

THE ALLEGHENY REGION

SPRING 1976
VOL. 7 NO. 1



Santa Fe GE's at Joliet, ILL, 8/75
(Tim Vermande)



—E.A. SUMMERS
AR BOOK KEEPER

Well, it's almost the end of another AR fiscal year and the end of another term. The following astonishing facts and figures are the occurrences of the fourth quarter to date. The next issue will have the full capital statement for 1975 as it is still two weeks early (at this printing) to close out the books.

ALLEGHENY REGION FOURTH QUARTER REPORT

December 1975 - February 1976

| | | | |
|-------------------|----------|----------------|---------|
| Beginning balance | \$37.33 | Supply Expense | \$ 8.00 |
| Dues Income | \$10.50 | Total Income | \$10.50 |
| Donated Income | \$ 00.00 | Total Expenses | \$22.70 |
| Postage Expense | \$12.70 | New Balance | \$25.13 |
| Printing Expense | \$ 2.00 | | |

NEW MEMBERS AND RENEWALS

Allegheny Region wishes to welcome its new members listed below. Drop them a line and get to know them. Who knows, you may meet one of them at the convention. Also, the office of the Treasurer wishes to thank all those who have renewed their memberships this quarter: Dave Hay, John Gibbons, and Tim Tonge.

Kenneth J. Brand
421 Fairview Ave.
Winchester, VA 22601
(703) 662-0665
scale-HO, age 14

William B. George
984 East 2nd St.
Brooklyn, NY 11230
(212) 253-3913
scale-O, age 20

James Southerland
5617 Edmondson Ave.
Baltimore, MD 21229
(301) 747-8700
scale-HO3, age 16

Charles W. Klein, Jr.
25 Compromise St.
Pittsburgh, PA 15212
(412) 321-1647
scale-HO, age 12

THE FAMILY OF LINES

WE
CAN
HANDLE
IT!

For more than a year now, the Family of Lines has been the pushing force behind the Allegheny Dispatcher, providing it with photo pages and offset covers to make it more enjoyable for the membership involved. It has been our pleasure to serve the "Dispatcher" and we hope to do even more in the future.

Chris Buckley
Chris Buckley
Director of Marketing, F.O.L.

Reading Company / Paul J. Manton

Central Valley/ Chris J. Buckley

Delaware & Raritan/ Frank Chadwick

Sunburst Rwy./ Joseph Tarquini

Springfield Valley/ Daft Manton

Progress Through Performance..... Interchange System

PRESIDENT'S REPORT

--outgoing AR Pres. P.J. Manton



Well folks it looks like this will be the last time that I will be speaking to you from this post and this page in the Dispatcher. However--FEAR NOT! Concurrently with my leaving the post of AR president, I will be taking over the job of Editing your Dispatchers from here on in. Frank Chadwick has had a whole slew of things that came up, and which I felt may very well hinder his efforts with the Dispatcher. So, since I'm leaving the president's post, and I will be stuck "with nothing to do", I have decided to become your new full-time Editor. How's that grab ya? I would like to urge all of you to make a note of the change and forward all AD material to me from now on.

Along with my new duties as Editor I will also be taking on the responsibility of handling ALL photos submitted for publication in this rag. One thing that we are in demand of greatly

is photos, and any good black and whites that you may have just laying around or just laying period, I would appreciate having them to share with everyone.

This issue will be featuring a lot of material from the newly-rised "Pittsburgh Division" who will, by the way, be hosting our Convention out there on April 15 thru 18. You will also find a convention questionnaire in the rear of the issue which YOU ARE SUPPOSED TO FILL OUT AND MAIL IN NO LATER THAN MARCH 31st!!! We must have this information from all of you so that we can arrange for things like yard tours, layout tours, railfanning, etc. Also we need to have some kind of idea as to what kind of hotel accomidations we will need for those who are attending. C'mon, you have 13¢ on you and if you don't you're pretty cheap!!!

We also have in this issue the platforms of the candidates who will be running for the posts of AR President and Secretary/Treasurer. Remember that these people are YOUR officers, and we urge you to use your ballot and vote. We have 62 members in this region, and I for one don't want to see a repeat of the display of particapation that we had last year: a disgraceful fourteen voters! If only fourteen people out of sixty-two care enough to vote, then I feel pretty sorry for this region and those of you who don't vote are just helping to slowly choke us to death.

On the national level there is a bit of reorganizing going on right now amongst the TAMR officers. I have recently submitted a proposal to the TAMR president and his crew urging for a motion to move New York City within the boundaries of the AR. With the addition of New York City, AR would then essentially have the entire "Corridor" area, except Boston, in its hands, and those TAMR members residing up in the Big Apple could then become AR members and start recieving the Dispatcher and other "goodies". Not only that, but these people are a potential source of information in regards to holding rail meets up there. As far as I know, the motion has been approved favorably, but I have not as yet recieved the official word from Mark Solomon, TAMR President. The New England Region, under Bill Bishop, will have to approve the change himself as well, since he would be "loosing" New York to us. Perhaps some feedback from the AR membership, your views and opinions on the matter, would help us to clear things up for everyone's favor. There is also some regional restructuring going on right now, but this proposal is still up in the air and for me to say anything about it now would be premature information, so hang tight and we'll have this info coming your way as soon as we hear the word.

Well, people, it's been real. I only hope that my time as your President was not all in vain, and I'm looking forward to continuing to serve you as Dispatcher Editor. Now--won't you all halp me out with some articles, photos, ads,

P.J. Manton

MISSING: AR SPRING CONVENTION CHAIRMAN. ANYONE WITH INFORMATION LEADING TO THE CAPTURE OF THIS PERSON PLEASE CONTACT AUTHORITIES IN PITTSBURGH, PREFERABLY BY APRIL 16, 1976.

**by E.A. Summers

Dave Hay has been telling everybody for ages that the Pittsburgh Division would arise someday. Well, it finally has, and we wish to announce the birth of the Pittsburgh Division of the Allegheny Region, boasting eight members who, for the most part, are as loonie and insane as the rest of you.

Our first official meet was held on January 17, rescheduled from January 11 due to a snowstorm. Anyway, frozen to death and stomped by the crowds, Dave Hay, Dave DePhillips, Chris Daehnich, Greg LaRocca, and myself finally met up, and the first stop on the list was to check out the huge "O" Scale railroad on display at Pittsburgh's Buhl Planetarium, which is on display every year from November thru February. The layout itself is 76' x 19', and about two feet off the floor. It is located in a large room and the crowd files around it, similar to a club. Track planning is fairly simple with no yards or intricate switches, but with the scenery it is not really necessary. Six trains, all powered by various steam engines, travel the course of the pike over 700 feet of track featuring two tunnels and two trestles. All track and equipment used on the pike is the conventional three-rail, AC powered Lionel type.

Perhaps the greatest point of the display was the scenery: over 20,000 individually planted trees and shrubs, 150 buildings, 7 bridges, 1,000 figures and 47 working animations. There is also a real-water river and waterfall, with four boats that actually cruise over the water.

This display is a year-round project worked on by countless people, in particular a Mr. Charles Bowdish who is responsible for much of the designing and building of the scenery and structures. The photos in this issue show examples of their work.

Next stop on our trip was to the local Grants store, who were having a closeout on all their Christmas train stock. Some of us got good bargains but Dave DePhillips got mad when they wouldn't knock down the price of a damaged HO scale 2-4-2. (That's Grant's for ya--Ed.)

One of the nuts amongst us said that he had never ridden on a trolley before so out we went to freeze our butts off and get on one. One came soon and we all piled on, hanging on for dear life (The motorman was apparently trying to break a new land-speed record). Finally making it to South Hills Junction, we froze while waiting for a bus to take us back to my car. Throughout the course of this trip we were making plans for the Convention in April, plotting all the places we will be visiting when everyone comes out.

After dropping off Dave and Chris, the rest of us went to cop some grub at the nearest--ugh--McDonald's, and after we fed our faces we went in for a hobby shop tour for a couple hours. We finished things up at Greg's house, with a tour of his rolling stock and a lesson in weathering techniques, and a hot meal courtesy of Mrs. LaRocca.

Thus the Pittsburgh Division was born. Hopefully we will have a newsletter together soon and we are planning a trip to several yards between here and Butler for March 7th. You better all watch out because you are in our hands for the convention!!!

DID YOU EVER WANT TO:

- ...test your driving skills on a Pittsburgh pothole?
- ...beat back the crowds at Penn Central Station?
- ...be married on a trolley?
- ...meet the Pittsburgh Division in person?
- ...be thrown out of PC's largest push-button yard?

If these and any other dangerous occupations are in your league you must attend the Allegheny Region Spring Convention in Pittsburgh PA, April 15 thru 18. See the questionnaire in this issue for details.

ALLEGHENY REGIONAL ELECTIONS

Listed below are the candidates who are running for the offices of President and Secretary/Treasurer of the Allegheny Region, with their platforms. We urge you to read each one carefully, then fill in the ballot in the back of the issue with your choices. Mail the ballots to Paul J. Manton, Election Chairman, 29 Grove Ave., Flourtown, PA 19031. C'mon, your region is hanging in the balance and we're all depending on you to vote.

FOR PRESIDENT



CHRIS J. BUCKLEY (age 16)

For the past two years I have been printing the Dispatcher regularly, and I hope to continue to do so as President by helping to bring you better quality in the AD. Last month you've seen our first offset-printed cover, and I hope to continue making the entire Dispatcher worthwhile and easy to read. I'm also hoping to, as President, continue to improve membership communication throughout the region by initiating more meets, gatherings, and other activity that would be of interest to the membership as a whole. Your vote will help these things come to pass. Thanks.

FOR PRESIDENT



GREG LaROCCA (age 16)

I'm running for President since I want to get involved further in our little (but growing) organization, and I have some good ideas that I would like to try out. It has been stated that some new blood is needed in the Executive Post, and I think I'm it. If you vote for me I'm sure you'll agree. Some of my ideas are to upgrade the Dispatcher into a top notch "magazine" by sending it out every MONTH. I would also like to initiate a new "Letters" and "Member helper service column" which I feel would be beneficial. I want to try and spur some participation in this club!

FOR SECRETARY/TREASURER



BETSY SUMMERS (19)

For the past two years I have served Allegheny Region as its secretary/treasurer. During these two years I feel I have done a good job keeping the books in order, filing reports, and taking care of all new members and renewals. What I have to offer in the coming year is more of this work along with a few new ideas. I know you may think campaign promises are nothing but empty words but I am sincere when I say I'll try. One thing I would like to see

(CONTINUED)

FOR SECRETARY**BETSY SUMMERS (Con't)

in the next year is more modeling articles in the Dispatcher. Along with this I'd like to see monthly issues. It can be supported financially and I will personally try to get more articles from the members. Finally, I will institute a membership drive within the TAMR and our own region.

Please, show some concern for your region. Let's have more than fourteen voters this year. Also remember that this, if I am elected, will be my last term because I'm soon destined to become an "old head". Thanks for your time, and don't forget to vote.

THE BUILDING OF A RAILROAD (The Hard Way)-Part Two

--E.A. Summers

If you remember way back to part one of this article, I told you of the pike we built at my brother's house and all of the really great things we did--or thought we did. The problem was that this road was doomed from the start. Everything went fine until we stopped to step back and admire our work. Only then did we find everything we did wrong.

First off, never put a layout in a corner by a window and only 1½ feet off the floor. It's hard enough keeping track work clean but by a window it is a hopeless battle. Besides dirt, the constant flow of damp and warm/cold air warps the wood. Also, being in a corner, the layout was only accessible from two sides making it impossible to reach anything without climbing all over the benchwork. Having the platform so close to the floor was really stupid too, because little boys and dogs like to take off with the rolling stock. Other people like to sit on it, and other housewives like to stack laundry on it. From the modeler's standpoint, the low-level gives a most unpleasant, toy-like appearance to all that hard work. Eye-level or near that would be ideal, especially if you are modeling in "N" scale.

Another big mistake we made was to use particle board, which is too hard for nailing and stapeling. Hand-laid rail would be impossible in it. Also don't ever use Life-Like grass mats, as they just look unrealistic and flake constantly.

Not all our efforts proved fatal. Somewhere along the way we got lucky and did a few things right. Atlas snap track is an easy way to lay track although it limits your track plan unless you use flex track. It is quick and easily secured and good contact between sections can be maintained even with rail-joiners if you are careful. Supporting scenery and the other levels with styrofoam was cheap and very light weight, as we simply placed it between the cross-bracing and the upper platforms. If you don't have much cross-bracing or stacked platforms this method would definitely be out.

As a last thought be sure you keep your wiring system as simple as possible. The simpler it is the easier it will be for you to trace and fix any problems you will have. Also some sort of roadbed under your track should be used both to deaden the tinker-toy noise and to help keep the track from shifting.

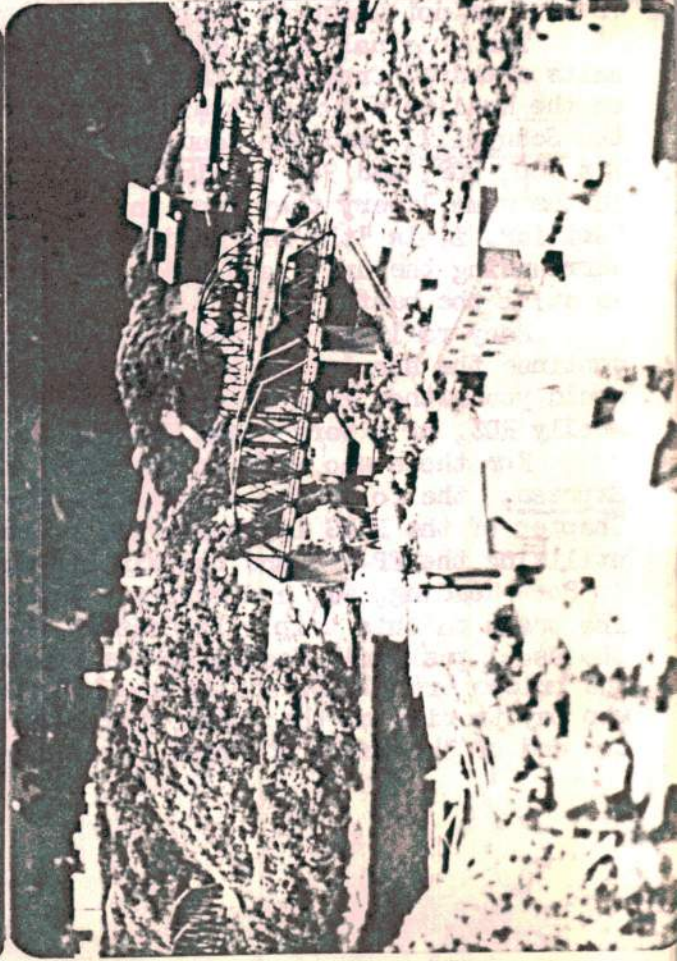
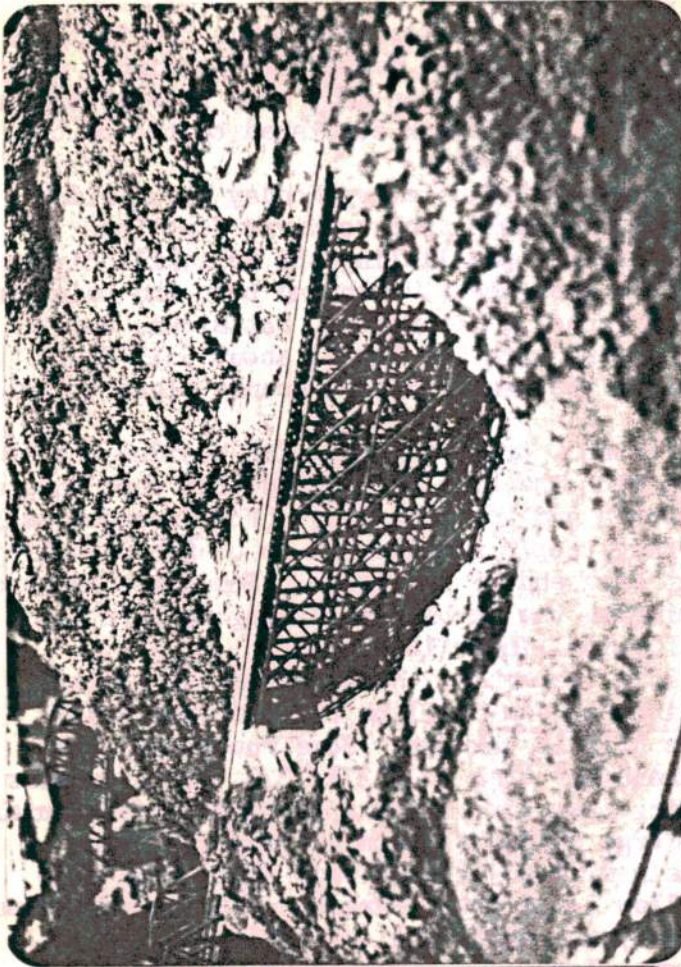
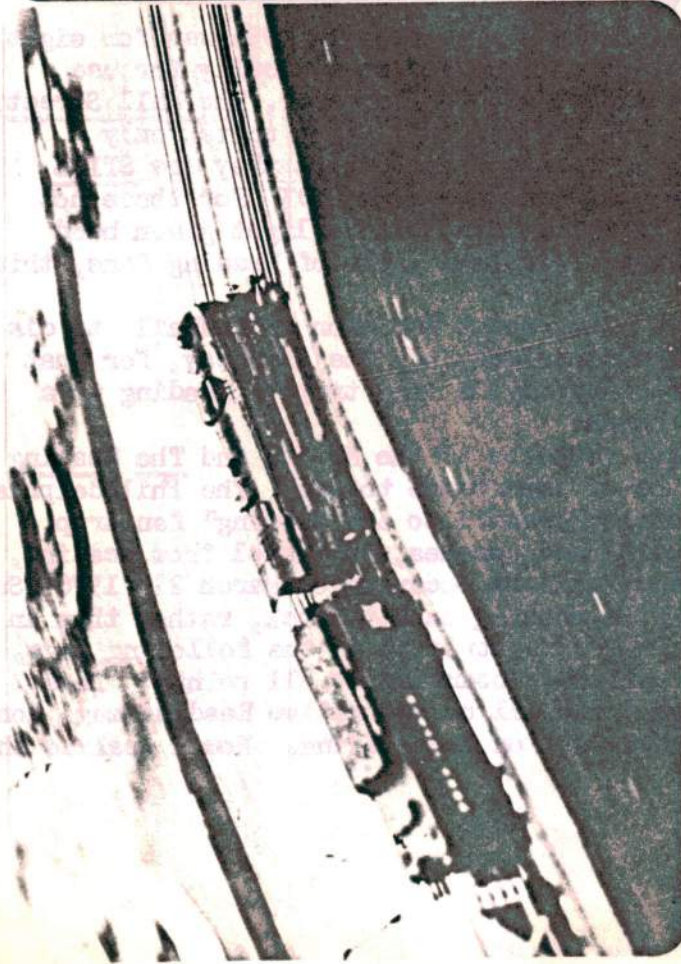
Now I should mention the sad demise of our beloved albatross. After only four months of existence our poor pike was ripped to pieces in the very prime of life. My sister-in-law's family decided to visit us for a change. They needed the extra bedroom space one day, so when nobody was home my crazy sister-in-law tore it all apart. Well, my brother has taken to building cars. Me? I torture my family with a new pike in my own bedroom. All in all it was a good experience but may it rest in peace. AMEN!!!!

NOTICE: ANY MEMBER WHO WANTS A COPY OF THE CURRENT MEMBERSHIP DIRECTORY CONTACT THE SECRETARY AND IT WILL BE MAILED OUT TO YOU.

FINALLY: SOME PIX FROM THE PITTSBURGH DIVISION!!!

(Photos submitted by Betsy Summers)

In accordance with the article in this issue regarding the Pittsburgh Division's meet on January 17, here are a few views of the hugh "O" Scale layout on display at the Buhl Planetarium in Pittsburgh. Upper left photo shows the power on a Mainline Eastbound freight with a 12-car consist behind. Lower left photo shows some of the bridges over the river and two of the operating boats which traverse under them. Upper right photo is the huge trestle located near the lumber site on the layout, and finally the lower right picture shows some of the historic houses which were modeled on a special display at the show.



Remember all the good times when we would get together with a few other AR members for a trip up to Black Rock Tunnel? And after catching a few freights or RDC's, a loud rumble was heard going thru the tunnel headed for Reading. When it emerged on the tunnel's Western end it was not an RDC, or a late afternoon freight, but a very famous train. The reason: the train consisted of two of the remaining three EMD FP-7A units on the Reading's roster.

The train leaves Reading Terminal (Philadelphia) every Monday thru Friday at about 4:20 P.M., and heads out on the Bethlehem Branch to Wayne Junction. From here it transfers to the Norristown Branch, paralleling the Schuylkill River to Conshohocken, Norristown, etc., when she then heads Westbound over the Main Line to Valley Forge, Phoenixville (Black Rock Tunnel), Royersford, Pottstown, and Reading. The train can usually be seen coming thru the Tunnel about 5:15 P.M., and photographically speaking this is about the best and most scenic place to catch her.

The Reading Express is a most comfortable train at that, for besides the FP-7's it also utilizes the old Reading coaches with the high-back seats that were once used on the defunct Crusader between Philadelphia and New York City. (The Crusader still runs today, but under RDC power--Ed.) Many people consider it to be funny-looking due to the Push-Pull design, one loco at each end of the train. Sometimes referred to as "double-ended", this feature eliminates the problem of having to turn the train around at the stub-ended Reading Terminal in Philadelphia.

Why is the first word of this article "remember"? Well, after the ConRail takeover (whenever "Day 1" is) the Reading Express will be removed from daily service and the disposition of the three FP's is unknown. Some rumors say that Chessie System will purchase them and renumber them to #4371-4373. Other rumors say that SEPTA was interested in acquiring them for use as a special "Bicentennial Train" between Philadelphia and Valley Forge during the coming year. If the SEPTA proposal goes thru, the entire train will be painted red, white, and blue and run between Reading Terminal and Valley Forge State Park under SEPTA subsidies. If the Chessie proposal occurs, most likely the units will be scrapped, for Chessie is not known to keep old power very long.

The original order Reading placed for the FP-7's back in 1954 was for eight units numbered from #900 thru #907. They were purchased specifically for use on the Reading's luxury trains of the past decades: The Crusader, The Wall Street, the Schuylkill, and The Reading Express. Of the original eight units, only #'s 900, 902, and 903 survive, and it is important to note that they are STILL in the same livery they wore in '54 when delivered new from EMD! For those not familiar, it is "the old Reading green" (dark pullman) with a light green band surrounding the unit, and gold pinstriping. To me and a lot of Reading fans, this is still the best.

Many rd fans are not too happy over the recent decision of ConRail to discontinue the service of the Express. Many commuters feel the same way, for what would you rather ride in after a nerve-racking day: a long trip to Reading in a smelly RDC, or a very clean Reading Co. coach?

For those who wish to pay their last respects to the FP-7's and The Reading Express, the following information may be of importance to you. The Philadelphia Chapter of the NRHS is sponsoring a special "Farewell to the Reading" fan-trip utilizing the FP-7's and the six air-conditioned coaches, to travel from Reading, PA to Port Reading, NJ, and return. The event will be occurring on March 21, 1976 (Sunday). The train on this trip will feature the FP's running back-to-back, rather than in the usual push-pull fashion. The schedule for the trip is on the following page, and the prices are \$17.00 adults and \$12.00 children--boarding at all points. Those who pay to ride on the train will receive a special commemorative Reading mug, honouring the end of 143 years of "fast, friendly service" on the Reading. Now I realize that

most of you are not just gonna run right out and fork up 17 beans, so we, as faithful and understanding AR members, have arranged to chase the train rather than ride. Since the train will be taking both freight and passenger routes on the Reading, it should make for an interesting and unusual chase. If you would like to join us, give me a call at (215) 885-2691, or if you'd rather ride it, better call (215) 947-5769 real quick, 'cause no tickets will be sold after March 10, 1976.

Excursion Train Schedule-Eastern Time

For passengers from the Philadelphia area, the schedule of our excursion train will provide for a connection from Philadelphia to Phoenixville on regularly-scheduled Train 2003. Phoenixville requires a Zone 6 ticket (bargain fare) on Sundays.

| | |
|------------------------------------------|------------|
| Leave READING (Franklin Street Station) | 9:30 A.M. |
| Leave POTTSTOWN | 9:53 |
| Pass thru BLACK ROCK TUNNEL (Eastbound) | 10:05 |
| Leave PHOENIXVILLE | 1) 10:11 |
| Arrive WEST TRENTON | 11:40 A.M. |
| Leave WEST TRENTON | 1:30 P.M. |
| Arrive WAYNE JUNCTION | 5:29 P.M. |
| Arrive PHOENIXVILLE | 6:24 |
| Pass thru BLACK ROCK TUNNEL (Westbound) | 6:25 |
| Arrive POTTSTOWN | 6:42 |
| Arrive READING (Franklin Street Station) | 7:06 P.M. |

Come out with us and help to say "Good-Bye" to the Reading Railroad after 143 years of service. This is the only official farewell to any ConRail road. Day 1 is scheduled for April 1st, so that means the last scheduled run of the Reading Express, as we know it, will be Wednesday March 31st, 1976.

PROTOTYPICAL WISDOM

PORT-AUTHORITY TRANS-HUDSON'S extension to Plainfield, NJ has been rejected by UMTA because of high costs (\$278 million) and the disbelief that the JERSEY CENTRAL could be revitalized by the extension. SEPTA sweeper C-129 (partially burned in Woodland Barn fire) may be converted to a trolley car. SEPTA would also like to use the 8-mile PENN CENTRAL Newtown Square branch as a trolley line from 69th Street via Garrett Rd. to the branch. SEPTA's "Quick-fix" project to rehabilitate the Frankford El for the next decade is already in progress. Busses ferry the passengers between 5th St. and Bridge St. There is also a new temporary El structure on the lower end of the line, which routes the line onto I-95. When finished, the El trains will run right down the middle of the newly-constructed I-95, similar to those in Chicago and Boston. The equipment shortage continues on SEPTA, with over 40 trolleys and 60 busses required not available for service, on some days in January. It appears that SEPTA will get 30 cars from the Toronto Transit Commission by the summer season, and it is expected that the cars will remain in their red and yellow Toronto liveries for the time being. In the meantime, to alleviate the shortage, Subway-Surface Route 34 will be shifted to operate out of the Callowhill Depot rather than Woodland, and Route 15 (Girard Ave.) will operate as a bus from Luzerne Depot effective March 7, 1976. MTA of New York is seeking \$76.3 million from UMTA to install welded rail on 88 track miles of the LONG ISLAND and 90 miles on the Harlem and Hudson Divisions of PENN CENTRAL, as well as automatic speed controls on six NYC lines and reverse signaling and CTC on the LIRR... The E-60 program has not moved as rapidly as everyone hoped, but six units are

still running with varying degrees of success. Usually 950 (the one active boiler-equipped unit) is assigned to the Silver Meteor. The five HEP units (965-969) are usually on trains 165-164 and 204-221. When a third train is operated, it seems to be 206-217. Two more units (971-972) have come down from Erie, however, and these have gone into acceptance testing.

AMTRAK reduced the consists on many trains around January 12, to reflect current loadings--mostly long haul trains were involved. For example, the Champion and the Silver Meteor each lost a sleeper and a coach or two.

The AMTRAK renumbering of E-units consisted of 15 rebuilt E-units (originally numbered in the 200 series and including 302), which became 437-449 and 2nd 403 and 413. It may be that AMTRAK wanted to group them with the newer 400-series E-9's.

The five HEP E-8's are now numbered 495-499. By mid December all five had left the Chicago area, and most were in New Haven-Boston service. There, they operate with conventional steam-equipped E-8's on trains, and not exclusively on AmCoach trains. Now, E-units see service from Chicago only on the Milwaukee trains, to Port Huron and on the two conventional trains to St. Louis.

PATH continues to rebuild class PA1 and PA2 subway cars--has only about 60 to go, and they should be complete about June 1st at this rate. Many cars have received interior plaques naming them after a community served directly or indirectly by PATH.

PENN CENTRAL has 29 Baldwin switchers left--all stored at Camden (10) and Wilmington (19). Included are 4 road-switchers, 8300-8303, but no 660 hp machines remain.

More than a century ago the railroads opened the way for development of South Jersey's famed seashore resorts. There were years of booming traffic, of course, with jammed excursions grains pulling out of the Camden ferry terminals every few minutes on hot summer mornings. But gradually paved roads and automobiles came to the area and by the time the Pennsylvania Railroad and Reading Company merged their competing routes in 1933 to form the PENNSYLVANIA-READING SEASHORE LINES, their passenger trains were in trouble. Now, almost 43 years later, the last of those "seashore flyers" are about to die. On January 30, PRSL asked the New Jersey Public Utilities Commission for permission to discontinue all of its remaining service between Lindenwold PATCO Terminal and Atlantic City/Ocean City/Cape May, effective February 7. The PUC, however, ordered the railroad to keep the trains running pending a decision in the case, which may come by the end of the month. A public hearing was scheduled for February 10 in Atlantic City. PRSL's action followed the cutoff of state subsidy payments for the Conrail Operating Agency on January 31--payments which had totaled \$860,000 in 1975. Monday, February 2 was the first day since 1962 when PRSL had to run its passenger trains without cash assistance from the state, and it was a bad day. Though there had been a snow and ice storm that morning, the solitary RDC left Ocean City on time at 6:22 A.M. It soon halted at nearby Creek Horn swing bridge which was frozen in the open position. After considerable delay the bridge was closed and the car proceeded to Palermo--where it promptly collided with a truck. A radio message brought the Cape May car down from Tuckahoe to pick up the stranded Ocean City passengers, but, alas, the rescue vehicle was found to be running on only one engine and died before reaching Winslow Junction. Finally, a diesel locomotive was summoned to tow the ailing RDC and its passengers to Lindenwold, where arrival was at 11:15 A.M.

DELAWARE AND HUDSON will launch its 1976 excursion season with back-to-back trips from Wilkes Barre, PA to Oneonta, NY and return. It's expected that a brace of rebuilt Alco "PA-4's" will head the April 24-25 trips.

DELAWARE AND HUDSON'S two well-known Baldwin Sharks have returned to freight duty out of Binghamton, NY, following several weeks of convalescence in Colonie shops.

As mentioned some time ago that the ever-faithful GG-1's have hauled in all sorts of newer power that have failed on the road--including EMD's experimental electric No. 1975. Now, AMTRAK's E-60 #968 has been added to the list. On the bitter-cold morning of Sunday, January 18, the big C&C unit was piloting train 165 (the Murray Hill) from New York to Washington when it halted at Rahway, NJ with an electrical failure.

Passengers were transferred to a following train while GG-1 #919 (ex-FC 4924) was

SUMMONED TO THE RESCUE. Soon the 35-year old "G" had the upstart in tow, hauling 968 and its five Amfleet cars all the way to Philadelphia. Meanwhile EMD's experimental electric #1975 has been repaired and on January 14 began hauling PC piggyback trains between Harrisburg and Meadows Yard, NJ. AMTRAK E-60 #965 and five Amfleet cars made a trial run from New York to Harrisburg and return on January 5-6, replacing standard equipment on Trains 43/42 on those days only.

After an absence of several months, two PENN CENTRAL MP-54's have replaced the lone Jersey Arrow in Princeton "Dinky" service, effective January 6. The Arrow's longer wheelbase was apparently causing excessive flange wear on the curve at Princeton Junction.

UTU NEWS reports that CHESSIE SYSTEM'S 300-man police force made 1,688 arrests in the first ten months of 1975. Reported crimes included 805 thefts of goods from freight cars, 234 thefts of copper wire, 579 stonings of trains, 51 shootings at trains, 492 track obstructions, 1,133 acts of vandalism, and 554 trespassings. Early in February ten more of PENN CENTRAL'S ancient MP-54 commuter cars appeared at Thorndale Yard near Coatesville, enroute to Luria Brothers at Modena, PA for scrapping. They were "bride-and-groom" married pairs 466-901, 480-922, 485-916, 491-910, and 493-905. All remaining E3 sets are now out of service.

CENTRAL VALLEY'S VERY FIRST FAN TRIP

AS reported by C.J. BUCKLEY

The Central Valley, for those of you who don't know or haven't heard of it, is my H.O. scale model railroad. Dispite the fact that the layout is far from complete, I decided to hold a fan trip. No peticular reason for the event, just a dreary saturday and a six pack that I wanted to get rid of before I got any bull. While my friends from around the block went to the saturday evening Mass, I being a sunday Lutheran stuck around to wait out the 45 minutes. I was listening to the album "Numbers" by Cat Stevens when the idea came to me. The first thing that had to be done was make up a consist, that of course was a G G 1; 2 ex Santa Fe Coaches; ex Pennsy dome car; and an ex Santa Fe closed end observation. One out of my two track main was running (the other is complete except for the bridge). Oh, by the way, my layout is to be found in the Atlas King Size Layout Book, and is called the Berkshire by Atlas.

The guys came over, we bulled for awhile and then toasted the train as she started on her way. She went on her journey smoothly as possible, on the first leg. The Fans were given a tour of the tower and the yards and were provided with food and beverage courtesy of the Central Valley System. Power was changed to an ex Southern Crescent Limited Pacific Steam Locomotive. All the participants we given a crack at the old hoagie. IT just goes to show, even if you're not complete with your pike you can still have a helluva time!!

IMPORTANT: IT IS ASKED THAT
YOU SEND IN YOUR BALLOT AND
CONVENTION INFO. IMMEDIATELY!

ALLEGHENY REGION ADMINISTRATION

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SEC/TRES. Betsy Summers 209 Tadmar Ave. Pittsburgh, PA 15237
NEW EDITOR!Paul J. Manton
Publisher/ Chris J. Buckley 7 Dobson Rd. Old Bridge, N.J. 08857

The ALLEGHENY DISPATCHER
c/o Betsy Summers
209 Tadmar Avenue
Pittsburgh, Pennsylvania 15237

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FIRST CLASS MAIL
FIRST CLASS MAIL

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MAIL PHOTOGRAPHIC
MAIL MATERIAL ENCLOSED.
MAIL

SPECIAL
Collection
Issue!