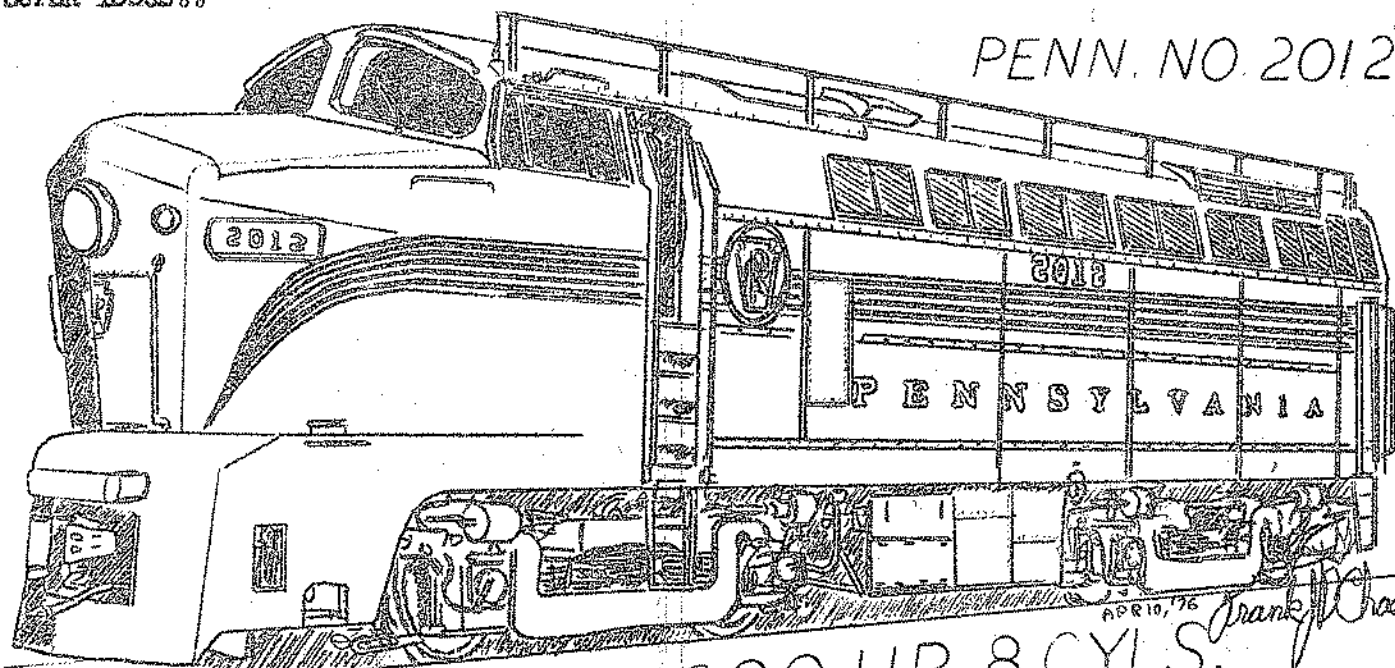


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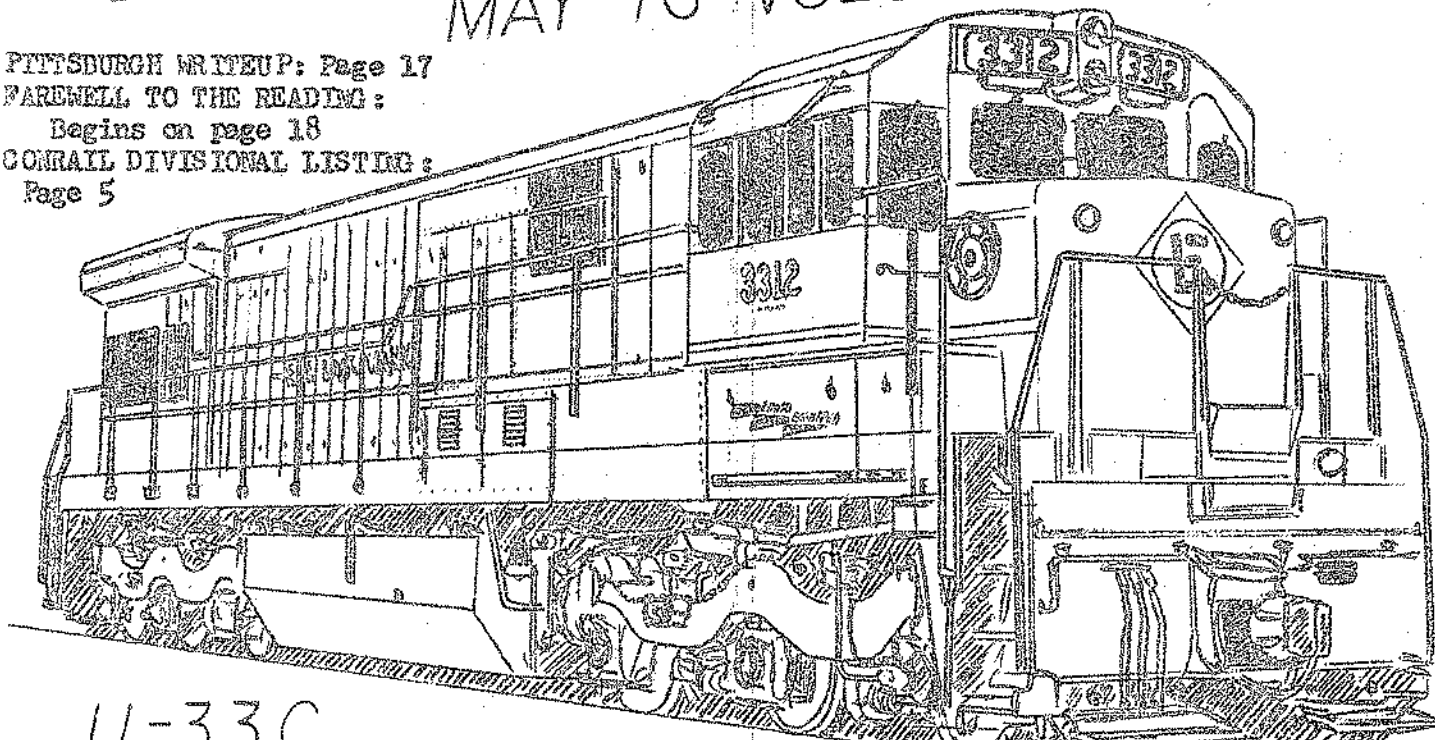
BALDWIN RF-16 1600 HP 8 CYLS.

THE ALLEGHENY

DISPATCHER

MAY '76 VOLUME 7 NO. 3

PITTSBURGH WRITEUP: Page 17
FAREWELL TO THE READING:
Begins on page 18
CONRAIL DIVISIONAL LISTING:
Page 5



U-33C
ERIE LACKAWANA - 3312

Frank J. Chiodini

IN THE DAY OF
THE BA BILL
APR 13, '76

THE ROCK SPLAKS: BATTLE OF PARTICIPATION--ROUND ONE

Once again the elections have come and gone, and again we have had a "real show" of participation from the membership: an incredible 16 people bothered to vote!! Of those 16, 3 voted for Al, 2 for the Buck, and 11 for me. It therefore appears that out of an 45-plus membership, your new president was picked by the huge sum of 11. However, the first people who will complain about what is done in the coming year will be the ones who didn't vote at all. O well, I suppose it's a reflection on the average Teenrail member's intelligence, but to the 16 above average people who voted I say thanks, and to the 11 who voted me in a special thanks.

Speaking of intelligence, or the lack of it, some of you may recall I promised to put the Dispatcher out monthly. Those plans are still in the works although I didn't realize the costs involved. Therefore, if anybody has ideas on how to raise cash, send them along to P.J. Manton, Betsy Summers, or myself.

Last, but not least, there will be starting with the first issue a "Letters to the Editor" and a "Helper Service" type column. However, if no letters and/or questions are recieved, none will be printed. Help to make the Dispatcher better by participating.

Best wishes 'till next time,
Greg M. LaRocca

SHE SPEAKS AGAIN!--AR's incumbent Secretary/Treasurer is back for another year.

Well, it seems that I'm back for yet another year. Let's make it a good one. It's off to a good start with this issue. Elections: 16 people voted this year (wow-ed,) and here are the results; Greg LaRocca--11; Al Tillotson--3; and Chris Buckley--2. (for president). For Secretary/Treasurer all 16 voted for me. Our executive Editor is now Paul J. Manton, so send him all your material from now on.

<u>Fourth-Quarter Report</u>	Beginning Balance	\$22.13
	Income	\$14.00
	Expenses	\$16.27
	End of Year Balance	\$19.86

The AR fiscal-year ended March 31st, 1976, and we began the new year with \$19.86. Anybody who wants a copy of the full Capital Statement for April-1975 thru March-1976, contact the Secretary/Treasurer.

New member: from the Pittsburgh area; Dave Dudjak, 4470 Second St., Bethel Park PA 15102. You'll find at the top of page 3 the TAMR members residing in the New York City area. New York City (only) has been made a part of the AR in a move by the TAMR Executive Board in February. Drop them a line to let them know that AR is alive.

ORDER POOL: We are initiating a new program this issue, the order pool. If you have a mail order you want to place but can't make the minimum amount, now you can combine orders with other AR members. The order can be delivered to one place and you can make your own arrangements to get your part of the order. To start things off, Greg LaRocca and I have a credit for \$5.38 at U.S. General Hobbies. Anyone ordering from them now can contact us. All inquiries will be answered. Where's your order going?

AR's 1976 Spring Convention report begins on page 17.

The NEW YORK CITY area is now officially a part of the Allegheny Region, approved by the TAMR Executive Board in February, 1976. Listed below are the TAMR members residing in the immediate area which we will be attempting to recruit to join the AR. If you know one of them, or live near one, please help us by urging them to join their region.

John Echevarrieta (16)
650-50th St.
Brooklyn, NY 11220
(212) 854-0444
scale-HO

Joshua Gordis (15)
445 W. 240 St. Bronx
New York, NY 10463
(212) 549-3668
scale-HO

Vincent A. Rice (38)
(Sustaining-TAMR)
51 Clark St.
Brooklyn, NY 11201
scale-O

Larry Duffee (14)
119 Wedgewood Dr.
Coram, NY 11727
(516) 473-2511
scale-HO

Jack B. Everitt (16)
23 Old Hills La.
Greenlawn, NY 11740
(516) 261-3045
scale-HO

Matthew McDonough (15)
17 First Ave.
Masspequa Park, NY 11762
(516) 541-3777
scale-HO

Joel Morse (18)
90 Reed Dr.
Roslyn, NY 11576
(516) 248-3679
scale-N

Chris Parker (16)
42 Campbell Ave.
Williston Park, NY
11596 Long Island
(516) 747-5391
scale-N

EDITOR'S SCRAPBOOK--P.J. Manton

CONRAIL: WELCOME OR WORRY

ConRail, which took over control of the Penn Central, Reading, and five other bankrupt railroads, is both a bigger and more dominant railroad for the Northeastern states than Congress intended or ConRail itself might prefer.

Problems facing the new, Philadelphia-based railroad are on the same order as its giant, 17,000-mile size. Yet ConRail represents the best--and possibly last--hope of rebuilding the Northeast's financially stricken railroads under private management.

If ConRail succeeds over the next decade, the nation's taxpayers will be spared the otherwise likely nationalization of a 17-state railroad system. Over the next few years it is estimated that each American taxpayer will be contributing \$100 to this experiment in government-subsidized transportation.

With that much at stake, ConRail needs to be run from the start as effectively as possible. Its planners have been trying to avoid the sort of operational foul-ups that accompanied the launching of the ill-fated Penn Central merger in 1968.

Even if ConRail runs smoothly however, the combined railroad will still be uncomfortably dominant in the Northeast. Besides making ConRail too big, the failure of Congress to take the steps necessary to permit the Southern Railway Company to operate in the Delmarva Peninsula and the Chessie System in Pennsylvania and New York shut two strong, competing carriers out of the region.

ConRail now will have only as much competition as the Southern, Chessie, and Norfolk and Western Railroads can supply on its fringes and the smaller Delaware and Hudson can offer via ConRail trackage rights to Buffalo, Newark, Harrisburg, Philadelphia, and Washington.

More competition would have kept ConRail slimmer and more anxious to please its customers. (CONTINUED)

EDITOR'S SCRAPBOOK (Continued)

With the help of \$2.1 billion in initial federal financing, ConRail's goal is to convert a half-dozen railroads that have been losing, collectively, \$1 million-a-day into a moneymaking successor.

It's good to have the new rail freight system operating from Philadelphia, a city and tri-state area that has developed around the famous old Pennsylvania and Reading Railroads. ConRail's success, or the lack of it, can be especially significant for its home territory.

"ConRail", which stands for Consolidated Rail Corporation, is one of those handy government acronyms. It is unlikely to ever have the romance of the old Pennsylvania Railroad's gilt-edged keystone or the Reading's black diamond.

ConRail has not been only named by the Federal Government, it is being heavily financed by the government as the only alternative to outright federal ownership of the Penn Central, Reading, Lehigh Valley, Central of New Jersey, Lehigh and Hudson River, and Erie Lackawanna.

Giants of the old Pennsylvania like Thomas Alexander Scott, Alexander Johnston Cassatt, and William Wallace Atterbury and such lords of the Reading as George F. Baer and Agnew Thompson Dice loathed the idea of any government involvement with their railroads. Yet the Pennsylvania Railroad was characterized by the Pennsylvania Legislature in 1846 in a desperate move to recoup economic leadership that was lost to New York when the Erie Canal opened a generation earlier. The Pennsylvania's struggling Main Line of Public Works, a cumbersome system of rail lines and canals to the West, became the heart of the Pennsylvania Railroad.

It's really the old Pennsy, not the abortive Penn Central, that ConRail is replacing in the minds of many people in Pennsylvania and its neighboring states. The Pennsy, which for decades was known as "the standard railroad of the world" created such crossroads as Frankford Junction and Padi where the suburbs ended and, to many Philadelphians at least, the wilderness began. The Pennsy of old was the work ethic personified. The Pennsy's top and middle management were people of substance. They built churches, schools, whole neighborhoods. They influenced government and the private sector, with the road's interests always in mind of course. But to a degree that is almost impossible to comprehend, this vast tri-state area was part of the Pennsy too. The Pennsy--that was a railroad!

Where the Pennsy and Reading were shaped by financiers and homebred operating executives, ConRail is pinning its hopes heavily on "outside" managers. Edward G. Jordan, ConRail's chairman and chief executive, is a former Los Angeles insurance executive and management consultant. Its president, Richard D. Spence, was operations vice-president of the Southern Pacific Railroad.

Both men are aiming to unite Congress and the federal bureaucracy behind constructive, balanced transportation policies that will revive the Northeastern railroads under private direction.

Romance or not, government-backed ConRail is as important in its own way to the region's industrial strength as the Pennsylvania and Reading were in their days of glory.

As many of you probably know by now, New York City is now officially a part of the AR. We urge you all to get in touch with the members residing there and get them to sign up. The next issue will be our special Bicentennial issue. DEADLINE FOR ALL MATERIAL IS JUNE 11th!!!

P. A. Martin

CONRAIL OPERATING ORGANIZATION

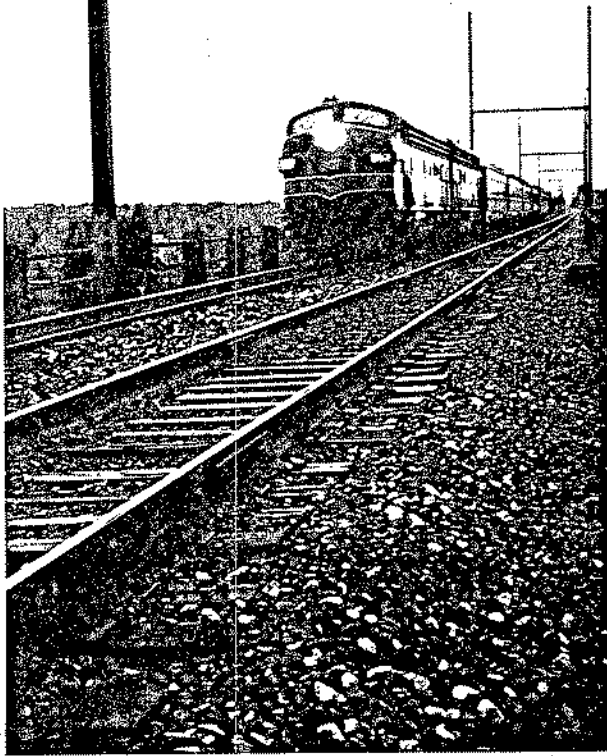
(effective April 1, 1976)

GENERAL OFFICES: Philadelphia, Pennsylvania

<u>Operating Unit</u>	<u>Headquarters</u>	<u>Territory</u>
<u>Atlantic Region</u>	<u>Newark, NJ</u>	
Elizabeth Division	Elizabeth NJ	former CNJ except South Jersey, but including NY&EB
Hoboken Division	Hoboken NJ	former EL East of Phillipsburg, Port Jervis
Lehigh Division	Bethlehem PA	former LV Oak Island-Ithaca, EDs also L&NR
New Jersey Division	New York, NY	former PC Morrisville-New York, and also West Shore
Scranton Division	Scranton, PA	former EL Scranton Division
Susquehanna Division	Hornell, NY	former EL Susquehanna Division
<u>Central Region</u>	<u>Pittsburgh, PA</u>	
Allegheny Division	Altoona, PA	former PC Allegheny Division
Mahoning Division	Youngstown, OH	former EL Mahoning Division
Pittsburgh Division	Pittsburgh, PA	former PC Pittsburgh Division
Valley Division	Youngstown, OH	former PC Valley Division
<u>Eastern Region</u>	<u>Philadelphia, PA</u>	
Chesapeake Division	Baltimore, MD	former PC Chesapeake Division
Harrisburg Division	Harrisburg, PA	former PC Northumberland-Harrisburg-York-Lancaster
Philadelphia Division	Philadelphia, PA	former PC Philadelphia area, Schuylkill Valley, former P&L, former CNJ in South Jersey
Reading Division	Philadelphia, PA	former Reading Company
<u>Northeastern Region</u>	<u>New Haven, CT</u>	
Buffalo Division	Buffalo, NY	former PC Buffalo Division
Mohawk-Hudson Div.	Utica, NY	former PC Mohawk-Hudson Div.
New England Division	Boston, MA	former PC New England Division
<u>Northern Region</u>	<u>Detroit, MI</u>	
Canada Division	St. Thomas, Ontario	former PC Canada Division
Detroit Division	Detroit, MI	former PC Detroit Division
Michigan Division	Jackson, MI	former PC Michigan Division
<u>Southern Region</u>	<u>Indianapolis, IN</u>	
Cincinnati Division	Cincinnati, OH	former PC Cincinnati Division
Columbus Division	Columbus, OH	former PC Columbus Division
Southwest Division	Indianapolis, IN	former PC Southwest Division
<u>Western Region</u>	<u>Chicago, IL</u>	
Chicago Division	Chicago, IL	former PC Chicago Division
Cleveland Division	Cleveland, OH	former PC Cleveland Division
Fort Wayne Division	Fort Wayne, IN	former PC Fort Wayne Division
Toledo Division	Toledo, OH	Mid segment of former EL former PC Toledo Division

"THE LAST RUN"

-by Scott Drake



ABOVE: Lead unit #902 pulls her train Southbound towards Philly over the viaduct at Yardley PA on the Delaware.

On Sunday, March 21st, 1976 the famous FP-7's of the Reading Railroad made their last run as a fan-trip. The trip was sponsored by the Philadelphia Chapter of the National Railway Historical Society, and the train consisted of two of the three remaining FP-7's (RDG class DP-1) #902 and 903 with six of the Reading's original standard coaches. The purpose of the fan-trip was to give Reading fans a last look at the line before ConRail took over (April 1). It was the only official farewell to any ConRail road.

These units are the same units that are run each working day at the head-end and tail-end of the famous "Reading Express" between Philadelphia (Reading Terminal) and Reading, PA. A few of us Philly-area AR members decided that it might not be a bad idea to chase the train on this "last run", for although the Reading Express still runs today under ConRail, it is doubtful that there will ever be another such fan-trip. Not only that, but upon hearing the news that ConRail may in fact sell the units and the remaining cars to SEPTA for shuttle service between Philly and Valley Forge during the Bicentennial Celebration, we figured that we'd better get our pictures of it in the original Reading paint. If purchased by SEPTA, they would paint the entire train in red,

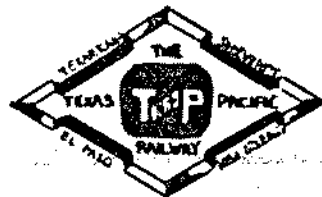
BELOW: Last old Reading coach on train brings up the rear at the end of the chase, closing 143 years of RDG Co.

white, and blue for the event. After the Bicentennial, however, the future of the train is uncertain. Will SEPTA decide to scrap these famous FP's, or will they continue to operate them in regular daily service?? What if SEPTA does not even buy them from ConRail in the first place? I doubt very much that ConRail, who sport an image of a modern, efficient railroad organization, will even bother to keep these relics running and active on their roster. And we all know their final fate: the scrapper's torch (sigh!).

Our group for the chase consisted of P.J. Manton, an onlooker who came along for the chase, and me. We started chasing her that morning when she came thru the famous Black Rock Tunnel in Phoenixville, PA, and we followed her over to West Trenton, NJ where we were able to get many fine still shots of the train while she was laying-over for a lunch stop there. Rather than continue chasing her all-the-way to Port Reading NJ and back, we trucked over to the RC yards in Morristown PA and caught some action there along the corridor for a while, until the train returned from Port Reading later that afternoon. The last place we saw her was at the Reading Company's stone-arch viaduct over the Delaware at Yardley PA along the West Trenton Branch. We called it quits for the day because of a tornado (yep, gan-u-ine, and in the East no doubt!) flared up and toppled 30 planes at Trenton NJ airport. The clouds it brought with it made it too difficult to take any more pictures.



Mark Morgan



Reading Tim Tonge's article in the February/March issue of the Dispatcher (let's face it, the world's greatest regional newsletter, right?), I was interested in his comment concerning the appearance of Missouri Pacific power in the Denver area, the first time in nearly nine months. The MoPac is generally recognised as a Mid West road, and such appearances do cause much excitement and scrambling for the yards, cameras in hand!

However, this "Mid West" railroad does go a bit farther than the Great Plains, almost touching the Rocky Mountains at its Northwestern terminus, Pueblo, Colorado (along the scenic Arkansas River, 25 miles from the Royal Gorge and home of the infamous DOT rail systems test track!). A little farther to the South, the MoPac reaches into the Rio Grande and Pecos valleys through its subsidiaries, the Texas and Pacific and Texas-New Mexico Railroads.

Eastern New Mexico, or WEST West Texas (due to an amazing resemblance to the Lone Star State and the accent of its inhabitants), is the home of the Texas-New Mexico Railroad, the sole surviving rail line with New Mexico in its name. The land is flat, flat, flat, but contains quite a bit of oil under its surface, and this was reason enough for the owners of the T&P to build into the area.

Construction started in scenic Monahans, Texas late in 1928, driving North to the state line and reaching Lea County, New Mexico in 1930 (a distance of 25 miles!). Track continued to be laid at a blinding pace and on July 20, 1930 the last spike was driven in Lovington, taking the road through communities like Hobbs, Kermit, Wink and Jai. The ceremony was reported as being something less than the immortal moment at Promontory Point, but it was enough for the investors.

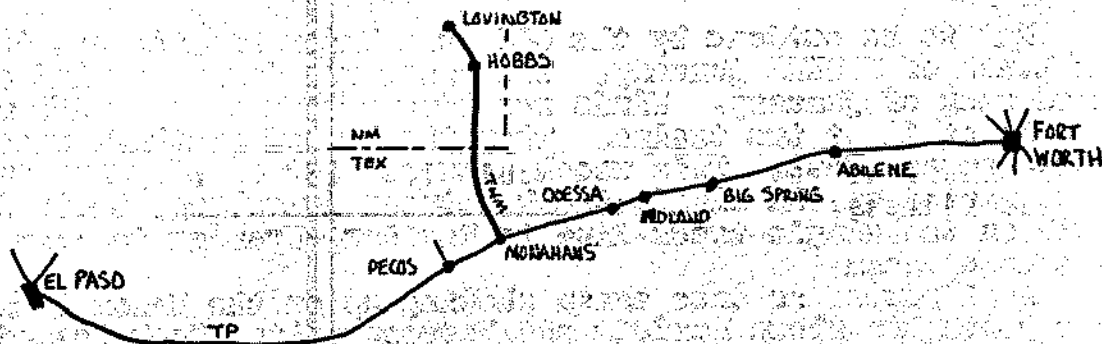
The oil still flows in the valley and the T-NM is now a fully-owned part of the Missouri Pacific system, utilising small Geeps as its main power.

A bit more ambitious was the Texas & Pacific, founded as a separate railroad with the idea of becoming part of a Southern route to the Pacific. The main opposition to this was the Southern Pacific, which had staked a claim as the major road in the area. The T&P ran West from Dallas-Fort Worth, through Abilene, Big Spring and Midland-Odessa, while the Southern Pacific built east from Arizona. The objective of both roads was El Paso, Texas.

The race was won by the SP when it entered the Paso del Norte on May 19, 1881. The two roads met at Sierra Blanca, Texas, 90 miles East of El Paso on November 25 of the same year, at which point a local judge ordered the SP to allow the T&P trackage rights into the West Texas city.

These days the T&P is mentioned only by the letters "TP" next to the regular MoPac "buzz saw and bird" on the engines that still share the Southern Pacific mainline, the road having been absorbed in the 1960s. Usual motive power are a couple of Geeps, one, #105, being an ex-Kansas, Oklahoma and Gulf engine. With connections to the Santa Fe and SP in El Paso, MoPac freight leaves for all points West.

The blue of the Missouri Pacific may be a rare sight in Denver, but in West Texas and parts of New Mexico it is still common.



NEWS FROM THE WEST

--AR's "on the spot"
reporter, Tim Tonge

Before we get started I would like to inform the region of my new summer address:

From May 15 thru Aug. 25	Tim Tonge Ashly Avenue East Freetown, Mass. (613) 763-2205
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Now: Business is way up on the UP in Denver. They have just recently taken a bit of auto-carrier traffic from the Rock Island which also runs into town. Trains of 100 cars on the UP are once again commonplace. Pool power in town is now mostly RI, but MP and BN have recently showed up.

Rice yard is all but closed down here in Denver. The yard was a joint Santa Fe/Colorado and Southern operation, but was very old and in need of much repair. The Santa Fe and most of the C&S trains now share the BN 31st Street yard. Only a few locals run out of Rice yard now. Power at the BN yard now is BN, ATSF, C&S, and Amtrak, with an occasional old scheme Burlington Route showing up.

Theeski train concludes its '76 season this weekend, the last weekend of March. The train had run on Saturday and Sunday and was almost always sold out. Power consisted of two GP units, and of course a heater car.

Missouri Pacific generally runs three unit sets of like locomotive classes on their trains into and out of Pueblo. The most common power on these trains are U-30C's. Unfortunately MoPac's diesels are currently being repainted, and the "big silver eagle" will no longer be on the side of the turbo-charged units that MoPac owns. The new scheme is solid blue, with large silver numbers on the side where the eagle was, silver trucks, and a combination eagle-buzz saw on the cab side. Above the emblem on the cab side in small letters is "MoPac". The striping at each end remains.

The D&RGW has added a second ski train to Winter Park Ski Area this year. Previously, the D&RGW ran only a train on Saturday morning, but this year they also are running one on Sunday morning. Both trains leave at 7:35 AM and return to Denver about 6:50 PM. (See above note)

The Colorado and Southern had a rather substantial wreck the first week of January. It seems that an axle broke on an extra beet train headed to Longmont. This caused the front of the car to drop and spread the rails causing at least 14 other loaded beet cars to pile up. The line was closed for at least 48 hours. Cars were still on the side of the right-of-way as late as January 23rd, 1976, with work extras loading them onto flats.

Not to be outdone by the C&S, the Union Pacific had two wrecks during the Month of ~~January~~ January. The first was during a wind storm in the third week of January. Winds reaching speeds of over 150 mph toppled cars in at least two trains. Then the UP had another wreck on Sunday nite, January 25th. This wreck occurred east of Cheyenne and caused trains to be routed on the single-track between Julesburg, CO to LaSalle, CO, then north on the single-track line to Rawlins, Wyoming to join the UP's Main Line once again.

Pool power is once again showing up on the Union Pacific in Denver. This month has shown Norfolk and Western units, Rock Island units, Chicago and North Western units, and Southern Pacific units all in Denver. Also, cabooses of the above mentioned lines are also in town.

This area continues to be a delight for railfans, with almost nothing barred from happening. Pool power continues to add to the fun, along with

NEWS FROM THE WEST--Tim Tonge (Continued)

HIGH VOLUME train activity on the Union Pacific Main Line just 60 miles away. An example of activity just west of Cheyenne on the UP Main for an 8-hour period is shown below:

<u>No. of units seen</u>	<u>No. of roads seen</u>	<u>No. of trains seen</u>	<u>date</u>	<u>time</u>
82 (3)	5 (1)	22 (1)	10/5/75	0645-1615
78 (9)	5 (1)	22 (1)	1/9/76	0655-1700

Numbers in () indicate BN/C&S trains that passed overhead at the at the C&S bridge over the UP and are to be counted as additional trains, units, and roads seen. Roads seen include Amtrak, SP, CNW, WP, and SSW.

Since many railfans are now using a scanner receiver in their car, I am providing a list of the crystals that will be needed:

ATSF	160.65	Road Channel	Heavy Action
ATSF	160.26	PBX 1	Used by officials May give XIN lineups
ATSF	160.335	PBX 2	Used by officials may give lineups
ATSF	161.07	Carmen	Used by carmen for trains leaving
SP	161.55	Road Channel	Heavy Action
SP	160.89	PBX 2	Used by anyone, heavy action
SP	160.95	PBX 3	Used where PBX 2 isn't
SP	161.10	Local Road	Used on all branch lines
UP	160.74	Road Channel	Heavy Action
UP	160.29	PBX Channel	Used by officials. Helpful
UP	161.34	Carmen	Used by carmen for trains leaving

These are the 11 main crystals, and I have omitted the yard channels. A radio is strongly suggested, and it is very useful and interesting to listen to. The above list was prepared for me by Norm Metcalf. Norm has an excellent list available, covering all the frequencies in the country. It is available for \$6.00 from Norm Metcalf, PO Box 1368, Boulder, CO 80301. Allow three or four weeks for delivery, and do not write individual questions as he is unable to answer these without a very long delay, if at all.

According to Business Week two experimental subway cars will go into service for testing on the New York Subway System about February 16 (a bit late with this one, aren't we?). These cars have a flywheel propulsion system that stores energy normally wasted while the train is braking. When the train needs to speed up after the stop one-half of the energy needed to start it comes from the flywheel. The cars can save 20% of the power needed to run them, or in other words, a 20 cents-per-dollar saving on electricity.

TIM TONGE

-with Kevin Scanlon

I always try to go railfanning about once a week, usually "making the rounds" and trying to hit a different spot each week. Railroad news is fairly abundant in the Pittsburgh area because there is lots of rail activity.

One thing I haven't seen printed anywhere is about a new Cleveland Electric unit train that has started up. It takes coal up to the Cleveland power plants by way of Mingo Junction, Ohio. The units are GP-38's painted blue and yellow very much like the current Santa Fe scheme. It is fairly easy to catch at PC's Mingo Junction yard on a Sunday.

Western Maryland units are fairly common on the B&O lines around Pittsburgh. It is good to once again see F-units on the B&O. A favorite haunt of mine is the Western Maryland's Thomas Subdivision. This includes the line from Elkins, West Virginia, to Cumberland MD, through the spectacular Blackwater Canyon. This line will probably be the last stand of the Western Maryland F's. Operation on this line is spectacular, although I've only been there twice and believe that the experience gates up there with the likes of Horseshoe Curve. To give you an idea the grade northbound (Elkins to Cumberland) is something like 3.85% through Blackwater. Diesels are rated at about five cars each. There is usually a Northbound coal drag six days a week leaving Elkins around noon. The last one I chased (10-12-75) HAD 42 CARS AND NINE UNITS! Power is usually split up at five units on the head end and four cut in at mid-train. An interesting feature is that F8s, GP's, and sometimes RS's are standard power for the coal drags. They can't use turbocharged EMD's because they would blow up on the run! Chasing is pretty easy because Route 219 follows the railroad from Elkins to the top of the grade at Thomas, W. Virginia. Unfortunately, no roads of any kind follow the tracks through Blackwater Canyon itself--between Hendricks and Thomas, W. Virginia.

The PC in the Pittsburgh area is also very interesting (especially since ConRail--Ed.) because F-units and big ALCO's are commonplace. Big ALCO Centuries and the F's are run on coal and ore drags on the secondary lines north and west into Ohio. Sometimes when the Great Lakes are frozen over and the ore boats can't run, PC uses the C-628's, C-630's, and C-636's as pushers over the mountain (Horseshoe Curve) out of Altoona. Didn't see any up there this winter though. Bicentennial diesels are also common around here: the Monongahela Connecting RR has one, as does the Bessemer, P&LE, Union RR, Monongahela, Cambria, and Indiana. The Montour RR is getting one. N&W occasionally runs theirs through, and the B&O brings GM50 (gold GP-40-2) in sometimes. The Pittsburgh and Shawmut has three Bicentennials. Rumor has it that they just acquired an ex-Reading Geep to supplement their roster of EMD SW's.

The Detroit-Edison unit train has some new GE U-30C's in the EMD blue and silver demo scheme. The N&W retired the last of their Fairbanks-Morse switchers in this area. There are still several awaiting their fate at the N&W's Brewster, Ohio shops.

Also on the scrap line at Brewster are some ALCO switchers and even some larger ALCO's (C-424's). EL retired their ALCO switchers, including the one in Erie paint. They are all stored somewhere, maybe Hornell NY or Marion OH. They are still running Centuries in road service, though. B&O also retired their ALCO switchers in the Pittsburgh area. They're all in one big line at the B&O's Glenwood yard in Pittsburgh. For some unknown reason some of the S-2's and S-4's were painted in fresh B&O blue with yellow lettering before being stored.

CONRAIL NEWS

Unlike Chessie and Southern, who had trouble making arrangements with the unions thru ConRail, a number of other solvent roads did manage to conclude agreements, also with the USRA, for purchase of relatively minor segments of bankrupt trackage. Grand Trunk, for instance, would pick up PC's lines around Siginaw and Bay City, MI; Norfolk and Western would take over the PC Richmond Branch between Cincinnati, OH and New Castle, IN; and the D&H signed up for the line between Sunbury and Wilkes Barre, PA. D&H also had more ambitious plans: with the Chessie pullout D&H asked for and was granted trackage rights over ConRail lines between Harrisburg PA and Potomac Yard, VA; between Lanesboro, PA and Buffalo NY via Elmira NY; and between Allentown, PA and the former LV yard at Oak Island, NJ (it had previously secured trackage rights from the Wilkes Barre area into Allentown). Further, D&H said that it would take over the piggyback facility at Oak Island which ConRail had declared surplus, thus putting itself in a position to run through TOFC trains between Oak Island and Buffalo for interchange with the N&W!!!

D&H was also given the option by USRA to acquire, at "net liquidation value", a group of locomotives which otherwise would be conveyed to ConRail. It chose Reading's 20 GP-39-2's (3401-3420; renumbered to 7400's), Lehigh Valley's 12 Alco C-420's (404-415), and Lehigh and Hudson River's six remaining Alco C-420's. Reliable sources tell the Dispatcher Editor that the Reading units already have their "Reading Lines" diamond on the nose painted out, with a "D&H" sticker slapped on.

ConRail's locomotive fleet now consists of 5,086 units, of which 4000 are formerly Penn Central (including 165 electrics), 504 EL, 215 RDG, 125 LV, 95 CNJ, and 24 PRSL. It is interesting to note that PRSL is contributing ten Baldwin S-12's, three AS-16's, and one S-8, while the Ironton's lone unit, Baldwin DS4-4-10 #751, will also join the roster. So far as is known, no unit has yet received ConRail's tentative black-with-red-nose paint scheme. A proposed logo, consisting of a track section with the name "ConRail" spelled out between the rails, also will apparently not be adopted.

SEPTA had agreed previously to purchase four "surplus" commuter lines as well as Reading Terminal and Suburban Station in Philadelphia for about \$7 million. Portions of Reading's Doylestown, Chestnut Hill, and Newtown lines and part of PC's Chestnut Hill Branch are not included in the freight system acquired by ConRail, and were thus available at the scrap value set by the USRA.

OTHER NEWS:

BUDD had delivered 155 AmFleet cars by February 24th. Highest car numbers by type are 21116 (AmCoach), 20019 (AmCafe), 20124 (AmClub), and 20202 (AmDinette). AmDinette??

The American Freedom Train is scheduled to be on display in Philadelphia September 17, thru September 23, at an as-yet-undetermined site. The red, white, and blue train will also be in Bethlehem PA August 27-29, Trenton NJ August 30-September 1, and Harrisburg PA on September 14-16. Possibly it will have ex-Reading 4-8-4 #2101 on the point again, as many of the bridge and tunnel clearances here in the East would be much too small for Big SP GS-4 which is currently being used. AFT will end its two-year, coast-to-coast tour in Miami Fla on December 31.

The NEW HOPE AND IVYLAND has become the first of ten Eastern railroads to emerge from bankruptcy, when a federal judge approved the line's plan of reorganization. Contractor James McHugh, designated by the court as operator of the NH&I, is pushing ahead with plans for steam-powered pass-

PROTOTYPICAL WISDOM (Con't)

enger service this summer between New Hope PA and the Reading station at Warminster PA. With a Bicentennial year grant of \$260,000 from the state of Pennsylvania in hand, Mellugh plans to run four daily round trips over the 18-mile route. It is hoped that three steam locomotives---4-6-0 #1533 (ex-CN), 2-8-0 #40, and 0-6-0 #9---will be available for service, as well as six surplus MU trailers to be acquired from Reading Company.

The annual Winter spectacular sponsored by the EAST BROAD TOP RAILROAD over the February 14-15 weekend attracted its largest crowd ever, with EBT Mikes #12, 14, and 17 tripleheading!

DELAWARE AND HUDSON's famed Baldwin Sharknose units were returned from Binghamton NY to Colonie shops on February 13 for some additional repair work. D&H management hopes eventually to re-engine the 24-year-old ex-New York Central sharks.

The Susquehanna Valley Chapter of the NRHS's Feedwater Heater magazine reports that those D&H fantrips out of Wilkes Barre April 24 and 25 were pulled by the road's two Bicentennial units: U-23B #1776 and rebuilt ALCO RS-3 #1976.

Feedwater Heater also says that Ingersoll-Rand Company, Phillipsburg N.J., has repainted its ancient box-cab diesel #91 in red, white, and blue. The 1926-vintage unit, built as Delaware, Lackawanna, and Western #3001, and now only in standby service, may be the nation's oldest operating diesel locomotive.

SEPTA is still angling for the purchase of READING's old push-pull equipment, consisting of the three famous FP-7 locomotives and six standard coaches. It could be used in the proposed Valley Forge shuttle service this summer between Reading Terminal, Philadelphia, and Valley Forge State Park in Montgomery County. The train would, if used, be painted entirely in red, white, and blue (what else??).

Ray Hakim brings our attention to a few ConRail locomotive renumbering corrections. The original list appeared a few months ago in the Dispatcher and it apparently contained a few flaws:

LV 8640-7644, and 7648 were not listed under LV. Still owned by PC however they wear LV Cornell Red.

CNJ 1531-1532 are GP-9's. CNJ (DNE) 1533-1535 have been out of service and placed in storage for the past year.

CNJ 1561 will not work for ConRail, or anyone else, as it was scrapped in February 1976. 1700 was wrecked in 6/74 and has since been scrapped and 1709 was scrapped in 9/73 at Naporano's Scrap Yard in Jersey.

According to Extra 2200 South ConRail will not get Reading SD-45's or SW-1500's, nor will Chessie get any Reading GP-7's.

PRSL 2010-2014 were ordered by PRSL years ago but they couldn't pay for them, so PRR took them. They wear the same numbers for PC now.

ConRail may also pick up all EL NW-2's, SW-7's, and possibly the S-4's RS-3's, and ALCO Century 424's and 425's.

The PC T-3 is numbered 4678 at present although it is not used anymore. It is painted in NYC colours with PC lettering, and is sitting at Sunnyside Yard right by the shops. Permission to photograph it is easily obtained.

ANYONE who may be interested in purchasing an "S" Scale, American Flyer set-up with plenty of track and remote control switches, a 4-6-2 Steam loco, and freight cars, please contact the President of the North Hills, North Woods, and Western RR (Scott "The Duck" Drake) by calling (215) 885-2691 or (215) 643-1200 ext. 276 after 5PM weekdays.

THE ART OF WEATHERING

-by Greg LaRocca

Weathering on a model railroad is perhaps one of its most neglected phases. This isn't hard to understand, because if it's done wrong the model can be ruined. However, when done properly, it can really bring a model to life.

I generally use three methods to apply weathering: dry-brushing, wet-brushing, and dry rubbing. Dry-brushing is a technique that requires skill to be used effectively. To dry-brush one simply puts a small amount of paint on a brush and then draws it across the surface, leaving streaks of colour. As I said, it requires skill and I myself have never really mastered it.

The second method is wet-brushing and is particularly well-suited for rolling stock. For this process you must first make a wash of whatever colour you wish to use. Use only paint thinner used or made specifically for petroleum distillates, and an enamel paint such as Pactra. To make the wash add about 25 drops of paint to $\frac{1}{4}$ ounce of thinner. Shake well and then apply to the model with a brush. You can add as many coats as you like, but allow each coat to dry for at least one hour before doing so.

The third method is what I call "dry-rubbing", and I feel it is more practical than dry-brushing (it's actually easier, as I had it mastered in one afternoon). In this method a "Q-tip" is dipped in a small amount of paint and is then rubbed onto the surface of the model. After you do this, you can rub a little of the model's original colour over the weathering to help tone it down.

The following is a list of different weathered areas. The list tells what is to be weathered, what colour to use, and what method to use.

- 1) Hoppers, Boxcars, Reefers, Flats, some Gondolas, and some Tankcars:
Use a flat black wash applied with the wet-brush method.
- 2) All Stock cars, some Gondolas, some Tanks, any cars with an original colour of black, and cars that travel thru desert country:
Use a tan or grey wash and apply it with the wet-brush method.
- 3) Grime: This is applied to factories, coal yards, railroad structures and other such buildings. Use flat black applied with the dry-brush method.
- 4) Rust: Metal areas (what else?). Use *rust applied with a dry-brush or dry-rubbed method.

For further information see the October 1975 issue of Model Railroader under the article "Weathering With A Brush".

*These are colours marketed under the label "Authentic International Colours" by Pactra. One is #IP 97 Weather Finish and the other is #IP 96 Rust. If they aren't available from your local hobby shop, write to "The Squadron Shop"; 23500 John R.; Hazel Park, Michigan 48030.

FREE!- There are some booklets left over from our movie session at the Convention. They are Linn H. Westcott's Introduction to Scale Model Railroad- ing, a 35¢ value and will be mailed free of charge on a first-come first-serve basis to any AR member requesting one. Contact Betsy Summers for your copy today!

ECONOMICAL WAYS TO RUN YOUR PIKE

--by Dr. Joe Tarquini

"The Electric Company Was The Cause of ConRail"

This is the second article of the model railroad techniques of yours truly. Take it as serious as you wish the content of this article, but please believe me that no reference to anybody is sincere in its context. I do it all in fun, and I apologise if I offended anyone last time.

Since the early days of electric railroading on the prototype, railroads such equipped depended on the electric company for their life's blood. When the Arabs screwed us, the burden was too great for many railroads, and thus forced many into ConRail. Since we are supposed to model as realistically as possible, I devised these methods to keep your pike from the route of many model railroads such as P.J. Manton's, Scott "Ducky" Drake's, Ray Hakim's, and thanks to Paul, part of mine and half of the "family of lines".

One good method is to produce your own power. Buy yourself a hamster. No, seriously, get a wheel for him to run on and a small electric generator, and hook him up. Tests have shown that aside from routine pit stops, a 25-pound hamster feeding on Vitamin D and nitro-glycerin pills will provide sufficient power to 25½ feet of mainline track.

Another not-so-honest way is to get yourself an extension cord about 300-feet long. Late at night sneak over to your neighbor's yard and plug it into his outdoor receptacle. This should provide sufficient power for your pike at a minimal expense. Caution....make sure you disconnect it before your neighbor uses his electric mower or you will find yourself being visited by strange creatures wearing cleanly-pressed blue suits from "The Man's" headquarters.

An original idea is to hook-up your train to your home telephone system. This provides many additional advantages. If you number correctly, the numbers of your train will be called out for visitors. Also if you hook-up a horn to the dial on your telephone it will ring whenever you "Dial-a-Prayer". I've noticed that my G-motor speeds up when I phone somebody utilizing this method. Caution....do not make long-distance phone calls or stay on the phone longer than five minutes or you will overload your transformer. I've rigged-up a buzzer for when my sister uses the phone so I can disconnect her or face the onslaught of a major catastrophe in the burning-up of my pike.

I'll finish up with my greatest idea. Take an oil-spout or an old knife and hook your wire to the rounded end. Next, hook-up 15 heavy-duty insulators. Old Model Railroader magazines can be used, but be sure you have no overloads or the fire company will be on your back. After this get some heavily-insulated rubber gloves. Run outside and climb a pole, and shove the point into the electric line. Or, if conveniently situated, climb the nearest catenary post and use that. Penn Central catenary would work much better than Reading's, as their 12,000 volts would provide much more power to your pike than Reading's 4,000 volts-system.

IN THE NEXT ISSUE OF THE DISPATCHER: Part I of a six-part series on "Better Ways To Run Your Pike" by Scott "The Duck" Drake, more zany hourmer from Joe Tarquini, and lots of surprises. Keep reading!

Use this space for your pike-did!

(YOU CAN'T TELL THE DEPTH OF THE WELL BY THE LENGTH OF THE HANDLE ON THE PUMP!) (MOVE THAT CAR, MOVE THAT TRAIN, 'CAUSE LOOK-OUT BABY HERE COMES THE DUCK) (Consult the Editor) *Yes it!*

THE ROCK'S* ORIGINAL SCENERY TECHNIQUES: EARTH ON THE LAYOUT

**G.M. LARocca

The idea of using real dirt to represent earth on a layout is not new, but unfortunately it is not widespread. There are lots of advantages to using dirt such as color, availability, light weight, fineness, overall appeal, and the fact that it's free. There is only one disadvantage that I can think of, and that is that it has to be processed before use. This is because dirt contains pebbles, plant material, bugs, seeds, and other strange things which are not fitting with the scale of our layouts. So, now that you're sold on the idea, lets see how to prepare and use it.

First off, you need plain, old fashioned dirt. Although you can take it from just about anyplace, it's best to get it from an area devoid of plant life. This way, there is less chance of encountering some strange, unearthly creatures crawling on your pike; and you'll get more dirt and less plant material. Now put the dirt in a metal container and bake it in the oven for one hour at 450 degrees. This is to kill any seeds, eggs, insects, or exotic bacteria that may be waiting for a chance to destroy your train. When it has cooled, screen it through a filter. Regular window screen is fine if you're in HO. For you "N-scalers" use something smaller, and "S" and "O" scalers use something a bit larger.

Well, now that it's processed, it has to be attached to your layout. We'll use the "bonded-ballast method". First off, spread the dirt around where you want it. Then, with an eyedropper put a little wetting agent on it. The wetting agent is water with a drop of liquid detergent in it. Now that the dirt is wet, drop the adhesive agent on it. This is a half-and-half mix of water and white glue. It will dry in about 24-hours, and when dry will have the texture of real dirt, right down to the small cracks in the surface! If you examine a dry plot of earth, you will see that it matches your "HO" earth.

Well, that's it for now, but if anybody has any comments or improvements on my methods, by all means share them with us.

*I am not now, nor never have been a relative of the Rock Island Railroad.

PITTSBURGH CONVENTION WRITEUP (CON'T FROM PAGE 17)

with cab rides and lots of answered questions. SW-1500's, GE U-28B's, and MP's are the engines P&E stores and repairs there. They also had an ex-Amtrak E-8 sitting there with its guts torn out and half the body cut off.

After the P&E tour, we went off to Etna for a look at Kieth Claus's N Scale layout. Beautiful layout and big for N Scale standards. He model's his own line, the "Kiski Line", and he's very particular to his paint and details. It shows too, his work is excellent.

At six, we ended up back at the hotel for the big banquet with everyone assembled 'round the table, then the auction and the movies. The food was good, the auction long and profitable only for Paul and AR, and the movies (Kalmbach's Along The Right Of Way, and Paul's Big Tim--Timken Roller Bearings, and Disney's The Love Bug) kept us entertained long enough to enjoy some after-dinner refreshments. After the movies the convention officially broke up. Paul and Scott left Sunday morning (after being good boys and going to Church on Baster) for the long ride back to Philly--stopping at every tunnel on the Turnpike to snap some pix. All in all it was a bo-decent* weekend and those who didn't make it, well, you blew it!

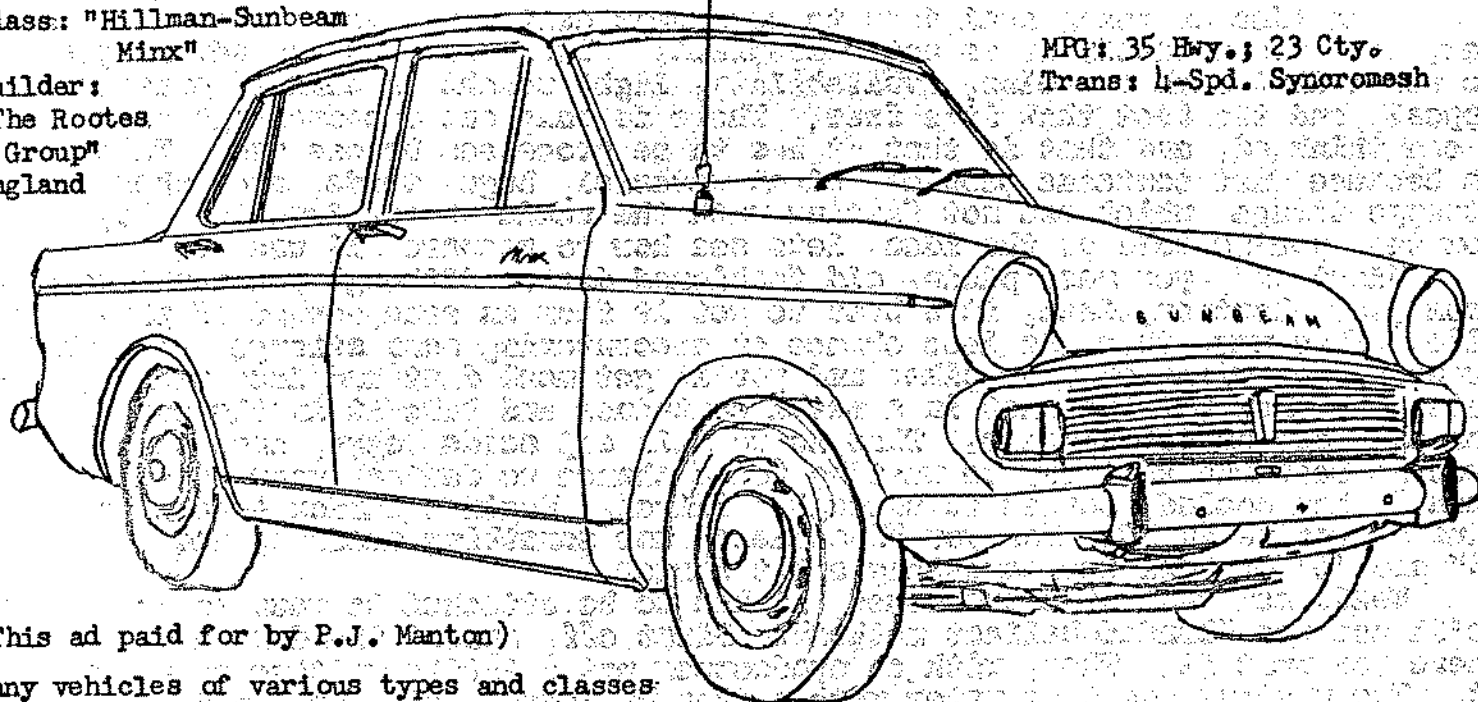
"THE OFFICIAL CAR OF THE AR"

Built: 1966
 Wheel Arrangement: "1-A"
 Class: "Hillman-Sunbeam
 Minx"

Builder:
 "The Rootes
 Group"
 England

Fuel Capacity: 10 Gals. Grade A Diesel
 Seating Capacity: 4 Railfans

MPG: 35 Hwy.; 23 Cty.
 Trans: 4-Spd. Synchromesh



(This ad paid for by P.J. Manton)

Many vehicles of various types and classes have come the way of the Allegheny Region for railfanning meets, conventions, and other such gatherings which would warrant use of same. We all remember "Held's Hoogie" ('64 Chevy), Tillotson's "Box" ('64 Chevy Wagon), Lehigh Lennie's "ALCO Smoker" ('66 Ford Mustang)--and even Ed Robinson's famed Dodge Charger. But only one such car has earned the title of "The Official Car of the AR". If you would attend one of our AR-meets, you might get a chance to ride in this decrepid conveyance!

TAMR "HOTBOX" Editor Tim Vermande says:

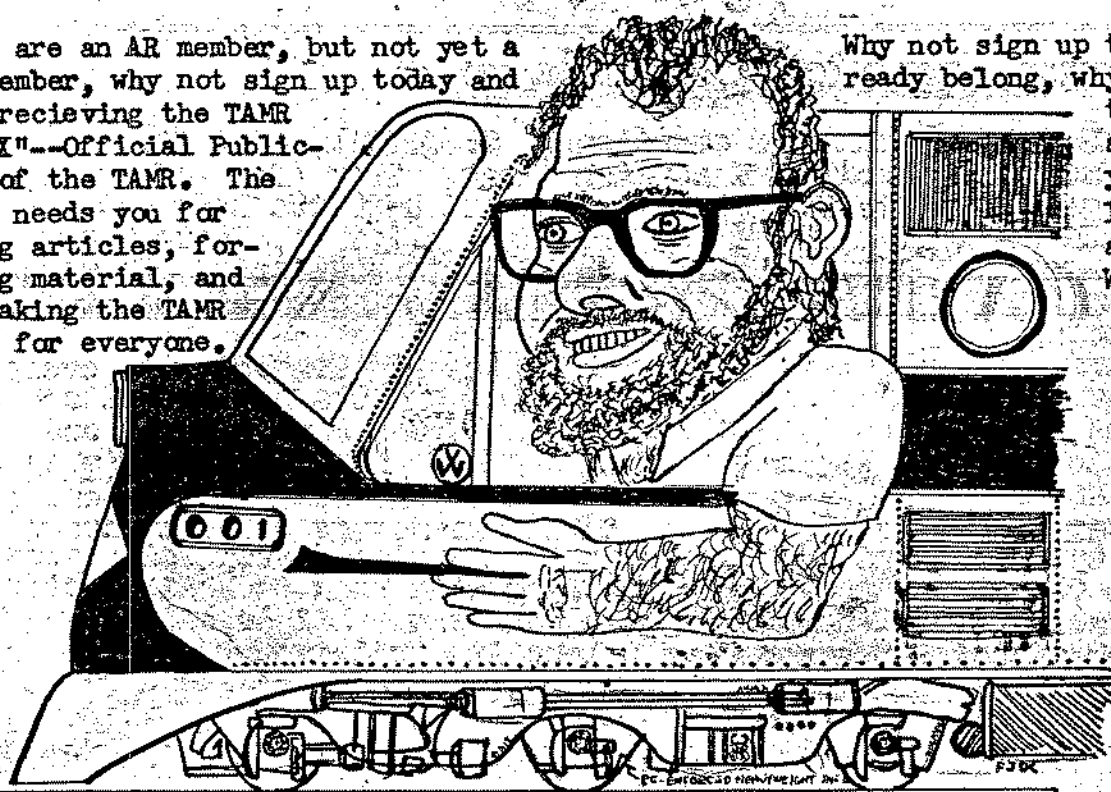
"Climb aboard with the TAMR!"

If you are an AR member, but not yet a TAMR member, why not sign up today and start receiving the TAMR "HOTBOX"--Official Publication of the TAMR. The HOTBOX needs you for writing articles, forwarding material, and just making the TAMR better for everyone.

Why not sign up today? If you already belong, why not get a friend to join? Membership is \$3.00 per year regular (ages 13-21) and \$2.50 associate (over 21). Write to:

Doug Johnson
 4855 N. Paulina
 Chicago, ILL
 60640

Tim Vermande and
 the TAMR thank
 you!



* Words kindly donated by Philadelphia people. Pittsburgh people don't talk as weird as that! (story by E.A. Summers)

AR 1976 SPRING CONVENTION

A-A-A-A-A-H-H-H-M-A-A-A-N*! You people who didn't make it to the 1976 AR Spring Convention in Pittsburgh missed a really "bo-decent"* time. (Some bo*decent* hortin'* tool). We had beautiful weather--great for pictures. The out-of-towners (Scott "The Duck" Drake and P.J. Manton) arrived late Thursday night and promptly got ample refreshment after the long ride from Philadelphia. After a lot of talk (and too much refreshment) Scott was hustled at pool by the Secretary/Treasurer's sister. Really late that night the group broke up to rest for an early Friday, packed full of action.

Friday morning was really great weather-wise. Kevin Tomasie provided a chauffeured limosine (an ancient Olds wagon) for the day. First up was to collect Paul, me, Dave DePhillips, Greg LaRocca, and Scott Drake for a trip through downtown Pittsburgh and out to Glenwood and the B&O facilities there. This was the scene of a big diesel-fuel oil spill into the river a week before. There we caught some newly-painted B&O S-2's and S-4's, a B&O CTRR SW-7 (#8416), B&O GP-40-2's, GP-9's, and a standard GP-40. On the way back into town (or "ton" as you people say--Ed.) we sighted Pittsburgh's sole commuter train, the "PAT-train", pulled-pulled (yes-pulled-pulled) by Chessie System 6604 and 6605. Back in town, we had to keep Paul and Scott from diving out of the car with their cameras screaming "TROLLEY"! For the rest of the morning we terrorized Pittsburghers charging after trolleys, and mobbed Bill & Walt's Hobby Shop (not a big shop, but the only one in the city section), where we met Dave Hay.

Next stop was PC's (or ConRail's) Conway Yard near Aliquippa. PC had some fantastic power for us too. ConRail is sorting all it's power and all the big power seems to end up here. Everything--ALCO's, F-units, Reading ALCO's, Erie Lackawanna SD-45's, Precision #3445, and Toledo, Peoria, and Western #902--it was simply a railfan's dream! The roundhouse and turntable were loaded with ALCO's of the Reading, Erie Lackawanna, Lehigh Valley, and Penn Central, but it was just as we approached when the "Man" threw us out (for the second time). However, Paul and Kevin managed somehow to rack-off* a few shots beforehand. Anyway, we climbed a hill across the street and caught some telephoto shots of the roundhouse.

Then it was back to Pittsburgh to check-in at the hotel, then to dinner courtesy of Mrs. LaRocca. A look at Greg's fold-up layout and a tour of Pittsburgh Model Railroad Club followed. Later we stopped to see the work of the master-kitbasher himself (more bashing than anything) Kevin Tomasie. Back at the hotel we had a slide and movie show, the best slides by Kevin Scanlon, and the best movie by Paul Manton (the one when the moon was full).

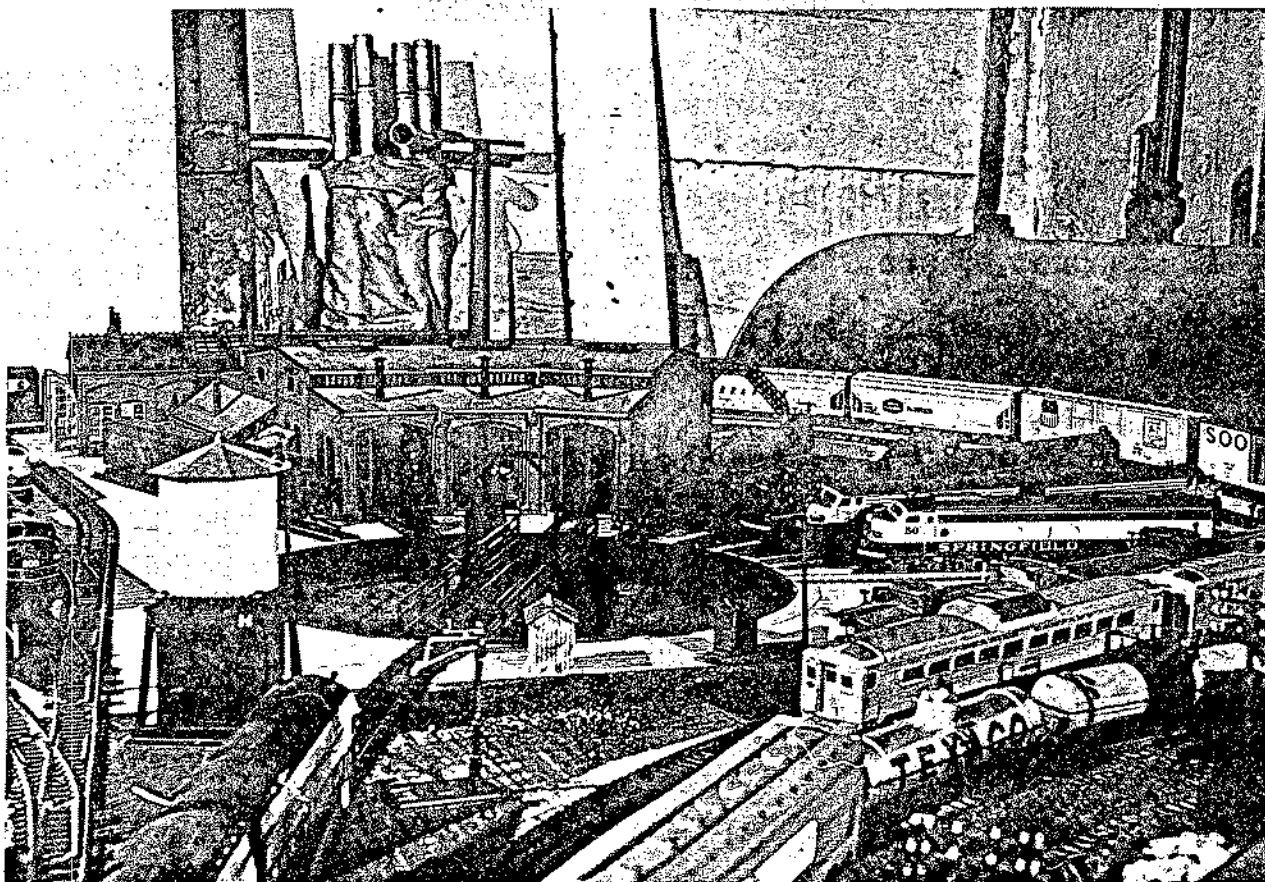
Saturday was another great day but we got started abit late. Kevin Tomasie was our driver and I drove out to AB Charles & Son hobby shop in Dorment, where Scott almost charged an \$80.00 Alco Models PRR E-44 Electric on Paul's Bank Americard. Paul, Scott, and I rode the trolley back into town while the rest drove in. We stopped off at South Hills Junction after a ride on the super-trolley (a trolley fixed with bus parts after a wreck) for pickkres. Back in town we met the others and went to McKees Rocks for a guided tour of the P&E Yards and Shops there. The friendly personnel gave us a hard-hatted tour of the locomotive shops, heavy and light car repair shops, and the woodworking shop. It was a great tour complete (Con't on Page 15).

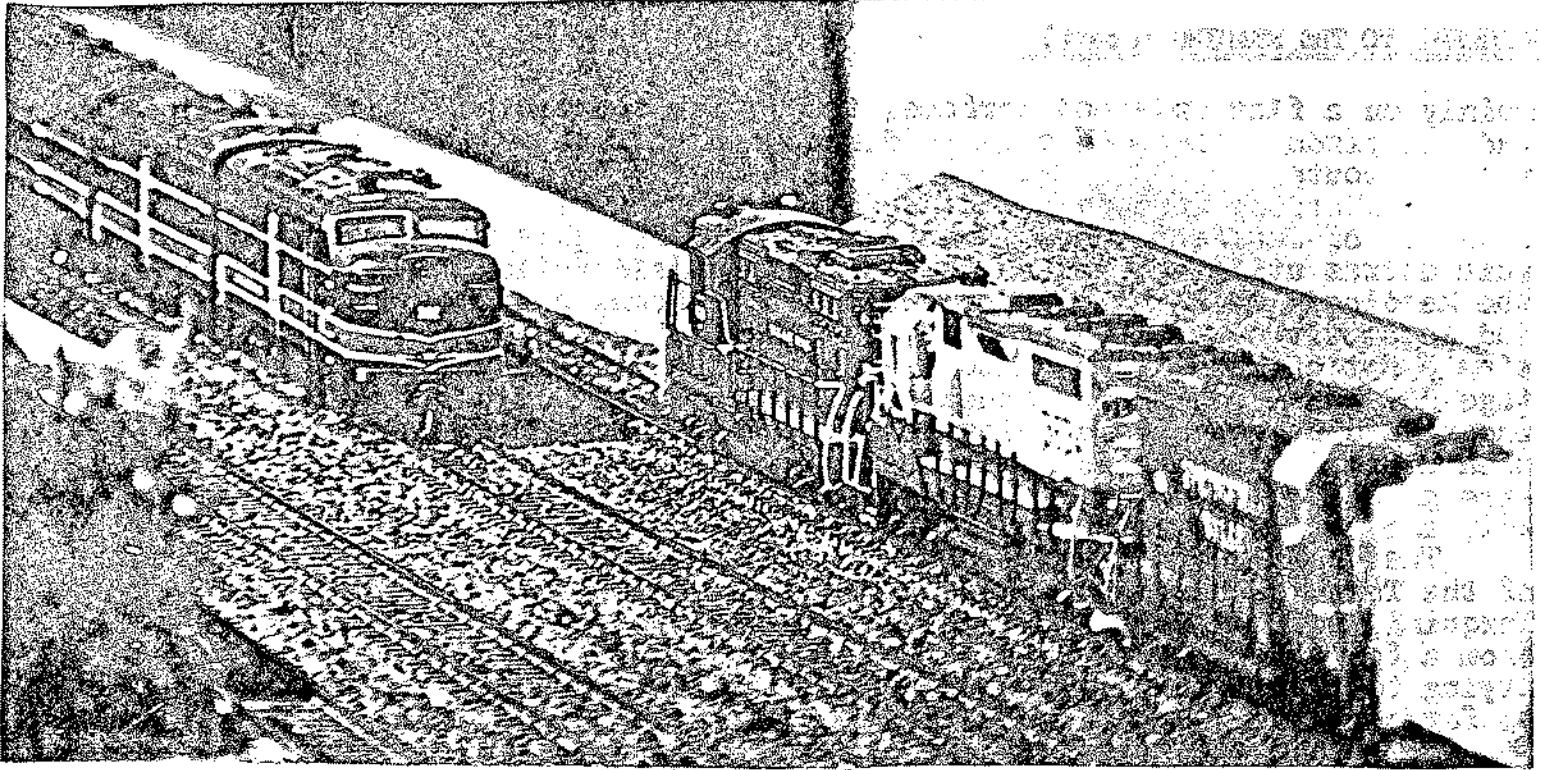
"FAREWELL TO THE READING: PROTOTYPE AND MODEL"

**story by SCOTT DRAKE

**photos by P.J. MANTON

**photos processed by TARQUINI LABS



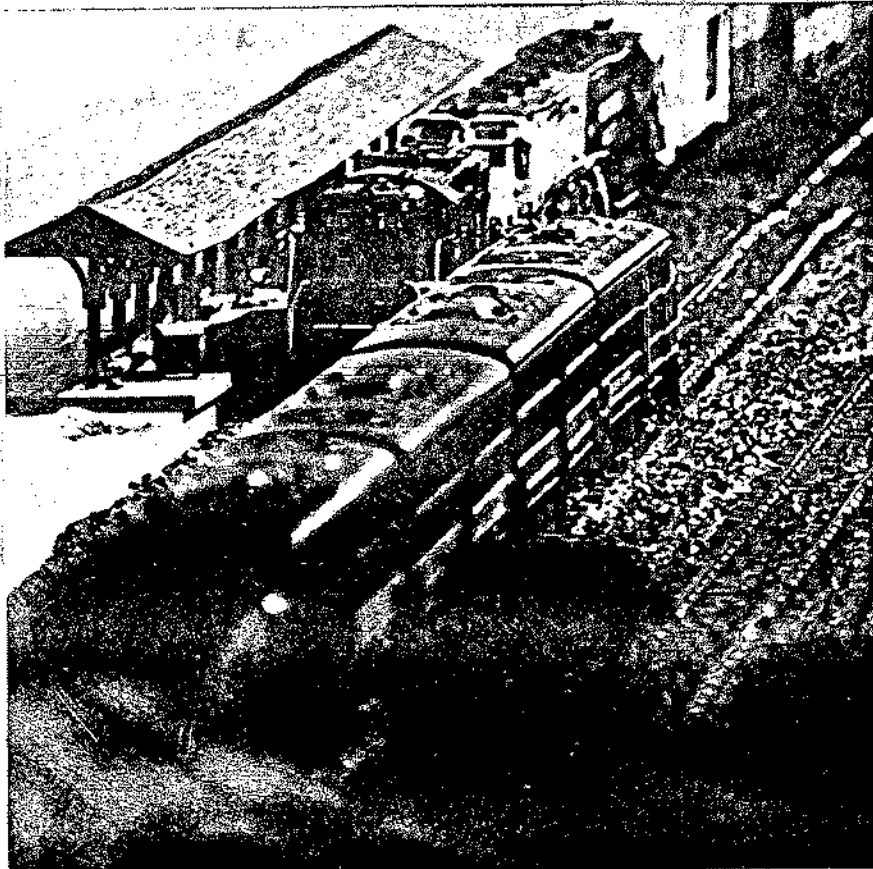


TWO FREIGHTS pass on the Reading Main. Train on the left is powered by four of the famous ALCO FA's in the old Black-Diamond scheme. On the right the power consists of a RDG GP-7, GP-35, and a "pooled" SPRINGFIELD VALLEY GP-35. All units painted at the Manton Shops.

After ten years and eight HO scale layouts, the final demise of the P.J. Manton "Reading Lines" has come just in time for the prototype takeover of Con-Rail. Paul's last running took place on March 8th, and now all that remains of the large pike are six cartons (or crates, rather) of motive power and rolling stock to be transferred to a new location, preferably to the basement of Joe Tarquini, for the building of the "Family of Lines".

Paul's decision to dismantle the layout came about for a number of reasons, primarily because he's getting married to Joe's sister Kim on June 26th. It would have been kind of hard to move a layout of this size to a three-room apartment, although the Editor would have tried everything in his power to do just that despite his future wife's wishes. Not only that, but leaving the pike at its old location would have created many additional problems for Mr. Manton as well.

The layout dimensions measured approximately 6x20 feet, and it was elevated about 42 inches from the floor for "cat protection" and the like. Resting



LEFT: Same two freights as above but from the rear angle.

FARMWELL TO THE READING (Con't)

mainly on a flat, plywood surface, the layout sported a four-track Main line and two yards. Also there was a downtown area with an operating SEPTA trolley route.

The Reading Company operated in conjunction with the Springfield Valley Railroad of Paul's brother, "Deuce" Manton. Freights were often run as thru extras utilizing pooled Reading/Springfield Valley power. Besides the Reading's well-known green and yellow scheme, a number of vintage-period locomotives were operated as well in the "old Reading green" scheme, plus a set of Model Power ALCO FA's that were painted in the old 1955-vintage "Black Diamond" paint scheme. Springfield Valley units were painted in the road's blue-and-gold color scheme, which were really quite eye-catching when coupled to the Reading's green and yellow units. Most of the units were painted at the Manton Shops, including the trolley cars used in the city area.

The "Family of Lines", which will when completed take nearly one-quarter of the Tarquini basement space, will be the combined effort of Paul, Joe Tarquini, Deuce Manton, and myself, with possibly a little outside help from a few other AR members and clan. At this writing Paul has still been trying to talk his wife into "doing a little scenery" on the new pike, but so far his efforts to get her involved in the hobby have been in vain.

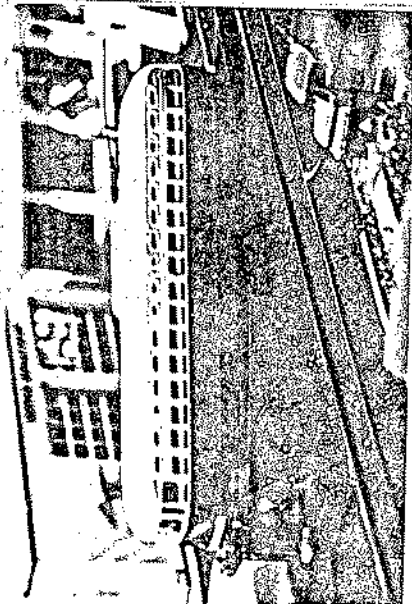
The old platform, or most of it anyway, has been sold to the newly-formed North Hills, North Woods, and Western RR over in Glenside PA, as was most of the old ex-Reading trackage. My plans for this, my first pike in HO (I was previously in "S") are to convert it into a working industrial community featuring heavy freight action. The NH, NW & W is being modeled after the post WW II era Pennsy. After going bankrupt in 1972, we were able to buy new trackage and right-of-way from part 14 of the National Bankruptcy Reorganization act, and the line will also be utilizing ex-PRR trackage West of Galatzen PA. The first HO road units purchased by the NH, NW, & W were an EMD DD-40A and a GE U-30C, both still remaining in their former PRR Brunswick green livery. NH, NW, & W has not yet announced their own color scheme, and for the time being will utilize the old Pennsy colors, which is certainly alright with us.

For many of you who never got a chance to view the old Reading Company, here are a few last views, taken on the night of the last run. Deuce Manton, President of the Springfield Valley, was also forced to liquidate his line as a result of the fall of the parent company. The Springfield Valley has agreed, however, to loan a few of their units (including an A*A set of Baldwin Sharks) to the NH, NW, & W until the construction of the "Family of Lines" gets underway later this year. Several of the ex-Reading engines were auctioned off at the Pittsburgh Convention at liquidation scrap value set by the NMRA. The Sunburst Railways of Joe Tarquini has also agreed to temporarily merge with the NH, NW, & W until the new pike is built. Dismantling the Reading really screwed things up for the other secondary lines that had trackage rights over it!

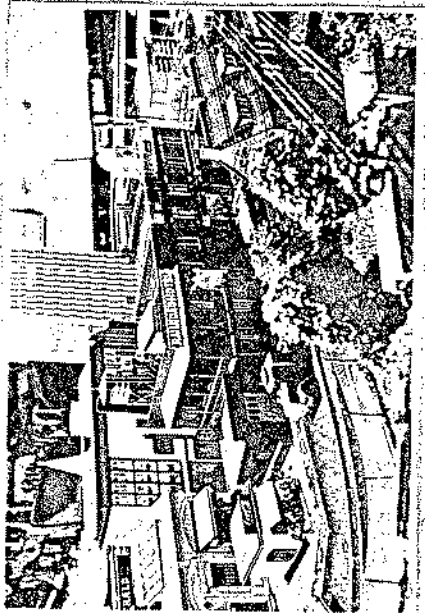
When the Reading was in its prime, 40-car freights were not uncommon, as well as passenger extras and locals (RDC's). On a normal operating session one could see as many as four trains, a yard-switching crew, and two or three trolleys operating simultaneously. Many times it took several dispatchers to keep things on the rails, not to mention an occasional visit from the family cat "Mr. Boy" who just loved to tear up the phone lines and chase the caboose around the layout. But now, alas it is all over.

Things are looking bright for the "Family of Lines" however, as the stock-holding companies are making their final plans for its construction. When completed, the layout will be open any hour of the day or night for visiting AR members who happen to be in the area. In these days of ConRail, what could be more prototypic than a combined effort of bankrupts?

(Key on page 22)



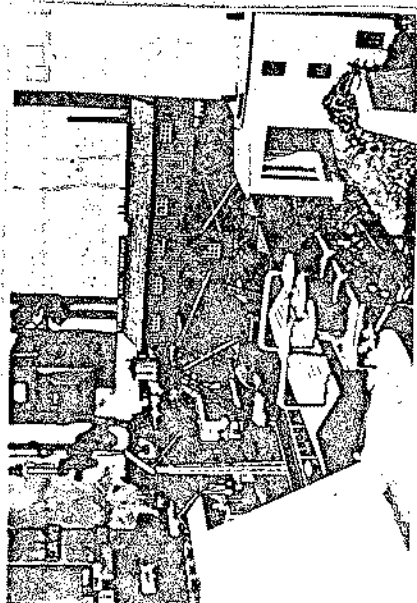
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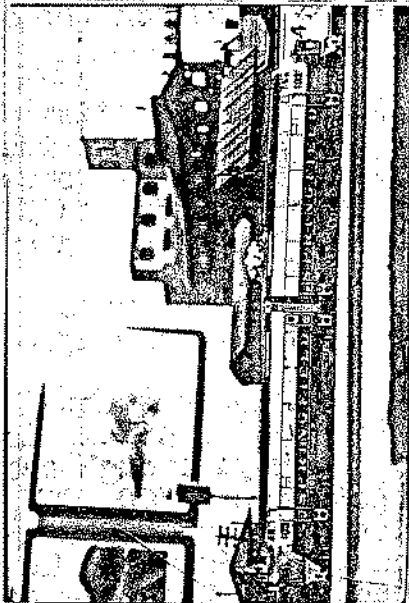
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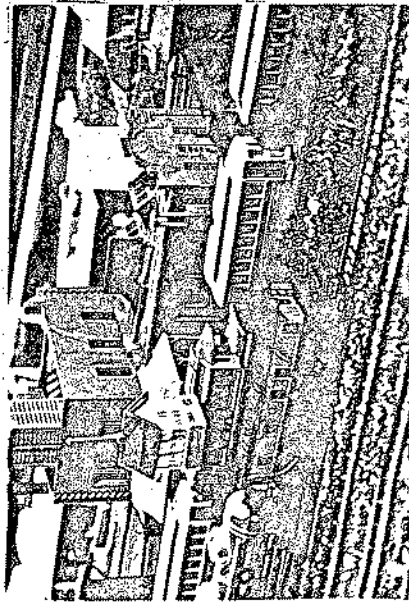
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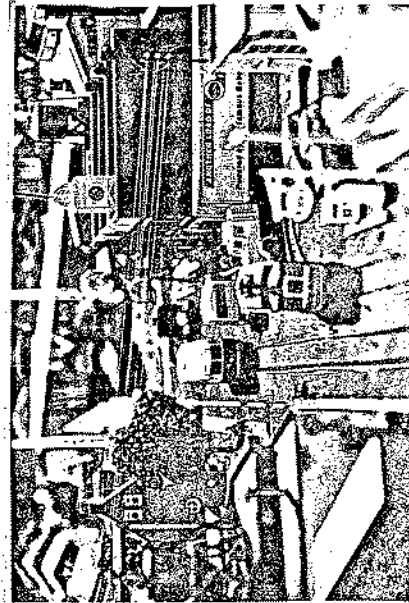
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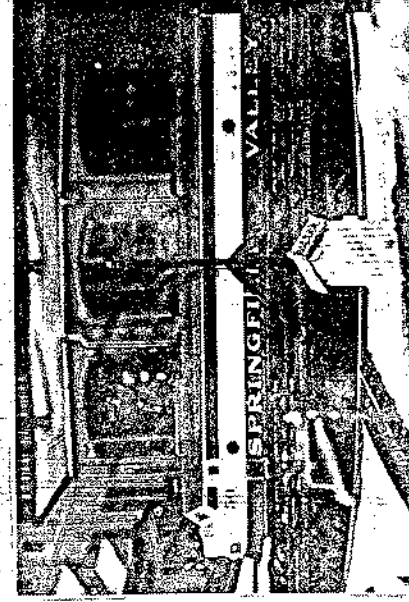
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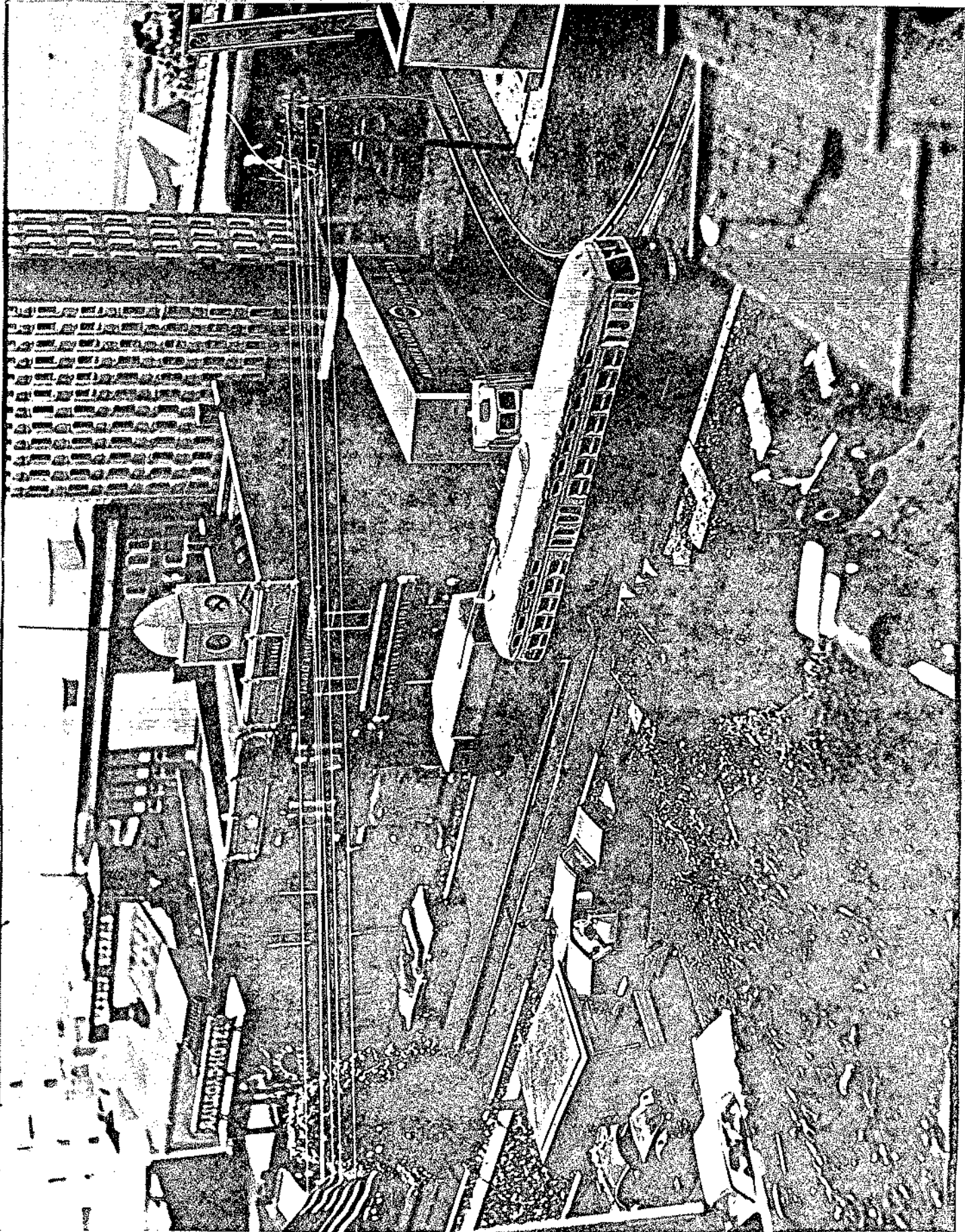
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FAREWELL TO THE READING (CON'T)

KEY TO PHOTOS ON PAGE 21

- 1) A SEPTA PCC in HO by Bowser glides around a corner in the center of town. Car has been modified to accept a five-inch radius.
- 2) Main street, showing a row of stores and the local establishment. Buildings are all variations of AIM's "Ramsey Journal Building". Notice second building on the row from the right--Deuce Manton's exclusive "burned-out store" for that "North Philadelphia" look.
- 3) The local yard switcher crew wraps things up at the end of a busy day shoving cars in and out of the "Tarquini Coal Company". The unit is an Athearn SW-1500 (really and SW-7) with a Hobbytownt of Boston flywheel drive.
- 4) The "Tarquini Coal Company", perhaps the one major industry on the Bayout. An average day sported a record-splitting 100-car-loads of coal. The loaded hoppers were then sent out on the Springfield Valley for interchange with Reading road freights.
- 5) Deuce Manton's famous Springfield Valley Baldwin Sharknose units from model power. The units are painted in the road's blue-and-gold scheme, and were often used on the coal drags out of the mine. On weekends when the mine was closed, the units could often be seen pulling special Springfield Valley railfan excursions around the pike.
- 6) A portion of the main shops on the pike. In the background is the towering structures of the Tarquini Coal Company.
- 7) Looking off from the Main Line; the local transit company often made it a practice to store a few of its older, little used trolleys on this siding when there wasn't always enough room at the car barn. The cars are from several manufacturers: TYCO, AIM, and Bowser. The siding is usually used by the American Standard Company, in the background just behind the cars, but on weekends when the place is closed and the trolleys run on a light schedule, these old relics are stored here so that the required work can be done on the big PCC cars that normally roam thru the streets of the town.
- 8) Main Street. Two cars pass each other, or almost, as that big Kenworth rig (from COX HO) tries to squeeze in-between.
- 9) Springfield Valley EMD E-3 #50 rests on the turntable in the Shops complex. Unit was modified to Springfield Valley specifications by adding a snow-plow pilot, filling in the two middle port-holes, adding new horns, ice-breakers (for going thru tunnels), and a quad-vented cooling system. Turntable is a Heljan kit, sunk into the table. Roundhouse in the background is from Vollmer.

In a scene reminiscent of many a typical street corner in Philadelphia, even today, a SEPTA PCC trolley makes a stop on the corner of a busy intersection. The car is a Bowser HO model, hand-painted at the "Manton Shops". Street-trackage was made by laying the rail in the normal manner and then covering the ties with thin cardboard, which is then painted with flat-black poster board paint. Scale autos are by Matchbox, Corgi, and Cox (Kenworth rig).



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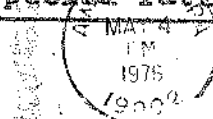
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