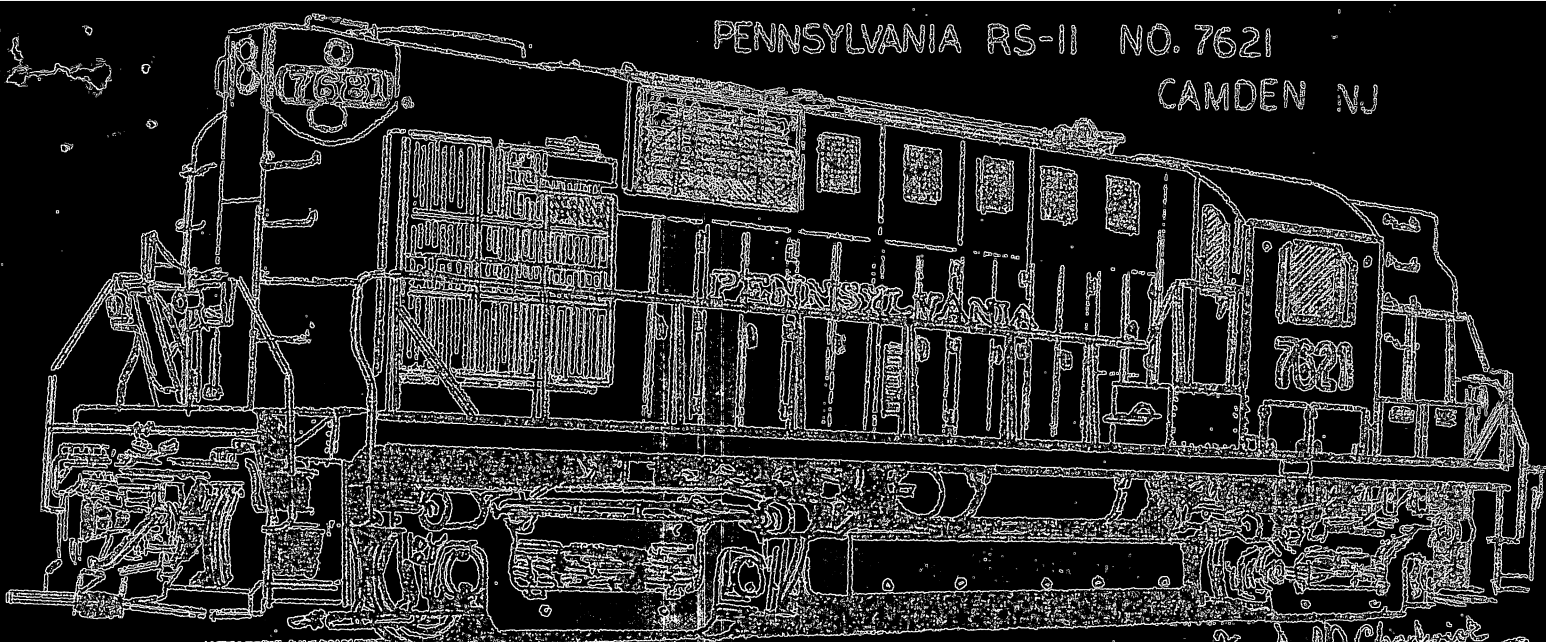


PENNSYLVANIA RS-II NO. 7621

CAMDEN NJ



Frank J.D. Chabnick

VOLUME VI NO. 4

DISPATCHER



Frank J.D. Chabnick

VIRGINIAN 4444 ELECTRICS
PRINCETON, W.VA. 9/4/53

PRESIDENT'S REPORT

--Paul J. Manton

There's been a lot happening lately in and around the region, but due to the lack of available space in this issue I'll try to touch only the general items. First of all I'd like to ask all of you to take a good look at the Dispatcher. Especially the last issue. You will probably agree with me that the quality of our publication has improved tremendously of late, and we would like to continue to see the Dispatcher carry these high standards. If you would like to keep seeing big, 24-page issues then you will all have to start contributing more than you have been doing. Fortunately Frank had enough material to throw together a big one last time, but there's just not enough material to do this every time. All the work is done by a few people. Where are the rest of you? Send some articles, photos, ANYTHING! Also we hope everyone has been satisfied with the photo pages, and I have yet to hear any feedback about them. One thing you may have noticed, however, is that the photo pages seem to consistently present prototype material, which is all well and good. But remember that we are a "Model Railroad" group and therefore it should seem fitting to see some more model-rail-road photos in the photo pages. How about it? Send us some back-and-forths of your pike.

During the weekend of October 11th and 12th I went to Pittsburgh to meet with Betty Summers and Dave Ray to check out some of the spots we'll be visiting during our Spring '76 Allegheny Region Convention to be held there. To be blunt, I was really impressed, and I feel that Pittsburgh has enough to offer that it will turn out to be our best convention so far. Please make an effort to attend this one--you'll be glad you did. A full report on the activities of that weekend can be found elsewhere in this issue. Also in this issue is the listing of planned meets and conventions for the AR, and notice that there is quite a bit of activity planned for the vacation spans throughout the school year, hopefully a convenient time for many of you.

Finally, during the weekend of October 31st, November 1st and 2nd, the Model Railroad Industry Association will be holding their annual show up in White Plains, NY. Hal Carstens, Editor of Railroad Model Craftsman and President of Carstens Publications, has personally invited the TAMR to attend the show, manning our own booth (courtesy of Mr. Carstens) to distribute promotional material and TAMR application forms to those who pass through the show (an estimated crowd of 15,000.) Surely we will pick-up many new members from this publicity, as Frank, Chris, John Held, Dave Rolley, and myself have volunteered to man the booth during show hours. If anyone would like to drop in at the show, it's being held at the convention center in White Plains. Why not stop in and rap with us a while?

EDITOR'S REPORT

--Frank J. Chadwick

Back when I first joined the TAMR, a mere three years ago, I was lead to beleive that the AR was no more than a part of a nationwide network of TAMR regions.....I was also told that the TAMR had over 300 members and that I would receive a "Hotbox" every two months. And I still beleived this (except for the part about the bi-monthly "Hotbox") one year later since I received only "Hotbox" which spoke of things like the "Great Lakes Region" and the "West Coast Region". As time elapsed, it became more and more obvious to me that these regions were as dead as a mosquito in Winter. And still, there were yet other regions that had emerged for a certain epoch of time but had confronted the same lethal destiny, like the Yankee (New England) and Southeast regions. So far, I could only trace these by their publications, and by that the longest lifespan was only 1½ years--that of the YR's. This brings us to the AR.

We are soon to have our fifth year of having a steady publication; thus an immutable region. Mabye that's our secret: the "Dispatcher". (continued)

Editor's Report (continued) Consider what happened to the TAMR when the "Hotbox" came out twice a year (or even less frequently). A disastrous loss of membership resulted. Now, thanks to the collective efforts of Tim Vermande and Doug Johnson, the "Hotbox" is once more emanate and is coming out regularly. An upward trend in the membership has been the product of these endeavours.

The risk that Steve Harper took by mailing out the "Dispatcher" to TAMR members within the geographical boundries of the AR after a period of inactivity of over a year back in April '71 was, in my opinion, an act that will always remain high in the annals of the AR and the TAMR. That deed provided thrust which made the AR what it is today - the largest, stablist, most active (and, regretablely, the only active) region in the TAMR; and the speed by which that goal was obtained was only supplemented by the works of dudes like Bob Sprauge, John Held, and others who gave a bit of their time (and occaisionally, still do) to make the AR better. Let's not blow all this by a sensation of deceptive contentment. There is still a lot to do, and a good start is to write an article.

LONE EAGLE'S LIST.....Potential Allegheny Reg. Members

138. Steve Deutch, Jr.	21 Sleepy Hollow Rd.	Greenwich, R.I.	02818
139. A. Gamble	50 Forest Ave.	Verona, N.J.	07044
140. Carl B. Ford	88 Gary Ave.	Penns Grove, N.J.	08069
141. Greg L. LaRocca	167 Davis Ave.	Pittsburgh, PA	15202
142. Raymond Coleman	70 Schrader Ave.	Johnstown, PA	15702
143. Scott Sheaffer	Star Rt. Box 11	Richfield, PA	17086
144. John Apkers	9611 Auburn Drive	Burke, VA	22015
145. Steve Wasz	14132 Grayson	Woodbridge, VA	22191
146. Kenneth J. Brand	421 Fairview Ave.	Winchester, VA	22601
147. Maury Hancock	621 Midland Trail Rd.	Covington, VA	24426

The administration would appreciate you writing to the people above and encourage them to become members of the TAMR and the AR.

The TAMR "HOTBOX" needs YOU! - for writing articles, hunting down low cost offset printing facilities, buying ad space, drawing cover pictures, suppling an electric typewriter, and just about anything else that you can think of that would help the "Hotbox" (including replacement of the present editor). Contact: Tim Vermande, 51528 Pond St., South Bend, IN 46637

If you are not yet a TAMR member and wish to join the ranks of this notable organization, Contact: Mark Solomon, 6 Bayberry Branch, Casselberry, FLA. 32707 (TAMR President)

The Bergen County Railfan Society.....It's more than the name implies! We span the entire Mid-atlantic area of the nation - and then some. "We are a growing anddRespected organization". Complete information on Eastern Railroading. Contact: Ray Hakim, 21 Clauss Ave., Paramus, NJ 07652 15¢ per copy, yearly dues effective 1/1/76. The Newsletter-Our shing Star

LETTERS TO THE EDITOR - The following is a direct quote from a letter received from Ken Bitten concerning his position in the BCRS (he was never the vice-president of that organization- Ed)....."I am however, the associate editor of the BCRS newsletter, and it was from this that I was fired. I feel that I should point out that I have been fired from this post at least a dozen times and I am still the Associate Editor."

PROPOSED MEETS AND CONVENTIONS IN THE AR

OCTOBER 31st, NOVEMBER 1st and 2nd, 1975

Model Railroad Industry Association annual show, to be held at the White Plains, NY convention center. AR members Frank Chadwick, Chris Buckley, John W. Held, Dave Foley, and Paul J. Manton will be present at the show, manning our own "TAMR Promotional Booth" provided courtesy of Hal Carstens and Carstens Publications. We will be attempting to recruit new members for the TAMR as well as the AR. The show opens at 6:00 PM Friday the 31st, and runs until 6:00 PM Sunday the 2nd of November. Lots of displays, diaramas, models, and slide shows will be on hand, and it will be an interesting time for all. ALL AR AND TAMR MEMBERS ARE WELCOME TO ATTEND!!!

NOVEMBER 8th, 1975

Once again, here's an opportunity to come and join us for the famous "AR Travelling Circus Road Show" consisting of Allentown, Scranton, Binghamton, NY, and Sayre, PA engine terminals. It's a good trip and well worth the film and gas you'll need. For information contact either John W. Held (201) 759-6565, or P.J. Manton (215) 836-7046.

NOVEMBER 28th, 29th, and 30th, 1975

Al Tillotson will be hosting a meet in his area (Park Ridge, NJ) which will include operating sessions on his Lehigh and Hudson River Railway complete with switching, drawbar, and time-keeping contests. So bring your favorite loco and see how it stands up to others. We should also be hitting some of the local rail spots in the area, plus wrap things up with another famous AR slide show. Now the meet may be held on any one of these three days, possibly even all three for those who want to. Contact Al (201) 391-5227, for more details and information.

DECEMBER 28th, 29th, and 30th, 1975

This time of the year everyone usually has off from school and work, so the Philadelphia Division has decided to host a meet in the Philadelphia area during these days. We will be visiting such famous engine terminals as Port Richmond, Erie Ave., and Abrahams, plus action spots such as the Black Rock Tunnel, Northeast Corridor, and Nest yard. Also, for you traction fans, we are setting aside an entire day specifically for touring the 16 SEPTA trolley lines in the Philadelphia area, along with a possible visit to the SEPTA 69th Street car and subway shops. Also plan to bring your favorite HO locos for an operating session on P.J. Manton's Reading Company System/Springfield Valley Lines, plus mucho, mucho slides and movies!!! Lodging will be provided at the members' homes to keep costs down. Contact Paul J. Manton (215) 836-7046, for more information.

EASTER VACATION, 1976

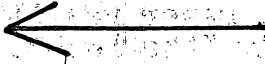
Allegheny Region Annual Convention to be held in Pittsburgh, PA featuring loads of rail action, trolley action, plus visits to model railroad clubs in the area. Also planned are slide and movie shows, and a good chance to meet a lot of your fellow members. It will be, as stated before, an inexpensive convention and well worth the money you do spend. For further details contact Paul J. Manton (215) 836-7046, Betsy Summers (412) 364-8788, or Dave Hay (412) 486-2365.

The Allegheny Dispatcher of the Allegheny Region of the Teen Association of Model Railroaders is brought to you by the works of your local.....

AR President	-Paul J. Maanton, 29 Grove Ave., Flourtown, PA	19031
AR Sec/Treas	-Betsy Summers, 209 Tadmar Ave., Pittsburgh, PA	15237
AD Editor	-Frank J. Chadwick, 54 Daily St., South River, NJ	08882
AD Publisher	-Cris J. Buckley, 7 Dobson Rd., Old Bridge, NJ	08857

CHICAGO CONVENTION
PIX

TAMR HOTBOX Editor
Tim "Curly" Vermande
(Frank Chadwick)

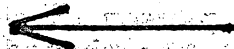


P.J. Manton
(Frank Chadwick)

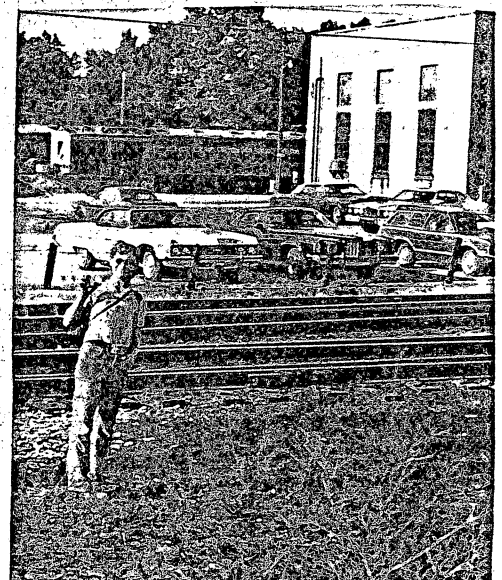
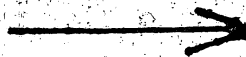


P.J. Manton, AR President, at
Willow Creek, IN (Tim Vermande)

Allegheny Dispat-
cher Publisher
Chris "The Buck"
Buckley at Roose-
velt Road Bridge,
Chicago.
(Tim Vermande)



Allegheny Dispat-
cher Editor Frank
Chadwick at Mich-
igan City, IN.
(Tim Vermande)



A CORRECTION.....submitted by PJM

TAMR HOTBOX Editor Tim Vermande points out some serious "flaws" which appeared in the last issue of the DISPATCHER, concerning the Chicago Convention Article.

In the first place, the term "Greasy PC" originated with Doug Johnson, although the article had the term listed as "Vermande Slang". Trivial as it may seem, we would still like to see the proper credit given to the appropriate person or persons. However, both Frank Chadwick and myself actually heard the phrase emanated from Tim's mouth several times on the trip, and so Frank was promptly apted to label it as such.

Tim also points out that paper is measured in reams, not cords; as was stated in the article (although the paper was attained largely from the wood base, and wood is measured in cords). Also, due to my complete absent-mindedness, I inadvertently labeled the area where we stopped for fuel as "Center City Chicago", never realizing that the area was referred to by local residents as simply "the Loop". Last but not least, I named the road where Frank lost my hat as the "Chicago Freeway", but the road is known out there as the "Eisenhower Expressway" and it heads in a west-erly direction toward La Grange.

By the way, since we did not see the famous Rock Island E-6 #630, I was writing the article under the assumption that it was in some kind of Bicentennial Commemorative paint job as many of the other roads units are, but it turned out to your ordinary, everyday EMD E-6 (which is also the last one in the world-Ed.)

REMEMBER THE PITTSBURGH SPRING MEET THIS EASTER.....APRIL 16 thru 18

The A&S-SHORTLINE SCENE.....by Betsy Summers

Pittsburgh's shotline freak proudly presents: The Aliquippa & Southern. Somewhere between two great rivers in south-western PA, there lies a strange, iron clad, steel forging, dive, (according to John W. Held, and a pretty nice place (according to Paul Manton). Glorious Pgh.- host to 19 rail lines; B&O/C&O, N&W, P&LE, and the almost but not quite defunct PC, to name a few. But a little further along the river, the unsuspecting railfan may stumble blindly across the pride of the shortlines (Stumble by all means. I've lived in Pgh. for almost all my life and had never heard of it.) Shortline freaks, prepare to greet the great, the magnificent, the financially sound, Aliquippa & Southern Railway System. This tiny rock of shortline pride occupies seven miles of its own track and main-tains 91 miles of trackage right of way over the PC and P&LE lines along the Ohio river. It serves the Dravco Corp. and J&L steel. A&S boasts of a 1000 freight car capacity with the aid of 20 engines and 550 employees. The pride of the A&S engine fleet is #1208; complete with its special (though not unique) 1776 paint scheme. And I'll be damed if I know what kind of engine it is.

Well, A&S, shortline freaks of the AR salute you. (Anybody out there know anything else about it?)

DISPATCHER ADS ARE FREE.....AND THERE WORTH THE PRICE!

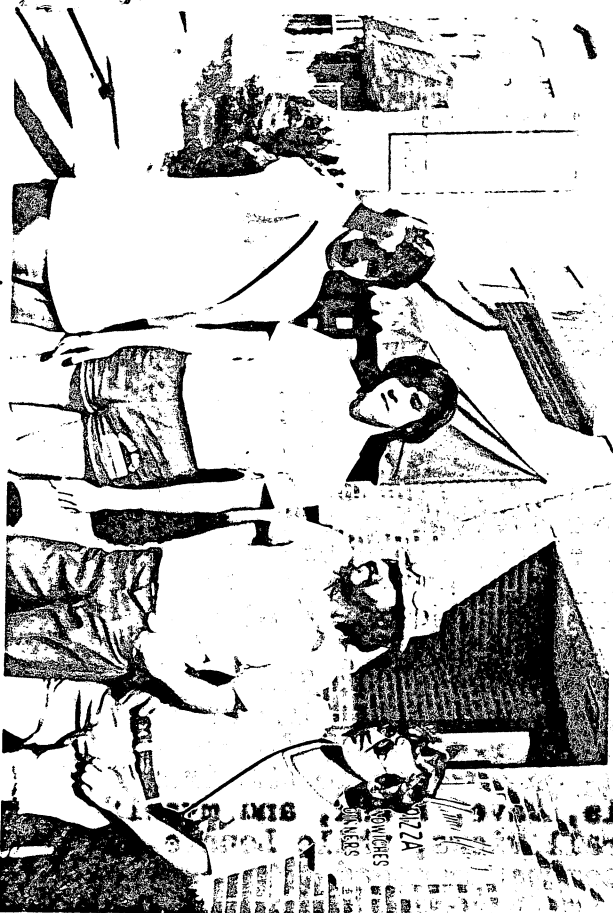
What ever happended to Prototypical Wisdom? - FJC

ON BACK
(CHICAGO → Tim V's Vee-dub is in the background of the picture of the Buck- ED.
CONVENTION
PIX)

1) What are these two "neyeing"?
(Joe Targuini, Dave Foley)



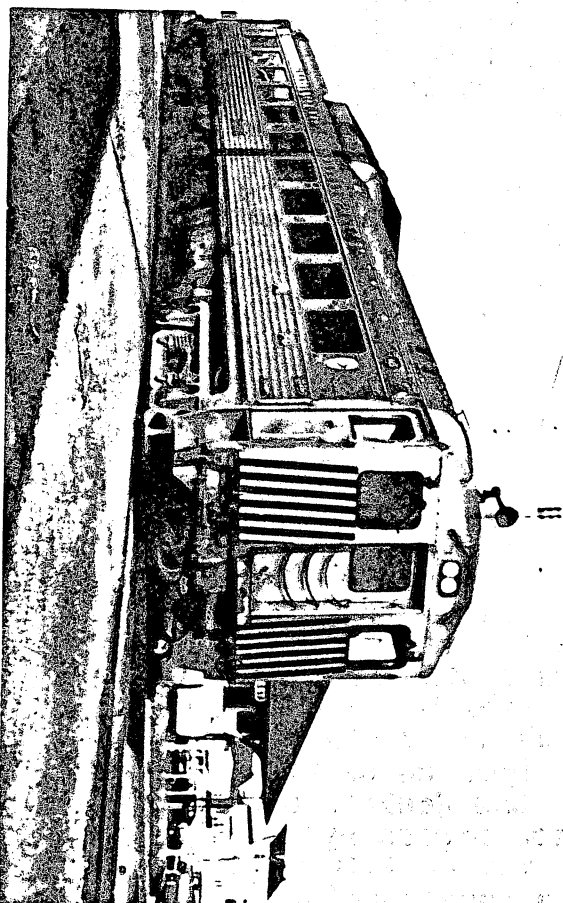
2) Part of the gang outside of the official AR banquet headquarters. Left to right are Joe Targuini, Dave Foley, Leigh Len-
nie, and Frank Chadwick.



3) Ray Hakim explains the value of the five inside the AR banquet room.



4) The only rail action to be seen at the meet was this FRSR RDC pulling out of the 10th Street Station.



Beginning that Friday night, the 19th of September, Dave Foley, Joe Tarquini, and myself went up to Frank Chadwick's house for the night so we could get an early start the next day. Chris "The Buck" Buckley also joined us at Frank's.

Saturday morning things got a little screwed up when we found out that Lehigh Lennie had to work till 12:00 Noon, so our plans for the day got started a bit late. Eventually though, we met Lennie and his wife at Newark and got on our way. Spent a good deal of our afternoon travelling to get to Lehigh Lennie's campsite in the Pocono Mtns. of Pennsylvania. (Quite a haul from North-east Jersey).

Donna Harlos (Lennie's wife) fixed us all a good meal of beans and franks which seemed to keep everyone all perked up for the evening's activities, which consisted many of a big slide and movie show. We started out looking at the pictures outside on the side of the tent, but rain suddenly appeared and we had to move everything inside the rather cramped quarters of the camper (by the way, these campsites are unique, as they feature complete electrical and gas hook-ups, in case anybody was wondering how we looked at slides in the middle of the forest). All turned in after a long day.

Fortunately the rain stopped overnight and Sunday the 21st was an absolutely beautiful day for picture taking; we wasted no time in getting down to the Starrucca Viaduct (about 45 minuits from Lennie's campsite). Arriving there we saw three PC units waiting on an overdue D&N freight which, incidently, featured N&W power. Chris, Dave, Frank, and myself climbed on top of the viaduct for some overall views, while Lennie, Donna, and Joe remained on the ground and somehow managed to persuade the PC engine crew into giving them a ride in the cab (eat your heart out, Ray Hakim) up the tracks a bit for the hookup and some air operations.

When the freight was finally ready, it was quite a sight with 3 PC EMD's at the point, and four N&W GE's and a D&N RS-32 bringing up the rear. Tight units in all, heaving that train up Ararat Summit!

Soon a second freight followed sporting LV Alco C-628's: three of 'em. We all decided to chase the train for awhile, which we did. It too was really grinding, as the grade to Ararat is quite steep.

At the end of the day, all returned to Frank's, Lennie and Donna went back to Paterson to take care of Lennie Jr; the Buck went back to Old Bridge, and Dave, Joe, and I returned to Pennsylvania.

NEXT "DISPATCHER" DEADLINE -- December 12.....every little bit helps!

FROM TIM VERMANDE TO AL TILLOTSON - In regard to Al's article which appeared in the last Dispatcher entitled "Fannen'in the Summer, '75", HOTBOX Editor Tim Vermande has the following to say:

"If, as it sure sounds, you took the Indiana toll road through my state and didn't stop by (PJW and FJC know just how close I am to it), then your head must be in a basket! If you had you would have seen a lot of those (ugh) EJSF switchers, and some GM&O units.

It is probably not uncommon to see freights pass from Rock Island to Joliet, even longer ones, but it should be remembered that these are mainly transfer runs that don't bring that much money. That, and some rather awesome Chicago commuter deficits hurt. Because of the fictitious schedule-keeping (actually, it isn't that bad, the Rockets are consistantly 3-4 hours late), they don't stop the thing unless necessary".

NEXT OFFICIAL AR ELECTION.....APRIL 1. Become a candidate(or nominate) today.

0 MORE OCEAN CITY PICTURES!!!

5) Party on! (Dave Foley)

6) This photo was lost in the editor's files.

7) John Held's lady friend Pat from Syracuse, NY.

8) A few of the attendees in the convention headquarters. Left to right are Ken Bitton, Joe Tarquini, Dave Foley, Frank Chadwick, Leigh Lennie (foreground) and Ray Hakim (in the rear with a drink).

9) John Held engaged in deep thought at the convention headquarters.

(All photos: P.J. Manton)



During the weekend of October 12th and 13th I went to Pittsburgh for a visit with Betsy Summers and David E. Hay, both local residents of the area, with the purpose of visiting some of the spots in the area which we plan to visit during our AR Annual Convention to be held there this spring. What I saw really surprised me and I feel that a good choice has been made to hold our convention in this town. It promises to be our best convention ever.

Pittsburgh is definitely a freight capital. There's a constant amount of inbound and outbound freight activity on all the roads which serve the area including the Bessemer and Lake Erie, Pittsburgh and Lake Erie, Norfolk and Western, Chessie, and Penn Central. Also several fine shortlines serve the area, which seems to be dominated by steel mills and other large-output industries. Betsy and I took a cruise up to the PC's Conway facility, which they claim to be the largest fully automated hump-yard in the nation. And are they even right about that? The tracks stretch as far as the eye can see, and the engine terminal--wow! I counted 75 engines and there were still more! I'll bet that most of PC's Western Division operates out of Conway, from the size alone. There's mostly EMD to be found there, but on a good day you'll see a good cross-section of ALCO and GE as well.

Betsy and I also rode a couple of the famous Pittsburgh trolley lines operated under the "PAT" system (Port Authority Transit). These PCC's used in Pittsburgh have to be built tough to take some of those treacherous grades they have to climb. All are painted in different, brilliant colors that are quite eye-catching. At the time of the convention we will surely make an effort to take a tour of this fine traction system.

On Sunday Betsy, Dave, and I tracked on down to Pittsburgh Amtrak Station and we were in for the surprise of our lives! Remember how PC men have a reputation to be bitchy and rude? Well, not in the Pittsburgh area. As we were walking around the station and the adjacent yard along came an EMD NW-2 with two PC men on board. Not only did they invite us up into the cab to rap a while, but also went out of their way to get clearance for us to come up into the tower for a full tour of the facilities. The PC men in the tower were gentlemen as well, and they took the time to explain to us how the yard operates and even let us throw a few of the turnouts. I was totally amazed with these actions, in contrast to the PC men in my own Philadelphia area. By the way, the fellows in the tower told us we could come back anytime and that we'd always be welcome to come up and watch them work.

We all then left for a Chessie facility along the Allegheny River which had two freights with helpers come thru. Everytime I turned around I saw another railroad! Those of you who come to this convention will definitely be in for a treat, and from my observations it will be well worth the money you spend. Not only that, but for those of you who are in the same vein as I you might want to know that I discovered a good beer while I was there by the name of Stroh's and Pittsburgh has it in good supply. Party on!

Paul J. Mantel

RAILFANNING IN THE AR's NEWEST HOAGIE.....by Ray Hakim

Since the retiring of John Held's "Hoagie", the AR needed another one. It searched no farther than Al Tillotson's 1964 Chevy station wagon. Formally a family car of the Tillotson household, Al now uses it for railfanning purposes. I will now present an account of train hunting on 8/20/75.

I slept at Al's house the night before in order to get to Great Notch early enough the next day to catch some EL freights. Well our big plans for Great Notch had little results. We got to the "Notch" and it didn't look too promising. After 15 minutes and two commuter trains, we departed for Croxton Yard. At Croxton we saw the usual road power and saw a freight leavin on the mainline. We quickly left and found our way to Rt.#17 North.(continued

THE SIGNING OF THE AGREEMENT

Tuesday, September 2, 1975 was an important day in the history of the Allegheny Region, for it was on this day that an event of great historical importance occurred.

What we are speaking about is the historic signing of the agreement that officially merged the components of the "Family of Lines" into one large system. The "Family" of course consists of the HO scale model railroads of Chris Buckley (Old Bridge and Englishtown Connecting Ry.), Joe Tarquini (The Sunburst Railways), Dait Manton (Springfield Valley Route), and P.J. Manton (Reading Company System). The pact was drafted by "The Buck" himself, and Frank Chadwick filmed the entire historic event.

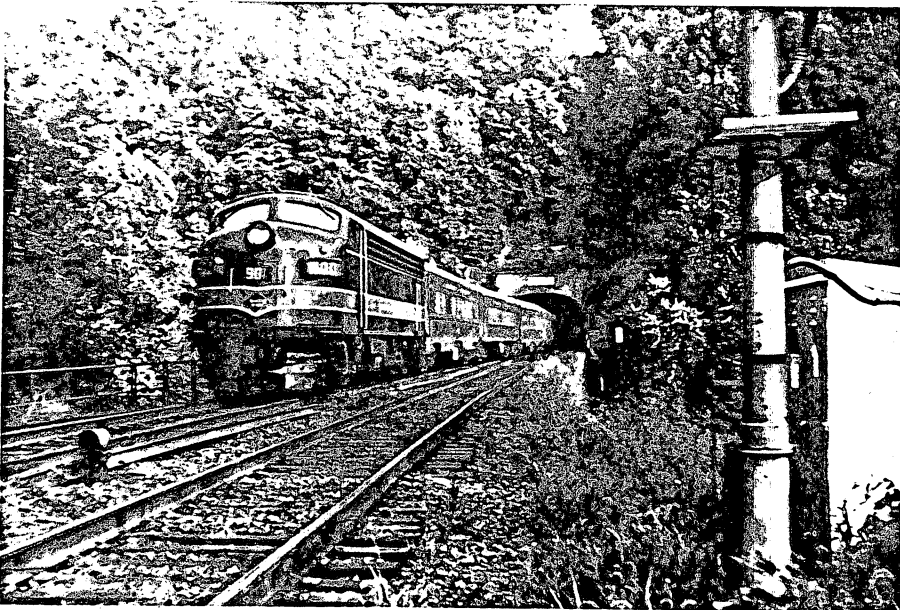
Location of the signing was the famous Black Rock Tunnel on the Reading Main north of Phoenixville, PA, and the event occurred precisely at 4:00 PM sharp. To celebrate the occasion Frank provided us with a bottle of Mateus Rose, and we toasted the agreement. All events were filmed by Frank.

In the top picture, left to right, are Frank Chadwick (AR Editor and not a part of the "Family"), Chris "The Buck" Buckley, AD Publisher and president of the O.B.&E., and Joe Tarquini, president of the Sunburst Railways.

The center photo depicts Frank attempting to smash the Mateus bottle on the rocks at Black Rock to christen the agreement.

To the left is the famous "Reading Express", a push-pull operation operating between Philadelphia and Reading twice a day, utilizing vintage EMD FP-7's in the old, old Reading green paint scheme. After waiting over an hour after the signing, the train finally arrived in all it's glory.

(All photos: P.J. Manton)



railfanning in the AR's newest hoagie (continued) After a short stop for gas we found our way to Elizabeth. Waiting no more than three minutes the freight appeared. Next, the plan was to catch it again at Suffern, NY. Crossing over the EL tracks at Ramsey, we saw it going underneath us. Back on #17, we finally caught it again. We decided to continue railfanning back down to Croxton.

PC-Kearney was next. Their the Hoagie was allowed to rest while we photographed numerous GC-1's and Alco road switchers. Although we have heard of encounters of other AR members and the PC Police, we saw no police.

We then made our way to the Skyway and the beautiful Ironbound section of Newark. Here is the famous scrapyard, Naporano Iron & Metal. We had no trouble photographing eight Amtrak E-8's (some not in Amtrak paint). Two more were presently being scrapped and another three were in an unphotographable position. We encountered a problem when leaving NI&M because the yard security thought the hoagie was stolen from their pile of scrap. But a heavy foot on the gas left the man in a cloud of oil smoke as we whisked away.

I'm sure that, one time or another, the LV police at Oak Island Yard in Newark has given you a hassle. However, we didn't see anyone who resembled a LV cop. We easily photographed a set of U23B's, GP-38's, but the chop-nose RS-11 there was in a bad photographic position.

Elizabethport was the last stop. E'port had the usual stuff, including an EL SD-45, a RD GP-35 and a RD GP-39-2. Also, outside the shops was East Jersey RR& Ter. #18, a GE 65 tonner.

Here we go in the Hoagie again. We've decided to run/wreck (cross one out) Al's trains on his HO scale L&NR for awhile. For now, the hoagie is at peace; it awaits the next call to railfanning. It seems that we have better luck on railfan trips with the hoagie. So dump another quart of oil in her and let's get trackin'.

THE PUBLISHER SPEAKETH.....Once again we come upon that time when we receive this chronicle from our friendly mailman who swears that he will never deliver another railfan publication to your address. (if you can call this railfan material) By this time you should know that the "Hotbox" and the "DISPATCHER" have been coming out on alternate months; except for a goof made by Tim Vermande for putting out his issue to early, or for that matter, out at all!! If your not on the "Hotbox" mailing list, good for you!

The "ALLCHENY DISPATCHER"
c/o Betsy Summers
209 Tadmar Ave.
Pittsburgh, PA 15237

FIRST CLASS FIRST CLASS
FIRST CLASS FIRST CLASS
FIRST CLASS FIRST CLASS

FIRST CLASS
FIRST CLASS
FIRST CLASS

Com'on man, move...

put de rear in gear

PHOTOGRAPHIC MATERIAL ENCLOSED