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THE GOLDEN AGE OF THE AR

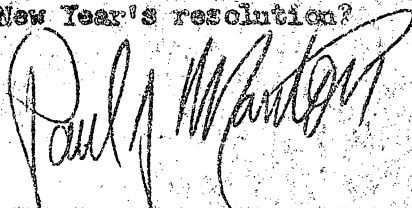
With the Allegheny Region about to enter its sixth year of life, maybe now would be an appropriate time to look back over those years, discussing the highlights, defeats, trials, and tribulations that brought us up to the AR of 1976. At what time can one really pinpoint the "golden age?" If you were to ask several members this question, I'm sure you'd get a number of different replies. Those of us who are now the so called "old heads" or "over 20" group remember such active members as Tom Papadeas, Steve Harper, and Bob Sprague, and the countless hours of time they spent each month putting together the Dispatcher, arranging meets, and trying to make the AR better for all. Back around 1971/72, an average issue of the AD would have these peoples' names spread all over it, and one could clearly see at that time who was behind everything.

There was also a time of complete dormancy in the region around the time these people started to slack off from their activity due to college, work, or other reasons. When Steve Harper was TAMR president, he did something about it and got the AR going again by sending out the Dispatcher and spurring some participation. Both John Held and I joined at the same time, and John immediately started to take his part in the region activities. Bob Sprague became editor of the Dispatcher, and continued his work up until late 1974 when Frank Chadwick and Chris Buckley took over the job.

When I was elected AR president in 1974 the region was at the time in a stable state, with nearly 85 members--perhaps the largest we've ever had at one time. From that time on, the groundwork was pretty well set into the ways in which the AR is today. Although we don't have 85 members any more, we are still the largest region and the most active.

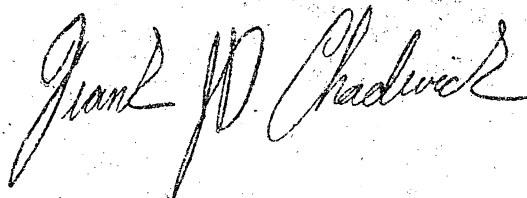
So when does one pinpoint the "golden age?" In my opinion, it's all been a golden age, from the original conception of the region in '69 right up to the present, and it has not all been the work of only one person, but the group working together as a whole. This is the way I'm hoping to see things continue right thru '76 and the years to come. Although this will be my last term as your president, I am still willing to lend a hand when it's needed, and I hope all of you will work with me and all succeeding presidents to make the AR something decent, beautiful, and great for all. How's that for a New Year's resolution?

HAPPY NEW YEAR AND BEST WISHES ALWAYS.



SITTING *

With such an inspirational note as that, I feel it useless to bitch as much as usual. I had originally planned to get this issue of the rag out as a special issue back around New Year's, but not receiving any stuff from your people out there for the past couple months. I thought it too risky to deplete my extra stuff too much. Nevertheless, I'm planning another issue in a month or so, hoping you'll come through. As Paul quite indiscriminately pointed out, he is getting to be an old fart so we have to boot him out next election. We need new blood, especially in the executive post, so just give the word and I'll put you on the ballot, since I have assumed the post of election chairman; elections are going to be held next issue, so lets get with it.



Who is to blame for what went wrong in 1975? There are a lot of different theories presented by a lot of different people, especially in the railroad field. I did not converse with any of these groups, but this is what they probably would have said:

Amtrak - "The commuting public who is indifferent and irresponsible to our problems".

Commuters - "Amtrak who is indifferent to our transportation needs!"

Paul Manton - "Ray Hakim"
Ray Hakim - "Paul Manton"

Penn Central - "The ones to blame for 1975 are those who oppose fare increases and the blinking of the American Citizen for his last penny so that we could carry out urgently needed trackage maintenance and improve commuter service to the major cities that we serve"

Railroad Hobbyist - "The model railroad industries, who quality has decreased and prices went skyrocketing!"

Model RR Industry - "The 8 year old technician in Hong Kong who demands a 5¢ per hour raise!"

"DISPATCHER" mailing room - "The US postal service who increased rates by 30%"
"U.S. Postal Service" - "The people who send out junk mail like the Allegheny Dispatcher should be shot for treason!!!"

"DISPATCHER" staff - "The AR membership who is not willing to realize that the editor desperately need articles, that we live in a dirty world and have to use dispicable, repugnant and illeagle methods to get out an issue!"

Of course I made this up to portray what is happening to the world, but especially us. The point that I'm trying to get across is that of irresponsibility. So the next time that something doesn't work out, don't blame somebody else. Perhaps working in unison will solve that problem. If you have something to say, just don't sit back and forget about it.

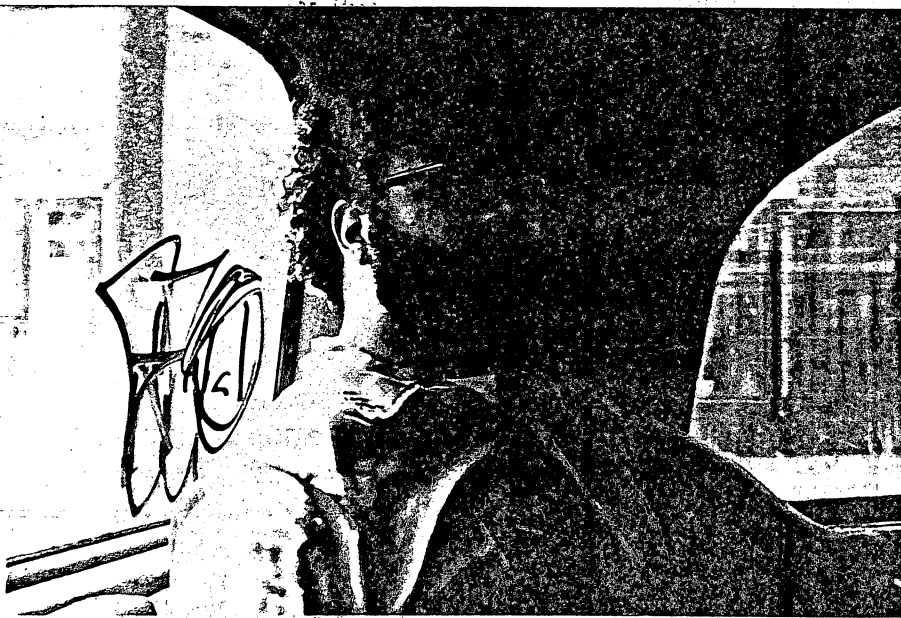
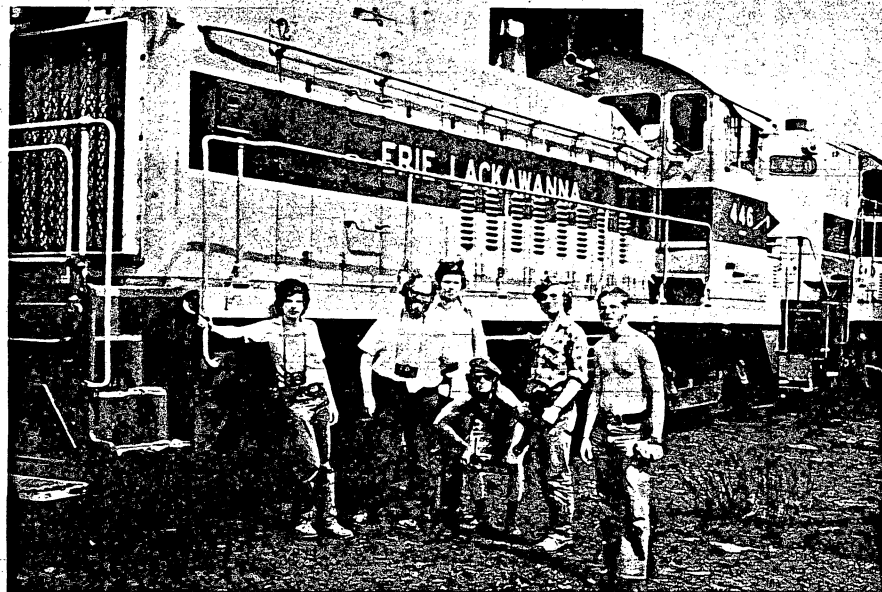
Chris J. Buckley

PROTOTYPICAL WISDOM..... Penn Central has reported a net loss of \$172, 194,651 for the first ten months of 1975, \$52 million higher than the same period of 1974. Actually, PC's red paper would be more to the tune of \$279,694,651, but \$107.5 million from the Feds made it look better.

Despite opposition from the city treasury, Philadelphia has taken the first steps in the construction of the long debated center city commuter tunnel. City Council approved the spending of up to 20 million for the purchasing the properties required for the construction. The 1.7 mile tunnel is designed to connect the Reading Terminal with the Penn Central Suburban Station. The estimated cost is over \$300 million.

DO YOU KNOW WHO THESE PEOPLE ARE????

(Key on rear cover)



THE BUILDING OF A RAILROAD (THE HARD WAY).....by Betsy Summers

Trying to build a layout in my brother's house is one of the hardest things to do. In fact it was so hard that I think we met with more opposition than the railroads had from farmers and ranchers in the mid-west a century ago. Well, there is one way to fight the tyranny of a deranged sister-in-law. You wait until she goes home to visit her mother.

Well, that's just what we did. And after weeks of secret planning and smuggling in track, wood, rolling stock, wiring and power packs under our coats we waved bye-bye to the dear woman and her two boys. We thought we had it made, my brother and I, but lo and behold, what trouble. Rome wasn't built in a day and neither was this layout. All in all it took some 100 odd hours to get as far as we did. Besides they all came back home early and the deranged housewife keeps threatening to tear it all down.

I'm sure you all know the perils of pike building in your home so I won't bore you with any more details. We finally comprised and ended up with a 4 x 6 layout in the corner of a bedroom. The platform consists of a 4 x 6 base particle board nailed to 1 x 4 and supported by six concrete building blocks. Since the platform is only about 1½ feet off the ground, operation must be carried out from a sitting position. Not ideal but it's cheap. After leveling the base platform Life-Like grass mat was stapled to it and we began to space the track. That didn't prove too difficult because we used Atlas snap track, 9" straights and 18" radius curves. What we came up with was a 4 x 6 oval with a small yard siding. Over this base oval supported by 4" chunks of styrofoam a 3 x 5 plywood platform with a regular oval mounted on it. And over that 3 x 5 at a slight angle went still another platform, a 2 x 5 also with a simple oval. The result-- non-connecting three train operation. Wiring was really simple because we used three power packs, one for each oval. Each power pack was wired, one wire to the rail connections and one wire to a toggle switch. The second wire on the toggle serves as the second track contact. We call this simple wiring system the dead lineman system. If our lineman dies or gets stoned or drunk during operation a simple throw of the toggle kills the power to the respective track and stops the train from careening out of control along the layout and into walls and over little boy's hands.

You may think that without connecting ovals what purpose is there to operating. Actually, my brother and I are really wierd and delight in fooling people. We just love to hear people say "How in the hell did you do that?" It's an old trick. With clever placing of mountains and split second timing with our dead linemen system and (don't tell) the use of two identical trains we create the illusion of the trains changing levels. As one train completely disappears into the mountain side on the middle level it miraculously appears at the other end of the mountain pass on the base level. That may not be new to any of you but it is a cheap way of getting the desired effect.

Well, our pike looked and worked great.... or so we thought. Next issue (if Frank will print this garbage) I think I will warn you of the pitfalls of building a railroad the hard way.

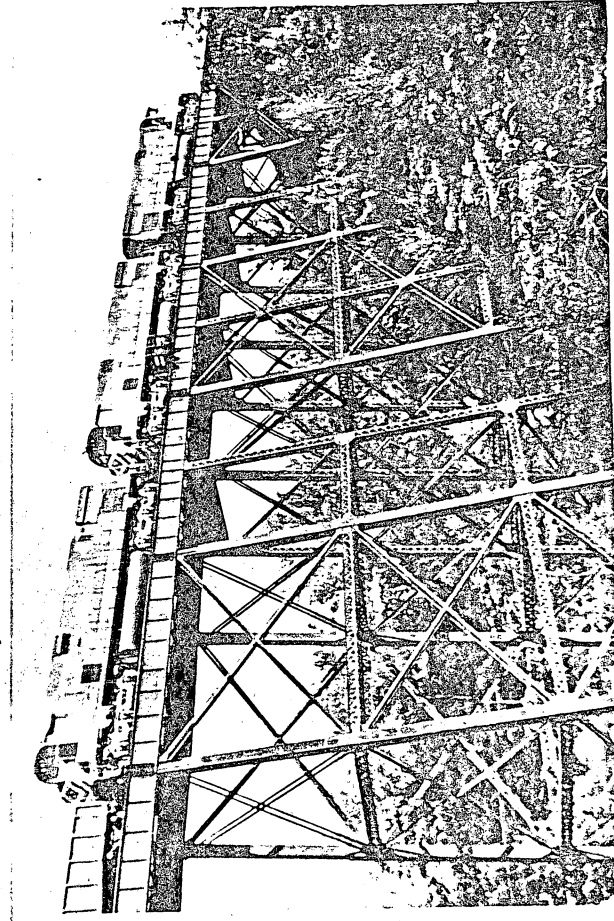
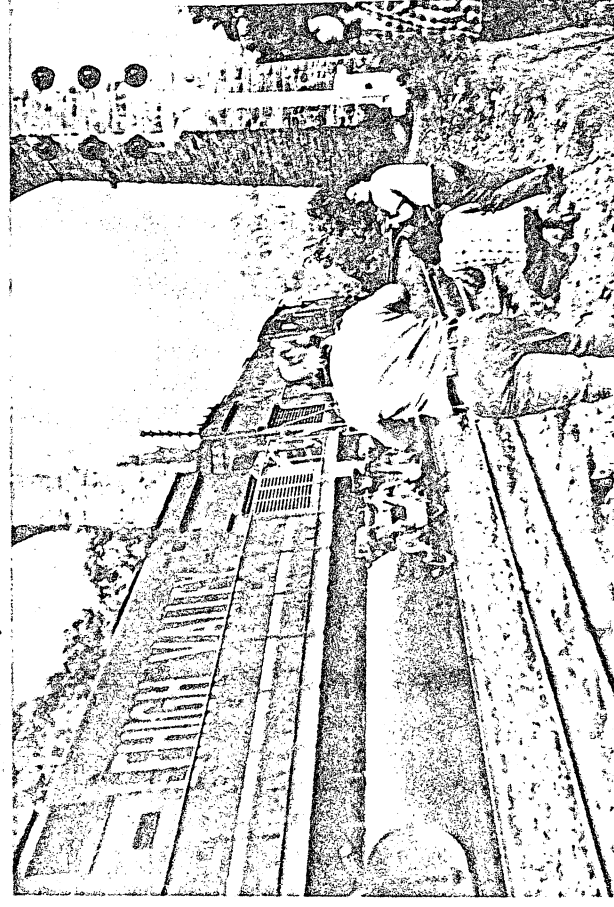
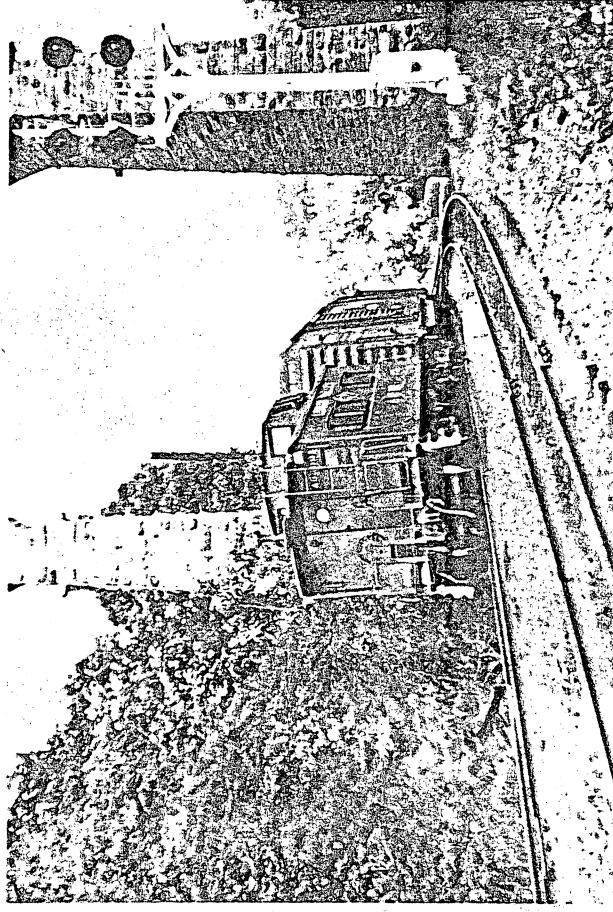
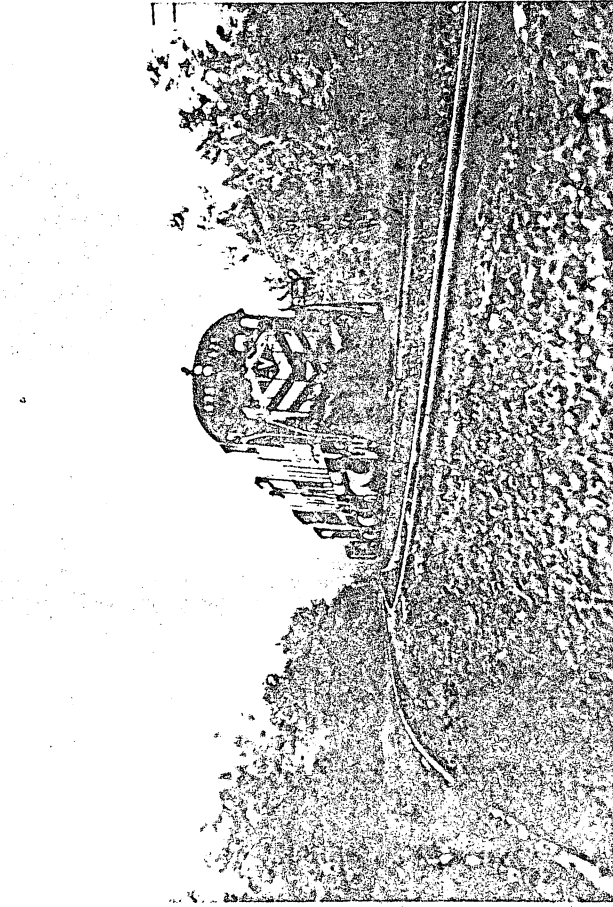
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PHOTO OFFSET COVER FOR THIS ISSUE WAS CONTRIBUTED BY DAVID HAY. A SPECIAL "A.R." THANKS (MORE LIKE A CURSE!) TO THE GRAPHICS STAFF OF MADISON TWP. H.S. - Publisher.

CHASING A "VALLEY" FREIGHT

(all photos by P.J. Manton)

During the recent AR meet hosted by Lehigh Lennie in upstate PA, we encountered several freights that were worth the chase and pictured here is one freight which had Lehigh Valley power rolling on D&H trackage at the Starrucca Viaduct. The lead unit, a LV ALCO C-628 #625, is shown approaching the viaduct in the first photo. Below this one we see the units rolling under the viaduct and, with cameras ready, "The Buck", Lennie and Donna, and Dave Foley (left to right) get into railfanning. Finally the hack rolls under the viaduct (upper right) and we proceeded on by car to catch the freight again at this beautiful tressile (lower right) along the D&H main. Quite a freight, and indeed a good chase!



NEW YEAR'S RESOLUTIONS FROM VARICUS RAILROADSScott Drake

Amtrak promises no more derailments between Pittsburg and Youngstown, Ohio, with their trains. All future derailments will be planned on Penn Central tracks between Philadelphia and Harrisburg. They also promise no more T-60 tests in the coming year until Amtrak can find track in another region suitable for high speeds.....Good hunting men!

CONRAIL is thinking of purchasing Philadelphia's Broad St. Subway and converting it to freight use to South Philadelphia. They are also going to make a movie about the subway along the same lines as "The Taking of Pelham 123". It will be filmed in the "Filthy Hole", and will be entitled, "The Giving of Pattison 321".

SEPTA promises not to set any more trolley barn fires until new equipment has arrived and has been painted. I asked one of the SEPTA official why they would wait, and he replied, "The Gulf Oil paint scheme burns brighter than the "Old" green".

Reading Railroad promises to hire security gaurds to keep rail fans away from Black Rock Tunnel. Reports say that fans have been seen spitting on freshly washed trains, shining Buckley moons, diturbang the passengers in passing trains, and making obscene hand jestures at enginners of freight drags.....Way to go, RDG.

CNJ promises to build a special car for the transportation of Timothy Vermande to railfanning meets in the coming years. Plans arefor all stell construction with weight equilizers located under all of the heavy duty trucks....

PFNN CENTRAL promises to paint one of its U-boats in Bicentennial colors. They will keep the black of course, and tape on a "Spirt of '76" poster next to the PC symbol.

Scott "Ducky" Drake promises no more articles like this one until next year. Have a happy a prosperous year.

***** * * *****

The following are the new change over radio frequencys for those of us who are fortunate enough to possess scanners. Courtesy of John Gibbons.

B & O - Road #1.....	160.23	Road #2.....	160.32
CNJ - Road....	161.25	Yard.....	161.31
D & H - Road	160.59	Pool Trains.....	161.40
LV - entire road.....	160.62	(on all U-boats, GF-38's, C-628's, and C-630's only)	
SOUTHERN - road.....	160.95		
RDG - entire road.....	160.35		
NY & LB / CNJ - Road....	160.935	covers North Jersey Coast Line, CNJ Southern Division, and W.M.yard	
PRSL - Road....	161.19	Also covers FFC, ICG, and eastern N&W	
PC - PRR road....	160.80		
PC - NYC road....	160.07		

NOMINATE SOMEONE FOR PRESIDENT TODAY !!! ELECTIONS ARE IN THE NEXT ISSUE.

Pool power on the Union Pacific is once again common here in Denver. Norfolk & Western units are showing up almost everyday now, with an occasional Southern Pacific showing up. Last night, a very unusual road came in, Missouri Pacific. It has been almost 9 months since the last MP had come into Denver.

Beet season is starting to come to a close, and many of the beet extra's that many of the railroads were running are becoming fewer. Last month, at least one beet turn came through Boulder each day, with about ten a week being average. Now the average is for to five a week. The season usually ends toward the beginning of February, and then will begin again at the end of Spring.

----- !! CONRAIL PLAYS THE NUMBERS.....Paul J. Manton

Here is a summary of the Conrail renumbering program. Most of the PC unit's numbers will remain the same, since they are the majority. All the other roads that are being included in Conrail will have their units renumbered to fit the present PC system, save a couple of changes here and there.

CONRAIL LOCOMOTIVE NUMBERING SYSTEM

<u>TYPE</u>	<u>HORSEPOWER</u>	<u>AXLE</u>	<u>SERIES</u>
Road - freight "A"	1500-1750 hp	4	1400-1999
Road - freight	2000-3000hp	4	2000-3399
Road - freight "B"	1500-1700 hp	4	3400-3899
Road - passenger	1500-3000 hp	4 & 6	4000-4399
Road - freight (electric)	3000-6000 hp	6	4400-4699
Road - Electric DC	2000-4000 hp	varied	4700-4799
Road - freight/passenger(electric)	4000-6000hp	varied	4800-4999
Road - Passenger(electric-diesel)	1750-1800	5	5000-5099
Road - switch	1500-1600 hp	4	5200-5999
Road - freight	2200-3600 hp	6	6000-6799
Road - switch/hump	1500-2400 hp	6	6800-6999
Road - switcher	1700-2000 hp	4	7000-8299
Switcher -	600-900 hp	4	8400-8699
Switcher -	1000-1200 hp	4	8700-9299
Switcher -	1500 hp	4	9500-9599
Switcher -	Varied	4	9600-9899
Road-switcher -	1000-1200 hp	4	9900-9998
Switcher -	under 500 hp	4	9999

- Miscellaneous renumberings which might be of interest:

Erie Lackawanna	809-810	will become	ConRail	4000-4001	FMD F8A
" "	812-822	" "	"	4002-4012	FMD F8A
" "	824-833	" "	"	4013-4022	FMD F8A
" "	3351-3382	" "	"	4151-4182	GE U34-CH

- additional listings on page 10

SEPTA RED ARROW DIVISION

There are three basic types of trolley used by SEPTA on their lines operating in Delaware County, the Red Arrow Division. All are double-enders, due to the terminal facilities at the ends of the Media and Sharon Hill lines, respectively.. All of these photos were snapped at the Shadeland Ave. station in Drexel Hill, PA, where we find the junction of the two lines. From this point, they run together to the terminal at 69th and Market Sts in Upper Darby. This end of the line, however, is equipped with a turning loop, so it is only necessary to "change ends" at either the Media, PA or Sharon Hill, PA terminus.

Upper photo shows #83 leaving Shadeland Ave. This is perhaps the oldest of the Red Arrow cars, being the type with the low windshield and boxy shape. These cars are used mostly during the rush hours, due to their age. Presumably they were built sometime in the twenties.

In the center photo is one of the earlier PCC double-enders, built in the thirties. At least it's classified as a PCC although it doesn't really look like one. There are several of these in service just about any time of the day. These are a medium-sized car and are not as powerful as the one pictured below.

The lower photo shows the type of car most commonly seen on the lines of the Red Arrow Division. This is your standard, PCC double-ender, built in the postwar 1940's. Utilizing powerful traction motors and a long wheelbase, these are the largest cars owned by the Red Arrow. One can always see cars like # 17 along the two lines virtually anytime.

(Photos courtesy of the Manton collection)



CONRAIL RENUMBERING SYSTEM (continued)

Lehigh Valley #	ConRail #	type
110	8597-8598	EMD SW900m
112, 115	8418-8419	EMD SW1
118	8422	"
120, 130	8647-8657	EMD NW1
180-185	9242-9247	EMD NW1
210-212	5486-5488	ALCO RS-3
213, 214	5200-5201	ALCO RS-2
215, 216	5489-5490	ALCO RS-3
217, 218	5202-5203	ALCO RS-2
219	5491	ALCO RS-3
220-224	8875-8879	EMD SW7
250-276	8660-8686	" SW8
280-287	8931-8938	" SW9
292	8939	" SW9
300-301	7476-7477	" GP9
302-305	7480-7483	" GP-18
310-313	7656-7659	" GP-38
314-325	8163-8174	" GP-38-2
400-403	7609-7612	ALCO DL701
404-415	2060-2071	ALCO C420
501-512	2777-2788	GE U23B*
625-641	6721-6737	ALCO C628

*ConRail's first locomotives.

Reading #	ConRail #	type
662	5839	EMD GP7
5211-5212	2048-2049	ALCO C430
5300-5311	6753-6764	ALCO C630
7600-7604	6100-6104	EMD SD45
2750-2760	9589-9599	EMD SW1500
900, 902, 903	4371-4373	EMD FP7A

Reading units that will go to Chessie:
 620-636(GF 7), 3401-3420(GF-39-2),
 3600-3619(GP30), 3620-3656(GF-35),
 3671-3675(GP40-2), 6300-6304(U300),
 22-24(SW-1), 1501-1521(SW9), 2601-
 2625(SW1001), 2701-2714(Baldwin/EMD)
 2715-2719(SW1200), 2761-2770(SW1500),
 2771-2780(MP15). Readings C424's
 will be sold on the open market.

PRSL /	ConRail #	type
2000-2009	7660-7669	EMD GP38
2010-2014	7670-7674	EMD GP38
6017-6021	8343-8347	Baldwin S12
6028-6032	8348-8352	" S12
6006	8353	" S8
6006	8354	" AS16
6024-6025	8355-8356	" AS16

Jersey Central #	ConRail #	type
1009	8404	EMD SW1
1011-1012	8407-8408	EMD SW1
8405(ex-R&O)	8415	" "
1060-1061	9240-9241	" NW2
1080-1083	8868-8871	" SW7
1084-1094	8951-8961	" SW9
1520-1521	5608, 5610	" GP7
1522-1524	5900, 5902	" "
1525-1529	5904-5908	" "
1530	5910	" "
1531-1532	5676-5677	" "
1533-1535	5367-5369	ALCO RS3
1540-1550	5370-5380	" "
1552-1555	5381-5384	" "
1560-1566	5385-5391	" "
1700-1705	5392-5397	" "
1707, 1709	5398, 5399	" "
2501, 2512	6040-6051	EMD SD35
3061-3068	6285-6292	EMD SD40
3671-3683	4100-4112	EMD GP40F

Early in December, both PC and RDG complied with an existing legal requirement by posting discontinuance of service notices on a large number of branch lines facilities not earmarked for retention in the USRA's Final System's plan. Of the 390 "light density" segments posted by PC totalling about about 5,000 miles in length, 94 segments (847 miles) are in Pennsylvania 8 segments (71 miles) in New Jersey, and in Delaware, 43 miles of line.

Reading posted 27 branch lines totalling 264 miles, all in Pa., including the Newton, Doylestown, and Chestnut Hill lines, which will have their freight service discontinued, though the commuter service will probably be retained.

.....Paul J. Manton

PC units to be handed over to ConRail are: 165 available electric locomotives: 76 GG1's, 66 P-44's, 10 E-33's, 6-E40's, 6 S-2's(third rail), and 1 T-3(third rail). The 30 G-motors now owned by Amtrak are of course no included. This clearly shows that ConRail will not willingly give up the Northeast corridor to Amtrak for passenger only service. Amtrak has been seeking ways to get freight off the big rail for some years now, and this will probably set them back a few years from their goal. Way to go!

WEATHERING - or who wants to waste 89¢ on a can of dull coat?

All my days as a model railroader, one thing that always fascinated me was how prototype ~~xy~~ lines like the Reading, Lehigh Valley, ect., engines were filthy. On the other hand, the engines on our model pikes shined like the sky. Most model railroaders found this to be a difficult problem. It wasn't a problem for the Reading so why should it be a problem for us? I've learned that it really isn't. So I'm going to tell you some of my patented methods of weathering.

Looking around in my basement, I came across some black vinyl top polish and a can of decopage varnish. I likewise found an unnaturally shiny tank car and decided to try something. I sprayed the car with the varnish till it was running. Then I took the polish and dabbed it on the car. The result looked.....well, interestingly weathered. A great conversation piece.

But there are many other ways. Do you have a dog or a cat? Well, if you do walk around your backyard and find some of its, well, droppings. Take your Heinz Beans or other appropriate bow car and dip it in. Then wash off the trucks and parts of the sides so that you can make out the lettering, and let it dry. Honestly, it does smell, but then again, railroad yards are no bed of roses. I've found that the bow car suggested was awell suited for this form of weathering. So when you say that it is your crappiest car, you won't be lying.

Is your mother or sister a lousy cook. Well, have her melt some carmel. Naturally, she'll burn it. Dump off the excess carmel and leave the black gunk. Scrape this off and apply it to the car. It will stick naturally to the sides. Voila! Your done. I'm sure that if you don't have a sister or a mother who is a lousy cook, our very own secretary, Betsy, will be glad to give you some cooking lessons so that you can do it by yourself.

CAUTION: Mark the jar if it contains leftovers. Railroaders have been known to accidentally mistake the black gunk for grease, thus immobilizing there cars and engines permanantly.

One more. Buy a Hersey dark chocolate bar, no nuts. Proceed to chew it up but do not swallow. When chewed up thoroughly, line a few boxcars up and proceed to practice your accuracy at spitting at about five paces.

This is about all that I can tell you now. If anybody has any additional hints like laying your roadbed with coffee grinds or eggshells, or connecting a track block that is seven inches away with a six inch wire, send them to me and I will accept blame for it.

NEXT ISSUE: Economical methods of running your trains.

Upcoming AR MEETS! With Lincoln's and Washington's birthdays coming up, quite a few days are available for railfanning, and other activities directly accociated with the former. If you have any ideas on what to do, or if you you think you can come along on one of our meets, drop a line to one of us at the executive board and will let ya in on whats happening. Editor.

PHOTO PAGE GUIDE - refers to page 4. From top left to bottom: people present at the early June, '75 rail to R, Ray Hakim, Tim Vermande, Ed Robinson, Paul Manton, Frank J. Chadwick, Dait Manton. John W. Held photo....Tim Vermande in the back of a SEPTA trolley... Buzzed Buddy Bis-bing and Dait Manton on the "Minx"....(right hand column) Tim Tonge out west....Frank Chadwick at "Mama Mia's" Pizzas, Ocean City, NJ.....Chris Buckley at Temple U A-V office.....

XX



THE GANG

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XX

three "X" photos
 are best file!

DEADLINE : NEXT ISSUE GOES OUT MARCH 20, '76. ARTICLES? ADS? NOMINATIONS?

PROTOTYPE PATTER.....Plans are underway for the visit of the American Freedom Train to Philadelphia in June, although no sight has yet been found to display the train. A variety of degrees of repairs may take place on the equipment at Valley Forge..

As if PC wasn't bad enough off as is, a deadhead train of five Silverliner IV's collided with six empty MP54's at Trenton Station. Several cars were badly damaged.

The D&H has finally given up on its policy of running only non-GE-EMD loco's: 20 GP-39-2's are to be delivered late this year. EMD has already infested the power on the WilkesBarre - Allentown route, seeing how they got back the three SD-45's traded to the EL several years ago. The EL got back three U33's.

WHAT'S THE WORLD COMING TO?

SOME VERY SHOCKING NEWS!.....In a recent report, the Delaware Valley Regional Planning Commission recommends turning the PRSL into a general commuter line between Philadelphia and Atlantic City by electrifying it, making some track upgradings, and running the trains into 30th street sta.(as they did before the PATCO line was built) and also into International Airport. Annual ridership of two million is projected.

Betsy Summers
 ALLEGHENY DISPATCHER
 209 Tadmar Ave.
 Pittsburgh, PA 15237

9!!#13-87"

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

FIRST CLASS
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 FIRST CLASS