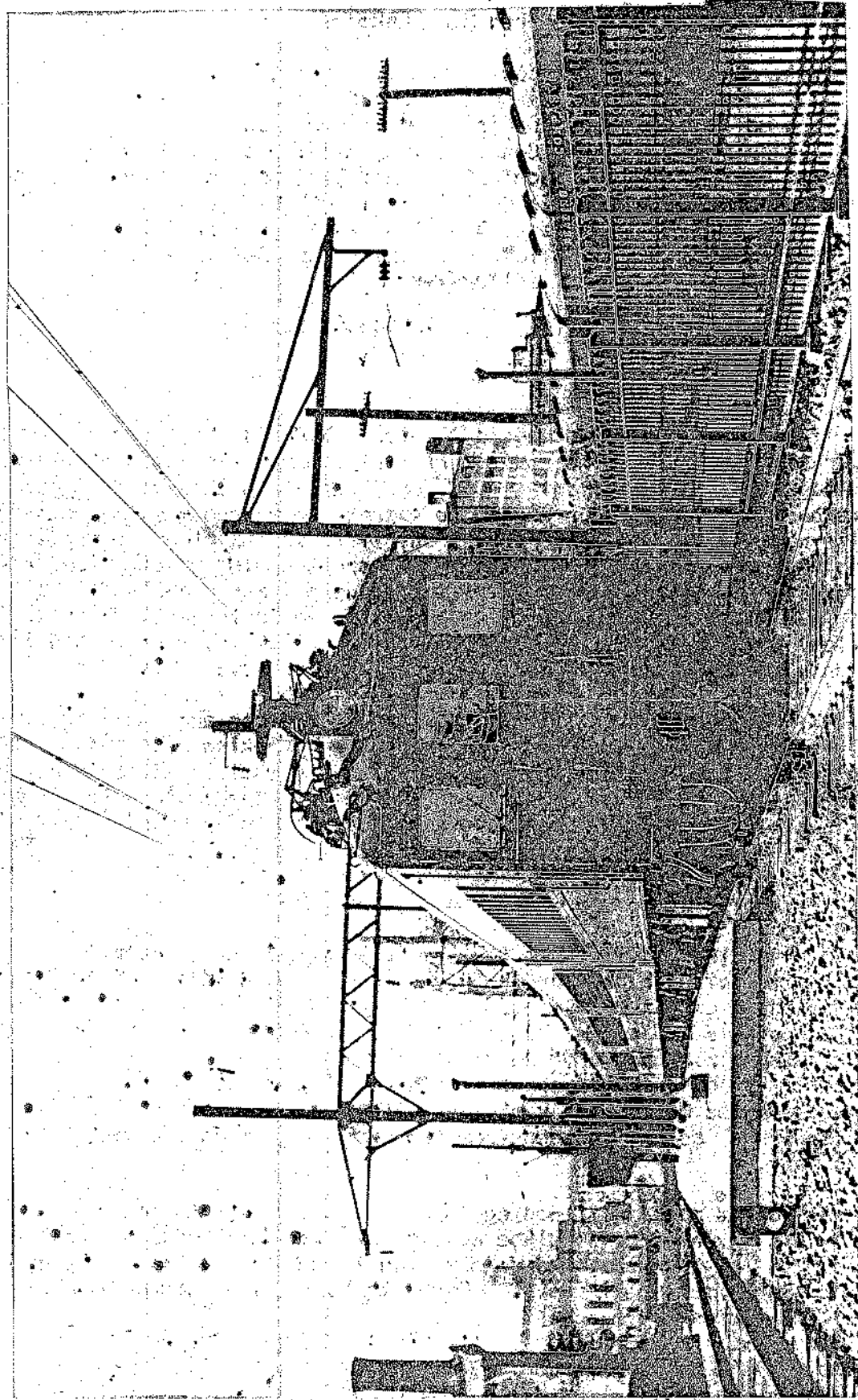


THE ALLEGHENY DISPATCH

THE OFFICIAL NEWSLETTER OF THE ALLEGHENY REGION

FEBRUARY-MARCH 1977

VOLUME 8 NO. 1



Reading MU's at North Broad Street Station, Philadelphia in the 1940's.
Photo by Bruce G. Saylor
Submitted by Dave Kings

THE ROCK SPEAKS: ELECTIONS--Greg M.J. LaRocca

Well, another year has passed and it's again time to hold AR elections. For a variety of reasons I have decided not to run again for President. I have appointed Dave Kings to serve as this year's election chairman.

In keeping with the AR Constitution, elections must be completed by April 8th. This issue will contain the nominations and platforms of the candidates wishing to run for the offices of President, Secretary/Treasurer, and Membership Relations Manager. Look them over carefully before making your decision, for the next issue will contain the official ballots (due out around April 1--Ed.).

I will present a final editorial next issue.

EDITOR'S SCRAPBOOK

It's that time of year again to start thinking about who you want to serve as your AR officers for the next year. This particular issue of the Dispatcher is perhaps the most important of the year, for it is this time of year that you the member finally get your chance to express your true feelings about the group and the way it is being run. That's why it is so important to all us old fogies in the AR Administration to see how you respond during an election. It lets us know exactly who's interested in what's going on, and speaking for all of us I must say that it makes us all very happy to see a favorable turnout in an election. Please let's not have another show of apathy like we had last year, when only 14 out of 48 (at that time) bothered to vote. After all, if you're not going to take part in our elections, why bother paying your annual dues?

OK, now that we're on the subject of candidates and the like, I would just like to interject a few remarks if I may. Looking over the Constitution, I can't find one Article or Section which states that it would be unlawful for a little old editor to endorse an AR Presidential Candidate. Therefore, keeping this in mind, I would like to draw your attention to one Candidate in particular, Scott "The Duck" Drake. Ducky has been a member of the AR for a year-and-a-half now, and during that time has done much more than is expected of the ordinary member. He is 19 years old, loaded with vitality and whom I believe to be the perfect man for the job.

During his membership in the AR, Ducky has taken it upon himself on several occasions to act on behalf of the group, and through this blazing display of leadership has managed to get as many as 15 new members to join the AR, oftentimes spending money out of his own pocket to get in touch with them and the like. For the past nine months, since the purchase of his new "Little Duck Mobile", he has been supplying transportation on nearly every one of our meets in the Philadelphia area, plus numerous meets in the Pittsburgh vicinity. The Duck is also a regular contributor to the Dispatcher, as can be seen from the numerous wiring articles he has submitted in the past.

As far as model railroading is concerned, Ducky has had the opportunity to display his talents on two pikes so far: his own Northwoods & Western located in the basement of his home, and recently on the Family of Lines now under construction. Being a senior member of the FOL, Ducky is taking full charge (pardon the pun) of the wiring chores on that pike.

So, I would again like to urge you all to vote for Scott "The Duck" Drake for the next AR President. He says the rest in his platform.

We've received a tremendous last-minute influx of material for this issue so it'll be a lengthy one. Enjoy, and please don't forget to vote for the Duck.

- R. J. LaRocca

ALLEGHENY REGION THIRD QUARTERLY TREASURY REPORT---E.A. SUMMERS

Beginning Balance: \$18.40
 Dues Income: \$19.50
 Postage Expense: \$25.00
 Total Income: \$19.50
 New Balance: \$12.90
 Present Balance: \$15.90

Total income for the third quarter is down \$5.28 over the last. There was no increase in spending but a depletion of income can not be tolerated, especially not for another quarter, without causing overspending. Right now we are spending more than is coming in. Another quarter like this and we will be broke. Reasons for the decline in income include non-renewed memberships, few new members and late renewals. If you should have renewed and did not do so yet, please do it now. Check the renewal notices column for your name or that of someone you know. May I remind you that this is a totally non-profit organization and your dues money is used solely for printing and postage expenses. Without dues money there can be no Dispatcher and therefore, no Allegheny Region.

NEW MEMBERS

Our newest member: Barry Sitek (14)
 140 Morningside Av
 Park Ridge, NJ 07656
 (201) 391-6015
 scales-41, S, H0, 9

Barry has an H scale pike now and an H0 layout is being planned. He collects old prototype things, railroadiana such as watches, lanterns, insulators, books, old train sets, and pictures. Barry would also like to hear from other members with similar interests.

RENEWED MEMBERS

These members have renewed since the last issue went to print: Dave DePhillips, Ken Bitten.

RENEWAL NOTICES

Note that if your name appears here this will be your last issue if you do not renew.

September: Leonard Harlos, Ralph DiBiasi, Tim Vermaarde, Chris Buckley, Mark Solomon, Steve Happer
 October: Steve Wasz
 November: Mark Morgan, Lloyd Neal
 December: Dave Hay, Ken Brand, William George, John Gibbons
 January: Jay Sutherland
 February: Chuck Klein.

If you fifteen members will renew you can put AR back on easy financial ground. If you decline to renew at least let us know why so we can remedy what we are doing wrong. Please make all checks or money orders payable to Betsy Summers, ONLY!! Any other payable order can not be honored by the local bank.

SPECIAL NOTICE

The Allegheny Region Directory has been mailed. If you have not recieved one please let the Secretary know. This Directory is dated Spring '77 and a special supplement including new members and corrections will be published quarterly or as needed.

ADDRESS CHANGE: Once again Bengt Muten has changed his address. Bengt is now residing

(CONTINUED ON PAGE 10)

PROTOTYPICAL WISDOM

Rail news, submitted thru various sources:

AMTRAK

Amtrak #441, the Broadway Limited, derailed right outside of Downingtown, PA December 26 1976, bringing extensive damage to five cars which derailed. The train derailed at high-speed, knocking down three catenary poles and causing considerable track damage--but no fatalities. GG-1 #913 was not damaged. Long-distance trains the following day were hauled past the scene with diesel locomotives while overhead wires were being repaired. One ex-Southern Pacific sleeper will probably be a write-off as a result of the wreck, being extensively damaged. The other four derailed cars should be repairable, and they included Amtrak 5623, 5643, 5661, and 2002.

CONRAIL

Conrail's Reading Division should have its last eleven "green" cars (RER-13's) retired by sometime in April. GE should have all 18 Silverliner IV's in the supplemental order (171-188) delivered by January 18. There would be expected to be three daily rush-hour trains using "blue" cars after the Silverliner IV's are in service, probably two West Trenton and one Fox Chase round trips.

Conrail's ex-Penn Central service in Philadelphia still requires three trains of "red" cars (MP-54's). Trains 505 and 542 to Trenton use 7 cars, Trains 712 and 1749 to Media-Elwyn use 11 cars, and Trains 903 and 937 southbound on the Corridor as far as Wilmington use 7 cars. At least 16 more Silverliners would be required to replace these cars, so they will apparently be running for a while yet. Yeah!!!

The final scorecard on Conrail's 1976 track rehabilitation program shows 727 miles of welded rail installed since April 1, 4.5 million ties replaced, and 8,250 miles of track surfaced.

Conrail GG-1 #4800 "old rivets" went to Harrisburg Shop early in January to shed its Bicentennial paint scheme (thank God--Ed.). It will emerge as the first GG-1 wearing Conrail blue!!!! Dig it!

General Motors experimental electrica 1973 and 1976 "double-headed" a grain extra from Harrisburg to South Philadelphia December 16th, returning the next day with train PW-1. The EMD test car was coupled between the two units. Since then, both have been running separately on Conrail piggyback trains between Harrisburg and Kearny NJ.

Ex-New Haven E-40 electrica 4973 and 4977 are out-of-service at Harrisburg.

Another GG-1 makes it to Strasburg! On December 12th #4855 was cut-off of Conrail mail train #10 at Parkersburg PA with an overheated journal. On Tuesday the 14th it was hauled behind a Strasburg Railroad steamer from Leamen Place to Strasburg, where the defective axle was changed out. The G-motor returned to service on the 16th. You all may recall the well-publicized day in October 1974 when Amtrak GG-1 #925 became the first electric ever to visit the Strasburg repair shop.

Conrail RDC #9162 suffered only minor damage in a high-speed collision December 21st with an automobile at Tomlinson Rd crossing, Philmont PA on the ex-RDG West Trenton line. The driver of the automobile was killed, and the accident disrupted commuter service for hours. #9162 was heading train #5619.

PROTOTYPICAL WISDOM--rail news (Cont'd from page 4)

Conrail has assigned several of its rebuilt "GP-10" locomotives to the South Philadelphia and Morrisville yards. These are GP-9's upgraded to 1850 hp by Puducuh, KY, shops.

Conrail returned the last of those 100 leased diesel units to Canadian National in late December.

It appears that Conrail may drop the former Erie-Lackawanna Cleveland-Youngstown Ohio commuter train on January 28th unless the state of Ohio changes its mind and picks up the subsidy.

DELAWARE AND HUDSON *

Better hurry if you want to ride a dome car to Montreal. Sources at the D&H indicate that Amtrak is seriously considering the replacement of the present ALCO PA-hauled Adirondack with Rohr Turboliners between New York and Montreal.

Relatively reliable sources point to April 15, 1977 as being a big day in the Northeast. Would you believe that after that date, the Delaware and Hudson will begin operations on yet another new line? The plan calls for the utilization of the line from Binghamton and Buffalo NY to the New York metropolitan area (Secaucus NJ). Seems Conrail decided they had enough routes between New York and Chicago, and decided to get rid of some excess mileage. Clues to the change came from their upgrading of the former DL&W line from New Jersey to Binghamton by way of Scranton, while the Erie side was ignored. D&H then made arrangements to take over the old Erie line. It is not known at this time whether the State of New York will finance the addition to the D&H in order to keep the track in operation, or whether CR or the USRA did the trick. The Appolos are expected to be rerouted to avoid the grades at Ararat and White Haven, permitting better speeds.

Also of late, Union Pacific power has been showing up on the Appolos, sometimes even pure!!

Also on April 15th, there should be more traffic on the ex-LV line from Allentown to Newark, and on the ex-Reading line from Philadelphia to Allentown (former Bethlehem Branch), since on that date Amtrak will begin to set restrictions as to what times Conrail freights may operate on Amtrak's Corridor.

--J.W. Held

STEAM!

At a January 13, 1977 meeting of the Tri-State Chapter of the NRHS, in the course of a question and answer session following a presentation of the American Freedom Train, Russ Rowland announced that a "major Eastern Carrier, that will be celebrating an anniversary during the year 1977" has contracted with his company to operate AFT #1, formerly RDG #2101, system wide for a year. The company is believed to be the Chessie System. Furthermore, and even better, after that year, another company, "one who operates passenger trains in this country" (and we know who that is, don't we?) will lease the engine for a year and run it on the head end of several of their trains.

--J.W. Held

The American Freedom Train completed its 20-month tour of the 48 contiguous states on December 31 in Miami, FL. Ex-Southern Pacific Daylight steam locomotive #4449, which powered the red, white, and blue train for much of (Continued next page)

PROTOTYPICAL WISDOM--rail news (Con't from page 5)

the distance, began its homeward journey January 14th at the head of an 18-car Amtrak special to Birmingham, AL. It will be stored at Birmingham and leave for Portland sometime in April, completing what may be the longest steam excursion in history. Reports also persist that the City of Wilkes-Barre PA is attempting to purchase several of the Freedom Train display cars for use as an exhibit center.

Steam Tours is planning another Pittsburgh-Altoona fan trip on Conrail for May 22nd, using ex-Reading #2102 and ex-GTW #4070, while High Iron Co. has asked for a trip on Conrail from Harrisburg to Olean, NY and return the same weekend. High Iron wants to use 4-8-4 #2101 (ex-AFT #1), a sister to 2102.

FOGG

A GG-1 electric repainted in its original Tuscan red, with pinstrips and "Pennsylvania" lettering? That's the aim of an organization known as "Friends of the GG-1" (FOGG), which, together with the Potomac Chapter NRHS is spearheading a campaign to raise \$10,000 for the restoration project. The idea originated with Howard Serig, an economist for the US Department of Transportation and NRHS member, who discussed the proposal in a recent Trains magazine editorial (November 1976). Amtrak has made verbal arrangements with FOGG to repaint GG-1 #4935, currently stored serviceable at Wilmington, DE Shops. Popular sentiment seems to prefer the rarer PRR five-stripe pinstripes on Tuscan red as opposed to the same scheme over Brunswick green. The quoted price may escalate somewhat if major body work and other repairs are required. The actual work would be performed at Amtrak's Wilmington Shops. If you would like to help in this project by contributing money, time, assistance, or suggestions, contact: Kent Loudon/FOGG; 142 1/2 West End Av; Somerville, NJ 08876.

RAPID TRANSIT

The following SEPTA PCC cars are known to be repainted in the "Gulf Oil" livery since the program resumed last summer after the "Independence" cars were completed: June, 1976: 2051, 2119, 2131, 2186; July 1976: 2036, 2190; August 1976: 2116, 2120; September 1976: 2032, 2150, 2577, 2711; October 1976: 2080, 2182, 2789; November 1976: 2074, 2084, 2175, 2185, 2717. Most of these 24 cars are assigned to Woodland Depot, but several are at Callowhill.

Here's an update on Boeing-Vertol's Light Rail Vehicle program: For Boston MBTA--175 ordered, 26 delivered as of December 31, four accepted for service. For San Francisco MUNI--100 ordered, none delivered, 20 under construction. The first revenue run with an LRV occurred on December 30th when car #3418 operated in Boston's trolley-subway. Other cars in service are 3415, 3416, and 3420. No more are to be delivered in the immediate future. As for San Francisco, the first car (#1212) will not be delivered until this summer, with the balance to arrive by early 1978. Boeing is building about 15 cars a month at its Eddystone, PA plant, a suburb of Philadelphia, and has requests for demonstration programs in Cleveland, Newark, Pittsburgh, and Philadelphia.

The Broad Street Subway cars, dating from 1928-38, are the oldest passenger revenue equipment of SEPTA. Since December 14th, many five-car trains have operated in the rush hour.

(Continued on page 7)

PROTOTYPICAL WISDOM--rail news (Con't from page 6)

The Chicago Transit Authority has made application to UMTA for the purchase of 550 new rail cars and rehabilitation of right-of-way on its system (\$57 million)

The City of Newark is seeking \$13 million from UMTA for 15 Light Rail Vehicles, exact change turnstiles, closed-circuit TV and various track, wire, station and maintenance shop improvements.

SEPTA is planning to reprint its current Street & Transit Map of Philadelphia (20th Edition, March, 1974), but we understand that no corrections or revisions will be made on the map side of the map (only on the reverse); so that the elimination of route Q, the re-routings of Routes T, 84, 7, M, G, 37, etc. and the extensions of route 5 and 57 will not appear, unfortunately.

For those interested in the relative merits of trolley vs. bus, it may be interesting to note changes in running times on Route 47 in Spring 1967, when the line was all rail, and the present all bus route. The southbound running time in the day base (9AM to 12:30PM), from 5th & Godfrey to 8th & Wolf (9.05 miles) was 58.5 minutes-9.3 MPH average. Now from 5th & Godfrey to 9th & Oregon (9.48 miles) is 65 minutes-8.8 MPH average. Northbound (9.35 miles) in 1965-67 was 62.5 minutes-9.0 MPH average, and now in 1977 (9.62 miles) is 67 minutes (8.6 MPH Average)-Overall round trip time plus recovery allowances and mandatory 5-minute layover was 130 minutes-8.5 MPH and is now 138-141 minutes, 8.2 or 8.1 MPH. Of course, these figures are somewhat biased--during the rush hours, rail and bus have the same speeds. And, naturally, pull-ins and pull-outs are sometimes more efficient by bus since they don't have to follow the route. The running time on this line is affected by traffic conditions in the Italian Market Area--apparently the trolleys were respected more than the busses.

SEPTA is considering issuing a route map (transit network only, not a street map).

The MBTA (Boston) is holding hearings on a \$16 million project to reconstruct 100 PCC cars including car interior and cab, trucks, electrical auxiliaries and wiring system, and propulsion system.

SEPTA City Division is planning a testing program for the Spring of solid-state voltage regulators to see if they can be adapted for the PCC trolleys. The hope is to improve battery life, MG sets and other electrical components.

The newly-completed section of the fire-ravaged Woodland Depot has installed a Whiting railroad car jacks (similar to those used at 30th St. coach yard), in lieu of overhead cranes and are used for changing wheels, doing truck work, etc.

EXTENSION OF FORMER PAW LINE TO NORRISTOWN SOUGHT

A group of Delaware Valley businessmen want SEPTA to extend its Norristown High Speed Line to Exton PA; Chester County. The transportation committee of the Delaware Valley Council has recommended that SEPTA ask the federal government for funds to extend the line. The transportation Committee realized that there is a potential demand for additional transit service in the King of Prussia, Exton, and Chesterbrook areas.

The first possibility that was studied was extending the Market Street Subway-Elevated from the 69th St. terminal into Chester County, but the cost of this idea was considered excessive because the subway operates on a wider track gauge (5'2 1/4")

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PROTOTYPICAL WISDOM--rail news (Con't from page 7)

than the high-speed line (4' 8 1/2") and thus the two systems couldn't be merged.

Next possibility turned to the Norristown line, which runs between 69th St. terminal and Norristown, PA. This third-rail trolley line has been in service for over 50 years and is commonly known as the P&W line, because it was built by the now defunct Philadelphia and Western Railroad. The basic idea would be to run the P&W "bullet" cars onto a freight line that was once owned by the Reading (the former Chester Valley Branch between Bridgeport and Exton, PA). Years ago these tracks were used for passenger service, but now Conrail only handles about one freight a day on the line and often even less than that. The proposal called for an interchange to be built between the two lines near King of Prussia PA, where they are only about a quarter-mile apart.

The idea to extend the P&W is not new. Morris Taylor first proposed it in 1963 when he was president of the Philadelphia Suburban Transportation Co., now the Red Arrow Division of SEPTA. Taylor abandoned the idea in 1964 when he discovered that the cost to upgrade the freight tracks and to put in third-rail for the P&W cars would have been excessive.

BOEING VERTOL SEEKS TROLLEY CONTRACTS

The Boeing Vertol Co. of Ridley Township, Delaware County PA is going after new trolley contracts. If it's successful the new work could mean as many as 1200 new jobs, welcome news to the company which recently lost an Army helicopter contract, and is laying off 600 workers. And it would be a boon to the county, hard hit by plant closings and and job furloughs in recent months.

Boeing plans to look for new trolley work in Philadelphia, Cleveland, Buffalo, and 10 other cities. The firm is now building 20 new trolleys a month for the Massachusetts Bay Transportation Authority (MBTA) and next year will build 100 trolleys for San Francisco. Boeing is the only company now building trolley cars in the United States, one of just two firms doing so in North America. And company officials say this fact makes them particularly hopeful about getting more trolley work.

The cities of Cleveland OH and Buffalo NY both expressed an interest in the new LRV's (Light Rail Vehicles); Cleveland would be replacing trolleys on its Shaker Heights line, and Buffalo is looking into the possibilities of building an entirely new system. SEPTA is seeking \$42 million from UMTA to help buy 75 new trolleys for the five remaining subway-surface lines between West Philadelphia and Center City Philadelphia and 25 new trolleys for the Media and Sharon Hill lines in Delaware County. SEPTA is also said to be interested in purchasing 18 new trolleys for the Norristown High-Speed line (P&W Line) to replace the aging "bullet" cars now being used. Boeing officials have expressed an interest to test a set of LRV's on the P&W line because of all the good grade separations the line offers. The P&W Line, so called because it was originally operated by the old Philadelphia & Western Railroad, doesn't cross any streets at grade as do the Media and Sharon Hill trolley lines. This enables the P&W cars to operate at higher speeds, about 70 MPH, while the Media and Sharon Hill trolleys average about 35-40 MPH.

Boeing's only competition in the field in North America is the Urban Transportation Development Corp. Ltd., of Toronto Canada, which is building new trolleys for that city. One advantage Boeing is going after new trolley contracts is that they have already spent \$9 million in railroad changes to its plant to build trolleys. Any other company that bids on new trolley work will have to make a large Capital Investment, which will probably mean a higher bid. The other thing in Boeing's favor is that the trolleys it has produced are already in operation. Last month, Boston put two Boeing trolleys in service on its riverside line during a heavy snowstorm. About 300 people crammed into a trolley built to hold 219, so it seems apparent that people would rather cram into these new trolleys than to wait for another. Ten trolleys to date have been delivered to Boston, which will buy 175.

(Con't on page 9)

PROTOTYPICAL WISDOM--rail news (Con't from page 8)

from Boeing at a cost of \$300,000 apiece.

When all the trolleys are delivered to Boston, Boeing will start building 100 cars for San Francisco. Boeing states that while trolleys are being built for those two cities, they will have the capacity to produce cars for other cities as well. Dayton, Ohio has run into problems with federal officials over its plan to start a new trolley network, but nine other cities are considering either starting trolley routes or expanding existing service. They are: Los Angeles, San Diego, New Orleans, Cincinnati, Baltimore, Portland, Ore, Rochester NY, Austin TX, and Kansas City MO.

There has been a resurgence of interest of trolleys in recent years. This is in sharp contrast to the years after World War II, when many trolley lines and systems were abandoned as Americans increased their use of private cars. But when the gasoline became scarce during the Arab Oil embargo in 1973, many transit planners and public officials turned back to trolleys as an efficient form of transportation.

From an article appearing in
The Philadelphia Evening Bulletin

A WORD FROM DEUCE

SURVEYING AMERICAN RAILROADS
(Part Two in a series of articles)

--by Deuce Manton

THE LIMITEDS WE LOST

The fate of the American passenger train was predictable years before World War II, but an industry which had once counted on passengers for 20 cents out of each dollar of gross couldn't bring itself to credit the logical conclusion of graphs which indicated that automobile registrations rose, rail-passenger miles declined. Even when the rail-passenger peak of 1920 was sliced in half less than 20 years later, (and the rails could charge only half as much on what traffic was left to remain competitive), railroading reacted like an outclassed prize-fighter, feinting and dancing about the opponent to last out the round.

For a spell the rails arrested their decline initially with a mass air-conditioning program at \$4,000-plus a car and two, even one-and-a-half cent-a-mile fares; and soon thereafter with streamlining. War beclouded the results of the counter-attack, and contracts for re-equipping the passenger car fleet had been signed before V-J day.

As America voted for the ultimate freedom of the automobile (and 40,000 brand-new miles of superhighway to drive it on), railroads still disbelieved, charging that if only the regulator would allow discontinuance of companies' empty locals the rails could make money on the full limiteds. But when the name train became caught in the vise between jets above and Chevys below, they too lost their clientele; and road after road decided that the stigma of "freight service only" was preferable to the red-and-white ink of show window trains. You just can't slice passenger train-miles from 392 million in 1940 to an estimated 183 million in 1964 and leave all the goodies in the GUIDE. Entire states virtually lost all rail-passenger service in the process (two examples being Maine and South Dakota). Those of us who chose not to fly or drive were quite agonizingly faced with the fact that we'd ridden the B&O out of Jersey City, say, or the "HI" to Seattle for the very last time. No figures, however red, could explain that to the heart.

A WORD FROM DEUCE (CONTINUED FROM PAGE 9)

WORLD WAR II: THE GREATEST TEST OF ALL

Railroading's finest hour lasted 45 months and produced the finest testimony of all time for the efficiency of the flanged wheel on the steel rail. The rails had every excuse in the world for failure. A third of their mileage was in bankruptcy, and another third was all but insolvent. They possessed far fewer employees, locomotives, and cars than they had in World War I, when the Government felt obliged to run trains during a short single-front conflict. And instead of sharing the load, the rails' road and river rivals actually produced fewer ton-miles in 1943 than they had in 1941. Railroading confounded its skeptics by almost doubling its prewar ton-mile output and almost quadrupling its passenger traffic, hauling in the process more than 90% of all military hardware and 97% of all troops. Item: although coastal tankers and pipelines had virtually excluded the railroads from oil and gasoline traffic, German submarines suddenly left no choice but the tank car. Overnight rial deliveries to the East soared from 472,500 to more than a million gallons a day. It took triple-berthed troop sleepers, women in the roundhouse, C&O 2-8-8-2's on Sherman Hill, trains in eight sections, enough main trains to move nearly a million soldiers and sailors a month, and unimaginable sweat and weariness. But what it took, the railroads had.

--Deuce

RUNNING EXTRA:

MODEL TUNNELS MADE EASY

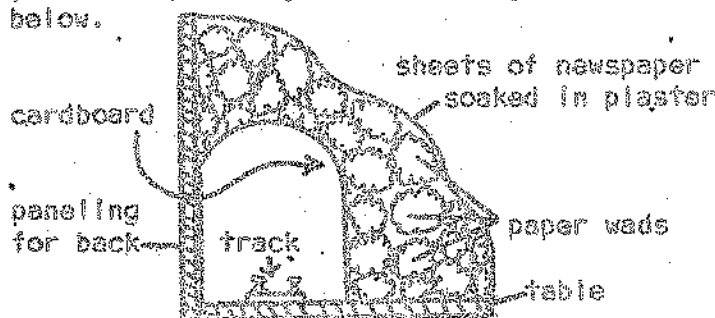
--by Deuce Manton

Back again with another modeling idea! If you have a pike which is designed in teirs, or if you have the traditional "open country" pike and you are having trouble designing tunnels in a realistic way, then I believe I may be of some assistance.

First of all, go out and get yourself a mess of old cardboard sheets. The kind that they make notebooks out of is preferred. Cut the cardboard into strips about two feet in length and one foot in width (try two feet for double track). Bend it into a horseshoe. (Pretend its the Altoona curve.) Next place the horseshoe over your track. (see illustration). Then tape or tack down the ends so the horseshoe stays firm. You might want to cut a few access holes before you tack it down, in case of derailments.

Now comes the messy part. Run out to your garage and grab last week's paper. Take the paper and rip it up, rolling it into wads. Next, stuff the paper all around the horseshoe of cardboard to form a hill. Grab an old mixing bowl and mix up some hydrocal plaster. Make it good and soupy! Take a few more sheets of paper and rip into smaller sheets. Don't crumble these. Soak one of the sheets in the bowl till its covered with plaster. Place flat over newspaper wads. Let dry for a few hours. Go watch the football game or somethin'. When the game's over go check your work. You will see that you have constructed a perfect scale model hill, ready for scenery.

The rest is up to you as to painting and detailing, but for additional information see illustration below.



MODELING PASSENGER TRAINS---PART III

Diesel and Electric Motive Power

--Greg LaRocca

In the last installment of this series we covered steam for motive power; this time let's explore the possibilities of using diesels and electrics.

If you're a diesel fan, good luck. Below is a partial list of passenger diesels:

FA's, PA's F-units, FP-units, E-units, SDP's, Geeps, SD's, U-boats, Shark-noses, C-liners, SW's, NW's, Alco Centuries, and just about anything else with traction motors.

As with steam, there is a rather large selection to choose from. Unlike steam, however, there is no one really universal type. The closest thing to a universal type is the F-unit, but it still falls short of its goal. The best way to decide which diesel to use is to check the prototype you're modeling and then follow their practice. For you freelancers, just choose whatever suits your needs.

In electrics, things are a little easier or harder, depending on how you look at it. The only American prototype, plastic units on the market are the GG-1 of Pennsylvania and Amtrak fame, and the E-60 of Amtrak. The only thing that I can recommend is that unless you're a real catenary freak, forget electrics and go diesel or steam.

Before I leave you on your own 'till next time, I'd like to offer some prototype information concerning G-motors and E-60's, to clear up some confusion concerning them. (The following information was taken from Railroad Model Craftsman and Railfan magazines.)

For some reason, the majority of model rails think that the majority of G-motors were painted tuscan red. Now, I believe that 50% of the 139-unit fleet was geared for passenger service (I couldn't find any figures on this aspect). However, out of 139 units built, only 17 engines received passenger colors. Twelve were tuscan with five strips, two were tuscan with a single, broad stripe, and three were silver. Hence, 122 units were in the Brunswick green freight scheme even though quite a few were used for passenger service.

Concerning the E-60, there is actually two variations. The E-60CH which has Head-End Power (HEP), and the E-60CP, which is equipped with steam generators. The E-60CH's are generally used with Amfleet cars, and E-60CP's are used with conventional cars. However, this is sometimes reversed, and therefore power cars, or steam cars, can be seen at the head-end of E-60-powered trains.

REPAINTING YOUR CABOOSE

--Greg LaRocca

Caboose can be among the most interesting cars of a train, and if you have a private roadname you ought to have a caboose to match it. Naturally, all techniques mentioned here can be used on other freight and passenger rolling stock.

The first thing to do is to remove the old lettering on the caboose with Walther's Solva-set. If this isn't done, the old lettering will leave a "ghost" on the new paint job. After this has been done, wash the car in warm water with detergent added.

Painting the base-coat is next. I use Floquil spray paint. Just spray on a coat, wait 15 minutes, and then add a second coat. After this dries (when the odor of solvent disappears), spray on two coats of Floquil Crystal-Cote. Now for the decals.

After six years of putting decals on plastic airplane kits I've come to the conclusion that the worst thing you can do is follow the manufacturer's instructions.

(CONTINUED ON PAGE 12)

WINCHESTER & WESTERN RAILROAD

--by Ken Brand

Many of you probably haven't heard of Winchester but if you look on a map of Virginia you'll find it. Around here we have a small railroad that's starting to decline but still is going pretty strong. The Winchester And Western is the name and runs from Winchester to Gore, VA. It used to go from Winchester to Wardsville, West Virginia and was originally called the Winchester and Wardsville Railroad. In Wardsville, it met a narrow gauge railroad called the Lost River Logging Railroad. The L.R. Railroad ran out of business and closed down some years ago, and as a result the W&W was shorted from Wardsville to Rock Enon, W.VA, and later back to Gore because of insufficient funds.

The W&W did have three engines, five passenger cars, and some freight cars, gondolas, and others. It also had two busses that ran the route. But the only thing the railroad has now is one engine, a switcher, #51, which has now been in service for about four or five years.

The railroad has an average grade of 2-3%. The track usually runs along the banks of creeks to be free of as many hills as they can, and goes through three gaps: Little North Mountain, Hunting Ridge, and Big North Mountain.

Almost every day the railroad hauls one and sometimes two loads of glass sand from Gore to the B&O, C&O, or one of the railroads that come through Winchester. Glass sand is the main product coming from Gore, but lumber from Big North Mountain and chemicals from a plant there are typical consists.

Some of my friends and I are thinking of hiking the railroad from Gore to Wardsville and looking into the possibilities of seeing if the railroad can get capital funds to turn the old right-of-way into a scenic ride.

If anybody would like to know more about the Winchester & Western please let me know and I'll try to answer your questions.

REPAINTING YOUR CABOOSE--Greg LaRocca (Con't from page 11)

To apply decals I do this: first I trim as close to the printing as I can, then I soak it in warm water for about 45 seconds. Then I slide the decal into place and remove the excess water. Finally I add Walther's Solva-Set. After the decals dry, spray on two coats of Floquil Flat Varnish finish.

Weathering is easy. Just use a wash of Pactra Polly-S grimy black, and there you have it.

advertisement

RF-16's POWER THE SPRINGFIELD VALLEY'S READING TO NEW YORK RUN

On the Valley's Reading to New York run, freight trains move at passenger train speeds. Three Baldwin RF-16 locomotives--in service on the SV's EMPIRE EXPRESS--maintain one of the fastest interstate runs to the Empire State. These 8-cylinder, 1600 HP road units not only speed up the Springfield Valley's schedules, they also handle heavier payloads. And the dependable Baldwin power stays on the road longer with less down-time for scheduled maintenance. For the Springfield Valley this means lower operational costs and better customer service.

THE FAMILY OF LINES
SPRINGFIELD VALLEY DIVISION
29 Grove Av
Flourtown, PA 19031
David T. Manton--President

SHORTLINE RAILROADS AND RAILWAYS IN THE SOUTH

--by William Wooley 3rd

This story is about the Shortline Railroads and Railways in the Southern states. To begin with:

(A) DURHAM & SOUTHERN RAILWAY--The D&S railway is a 60-mile shortline from Durham NC to Dunn NC. This railway has only three large connecting roads and the most powerful units in the fleet. The D&S since the late 1800's had steam locomotives which were only Baldwin-built back then. Then in the late 40's and early 50's they operated exclusively Baldwin diesel units, including: RS-12 #1200-1202, DRS4-4-15 #363 (ex-Soo 363). In the early 1970's they purchased their first EMD units, GP-38's #2000-2004. Some of the Baldwin units were traded in for these new EMD's, and it won't be long before all the Baldwins are gone.

The D&S makes connections with:

Southern Railway; location: Dunn, NC

Norfolk Southern (now Southern); location: Fuquay-Varina, NC

Seaboard Coast Line; location: Aput, NC

(B) NORFOLK SOUTHERN RAILWAY--The NS Railway is more like a shortline. Owning about 400 miles of line stretching from Washington, DC to Charlotte NC, the railway has three main lines. Since the late 1940's and early 50's they had Baldwin-built locomotives, but in the late 1950's they bought on their first fleet of EMD units and new Baldwin diesels for their line. The units they had along the list below, with the exception of the GP-38's.

(1) Baldwin units:

RS-12 #1200-1202 #1201-1202

DRS4-4-15 #363-364 #365-366

(2) EMD units:

GP-38-2's #2000-2004 #2005-2006

GP-40 #1047-1049 #1050-1051

GP-40 #2330-2339

GP-38 #2740-2744

GP-40 #0180-0196

The Norfolk Southern units can be seen in the following locations for snapshots:
Route 109 North-South Mt Gilead NC-Madeville NC
Route 24-27 East-West Troy NC-Star NC
Route 734 North-South Mt. Gilead-Horwood NC (Hotshot: Pee Dee River Dam)
Route 15-50! South only Star NC

After 1974 the Norfolk Southern Railway merged into the Southern Railway System, which meant that their standard hood units became high-hood units and repainted.

AVAILABLE NOW.....Complete roster of CONRAIL motive power. This is the most recent motive-power roster put out to date, being taken directly from the CONRAIL Employees' Timetable, and covers all units inherited by the Corporation since April 1, 1976. Listings include the new CONRAIL number, former railroad and number, builder and model. For your copy, we ask that you send 25¢ to cover postage and handling, for it is in itself the length of the average-sized DISPATCHER. Send to: Scott "The Duck" Drake, 732 Arroyo Rd., North Hills, PA 19036. Limited copies available, so send for yours now. No stamps please.

HO DROVERS CABOOSE

--by Kevin Moore

The photo on page 15 shows Kevin Moore's HO Drovers caboose which he kitbashed from a Tyco 1860 Combine car. Kevin adds these comments about the model:

- Cupola comes from an AMT caboose
- Molded handrails were filed off and replaced with wire ones
- ladders, catwalks, and queenposts were added
- interior is detailed including a pot-belly stove
- model is painted Floquil caboose red with a grimy black roof and cupola, then heavily weathered with an airbrush. The lettering is for Kevin's pike: The Chestnut Ridge Railroad.

Kevin says that he's added a few finishing touches to the model since the photo was taken. These include body-mounted Kadees, wire grab rails on the cupola, a semi-detailed brake system, turnbuckles, and Kadee brakewheels. Also the crack below the cupola has been repaired.

Kevin's model is an excellent example of how a relatively inexpensive model can be converted, with a little time and ingenuity, into a real conversation piece.

ALLEGHENY REGION ADMINISTRATION

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WITH OTHER ASSISTANCE FROM: Joe Tarquini, Tarquini Labs Photo Service, Deuce Manton,
John Held, Robert F. Preston IV

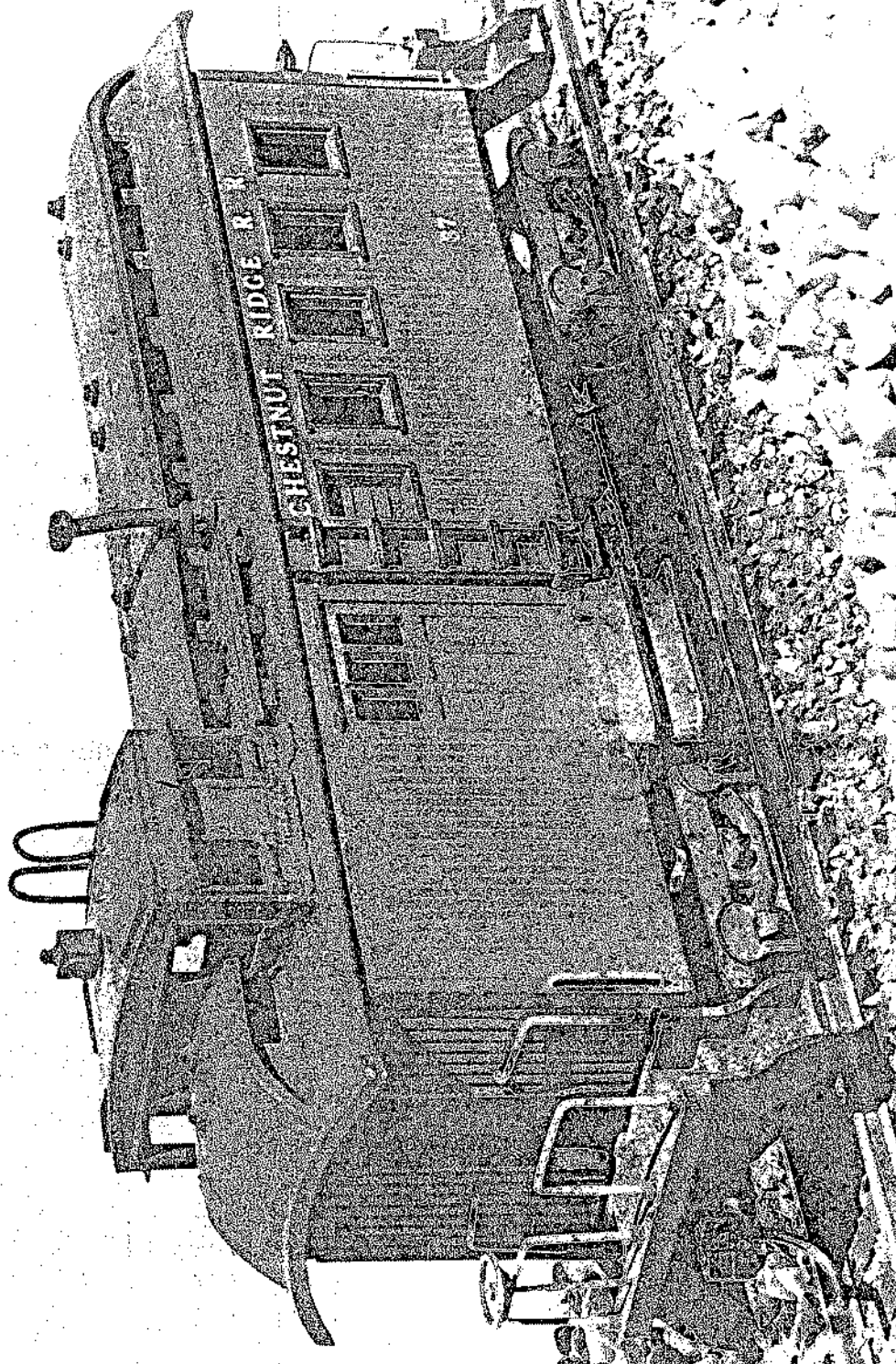
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SECRETARY'S REPORT (CON'T FROM PG. 3)

In the U.S. (Bengt--may I say both the post office and I are very glad you're back--Sec. Treas.) Bengt Muten; 6409 Lakeview Dr., Falls Church, VA 22041.

NEW MEMBERS (CON'T) James Tally
S-2221 Eastwood Rd
East Aurora, NY 14052
(716) 655-0149
HO

Jim's preference is diesel freight but he does run steam and passenger. His pike is currently under construction with 60 feet of track already laid. He is also designing a pass and is open for suggestions.



Kevin Moore's drovers caboose kitbashed from a Tyco 1860 combine. Photo by F. Tartalone

ALLEGHENY REGION
SPRING 1977 ELECTIONS

CANDIDATES PLATFORMS

FOR AR PRESIDENT: SCOTT "DUCKY" DRAKE (19)

As the next President of the AR I can foresee many changes which I feel would be beneficial to all the members as a whole. The region itself is still going strong, and we are still the most active in the entire TAMR, but this does not mean that there is not room for improvement. So far, the region is being held together through the efforts of a handful of individuals. If we didn't have these people around to take care of things for us, we would certainly not be where we are today. As President, I can see the many open doors as to you the average member can participate in making the AR even better. At this time I would like to mention a few points which I feel I can bring about as President:

- 1) A new revised Constitution, one which is not so dictatorial on behalf of the President. I would like to change the Constitution so that more power can be placed upon the members of the Executive Board and the regular AR member. In other words, more power to the people and less power to the President. According to the present Constitution, the AR President can essentially act as a dictator, and no one else in the AR can get into his way to stop him if he happens to do something that others don't particularly agree with. I would like to adopt a Constitution which would let the Executive Board Members, and the regular AR members, have more say in what's going on. I'm sick and tired of some of the things that have been going on behind the member's backs!
- 2) An escalated AR membership drive--we currently stand at 54 members, still the largest and strongest region in the entire TAMR. During that time that I will be serving as your President, I would like to see that figure come close to 100 members. Can you imagine, 100 members in the Allegheny Region?? That's about half of the TAMR right there! There are many, many potential members out there, and I'd like to get them to join our group, to make it even bigger and better than ever. Right off the bat there are about 24 TAMR members living within AR boundaries who do not belong to the AR. I would like to at least have the opportunity to expose these and other people to the group, and perhaps interest them enough to join in.
- 3) An increased DISPATCHER, bigger than ever before--and I'm shooting for quality and not quantity. A newsletter is only as good as the articles it contains, so what's the sense of putting out an expanded DISPATCHER-----if it's only going to be filled from cover to cover with boring features and dull articles? If the Treasury allows for it, I would like to see the return of photo pages in the AD on a regular basis. Working along with P.J. Manton, I feel we can uphold and even better strengthen our image, by helping to make the DISPATCHER the best and most followed newsletter in the TAMR. We already have a plan for expanding the DISPATCHER which would make half of each issue devoted exclusively to prototype and the other half exclusively to modeling.
- 4) Last but not least, at the moment, a dues increase of 50¢/year for all regular members. The new increase to \$2.00 a year will help us to cope with rising postal rates and paper/printing costs without having to shorten the DISPATCHER from its current length. Also, corresponding with potential members is going to take money which we don't have now, but will with the increase. I'm sure you will all agree that the increase is not much, and we will all benefit from it.

LET'S ALL SUPPORT THE AR! VOTE FOR SCOTT DRAKE FOR AR PRESIDENT.

AR HAPPENINGS

No sooner had the new Spring '77 directory come out when the nitpickers started on my back. I was immediately brought to light of all the places in the Directory where I had, er, screwed up. So to put everyone's mind to rest I'll attempt to make those corrections here.

Everyone should have their directory by now, so if you have this issue in your hand and no copy of the Directory, you got gypped! Better let me know as soon as possible so I can send you your copy.

On the back cover of the Directory appeared the Family of Lines route map, and on the back cover (inside) of this issue you'll find a copy of the revised edition of that map. The map in this issue I hope is the more valid of the two at this time, as several members of the Family of Lines brought my attention to all the goofs on the original.

Reports John Held: Reports have come to us as an error regarding the trackage operated by the Johnstown, Lackawanna, & Williamsport in a recent publication of the Allegheny Region. Certain parties have prepared an erroneous map of the route of the JL&W, one of the few profitable rail properties remaining in the Northeast, which implies that this company operates from Altoona PA to Newark NJ. While our track is extensive, and our service less so, we are not quite so far flung, and in fact, operate trackage only in the Commonwealth of Pennsylvania. Our endpoints are Wilkes Barre and Altoona, though we have trackage rights from Altoona to Johnstown, our most western terminus. (Yeah, John, you just run into Johnstown so you get to ride around Horseshoe Curve!-Ed.) I shall have an officer supply your publication with further details and information at a later date.

From East to West, an operating timetable gives these location names as along the route of the Johnstown, Lackawanna, and Williamsport:

| | |
|----------------------------------|---|
| Single-track, CTC | Wilkes Barre: moderate sized yards, interchange with the D&L and LV |
| | Plymouth: small yard, interchange with EL (formerly DL&N) |
| | Silkworth |
| | Sweet Valley |
| | Red Rock |
| | Divide: Benton Branch, connects with RRG |
| | Unityville |
| | Hughesville |
| | Pennsdale |
| | Moabtownville |
| Double-track, ABS | Williamsport: division point, yards, sight of major car and locomotive shops. PC connection |
| | Larrys Cr. |
| | Jersey Shore: numerous industries |
| | Avis |
| | Lock Haven: small yard, interchange with PC |
| Single-track, train orders | Clintondale |
| | Nittany |
| | Mingoville |
| | Bellefonte: interchange with Bellefonte Central |
| | Pleasant Can |
| | State College |
| | Graysville |
| | Spruce Creek |
| | Elberta |
| | Altoona: moderate sized yard, interchange with PC, but trackage rights to small terminal at Johnstown, PA over PC |

(CONTINUED NEXT PAGE)

AR HAPPENINGS (Cont. from page 17)

JL&W is a bridge line owned by PC and EL, with substantial interests in DRH Co. Most EL traffic is interchanged at Wilkes Barre with Lehigh Valley, though EL gets some at Plymouth. DRH gets the New England traffic. Substantial coal comes off the Reading at Red Rock, along with some general merchandise.

JL&W has little power of its own, preferring to lease and run through units of its owners, although it often winds up with older and less reliable power as a result: to the delight of railfans.

For further information contact:

JL&W Sales Office
72 Bell St.
Belleville, NJ 07109

JOHN W. HELD

Chris Crosby, 35 Shady Lane Dr, Lakewood NJ wishes to bring our attention to two errors in his listing in the '77 Directory. #1 as of 1-3-77 Chris is 14 years old and not 13; #2 He changed the ~~name~~ name of his layout from Pit Mountain Lines to "Virginia, Frances, and Christian Lines".

Yesserie!

Chris also mentions that he would like some instructions on zip texturing and hardshell scenery. Well on page 10 is Deuce Manton's "Model Tunnels Made Easy" which should help a bit on hard-shell technique; as for zip texturing, well, it seems like we can add that one to the list of "Lost Arts of Model Railroading". Zip texturing on layouts has seemed to fall by the wayside in recent years for it was a rather involved process if I recall correctly. Many model railroaders turned to Hard-shell because of its ease if nothing else.

Getting back to the Family of Lines Map on the inside back cover of this issue, for a moment:

- The map indicated where there is single, double, triple, or quadruple trackage
- one of the major changes from the original which appeared on the back of the Directory is Joe Tarquini's Division of the Family of Lines. Joe has decided to abandon all remaining Sunburst trackage and switch over to modeling B&O. As Joe puts it: "Sunburst was not a very profitable operation." With Joe Tarquini as President, I wouldn't doubt it!
- Deuce Manton's Springfield Valley Division has been extended to Pottsville, PA, to cover the entire length of the old Reading Main Line.
- Dave "Whitehat" Foley's Whitmarsh Valley Division has been altered to include Wilkes Barre PA as an interchange with the Johnstown, Lackawanna, and Williamsport of John Held, and the Lehigh Valley of Lenny Harlos.
- JL&W now runs around Horseshoe Curve and avoids Allentown completely.
- the former RDG New York Division between Philadelphia and Trenton, not a part of Chris Buckley's Central Valley, has granted trackage rights to through Tarquini B&O freights.
- a new member has recently joined the Family of Lines, Dave Kings. Dave models Union Pacific, and has decided to start a Family of Lines Western Division, which runs on their Laramie Division, not shown on the map.
- Betsy and Patty Summer's respective Divisions were also not shown, both being still under construction.

During the Christmas Holidays some AR members to the Philly and Pittsburgh Divisions got together for some railfanning and other goodies. Betsy and Patty Summers came East to visit for two weeks, then Ducky Drake returned to Pittsburgh with them on the National Limited. Says Ducky of the ride: "We had to stand between the cars all the way from
(Con't next page)

AR HAPPENINGS (Con't from page 18)

Philly to Harrisburg, where lots of people got off. The rest of the ride was nice even though we went around Horseshoe Curve after dark." Ducky returned two weeks later on an eastbound National.

In the last issue we reported on Deuce Manton's recent acquisition of a 1960 Ford station wagon hoagle. Well, it's happened already! In early January Deuce was just driving home when one of the ball joints cracked off and off came Deuce's right-front wheel. Leaving the helpless hoagle in the middle of a busy intersection. Deuce went in search of a tow truck. Another 15 bucks, Deuce?

As of this time, things seem to be pointing towards Philadelphia again for the site of the 1977 Allegheny Region Convention. Seems some of our Pittsburgh members really like it here. I'd like to have it based in Western Pennsylvania if it were at all possible, but if the vote goes to Philly there it stands. Instead of holding it in the Spring according to tradition, we've decided that it would benefit more members by moving it to the summer months, say the last week of June. At least by that time more people will be out of school, and vacations from jobs have plenty of time to be arranged.. Wherever it's held, let's have a good turnout this year!

The Family of Lines itself has been progressing quite nicely. We now have the entire mainline completed and are concentrating on wiring right now. We're also trying to get all the bugs out of the trackwork. There's one more yard to install, and an addition to an existing yard, then we can move onto some scenery and get the thing looking half decent.

Deadline for all next-issue material is March 15th. The next issue will contain a repeat of the candidates' platforms and the Official Voting Ballots. We are urging each and every one of you to vote, and please use your ballot in the next issue. We would also like to see a return of photo pages on a regular basis if we can work out a good deal. In future issues: Full article on John Held's 30-day whirlwind Amtrak-USA RailPass trip; superdetailing a big heavy, awkward Athearn HO GP-9 to arrive at an EL GP-7--by the M scale king.

ELECTION PLATFORMS.....CON'T FROM PG.16

FOR AR SECRETARY/TREASURER: DAVE KINGS (16)

Having been a member of the Allegheny Region since April of last year, I've met many other members and have made many new railfan friends. The one thing I've noticed most about the AR is a lack of communication and fellowship between the members. I feel this can be remedied by pre-planned meets and get-togethers in different areas of the AR throughout the year, and smaller meets and such in more remote areas, inviting all members within a reasonable distance to attend.

Again, communication with the officers could be improved, in that, I live close to our Editor, P.J. Manton and our Presidential hopeful, Scott Drake, and we see each other often.

I would assimilate the ideas and attitudes of my predecessor in trying to hold together a budget, and promote regional spirit. Let's face it, you can't have

(CON'T ON PAGE 20)

WESTERN REPORT

Late additions to our PW-pages from the Pittsburgh Area
News submitted by E.A. Summers

The last two Lehigh Valley Snowbirds were spotted at Conway Yard (west of Pittsburgh). They have blacked out the LV markings and were being turned on the table to be shopped probably for light repairs that are carried out at Conway. Speculation is that the ex-Snowbirds will remain in their present Valley liveries (CR'd, of course) and will not receive the CR-blue treatment until they are shopped for heavy repairs.

Ex-Erie Lackawanna Bicentennial unit #6990 was seen on Pittsburgh's north side. It too has been CR'd (EL lettering painted out and a stock CR applied). It remains red, white, and blue.

Rumors that Pittsburgh trolleys would be scrapped are replaced by rumors that the golden triangle area in downtown Pittsburgh will be the future sight of the depot for the new super-trolley routes linking the South Hills with Central Pittsburgh.

Several trolleys have been reported repainted by PAT. They are repaints in the same colorful livery used by PAT (bands of different colors separated by bands of white). There are six trolleys (1500-series) still in the original red and cream, or red-clad colors, and approximately 14 left in the mid-period gray and white, or 'gray-clads'.

Antrak strikes again during the severe weather in the Pittsburgh vicinity. The Broadway Limited has been up to 10 hours late and the National Limited an average of two hours late.

On December 30th Pittsburgh's only RDC train (a four-car consist) was wrecked. A shroud of mystery blankets this incident. The train is left idling during off hours at B&O's Glenwood Shops (east Pgh.). Apparently someone or something managed to jam the controls into the run position and the phantom train left Glenwood yard following the B&O Main Line along the river. Finally an alerted train crew threw switches and sent the train crashing into the rear of a parked freight. The RDC's had already careened thru twelve crossings, travelling too fast to activate the crossing gates, and had the potential to go thru to Baltimore before the crew managed to derail the phantom train. No one was injured but two RDC coaches were completely wrecked and one is in need of extensive repairs.

ELECTION PLATFORMS.....CON'T FROM PG.19

FOR AR SECRETARY/TREASURER: DAVE KINGS (18)

good regional spirit without good regional communication.

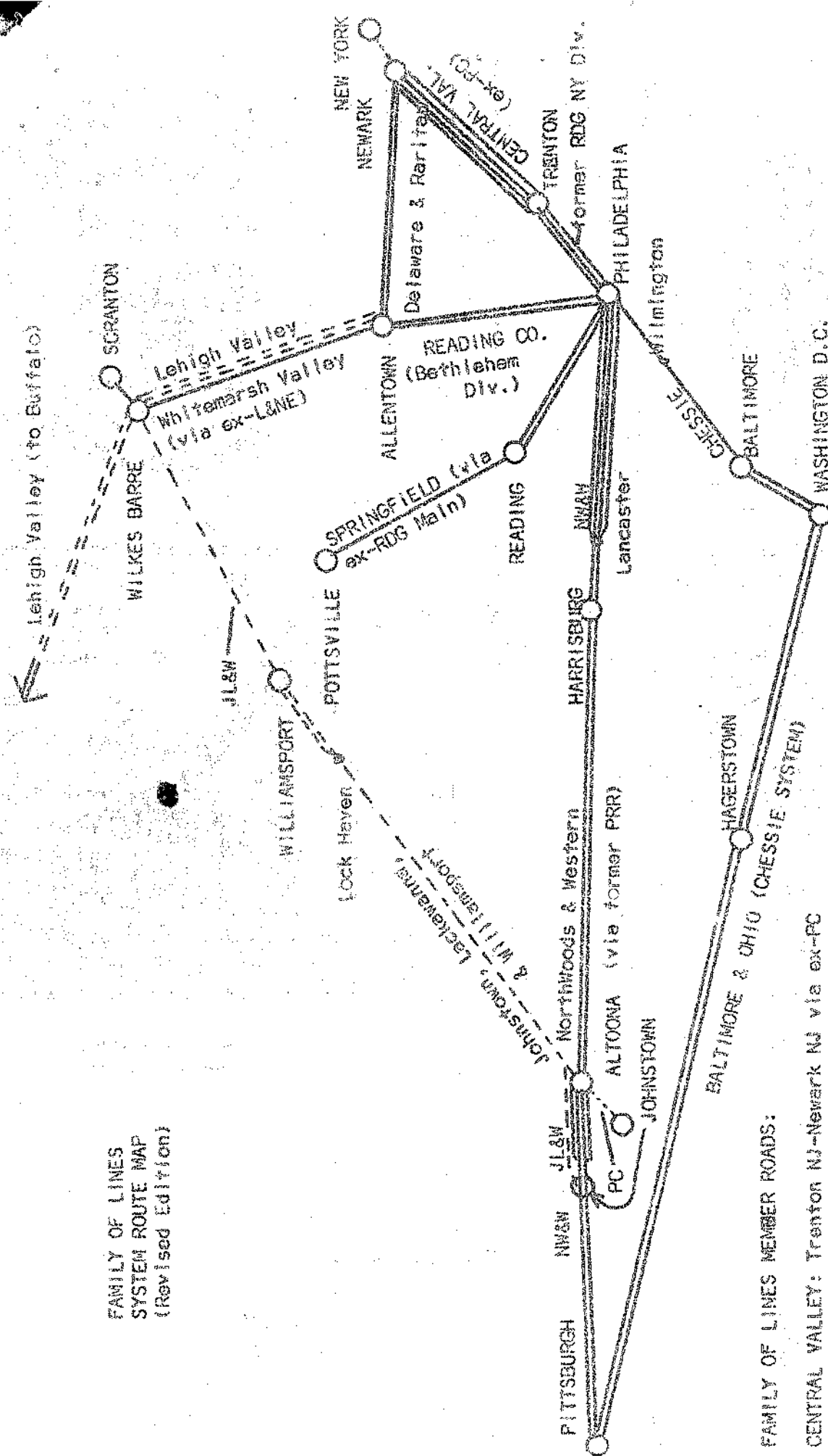
As for my past experience in railroading and leadership positions, I've been a member of Model Railroading Explorer Post 680 for four years, and have been President for six months. I'm a Family of Lines member, and have done work with GATSMC Lines (Greater Abington Township Society of Model Engineers), North Penn Model Railroad Club, and other model operations.

Being an employee of Conrail, and a volunteer worker for the Black River and Western Railroad, I see a lot of prototype, from which I take ideas for scale.

When you vote next issue, let's have a vote for better communication!

LET'S ALL SUPPORT THE AR! VOTE FOR DAVE KINGS FOR AR SECRETARY/TREASURER.

FAMILY OF LINES
SYSTEM ROUTE MAP
(Revised Edition)



FAMILY OF LINES MEMBER RAILROADS:

CENTRAL VALLEY: Trenton NJ-Newark NJ via ex-PC
 DELAWARE & RARITAN: Newark NJ-Allentown PA via former LV, CNV
 NORTHWOODS & WESTERN: Philadelphia PA-Pittsburgh PA via former PRR
 WHITE MARSH VALLEY: Allentown-Wilkes Barre-Scranton PA via ex-L&NE
 SPRINGFIELD VALLEY: Philadelphia-Reading-Pottsville via ex-RDG Main Line
 READING COMPANY: Philadelphia PA-Allentown PA (Bethlehem Branch)
 BALTIMORE & OHIO (CHESIE SYSTEM): Philadelphia PA-Washington DC-Pittsburgh PA

LEHIGH VALLEY: Allentown-Wilkes Barre PA-Buffalo NY
 JOHNSTOWN, LACKAWANNA, & WILLIAMSPORT: Wilkes Barre-Williamsport-Allentown-Johnstown, PA
 UNION PACIFIC LARAMIE DIVISION: NOT SHOWN

