

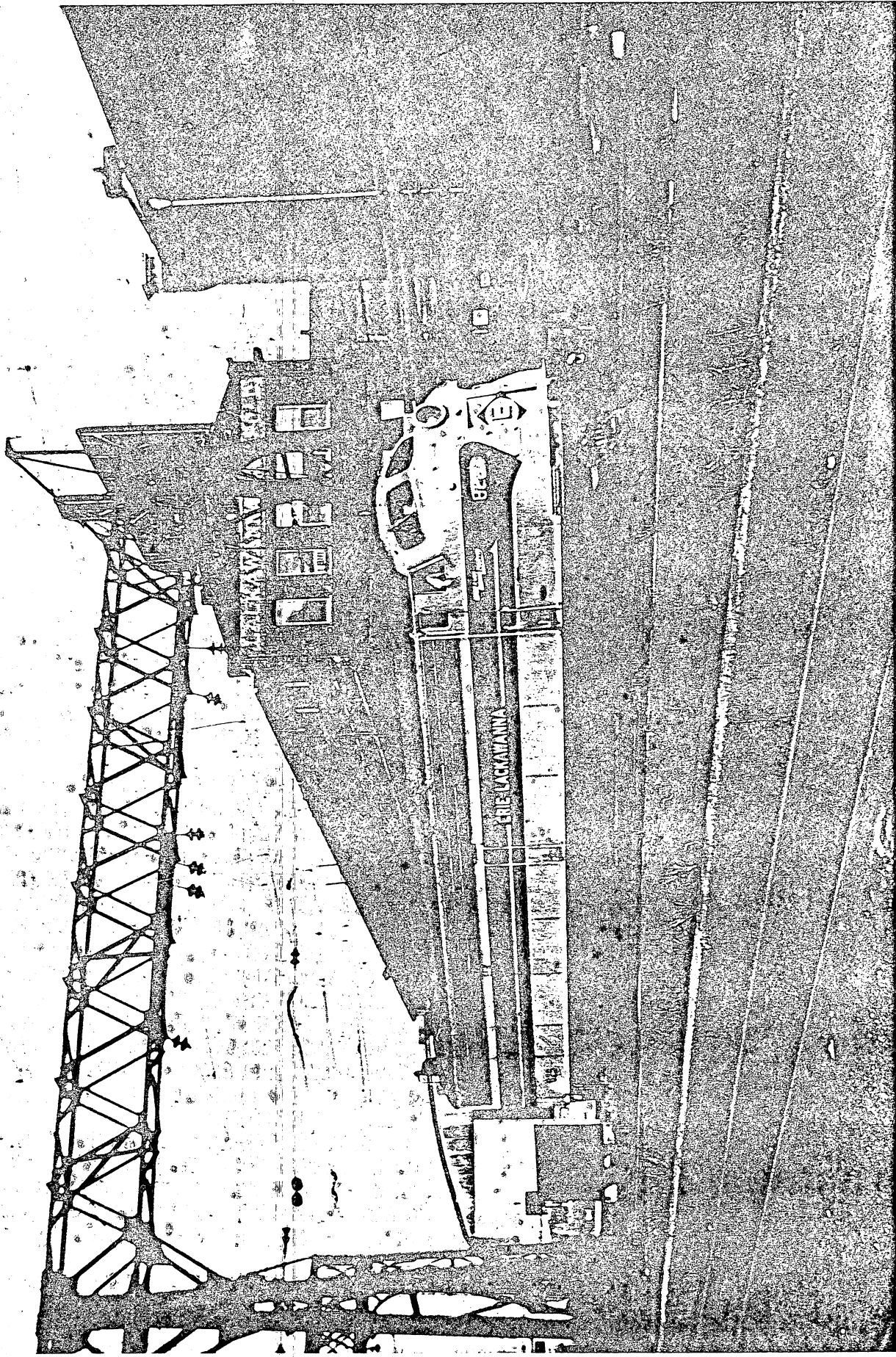
THE ALLEGHENY DISPATCH

AUGUST-SEPTEMBER 1975

Official Publication of the Allegheny Region

Volume VI no. 3

ERIE LACKAWANNA E-8 #825
AT HOBOKEN, NJ**8/31/73
(Al Tillotson)



The President Sez . . .

—P.J. MANTON

ONE THING THAT I HAVE NOTICED IN THE MORE RECENT ISSUES OF THE DISPATCHER IS THE FREQUENT MISUSE OF SUCH RAILROAD AND ORGANIZATION RELATED TERMS AND NOMENCLATURE. NOT THAT IT REALLY MATTERS THAT MUCH, AND SOME MIGHT EVEN THINK IT TO BE QUITE SILLY, BUT WE WILL REVIEW THE SITUATION ANYWAY.

A FINE EXAMPLE OF THIS PHENOMENON IS THE DIFFERENCE (OR INDIFFERENCE?) BETWEEN THE USES OF THE WORDS "MEET" AND "CONVENTION". A "MEET" CAN BE CLASSIFIED (ACCORDING TO AN ANNUAL) AS A GATHERING OF A SMALL GROUP OF RAILFANS WHO ARE PERSUING A GIVEN AREA AT A GIVEN TIME ON A GIVEN DAY. FOR EXAMPLE, THE TIME WHICH WE CHASED THE AMERICAN FREEDOM TRAIN CAN DEFINITELY BE CALLED A MEET, BECAUSE THERE WERE ONLY FOUR OF US ON THE TRIP AND WE WERE AFTER ONLY ONE THING: THE T-11. BUT A "CONVENTION", ON THE OTHER HAND, IS USUALLY ON A MUCH LARGER SCALE THAN A MEET, AND CONVENTIONS OFFER A MUCH MORE VARIED AGENDA OF ACTIVITIES. USUALLY, A CONVENTION LASTS SEVERAL DAYS, OR AT LEAST A WEEKEND (ACCORDING TO AN ANNUAL AGAIN), AND THE MORE COMMON ACTIVITIES MIGHT CONSIST OF "YARD HOPPING", LAYOUT TOURS, AUCTIONS, SLIDE SHOWS, AND THE LIKE. ALSO, CONVENTIONS SEEM TO HOST LARGER CROUDS THAN MEETS (EXCEPT IN THE AR).

NOW THAT WE HAVE THAT ISSUE OUT OF THE WAY, PERHAPS OUR NOMENCLATURE WILL BE A LITTLE LESS CONFUSING, NO? NOW I WOULD LIKE TO TAKE THE TIME TO SAY A FEW WORDS ABOUT THE LAST ISSUE. I THINK THAT THE JUNE-JULY ISSUE OF THE DISPATCHER WAS PERHAPS ONE OF THE BEST IN AR HISTORY, NOT JUST BECAUSE OF THE FACT THAT IT WAS LONGER IN LENGTH THAN THE OTHERS, BUT I THINK IT REALLY SHOWS WHAT WE CAN DO WHEN WE PUT OUR MINDS TO IT. PERSONALLY, I WOULD LIKE TO CONTINUE TO SEE A 24-PAGE DISPATCHER EACH TIME, WITH PHOTOS! BUT THIS WILL NOT BE POSSIBLE WITH THE HELP OF EACH AND EVERY ONE OF YOU. WE NEED ARTICLES BADLY. WE NEED PAPER BADLY. BUT MOST IMPORTANT, WE NEED MONEY!!! IF WE ARE TO CONTINUE WITH THE 24 PAGES AND THE PHOTOS, I SEE IT NECESSARY TO RAISE THE ALLEGHENY REGION DUES FROM \$1.00 TO \$1.50 TO COVER THE ADDITIONAL COSTS OF PRINTING, PAPER, AND DEVELOPMENT. C'MON NOW GUYS, YA CAN'T BITCH ABOUT 50 CENTS! I REALLY THINK WE'VE HELD THE LINE LONG ENOUGH, FAR LONGER THAN WAS EVER ANTICIPATED. WE HAVE THE LARGEST REGIONAL MEMBERSHIP IN THE TAMR, AND THE BEST NEWSLETTER (WE'RE ALWAYS ON TIME!)

SO, ON MY AUTHORITY AS PRESIDENT OF THE ALLEGHENY REGION, TEEN ASSOCIATION OF MODEL RAILROADING, I AM HEREBY NOTIFYING THE MEMBERSHIP THAT EFFECTIVE WITH THIS ISSUE THE DUES WILL BE RAISED TO \$1.50 PER YEAR. THIS MEANS THAT IF YOU HAVE TO RENEW YOUR MEMBERSHIP AFTER RECEIVING THIS ISSUE, YOU WILL FROM NOW ON SEND \$1.50 TO BETSY INSTEAD OF A BUCK. GO ON, DO IT NOW! YOU WILL SEE THE RESULTS. INCIDENTLY, WE CAME TO THE CONCLUSION TO RAISE THE DUES AFTER MUCH DISCUSSION ON THE TOPIC WITH THE EXECUTIVE BOARD AND SEVERAL MEMBERS, AND EACH ONE WAS IN FAVOR OF THE INCREASE!!! I'M SURE EACH OF YOU WILL FAVOR IT TOO, BECAUSE IT WILL PAY OFF FOR EVERYONE.

AND NOW, DUE TO THE FACT THAT THE DUES WILL BE INCREASED, ALL OF YOU MAY NOW BEGIN FORWARDING PHOTOS INTO THE DISPATCHER FOR PUBLICATION, FOR WE WILL BE USING SOME OF THE INCREASED DUES MONEY FOR A PHOTO PAGE IN EVERY ISSUE. SO SEND YOUR BEST BLACK AND WHITE (ONLY!) PHOTOS TO JOE TARQUINI, PHOTO PAGE EDITOR, 1322 WENTZ DRIVE, FT. WASHINGTON, PA, 19034

IN REGARD TO THE "CONTINUING SAGA OF THE REBUTTALS" I MUST SAY THAT

I COULD NOT AGREE MORE WITH FRANK ON HIS STATEMENTS IN HIS LAST EDITOR'S COLUMN. HE'S RIGHT, IT IS POINTLESS TO CONTINUE ARGUING ABOUT SUCH A REDICULOUS THING. I EVEN FORGOT WHAT WE WERE ARGUING ABOUT, TO BE HONEST WITH EVERYONE, AND AFTER ALL WE ARE ALL IN THIS REGION TOGETHER SO THEREFORE WE SHOULD CONDUCT OURSELVES AS FRIENDS AND NOT AS RIVALS. I REALLY MUST ADMIRE RAY HAKIM, FOR FINALLY SEEING THE LIGHT. LET'S MAKE IT KNOWN THAT WE HOLD NO GRUDGES, AND THAT WE INVITE RAY TO ORGANIZE AND HOLD ANY MEET OF HIS CHOICE IN ANY AREA HE SO PLEASES, AND HE WILL HAVE A FULL WRITE-UP OF THE EVENTS IN THE DISPATCHER. ON THE OTHER HAND, IF RAY IS INVITED TO A MEET OR CONVENTION, AND HE CHOOSES TO GO ELSEWHERE INSTEAD, THAT IS HIS RIGHT AND HIS PRIVILEGE, EVEN THOUGH HE DOESN'T HAVE ANY MONEY AND PHILADELPHIA IS THREE TIMES THE DISTANCE OF OUR NEWARK CONVENTION. STILL IT IS HIS CHOICE, OR ANYONE'S CHOICE TO DO SO. WE DON'T WANT EXCUSES OR BULLSHIT, WE JUST WANT YOU TO ATTEND, AND IF ANYBODY CAN'T ATTEND THAT'S THEIR PROBLEM (LIKE ITCHING POWDER IN THE CROTCH).

AT THE TIME THIS IS BEING WRITTEN (MAY 29, 1975) I HAVE NO IDEA OF THE OUTCOME OF THE ELECTION, SO I AM TRUSTING THAT EVERYONE WILL AT LEAST TAKE THE TROUBLE TO FILL OUT THE BALLOT AND MAIL IT IN. IT'S THE LEAST YOU CAN DO. I AM ALSO HOPING THAT BY THE TIME THIS ISSUE GOES TO PRESS WE WILL HAVE A FULL REPORT ON THE STATUS OF THE ELECTION. THIS IS A MOST IMPORTANT TIME OF THE YEAR FOR THE AR, AND EVERYONE SHOULD BE INVOLVED IN IT. WHAT I'M SAYIN' IS IF YOU THINK I'M DOING A SHITTY JOB HERE, THEN I WANNA KNOW ABOUT IT, AND THE BEST WAY TO LET ME KNOW IS THRU YOUR BALLOT.

OUR HUMBLE CROWD NOW CONSISTS OF AN ASTOUNDING THIRTY (30) MEMBERS, AND I'D LIKE TO SEE THAT NUMBER INCREASED TO FIFTY BY THE END OF THE YEAR, SO LET'S HOP TO IT. GET OUT YOUR PEN AND WRITE TO ONE OF THE FELLOWS ON LONE EAGLE'S LIST WHO LIVES NEAREST YOU. INVITE HIM (OR HER, WE'RE NOT DISCRIMINATING) TO ATTEND A MEET WITH YOU, GET THEM INVOLVED!! ALSO OF MOST IMPORTANCE, THERE ARE THREE POTENTIAL MEMBERS IN THE LOUISVILLE, KY AREA, AND THESE PEOPLE SHOULD BE WRITTEN TO RIGHT AWAY BECAUSE WE HAVE NO MEMBERS AT ALL IN THAT AREA (AND IT'S ALL ALLEGHENY REGION TERRITORY). WITH A GROUP OF MEMBERS LOCATED IN THE LOUISVILLE AREA, THAT WOULD OPEN MANY NEW HORIZONS AS FAR AS MEETS ARE CONCERNED, BECAUSE, AS FRANK SAID IN THE LAST ISSUE, THEY COULD HOST SUCH MEETS FOR US AND WE'D HAVE LOTS OF NEW TERRITORY TO GO RAILFANNING IN. NOT ONLY THAT, BUT THEY WOULD ALSO BE A WELCOME GROUP TO ADD TO OUR RANKS.

FINALLY, I URGE ALL OF YOU WHO PLAN TO ATTEND THE TAMR CONVENTION THIS SUMMER IN DAYTON, OHIO, TO GET IN TOUCH WITH JOHN HELD IMMEDIATELY IF YOU HAVIN'T DONE SO ALREADY. IF YOU DELAY ANY LONGER AND PLANNING TO GO WITH US, YOU MIGHT NOT GET A ROOM. ALSO, THE EARLIER YOU LET US KNOW YOUR PLANS, THE EASIER IT WILL BE FOR US TO ARRANGE TRANSPORTATION FOR YOU. IF THERE ARE ENOUGH PEOPLE FROM THIS AREA GOING OUT IN THEIR CARS IT WILL BE POSSIBLE TO ARRANGE SUCH A CARPOOL ARRANGEMENT FOR THOSE OF YOU WHO DON'T HAVE A CAR OR DON'T DRIVE AT ALL. AND PLEASE, TRY TO MAKE AN HONEST EFFORT TO ATTEND THIS ONE, BECAUSE WE WILL BE TOTALLY OUTNUMBERED AS IT IS WITH MIRA MEMBERS, AND THE MORE PEOPLE WE HAVE THERE THE MORE WE WILL STAND OUT AMONG THE CROWD.

UNTIL NEXT TIME, TAKE IT EASY, AND HOPE TO SEE YOU IN DAYTON.

Paul J. Minton

ON DE OL' TRAIL ~ FRANK "TEX" CHADWICK EDITOR



Ah ha! I saw that astonished expression on your face. You thought that just because I had transmitted the almighty office of the editor to Chris a ways back while I had hit the road that I couldn't get my two slices of bull in. But, much to your dismay, it is stationed in front of you in glorious black on white. Through the help of Paul, I was able to assemble most of this issue before I had departed (or will depart, as this is written) to the country of sage-brush and solvent class one's; the wild, wild, WEST!

Concerning the national NMRA-TAMR convention and the activities thereafter, everything looks cool, as always; it's easier said than done. But we're not going to move a damn foot if everyone sits on their ass, sweating in their abodes with all their wealth just jingling in their pockets. You might just as well be out in the great Mid-west with an assortment of great guys, sharing synonymous interests (whatever those varied interests might be). And this great time you'll be spending won't cost ya an arm and a leg either. Come on, ya won't regret it.

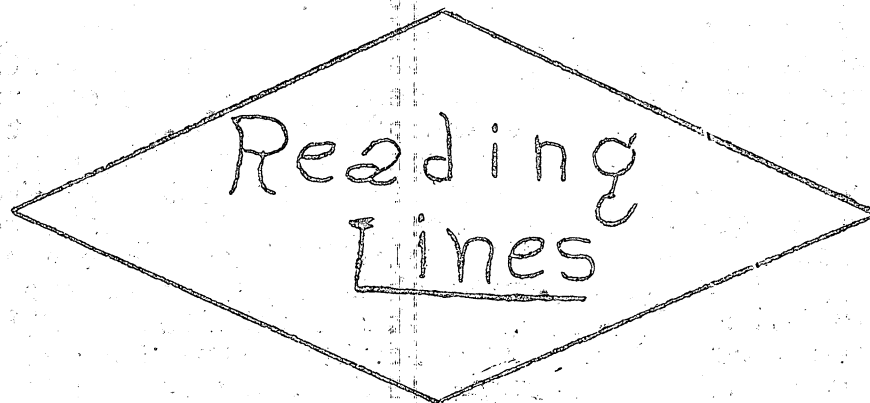
In a board of directors meeting a few months ago, it was decided to put into effect a 50¢ dues raise with this issue, making the yearly membership \$ 1.50, a mere pittance. In the assembly, I had attempted to prolong the raise till next issue, but to no avail. Never the less, the additional funds will secure at least one photo page per issue, trusting that someone is sending in their B & W prints of good contrast to Joe. Here's your chance to show off your mastery in the photographic field; don't blow it.

Lastly, I WANT ARTICLES !! I don't rightly know how I've been getting out Dispatchers of 12 pages (or, for that matter, 24) on the thin trickle of general member's words of wisdom, but it can't go on for ever. Take an iota of time out and scribble (even though I would rather ya type it) something out about ya layout, the branch line down by ya house, or ya dog bark-in outside. JUST WRITE !!!

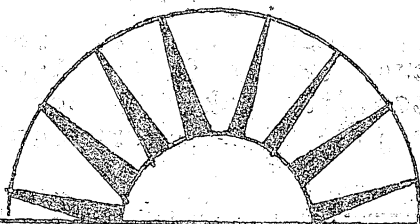
DAMN SHAME?

WHAT A WASTE OF SPACE
PAPER AND ENERGY! AND IT COULD HAV
BEEN AVOIDED IF YOU SENT IN AN AD FOR
YOUR PIKE. ALL IT WOULD HAVE COST YC
IS 10¢ (TO UNCLE SAM) YOU CAN'T BUY AN
EGG SHELL FOR LESS! PLEASE! CONTACT A
STAFF MEMBER FOR \Rightarrow ADVERTISING HINTS!

'COME SEE OUR FAMILY OF LINES!
(WE NOW HONOR INTERCHANGE SERVICE)

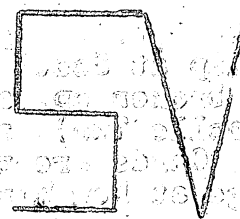


PAUL J. NANTON
President and General Manager
29 GROVE AVE.
FLOURTOWN, PA 19031



THE SUNBURST RAILWAYS

JOSEPH TARQUINI
President and Operations Manager
1332 WENTZ DRIVE
FT. WASHINGTON, PA 19031



SPRINGFIELD VALLEY RAILROAD

DAVID T. (Dait) NANTON
President, Line Manager,
Superintendent, Crossing
Guard, Latrine Inspector,
Natural Gas Supplier, San-
itation Secretary, Station
Sweeper, Clerk, Conductor,
Brakeman, Fireman, Engineer,
Line Detective, Shop Mechanic,
Janitor, Spit Heaver, Bartender,
& General Hallraiser
29 GROVE AVE.
FLOURTOWN, PA 19031

CARD SYSTEM OPERATION~AL TILLOTSON

Much has been said in the past about card operation for the destinations of your freight cars. I use a method which has worked very smoothly for me.

All you need are freight cars, sidings, a pen, 3 X 5 index cards, and some envelopes. The first thing to do is to take all the cars which you'll be making a card for on the siding you'll be putting it on. Depending on which direction you'll be running (north-south-east-west) that will be one direction, and its destination. The originating / terminating points should be one end of the line, and that of the siding.

On my road, The Lehigh and Hudson River Railway, Ulster Branch, most of the freight we receive comes from Maybrook, NY, from either the Erie Lackawanna or the other division of the L&H. Local (read-terminating cars) are generally sent on a solid block freight, known as "Newburgh Seventy-Four", NB-74. Once at Newburgh Yard, the cars are broken down to their respective local freights, in this case either #1241, the Ulster Run, or else the Newburg drill handling the River Branch. The routing on the cards read "EAST", because from Maybrook the train was an east-bound, although the local is technically going west now. The cars are switched into the proper sidings, each of which has an envelope stapled onto the benchwork. Any empties that are there also have a card (the reverse side comes in handy), showing its routing. Before the cars' cards which were just switched in are put into the envelope, they are turned around, so when the next crew switches there, the cards will be ready to go, and he won't be confused as to if the cards have been turned or not.

Though cars going to the John W. Held Memorial Ferry (excuse me, Ferry!) Slip at South Newburg do not need cards, because they are not generally broken up, and are sent in solid through trains in the likes of AP-2 (Apollo Two), and OA-98 (the Central States Dispatch) from the metrocity. Cards are not needed for the through jobs to the Penn Central Interchange at New Windsor.

EXAMPLE

Eastbound Car

Load

L&HR #29963 50' Cushioned Boxcar

From Shamokin, Pennsylvania

To Berkins Warehouse, Ulster, Ulster Branch

Via RDG- Shamokin, Allentown, LV-Phillipsburg, L&H-
Maybrook

Westbound Car

Empty

L&HR #29963 50' Cushioned Boxcar

From Bekins Warehouse, Ulster, Ulster Branch

To Shamokin, Pennsylvania

Via Maybrook, Phillipsburgh-LV Allentown-RDG Shamokin



Frank Chaschuel
Patriarch

THE PROPOSED CONSTITUTION OF THE ALLEGHENY REGION OF THE TAMR

ARTICLE I: NAME, PURPOSE, AND JURISDICTION

- SEC. 1: This organization is a registered section of the parent, national organization, the Teen Association of Model Railroaders (TeenRail) and is organized and administered under the name "Allegheny Region of the TAMR (TeenRail), here after referred to as the "AR".
- SEC. 2: The purpose of the AR is to encourage and increase the enjoyment of model railroading and railfanning to all members of the TAMR, especially those within the states mentioned in I-3, and to bring closer association among those members.
- SEC. 3: The AR has jurisdiction of TAMR members within the states of Delaware, Kentucky, Maryland, New Jersey, Pennsylvania, Virginia, Washington D.C., and West Virginia.

ARTICLE II: MEMBERSHIP REQUIREMENTS AND DUES

- SEC. 1: Any person is eligible to become a member, and any person who has paid the applicable dues is a member (except in cases such as II-3). Membership to the TAMR is not mandatory but is endorsed.
- SEC. 2: Any member under 21 is designated as a regular member. All members over 21 are classified as associate members.
- SEC. 3: For members who have at any time performed unusual service or have served in one or more of the administrative positions for a period of three years or more, a honorary membership covering a five year period, commencing at a time the recipient sees fit and concluding five years thereafter. The person who is nominated for such a membership who has not served in an AR position for three years or more, must first be elected by 2/3 of the executive board, and then be elected by a majority vote in a general membership election. Both regular and associated members may vote in such an election. At the end of the 5 year period, the member must resume paying dues to maintain a membership.

ARTICLE III: EXECUTIVE BOARD (ADMINISTRATION) AND ELECTIONS

- SEC. 1: The AR shall be administered by an executive board, consisting of the officers of the region: President, Sec/Treas., Editor(s) and Publisher(s).
- SEC. 2: The duties of the officers shall be decided by the board themselves, but should follow this general outline;
President- Assume all responsibility of keeping an up-to-date listing of members by working with the Secretary-Treasurer concerning matters of correspondence from prospectant, regular, and associate members. It is also the duty of the president to promote membership participation in general events and workings of the region, and he must take it upon himself to furnish a report on the state of the region and other regional events for publication in each issue of the Dispatcher. The president must assume the responsibility of all final decisions of any matters that would effect the region as a whole, and must provide to the membership, all facts on such decisions. Should any incumbent officers resign prematurely to finishing their terms, the president shall appoint a new person to fill the position. Should the president himself resign before finishing his term, a new president should be appointed by the executive board.

CONTINUED NEXT PAGE



The PROPOSED CONSTITUTION of the AR - TAMR (continued)

Sec/ Tres- Account and handle all income and expenses, and prepare an account of them every six months for publication in the Dispatcher and to distribute warning notices of membership expiration, return receipts for paid dues, and reimburse officers for their AR related expenses.

Editor - Solicit, gather, arrange, and prepare for the publisher the Dispatcher approximately every two months. The Dispatcher should contain material useful to the general membership; and also have a balance of AR happenings (officer reports, convention results, ect.), and prototype and model information.

Publisher - Print, (in any form applicable) arrange, and prepare for mailing the Dispatcher as soon as possible after he receives it from the Editor.

SEC. 3: All officers shall be regular members and shall be elected by regular members only.

SEC. 4: Elections should be presented in the Oct-Nov Dispatcher, and all votes should be in to the Election Chairman (appointed by the executive board) by Dec. 1 for announcements of the results in the Dec-Jan issue. Officers are installed in their posts Jan. 1.

SEC. 5: Elections to replace a resigning officer or over the question of an honorary membership, can take anytime but must be presented in the Dispatcher.

ARTICLE IV; PUBLICATION

SEC. 1: The Dispatcher should be published and edited by the AR and sent to all members at least six times a year.

SEC. 2: A directory of all members should be sent to the members every six months.

SEC. 3: This publication should be edited by the editor and published by the publisher (makes sense, don't it)

ARTICLE V; The AR fiscal year ends on March 31 every year and begins April 1 of the same year. All treasury records are to be transferred to the newly installed Secretary-Treasurer no later than Jan. 31 of the election year and closeouts of the fiscal year accounts are to be facilitated by the new officer, upon the ending of the said fiscal year.

ARTICLE VI; This constitution may be amended by a majority vote of all members. Any member can propose an amendment by simply dropping a line to one or more of the officers.

CREDITS

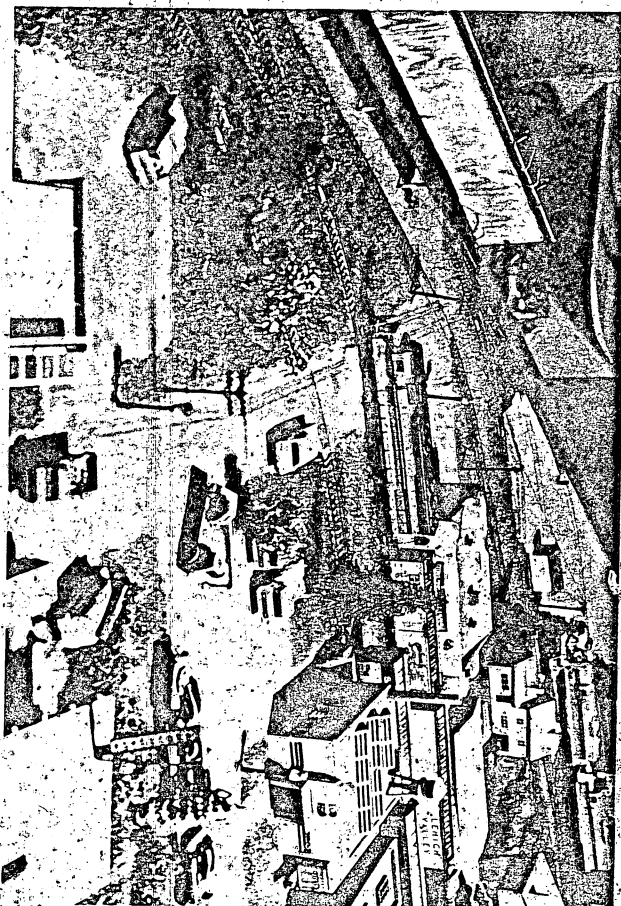
overall draft..... Frank J. Chadwick
President's duties Paul J. Manton
Article V Betsy Summers

This is the new constitution of the Allegheny Region of TeenRail. According to legend, there once was an old manuscript of similar purpose floating around somewhere, but, as of yet, I have not laid eyes upon it so I will accept it as a myth. This set of law shall go into effect September 1, 1975, if I do not receive sufficient support against it. - Frank Chadwick

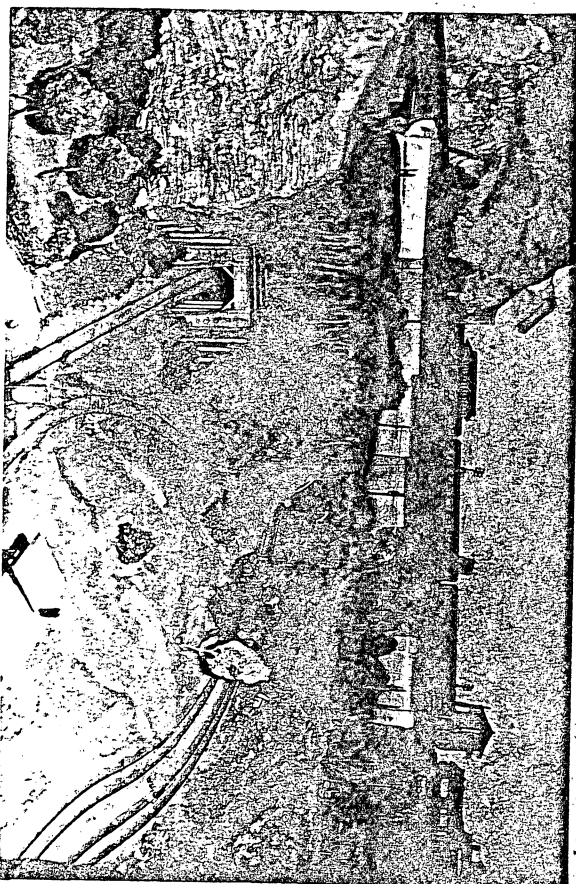


MODEL RAIL ROAD PHOTOS

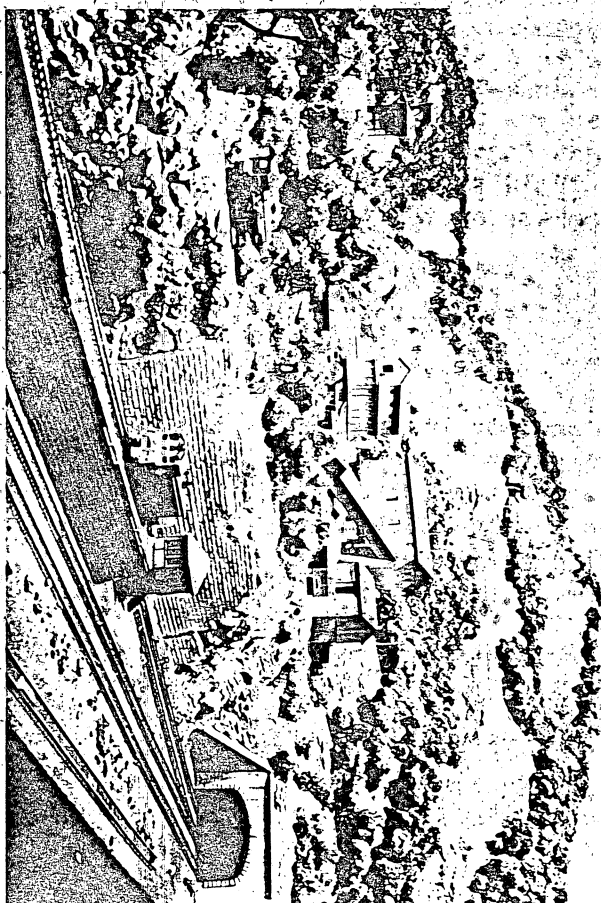
- 1) Tim Tonge's defunct Santa Fe and Erie Lackawanna Rwy. (Tim Tonge)



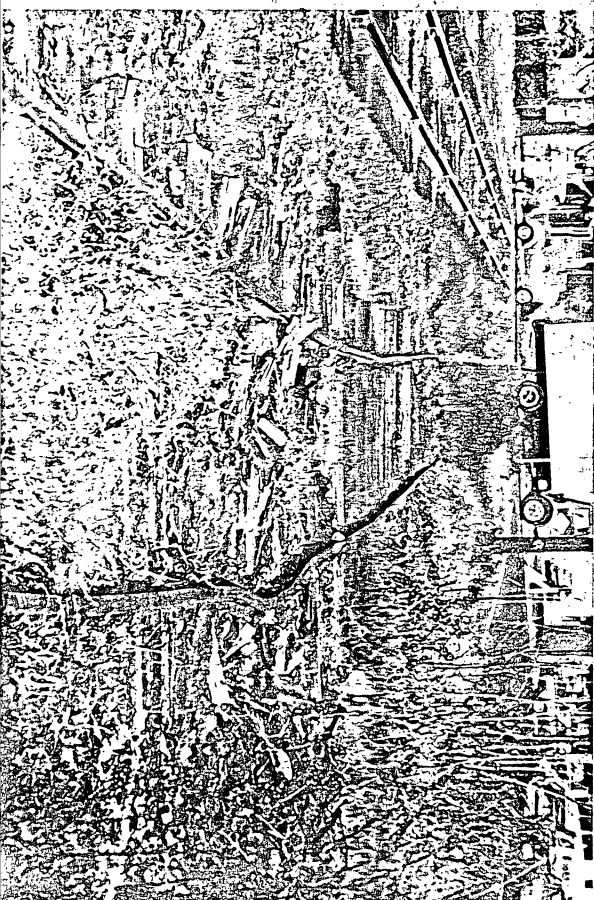
- 2) John Held sends us this photo marked simply "Chicago, Ill." (John W. Held)



- 3) New York Society of Model Engineers; Carlstadt, N.J. (John W. Held)



- 4) First-hand view of some of John Held's hand-laid "N" scale trackwork. (El Hayes Gerahl, Parle Ridge NJ, November '74.) (Al Tillotson)



-P.J. Hanton

What is it, in a car, that seems to attract to the hearts of men? Why has the automobile become such an important aspect of American life? One thing for sure: when the car in question has the engine of an Alco switcher, eats oil like an old Fairbanks-Morse, climbs hills like a hesitant EMD, spits out blue smoke like an Alco, and has the general aroma and look of railroading in and around it, there's only one car it could possibly be: Yep, the well-known former four-wheeled rubber-tired conveyance of our own John W. Held, (Sigh). Over the years the car has become known simply as "Held's Hoagie", due to its rather unique characteristics. The driver, too, is unique, being your everyday "railfan of all seasons", thus fitting for him to own a vehicle of this caliber.

From New England to the South, and to many points West, the famous "Hoagie" has been spotted chasing trains, being chased BY trains (and R.R. Policemen), showing up at meets, and raising havoc in all areas of our humble region. Had it not been for Held's Hoagie membership enthusiasm and morale would be at an all time low; for many people were introduced to the wonders of railfanning on its blessed wheels. And again, many hundreds of railfans have passed through its sacred doors (once they're inside they don't hang around too long, the fumes are quite prevalent).

But, alas, now we no longer hear the rumble which once invaded the countryside along the PC main, Erie Lackawanna territory will never be the same. No longer will our eyes be beseeched with the landmark that was once standard in the "Hub-City". Bell Street looks so desolate without that shabby little Chevy out front of house #72. What a pity, that such a versatile machine should reach the end of its long hard journey at a time like this. Summer is now upon us, and I'm sure that if the car had a mind of its own it would rather be out chasing a freight somewhere rather than laying around some scrapyard awaiting the same fate that faces all Alco RS Units. Such a pity. We will miss you dearly, "Held's Hoagie". Let us all now take a moment to bow our heads in remorse for the repose of the soul of this poor little General Motors product.

The "Hoagie" lives on in our hearts and minds forever! A grande chariot of railfan fame! Now, may I take the opportunity to propose an official Allegheny Region Hall of Fame, to be located in the "Hub-City", in which such artifacts as "Held's Hoagie" will forever be remembered by all railfans.

IN MEMORIAM

TO ALL INTERESTED PERSONS:

The Allegheny Region will be hosting a rather unorthodox type of meet during one of the weekends in late August (no date set yet), by which we will be traveling to Ocean City, New Jersey, via PRSL RDC's, for a weekend of fun in the sun. We will be staying at the famous "Raleigh" hotel (very accomodating, and cheap!), and will be hitting all the "local" spots, plus good sunburn on Ocean City's beautiful beaches. If interested, contact Paul J. Hanton and bring your rafts and swimming trunks.

ATTENTION

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OFFICIAL ALLEGHENY REGION BUSINESS MEETING--Ocean City, NJ August 23, 24 1975

We are now officially providing notice to the general membership that there will be an officially organized business meeting of all Allegheny Region members and staff to be held in Ocean City, NJ on the above dates. The purpose of this meeting will be to discuss many of the current problems within the AR, the proposed dues increase from \$1.00 to \$1.50, the printing and scheduling of the Dispatcher, elections, and anything else that may be of importance at the time. THIS MEETING IS MANDATORY, SO YOU MUST ATTEND!!! We will need the presence of every AR member for the purposes of voting on these proposals. Also, the more members present will give us a more workable cross-section of opinions on regional problems.

Transportation to Ocean City will be provided via PRSL RDC's from Lindenwold NJ. Therefore, it should be no problem for those living in the Philadelphia area to find transportation. Those guys coming down from North Jersey could ride Amtrak to Philly then catch a Lindenwold train. From the South (Washington D.C. area), again no problem. If you can get to Philadelphia, you can get to Ocean City! For those of you who do not wish to ride trains to Ocean City, you can drive via a system of good, available through roads. Take the Garden State Parkway from North Jersey, the Black Horse Pike from Philadelphia, and I-95 from Washington. Those living to the west of Philadelphia should come to Philly first, then use one of the designated routes.

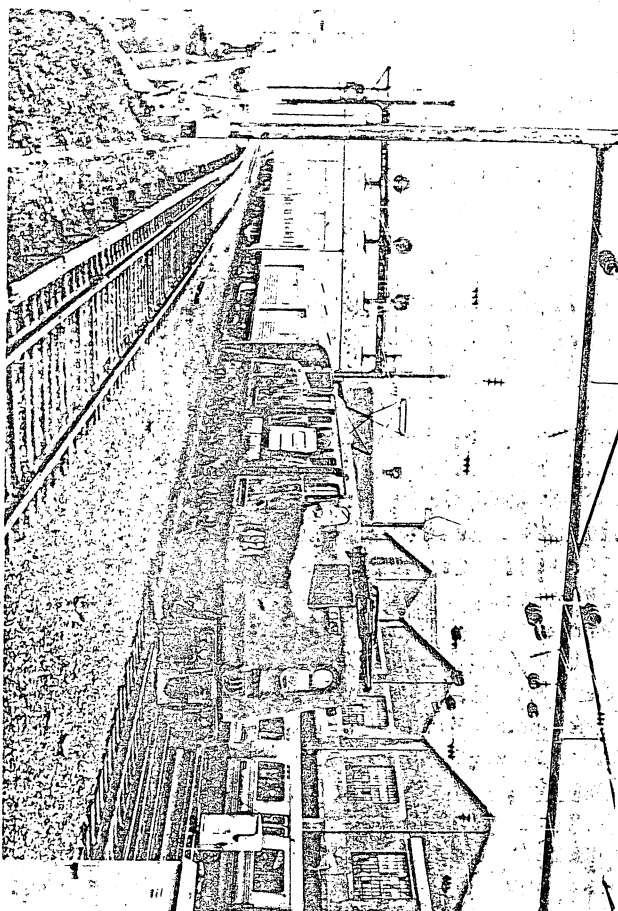
The reason why we are being so specific about routes to the shore is that we want to make sure that each and every one of you will have absolutely no difficulty getting there, and also we hope to be providing this notice early enough so that everyone will be informed of the meet. WE DON'T WANT TO HEAR ANYBODY SAY THAT THEY DIDN'T KNOW OF THE MEET!!! IF YOU DON'T COME, IT'S YOUR OWN DAMN FAULT! We also extend a particular invitation to the "North Jersey Boys" residing in Paramus and Fair Lawn. It will be worth the trip. Although Ocean City does not offer any railroad action at all (except the RDC terminal) there will still be plenty of things to do to keep us occupied for the weekend. Besides, it is our opinion that the lack of railroad activity will not divert anyone from the immediate business at hand. It is essential that we are all grouped together to discuss these problems if everyone would like to see a better AR and TAMR.

Now, while in Ocean City we will be staying at the famous "Rallyeigh" hotel. It's a nice place and it's rates are inexpensive. There are many fine eating places located nearby the hotel, and we don't mean Gino's or McDonalds! Also the boardwalk is brimming with activity at this time of the year, especially for you air-hockey players. If pinball turns you on there are more pinball machines than you could play in a lifetime. Also, DON'T FORGET YOUR SWIMMING TRUNKS, for we will be holding perhaps the first officially organized AR swimming tournament! The cost of the entire weekend should be under \$25.00, especially if you're a light-eater, don't play pinball, etc. \$25.00 is about the maximum anyone should have to pay, including all recreational activity. SEE YOU THERE!!! For more information contact Paul J. Manton, 29 Grove Ave. Flourtown, PA 19031 (215) 836-7046.

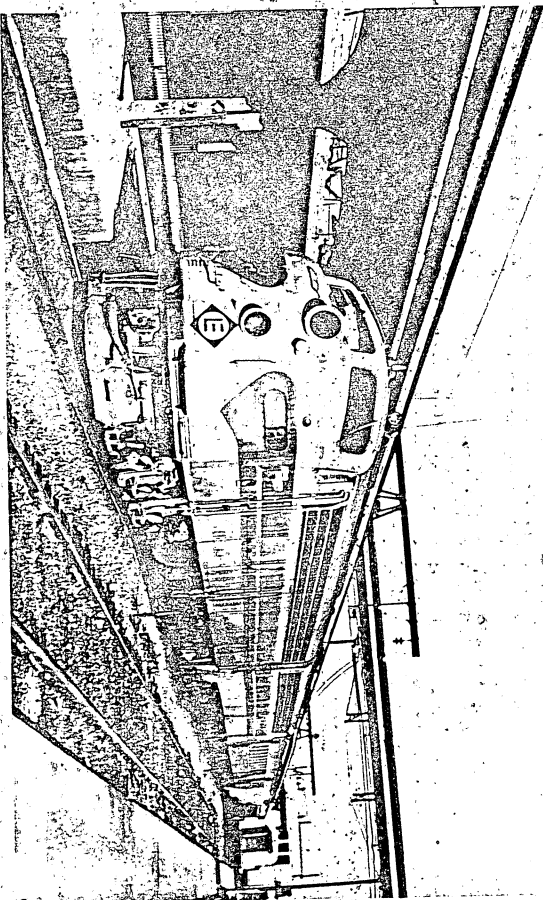
The AR Administration

PHOTOGRAPHIC PROTOTYPICAL EVIDENCE

- 1) FC GG-1 #4921 at Harrison, NJ.
John W. Held)
- 2) FC ALCO switcher #91111 at Meadows
Yard, Kearny, NJ. (Al Tilletson)

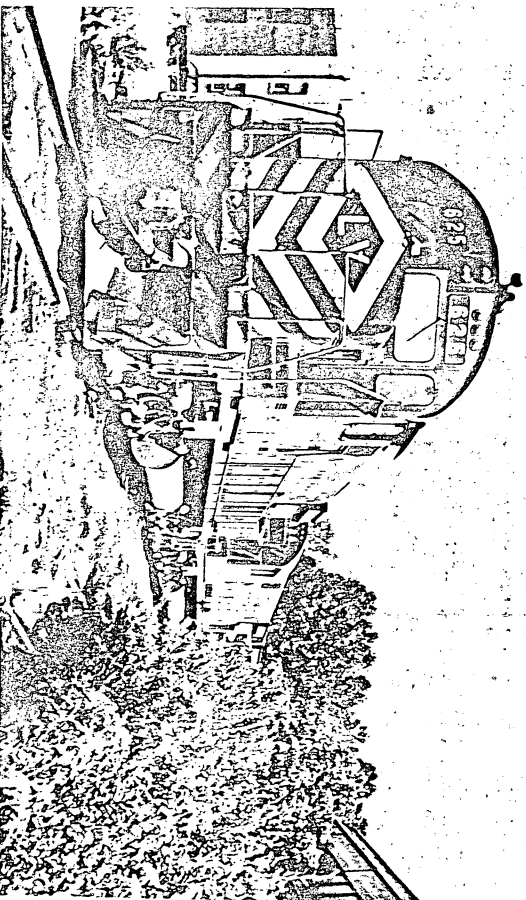


- 3) EL E-8's #812 and 825 with 3 cars
await the highball at Hoboken, NJ
with train #71-March '74 (Al Tilletson)
- 4) EV ALCO C-628 #625 at Allentown, PA engine
terminal, August '74 (Frank Chadwick)



MAR 74

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There were two hastily-planned spur-of-the-moment meets during the month of June, '75 that are worth mentioning. The first occurred on June 2 when Chris Buckley and Frank Chadwick came down to visit the Philly area for a day of railfanning, and they accompanied my brother and I on a trip to the Black Rock Tunnel of the Reading. Transportation was provided via the official "AR Hoogie" Staff Auto, and Chris made up appropriate signs to hand on the vehicle, thus drawing stares from all the bystanders who saw us cruisin' by. Black Rock is usually a very good place to catch Reading Freights, (and for that matter, Reading RDC's--Ed.), but we were jinxed this day for we saw only two freights and an RDC. So, what do AR railfans do at Black Rock to pass time on a slow day? Well, that's another story.....

The second fiasco occurred on Sunday, June 8th, when Frank Chadwick invited everyone to come up to his place for a slide/movie show (plus an operating session on Franks' NJCL), and Chris & I were the only dudes to show up! So, all three of us crammed into my little car and headed for South Amboy, but there was no action there at all, so we returned to Franks' to get a look at each others latest in railfan Photography, plus some additional "special features". Frank introduced Chris and I to the wonders of his own home-brewed "DANDELION" wine, which really surprised me (a beer drinkin' man) by its' potency. The meet came to a close around 10:00 that night.

PAUL J. MANTON

*****REPEAT FROM LAST ISSUE*****REPEAT FROM LAST ISSUE*****

WILLING TO SWAP OR BUY..... I HAVE an A/B set of dummy Athearn PA-2's in FRR Tuscan that I would be willing to swap for an old Athearn EMD GP-30 shell, or if you don't want the PA's I'll buy the shell from you. The PA's come complete with FRR decals for superdetailing. Reply to: P.J. Manton, 29 Grove Ave., Flourtown, PA 19031

THE SPRINGFIELD VALLEY SYSTEM announces its' recent purchase of an Ex-SP EMD GP-35 for work chores along our Reading Company Interchange. The unit is in excellent shape and has even proven to outpull comparable units of the Old Bridge & Englishtown Connecting (well known for its' brass hat, C. Buckley, and his "super geeps"). Also purchased recently for the SV is a set of ex-NYC Sharknose units, for use in our coal country. (occasionally used to pull Reading fantrips).

FART (Fraternal AR Trustee)

Dait Manton
Official Information Processor

*****'75 TAMR/NRA National CATASTROPHE*****

DON'T FORGET- If you plan to come along with us to the TAMR convention in Dayton, Ohio (Not Daitetown, PA. !!) please contact John Held, the convention chairman immediately, if you haven't done so already, so he can be sure to reserve you a room at the hotel. Please try to attend thus making a great time for everyone!

FROM THE PUBLISHERS' DESK: CHRIS BUCKLEY

If you will turn a few pages back in this indecent chronicle, you will notice that Frank Chadwick, your shrewd, ruthless editor assigned me to edit this issue. Before he even left for his trip, he had done all the work for me! (how generous) . As you should know by now is the fact that the dues are up to a buck fifty starting with the next issue. Come on now, you can't be that cheap! Look at all you get, compared to the \$3 of the TAMR one wonders where his money has gone. We have destroyed the Hotbox with our last issue. So don't bitch about a petty raise like that! But just because we're so great now doesn't mean the next issue might turn up like a pile of ~~shit~~ ^{shit}. I want Prototypical Wisdom, now. I had none for this issue (fortunately!) Let's for once try to get off our asses and get over to Dayton. As Lord Capulet said: "One more makes our number greater" Dispite my conflict of going abroad during the convention, I want to hear a good report. And many thanks to Hotbox editor Tim Vermade, who came in our area for some railfanning. I was (again) unable to attend due to my job at "Mafia Tony's" pizza parlor.

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