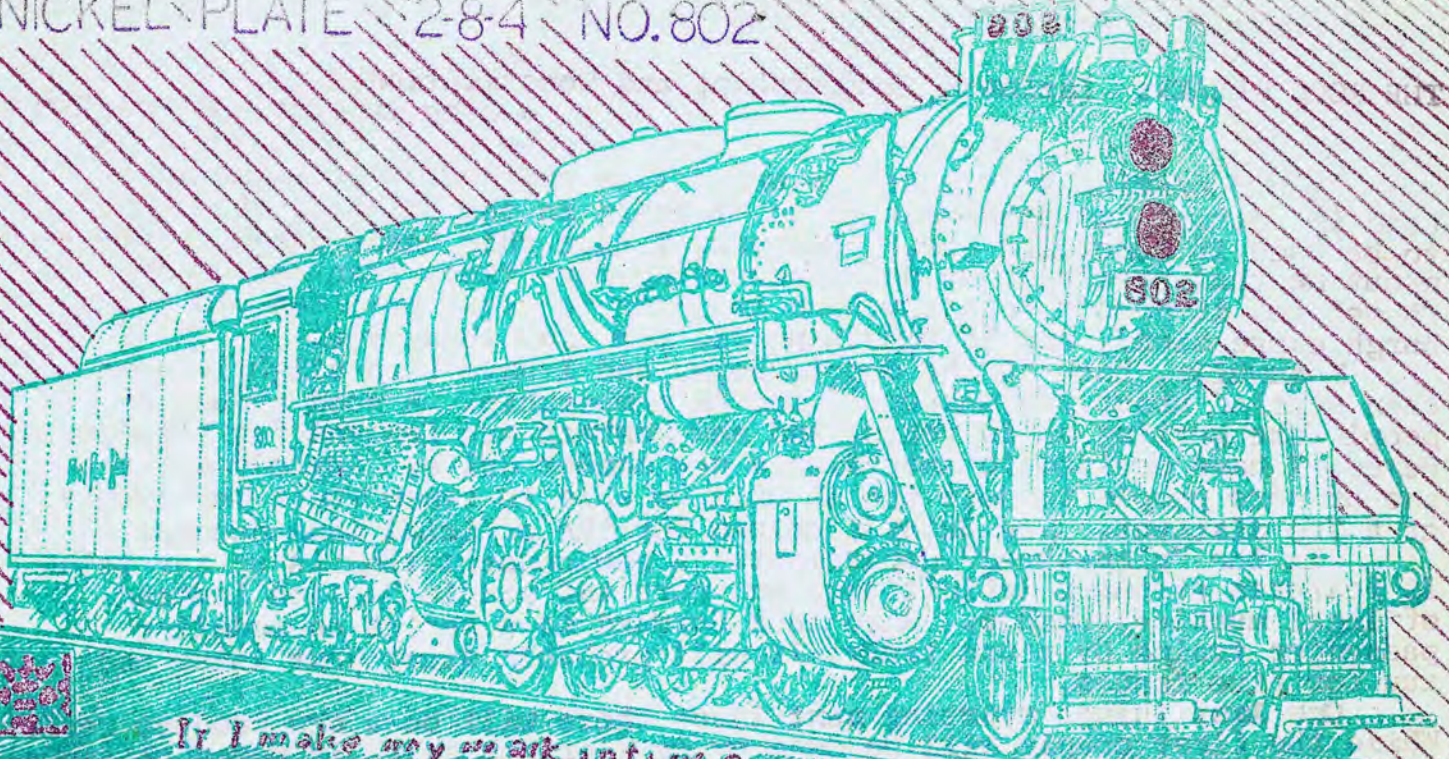


NICKEL PLATE 2-8-4 NO.802



If I make any mark in time...

AN OFFICIAL PUBLICATION OF THE ARA

THIS ISSUE CONTAINS JAZZ POOPSTER

Best Wishes to
Mr. & Mrs. Paul Manton

June '76 Volume 7 No. 4 BICENTENNIAL ISSUE !!!



C&O EMD E8 NO.4023



I will know that mark is mine -cat Stevens

THE ROCK SPEAKS: Laziness, Membership, and Constitutions

--Greg LaRocca, AR President

I had originally planned to write this editorial twice--one to be used if nothing had been sent in to "Letters to the Editor", the other to be used if something had. However, I have this basic lazy streak about me that precludes me doing something more times than necessary. Therefore, if nobody sent anything in, nuts to youse guys (an old Pittsburgh expression), and if something did come in, thank you.

Meanwhile, back at the depot, Betsy and I have been slightly more then worried about the makeup of the AR membership. A good number of people are getting up in years, and new members are few and far between. Hence, I have decided to authorize a new member drive. Anybody who gets one or more people to join the AR will be able to renew their membership at a 75¢ discount. See Betsy's column for the official announcement.

In the "plan-ahead" department: a new constitution is up for vote. It features stronger definitions, and pure and simple English instead of legal mumble-grumble. Also look forward to a series on modeling passenger trains by yours truly; it will probably start next issue and run for five issues.

One last thing: starting next issue there will be a new product review. While the first couple will be done by my glorious self, it would be appreciated if anybody will send in a review on a new item; even a couple of notes on it would be helpful.

Your humble pres,
Greg M.J. LaRocca

TREASURY REPORT--Ms. E.A. Summers

This is the treasury report for the first two months of the first quarter which will end on 30 June:

Beginning Balance	19.86
Postage Expense	13.00
Dues Income	1.50
New Balance	8.36

New Members and Renewals:

There havn't been any new members or renewals since the last issue. The following persons are up for renewal, and please note that this is your last issue unless you renew:

Ray Hakim
Joe Tarquini
John Bull
Leonard Harlos

Chris Hodapp
Ed Robinson
Tim Bishop
Jim Coulter
Steve Tolle

Ron Gaines
Mike Green
Dait Manton
Larry Obermeyer

Also remember that dues are (ages 13 to 21) \$1.50, and (ages 21 and up), \$3.00. Please, if you pay by check or money order make it payable to Betsy Summers. It makes it easier for me to embezzle funds.

SHE SPEAKS!

Well, what can I say? We are in dire financial straights and need all the help we can get. Our region is the best in the entire TAMR and our publication is better than the HOTBOX. Where is our regional spirit? We can't die out now when things are looking so good. Please renew as soon as possible and if you know of any prospective members, try your damndest to sign them up. Also, are there any rich people out there who feel like donating some money to the treasury?

RENEWAL SPECIAL!!!

Send the Secretary the name and address of a prospective member and I will send him an application. If he joins you can renew your membership a 75¢ discount. This is a savings of up to 50% for regular members. This offer is good until October 31st, 1976.

Exchange Place

AR is beginning a new program for exchange between interested members. Hopefully participation will be good as this program will benefit everybody.

PASS EXCHANGE

Attention all members who have passes. Send us your pass and we will send you our pass to the Pennsylvania, Baltimore, and Ohio RR, President Greg M.J. LaRocca, Chairman of the Board E.A. Summers, 167 Davis Ave., Bellevue, PA 15202. Also a complete listing of all members offering their passes for exchange will be sent.

SLIDE AND PHOTO EXCHANGE

Do you have a slide or photo collection and are you willing to trade? We have 35mm slides of Penn Central motive power and rare units of roads now belonging to ConRail. Also we have slides of Pittsburgh trolleys. Send us your wants and we will try to help you out. (See above PB&O address). A list of all members trading will be sent upon request. We will trade for PC Electric and SEPTA trolley slides in particular. Make us an offer for anything and we will work a trade.

CAR LETTERING EXCHANGE

Do you have a private name road or do you run prototype? Do you have road decals for your rolling stock? Are you willing to trade car lettering or cars with other members? The PB&O will trade either lettering or lettered boxcars with you. Lists of participating members will be sent upon request. (See above PB&O address.)

THE ROOTIN' TOOTIN' ONCE-IN-A-LIFETIME TANKCAR OFFER!!!

How would you like to own your very own "Family of Lines" special edition Bicentennial tankcar? Well, there're for sale and we have 'em ready to go, for only \$2.00 apiece. The cars are AHM triple-domers, and come painted and lettered in red, white, and blue for the Family of Lines with all the participating roads' insignia. They are ready for you to add your own trucks and couplers too. Inquiries should be sent to P.J. Manton, 29 Grove Ave., Flourtown, PA, 19031.

CONSTITUTION

The AR Executive Board has seen the need for updating the regional constitution. This is the reworked draft and is now up for vote. Read it carefully and vote using the ballot below. Voting will be conducted according to Article XI of the present constitution. Please note that ballots are to be sent no later than three weeks after the postmarked date on this issue and shall be sent to the Secretary/Treasurer. The President has declared all members eligible to vote regardless of age in an effort to gain an accurate view of the membership. This motion shall be decided upon by a majority of those voting.

ALLEGHENY REGION CONSTITUTION**Article I - Purpose**

Section 1: The purpose of the Allegheny Region of the Teen Association of Model Railroading, (TAMR/Teenrail), is primarily to further communications between members of the region and to serve as a link between the national organization and the regional member in representing the interests of the member.

Article II - Membership

Section 1: Any one, whether a member of the TAMR or not, is a member of the Allegheny Region upon payment of dues to the regional Secretary/Treasurer. The period of membership is terminated the last day of the month one year after payment.

Section 2: There will be three classes of membership:

- a. The resident member is any member living within the regional boundaries and who is between the ages of 13 and 21.
- b. The non-resident member is any member living outside regional boundaries regardless of age.
- c. The associate member is any member over the age of 21 regardless of his residence status.

Section 3: Membership Privileges

- a. The resident member is entitled to any and all privileges of membership including the right to run for and hold office and to vote in any and all elections.
- b. The non-resident and associate member is entitled to any and all privileges of membership including the right to vote but may not run for or hold any office.

Article III - Officers

Section 1: There are two officers:

- a. The President, who shall uphold the constitution of the Allegheny Region and shall set regional policy as a whole. He shall also act as chief executive and spokesman of the region.
- b. The Secretary/Treasurer, who shall collect dues and issue renewal notices. He shall also make treasury reports quarterly for publication and will issue a capital statement once a year. All new membership activities and official regional correspondence is under the jurisdiction of this office.

Section 2: The terms of both officers are the time between the announcement of their election and the time the results of the next election are announced.

(Cont on page 5)

AR CONSTITUTION (Con't from page 4)

- Section 3: If the President vacates his/her office before the end of the term, the Secretary/Treasurer will become President and appoint a new Secretary/Treasurer. They will serve the remainder of the term. If the Secretary/Treasurer resigns his/her position before the end of the term, the President will appoint a new Secretary/Treasurer to serve the remainder of the term. If the President and the Secretary/Treasurer both resign at the same time, the President shall appoint a new president who shall appoint a new Secretary/Treasurer.
- Section 4: Terms of Office
- No member may hold more than one regional office for a single term, and no member may run for more than one regional office in a single election.
 - No member shall hold or be appointed to a regional office if he is a national officer. No regional officer shall remain in office more than one month after being elected to a national office. A national officer may run for regional office if his term expires before his term as regional officer begins.
- Section 5: The Executive Board
- The executive board shall consist of the president, secretary/treasurer, editor, publisher (and/or).
 - In executive board decisions the President and Secretary/Treasurer will have the vote. The Editor and/or Publisher shall act as advisor and vote only in the case of deadlock voting.
- Article IV - Elections
- Section 1: An election chairman shall be appointed by the President before any regional election.
- Section 2: The election chairman shall announce the date of elections which shall be completed by the second Friday of April every year. He shall solicit nominations for the offices in the regional publication. This publication shall be issued no less than two months before the election date.
- Section 3: Any member may nominate himself, (providing he is a resident member), or any resident member for any office. Nominations should be returned within a period of time specified by the election chairman, not less than two weeks. The nominees should be given the opportunity to decline.
- Section 4: The ballots should be sent separately or included in the regional publication depending on the publication schedule. This should be done no less than three weeks before the election deadline of the second Friday of April.
- Section 5: The election chairman will count the ballots and report the results immediately after the election deadline to the current officers and new officers by first-class mail or by telephone. The election results will be announced to the general membership in the next issue of the regional publication.
- Section 6: Issues of referendum and initiative, amendments and other questions of importance to the region may be added to the ballot for general elections as approved by the President. The election chairman will also compile the results of this vote.

AR CONSTITUTION (Con't from page 5)

Article V - Initiative and Referendum

- Section 1: Any time an executive decision is challenged by one of the officers or two members, it will be put to vote.
- Section 2: Voting procedure is this: if the challenge is made within two months of the general election it will be put on the general ballot as outlined in Article IV, Section 6. Otherwise, ballots will be sent to all members in the next issue of the regional publication. The ballots will be collected and counted by a neutral member agreed upon by both parties. Vote closing date will be three weeks after the mailing date of the ballots. The measure will be passed by a majority of those voting.
- Section 3: The results will be implemented immediately and announced in the next issue of the regional publication.

Article VI - Amendments

- Section 1: Any amendments to this constitution may be submitted by two or more members and will be subject to vote.
- Section 2: Voting will be carried out as stated in Article V, Section 2.
- Section 3: An approved amendment will be implemented immediately and will be added to the constitution in the proper place.

Article VII - Dues

- Section 1: Dues are to be set by the President upon recommendation of the Secretary/Treasurer.
- Section 2: The Secretary/Treasurer will collect the dues and will make a financial report quarterly for publication. A complete capital statement for the year must be made available upon request. The Allegheny Region fiscal year begins on April 1 and ends on March 31 the following year.

Article VIII - Expenditures

- Section 1: Regional funds will be used for all publications and mailings of the region. Other uses for funds will be decided by the officers.

Article IX - Publications

- Section 1: A publications committee, (editor, publisher, etc.), will be appointed by the President and will be in charge of regional publications.
- Section 2: Three classes of publication will be handled by the committee:
- a. A newsletter known as The Allegheny Dispatcher will be published at least six times a year.
 - b. A directory compiled by the Secretary/Treasurer will appear in the newsletter at least twice a year.
 - c. Miscellaneous mailings such as ballots and special announcements may be made at the President's discretion.

Article X - Boundaries

- Section 1: The Allegheny Region is to consist of the states of Pennsylvania, Delaware, New Jersey, Kentucky, West Virginia, Maryland, Virginia, District of Columbia, and New York City. Under the TAMR Constitution, this is subject to the approval of the TAMR President.

(Continued on page 7)

AR CONSTITUTION (Con't from page 6)

Article XI - Meetings

- Section 1: All meetings intended as functions for the entire region (conventions), are subject to the approval of the region President and are to be announced to the general membership by way of the regional publication. All other meetings will be considered out of the jurisdiction of the region.
- Section 2: Since conventions directly benefit only the attendee, convention expenses cannot be absorbed by dues, with the exception of any promotional material appearing in the regular regional publication.
- Section 3: The regional convention should be held between the months of June and August and should not interfere with a convention of the national organization (TAMR).

Article XII - Regional Policy

- Section 1: No policy of the region should be intended to conflict with the TAMR as a whole.
- Section 2: Regional policy should be set by the executive board.

Article XIII - Regional Divisions

- Section 1: The purpose of the division is to promote contact between members of a particular area and with the parent region.
- Section 2: Any city or geographical area within the boundaries of the region having eight or more members is eligible for division status.
- Section 3: When the city or area receives division status the region president will appoint a division representative who will aid in establishing the division.
- Section 4: The division has the right to form a governing body if it wishes to and may publish a newsletter if it sees fit under the following stipulations:
- All constitutions are subject to regional executive board approval and may not interfere with the Allegheny Region as a whole.
 - No funding will be received from the region but the division has the right to collect dues for its own membership and will not be under taxation of the region in any form.
 - Any division publication may be issued for only division members or for the region as a whole and is at the discretion of the division.

ALLEGHENY REGION CONSTITUTION
OFFICIAL VOTING BALLOT

ISSUE: This is the proposed draft of the Allegheny Region Constitution. It shall be voted on in its entirety. All those in favor of adopting this draft as official AR Constitution vote YES. All those opposed vote NO.

YES _____

NO _____

COMMENTS: (These will in no way affect the vote)

EDITOR'S SCRAPBOOK--P.J. Manton

Now just let me make one thing "perfectly clear". Many of you probably know of my oncoming change in marital status, to be precise June 26th is "the day". However, due to this change I will of course have a new mailing address, and I just want to say that I certainly do not plan to fade from the scene after the wedding. I'm still looking forward to serving the region as Editor for some time to come.

Just want to say thanks to all the guys who attended on my "last fling" on the weekend of June 4-7. I had a dynamite time and certainly do not anticipate making this my last railfanning meet. But the "Travellin' Bachelor Party on Wheels" will be remembered for quite some time to come.

Now about my new address: AFTER JUNE 26th ALL MATERIAL FOR THE DISPATCHER, LETTERS AND RELATED CORRESPONDENCE, OR JUST PLAIN JUNK MAIL SHOULD BE SENT TO THE FOLLOWING ADDRESS:

Paul J. Manton
Hatfield Village Apts, #AB2-4
Maple Ave.
Hatfield, PA 19440

Up until that time however, keep sending the stuff to the old address.

This issue, as you can see, is another biggie, due to the dramatic influx of material I have recieved over the past several weeks. Of Course, the proposed Constitution seems to add to the bulk, but other than that I hope you'll find the issue ~~interesting~~ and informative. As many of you know, these super-big issues are not of minimal expense, as it costs about \$13.00 for mailing alone for an issue of this size, not to mention paper, ditto master, and other related expenses. So when you guys out there who screw us over by not paying your dues on time persist with this attitude you are directly related to the quality of your Dispatcher. If nobody pays their dues how can you expect us to keep pushing out double issues like this one and the last one??? Think about it. Our treasury is really low now and we need every dues dollar we can get. So we're finally going to draw the line if it comes to that, and you fellows listed on page 2 better take note or this will be your last issue. I think it's really repulsive that you can't fork up a buck and a half!

We have somewhat of an unusual cover this month, drawn by Frank Chadwick of course. It's supposed to be a special Bicentennial cover and Frank used three or four different colored masters to draw it. Good, eh? Our thanks go to Frank for the many hours of tedious work that went into the cover, it's really one of our best ever! We were originally thinking about another of the Buck's offset-photo covers for this isseu, but opted for the more colorful drawing instead.

Wow, I'm really snapping my fingers to get this issue out before my wedding, because there won't be another one until August. Deadline for all material for the next issue will be July 31st, 1976, so please make an effort to get it in by then, and remember to send it to the new address listed above.

John Gibbons wishes to pass the word about a good book that's available. It's put out by the North Western Lines, an historical-technical and modeling society, four times a year and it covers all C&NW, C&PM&O, and it's recommended very much. Contact Thomas Mackowiak, 1344 N. Hood Ave, Chicago, ILL 60660 for details. Costs are \$4.00 per year.

THE JAZZ POOPHTER - OF SCALE RAILROADING

→ - Polish Tezero Pharma Chicken* (FJDC)

There are a lot of enjoyable moments in the course of building your model pike. The triumph of putting the last touches on the miniature iron grill work on your scratchbuilt house or putting the system heralds and assorted lettering on that freshly repainted loco. The agony of defeat is also present as you burn out the motor windings on your loco or accidentally crush the trestle you've been assembling for the past two months. Fortunately, for most of us enthusiasts, the pleasures outweigh the let-downs. This brings about a very happy and pleasant medium.....for awhile.

No matter what form of construction or technique of scenicing one uses on their layout, the ultimate purpose of the hours of labor is the smooth operation of your model equipment over the line. It is definatly a well welcomed sight to see your model Berk or Mike strut over the rails with a string of hoppers in tow. That's the jazz half of the show.

But in between the constant improvements and innovations that take place as a rail pike matures, you have the potential to operate them there trains, which is what modeling is primarily about anyway. Yet realistic operation is much more than just having a train complete a given course of routing or pick up and assign a given cut of cars at a pre-determined location.

For what seems to be realistic operation, one must run more trains than would be normal on the prototype, even with fast time clocks in action. This provides a measure of constant movement which eliminates the boring voids between runs. This also allows one to use more of his equipment so it does not clutter all of the yards and sidings.

Yet many people jump to the conclusion that more trains running is synonomous with more track routes. They visualize tremendous four or five track mainlines which resemble the New Jersey Turnpike more than the sleek lines of intercity/country railroading which They were supposedly modeling. But that doesn't have to be.

Even the crudest, stoneage electronics can enhance the simplest layouts that lack its virtue. And that's not only in the fields of train routing and dispatching. Electronics are solely responsible or at least play an important role in train detection, signaling, throttles, synchronous crossing action, constant and directional lighting, automatic train speed, speed control compensators - the list is as endless as the Whistlestar; and that be pretty far.

So, look into it. There is no longer a vast myserious void that must be crossed to understand and apply these circuits, as there once was. All they require is a bit of love and understanding and they will reward you with many years of reliable service.

*a Banapple Production

THE LAST TRAIN TO POTTSVILLE

The Reading Line to the Seat of Schuylkill County will soon be only a memory for railfans.

-P.J. Manton

It won't be long now that the conductor of the Reading, PA bound RDC's leaving Reading Terminal will be able to get all the station stops out in one breath. In the not-too-distant future, the train to Pottsville will be no more. That there were ever any is a fact little known to the thousands of suburban commuters who pour thru Reading Terminal daily, but every day five round-trip trains have been sneaking out of Philadelphia carrying an average of eight passengers per car bound for the little mountain town in Schuylkill County. Most trains are usually just a single car, sometimes two if there's a rush.

It traverses through some of the most picturesque scenery along the Reading. The Pottsville line is part of the Main Line of the Reading Railroad, carrying coal and passengers from the great Pennsylvania anthracite regions for the last 134 years. Coal is no longer king and the Reading is now part of ConRail, and the auto has made rail passenger service an anachronism. Ergo: in Pottsville many folks have been taking their last rides before the line expires.

As a result of the ConRail takeover, the Pottsville trains are almost certain to be discontinued. ConRail won't have them because they're not profitable. SEPTA won't touch them because they're out of its jurisdiction. And AMTRAK could care less because nobody on the U.S. House Interstate and Foreign Commerce Committee lives in Pottsville. Pottsville cares, but it's a small town and they could yell and scream all they want but it wouldn't do anything.

Penn Central, the largest and most bankrupt of all the ConRail roads, has so far recieved the most attention from ConRail. But very little has been said about its little brother, the Reading. In many ways, it has played just as important a part in the history of Philadelphia and Eastern Pennsylvania as the Pennsy.

Nowadays when one goes up to the ticket counter in Reading Terminal and asks for a ticket to Pottsville, the usual reply will be "did you mean Pottstown?" Tickets to Pottsville are \$5.15 apiece.

The Reading Terminal was built in 1893, a grand building styled after the Metropolitan Opera House, celebrating the success of what was then the world's largest corporation, the Philadelphia and Reading Railroad and its subsidiaries. On the Terminal's site at 12th and Market Sts, there had been an open air farmer's market and the railroad agreed to build and lease to the merchants basement quarters under the train shed. Reading's eight-story corporate offices adjoined the shed, complete with a balcony overlooking Market Street. The train shed itself was laced with skylights and the whole establishment was made of pink granite and terra cotta. It hasn't been torn down since and replaced with lava and pumice, though it looks it. The skylights have been filled in or painted over, or just blackened from the soot and smoke of Reading's big steam locomotives of the past. The entire roof of the train shed is still covered with soot from the Steam locos even to this day!

All this is supposed to be torn down for the city's proposed Center City Rail Tunnel connecting Penn Central's Suburban Station and the Reading Lines.

The train is like any other of the suburban commuter lines in the area, at least out as far as Phoenixville, when the line starts hitting the sticks. The 93.4-mile trip really offers quite a contrast in scenery
(Con't on page 11)

LAST TRAIN TO POTTSVILLE (Con't from page 10)

from the window of the RDC. Most of the people who board at Reading Terminal are bound for station stops south of Reading PA. The train pulls off and a sea of newspapers unfurl, a few early dozers go to sleep. Only the novices bother looking out the dirt-encrusted windows, and the sights through Philadelphia are the sad backyards of tenements and housing projects. A hundred times a day, on these suburban runs, you can hear someone say, "Look what they do to their homes--that was a nice neighborhood five years ago." Once in a while one of the "children" in those neighborhoods will fling a rock through a dirty window.

The train follows the Schuylkill River, through the backyards of sprawling industries, through the industrial small towns that have replaced the trees on the banks. By the time the train gets to Pottstown, the commuters have all disembarked, and only a handful of passengers remain.

The Franklin Street Station, the only one left in Reading PA which is used, is a huge bowel of a building, redolent of roach spray. It's not quite a ghost yet, as there is still a lunch counter with homemade pies under the glass and a large, wooden ceiling fan.

A single RDC backs up to the station to pick up the passengers bound for Pottsville, as most of the runs require a change of trains at Reading. This is where the once great railroad began, under the hill with the Chinese pagoda atop it, in what became a city of steep-roofed tightly-clustered wooden homes with plentiful little taverns for hard-drinking miners and railroaders.

The train noses into a vast web of rails, only a few of which still shine silvery on top, picking its way cautiously past the ruins of the old Reading Outer Station.

This was once the pride of the system, a big brick building now blackened by coal dust, surrounded by a three-sided covered platform laced with frilly woodwork. The "Reading Lines" diamond was laid in grass in the center, planted in flowers. All that remains now are a few cement patches that once made the platform floor, and a grassy outline. Each side was served by double rails and bore passenger trains from throughout the empire of industrial Eastern Pennsylvania: from Lancaster, Harrisburg, Steelton, even Wilmington; from Philadelphia, Pottsville, Bethlehem and Allentown. Even late in this century a passenger could embark from this station and ride the Reading to Toronto, New York City, Philadelphia, Pittsburgh, Williamsport, or Washington.

During the last war, Number 21 used to embark on Sunday night from Reading's Outer Station, pulling 45 cars--15 from a Harrisburg train, 15 from Allentown, and 15 from Shamokin via Pottsville. Now, two cars is a big train to Pottsville, and in Shamokin they take the bus.

Approaching Pottsville, the train reaches the foothills of the Appalachians. Oftentimes newspapers are thrown from the train to stations where it no longer stops along the way.

There is no sound quite like it, the clacking of steel rails beneath a train. You hear it and you don't hear it, steady and hypnotic, a symphony of the wheels passing over the expansion joints between the lengths of rail. The crew proudly points out that this train is now riding on ribbon rail (CWR)--long sections with fewer joints--and the ride is quieter. They are proud to be riding on the most advanced type of rail. But the clacking is still there.

The Reading has always enjoyed a reputation for promptness. It is on-time 97 percent of the time, even though the coaches are unclean. Pennsy is lucky if it does 70 percent. In fact, Pennsy is lucky to just stay on the rails 70 percent of the time.

(Con't on page 12)

LAST TRAIN TO POTTSVILLE (Con't from page 11)

The road has had a long record of almost competing with the Pennsylvania. At one time, it had passenger lines that ran as far west as Williamsport and Shippensburg, and it began blasting tunnels in the southern Pennsylvania mountains for a line to Pittsburgh. The line was never completed, but the tunnels were used for the Pennsylvania Turnpike years later.

The Pennsylvania Railroad has always had a monopoly on New York City traffic because of its tunnel directly into Pennsylvania Station. The Reading built a competing line straight and flat across the plains of central New Jersey, discharged passengers onto a ferry at Jersey City which took them directly to downtown Manhattan--and managed this all in less time than it took a Pennsylvania rider to get from Philadelphia to New York. Before the turn of the century, Reading had a locomotive barreling across Jersey at over 100 mph--which is better than AMTRAK can do today on most runs!

That New York line still remains, with two trains, The Wall Street and The Crusader, round-trip on weekdays for the benefit of Jenkintown, PA stock-brokers who find status by living 90 miles from work. Both trains still have dining cars, or refreshment cars as the Reading calls them, taken from the old "King Coal" that went from Philadelphia, through Pottsville and on to Toronto with a sleeper.

This generation will probably be the last to remember the name Reading, because when ConRail took over the company ceased to exist, even in name. Already, souvenir hunters have been scavenging the Reading's diamond emblem from the side tracks and stations. About half the mile-posts on the Pottsville line have already been ripped off.

Because of ConRail's government-orders to abandon all non-profitable rail lines, the only passenger lines in the Philadelphia area that will remain will be those commuter lines subsidized by the Southeastern Pennsylvania Transportation Authority (SEPTA), and those inter-city lines run by the National Railroad Passenger Corporation (AMTRAK). Pottsville, a town of 20,000 that was once the cultural and economic center of the hard coal regions, is certain to be out of luck. It's hard to believe though that a town of 20,000 has five trains a day when there are cities of more than a million without one train at all! Harrisburg, Allentown, Williamsport, and Wilmington all lost Reading passenger service long ago, but little Pottsville, up there at the headwaters of the Schuylkill River, on the way to nowhere of any great importance today, still has it. None of the other bankrupts has continued any substantial service to small towns.

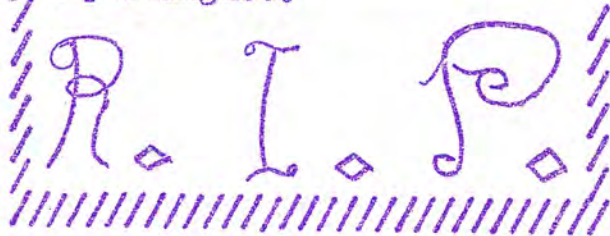
The town of Hamburg overlooks the river above the now abandoned yards that were once heavily used but are now mostly silent sheds. Dominating even the rail-yards is the impressive bulk of the Interstate 78 bridge over the river. Beyond Hamburg rises the first front of the Appalachian Range: Blue Mountain, and at Port Clinton, the famous Appalachian Trail crosses the railroad. Certain good-natured engineers are known to occasionally stop, right in the middle of the Blue Mountain gap, to take on and discharge hikers and even whole Boy Scout Troops. Certain other good-natured engineers are famous for giving curious passengers guided tours from the engineer's booth, letting the kids and the kids-at-heart pull on the chain that activates the air whistle. They would point out Pulpit Rock, above the old canal, where the canal captians would have sermons preached on Sundays to their roughneck crews (who were replaced by the train like the train is being replaced by truck and car). Or they would show you the spot where a Pinkerton provocateur who testified against the Molly Maguires sneaked off to walk into Pottsville undetected. Or the overgrown old siding, now barely visible, that led to a storage bin where the Reading secretly stored 10-million tons of coal to break a forthcoming miners' strike. Or Fightin' (Con't on page 13)

LAST TRAIN TO POTTSVILLE (Con't from page 12)

Siding, where local farmers and railroad thugs discussed their differences with the mediation of shotguns.

As the train moves along at its inexorable 50 mph, they'll tell you that over that hill yonder is Muhammed Ali's training camp at Deer Lake; and the champ's staff often gets off the train at the next-to-last stop, Schuylkill Haven, PA, which sports a fine stone station for a shabby little town whose principal industry is casket-making.

On the last stretch towards Pottsville, one of the double-tracks has been taken up, an augury of worse things to come I suppose. The train winds through the narrow valley of the Schuylkill, flanked by the rising mountains, entering another world than the one defined by the industrial complex that the Reading had sprawled along both banks of the River up to Reading. Past this last set of twists and grades are the strip-mined mountains of King Coal Country. As the train slows down past Pottsville's hugh statue of Henry Clay, it comes to a stop where the passenger rails dead-end. They dead-end right in front of the site of what used to be a handsome Victorian four-track train shed that trans ferred passengers on to even remoter upstate cities. The city of Pottsville tore the station down in 1960 and put up a parkinglot.



ENOLA YARDS

**P.J. Manton

The famed Enola Yards, as known by perhaps all railfans, are not owned by ConRail or the Penn Central, but by Simon Cameron's old Northern Central Railroad, a line that hasn't run a train of its own since 1911.

Technically, the old Northern Central owns a piece of the Enola Yards, just as it has a piece of the Northumberland Yards and the Orangeville Yards in Baltimore. It also owns the historic Rockville Bridge.

Northern Central stock is still TRADED ON THE New York Stock Exchange and listed daily. Along with the Penn Central, Northern Central has been bankrupt for quite some time. In its day, however, it was a great railroad, or at least a money-maker. In 1911, the Pennsy RR took a 999-year lease on the Northern Central's operations, which expires January 1, 2010.

The Northern Central was started as a merger of the Baltimore and Susquehanna, the York and Maryland, and the York and Cumberland Railroads. It picked up the Sunbury and Erie, the Danville and Pottsville, the Lykins Valley, the Hanover and York, and a number of other lines. When it was up to 465 miles of track in 1906-10, it had a sweet net income of \$2.1 million.

IT'S TIME TO PAY YOUR DUES!!! OUR TREASURY IS IN DESPERATE NEED OF FUNDS AND WE CAN NO LONGER ALLOW "FREELOADERS" ON OUR TRAIN! IF YOU HAVN'T PAID, DO IT TODAY, AND DON'T FORGET IF YOU GET A MEMBER TO JOIN YOU CAN RENEW AT A 75¢ DISCOUNT, A SAVINGS OF UP TO 50% FOR REGULAR MEMBERS.

NEWS FROM THE WEST

--submitted by Tim Tonge

The D&RGW and UP are running a new unit coal train, and D&RGW power has been seen on the UP coming to Denver, a very rare thing. UP power does not go onto the D&RGW tracks, though, with the possible exception of North Yard on rare occasions. Loco-control has been used on these trains, another rare thing for these parts.

BN continues to run their coal trains, and have at least one unit train per day running into Denver, and sometimes more.

UP recently completed tests using two DDA-40-X locos and one SD-40u. These tests were for speed and efficiency measurements, and the UP was very pleased with its results. Some consists with this combination have been seen already, and with more and more units being upgraded, more will be sure to follow.

Recent sightings along the UP Main Line have been two LIRR units heading west, most likely to be rebuilt. Also, a Chessie unit has been running on a UP/CNW pool train, so lashups of UP/CNW/Chessie occur. It seems to be only one unit though, the same each time and to now we have no good explanation of why. This info is accurate and comes from the UP computer.

By tracking certain trains headed East with the computer, we have seen that almost all cars are waybilled ConRail, although member roads still appear occasionally on the print-outs. TC 1, 2, 3, & 4 still run on the UP. We are watching to see if the names are eventually changed to the now ConRail names.

PROTOTYPICAL WISDOM

ST. J & LC NEWS--We have recieved verification that two ex-Reading GP-7's are indeed on the St. J & LC. RDG #614 and RDG #606 can now be seen on "The Bridge Line" having travelled as "box cars" on the bill of lading. #606 is painted black with gold trucks and gold letters on the cab with the long hood having "The Bridge Road" symbol and the logo spelled out. The unit has dynamic brakes and runs long-hood forward.

CV NOTES--Due to a slow up in business, the CV has put six of its GP-9 locomotives into storage. Included "in tallow" are numbers 4550 and 4551, newly repainted in the traditional green and gold scheme applied at their manufacture in 1957 and used by the railroad on all locomotives from 1954 to 1969. 4550 and 4551 have the most mileage, so were first choice for having batteries removed and resting awhile.

P&W TO BUY MORE TRACK: PRICE CUT--The Providence and Worcester Railroad agreed to purchase a portion of the track between Groton and Putnam after the USRA lowered the price. Because of the high price originally set by the USRA for the 55 miles of main line and branch track in Connecticut, the P&W said it would purchase only the so-called northern section between Putnam and Worcester, and let ConRail have the Groton and Putnam section.

MBTA's IRV's ARE RUNNING LATE--Boeing Vertol now expects to deliver only 32 Light Rail Vehicles to the Massachusetts Bay Transportation Authority by the end of 1976, according to MBTA Chairman Robert R. Kiley. Originally

PROTOTYPICAL WISDOM (Con't from page 14)

all 175 IRV's were to have been delivered this year. The first production cars are not due, under the manufacturers revised delivery schedule, until September. The revised plan contemplates delivery of the final 20 cars in February 1978. The IRV's are designed to replace most of the Green Line trolley fleet.

MAINE CENTRAL--MEC ALCO S-1 has left the property destined for GE in Cleveland. #956

AMFLEET COMES ON LINE--And it's a crowd-pleaser. "Our Showpiece Trains", AMTRAK President Paul H. Reistrup calls them--and the 13 AmFleet trains now in revenue service around the country are just that. Already, they are beginning to make those faded, lurching queens of yesterday, the Metroliners, look less good by comparison. Ten of the new trains--made up of the locomotive-hauled "AmCars" that Budd is delivering at the rate of one per day, are in Northeast Corridor service. AMTRAK's board was told Feb. 25 that early reports indicate an increase of 6% to 10% in total Corridor patronage following the introduction of the trains on Feb. 15. The AmFleet trains are being helped along by an intensive radio, television, and newspaper advertising campaign. The three other AmFleet trains are in service between St. Louis and Chicago, Chicago and Carbondale, and Washington and Cumberland, each making one round-trip per day.

D&H NEWS--The first four RS-3 units have returned from M-K as #501-504. They have copped noses, boxy paper air filters, M-K builders plates (one of which has already been lifted by some meathead), standard D&H paint jobs and operate short hood first. They have 2000 HP ALCO prime movers and should be good for many more years. In February they were working the Whitehall to Rouses Point job all together. At least two more are due. One problem so far is that they carbon up like any ALCO does when idling. On February 16 one of the newest Bicentennial locomotives, a D&H RS-3 #1976, now designated as a TE56-4A (Tractive effort 56,000 pounds, 4 axels, ALCO prime mover) arrived from M-K to join the roster along with their other Bicentennial, GE U23B #1776.

SANTA FE INVESTIGATES REBUILDING STEAM LOCO--Santa Fe Railway is seriously "taking a close look at" the possibility of rebuilding a steam locomotive for operation on its lines. A 4-8-4 #2925 has been moved from Belen to Cleburne shops, NM where it has been torn down for inspection. If this examination turns up a reasonable cost figure for restoration, a recommendation will be sent to the President's office where a final decision will be made by M. Reed, AT&SF's chief executive officer, who reportedly favors the restoration project. It appears only costs may be the determining factor, as the management seems to have had a change in attitude about steam: That it will not be a taint on the railroad's modern image. Possibly American Freedom Train's 4449 and the overwhelming favorable publicity therefrom may have influenced AT&SF's outlook. To go as far as tear down a loco for investigation surely is a good sign for steam enthusiasts.

ROCK SOLIDIFYING--Bankrupt Rock Island Railroad is apparently making a slow recovery: The Rock showed a profit of \$4.7 million for the final quarter of 1975.

THE BILL: ELECTRICS TO PITTSBURGH--One of the little-known provisions of the RR&RA is for a major electrification expansion. The bill sets up \$200 million loan guarantees for stringing wire between Harrisburg and Pitts-

PROTOTYPICAL WISDOM (Con't from page 15)

burgh. Since it mentions "routes" between the two cities, it would appear to cover the main line through Greensburg as well as the Low Grade via Kiskiminetas Jct. Although Pittsburgh is specified, there is a possibility of the Western terminal will be at Conway, ConRail's major terminal in Pittsburgh. It is 25 miles west (downriver) on the Ohio River.

John Gibbons; "The 470"

ADDITIONS TO THE WOODLAND CARBARN FIRE LISTING--You will find in this issue a listing of the cars destroyed on the Oct. 23, 1975 fire at SEPTA's Woodland Ave. depot. Here are a few last minute changes and additions. Add car 2636 as destroyed, cars 2058, 2511, 2601, and 2793 as damaged, to be repaired, damaged W-41, W-53, destroyed, C136, C-141 (snow sweepers), D-38 line car, W-40, a flat car with cabs, 5001 (U-34) the Hog Island car. Car 2705 is also listed as destroyed. (I would appreciate anyone with more info to send it to me.--Ed.)

SEPTA--As a result of the shortage caused by the Oct. 23, 1975 Woodland carbarn fire, SEPTA has purchased 30 PCC cars from the Toronto Transit Commission. Several, if not all, of the cars have arrived in Philadelphia. 11 of the TTC cars are ex-Kansas City Public Service, TTC numbers 4750, 51, 56, 59, 61, 62, 65, 67, 72, 73, 79. These were built by the St. Louis Car Company in 1946-47 and are identical to SEPTA's 2250's. The remaining 19 cars are ex-Birmingham cars, 4706, 07, 09, 10, 11, 18, 14, 26, 2, 28, 29, 30, 31, 32, 34, 40, 41, 44, and 4747. These cars were built by Pullman Standard Company in 1946-47 and are the first of this builder to operate in Philadelphia. At this time, it is not known how the cars will be painted or numbered for SEPTA, and they are currently operating in their Toronto orange-with-white paint. It is ironic that after several deals for second-hand cars back in the mid-1950's which were all cancelled by NCL then under control of NCL, SEPTA is now purchasing third hand cars!!! Will new cars ever run on SEPTA????

Also, as a result of the Woodland fire, three trolley routes have been "temporarily" bussed: Rte. 15 Girard Ave., Rte. 23 Germantown Ave., and Rte. 56 Erie Ave. Rte. 15 is the only rail connection between the trolley routes in West Philly and the routes in North Philly. Rte. 23 has (or did have) the distinction of being the longest trolley route, 25.5 miles round trip.

You still have a chance to get shots of Reading and LV ALCOS. It will be a while before ConRail gets out the old paint pot, although several units have already been painted in a sky-blue paint scheme with white ConRail lettering on the end of the long hood. There is an E-44 in the new paint, as well as ex-PC GG-1 #4800 (the original G-motor with the riveted sides) which has been painted in a Bicentennial paint scheme.

Here is a listing of the 60 PCC cars destroyed in the October 23, 1975 fire at SEPTA's Woodland depot:

2031, 2033, 2039, 2040, 2046, 2048, 2063, 2064, 2068, 2070, 2082, 2088, 2125, 2127, 2128, 2130, 2132, 2135, 2136, 2137, 2140, 2145, 2148, 2149, 2152, 2153, 2157, 2162, 2167, 2173, 2176, 2177, 2178, 2179, 2180, 2188, 2195, 2198, 2199, 2200, 2514, 2551, 2573, 2596, 2604, 2609, 2621, 2633, 2649, 2661, 2705, 2731, 2735, 2752, 2759, 2771, 2794, 2795, 2800, 2819

PROTOTYPICAL WISDOM (Con't from page 16)

CHICAGO AND NORTH WESTERN--is trading in twenty-five F-units on new GP-15-1's which will be delivered later this year. Cab units going to LaGrange are: 203, 204, 207, 209, 214, 216, 218, 221-229, 267, 254, 256, 258, 259, 267, 271; plus B units 330, 331. This includes four ex-MKT, ex Precision National cabs, seven former CGW cabs, all four freight-geared FP9A's, plus two ex-B&E F7B's. Still at Oelwein are 20 units completely overhauled in 1974, plus about 20 other F's, that are in storage waiting for more business.

(Sparks and Cinders/Wisconsin Chap.)
NEW JERSEY commuter lines were studied by New York Times transportation reporter Edward C. Burks, who published the following "report card" on the various lines:

	(Main Lines)		Jersey Coast		Erie Lackawanna	
	PC	CNJ	PC	CNJ	Diesel/Electric	
General Timekeeping	B	C-D	C		A	A-B
Bad Weather	C-D	D-F	C		B	B
Comfort	B-C	C	B-C		A	C
Courtesy	C	C	C		B	B
Equipment Condition	A-D	C-D	C-D		A-B	C-D
Cleanliness	C	C-D	C-D		B	C
Stations	C	C-D	B-C		B-D	B-D
Information						
Availability	D	D	D		C	C

(John Gibbons; Flashes & Ashes/New York
Chapter NRIS)

THE DELAWARE AND HUDSON emerged as the dark-horse of this ConRail business. They had originally planned to absorb a few miles of PC and EL track in the Wilkes Barre area, but with the collapse of negotiations between Chessie and the unions, D&H asked for and was granted trackage rights over ConRail lines to Harrisburg, Potomac Yard, Philadelphia, Newark, (Oak Island, NJ), and Buffalo NY. USRA said it would loan D&H \$28 million to help with the purchase of new locomotives and other equipment necessary for the large-scale expansion of the road's operations. Already beset by a motive power shortage, D&H ordered 20 GP39-2's from EMD and accepted USRA's offer to acquire 20 more GP39-2's from the Reading, 12 GP38-2's from the Lehigh Valley, and 12 ALCO C420's from the Valley. Many of these latter units would undoubtedly ride the LV on a regular basis, on the head-end of trains between Buffalo and Oak Island, (operating via ConRail to Lanesboro, PA, D&H to Dupont, PA near Wilkes Barre, and thence ConRail again to Oak Island--a 458-mile trip of which only 65 are on home rails!). The ex-Reading units likewise would visit Philadelphia on occasion, operating on through freights NE-84 and NE-87 from and to the B&O at Park Junction.

A great reshuffling of locomotives has taken place shortly after Day-One as ConRail attempted to group similar power at maintenance bases around the system. EL's big SD45's and SDP45's, for instance, were to be assigned

PROTOTYPICAL WISDOM (Con't from page 17)

to Harrisburg, in spite of their lack of cab signals, and IV's ALCO C628's were destined to the former PC yard at Conway, PA. All in all, the days immediately preceeding and following April 1 were busy ones for rail photographers intent on recording these and other favorite units on their home "turf" and later in strange surroundings lashed-up with newly found sisters from other pre-ConRail lines.

SEPTA hopes to restore trolley service on Route 15 (Girard Ave.) with the summer schedule and is looking into operating Route 23 as rail on Germantown Ave. from Venango Loop to Bethlehem Pike with busses on the lower end starting in September. Should this route be operated from Luzerne Depot, it would be necessary to make rail connection eastbound on Venango from Old York Road to the loop at Germantown for pullouts, and northbound on 13th from the loop to Erie for pull-ins.

As of March 23rd, 14 SEPTA trolleys have been repainted in the new Bicentennial scheme as follows: 2251 (PA), 2274 (NJ), 2252 (DE), 2262 (VA), 2263 (NC), 2271 (RI), 2269 (SC), 2275 (CT), 2270 (NH), 2273 (MA), 2276 (GA), 2285 (NY), 2290 (MD), and 2259 (VA). "Pennsylvania" will be used three times.

PENNSYLVANIA READING SEASHORE LINES passenger trains will continue to roll at least until October 1. The New Jersey Public Utilities Commission held another public hearing March 26th in Trenton, assuring that no action would be taken on PRSL's train-off petition prior to the April 1 start-up date of ConRail. Under the law, rail commuter services in operation on that date will continue for a minimum period of six-months with Federal subsidy.

PENN CENTRAL'S decrepit North Philadelphia station was severely damaged by fire on March 11.

Work is progressing at READING SHOPS on the first two of five RDC's acquired by SEPTA for Bicentennial passenger service out of Philadelphia. It is hoped they will be available by the first of June. One of the remaining cars, former PC #98, is still leased to the Baltimore and Ohio for commuter service between Baltimore, Washington, and Brunswick MD.

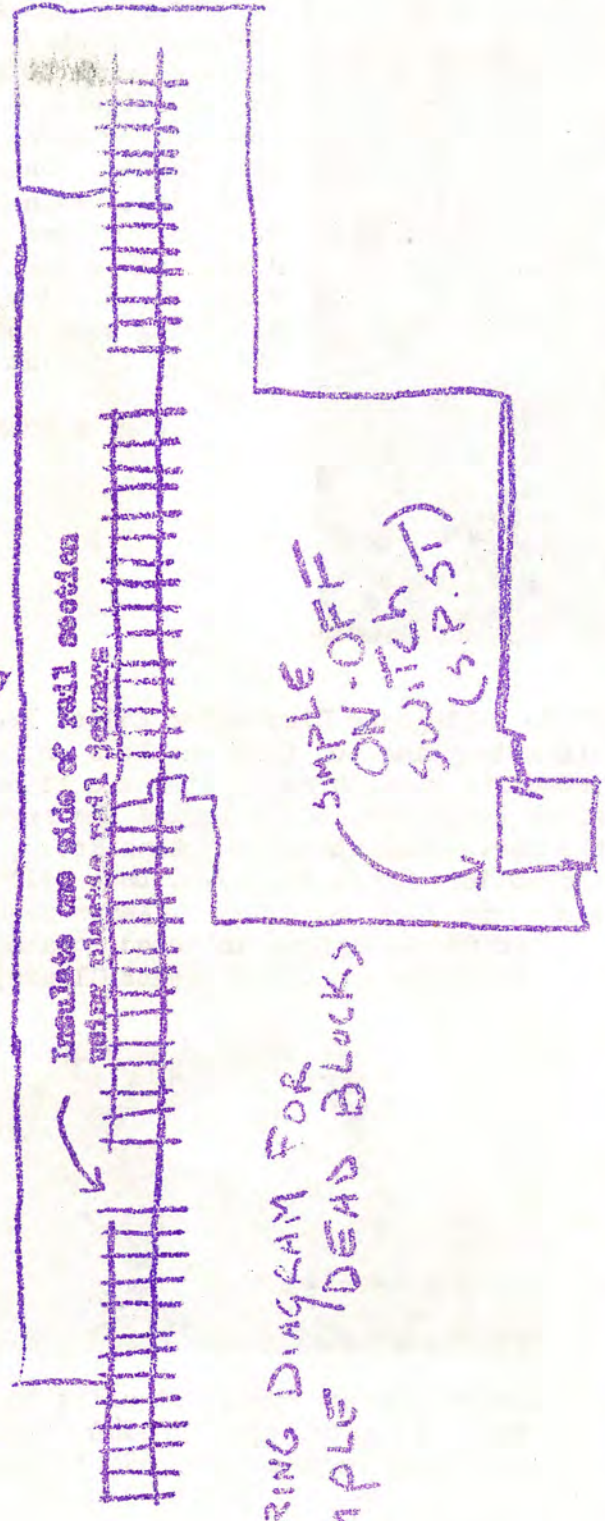
The former READING push-pull train (three FP7A's and six standard coaches) apparently will not recieve the red-white-and-blue paint scheme as originally planned because of time restrictions.

DELAWARE AND HUDSON'S two Baldwin Sharknose units, their Binghamton NY-Sayre PA run eliminated with the onset of ConRail, have reappeared in freight service out of Whitehall NY.

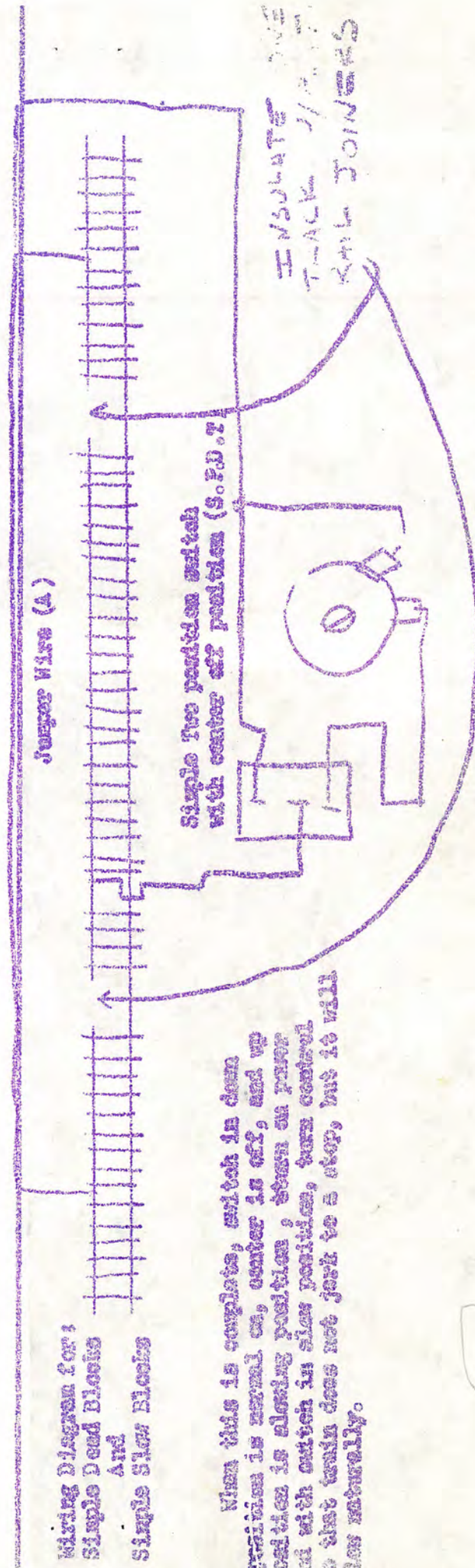
D&H and ERIE LACKAWANNA participated in a "Bicentennial Spectacular" at famed Starrucca Viaduct, Lanesboro PA, on March 20. EL's red, white, and blue SD45 #3632 and SDP45 #3638 pulling piggyback train CX-99 were posed on the 128-year-old span while D&H Bicentennial U23B #1776 stopped below with northbound train WR-1. A second D&H commemorative unit, rebuilt RS-3 #1976, was also supposed to be on hand with a southbound train, but was delayed enroute.

NEW STATE MAP AVAILABLE: The New Jersey Department of Transportation has issued a special Bicentennial State Map. For the first time in the map's

Jumper wire (A)



WIRING DIAGRAM FOR
SIMPLE DEAD BLOCKS

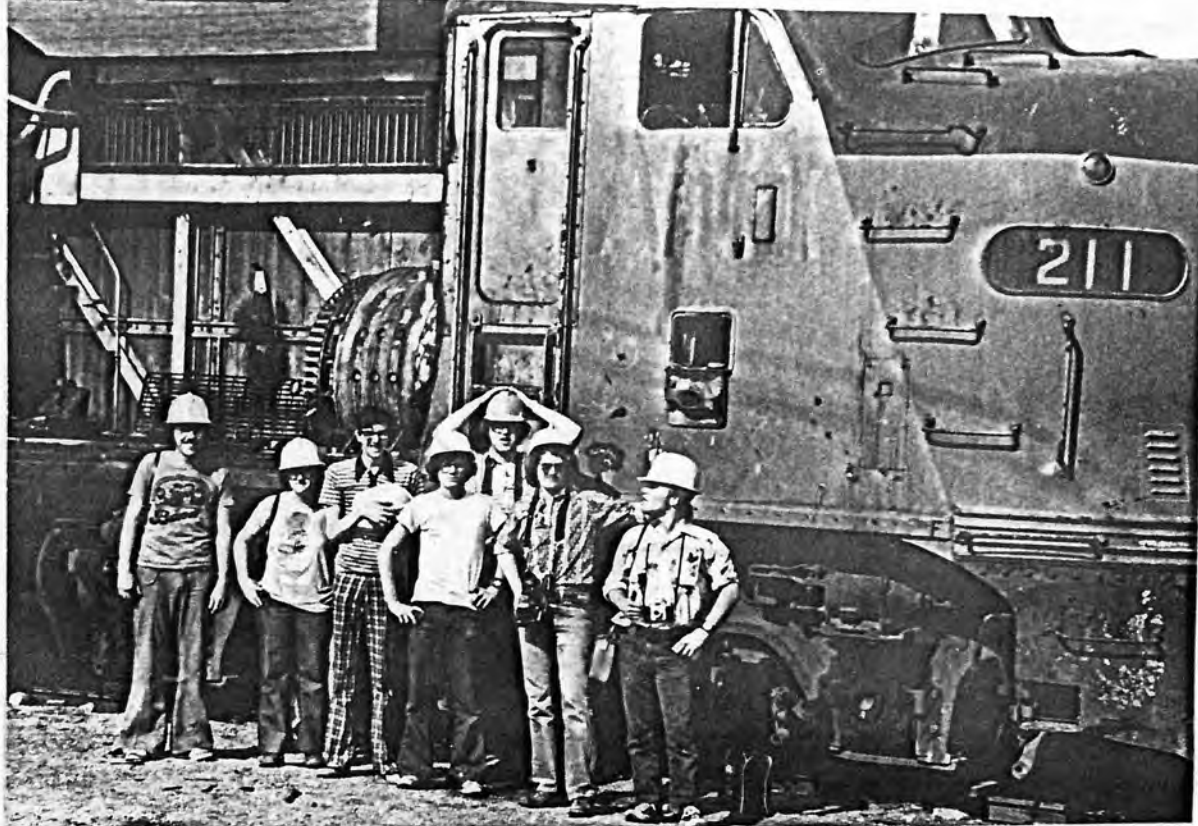


Wiring Diagram for:
Simple Dead Blocks
And
Simple Slow Blocks

When this is complete, switch in down position is normal on, center is off, and up position is slowing position; when an arrow is with switch in slow position, turn control so that train does not jerk to a stop, but it will slow naturally.

INSULATE ONE
TRACK /
RAIL JOINTS

Volume Control or Rheostats
150,000 Ohms is suitable
(More resistance is better than
control as less is good for control)
Improvement to fixed best control.



LEFT: Part of the group who attended the AR 1976 Spring Convention in Pittsburgh at Easter. Left to Right: Kevin Tomasie, Betsy Summers, Greg LaRocca, Dave DePhillips, Kevin Scanlon, P.J. Manton, and "Ducky" Drake, all posed in front of an old AMTRAK E-8 being scrapped at the R&LE shops at McKees Rocks.

(Kevin Scanlon)



LEFT: Allegheny Dispatcher Editor P.J. Manton attempting to pick the lock on Kevin Tomasie's station wagon with a coat hanger after Kevin accidentally locked the keys in the car. R&LE shops at McKees Rocks, AR Convention, April 17, 1976. Dave DePhillips and Kevin look on.

(Kevin Scanlon)
BELOW: Allegheny Railroad steamer #2102 (ex-Reading) (Keith Clouse)



BELOW: One of the first units to be painted ConRail; ex-PC GH40 #3091 at Conway Engine Terminal, Pittsburgh. (Keith Clouse)



ALLEGHENY REGION ADMINISTRATION

PRESIDENT: GREG LAROCCA; 167 Davis Ave.;
Pittsburgh, PA 15202

SECRETARY-TREASURER: BETSY SUMMERS; 209 Thömar Ave.;
Pittsburgh, PA 15237

EDITOR: PAUL J. MANTON; Hatfield Village Apts. #AE2-4
Maple Ave.; Hatfield, PA 19440

PUBLISHER: PAUL J. MANTON; Hatfield Village Apts. #AE2-4
Maple Ave.; Hatfield, PA 19440

WITH OTHER ASSISTANCE FROM: Joe Tarquini (Tarquini Labs photo service),
Scott Drake, John Gibbons, Frank Chadwick (our
resident artist)

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J.T.'s MODEL RAILROADING IDEAS #3 (Con't from page 20)

Our other two members are the freaks. Frank Chadwick is our only "N" scaler, and he handles all our small freight. Dait "Deuce" Manton is our last member, and President of the Springfield Valley Railroad. Being a character, Deuce hauls natural gas. His other jobs involve recycled waste products. His famous slogan is, "You crap it, we scrap it!"

Here are some others. P&P (Popcorn and Pennuts) "The Craker Jack Line". Perfect for a narrow-gauge railroad. You could make a fortune hauling the little prizes they stick in the boxes.

The Rusty Spike Railroad, "The Forgotten Tie Line". Competes with Penn Central for the number of derailments per year. Makes money off government funds to insure lost and damaged equipment.

The Alcopulcan & Panama RR, "The Organic Line". Well known for its high mountains and multi-colored scenery. All members of the Board of Trustees get a free membership to the United Heads for Hemp which includes a free button and pass (which doubles for rolling paper).

"Philadelphia Northern", "The Underground Line". Every ticket holder is loaned a .44 for his own protection. Shops located at Fern Rock, and its surprisingly often mistaken for the Broad Street Subway.

Popper and Dopper Railroad, "Route of the floating pillow", always prepares passengers seats for a good trip. Well known for the "privy cars" attached to the end of passenger trains.

New York and London RR--"Water Level Route"--Takes passengers clear across the Atlantic! When locomotives fail in "mid-stream" they call in a friendly Great White Shark from the Atlantis Shops to assist in the tow.

The Mother Nature Railroad--route of "The Bird" and "The Bee". This line believes in leaving everything up to nature, so their passenger trains run only sleepers.

Until next time.....



the ALLEGHENY DISPATCHER

The official publication of the
Allegheny Region of the
Teen Association of
Model Railroaders.

The purpose of the region
is to provide a link between the
national organization and the regional
members in representing the interests
of the members, and to further
communication between the members
of the region. The Allegheny Region is
designed and run in the interest of you and your
fellow members. In the same token, in order to truly
benefit from it, communal effort is required for it to function properly..



AR form 1

Family Lines
System
Route
Map.

Allentown Delaware + Paritan Newark
Family freights
Central Valley
Honorale
trustees.
Reading Lines;
Paul Manton.
Springfield;
Dart Manton.
Sunburst Lines;
Joe Taravani.
Central Valley;
Chris Buckley.
Delaware + Paritan;
Frank Chadwick.

GOING
IN CIRCLES
SINCE 1975

Reading
Springfield
Philadelphia
Sunburst
Otrenton Frank

AR-treasury

ALLEGHENY DISPATCHER
OFFICIAL SYMBOL

DISPATCHER ADS ARE FREE ! AND THEY'RE WORTH THE PRICE !

ooooooooooooo Designed by Frank J Chadwick oooooooooooooo Printed by Chris J. Buckley oooooooooooooo

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