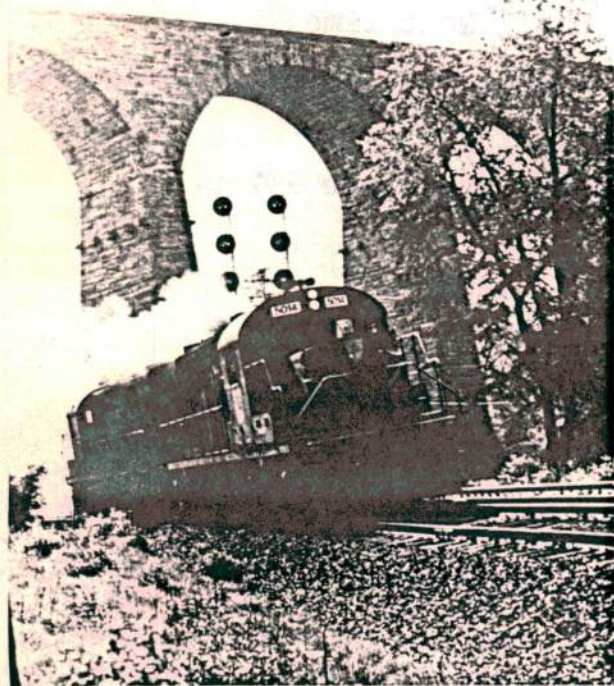


COVER DESIGN BY FRANCISCUS Chadz



THE ALLEGHENY AUGUST '76 DISPATCH

VOL. 7
NO. 5



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corner

THE ROCK SPEAKS: SMALL LAYOUTS--Greg M.J. LaRocca, AR President

Didja know that in January 1975 there were only seven operating layouts in the AR? And that was out of approximately 55 members; the same as today. We can thus draw the following conclusions, i.e., that P.J. Manton, who wrote the article, counted only those layouts 4x8 or larger; or that there really were only seven operating layouts.

That Paul would only count large layouts seems unlikely, and yet it seems hard to believe that only seven would have pikes. Perhaps it can be explained by the fact that most adult model railroaders feel that if the layout is less than 4x8' it really isn't a model railroad. Since the local ICC officials (cleverly disguised as parents) won't give that large of a land grant, the problem is clearly defined. Anything smaller than a 4x8 isn't worth bothering with.

NONSENSE! The original Gorre and Daphited of Master Model Railroader John Allen was only 4x6 and yet was a fantastic layout. It was so good that John retained it as part of later G&D layouts. Kalmbach publishes a book called Small Railroads You Can Build that has several 4x6 track plans. Or how about the PBSO that Betsy Summers and I are building? Its only 4x6, and it folds into the wall when not in use. Yet, we feel it's a great pike, providing intercity train operations and good scenery possibilities.

So even if you only have space for a switching module, build it. It can always be used in a larger layout someday, and in the meantime you can at least run trains and have fun. This is, after all, a Model Railroading club.

The membership of this club amazes me to no end. Only six people bothered to vote for the constitution; and no one has gotten (except for Scott Drake--Ed.) any new people to join, despite the 75¢ discount. For those of you interested, all six voted yes, therefore the constitution is law. Really, only five people voted, since one of the six was myself and I co-wrote the 1/5%&*C?¢ thing! As for the new members, I know they don't grow on trees, but c'mon. Surely you know somebody you can sucker into joining.

As you may recall, there were several names of people living in New York City printed. I wrote a letter to each one urging him to join. So far not one reply. Could be because New York City has the same initials as the New York Central, which I hate.....

Until Next Time....

TREASURY REPORT

This is the full report for the first quarter April-June 1976.

Beginning Balance	\$19.86
Total Income	\$11.50
Total Expenses	\$13.00
New Balance	\$18.36

So far the balance for the second quarter is \$23.25. An influx of renewals and new members have managed to keep us out of the red.

The Secretary Speaks (GROWL)

Well, as I said before, frankly, I'm appalled! So far everything the president, editor, or I have done to spark interest in this organization has not moved you one little bit. We might as well be throwing ourselves in front of an oncoming GG-1 for all our efforts. Did any of you even read the constitution or consider voting? I suppose you didn't see the article

that declares the president dictator for life or the one that gives the Treasurer the right to pocket region dues? For two issues we have been trying to give away free the Kainbach Introduction to Scale Model Railroading. How about the order pool, photo/slide exchange, car lettering exchange, or pass exchange? There are a dozen members with passes how about it!!!! Maybe you don't have slides to trade but would you consider buying? Probably not! We couldn't even give away an entire layout. Maybe if we stapled return postpaid cards in your issues you would participate. But I doubt that too!!!

Disgustedly yours,
The Secretary/Treasurer
(Do you even know who I am?)

NEW MEMBERS:

Once again AR wishes to thank Lone Eagle Payne for all his efforts to bring us new members. Without his listings we wouldn't even get these members.

Dale Robinson
124 E. Pierson Ave.
Somers Point, NJ 08244
age-18; scale-HO
(CC: Scott Drake)

Noel Torchio
806 Kenwood Rd.
Drexel Hill, PA 19026
age-17, Lionel-N-HO

William Wooley
1514 N. 26th St.
Phila. PA 19121

Harold Tague
155 Washington Ave.
Chatham, NJ 07928
age-15; scale-N

Bill Bishop
1772 Western Ave.
Albany, NY 12203
age-18; scale-HO
(cc: P.J. Manton)

Dave Kings
1512 Twining Rd.
Willow Grove, PA 19090
age-18; scale-HO
(cc: Joe Tarquini)

Chris Crosby
83 Shady Lane Dr.
Lakewood, NJ 08701
age-13; scale-HO

Peter Colpo
24 Park Dr. RD#1
Cheswick, PA 15024
age-18; scale-HO

MEMBERSHIP RENEWALS

The following members have renewed their memberships since the last issue: Joe Tarquini, Ed Robinson, Tim Bishop.

The following memberships expire soon and take note that this will be your last issue of the Dispatcher unless you renew. Please make dues payable to Betsy Summers. Dues are \$1.50 for 13 to 21 and \$3.00 for 21 and up. July expirations: Kevin Scanlon, Larry Kolka, John Kolb, Marvin Rogers, and Chris Daehnck. August expirations: Dave Evans.

CONSTITUTION VOTE RESULTS

The constitution has been approved by the majority of those voting. Guess how many voted---6!!! Frankly, I'm appalled!!!

EDITOR'S SCRAPBOOK---P.J. Manton

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CONRAIL A "PLEASANT SURPRISE," SHIPPERS SAY

The nation's biggest experiment to government-subsidized transport---ConRail---, has "pleasantly surprised" shipping and distribution officials of several companies. Many shippers were expecting to receive the same treatment from ConRail that they received after the Penn Central merger in 1968, but they never came up. For example, International Paper Company recently checks ConRail's progress in cities throughout the northeast

EDITOR'S NOTE: (Continued from page 3) The President declares the right to pocket region dues? For two issues we have been and found that to 40 percent of the shipments moved by ConRail were moving somewhat faster than before April 1, when the new railroad began operations. A major factor in improving service is that they no longer have to deal with two or more separate railroads to move a shipment from one place to another in ConRail's 17-state area.

Many shippers have also noticed that a change in attitude has taken place too. The attitude is better, everybody wants to be helpful. The federal government office that oversees ConRail also is surprised at ConRail's record to date/.

The problems that have come up, shippers say, are mostly those inherited from ConRail's predecessors--dilapidated track and roadbed, poorly maintained locomotives and freight cars, and run down stations and yards. It was partly for this reason that Congress authorized \$6.8 billion in grants and loan guarantees for the infant rail system/. In its first year, ConRail was to replace 4.1 million rotted cross ties and 727 miles of rail on the 17,000 mile system. Since April 1, ties have been replaced at the rate of 23,000 a day and nearly 100 miles of welded rail have been laid.

Some other reasons why ConRail has been able to offer improved service so soon after its beginning: ConRail no longer needs to operate duplicate facilities. The new railroad already has begun divesting itself of unneeded terminals and yards. ConRail is working from "consolidated yards", avoiding several days of interchange delays. ConRail no longer has to serve some 5,000 miles of low-volume branch lines. While this has been a controversial move, it has given ConRail a good deal of equipment and manpower for use where its needed most. One other thing is that ConRail does not run passenger service, aside from the local commuter lines in the Northeast Corridor area, especially the former PC and RDG commuter lines in the Philadelphia area. With that operation taken over by the government-run AMTRAK, ConRail is saved \$100-million-a-year losses on passenger service sustained by some of its predecessor railroads. The handful of commuter lines that are run under ConRail may have only until September to live if they don't start showing a profit, for ConRail's original agreement states that the railroad will continue to operate these trains only for 180 days after April 1, and at that time they have the option to drop or retain them.

All in all, ConRail is certainly better than no rail, and on behalf of myself and my colleagues I wish them the best of luck.

The next issue of the Dispatcher should be out around the end of September, so deadline for all material will be September 15th. Please try to get it in on time if you want it printed.

LETTERS TO THE EDITOR

To the Editor:

Would you please have Mr. Chadwick explain how the Berk on the cover of the June '76 issue of the Dispatcher can possibly be #802? The reason I trouble you is because the last Berk delivered to the Nickel Plate was #779, which also happened to be the last steam engine outshopped by Lima, in 1949.

Nitpickingly yours,
Greg LaRocca

INFAMOUS PRODUCT REVIEWS: Lionel SP GS-4 4-8-4 Northern
American Freedom Train HO Scale

--Greg LaRocca

(begins on page 6)

Before I get into some of those mind boggeling electronic type gadgets that I so (the above is a strange looking line)

(continued) solemnly promised you all in the last dispatch, I would like to clear up some mistakes and omissions made in those poor excuses for electrical schematics that appeared in the last issue.

In the first drawing which described a simple dead block (fig. A), a certain rating must be met for the safe operation of the "on-off" or SPST switch used. For N-scale, almost any switch will be fine. For HO scale, a 10 watt or 1amp@125v or over will do the trick. For O (obese) scale, a 30 watts or 3amps@125v will work. This data is printed on the package if bought new or should be engraved on the metal plate on the switch if you just used what was handy. Any type of switch will work but if you are buying the item new, the S.P.S.T. variety will generally cost less than the S.F.D.T. or D.E.D.T. types.

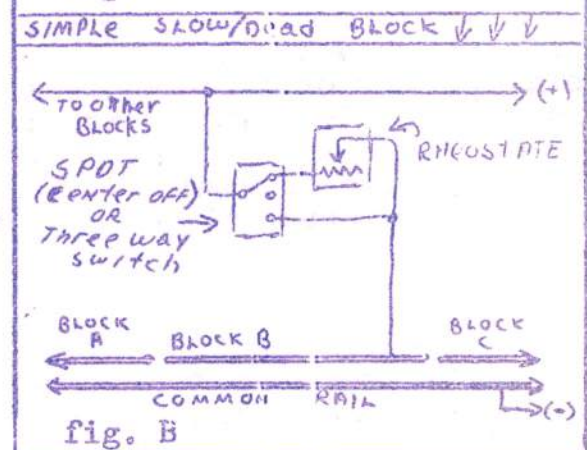
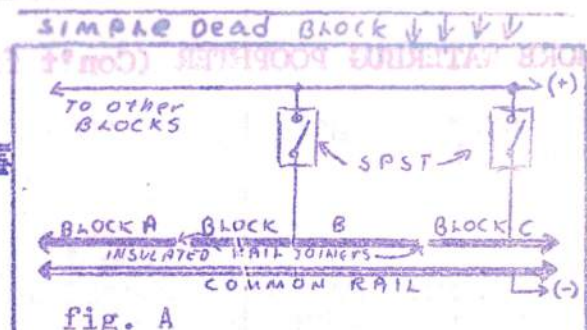
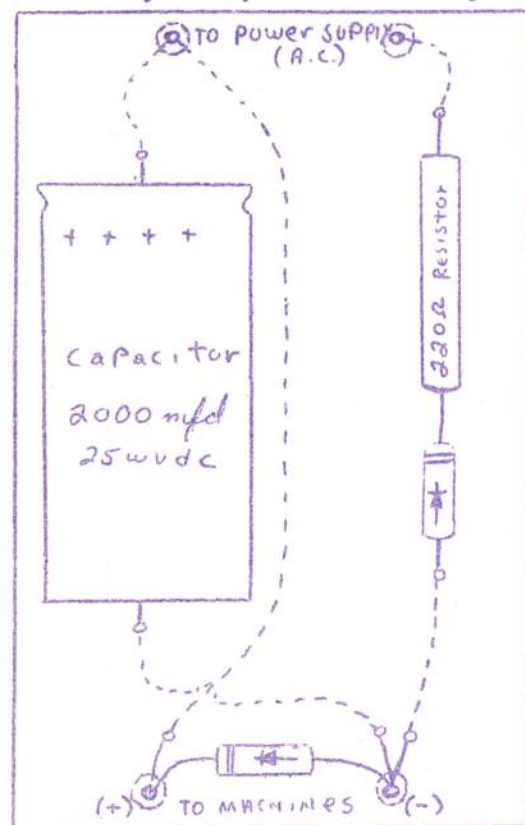


Fig. B was originally drawn correctly (Simple Slow Block) but rheostates that do not meet the above specs and common volume controls (pots) are definatly out, and if they do not first destroy themselves may cause a fire.

Correct ratings in this instance are very important for this reason. The rheostates used should have a full range from 0 to 40 ohms. Anything over 40 ohms, other than "off" is unneeded since the loco will stall with resistance that high. The slow block idea is good only for limited applications since the controller required is rather expensive.



Switch Machine Doohicky - Probably one of the most useful and inexpensive improvements one can make on a pike is the Capacitor-Discharge system for controlling switch machines, hereafter referred to as "CD". The same principle used in "high energy ignitions" and strobes is applied here. Apart from giving you a strong positive action on the switch, it eliminates the slowing action that takes place when the machines are operated from the same transformer as the trains are and also prevents the coils from frying if the switch button gets shorted or is just held down for too long. Providing that you have a soldering iron, appropriate lead, some small nuts and bolts, couple bits of wire and average ingenuity, you (continued)

* a little funny looking electronic device

MORE WATERBUG POOPHIER (Con't from page 5)

can probably get the kit and kabootel together for under three clams and a half-hour.

Items required - 12 to 18 volt A.C. transformer. The ascesory terminis on most power packs will do the trick.

Two 1 amp 200 piv silicon diodes (type #1N4003). These normally come packaged in pairs and run about 49¢. Going to a higher rating is OK, but don't skimp on these jobs or you'll run into trouble.

One 220-0hm 5-watt resistor. This is a wire woun d resistor, so don't get it mixed up with the carbom types. This will just be a cylinder or a rectangle and will have its data printed on its side instead of color bands which are used for most other resistor identification s.

One 2000-mfd, 25 wvdc capacitor. This is the big klunker in the diagram. Going down in value to a 1000-mfd unit will reduce power as well as cost. You can hook two up in parrallel for a 2000-mfd value. Most capacitors sold around this rating a 2200-mfd jobs. They are also fine.

A peice of perf boardfor mounting all this. If you weave the wires thru the board it will be very sturdy. A couple of bolts and nuts to serve as terminals unless you want to put out 80¢ or more for the professional type. Irecommend a plastic or metal box to enclose the whole thing but as long as you have all shortable connections covered with electrical tape, it's fine.

The drawling on the other page is a full-size job. The components may vary in size but it doesn't matter. A pæce of plastic sheet can substitute for the perf board if you drill the holes correctly, but make sure the piece can't bend or it'll get messed up. The dott ed lines in the diagram represent where the wire should be weaved into the board to hold the device secure. Finally, make sure that you have the diodes going in the proper direction, either by using the crossed arrow symbol or the bend that is printed on one end of it.

MODEL PRODUCT REVIEW: Lionel HO GS-4 "American Freedom Train"

--Greg LaRocca

The prototype of this model , as we all know, is engine #4449 of the Southern Pacific. Built by Lima, she was delivered in May of 1941 for use on the famous "Daylights". In October 1957 she was retired and placed in Oaks Park, Portland, Oregon. There she sat until December, 1974, when work strtred to rebuild her for use on the Freedom Train. After 17 years, she steamed to life on April 12, 1975.

The model of this famous engine in available in both the Espee Daylight and the AFT schemes, and is it a dandy. The detail is better than on brass versions I have seen, and the paint is sharp and accurate. (I have the AFT version). The motor is very smooth but has a high top speed (100 scale mph). Use of a pulse-power control should reduce this to about 40 scale mph. The motor is also noisy, but then again, those \$500-plus brass jobs make the devil's own noise. The engine has plenty pf power for those long passenger or freight trains, but lack of traction tires on the drivers make it slip.

The engine has very realistic headlight detail that lights up really bright even on low power. The model comes with a complete history, which is

(Con't on page 7)

MODEL PRODUCT REVIEW (Con't from page 6)

excellent, and it also has two drawbar settings: one for large radius curves and the other for small radius curves. I don't like the drawbar's mechanism however. It is awkward and time-consuming. The engine, as mentioned earlier, is scaled exact, and because of this it has a large overhang on 18" radius curves. (I had to remove the switch machines on my turnouts to compensate for this.) (ED. NOTE---If you happen to be using the old-style ATLAS turnouts with the removable switch machine, simply slip in the overhang adaptor which used to come with them. These new moulded machines are real dogs when it comes to running long equipment).

The major fault is the overhang. Because of this, the oil got all over the engine and had to be carefully wiped away to avoid ruining the paint.

There are two easy conversions you can and should do. The first is to add Kadee's. #4's drop right into the tender, and for the front I removed the dummy coupler (it's glued in, so pull gently) then filed down a #4 shank and epoxied it into place. The coupler doesn't swing, but the knuckle works.

The second conversion is to add a headlight to the tender. Paint the inside of the housing silver, then add epoxy to form a lens. When dry, paint on "clear" to protect it.

All in all with its detail and one-year warranty, this model is well worth the \$49.95 price tag.

--G.M. LaRocca

"BETTER WAYS TO RUN YOUR PIKE"
(Part Two of a six-part series)

--Dr. Ducky Drake

Well, I'm back again and ready to help you fellow AR members with some more of your pike-related problems. (Please don't confuse me with Dear Abby or Ann Landers.)

In the last issue of the Dispatcher I showed you how to build blocks that realistically slow your trains, and I made one small mistake which I will straighten out now. When using the slow block, use only a Rheostat and DO NOT ATTEMPT to use a volume control. Thank you, Frank, for pointing that out.

Now, in this article, I would like to talk about wiring signals to these slowing-blocks, to really give that pike of yours a different look. To complete this, you will need the following items for slow blocks and simple on-off blocks:

- 1) One D.P.D.T. Toggle Switch, (to replace S.P.S.T. switch on simple dead blocks)
- 2) Plenty of hook-up wire
- 3) One D.P.D.T. switch, with center-off position to replace S.P.S.T. on slow blocks
- 4) One Walther's ground unit two-light signal, #933-213 for ground or #933-651 for bridge or overhead signals (for simple dead blocks).
- 5) One Walther's ground unit three-light signal, #933-214 for ground or #933-693 for bridge or overhead signals (for slow blocks).

Now, if you have these items, which are relatively inexpensive, you are now ready to go on to step two. Referring to the diagram in the last issue, simply add in the signals according to the instructions in the box at the appropriate locations in your blocks. Remember to use rheostats instead of volume controls. This is important, as overloading may occur when using the latter. Good luck and happy railroading!

(S 9369 1011 1' 100) WAIVER 100004 JACOB

PROTOTYPICAL WISDOM (Solicited from various sources)

NEWS FROM THE WEST--Tim Tonge

The idea of Chessie units on the UP intrigued me, so I did some digging. I learned that on April 1st the UP/CNW/C&O started a pool train. So Chessie (C&O) units now run regularly on the UP. For those ALCO lovers, Seattle, Portland, and Spokane units, still in SP&S paint, RS units were seen in Portland's BN yards. Five were seen! These were seen on my travels last May thru most of the West. The UP in Denver has really been hopping this summer. Pooled power and leased power has been showing up on almost every train. So far this summer, NW, RI, BN, WP, SP, SSW, MP, and CNW have all been showing up. The most common has been the NW, followed by the WP. Seems as though the business on the UP went way up, and they didn't have near enough units to handle the load. Anything can be and is seen on the UP into Denver. The East may have ConRail, but let ConRail match this.

(Info courtesy Mike Bates, Boulder, CO)

AND IN THE EAST.....Tim Tonge

ConRail operations havn't affected service to New Bedford, Mass. CR runs BX-2 in, and BX-1 out each day. So far only PC power has been seen as of July 1.

A good bit of advice to all railfans is to keep your eyes open while on or near railroad property. While visiting the CRC New Bedford, Mass the other day, I observed a suspicious youth. By watching him, I soon discovered him to be stealing wine from a loaded boxcar. A call to the police yielded two arrests, the boy and his friend, and helped the image of the "railfan"! (Way to go Tim--Ed.)

VARIOUS ETC. FROM THE WEST: **Mark Morgan

Contrary to previous mention, the Rock Island is continuing to repaint its units in the new blue & white scheme with a simple "The Rock" in stylized script on the sides. The management believes that the new image is necessary to help maintain the Rock's move back to solvency. John W. Barriger has been hired by the road as a management consultant. Having worked miracles at other roads, it is hoped he can do the same for the CRIP.

PORTLAND, OREGON---poking around the BN's downtown yard in Portland and stumbled across several units in pre-merger paint, most interesting being a string of ex-SP&S RS-2's, now BN's #4054, 56, 64, 65, & 77. The engines appear to be in good running order, although I have no idea whether they're being used or not. Also found ex-Northern Pacific ALCOs #4082 and 4184.

PORTLAND TERMINAL RR utilizes ALCO S-2's numbered 40, 41, and six others at a remote engine house south of the BN yards.

NEWS FROM PITTSBURGH---Kevin Scanlon

Railfanning has been pretty good around here. ConRail has been running Reading, PC, CNJ, Lehigh Valley, EL, and even ConRail power thru Pittsburgh. We've been seeing lashups such as PC ALCO Centuries with EL E-8's and F-7's. It seems that ConRail has been moving PC GP-38's out of Conway in favor of ALCO's from all roads. We're seeing RDG C-630's, EL RS-3's, PC C-636's, C-630's, C-628's, and LV C-628's (in both red and white). The only bad thing is that Con Rail is tightening down on security at Conway. I got thrown out last month for the first time. Besides having two ConRail Bicentennial units

PROTOTYPICAL WISDOM (Con't from page 8)

running (GP-38 #7776 and GG1 #4800) there is also a sky-blue and white CR GP-40. Of course, we don't see the G-motor here in Pittsburgh, but the other two have shown up occasionally. EX-READING 4-8-4 #2102 ran some trips on the P&LE this past May. She has been completely rebuilt and is in really fine condition, probably the best she's been since she left the Reading. The trips will be run again this Fall in case you want to come out to see her.

DELAWARE AND HUDSON began operating what were the LV's Apollo and Mercury trains on April 1st. These trains operate over N&W, Chicago to Buffalo, the former EL Buffalo-Lanesboro (Jefferson Jct.), the D&H down to Dupont, and then the former LV to Oak Island. Power is being pooled with the N&W, which explains the appearance of N&W units at Allentown. The D&H did not get the six I&HR C-420's, but they did receive all of the LV's GP-38AC's and GP-38-2's, as well as nine C-420's from the Long Island. The Valley units have been renumbered 7310-7325 (from 310-325). The twenty Reading GP-39-2's are numbered 7401-7420 (from 3401-3420). (From various newsletters)

PASSENGER TRAINS RETURNING TO THE LEHIGH VALLEY???? According to recent articles in the Lehigh Valley Times-News, rail passenger service will return to the Lehigh Valley area late this year. PennDOT and AMTRAK will supposedly cooperate in funding the operation of Budd RDC's between Philadelphia and Scranton and between Scranton and New York. So little publicity has appeared on this that I wonder if these trains will actually run. There will no doubt be problems establishing routings and stations. More information on these plans should be upcoming. (PJM)

CHICAGO & NORTH WESTERN, MILWAUKEE ROAD, AND SOO LINE have petitioned the ICC jointly to acquire and operate portions of the Green Bay & Western.

St. J&IC TRAFFIC UP--Traffic is up substantially, especially the "bridge traffic" which has doubled in volume the last few months. There are still severe speed restrictions on most of the line; however track work this summer is expected to raise the speed limit to 25 MPH on a good portion of the line. The StJ&IC is still the only railroad we know of that has both active diesels in a Bicentennial paint scheme.

PENN CENTRAL NOTES: The Hell Gate Bridge Route has been undergoing a massive rehabilitation job. The old wooden catwalks have been replaced with concrete slabs along the entire bridge work. These slabs have been affixed with a steel screened fence. The track on the bridge has been replaced as well as new bridge ties. On the Bronx side of the bridge, new ties and ribbon rail are being installed up to Shell Tower. This work when completed, will enable the service to be increased to 75 MPH in the Bronx and 60 MPH over the bridge. The Connecticut Transit Authority and the Metropolitan Transportation Authority are studying the feasibility of routing two or three commuter trains from Grand Central into Pennsylvania Station via the Hell Gate Bridge Route. Commuters have expressed a desire to come into the West side rail terminal in lieu of the Grand Central project complex. The actual work is now in progress. Four New Haven Cosmopolitan cars are stored in Sunnyside Yards in Queens, and they make the test runs every day.

PROVIDENCE AND WORCHESTER--Reportedly, P&W is interested in picking up a couple U-18B's from GE.

BOSTON AND MAINE--The B&M is planning on buying a dozen GP-40-2's later this year. Units will tentively be numbered in the 300's, and reports say B&M

PROTOTYPICAL WISDOM (Con't from page 9)

is planning an image change. If recent deliveries of gondolas are any indication, we may be seeing B&M Geeps wearing orange and black Minuteman heralds.

ON APRIL 1ST, the southbound MONTREALER met the northbound ADIRONDACK at Essex Jct., VT. The cause for the shift was soft track on the D&H north of Whitehall, NY.

SOUTH SHORE LINE: According to a report issues by Louis T. Klauder & Associates, consulting engineers, the CSS&SB's Insull era interurban cars are "worn out" and should be replaced. The South Shore Line estimated that \$28.5 million would be needed to replace the equipment. The interurban will spend \$1 million on an interim car-repair program until it can obtain public funds for the new equipment. This interim car-repair program will add about three years of life to the equipment, about the time required to order and build new equipment. 1975 commuter losses on the CSS&SB amounted to \$2.6 million.

LEHIGH AND NEW ENGLAND: The L&NE is currently operating on a Monday thru Friday basis, utilizing Lehigh Valley DL-701 7600's or RS's #211 or 212. The crew, called for 0800, still operates out of Bethlehem Jct. with the units, mostly two, being kept, as usual, by the old CNJ Beth lehem station. Train operates M/W/F to Uhlers, and the Allentown and Schuylersville Branches on Tuesday and Thursday. A second crew is called at 1500 and deadheaded out as relief. (The Block Line)

GG-1 #4800 IS CONRAIL'S FIRST REPAINT--IN A BICENTENNIAL! Ex-PC GG-1 #4800 emerged from Harrisburgh PA's MacLay St. Enginehouse on April 11th with "ConRail" and "4800" in white on red-painted sides, top and ends blue, and running gear of aluminum. The scheme on "Old Rivets" included on each side 50 stars, two '76 emblems and eagles, and one shield and liberty bell. Ken Brown, who painted 4800 said that the job took about 96 hours and some 20 gallons of paint. 4800 was put on display at Harrisburgh Station. (From the Harrisburgh Patriot)

DOT HOTLINE: Here's an interesting source for rail and other transportation news--the Department of Transportation's hotline. Call, toll free, (800) 424-8807. The hotline tapes are changes out five times a week and last from two to three minutes.

SEPTA**The agency recently purchased a new tamping car, and it won't fit around the 69th St. loop!

NEW YORK AND LONG BRANCH train 5306 now uses three PC E-8's to Harrison to permit washing these units. A CNJ GP-40P now pulls PC train 1106 to South Amboy. This is normally formed of 8 PC P70's, so it must present as unusual a sight as Train 5306, with three black E-8's pulling 13 cars still in various Great Northern and BN liveries.

SEPTA's Bicentennial shuttle service between Reading Terminal and Valley Forge began operating on June 26th (ye old Editor's day of fate!), and ConRail has published a new timetable for the joint operation. Rebuilt RDC's 9167 and 9160 will be used (the latter car showed up in Reading Terminal June 4 in the consist of train #2 from Reading. Both are ex-PC), along with the famous ex-RDG FP7 push-pull equipment, which is used on some

(Con't on page 11)

PROTOTYPICAL WISDOM (Con't from page 10)

of the daily runs. The two RDC's are really in sad shape two, considering that they were supposed to have been rebuilt. #9167 has had the "South-eastern Pennsylvania Transportation Authority" name and logo spelled out along the top side of the car, with SEPTA heralds on the ends, and it makes more smoke than AR's famous "Smokey Joe" (D&N RS-32 #5014). The shuttle trains will also stop at Port Kennedy, where improved parking and platform facilities have been installed.

PATCO: The almost-forgotten "State-of-the-Art" transit cars have been repaired but are still languishing at PATCO's Lindenwold Shops. They will not enter revenue service on the High-Speed Line until proper insurance coverage is obtained.

PENNSYLVANIA-READING SEASHORE LINES: ConRail has decided after all to keep the remaining Lindenwold-Atlantic City-Ocean City-Cape May service running despite the State of New Jersey's decision to drop subsidy payments. ConRail says that nearly 500 Jersey-shore area commuters use these trains each day for getting to their jobs in Philadelphia, and so service will be retained, at least for a little while to come.

SEPTA has begun construction of a new trolley barn at 49th and Woodland to replace the ancient structure that was half-destroyed in that spectacular fire last October....New special trackwork at Drexel Hill has been laid out, ready for installation at the junction of Red Arrow Division's Media and Sharon Hill lines....Three more streetcars arrived from Toronto on May 24th via ConRail, making a total of thirteen surplus TTC cars now in operation on SEPTA....Route 15^a (Girard Ave.) has resumed trolley operation from Callowhill Depot on Sunday, June 20, having been operated by bus from Luzerne Depot since February.

DR. JOE TANQUINI'S MODEL RAILROADING IDEAS.....Pass;Passes

My last article was on names for your model railroads. As enlightening as this was for many of you, it has come to my attention that some of you have absolutely no idea (emphasis for impact) of what kind of pass to use. For you unfortunates, I postponed my next article (which I have no idea on what it was to be about) till the next issue to help you out.

-J.T.

PENNSYLVANIA, BALTIMORE, AND OHIO RAILROAD CO.

"The Route of the Railfan"

"Service with a Simile"

President:

Greg M.J. LaRocca

Chairman of the Board:

E.A. Summers

Main Office: 167 Davis Ave.; Bellevue, PA 15202

The Pennsylvania, Baltimore, and Ohio RR Co. would like to announce its formation with Greg LaRocca and Detsy Summers as sole stockholders. The PB&O welcomes existing railroads to seek interchange, both freight and passenger. The PB&O is actually seeking inclusion into the family of lines, offering numerous advantages to that organization such as profit-making passenger service, connections into the mid-west and south, and fast freight service. Anybody seeking information or interchange with the PB&O is urged to contact one of the two stockholders mentioned above.

