to the freedom of speech. If we must go as low as to threaten fellow members....well.... I don't know.

I also get a kick out of how well publicized the Newark '75 convention was. I will admit that in most cases I can't say too much since I only pick up my Fairlawn mail every 3 or 4 weeks, but how do you explain the fact that when I returned to Fairlawn one week after the Newark '75 convention, the AD with the convention information had not arrived yet?

Paul resents the AR members being made to look like a "den of fools". He ignores the fact that both Ray and I are paid up members in this fools den! Also, all of these letters have appeared in a magazine head by fellow fools.

I never ceased to be amazed by Paul's screaming (in capital letters no less) "HE WASN'T THERE". Of course he wasn't there, he couldn't be.

That's what this whole argument is!

But if any of the real "North Jersey Gang" had been contacted in time to meet the "Philly Gang" they would never of gotten lost in Scranton. I will agree with you that the Scranton engine terminal is hard to find, but the fire that made things worse wasn't mentioned in the initial (and supposedly complete) report. If I had been contacted in time I would have been glad to lead them "right to the roundhouse doors".

(continued)

CONVENTION ! WHAT CONVENTION? (continued)

As for the bit about the "Ray Hakim Hot Line" to aid non-supermen in finding railroad yards, both Ray and I think it is an excellent idea, and we are willing to start preparing tape recordings of directions as soon as the AR pays for the toll free number!

What really aggravated me were Tim Tonge's incoherent mutterings.

He says "I feel I must make my comments heard". I cannot remember a time when Tim has not made his comments heard. (Over and over and over.....) He also comments that "Ray does not have the right to criticize anyone". Yet Tim's entire article is filled with -----criticism. Then Tim rambles on.....Is Ray so perfect that he can judge others? Ray wasn't judging anyone and you know it Tim. Why do you start with this philosophical garbage? He then comes out with "I could name many places that Ray wouldn't even know what rail line they were on." Ray could probably name even more places than you could, but that's not the point.

Next he mentions that "Ray has some undesirable traits". This really riles me. First of all, he should either name them or shut up. This is a good way to ruin someone's reputation. Next, I should point out that everyone has some undesirable traits (including you !!) but that's not the point either. Also, this rag is not the place to discuss petty personal differences. Last but not least, as long as you are interjecting psychological comment and advice, I would advise you to stop using these vague accusations merely to soothe your ego. Tim also advises "Before judging others, look at yourself first". That's good advice Tim. Try it sometime, but not in the Dispatcher! Next he talks about "Ray's immaturity". I feel you are airing a personal difference in the public journal like the AD is much more immature than any of Ray's admitted "unusual" traits. I repeat, comments such as your "suggestion for improvements in Ray's behavior" have no place in a magazine of this type. (or in any other type for that matter)

Tim should not use his position as publisher to publicly air his differences. If these differences are to be put in print, they should be in an "article" submitted to the AD like any other article and subject to the approval of the editor like any other article, rather than in "From the Publishers Desk". In doing this, he not only shows himself to be one of the "den of fools" that Paul was talking about, but also degrades and injures the office of publisher. When someone in his position uses his office to embarrass others, I am forced to ask the question "maybe it is just as well that he is leaving". Tim's performance as publisher has been excellent in many respects and it saddens me to see him tarnishing his reputation (and that of his office) at this late date.

I have a feeling that Tim will complain about me quoting him out of context. My only reply to this is that he was so vague that it is hard not to quote him out of context. I urge everyone who reads this to back to the original articles, and compare. Thank You.

As editor of the Dispatcher, I would like to welcome the "feud" into its ninth consecutive month of running.

Joe MC

RIDING THE "BROADWAY" - CHRIS BUCKLEY

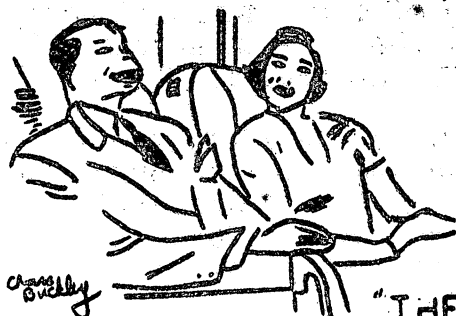
About 2 a.m. in the morning of July 26, 1975 I was awakened by the sound of my telephone. (It seemed to be on the loudest setting!) I jumped to my feet to answer it and was greeted by Frank Chadwick. A voice not heard for the past month! That is where it all began... from a lone phone booth in a local tavern in the backwoods of the mid-west. The next day, I remembered making reservations on the tuesday night

BROADWAY out of New York. Finally tuesday came, and I arrived in the nick of time in the Big Apple where I purchased my \$18.00 coach seat and awaited patiently in the Amtrak passenger lounge on the lower level of Penn Station. I had been here many a time before on various journeys but this being my first as a revenue passenger! The train departed an hour later than advertised due to an accident that took the life of a Penn-Central engineer. I could tell that the GG-1 was trying to catch up as we arrived in North Philadelphia. At this point I decided to try some of that well known Amtrak cuisine. I must admit, it was better than the meal Frank & I had some time ago aboard the SOUTHERN CRESENT, on her Trenton- New York run.

After dinner I decided to rest my weary foot-bones, grabbed a few beers in the lounge and watched the fine scenery both in and out of the train itself! You can even try your hand at a Hammond T-500 organ. I immediately wished that Paul Mantou was playing the ballad written by his brother Dait. (You can just imagine!) Slowly but surly the beers had taken effect, and I stretched out on the couch in the mens lounge. I was awakened when the conductor shouted: "Station Stop ALTOONA" (Does that ring a bell?) I knew that meant something, but I was too tired to think of anything ...except... SLEEP. About 8min. after the train left Altoona I thought: "MY GOD! THE HORSESHOE CURVE". I ran as fast as I could through 15 cars, most of which were totally dark, to see the famous sight. When I reached the last sleeper we were on it, it was almost as magnificent as the Taj Mahal as far as railfanning is concerned! The air was fresh and crisp mountain air, clear as a bell. At this time it was early morning and I decided to do a bit of "shopping", there were all kinds of goodies... from blankets right down to mail bags. Seeing that I had limited space, all I "borrowed" were steward jackets for Frank & myself (We were unable to fit Tim Vermande up) and left it at that. I awoke at approximately 8:30 a.m. and thought I wouldn't have time for breakfast on board (Which would be a great disappointment.) The conductor advised me that we were 3 hour ahead of schedule.

I entered the dining car and was placed next to a couple and their son. They footed my bill. The two mistakes I made were to tell them of my interest in trains and watching the little snot devour his pancakes drowned in maple syrup. I, of course, had ordered the something but was reluctant to eat it! It was pretty damn good! After breakfast I went to the end car and watched what little action there happened to be. Time went on until we reached Gary, Indiana. I was impressed with the long stretch of yards and barren land of what used to be the thriving Pennsylvania Railroad into the "wind city". I was greeted by Tim Vermande, Doug Johnson, & Frank Chadwick on the Roosevelt Road overpass. I had now arrived in the nation's second largest city to begin festivities of the 1975 ~~AME~~ convention (an article can be found in this issue!) THE BROADWAY IS ONE OF THE BEST CONVENTIONAL TRAINS AS FAR AS I'M CONCERNED. A DAMN FINE TRAIN!

WHEN THE "DELEGATE" MOVES YOU...
WE'RE SURE WE'LL HAVE YOUR VOTE
FOR COMFORT!



"THE DELEGATE" the Family of Lines' finest train
between New York and Philadelphia.

PROPOSED MEETS AND CONVENTIONS FOR THE AR

SEPTEMBER 20 & 21, 1975

Lehigh Lennie Harlos invites us to come join him for a weekend at his campsite in upstate PA, just a short distance from the famous Starrucca Viaduct. The trip will feature a lot of viaduct action, and some train-watching along the D&H main. For details contact either Lehigh Lennie or P.J. Panton.

NOVEMBER 28, 29, 30, 1975

Al Tillotson will be hosting a meet in his area which will include operating sessions on his Lehigh and Hudson River Railway complete with switching, draw bar, and time-keeping contests. We will also be hitting some of the local rail spots in the area, plus have another famous AR slide show. Now the meet will be held on any one of these three days, possibly even all three for those who want to. Contact Al for more details and information.

DECEMBER 28, 1975, thru JANUARY 2, 1976

This seems to be the time when everyone is home for Christmas vacations or has off from work, so it would seem appropriate to hold a meet at this time. However nobody has yet come forth with any ideas as to what to do during these vacation days. If ANYBODY has ANY IDEAS AT ALL please contact P.J. Panton, so we can get the damn thing planned in time. It would be a shame to see this week go to waste, especially since most of us are free that week.

APRIL 15 thru 18, 1976

These are the tentative dates for the Spring 1976 AR convention in Pittsburgh, PA. Now the dates could, and probably will, change to adjust to everyone's schedule, but all we're trying to establish is the fact that it will be held in the vicinity of Easter time, again when everyone should be free for a few days. The convention is just now in it's initial planning stages and the next issue of the Dispatch should feature a little more information on it. However, if you plan to attend, the two people in charge are Barry Summers and P.J. Panton. Get in touch with either one of them and try to make this a good one.

TRACKIN' UP NORTH

By David L. (Dalt) Panton

On the weekend of June 14-15, 1975, there was an AR meet in the upper Pennsylvania and lower New York area. It all started June 13, when Paul and I piled into Paul's old triumph and headed up the turnpike to the town of South River, NJ, home of Frank Chadwick. Frank and his happy sidekick Chris "The Buck" Buckley, greeted us at the door. Shortly after our arrival, none other than the famous Tim Vermande, our loyal Hotbox editor, came cruising up in his "vee-dub". Here we spent the night, in Frank's travel trailer, shooting the breeze and looking at slides. We awoke the next morning very early, and proceeded up to the home of the one and only John W. Held. Unfortunately, the "Buck" could not join us in our escapades this time, for he had to work for "Mafia two teeth Tony", owner of the local Old Bridge pizzeria. Ed Robinson was also at John's because they had been out railfanning the week before we got there. We then boofed over to Paramus, NJ, to pick up Ray Hakim.

After a long drive up the New York State Thruway, we finally reached our first stop: The Colonie Shops of the D&H. Here we were taken by having to pay a dollar to see the joint (thanks to the nitwit who ripped off one of the builder's plates on the PA's!). I was really pissed off at this location, for not only was there a lot of power, but two PA's and I had no film in my camera! GRRRRRRRR!!!!

(continued on page 19)

(From a newspaper clipping submitted by Paul Ranton, and Frank Goodrich) Two lines initially to have been in Conrail days, in the final plan, been eliminated. These are the 19 mile Penn Central spur that links Paxtonville to Salinsgrove, and the 26 mile connection between Strawberry and Newark.

Under the proposal, the D&H would have track rights north and south between Allentown and Wilkes-Barre, and from Wilkes-Barre to Harrisburg, where the N&W would feed into southern states through Hagerstown, Md.

The Chessie System, according to the plan, would take over Erie Lackawanna east-west routes through Wyoming Valley, maintaining service to Buffalo, N.Y., and to northern New Jersey and the Port of New York.

ConRail would maintain service on the LV corridor to Wilkes-Barre, north of Sayre, and into New York state.

PC railroad lines west of Harrisburg would be marked for "first priority rehabilitation". These run from Harrisburg to Johnstown, from Johnstown to Pittsburgh via Kiski Jct., from Johnstown to Pittsburgh via Greensburg, and from Pittsburgh to Alliance via Conway.

The LV route would also be upgraded as would the Harrisburg-to-Driftwood connection through Williamsport.

ConRail would consist of approximately 15,000 route miles of Penn Central, CNJ, LV, L&HR, AA and small parts of the Reading and Erie Lackawanna.

The Chessie System would acquire major portions of the EL and RD railroads, enabling the Chessie to offer shippers in New York State and Eastern Pennsylvania through service to Chicago and St. Louis, and improving Chessie's access to the Philadelphia, Newark, and Allentown Markets.

The Norfolk and Western would acquire two new connecting routes: It would link its lines via New Castle, Ind., through the purchase of PC lines; and would acquire trackage rights over PC between Hagerstown, Md., and Enola, Pa.,

USRA estimated that the region's rail freight would be divided approximately as follows: 37 % to ConRail, 32% to Chessie, 21% to the N&W, and 10 percent to the smaller solvent roads.

The plan recommends that the PC's Northeast Corridor between Washington and Boston be acquired or leased by Amtrak and become basically a passenger route, with most freight movements shunted to parallel lines.

Southern Railway would acquire the PC's mainlines on the Delmarva Penn., and, with the Norfolk car float, would be able to provide through service from the South to Wilmington, Del., and the Delaware Bay area.

The D&H and the B&M would jointly provide service for New England.

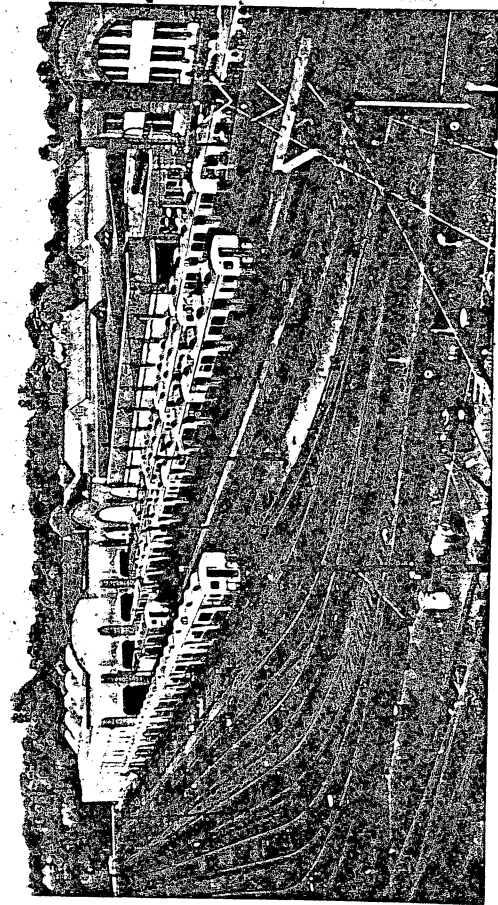
The plans call for the government to provide Con Rail with 1.8 billion during 1976-80 for rehabilitation, capital investments, working capital, and early operating losses

From PJM exclusively- Rumor has it that ten Reading Alco C-630's, originally beleived to be in storage (five in Reading, five in Rutherford), are back out on the road again, or at least most of them are. One unit has even been spotted wearing the new solid green colours of the Reading. Can anyone verify this

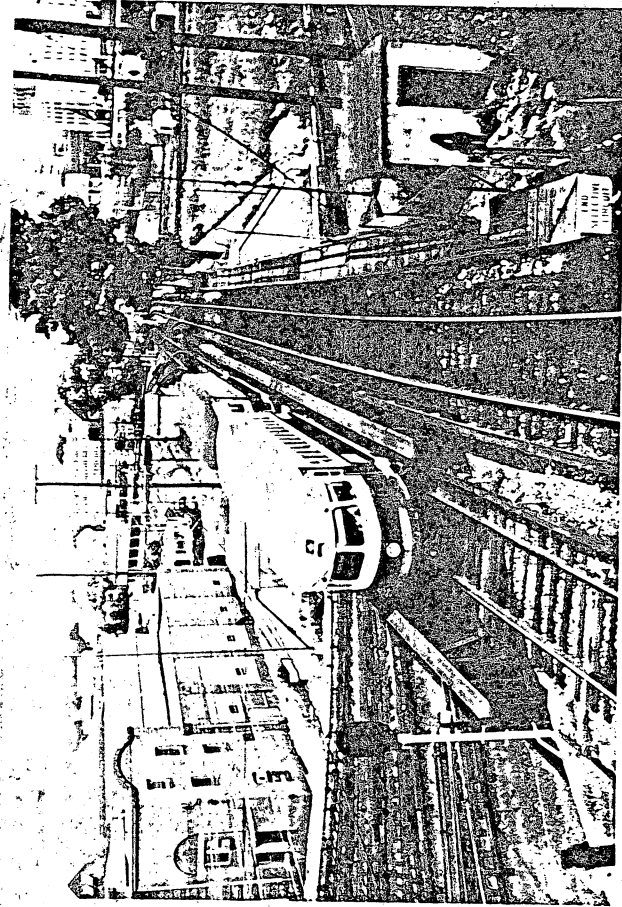
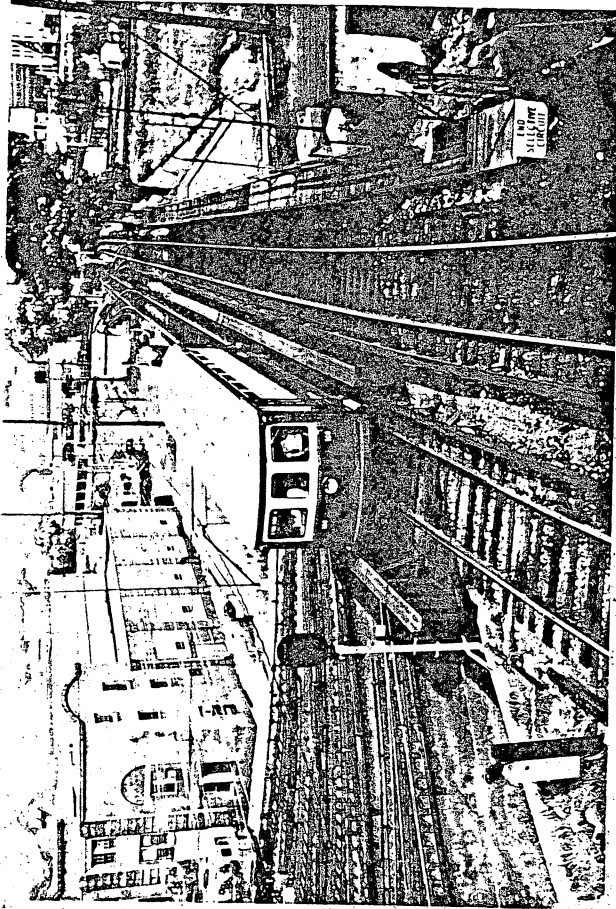
Send all Prototypical Wisdom to the little old mean Editor, Frank.

THIRD-RAIL TRACTION

- 1) First of all, here is the official photo of the Allegheny Region Mascot: Mr. Boy-Boy Cat. (P.J. Manton)
- 2) The SEPTA Elevated yards and shops at 69th St., Philadelphia, June '75. (P.J. Manton)



- 3) SEPTA Norristown High-Speed Line (formerly Philadelphia & Western) car #164 pulling out of 69th St. Terminal; crossing over "El" shops, June, '75 (P.J. Manton)
- 4) Two-car train of "Bullitt" cars on the Norristown High-speed line at same location. (P.J. Manton)



PECTOTYPICAL WISDOM

has purchased a group of seven RDC cars from various roads and plans to put them in service on the Reading between the Reading Terminal and Valley Forge next year as the commemorative "Valley Forge Express" bicentennial train. The cars are currently being completely refurbished with all the latest gadgetry. Now there are two versions of the story: One states that the RDC's will be used in the bicentennial train, and after the bicentennial is over they will be put in regular service on the Reading, subsidized by SEPTA. The other version of the story states that the old Reading RDC's will be painted up real pretty, with their cars, and SEPTA will use that as the Valley Forge Express. The FP-7's currently operate on the Reading Express between Philadelphia and Reading twice a day. If this is true the RDC's will go right into service on the "Reading Express" runs, and after the Bicentennial the FP-7's will be scrapped. In either case get your pix of those FP-7's now while they're still in their old vintage Reading paint job.

Virtually all of the old Reading Alco RS units are now out of service, at least on the Reading. You can still see them on the CNJ, L&NE, and the few other roads that purchased a few of the vintage Alco's. Also just about all of the Reading's EMD GP-7's are now out of service, and dozens of 'em can be seen lined up in storage at the Reading shops awaiting the Torch. One or two of the units even bear the new Reading solid green paint job, there are a few in the green and yellow, and the rest in the original olive green. The new EMD GP-39-2's just about now fill out the roster, displacing the old Alco/EMD fleet.

Chessie DOESN'T LIKE ALCO!!!! When ConRail goes into effect, and the majority of the Reading is turned over to Chessie, they probably won't keep the remaining Alco power in service too long. This means that the C-424's and C-430's will be "lame ducks" at the time of the takeover, and only a matter of time 'till Chessie does away with them. Get your pictures while you can.

SEPTA announces that the route 23 trolley line will be restored to full service by early fall. The line, the longest trolley route in the world, has had busses running on it for the last three months due to the construction of a new sewer system in the North Philadelphia area. All the streets in that neighborhood have been torn up for quite a while and the trolley service had to be halted. But, alas, it won't be long before the clang of PCC wheels are heard once more on Germantown Ave.

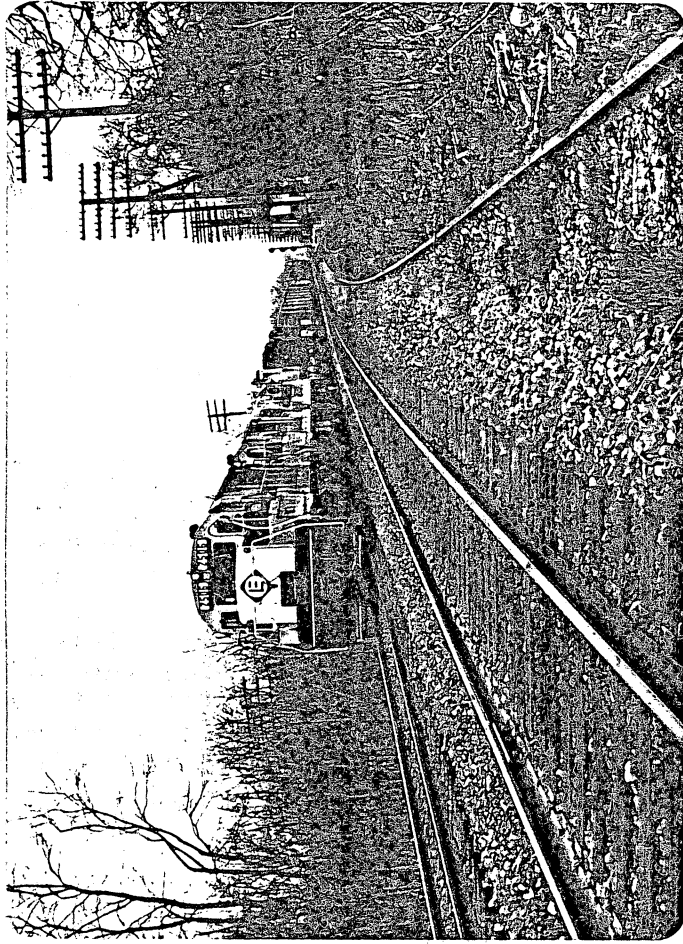
Trackin' up North (continued) Our next stop was the D&H main at Cobleskill, NY, where we caught some fantastic switching action (including an Alco that smoked up more than the American Freedom Train) (D&H #5014, honorary AR locomotive, nicknamed "Smokey Joe"-Ed.) We spent the rest of the day chasing D&H freights on the way to the Starrucca Viaduct. By this time we were powerful hungry, so we stopped off at a local Carrol's restaurant (restaurant?) for some grub. Some grub! My milkshake tasted like mud! John and Ed continued on to the viaduct, promising to meet us there. (Maybe they were trying to tell us something us something, whatta' you think, Frank)

We finally reached the viaduct and, as promised, John and Ed were waiting. Also present was none other than former TAMR president, (continued on pg. 23)

THE "ILLUSTRIOUS SCANDAL SHEET"

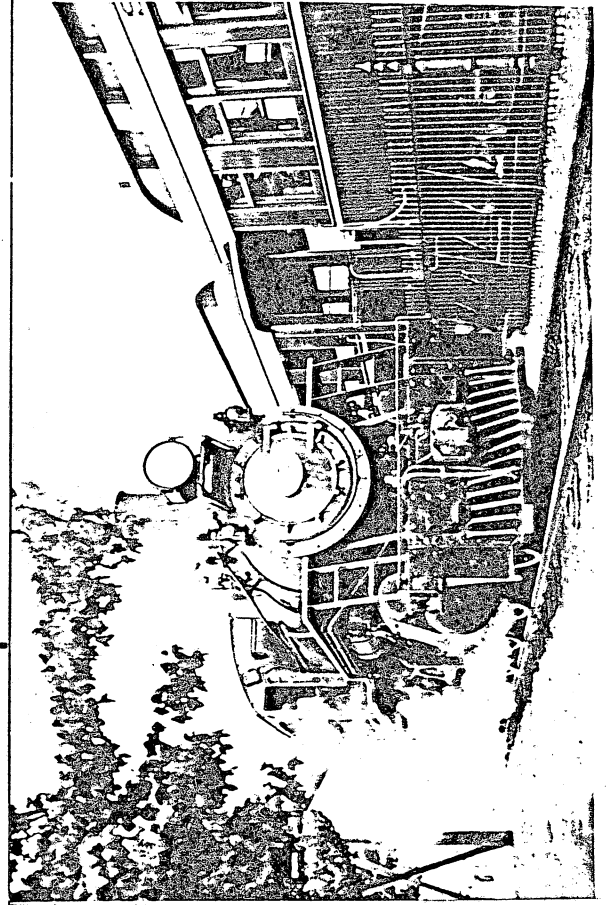
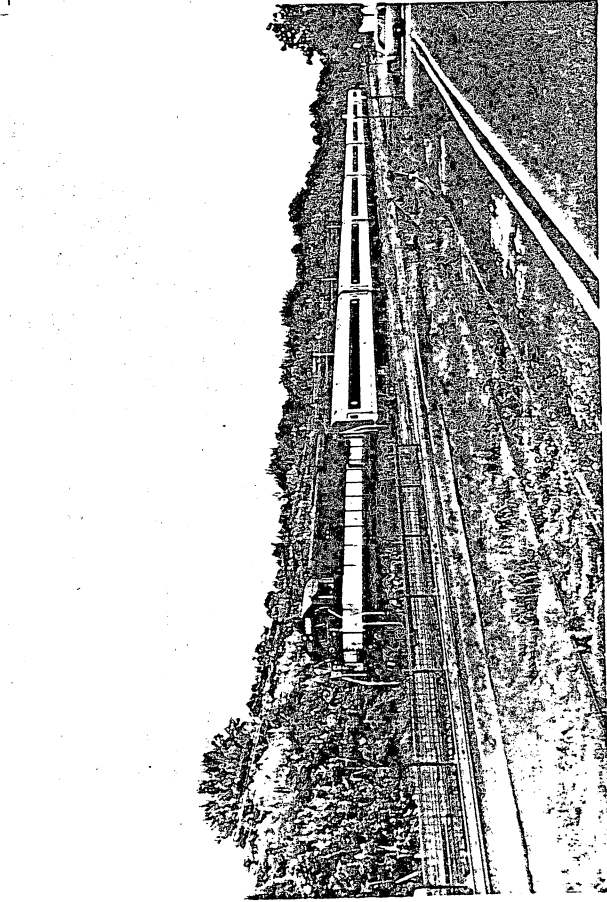
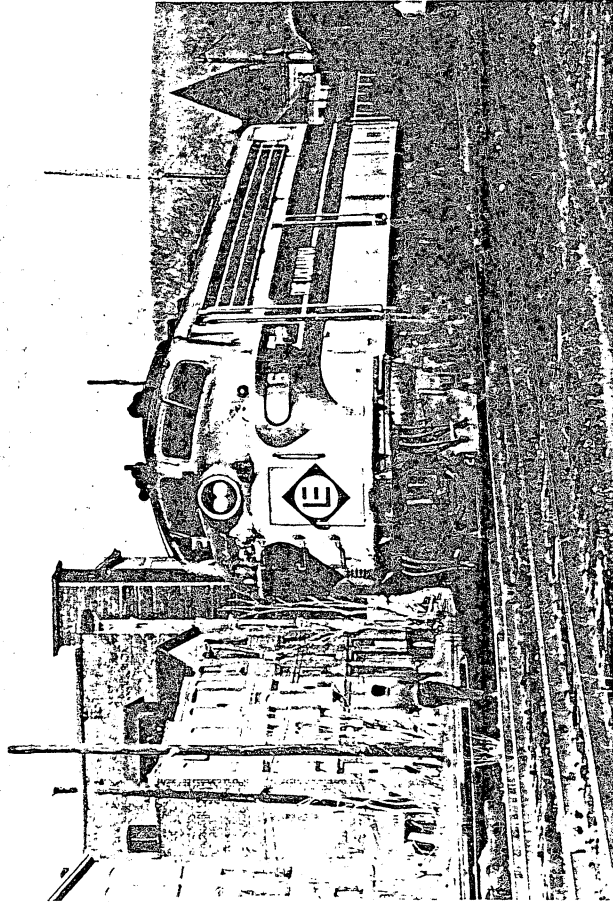
1) EL U25-B's led by #2506
Location unknown (Tim Tonge)

2) EL GE U34CH #3365 Westbound
at Ramsey, NJ; July '74 (Al Tillotson)



3) EL E-8 #816 doing work in the
Port Jervis, NY coach yard; May '74
(Al Tidlotson)

4) Strasburg Railroad steamer #89
pulling out of Strasburg, PA station.
(Frank Chadwick)



BY AL TILLOTSON

June 21- not much, just a short trip over I-80 to Fern Ridge, PA, where we camped the night. A short (5 minutes worth) at the Lehigh Valley tracks in White Haven yielded nothing, par for the Valley.

June 22 (Sunday)-Got to Youngstown, Ohio with all its steel mills and etcetera. At Youngstown, the P&LE housed some MP15's, SW1500's, a few GP's and one Boston & Maine GP-20! Another treat was two PC F7's lug-ging a load toward Flyria. Unfortunately, the Ray Hakim 1-800 number was busy (most likely PJM getting Directions to go to Scranton) and I was unable to call to get the where-about's of the FL Brier Hill facilities. I was able to get some P&LE shots with a telephoto, I luckily got the F's in the midst of a downpour. The rain combined with the steel mill fumes didn't help the backdrop on the 13 MP 15's and F7's.

June 23 (Monday) - Certainly a day to remember. Rose at 4:30 (yes,
0430 hours) and went down to the EL tracks to photograph and ride #29,
the Youngstown-Cleveland passenger train. Time exposures turned out
fairly well, and the ride was interesting. The Family picked me up at
Cleveland Union Terminal and then off again on the Interstate. As we
were passing through Joleit Ill., I kept my eye peeled for anything
moving on the rails. As I looked off on the right of a bridge I caught
a glimpse of a switcher, with some sort of apparently rred scheme. What
was it? "GM&O SWITCHER, STILL IN THE MARRON SCHEME!! With that dad
pulled the car off at the nearest exit and we went scouting for the GM&O
don't know if it turned out or not as far as orange switches, not bad though.
had some pix and turned back to Chicago. At about 7PM We pulled into a camp-
ground in West Havenport, Iowa. Knowing the closeness (to Rock Island Ill.)
I dropped a few hints and off we went to capture the CRIP65 from Chicago's
nighttime trip to Rock Island depot. Again, time
exposures were the same as the same. Yab renton! Yab renton!
ent... my grandmother's in Morrill, KS.
These included the BN CRP, More et al and Saint Joseph Terminal RR.
There were three yard crews working at midnight in the yard,
one was nice enough to turn the camera while another holder's side of the
cab. The motive power was GP7 #1969, built RRP last year with new wheels and a
Geep. Again, I couldn't find the MP ass anywhere more other than Makim??),
idling near a house and later we thought there might have been three units
noted later you said they had two engines and one unit smoking (yuck!)
with 45 cars east your heart out. This long shot took a little bit of luck, do
dained in the new "warrennet" suchness and the following two units had
yet to be captured. It seemed like I had hit the jackpot, SD #2
June 26 (Thursday) - A day of traveling again, this time today road
(be grandeur's own reason). Stops were made in Superior NE to hopefully
find some of ATSF's remaining F7's. All for naught. The only unit present
was a chop nose BN CP-7, #1617. Later on in the afternoon (continued)

FAN BEN IN THE SUMMER '75

(continued) I caught a BN U-boat and a GP-20 heading east on the BN main in Minden, NE. That night played host to Amtrak #6 passing through the cornfields of Edison.

June 27 (Friday)- This was the start of what was to come. We had to travel the short distance between Edison and North Platte. We soon took to RTE 30, which parallels the UP. Caught two eastbounds, then the whole North Platte scene, including one of the largest engine terminals in the USA, plus the two hump yards there. Sighted here, of course UP, but also CRIP (two paint schemes), BN, Milwaukee Road, Norfolk and Western, plus one Frisco unit. Later that evening I photographed two westbound pool freights of the UP-North Western nature, both lead by U50C's!

June 28 (Saturday)- Plans called for us to travel today from North Platte To Douglas, Wyoming. This stint would include a good portion (11 trains, all eastbound) of the UP main from North Platte to Cheyenne. This is where I developed my now famous technique of jumping over barbed wire fences along highways to get photos. Always keep your camera in your right hand, about eye level. If you should trip and fall (as I did ten times totally) you land on your right elbow. This keeps your camera out of danger. (Though you get killed in the process!- Ed.)

June 29 (Sunday)- No trains, except for a CNW chop nose GP7 at Casper, Wyoming. This part of Wyoming sees only a tri-weekly CNW local (the trackwork on this line makes the Susquehanna west of Midland Park look like a mainline speedway, for all of those familiar with the NYSW). The BN also runs a welded rail CTC line through this area, but of course nothing went through.

The next few days were spent at Yellowstone and Grand Teton parks.

July 2 (Wednesday)- camping next to the UP main in Farmington, Utah. Freight action 24 hours a day. Got out to Heber City, UT, where we road the Steam Powered "Heber Creeper". That evening was the Pinnacle (as far as I'm concerned) of my vacation photography, when I caught an Espee freight led by a Cotton Belt tunnel motor, with plenty of sun and blue sky, with the Wasatch mountains in the background at Ogden, Utah. Fantastic!

July 3, (Thursday)- Another day of traveling (what else have we been doing?) as we took to the road between Salt Lake City and Cheyenne. The highlite of the day was a train meet between two UP freights at Rock Springs one, a westbound, had 6 units and 151 cars, the eastbound had eight units with 134 cars. To get shots of this, we pulled over on the side of I-80, ran full speed and jumped a fence, tripped over another one, then ran across the tracks, just in time. True Railfanning! (idiocy) A little later I caught another train meet at Buford, WY, although photos of this were with a telephoto from a moving car. That night, I caught the UP Centenials heading west over Sherman, including three MUed on a TOFC train.

July 4 (Friday), another good, if not the best day for overall action on the whole trip. 10 different trains, shot in 14 different places, three meets, and lots of stopping the car on US 30. We were heading east, and were overtaken by six eastbound freights in nine places! They were going faster than our 55mph (although I think our average speed was a (continued)

a bit slower because of frequent trains). The high spot of the day was a USOC leading two N&W SD40's followed by three more UP units. That night, we again pulled over into my grandaunt's house in Edison, NJ.

July 5 (Saturday) - A hodge-podge day of trains, started off with three BN SD's doing work in the Oxford, NY yard, the chop-nose geep again in Superior, NJ; CRIP division point at Bellville, KS, hosting an SD9, a four unit, 37 car local UP freight at Home, KS, and finally my first exposure to locomotives in the form of a GE 35 or 38 or 40 set on a six car local at Hixson, AL. I'm not so sure of what type of units were used on the LP job. They were in the 2000 series though.

More railfanning until 7-11-75.
July 11 (Thursday) - I woke up early to ride the Rock Island's #6. The trip was between Rock Island and Joliet, Ill. The trip was short, there were 12 passengers aboard as we left Rock Island, about three quarters of whom were the family about 46. My breakfast was two scrambled eggs, toast, and tea, for \$1.94. There were no stops made till Joliet, and that was just to let me off! In other words, 20 passengers to Chicago. Our #9s was pulling a round end observation painted for Amtrak (it was a private car), a dining car, and two coaches, only one of which was used for revenue passengers. We did pass five freights on the road, and although from the bunny (yes, the "Rock" rides like one) ride and the lack of passengers, I could see why the CRIP is in the financial shape it is, those freights were long that we passed, and showed that the line is not dead. The family picked me up at Joliet, and off we went to Milan, Ohio, where we would spend the night. The campground is about 150 feet from the Mainline of the N&W (ex-NKP). That evening (but still in good sunlight!) I caught a westbound with two SD's, and four geeps leading eastbound.

Well, that was my summer vacation of 1975. 12 boxes of 36 exposure Kodachrome yielded 432 shots, about 431 of which turned out perfect. You may think that I'm conceited or boasting, but that's what I learned to do in my "HOW TO CONVINCE PEOPLE YOU ARE A GOOD PHOTOGRAPHER" correspondence course by John W. Held.

Franklin Up North (continued) Mr. John Johnson! what a coincidence! We stayed at the Viaduct until dark, and due to the extremely run-down condition of both John and Ed, they decided to find a place for the night. Paul, Frank, and I thought otherwise, so they took Tim and Ray, and went off searching for a hotel. What a night we had! Sleeping in the cars, we heard freights going past both over and under the viaduct all night! Later that night, "the man" paid us a little visit, but after finding out that we were "just a couple of railfans", he left and offered no hassle! They must have railfans there so often that they don't even bother to hassle anymore.

The next morning, we awoke and took a dip in the icy cold Starvucca Creek. We were shortly joined by the others, and we left for the most action packed spot on the trip: the LV shops at Sayre, Pa. Here we caught so much action that I used up half a roll of movie film! Only one D&H track passes through the gigantic yard, and to our luck, a D&H freight came growling its way through with U-boats on the point. We soon departed Sayre and headed down to the EL engine facility at Scranton, Pa. Here we caught an A-B-B-A lashup of F-7's, but by this time, I had run out of film.

Scranton was the last stop on our trip, and we left for John W's where we called it a day. Paul, Frank, Ed, and myself all went back to Frank's where we stayed the night. Ed went back home to Cherry Hill. A typical action-packed day trip in the AR.

DUE TO THE SHORTAGE OF AVAILABLE SPACE IN THIS ISSUE, THE EDITOR WILL NOT
 HAVE HIS USUAL SAY. BUT TO MAKE IT SHORT AND SWEET, JUST SEND ARTICLES. I'LL
 HAVE MY REGULAR DRAWN OUT COLUMN NEXT ISSUE. DEADLINE... OCTOBER 26 FJC

From the Publisher's Desk

Aha! We did it again, another super issue with action packed articles
 on a really good Summer. Looks like most of the region benefited by these
 meets and we all scored a couple of points by by entering a few new members
 to our ranks. However, the AR will not "die out"; we have a good amount of
 activity planned for the vacation spans throughout the school year. The
 administration is looking on everyone to see if they can think up an area
 for a meet during Christmas Vacation. Since we always suggest the area's we
 think you'd like to see, we thought we'd like to see your own choices this
 time. Any area with a lot of action! You can give your suggestion to anyone
 on the staff. Com'n, 10¢ might make the difference. Look to a positive
 future.

Chris Buckley

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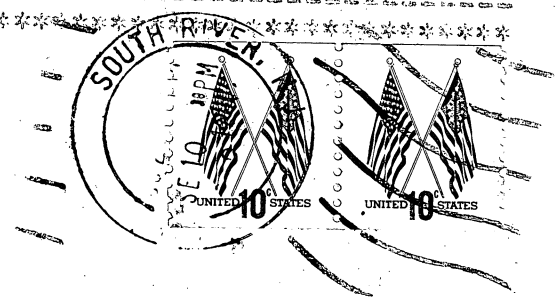
THE CABOOSE'S END, specializing in railroad gift items. Write for latest
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WANTED: OLD COPIES OF THE AD. Will by certain pre-1973 copies of the Allegheny
 Dispatcher for the official "Allegheny Archives". Contact Frank Chadwick.

Can use other forms of transportation and be cheated when you can ride our
 trains (and be cheated? -Ed.) The Mount Union & Midder Valley Railway System
 Connection wanted with the AR-East, contact David E. Hay (see directory)

WANTED, N scale equipment. Will buy or trade for comparable HO equipment.
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