

EMD E-8 WITH MAIL/PASSENGER TRAIN-C&O

A-D SPECIAL ISSUE



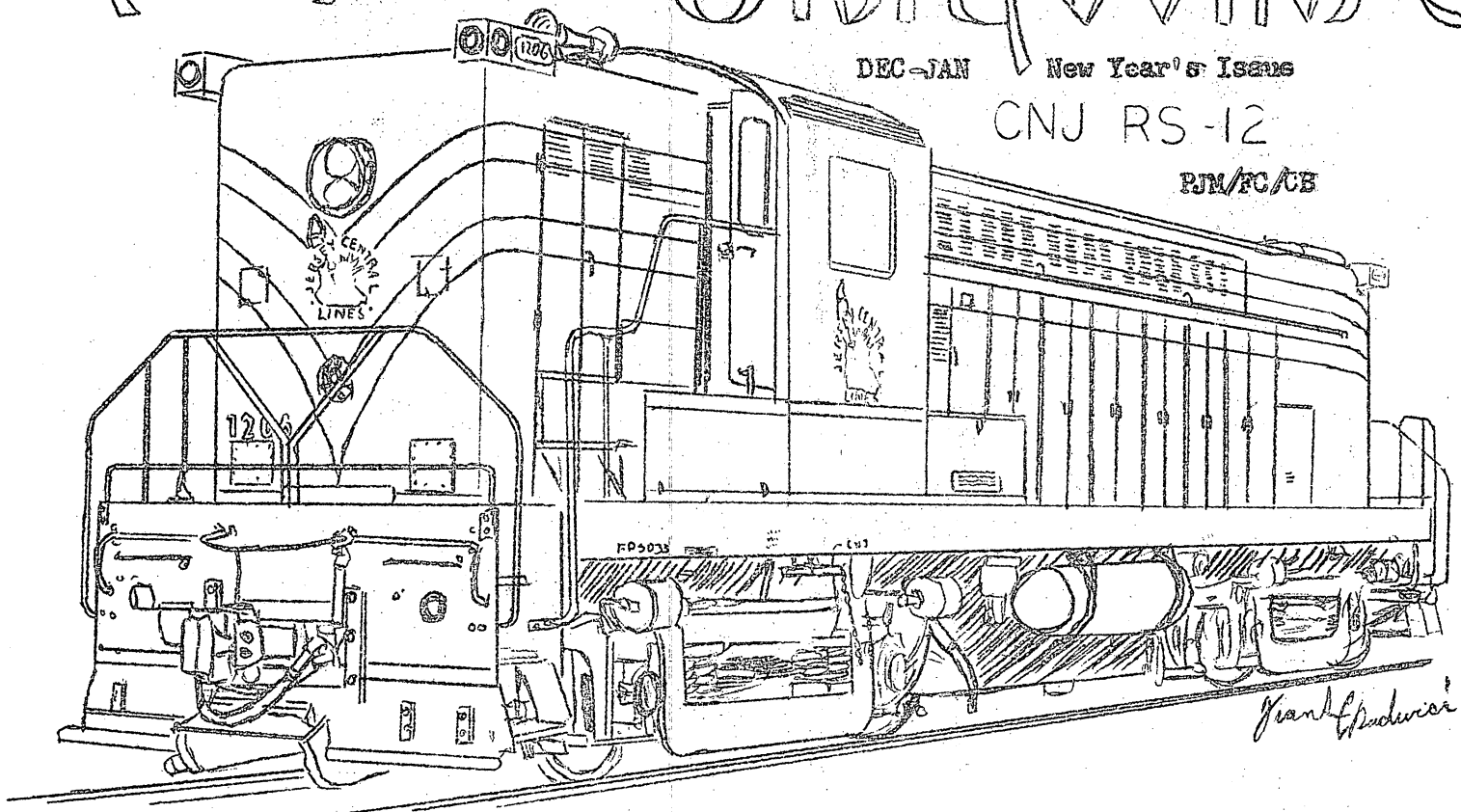
VOL. 5 NO. 4 & 5
OCT.-NOV. CHRISTMAS ISSUE

ALLEGHENY DISPATCHER

DEC-JAN New Year's Issue

CNJ RS-12

RM/FC/CE



PRESIDENT'S REPORT---Paul J. Manton

Greetings to all and welcome to 1975. Hopefully this will be a great year of change and revision for the Allegheny Region and the entire TAMR. If we were all to make a sort of New Year's resolution for the benefit of our organization I believe we could really start to see some changes for the better.

Let's start with the region itself. What can you, the average member, do for the support of your region? If you think about it you will come to the conclusion that you don't have to do really that much to really make some improvements around here. For example, one of our biggest problems is communication, and since this publication comes around approximately every two months (hopefully) a tremendous amount of responsibility lies on you, the member, to fill in the gaps where the Dispatcher can't reach. If you could write one or two letters a week to another member, or call somebody on the phone, you are helping our communication problem greatly.

Another problem is the actual organizing of the members themselves. "Suppose they threw a convention and nobody came?", as the old saying goes. If you know of a meet or a fantrip taking place somewhere within the region with region members (of course) it is your responsibility to spread the word to others, as the Dispatcher alone is incapable of achieving this due to its publishing schedule.

Lastly, as far as national problems are concerned, that's a whole new haystack working on more or less of a "play by ear" situation, and all of us can do only our best to help the situation. Since our nation is so vast and our members are dotted only a few in each state (the NMRA outnumbers us by 100 to 1) our major medium of communication is (was) the NOTBOX, and without it nobody knows what's going on.

Hoping you all had a wonderful Christmas and the best of New Years, and wishing all of you the best of luck in '75, I remain:

PAUL J. MANTON

FROM THE EDITOR'S CIRCULAR FILE---

Paul J. Manton, Temporary editor Allegheny Dispatcher

Once again we return with some more marvelous news for you all! Just after the last issue left the press, Frank Chadwick informed me that he and Chris Buckley would be taking over as your next permanent editors. That's right, we did say editors with an "S", because they both have developed a marvelous system in which they will be working jointly on the Dispatcher as editor, and the complete details are explained by Frank and Chris on the following page. So, commencing with the next issue, you will be seeing the fruits of their work for hopefully a long time to come. I must admit, my time working with you all and the Dispatcher was an enjoyable one, even though it was quite brief. TAKE IT AWAY,
CHRIS AND FRANK!

A WORD FROM YOUR NEW ALLEGHENY DISPATCHER EDITING TEAM

I speak;

It is said that all things must come to pass, and that is just what happened to Bob Sprauge's position as editor of the Allegheny Dispatcher which has been upheld flawlessly all the years I have been in the region. I guess we never realized his importance till his position was handed down to an already overburdened Paul Manton. But what the hell; we're talking like someones dead. No ones been waisted, just a change of hands, and we were left with the short straw. We, Chris Buckley, and I, Frank Chadwick, are going to make a stand for the Dispatcher editorship, what ever its worth, and hope to uphold the very high standers which Bob has established.

Chris and I have worked out a unique system by which he would handle correspondence between the article contributing members of the region and me, the true mangler and block cutter of the rag. In this way he could devote most of his time in accuratly keeping tabs on letters and articles from you and I could focus a greater deal of my time to arranging and putting out a finer and hopefully a more interesting Dispatcher.

Chris and I survive only three miles from each other so were in close communication all of the time. After sorting out varios articles from his circular file he will wip them up to me via the U.S. mail disservice or a hefty bike ride. Because of our age (we are both 14) we are somewhat limited in varios ways but by our unbious outlook and your contributions I'm sure the region can look foward to some great Dispatchers soon.

Frank Chadwick

I speak too;

Those of you who remember when J.F.K. said "Don't see what your country can do for you, but what you can do for your country". Well, change the "country" to "region"! Some of us who have contributed will continue to contribute but there is still that silent majority. Under the new system which Frank and I have developed we can produce a more interesting Dispatcher. But we need everyone to contribute or we'll fall flat on our faces! So remember if you have any information to share wether it be prototype or model, please send it to me. I love letters! In conclusion... it is our region so let us do our darnest to make it greay. What ever its worth!

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Chris Buckley

PROTOTYPE CALENDARS, MAPS, INFORMATION

(ed. note: David E. Hay of 217 Alesber Rd., Glenshaw PA 15116 has written this article as an aid to all members who have recently had considerable difficulty obtaining those bits of railroadiana, especially within the last year or so as railroads have become more stingy with the public. Thanks again, Dave.) RSH

Several leading railroads still distribute calendars, and freight & passenger information free. I've recieved my best results by writing directly to the railroad's regional sales officer, and the following list shows some of the replies that I have recieved to my requests. If you can add anything to the list, please write me at the address above.

CANADIAN PACIFIC: Wall map, pocket calendar-notebook
ILLINOIS CENTRAL GULF: Map, wall calendar, freight information
MISSOURI-KANSAS-TEXAS: Map
PENN CENTRAL: Wall map
MILWAUKEE ROAD: Wall map
SOUTHERN PACIFIC: Wall Map
MISSOURI PACIFIC & TEXAS PACIFIC: Wall map
DELAWARE & HUDSON: Map
SANTA FE: Wall map, wallet calendars
UNION PACIFIC: Wall calendar
ROCK ISLAND: Wall map, freight information
CHICAGO AND NORTH WESTERN: Wall map
PITTSBURGH AND LAKE ERIE: Map, copies of early 30's promotional info
FRISCO: Freight information
BESSEMER AND LAKE ERIE: Map, pocket calendar-notebook
NORFOLK AND WESTERN: does not distribute anything

Wall maps are larger than 18"x24". Pocket calendar-notebooks distributed by CP and B&O are 3 1/2"x5 1/2" and are in a plastic cover.

PASS OF THE MONTH

This month's pass features the layout of Ray Hakim, 21 Clauss Ave., Paramus NJ 07652. Any member wishing to submit his pass for publication please forward it to Chris Buckley, 7 Dobson Rd., Old Bridge NJ 08857. Remember that due to our printing facilities we can only duplicate here what is written on the front of your pass.

EASTERN & NEW JERSEY LINES

From Nowhere to Nowhere

Only Office: 21 Clauss Ave., Paramus, N. J. 07652

P A S S

Come see our diesels derail and destroy everything.
This pass is honored by everyone but our railroad police.

Issued to.....*Paul J. Hoffman*.....

No. 41.....*RAY HAKIM*.....

RAY HAKIM, PRESIDENT

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POINTS OF INTEREST IN THE PHILADELPHIA DIVISION

by Dait Manton

Part two of our series takes us to Conshohocken PA, another action-packed spot and one of my favorites.

For the MU and EDC buff, the Norristown branch is where you want to go. Located on the eastern bank of the Schuylkill River, one can get many interesting shots of local Reading MU's and the EDC's which travel up this branch to connect with the EDC Main at Norristown. (From Norristown the EDC's continue on to Phoenixville and Reading, and some all the way to Pottsville, 96 miles from Reading Terminal). During the rush hour one can see the famous READING EXPRESS, the FP-7 powered push-pulled passenger, barreling up these tracks.

If you walk up the Norristown Branch for about $\frac{1}{2}$ mile you'll come upon the junction of EDC's Plymouth Branch, a one-track wayfreight line that runs from Conshohocken to Oreland PA (also passing through Flourtown, my home terminal and home of P.J. Manton's famous HO scale "Reading Company"). It is really something to watch those big geeps twisting around the curves and climbing the steep grades to serve Conshohocken's many industries, such as the Alan Wood Steel Company.

Running parallel to the Norristown is Penn Central's Skykill Secondary Track. This line was formerly Pannoy's Norristown Branch and daily MU's traversed the line to Norristown and Reading, chasing EDC's main all the way, but in 1958 due to the tremendous competition with the Reading was forced to drop its MU service. PC still operated MU's over the line, but only as far as Manayunk where the line first joins EDC's Norristown Branch. Today, a typical MU along the Secondary Track will discharge passengers at Manayunk station and then proceed down the tracks about $\frac{1}{2}$ mile to a point where the overhead stops. Located here is a crossover where the train (usually only one car) changes tracks and reverses back to Manayunk, and then proceeds across a high arched viaduct spanning the Schuylkill River on its return trip to Philadelphia. PC still uses this line all the way to Reading, but only daily wayfreights do the chores. The old Pannoy station at Conshohocken still remains as a house along the wooded right-of-way, and the old catenary posts still stand all the way to Norristown.

Over on the western bank of the river is Reading's Main. Here, highball freights of all shapes and sizes fly through about every twenty minutes (if it's a good day). Located along the main directly across the river from Manayunk is the Flat Rock Tunnel, one of several tunnels along the Reading Company System. It's only a fairly short tunnel, about $\frac{1}{8}$ mile, but it's located in a prime spot for freight action. If one climbs to the top of one of the tunnel portals he can get excellent aerial shots of mainline EDC freights powered by GP30's and 35's, Alco Centuries, SD-45's, and U-Boats. The tunnel is not hard to reach from Philly, and it's even visible from the Schuylkill Expressway (which parallels the Main for some distance).

While in the vicinity of Conshohocken you might want to drop by the West Yard along PC's Trenton Cutoff. This is a good spot for the guy who's a bug on PC freight power, where you'll see plenty of GP's, SD's, U-Boats, CC-1's, E-44's, E-33's, goats, and

(con't pg. 6)

POINTS OF INTEREST (Con't)

Just about anything else you can think of on H&H's roster. There's always a GP-7 or an old Baldwin switching car, and I've got some fantastic shots of it making up a consist for the night crew to pull out. There is one clincher about West, though. Like west yards, this one is patrolled by "the man" and they like to give you harassment about sneaking around the equipment. On one occasion Paul and I were kicked off the property. I'm sure the dude knew we weren't vandals when he saw us with our cameras and engineer's caps!

Until Next Time,
Dait

Modeling the LEHIGH AND HUDSON RIVER RAILWAY

by Al Tillotson

One of the most interesting operations in the Northeast area of this country is being carried out right now on the Lehigh and Hudson River Railway, between Mahanock NY and Phillipsburg NJ.

More fascinating, however, are the chances to model this line, but problems can immediately be seen. Number one--no diesel locomotives are available in HO scale ready-to-run plastic which the L&HR currently uses. The L&HR uses six Alco C-420's (DL-720A's), which to the best of my knowledge is/are offered in brass, which is out-of-reach for most of us. The L&HR once had a fleet of 13 Alco RS-3's (available in HO from AMT and Hobbytown). If one was to stretch it a little it is conceivable that you could use Athearn GP-7's and SN-7's, and possibly the newer GP and U-bent types. This however would really be free-lancing it, but still.....

In rolling stock one could obtain the entire L&HR roster for under 30 dollars. Six or seven cabooses (only two of which are used) are owned by the L&HR. The Model Die Casting center-cabola (reported to be discontinued however) closely follows the L&HR prototype. The L&HR also owns a flanger, which is essentially an Athearn caboose with no windows, and two covered hoppers. The hoppers are exactly like those made by Model Die Casting, and the two prototypes are used for locomotive sand service. Last but not least are the L&HR's crane and boom car. Like used (I emphasize used, I don't know if it is still made) to make a small crane like that used on the line. The L&HR boom car is simply a flatcar, much like Athearn's.

Decals are made by Walther's and Herald King bearing the L&HR name and trademark, although word is that the HK line of L&HR has vanished from the market. The current L&HR blue color varies from unit to unit. Some have very dark blues, others are totally sun-bleached so that it appears that the entire unit is grey. To be safe, I'd mix 1/2 Floquil Dark Blue with 1/2 light blue. Floquil primer should do for the grey. Blue and grey is the C-420 paint scheme, with the RS's having a red and yellow scheme, which would be Floquil caboose red and reefer yellow. The cabooses are caboose red with yellow lettering, the flanger reefer yellow, and the crane, boom car, and covered hoppers black with white lettering.

PROTOTYPE PATER

Casey Jones is back riding the rails of mid-America. The "Casey Jones" is actually Illinois Central Gulf #9600, one of 40 brand new diesel locomotives purchased recently by ICG. Sporting gleaming orange and white ICG paint, the 40 new locos are to be used in freight service along the Mississippi Valley, and all are named after men prominent in the history of the railroad as part of the American Bicentennial observance. They include Abraham Lincoln and his political foe, Stephen A. Douglas. They also include Sam Webb, the black fireman who jumped to safety in the crash that killed Casey Jones April 30, 1900, near Vaughan, Miss.

The freedom train will not be pulled by steam--but by diesel. NKP steamers have been returned to Ohio and to Virginia. One is still at CNJ's roundhouse in Elizabethport, NJ, and it is possible a private party may rebuild her and put her in private tourist service.

In case anyone is interested the following units are showing up on Sundays at Phillipsburg, NJ on Rt. 29: CNJ #1529, 3671, 1527, 3681; FC #6870. Also there is a lot of action at Manaque NJ, all Erie Lackawanna--also at Caxton NJ and Caxton, west of Wilkes Barre, PA. Both are Erie yards.

John M. Gibbons

Reading Company and SEPTA are beginning to erect new fiberglass shelters at various non-agent stations along the Reading's Philadelphia area commuter lines. One has already been put up at the Lawndale Station, and it worked out quite well. So the next ones will be going up at Holland and Fulmor. Also from SEPTA on their area improvement list is a series of new bike racks being installed at various stations along Reading and Penn Central commuter lines. No more locking bikes to lightpoles.

HAS ANYBODY SEEN some of SEPTA's repainted trollies? Dig that orange and blue! The paint has been put on a few trollies around the city on an experimental basis: you see, it's a recently developed process and the paint is specially treated with something-or-other which is supposed to make it "vandalproof". Actually it contains a silicon coating which resists spray paint. Mayby we'll be seeing some cleaner trollies around town for a change, and if they'd only put the paint on the FCC's on rte. 23.....

I NEVER KNEW the bullit cars were operated in tandem! Last week while driving out to Havertown I crossed under the former R&H line to Nerristown (now SEPTA Red Arrow) and along comes a two car bullit train over the bridge. Will wonders never cease!

Paul J. Manton

THE ALLEGHENY DISPATCHER, bimonthly publication of the Allegheny Region TAMR, is published by Tim Tenge, 42 Outlook Ave., Hawthorne NJ 07506 and edited by Paul J. Manton, 29 Grove Ave., Flourtown PA 19031.

MODELING THE READING

by Paul J. Manton

In this issue (pg. 6) Al Tillotson presented us with an article on modeling the Lehigh and Hudson River Railway in southern New York and Northern New Jersey. Although this is a fine line to model, the availability of equipment in HO scale is somewhat surprising if you wish to correctly follow the prototype. So now I would like to present to you a line equally as interesting and with a greater selection of prototype equipment available at the hobby shop.

Although not as small as the L&HR, the Reading is still a very, very small class one railroad, occupying mostly the eastern portions of the state of Pennsylvania with branches reaching into New Jersey and Maryland. Its main commodity is, you guessed it, COAL. So of course one will need quite a few hoppers on his pike to come across with a fairly good representation of the Reading. Many of Reading's hoppers are the two-bay type, available in HO from Athearn in three types: offset side, outside braced, and solid steel. Most of RDG's are of the offset side type. Although not lettered for Reading, decals are available from Walther's and Champ. I usually buy the undecorated ones in "basic black" and then simply apply the decals. They also run quite a few quad hoppers on the prototype, and these are also available from Athearn.

Next are box cars. The only manufacturer I know of who makes standard HO boxcars painted and lettered for Reading is Bachmann Bros. of Philadelphia, and it's a pretty nice looking car with good clean paint, and it sports the later yellow and green with the large letters READING painted on the side and running the entire length of the car. To paint this scheme yourself would be a very tedious job, unless you had a very steady hand, because the large letters on the side of the car are not available in decal form from any manufacturer, therefore they would have to be hand-painted; definitely not my bag. Now the older paint scheme is much simpler to do. Just take any standard HO boxcar from any manufacturer and spray it with Floquil's Boxcar Red. Then buy your older style Reading lettering available from Champs and slap 'em on.

Caboosees used on the Reading today are of the same type used by quite a few railroads in this area including the Lehigh Valley and Jersey Central. They are of the center cupola type with four windows per side (a very common sight around here). They used to be made in HO by Varney, but then they sold out to Life Like, and I don't know for sure whether or not they're still making them (although they should be, as it's a very popular style with model rails). Champs makes decals for the older caboose red paint scheme, but if you want to paint your cabooses green and yellow you'll have to use large block-style dry transfers.

Gon models recently came out with a Reading 70' gondola in brass prices at \$14.00. If you can't afford this you can splice together two 40' gons, chopping a little off each until the correct length is achieved. Decals for the gons are available from Champs and Walther's.

Other rolling stock available ready-to-run in gleaming Reading colors are a grey center-flow hopper available from AMI,
(can't pg.9)

READING (con't)

a 40' gondola in black from AHM, and a 40' flat available from Athearn in black. Mantua (Tyco) used to make a fairly accurate model of a Reading 4 wheel bobber caboose, lettered for Reading, and there's still a few around in some remote hobby shops. If not, get AHM's bobber (not accurate RDC prototype, but still it will suffice) paint it caboose red and put champ's RDC caboose decals on it.

Now for motive power: there exist quite a few locomotives at your hobby shop available painted and lettered for Reading from various manufacturers. Only problem is several of the prototypes of the models were never used on the Reading, in fact nowhere near it. For example, AHM puts out a model of a Fairbanks Morse C-Liner beautifully painted in Reading green and yellow complete with the large diamond on the side, but the only FM power RDC had were a dozen or so trainmasters (E-24-66), all of which were scrapped in the mid-60's. And another thing, RDC's cab units were NEVER green and yellow; all were pullman green with the light green band surrounding them. Recently put out by AHM is a GP-18 available in Reading green and yellow, but for one thing RDC never had a single GP-18 and the paint on the model is the most disgusting job I've ever seen, as it's yellow from the walkway up. YEP! EVEN THE ROOF!. Tyco used to have their famous #5628 GP-20 available as green and yellow RDC #5628. It was a good clean job, but no longer available. Besides, Reading never had GP-20's either!

The only commercially available unit, to my knowledge, of a Reading prototype unit painted and lettered for the line is the GE U-300 available from Athearn (and NOW available with flywheel drive!!!). It's a good model, but you'll have to add your own detail to it to make it a true exact model of the prototype U-300.

Many other of Reading's diesels are made by various manufacturers, but not in RDC paint so you'll have to do 'em yourself. Champs has decals for RDC hood units and cab units, and for the RS-2's and GP-7's you'll have to buy the set marked "Reading Steam Locomotive", as this set contains the correct lettering for these models. Listed below is a rundown of the diesels available which follow Reading prototype. Anyone interested in modeling the Reading get in touch with me if you have any questions, and you're all welcome to come see my new layout.

GP-35 (Athearn)	C-430 (Tyco)
GP-30 (Athearn, no longer made)	RS-2 (AHM)
GP-7 (Athearn)	C-630 (Tyco; with high hood only. Take cab from C-430 and splice on.
SW-1200 (Athearn)	RDC cars (Athearn)
SD-45 (Athearn)	GE U-300 (Athearn; already painted for Reading)
F-7 (Athearn, Tyco, Life Like)	
FA (Model Power, Train Miniature)	
Boxcab (Model Die Casting; Reading's first diesel)	

Trainmasters and EMD FT units are available in brass for those who can afford 'em, also Silverliner cars from Gem.

NWZ ***** NWS ***** NWZ ***** NWZ ***** NWZ

There's a new chapter of the NRE called the "Leaurel Line" and covers the Lackawanna and Wyoming valley of Pennsylvania. Interested persons should contact Al Speicher, 4 S. Empire St., Wilkes Barre, PA 18702.

Anyone who is interested in railroad sound effects records write to Rose's Collectors Records, P.O. Box 7612, 128 Brookridge Lane, Louisville KY, 40207. Ask for free catalog.

Persons interested in joining the Philadelphia Division of the NRE should get in touch with Arthur D. Cutton, 196 Penn Ave., Telford PA 18969. The dues are only \$1.00 a year and they hold a meeting about every six to eight weeks, usually held at one of the many local model railroad clubs in the Philadelphia area. Besides train operation at the clubs, there are also clinics and slide shows at each meet, and sometimes an auction (really-- it's not that bad for a buck!--ol.) They also put out a very nice patch for \$2.00.

John M. Gibbons

Back in October 1971 the Black Diamond Society of Model Engineers' railroad in Easton PA was ravaged by fire. Now the group is slowly rebuilding the line in another location, and they practically have to start from scratch because very few items were salvaged from the fire. Plans are for a model railroad flea market, where members and friends will have the opportunity to bring in their equipment for sale.. For the time being, the members will hold their meetings in various sites in Easton and Bethlehem.

JMI

Recently I had the opportunity to visit the new location of AMH: 421 Tioga St., Philly, and what a big place it is! I went down to buy some new traction tires for an RS-2, because none of the local hobby shops stocked them. So, unaware that they had moved I first went to the old location at 421 Cayuga St., but arriving there found the place to be rather desolate. I went up to the door and there taped on the glass was the directions to the new building. So I jumped backed into the little 'ol Spit and cruised on over there. Wow! AMH, a division of General Hobbies, Inc., also houses the headquarters for Bachman, Tyco, Gek, and others. It's a complete warehouse serving the entire Philly area, and, sure enough, they had the tires, but for 25¢ each! What a ripoff.

Anyone know for sure just how many operating layouts are now in the AR? At last count I heard there were about seven or eight, and I recently began construction on a new one myself. I'll never forget the year, 1972 I believe it was, when there was a grand total of two (2) layouts in the entire region that were running trains. Now let's see an all time high....

Paul J. Manton

AR's LATEST FARCE

Saturday, January 4, 1975 was supposed to be the first "official" meet of the AR this year, but it wasn't really a meet as several things didn't go as planned.

My brother Dait and I left Flourtown early that morning and drove up the Northeast Extension where we met Ralph DiBlasi, John McLaughlin, Steve Harper, and Tom Devenny. From there we went to the Allentown yards and engine terminal located along the Lehigh Valley just outside Allentown. A lot of great action was to be found there: LV Alco's and big Reading power. Also there was a lashup of four geeps, the first two GP-40's...er, "GP-39-2's" were standing there gleaming away in that fresh new solid green Reading paint scheme. The last two were true GP-40's one in Chassis System, the other B&O blue. At this point the Lehigh Valley security patrol came along and asked us to leave the property.

We then proceeded, as I remember, to the Lehigh and New England loco servicing facility, if you want to call it that as it was quite small. There on the siding were four or five RS units; three L&NE and two Jersey Central. Also there was an ancient snowplow of all wood construction. Of course, the wood was extremely bad and rotted, and I wouldn't doubt if the trucks were rusted to the rails, but upon going inside the old work-horse I was surprised at its resemblance to the tarpado room of a battleship! Although all the old gauges were broken, most of the hogger's controls were still intact and it's quite a drop to the ground as one looks out one of the splintery portholes in the front of the unit. Also here at this location was the old L&NE Allentown station, preserved to original condition, and it's used as a meeting place for the local Jaycees. John McLaughlin seemed to be fascinated by the Victorian style structure.

Now I have a very poor memory and I'm sorry now that I didn't keep a written log of the trip, since we visited so many places that day. But if I remember correctly from here we all traveled on to Lehighton PA (Ralph please correct me if I'm wrong) where we got a glimpse of the old abandoned L&NE main. At this point it became known to me that we were supposed to meet John Held and Ed Robinson at Scranton, 60 miles north, at 12:00 noon, and it was already 12:00 noon at Lehighton, so we were quite obviously going to be late.

All of us then jumped back into our cars and headed up there, arriving about 1:30 PM, and as you guessed it, we didn't find John and Ed. In fact we were cruising around the entire city looking for them! By this time everyone was quite hungry so we went to grab some grub at a local McDonald's, and while we were here (as I found out from John after calling him later in the week) John and Ed were at Scranton station looking for US! If we had went to lunch five or ten minutes later we would have met them. O well, this is planning at its best.

Everyone thought that they might be at the Scranton Engine Terminal so we started down there but couldn't find it, so we returned to the station and still no John or Ed. At this point Dait and I had to get back to Flourtown (120 miles south) by 5:30 that night and it was already 4:00 PM, so we left the rest of the group and headed back down the turnpike. I don't know for sure what the rest of the guys did then, but as I understand it from talking to John later in the week they evidently found the engine terminal and got a lot of great shots, including a lashup of 5 F-7's.

FARCE (con't)

I suppose that this entire trip represents a perfect example of AR railfanning at it's best. All was not in vain, though, as we did manage to get into some pretty decent action at Allentown and Scranton, and I personally would like to take the trip again, but this time with EVERYBODY along.

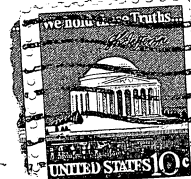
So, in an effort to let the region to have some idea of when the next meet will be, and where it is to be held, there are rumors floating around to the effect of trying to get something together on George Washington's birthday weekend, February 22, 1975. This I found out after speaking to Frank Chadwick, so I guess he would know more about it than I would. And here's to a better turnout next time.

Paul J. Manton

THIS SPACE COULD BE YOURS IF YOU
WOULD SEND YOUR AD TO THE EDITOR.
AD ADS NOT ONLY LOOK GOOD, BUT ALSO
HELP TO MAKE AN ISSUE MORE INTERESTING.

THE ALLEGHENY DISPATCHER
Tim Tenge
42 Outlook Ave.
Hawthorne NJ 07306

FIRST CLASS MAIL



FIRST CLASS

CHARIS BUCKLEY
7 DOBSON ROAD
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FIRST CLASS

From the Publisher's Desk,

As I read this Dispatcher one item impressed me more than any other. It concerned the idea of calling up a fellow member, or writing him, or perhaps going railfanning with him. This is all well and good, and I hope more of us will get together, but I feel one thing must be said at this point.

I have seen and heard of railfans who, after being invited to go somewhere, have invited 2, 3, or 4 of their friends to come along too. Although the person means no harm, it creates bad feelings among the group. In addition, this railfan will make enemies and eventually lose friends and possible trips. Also, don't be pushy and expect to be taken any where one of your friends goes. And most important of all, when you are a guest on a trip, don't demand to go to certain places. If you are asked where you want to go, answer. But if you don't go there don't say anything more. One thing more, after going some where don't call all your friends and brag of what you got. It isn't right. Let's all get together, but let's not infringe on others rights!

Tim Tenge