

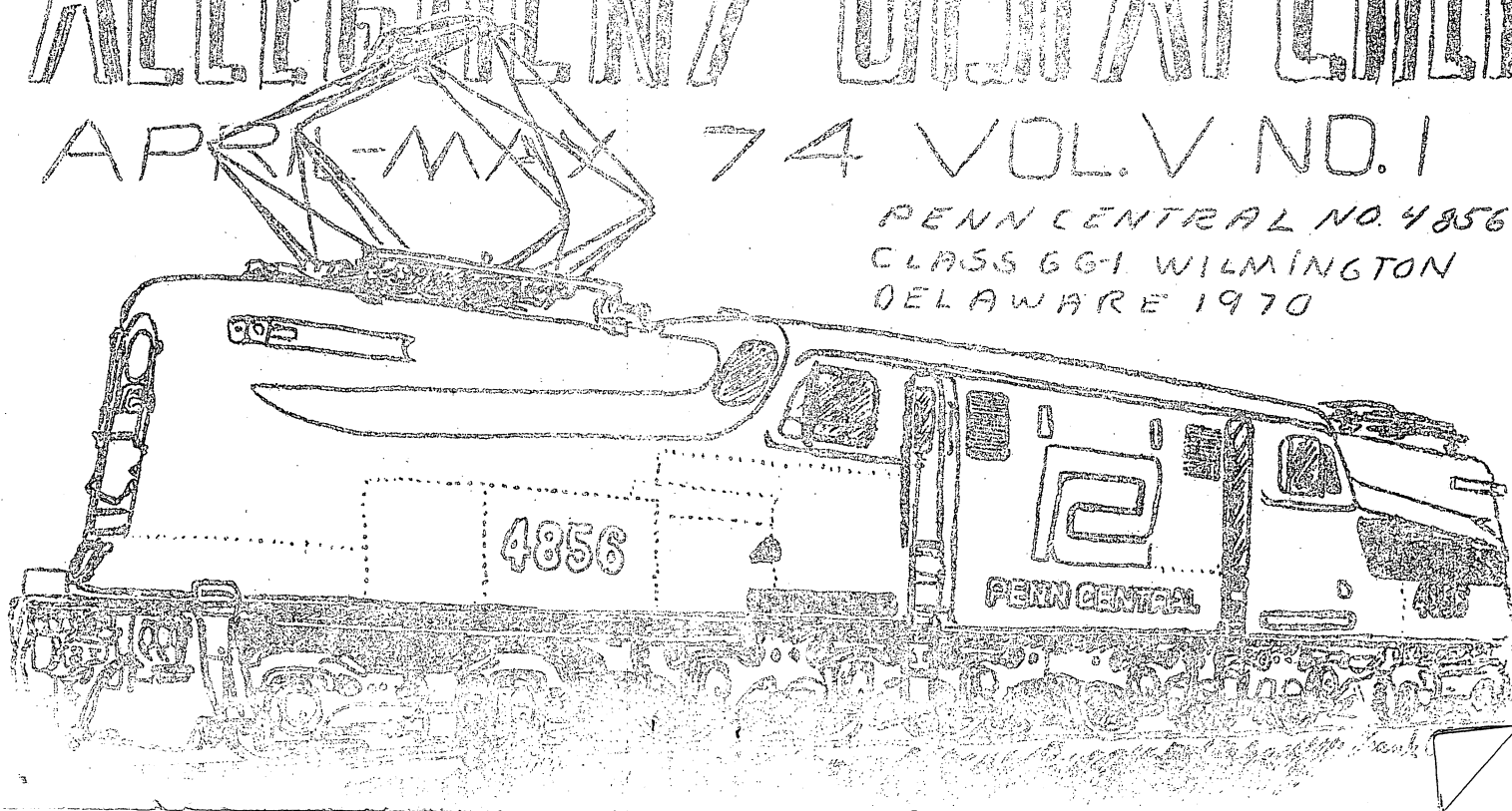
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ALLEGHENY DISPATCHER

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ANNIVERSARY GREETINGS:

Happy anniversary to the renowned Allegheny Dispatcher! After bringing you, the member, three glorious years of only top-notch entertainment and informative information it's time for our Allegheny staff to take a breather and sit back a spell to look at our wonderful accomplishments. And now I would like to hear your point-of-view on a few things about our region. Do/you/ feel you have been treated fairly and squarely during your membership in the AR? Does the AR really go out of its way for you so that you feel like more than a member, but rather a member of a closely knit family? Has the Dispatcher been your main stream of information for all the happenings of our region?

Now, on the other hand, what have you done to help YOUR region? When was the last time you sent Bob an article? When was the last time you sent a correspondence letter to another member? When was the last time you attended a regional meet or convention? When have we last heard YOUR voice? C'mon, gentlemen, if you don't have answers to a lot of these questions this region is in BIG trouble, and we had better get it straightened out fast. You people have the "privilege" of belonging to the so-called "most active" region of the TAMR. We're supposed to be the backbone of the organization, so why not show it a little more?

I see by looking thru the last issue of the Dispatcher that there have been nine more new names added to Lone Eagle Payne's list of probable TAMR members. Why not take one who lives near you and drop him a line. Who knows, he might even decide to join our humble organization, despite the fact that he will rarely, if ever, see a NOTBOX. Many of these guys don't even know the TAMR exists if we don't tell 'em about it, so let's get to it.

One final note: there have as of this time been virtually NO plans made for the 1974 National TAMR convention. When are we going to get around to it? Summer's not that far off. Ralph DeBlasi wants to have it in Philadelphia and I'm all for the idea. If Ralph is ready, I want him to know that I want to help him if I can, and I think it would be a wonderful opportunity to show off the leadership of the Allegheny Region by hosting this year's National convention. And why Philadelphia? Lots of reasons; for one the Philadelphia Division is this region's most active Division so that in turn makes the Philadelphia the ORGANIZATION'S MOST ACTIVE division. So why Not hold it in our home town? Another reason is the great variety of things to do in and around the Philadelphia area: we have RAILROADS, trolleys, steam locomotives, mass transit, the Northeast Corridor, AMTRAK, and perhaps the highest concentration of Model Railroad clubs of any area in the country. So I'M FOR PHILLY IN '74!!!

E-44 has won fame for its fast "freight" freight, flying by as P-5 and P-3A, 46 GG-1's, 1 DD-2, 10 EMB's, E2C, E3B, and FF-2's which had previously powered most of the freight assignments from riding into oblivion. In the beginning of the "swinging sixties," noticed for such gayeties as Vietnam, Bay of Pigs, J.F.K.'s assassination, racial conflicts, and steadily decaying U.S. passenger train service, the Pennsy was faced with a crucial decision: To purchase new electric freight equipment or not to buy new electric locos with the end of Pennsy electric overhead, that was the question. Should the mighty Pennsylvania allow GE to attempt a potion that might revive the sickness known as electric loco fatigue and let them try to replace the masterful ingenuity of their ancestors' slowly deteriorating mechanical monuments, or would the distinguished "standard railroad of the world" scrap the century lines that had controlled the awesome power of God's given lightning bolt. Ah, the restless turmoil and sleepless nights!

Well, Penn allowed GE to make a study of their electric routes and operations for a five-month period between January and May, 1960. Tonnages, train frequency intervals, dispatching procedures, performance, etc. were analyzed. The study divided electric operations into 3 wide topics: 1, New York, Toledo, and Harrisburg scheduled freight 2, all other freight operations on a set schedule from other yards and terminals, 3, Coal Ore and other various bulk and extra trains. Goal? to sell 129 E-44's to replace 156 electric units in service at the time.

The results of the test were much better than expected. By altering freight schedules, the Pennsy was able to squeeze a round trip per day complete with 4 hour layovers at end points. The replacement of the P-5 with the E-44 resulted in reduced maintenance, operating costs, over all units, wasted mileage, just to name a few. So with more and more GG-1's being released for freight assignments by declining passenger train patronage, coupled with the facts of the report, Penn ordered only 66.

So next time you ride a train on the corridor or see one of those powerful, spartan-looking 200 tonners from the road, remember it saved a good chunk of the PG, for whatever it's worth.

THE ALLEGHENY DISPATCHER

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Well, this is a pretty sorry excuse for a Grand 3rd Anniversary Issue, if you ask me. The next deadline, flexible as always, should be in the vicinity of July 1.

WHAT'S ON THE COVER
Frank Chadwick

GG1

I have been condemned to a fate worse than a railroad strike during a convention. The fate is attempting to describe the grand old lady of the electrics, the GG1, in a short space. I have to do it short, because I probably could write a book if I went in to detail; as if there weren't enough things written about the GG-1.

In 1933 the Pennsylvania planned two entirely different electric locomotives which were to be put to test of supremacy between them and a host of formerly-built locomotives, both electric and steam, for the control of the NY-DC passenger runs. The victor was to work at the side of the P5A engines, undergoing exterior change at the time, and the fossil MU cars which will soon mark 60 years of service on the Pennsy.

Completed in September '34 were the new R-1 4-8-4 and the GG-1 (4-6-0+0-6-4). Two years of tests were conducted, starting in 1933 over a special section of test track around Claymont, Delaware, between the GG-1, R-1 (noted for its riding frame and four driving axles) the D1, P5A, a NH 4-6-0+0-6-4 type electric, and a mighty K-4. The R-1 in my opinion is an ugly copy of the sleek, beautiful, smooth GG-1. But as we all know, the GG-1 won, started materializing in regular service in April '35 began to knock out P5A's from their freight employment, and then with the aid of the E-44 in the 60's, planted its footing in all types of Pennsy electric jobs, from pulling the Broadway to schedule freight to supplying the scrap line.

Through 40 years of service, only 32 of the 139 GG-1's were scrapped. If Amtrak gets its way there's a chance the beloved GG-1 will go sooner than you might think, with the Northeast Corridor electrical power change. The GG1 is a single-frequency loco: 11,000 volts, 25 cycle, single phase AC and can not economically be changed to the 25,000 v. or 12,500 v., 60-cycle power, which unfortunately may be the only type of equipment sold in the '80's. In the vocal vibrations of J. Held, "sigh".

E-44

Although it does not coordinate with the EL-C pictured on the cover, the E-44 seems to be the closest relative with sufficient information for a write-up.

390,000 lb. maximum weight, 69½ x 15 x 10 ft., 4,400 Hp, maximum 70 mph, minimum curved radius, 273 ft., 210, 11,000 v., 25 cycles AC—surely not the dimensions and specification of a N scale loco. The
(cont'd)

ANOTHER MISTAKE?

Congress passed the Regional Rail Reorganization Act of 1973 on December 21. When our great, respected, honest, public-minded president (you know who) signed it on January 2, 1974, it went into effect.

Would it mean the beginning of a mammoth and historic plan for constructing a new, solvent, healthy railroad system that would serve the industrial sections of the Northeast and Midwest from the eight feeble bankrupt railroads of today? Or would it be a massive federal flop like so many other political balloons filled with only a minority's hot air? We will have to wait patiently to find out.

The Act

The Act states: "The public convenience and necessity requires adequate and efficient rail service in this region and throughout the nation to meet the service requirements of passengers, the needs of commerce, the national defense, the environment, the US Mail, shippers, states and their political subdivisions, and consumers." (Notice that consumers are the last mentioned.)

The bulk of the legislation is said to provide the following:

- 1) The United States Railway Association (USRA), a new government corporation, will be established. It will take charge of designing a new, trimmed-down rail system, and will control funds to get the new line started. The fund may amount to around 1½ to 2 billion dollars.
- 2) A completely new company, the Consolidated Rail Corporation (CRC, ConRail) will control and operate the system. ConRail will be a semi-public company and will attempt to run at a profit.
- 3) The employees affected by the merger will be protected by a section insuring \$250 million in reparation funds.

The USRA

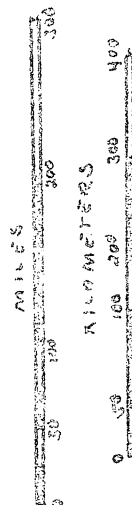
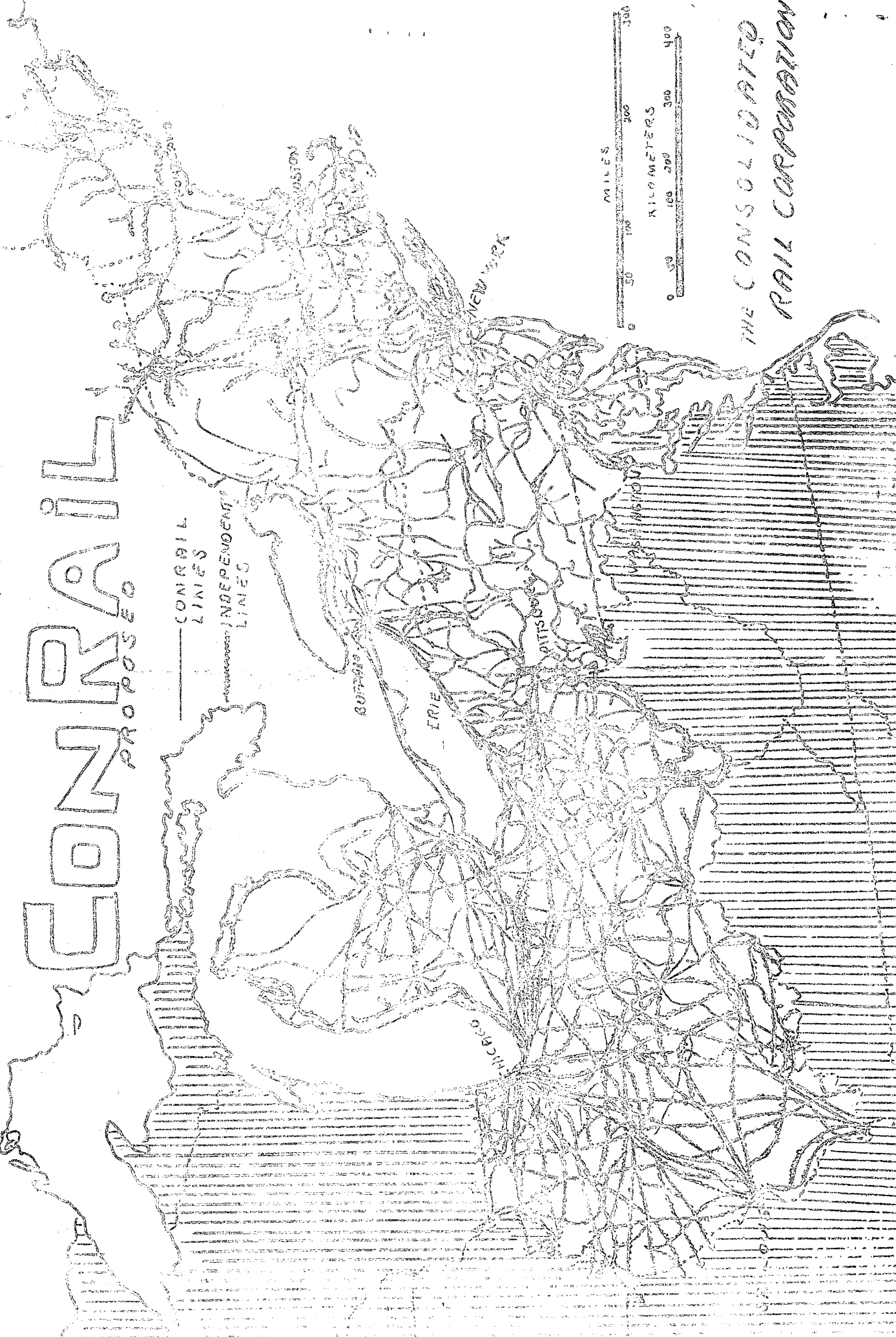
The United States Railway Association is the new corporation that will act as the rebuilder of bankrupt roads. It will be a non-profit government corporation (did you ever hear of one that was?) with headquarters in Washington, DC. It will be headed by an 11 member Board of Directors, with several government as well as representatives from labor unions and industry.

To help the bankrupt lines to operate until the plan goes into effect the USRA will be able to make grants totaling up to \$85 million. The Sec. of Transportation with the approval of the USRA will be allowed to grant loans totaling up to \$150 million to the bankrupt railroads for maintaining and updating the track and equipment that will be included in the "Final System Plan".



PROPOSED CONSOLIDATED RAIL

— CONRAIL
LINES
- - - - - INDEPENDENT
LINES



THE CONSOLIDATED
RAIL CORPORATION

Another Mistake Continued

The CRC

The railroads that were originally planned to be merged into ConRail were the Penn Central, Erie Lackawanna, Lehigh Valley, Reading, Central RR. of New Jersey, Boston & Maine, Lehigh and Hudson River, and Ann Arbor. The region that the system would therefore cover would be Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, W. Virginia, Ohio, Indiana, Michigan, Illinois, the District of Columbia, and portions of adjacent states in which CRC would have some operations. The Act would eliminate 15,576 miles of the 61,000 miles of rail line in the 17 state-region. This would mean a 25% reduction in track but would still retain 96% of the present rail service.

Contrary to many rumors, ConRail will not receive all of these lines. A few of the lines will be offered to Chessie or other profitable lines in the region. Some will be sold or leased to Amtrak (probably a few tracks from the Northeast Corridor). Additional lines might be sold or leased directly to regional, state, or federal commuter and intercity lines. The least-used lines may be condemned to such fates as being used for (ecch) highways, power transmission lines, conservation programs, etc.

The main physical operation of the system will be split into 2 types of service. The interstate-mainline service will be justified to have competition between more than one railroad when they generate at least eight trains a day moving more than 200 miles in the same general direction. Points that produce less freight will not require mainline service by more than one railroad. This type of operation will be blended with the pick up and delivery service and will be operated by a single railroad.

Con Rail will not be a governmental agency; it will try to operate at a profit. It will be considered a common carrier and will be subject to the swinging sword of fate which the ICC used to get all the lines in the red in the first place. A great merger-bankruptcy-merger-bankruptcy-nationalization merry-go-round?

ConRail's Timetable

Dec. 21, 1973	Congress passes the Act.
Jan. 2, 1974	President Nixon signs and puts into effect the Act.
Feb. 1, 1974	The U.S. Sec. of Transportation draws up a report putting into detail the services needed in the region. The Rail Service Planning Office is set up within the ICC to evaluate views and concerns of affected public and private officials, shippers, manufacturers, wholesalers, retailers, consumers of products transported by rail, and the Dept. of Defense. Public Hearings are scheduled.

Another Mistake Continued

- May 4, 1974 The USRA prepares an evaluation of the Secretary's report taking into consideration all the opinions and comments presented to them. The Rail Service Planning Office submits the report detailing all comments and needs to the USRA. At this point, the USRA begins to produce a new modernized system plan, tagged with the name "Final System Plan."
- Oct. 1974 The USRA presents a "Preliminary System Plan." Copies will be widely circulated and responsible parties will have 60 days to respond to the Rail Service Planning Office. Also, at this date the CRC will be officially established to run the system.
- Apr. 1, 1975 450 days after the enactment of the Act the USRA actually finishes the long-awaited-for, mysterious "Final System Plan." Subsequently, this plan will be fed through the dreaded ICC windmill and 30 days later, to Congress for evaluation.
- Jun. 1, 1975 If Congress gives the OK the Act will go into effect 510 days after the signing. The actual merging would take place 3 to 6 months afterward.

Service Continuation Subsidies

All lines not included in the final plan will be abandoned. However, to encourage the preservation of branch lines, this service has been instituted: States wanting to preserve certain lines could apply for governmental aid. The Feds would contribute 70%, the states 30% of the operating cost for a two year period, including if needed the cost of improving and maintaining track and other services. The Act authorizes \$180 million for this purpose over a 2 year period following the Final Plan. If a state wishes to purchase a line, the USRA is allowed to lend the state 70% of the purchase price and the cost of restoring the line to safe efficient operation. In addition, the Act provides that if a shipper, state or other party offers to pay the difference between revenues and operating costs, no line would be abandoned.

Update

Well, the B&M is out as of February. The CNJ and EL have expressed reluctance. LV and RD are not too anxious, either. So, "What will merge will merge."

-Frank Chadwick

BS to BS:

A COMPLAINT

Everyone except me has gotten the recent HOTBOX, it seems. And when I look at the circumstances and the pleas of the most recent AR Dispatcher I get hot enough to pop my cork. I'm writing this letter to your AD editor some three weeks after my TAMR buddies have gotten their HB's.

I got a call from Ray Hakim asking me if I got my Hotbox. I replied "NO", and he proceeded to tell me about the upcoming convention in Cherry Hill. About a week later, with no Hotbox, I talked on the phone to John Held, who had been advised by Ray before that I had no Hotbox. John said he had instructed Bengt Muten to send me another copy. Somewhere along the way after this I was told second-hand that Bengt had sent a total of two Hotboxes to my address.

John suggested that the Postal (dis)service had lost BOTH of my Hotboxes! To this I say, John-you're a bad liar, or Bengt-you're a bad liar. Anyway, I've yet to get a HB on May 27, 1974, and I'll be damned if I'll go to this convention unless I get a Hotbox! Bob Sprague talks about "Enthusiasm" in the region, but they (not you, of course, Bob) can't even send me a lousy three-sheet mimeographed Hotbox!

Something to consider is that 10 parcels of mail go into this house's mailbox per day, six days a week. That is 60 parcels a week, 3,120 per year, and in the 9 years I've lived here it mounts to 28,080 pieces of mail, and John and Bengt are telling me that TWO pieces from the SAME address to the SAME address are goin to be lost? Try again, guys, and where is my Hotbox?

- Al Tillotson

(Though it must be conceded that few things work as well as the Postal Service--no catcalls, boys, think what it's up against--the record of the TAMR is such that the loss of a mere two Hotboxes is a cause for congratulations. At this state in our history, enthusiasm is not only a capacity for tolerance of lousy conditions, but an ambition to do something to drag us out of the scrapyard back onto the rails--Ed.)

NEWZ

Suppose they Gave a Convention and Nobody Came?

We need all the help we can get with preparations for a convention in Philadelphia this summer. If you have any help to offer, contact Ralph DeBlasi, Paul Manton, or other Philly division members.

Lone Eagle's List

B. Owens	146 Dover Street	Providence, R.I.	02908
Jerome Allen	185 Forrest St.	Montclair, N.J.	07042
Jim Murray	226 Elm Ave.	Mantua, N.J.	08051
Curt Helgert	118 Edgewood Drive	Sarver Pa.	16055
Mark Whiteley	904 W. 26th St.	Erie, PA	16508
David G. Evans	224 Mystic Lane	Media, PA	19063
Gerway Burnett	116 S. 53rd St.	Phila., PA	19139
Steve Hahn	5911 Westbrook Terr.	New Carrollton, MD	20784
Eric Smith	75 Manor Dr. Apt. 102	Hagerstown, MD	21740
Marvin Rodgers, Jr.	1005 Stanley St.	Salisbury, N.C.	28144

PROTOTYPE PATTERN

For many months it has been rumored that the E.L. would be discontinuing its use of E8's, Coops, and Stillwell coaches on the Port Jervis run. The trains would be replaced by the familiar E.L. Push-pull trains. They were supposed to be replaced on May 3, yet are still running! They won't be around much longer, however, as the E.L. has acquired the 2 push-pull trains that are to replace them. The E.L. will also be issuing new timetables at the end of May.

A new shortline may be in the making. It will be named the Bay Colony and will operate in the state of Massachusetts. It will be about 70 miles long and will connect Cape Cod with the Penn Central. It is being formed under the man who formed the P&W.

A vital bridge on the Lehigh and Hudson River was washed out a few weeks ago and this is forcing the Erie Lackawanna to run its trains down the Penn Central's West Shore line. These trains run 3 days a week. The E.L. is only routing its Eastbound trains over this route. The Westbound trains are being run out the Boonton Line.
(Tim Tonge)

The Erie-Lackawanna has received permission to reorganize OUTSIDE of the federally-supported CONRAIL system. This means shippers will have an alternate to the Conrail route over the old Pennsy. The line's trustee Thomas Patton thinks the line will have all its bills paid and be out of bankruptcy by mid-1981. At the same time the Jersey Central has been told they must join Conrail, to the dismay of the line's officials. The CNJ will try to remain independent by saying they are intra-state only, serving Jersey, and vital to the state's economy (which they are).

The Jersey Central will start running two commuter and one off-peak train to Phillipsburg NJ on the NJ-PA state line on May 20, 1974. The two commuters are replacing the two which formerly ran between Hampton and Newark. There is now talk about the state of Pennsylvania footing the bill for operations into Allentown or Bethlehem.

The future of the Lehigh and Hudson River Railway gets bleaker every day. The line once had all freight from points on the Pennsy to the New England area. However, with the New York Central-Pennsylvania merger almost all freight was routed via Weehawken, then up to Selkirk near Albany, then over the old Boston Albany into the New England area.

Thus the L&H was relegated to traffic guaranteed to them as part of the merger. The freight which moves via Selkirk takes 100 miles more and two to three days longer; even with the hard times the L&H gets from the PC on connecting trains, L&H traffic reaches New England as quickly as the Selkirk-routed trains. If the L&H was not given a hard time, the freight could get there in half the time.

(Al Tillotson)

More Newz !!!

The Delaware and Hudson Railroad is seriously thinking of restoring its passenger service to Montrol. If this takes place, the D&H would use their famous Alco PA's to power the trains. As soon as the announcement was made, Amtrak voiced it's objection. Apparently, Amtrak feels that they have exclusive rights on all long haul passenger service in the Northeast. The D & H route would be just as fast as the Amtrak route, if not faster as the track is in much better shape. The trains would be run out of Albany, with connecting trains run by the Penn Central to and from New York City.

A Milwaukee Road caboose has been running on the Erie Lackawanna for the last month or so. It has no Milwaukee Road markings but is the color scheme of the Milw. Rd. The Milwaukee Road engines which had been being run on the E.L. have been returned.

After a spectacular wreck and fire on the Penn Central's West Shore Line, trains were again running this week. (June 9) The fire itself burned for three days. Luckily no one was hurt.

UPDATE The Erie Lackawanna EO's are still being run at the time of writing. It seems that no one knows when they will be taken off. A call to the chief dispatcher produced no new word. Also, the new schedules that were supposed to be released at the end of May have not come out yet. Word has it that they are at the printers and should be out soon.

Amtrak is now running the Metroliner to New Haven, Conn.. More Metro's to that city are being planned, along with a possible train to Cape Cod, Mass. At one time, the train to the Cape was filled to capacity every trip. Even when it was discontinued it was sold out. If Amtrak again runs that train it would be a weekend train.

A good railfanning spot in N.J. is Port Morris. It is best in the late afternoon as the two CNJ/ EL peel trains. In fact they almost pass each other. Port Morris is located on the Boonton Line of the E.L. and can be reached by taking Route 80 to the Lake Hopakoon exit. Follow the signs to the lake and you will pass directly over the tracks. The tracks are about 5 miles in from Route 80.

The Boston and Maine Railroad is selling a number of it's Budd cars to the MBTA of Boston. These cars can be distinguished from the railroad owned cars by a large T on the sides.

The N.Y.S. & W. is now down to four engines. They are GP-18's number 1800, 1802, and 1804. Also surviving is an Alco RS, the number is 240.

The Morris County Central steam tourist railroad is having it's troubles at it's new location in Newfoundland, N.J. It seems the local residents are complaining about the noise, soot, and traffic the line would create.

The town of Waldwick, N.J. is ordering the E.L. to rebuild its bridge through that town which is over the famous Waldwick curve.

Railfans Take Note!!! Kodak has come out with new films and processing chemicals which are far superior to the old films. They are in new cartons showing the ASA # in bold numbers.

From the publishers desk

Well, the summer is almost upon us. What do you plan to do in this season in the sun? For me it will mean my yearly trip to Mass. and New England Railroads. New England has some very interesting railroading with shortlines such as the Providence and Worcester, and Vermont Railways. Itv also has the old favorite steam town with it's many steam engines. And we can't forget the bigger roads like B.&M., THE D.&H., C.N., BAR, and the Maine Central. To be sure, plenty of action!

For those of you who won't be lucky enough to get out in the wild for a while, take lots of pictures of the roads which might go into Conrail, as who knows what will happen when that takes place. And get those P.C. and Amtrak Gil's, as they will be going soon. Or take a short trip to the C.&O. B.&O., or W.M. before they are all Chessie.

I have a feeling that we all better take all the pictures we can as Eastern Railroading as we know it is changing fast. If we do not get the pictures now when we can, we will be sorry. So, my message to you is take all the pictures you can when you can.

So, I will end with a wish for you all to have a great summer and get those pictures!

My summer adress from June 15 to Sep 1

Tim Tonge
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Tim Tonge
42 Outlook Ave.
Hawthorne, New Jersey 07506

Chris Buckley
7 Dobson Road
Old Bridge, N.J.
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