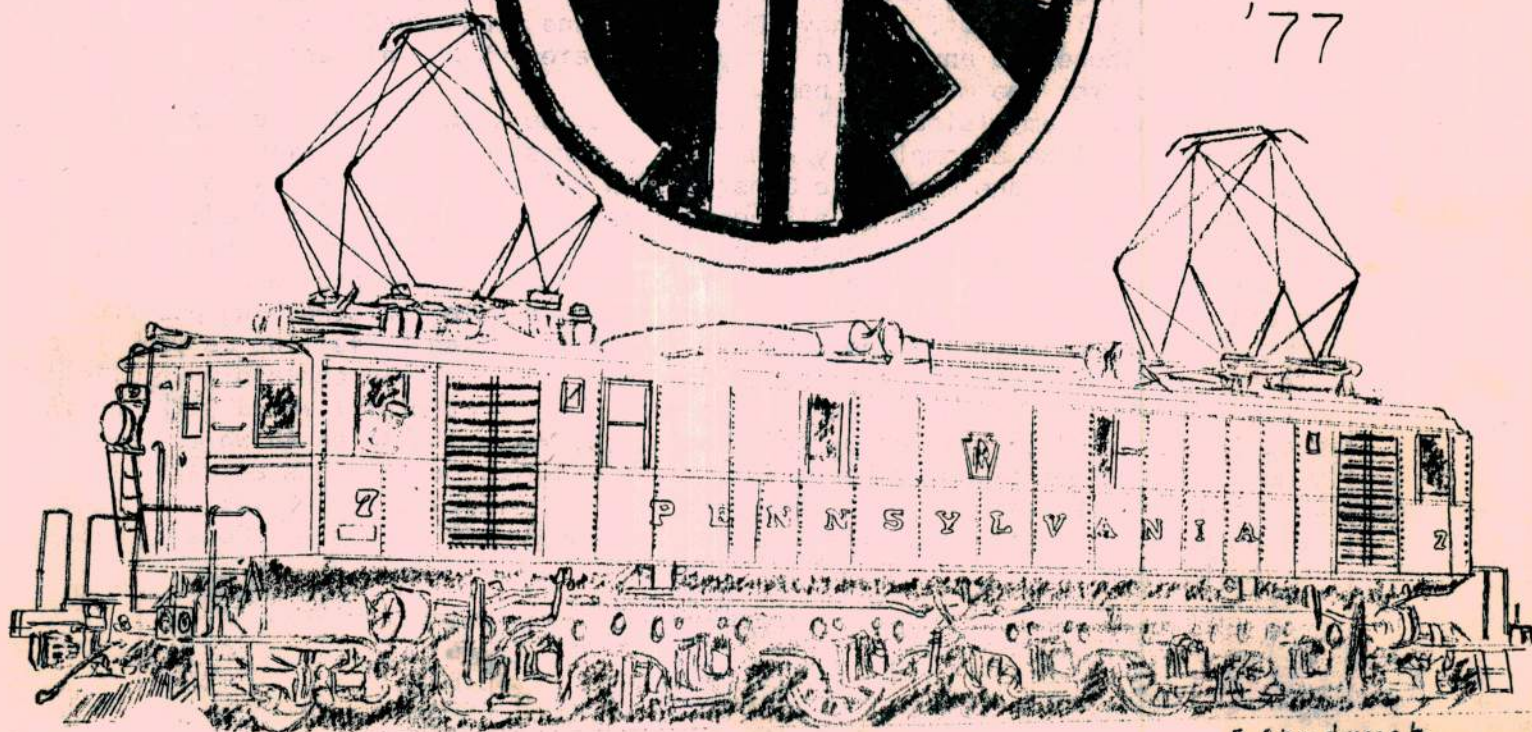


THE
ALLEGHENY
DISPATCHER



VOL 8
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'77



F. Chadwick
Bannapple Products

Before sitting down to write this, I put a lot of thought into, and I still don't know what to say. One thing that deserves comment is the fact that Paul endorsed Duck for office. No, I think that that's basically wrong, but it's a sad reflection on the membership when the only candidate for office has to be endorsed.

Another thing that deserves comment is Duck's platform. While I wish him good luck, I doubt he'll be able to accomplish much, especially with the AR almost bankrupt. It's a shame that we didn't gain new members during our campaign drive, and while Duck had brought in fifteen new members, a quick count of the renewal notice section shows fifteen. Hopefully, we can persuade these people to rejoin.

One more thing to comment on: the matter of Dave Kings being a candidate and the election chairman. It hardly matters in this election since Dave and Duck/D&D are apparently running, but I certainly hope a similar situation doesn't happen in a hotly contested election. Dave was chosen election chairman as a compromise between the Philly and Pittsburgh Divisions, and I honestly didn't know he was planning to run. O'well, C'est la vie!

Well, it's been fun serving as your President this past year and although I have become active in the TAMR, I hope to remain active in the AR. Take care.

EDITOR'S SCRAPBOOK

Well, folks, the election issue has arrived, and it seems it's gonna be another unopposed Presidential race, if you want to call it that. The only other reason I can think of as to why some other people didn't step forward to run for office is that they must think Ducky Drake will make such a wonderful President that they don't dare run against him.

The ballots are in the back of the issue, and this year they are designed to be removed from the Dispatcher without losing part of the issue, as in the past. We are urging all of you to exercise your rights as an AR member by voting. It's the only way that you can really get your say.

So, it boils down to Ducky being the only candidate for President, although I felt Greg would want to take another crack at it for sure this year. On the ballots we are leaving space for you to write in the candidate of your choice, if you don't want those listed. You can cast a vote for ANY AR member, or even cast a vote for yourself, by simply writing the name in the appropriate space. The same rule applies to the office of Secretary/Treasurer. We have Dave Kings and Frank Chadwick in the race for that job, but if there are any "third party" candidates which interest you, there is room on the ballot for the member's name.

During the next administration I would like to see some things drastically changed about the AR, like a completely rewritten and restructured Constitution in the language of the average member; a Constitution which will be clearly defined and understandable. Yep, I know you've all heard this before, and us "Old Heads" recall these statements being made years ago. Well, what happened?? Where is this "AR", this so-called "supergroup" we've all been talking about for the past six years?

We are on the threshold of a new AR. Let's cast a vote for something positive this year, and why don't you all help us get the ball rolling by telling us your ideas. I have a few to share with you right now. One thing which should certainly be eliminated is the ever-present confusion of the AR with the TAMR. We are affiliated with the TAMR by boundary lines only; outside of that fact maybe we can build an AR which is pretty much independent of any other group. We could include railfans as well as modelers, and welcome them to join with us in all group-related activities. No longer would we be held back from expanding even further beyond our bounds by "Constitutional ties" with the TAMR.

[CONTINUED ON PAGE 3]

Due to the election, there will be no Secretary/Treasurer's report this issue. However, Betsy promises to return next issue for her final address.

EDITOR'S SCRAPBOOK CON'T

We seem to have an over-abundance of rail-news this issue. Just hoping it's not all stale by the time you receive this. Deuce Manton also returns with more words of wisdom on pages 13 and 14. Also, on page 11 you'll find Mark Morgan's article on Southern Alco's, which should help members who happen to get railfanning down that way.

The next issue of the Dispatcher will feature Ducky Drake as special guest Editor, as to allow me to take a long-overdue break to tend to some business matters. In that case, all materials for the next issue should be sent directly to Ducky at 732 Argyle Rd., North Hills, PA 19038. Deadline for all next-issue material is May 15th. Please help us out by sending Buck what you can. Until next time....

P. J. M.

AR HAPPENINGS

And now the final chapter of the fate of Deuce Manton's 1960 FURD Hoagie brings this saga to a close. If you recall from last issue, we reported that Deuce cracked a ball joint on his way home, making the right-front wheel come off. Well, it seems that that was the last straw for Deuce, and shortly thereafter he had the car towed to the nearest convenient junk yard. And there it sits! If you're ever railfanning in the vicinity of Jarrettsville, PA, drive back into Fred's Auto Parts and you can miss it. It's the only dull-belge colored FURD wagon on the lot with Reading FP-7 decals on the doors. Deuce managed to salvage not only the hub-caps, but the FURD symbol on the front hood as well.

Another 15 bucks Deuce?????????????

Needless to say due to the length of this issue, we certainly had our trials and tribulations trying to put it together. Frank Chadwick ran off the front and back covers along with Chris Buckley, and had them all ready to go out. Since Frank was leaving on his trip to France April 7th from Philly International, we thought we could meet Frank there that night and pick up the covers at the airport. Well, after a trying ride in Dave Kings car all-the-way into Philly, we arrived at the airport only to find that Frank had already boarded the TWA jet. After convincing TWA personnel that we were not hijackers and only wanted to pick something up, they allowed Dave Kings to enter the plane. Well, there was Frank, but no covers. Seems the Buck wasn't home when Frank left Jersey, so he couldn't pick them up at Buck's house. This involved a side trip to Buck's later that week, and there you go.

Family of Lines club members have been busy trying to ready the layout for the expected summer tours, especially during the Convention week in June if all works out. The layout has also had the opportunity to appear on closed-circuit TV thanks to Ducky Drake and his masterful wisardry.

Sunday May 15th, 1977 marks the eventful rededication ceremony for GG-1 #4935, repainted to the former PRR Brunswick Green with gold striping. The train will leave Washington D.C. at 3:05 PM on the Murray Hill, and will arrive in New York at 7:00 PM. Regular one-way coach fare is \$17.00 if you wish to ride, but if you plan to photograph her on the move, there should be plenty of light all day by that time of year, barring rain, snow, sleet, or something unusual like that.

PROTOTYPICAL WISDOM
 Rail-News; submitted thru various sources

AMTRAK

Amtrak has leased another electric locomotive from Europe for testing in the Northeast Corridor. Bearing the number X996, the huge Alsthom-built French unit was unloaded January 23 at Port Elizabeth, NJ. The next day it was sent to Wilmington Maintenance Facility for inspection prior to its first test runs.

Metroliner #820 has received a jazzy new front-end paint job, with "AMTRAK" spelled out in giant white letters on a red and blue background.

Amtrak has extended its lease on Swedish electric unit X995 to April 1, 1977. The 6,000-HP locomotive has been extraordinarily successful in revenue operation over the past several months.

Amtrak is studying the possibility of a new daylight train between New York and Pittsburgh, on approximately the same schedule as the old Penn Central Quaker. The corporation also announced plans to spend nearly \$1.5 million to upgrade its stations in the Philadelphia-Harrisburg corridor and at Pittsburgh, and to build a new station in Altoona.

January is a month Amtrak would like to forget. By late December, the system had staggered under the effects of the BN ban on the use of SDP-40F's on its lines. Locomotives were shuffled to put E-units on certain trains over the BN, swapping out with SDP's into places like Harrisburg.

Meanwhile, two derailments under similar conditions cast suspicion on these the 150-strong backbone of Amtrak's long-haul fleet. It's a matter of record that the FRA and a number of lines have placed speed restrictions on 40F's. For instance, these units are limited to forty miles per hour on curves and the use of MU'd 40F's is frowned upon. This implies that the problem involves trailing units on curves—possible truck problems like lateral forces which could spread rails and cause derailments.

One other problem has surfaced with the SDP40F's—steam generator failures. A report indicated that units had not been maintained pending their conversion to fuel end power. It has been true that trains like the Lake Shore have been assigned several SDP's and even so, the train has been delayed for hours by en route repairs to steam generators and the concurrent need to thaw out frozen cars.

As February dawned, plans had been finalized to get the SDP40F's back into normal assignments, but some surprises were noted. For example, Harrisburg went to all SDP's to all E-units (to reduce delays on the Broadway Limited and National). And, Cleburne went the other way, from all E-units to SDP40F's.

Amtrak's E-units are currently assigned this way: 15 units at New Haven (7 E-5 E-9, and 3 E-8 rebuilds), 20 at Harmon (8 E-8, 9 E-9, and 3 E-8 rebuilds), 25 at Harrisburg (11 E-9, 7 E-8 rebuilds, and 7 E-9B's), 12 at Denver (4 E-8 and 8 E-9), 10 at Seattle (2 E-8, 1 E-9, and 7 FP-7's), and 4 in shops (1 E-8, 2 E-9, and 1 E-8 rebuild). The rebuilt E-8's noted above are the 437-449. The Seattle totals include 5 ex-Southern Pacific FP-7's, 6135, 6143, and 6146-6148.

The ill-fated General Electric P30CH's are split between Woodcrest (13) and Washington (12). They operate on the Blue Ridge, Palmetto, Colonial, James White, Riley, and Panama Limited, when they can get them to run.

PROTOTYPICAL WISDOM CON'T

AMTRAK

Several GG-1's have reportedly been reactivated and now 38 are in Amtrak service again. Apart from the usual 900-929, they are using 4890, 4895-96, 4930, 4932-33, 4935 (~~XXXXXX~~), and 4939.

Amtrak RS3 #141 has been withdrawn from service—apparently with fire damage, at New Haven. The other 44 RS3's and 16 SW1's are in various stages of activity or storage. But, only 4 of the 12 FL-9's purchased still survive in service between Harmon and Grand Central in two pairs.

A correction from last issue: GG-1 #4929 is to be repainted in PRR Brunswick green with gold pin stripes, not the 4935 in red as reported. Sorry 'bout the goof! Reports tell us that the Brunswick Green paint had already been ordered at the Wilmington Shops.

Citing the possible cause of a derailment of the San Francisco Zephyr as the reason, Burlington Northern banned the big 3,000-HP C-C SDP40F Amtrak diesels from its rails. The SDP's have been in trouble before - namely on the C&O - and tests have been conducted with Government involvement., but this is the first time BN has questioned their safety. The SFZ went off the tracks near Omaha on December 16, '76, and two days later BN issued the ban, offering to furnish steam generator cars and its highest-g geared freight diesels (77mph SD40's/SD45's) to Amtrak to minimize inconvenience. The Nebraska accident injured 46, but there were no fatalities. Supposedly the second truck of the trailing unit came off first, dragging the baggage car off also as the other cars derailed, a rail broke, spilling the rear portion of the train down an embankment. BN alleged that it knows of 12 previous derailments (2 on BN) in which the trailing SDP40F or first passenger car went off because of a wide-gauging of the track on a curve. Two SDP's were on the SFZ. SDP's trucks are lighter than similar HTC models on SD40's etc. and also are spaced farther apart.

Amtrak now has a third route linking Cincinnati to the East. The new train began operating over the Chessie System (B&O) Washington-Cincinnati mainline on October 31. The new train is truly a new train featuring all the new Amfleet equipment. Usual consist will be a GE P30CH locomotive, two coaches, and a food service car. The "Shenandoah" will add many possibilities for C&O/B&O/N&W fans wanting to travel Amtrak.

CONRAIL

As of about 1/1/77, Conrail Paducah "GP-10" rebuilds were showing up at South Philly yard on a regular basis. This yard is due to be expanded in the near future due to the closings of the Port Richmond coal and ore loaders. There is a lot of room here for yard expansion. Also at South Philly is one of the two remaining Reading SW1's, #22. All other RDG SW1's have since been scrapped.

Morrisville, PA Engine Facility is always a good spot if you're a Conrail fan. The yard is worked by the last remaining PC RSD-12's, and also by RS-11's MU-ed with GP9B's. The yard is located where the Trenton Cutoff leaves the Mainline, right across the river from Trenton. At last report, PC T-6 #9847 was running, one of only six T-6's CR owns. Usually there are three or four other T-6's here too. The entire facility handles about 15-20 units, but if you would rather shoot Amtrak all you need do is go to Morris Tower and shoot away, since this is where the yard and the Trenton Cutoff and the Mainline all come together.

PROTOTYPICAL WISDOM (CON'T)

CONRAIL

Latest word on the ex-New Haven EP-5's is that they are now stored at Harrisburg.

The Altoona Area Public Library has available to the public prints from about 13,000 negatives they acquired when the Pennsy closed shop in 1968. This collection includes early-day scenes and photos of locomotives, cars, mechanical details and lineside equipment. For further information write to Ms. Ruth Weber, Altoona Area Public Library, 1600 Fifth Av., Altoona, PA 16602.

As of Day One for Conrail there were 1,229 locomotives to be renumbered. Of these 79 have been retired and, as of 1/1/77 about 300 had actually been renumbered. To accelerate the renumbering, a program was started as of December 1st in the Atlantic Region to have each maintainance point in the region renumber a minimum number of locos per month:

Elizabethport - 3 units per month
Secaucus - 2 units per month
Scranton, PA - 3 units per month
Bethlehem, PA - 1 unit per month

Allentown has no stencils available to place numbers on the cabside of CR lettering on the hood, thus only the number boards are receiving the new CR number. The former LV lettering and numbers are being painted out with available Conrail Red.

Diesel power assignments by maintainance points on the Atlantic Region as of 12/1/76 are:

Hoboken NJ - 32 units (U34CH's)
Scranton PA - 54 units (46 GP35's for truck work; U34CH truck and heavy running repairs.
Croton NJ - 91 units (includes the 46 GP35's whose truck work is done at Scranton.
Elizabethport NJ - 162 units (including 61 ALCO's, 19 E-8A's, 3 E-7A's and 10 RDC's.
Bethlehem PA - 47 units, including 14 ALCO's and one Baldwin.

Conrail logos are being applied to several older Silverliners on the former PC. Among those noted are #217 and #269.

Conrail is still operating the Trenton Cutoff as a single-track line between Heaton, PA (near Hatboro) and Rambo (near Norristown), while construction continues on a new bridge over the Reading's Bethlehem Branch at Fort Washington. A full-time operator is stationed at Heaton to issue train orders and operate the hand crossovers.

In the last Dispatcher we reported that Conrail GG-1 #4800 was in Harrisburg paint shop and would loose its Bicentennial paint scheme in favor of CR blue. This is what was intended but the current motive power crunch resulted in a quick recall to service, and it may now be some time before the 4800 actually turns blue.

Conrail RDC service to Bethlehem will continue at least until March 1978 under a new agreement worked out between the State and Lehigh & Northampton Transportation Authority (LANTA). PennDot and the Federal Government will share the entire cost of the subsidy arrangement.

RF&P units have been showing up at Allentown lately. usually its the same three or four units (3 GP-40's and a GP-35). There is all kinds of power showing up here on weekends. Security does not chase you as long as you behave yourself and do

(CON'T NEXT PAGE)

PROTOTYPICAL WISDOM CON'T

not walk off with anything. Please keep this in mind wherever you happen to be railfanning, so as to not ruin a good thing for those who are interested.

John Gibbons tells us that on February 19th D&H Shark #1205 was sitting up at the old Hellertown Roundhouse, broken down, waiting to be towed back to New York. Also there on the same day were a couple ex-RDG D&H GP-39-2's and two old Reading Geeps. Hellertown is usually a good spot on weekends, with a lot of Conrail power moving thru, along with lots of surprises on any given day. Take PA route 309 North from Philadelphia to Center Valley, then go north on PA 378 until you see signs pointing to Hellertown. Proceed north on the Main Street of Hellertown until you come upon an entrance to a cement plant on your left. Go down their driveway and it takes you right to the roundhouse. There's also a big beer distributor there on the same side of the street. Drive slow as you could pass right by it.

While N&W and Chessie System are both very concerned about competition from Conrail, they are both responsible for contributing to Conrail's equipment fleet. N&W participated in financing new locomotives for Central of New Jersey when it was to become a part of the proposed N&W-C&O-B&O system. Later N&W financed locomotives for Erie Lackawanna when it was under N&W control. The CNJ and EL units are now working for Conrail. Conrail also owns the former Virginian E33C electric locomotives which N&W sold to New Haven and were then passed on to Penn Central by merger and now to Conrail in the great consolidation.

NORFOLK AND WESTERN

N&W, along with Chessie System and Southern, has expressed an interest in acquiring the 92.61% of Pittsburgh and Lake Erie stock owned by Penn Central Transportation Company. The PC transferred all of the rail system it operated to Conrail, but continues to operate as a corporate entity and hold control of P&LE, which operates independently and profitably.

The P&LE operates 176 miles of track and is based in Pittsburgh. The P&LE was one of the most profitable sections of the PC (NYC) investment empire.

Rakowski Motors of Frankfort, Indiana has acquired Penn Central (ex-PRR) class N5 caboose 19027 for use as an office. The firm has repainted the caboose with their name and also a circle containing the letters NKP. The caboose now has no number or other railroad markings. The firm reportedly did not want to combine the images of a used car dealer and the Penn Central.

N&W has ordered 28 more SD40-2 units for delivery in early 1977 from EMD. They are expected to duplicate the last order.

LEHIGH AND HUDSON RIVER

As of early January there were still two Mon-Fri jobs working out of Warwick. The first job, boarded for 9:00 AM, works easterly to at least Greycourt and to Maybrook, as required. The west-end road crew reports at 1:00 PM making a roundtrip to Phillipsburg NJ. At Franklin the train, what little there is of it, is left on the mainline and a side trip to drill the New Jersey Zinc mine at Ogdensburg is performed. After spotting empties under the loading silo and gathering loads, the train returns to Franklin with the engines on the easterly end. They run around the train, double together and continue west at about 35-40 mph. There are two units assigned, L&HR 29 and CR 2076, both C-420's.

The yard at Warwick looks nearly deserted, with only a few cars on the little used tracks. The general office building is closed and the engines are kept outside.

CON'T NEXT PAGE

PROTOTYPICAL WISDOM CON'T

A trailer has been placed near the engine facilities to serve as a yard office. All dispatching is now done from Bethlehem as part of the Lehigh Valley dispatcher's job. Surprisingly, the automatic block signal system still functions despite the unlikelyhood of there being any more than one train on the road at any time. A possible reason for retaining the signals may be the intense speculation that the L&HR will become a portion of a thru route from Allentown Yard to Selkirk. The possibility of a rebuilt Poughkeepsie bridge looks very dim.

ALCO NEWS

Amtrak RS3's are now handling switching and work train assignments, in Boston, Providence, New Haven, Philadelphia, and Chicago. Six Long Island C-420's remain in the passenger fleet restricted to weekday passenger runs only. The FA control cab units remain in service on most diesel lines with EMD GP38's providing power. Some RS and S units are still used on freights, but will be wiped out with the advent of new EMD's by next summer. On the D&H, the C-628's are restricted to mainline service between Binghamton and Whitehall since their trucks are hard on track. The RS-3 rebuilds were not an overwhelming success and are working locals and switching jobs. Conrail has seen the reactivation of many stored units. Elizabeth Yard in New Jersey and Morrisville Pa (near Trenton) are the homes of many varieties of Alco's including the rare T-6 switchers. Morris Tower is a great spot for catching Alcos running transfers over the Delaware River to Trenton NJ.

The Mingo Jct., Ohio area is also a spot where Alcos are in abundance. Conrail operates a real variety of power into and out of Conway Yard (Pittsburgh) as well. Alcos are commonplace on most all the freights thru here, mixed with EMD's and GE's of course. One eastbounder had an ex-PC F-7 on the point with two ex-RDG Alco C-424's and a EL U-33C trailing.

DELAWARE AND HUDSON

The Sharknoses were last operating out of Whitehall where they see service to Rutland and Greenwich Jct, although reports of the Sharks as far south as Bethlehem were also recieved. No. 1205 continues to be plagued with problems.

D&H RS-3 #4085 has gone to Montreal Locomotive works for rebuilding. In addition, RS-11's #5017, 5013, and 5023 are being rebuilt at the Colonie Shops. Engines currently stored unserviceable at Colonie Shops are: 4082, 4084, 4098, 4110, 4121, 4126, 5000, 5007, 5009, 5022, 605, 615, 616, 618, 705, and 707. Because of winter weather and limited boiler capacity, the Adirondack was running with two PA's per train.

On November 23rd, the D&H entered into a contract with GE for the purchase of 10 new B23-7 (old U23B) locomotives for service between Pot yard and Enola. Currently D&H trains being delivered to Conrail average 45 cars daily. The D&H believes it can make money on movements of 40 cars and over. Looks like all the rumors of GGI's with shields are squelched forever!

Stored at Wayne Junction are 59 ex-Reading "green" MU's and 12 former PC MP-54's awaiting disposition. All are owned by SEPTA and have been supplanted by the new cars.

Don't miss the new flick Silver Streak, now playing at theaters throughout the AR. The Gene Wilder-Richard Prior film is no great shakes as a story, but there are some terrific railroad scenes, filmed on CP rail with equipment from the Canadian. "AMROAD" is the fictitious line used in the film. Also the current Sherlock Holmes movie, Seven Percent Solution, has some dandy railroad footage filmed in Europe.

PROTOTYPICAL WISDOM CON'T

Blessed with unusually warm weather during the second half of February, Conrail and other big roads in the Northeast which were hard-hit have partially recovered from the effects of earlier snows and frigid temperatures. A serious motive-power shortage persists on Conrail, however, which accounts for Chicago and North Western SD45's, Southern Pacific GP35's, Union Pacific cabless GP9's and other leased units appearing in freight train lashups on the former PC, Reading, and Lehigh Valley.

Chessie System has placed an order with General Motors for 20 SD40-2's and 15 GP40-2's. As we understand, 15 Western Maryland F7's were traded in on this order.

Amtrak's leased French unit, #X996, made its first test run February 22 between Wilmington, DE and Perryville, MD.

STEAM!

Atlantic Central Steam Company is planning to operate its first passenger excursion with ex-Canadian Pacific Royal Hudson #2839 on Sunday May 8th over Conrail's Lehigh Division between Lehighton and Coxton Yard, near Wilkes Barre. All details of the trip have not been resolved yet, but if you're interested please write Mr. Robert Spanagel, 607 Baldwin Av., Norristown, PA 19403. Ask to have your name put on the mailing list for free literature and timetables as to running times, etc. Early reports say she'll be steaming up the old Erie Freight Line between Bethlehem and Wilkes Barre.

High Iron Company's 4-8-4 #2101 (formerly AFT #1) is now being stored at the Bethlehem PA Engine Terminal, after being moved there from Lebanon, NJ in early March. There the locomotive will be readied for an extensive tour over the Chessie System to commemorate the 150th anniversary of the founding of the Baltimore and Ohio Railroad in 1827. Tentative plans call for excursions with the locomotive and a 12-14 car train out of most major cities on the system this year..

Ex-American Freedom Train 4-8-4 #4449 is scheduled to leave Birmingham, AL April 13 on the continuation of Amtrak's "Transcontinental Steam Excursion". Due to arrive in Portland, OR on May 1, the train will move via Southern Railway and Illinois Central Gulf to New Orleans, and Southern Pacific beyond.

Conrail now reports that it now has 20,000 employees working in its shops and that in the first nine months of operation major rebuilding was completed on 779 locomotives and 11,916 freight cars.

Amtrak's "Winter of Discontent" has been one for the books. So many were the problems that cropped up that it's hard to tell exactly how hard of a winter it was. But now, however, the main concern of the Amtrak people is the SDP40F, backbone of Amtrak's passenger train fleet (long-haul). These units remain under a cloud of suspicion following a serious series of derailments which have defied explanation. The most recent derailment of a 40F-powered train occurred February 19, east of Pittsburgh. Needless to say, it was a "classic" SDP40F derailment, occurring on a 2° curve at 40 MPH with the rear truck of the second unit derailing, pulling all the following cars off the rails. In this case, the train's ten cars remained upright and in line, and both passengers and equipment emerged relatively unharmed. This derailment was particularly vexing to Amtrak and EMD, which are jointly investigating the series of accidents which have occurred over the course of the past few months. It occurred on excellent rebuilt rail and roadbed and the car behind the locomotive had only been outshopped several months ago. This eliminated two possible theories that

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PROTOTYPICAL WISDOM CONT

had been advanced. Yet, the fact remains that Santa Fe and Union Pacific seem to have no trouble with these units, and furthermore, both operate a considerable number of "Dash-2" units (EMD) on high-speed freights. Somehow, then, they have to determine what these two roads are doing "right" and others are doing "wrong". Until then, Conrail has limited the units to an untenable 30 MPH and delays around the system have reached unprecedented levels.

While the 40F's were giving Amtrak fits, they were receiving little comfort from the other units in the diesel fleet. As usual, the P30's continue to exhibit inordinately large out-of-service ratios, especially on Woodcrest assigned units. And, the older E-units, on which heavy overhauls have long ceased, were unequal to the loads thrust upon them by the 40F problems, and thus failures have been frequent.

The Adirondack converted February 15 to Turbos south of Albany, and March 1 north of Albany. The Delaware and Hudson units and cars will be used on fantrips, and if D&H is willing, some may continue in service under Amtrak lease.

RAPID TRANSIT NEWS

During January, SEPTA continued to run 5-car trains on the Broad Street Subway. A substantial number of the old cars, which are the oldest revenue equipment of SEPTA, continue to remain out-of-service due to lack of replacement axles.

The removal of part of the Frankford El (Philly) has been delayed by a problem with third-rail supports being insufficient for the new third rail. No date yet for the opening.

A January collision on SEPTA Route 23 occurred when disabled PCC 2625, being pushed southward on Germantown Av, stalled itself from its pusher at Johnson St, and rolled free down the Avenue until it banged into its leader car 2736 at Walnut Lane and the two proceeded as a train until stopping at Cheltenham Avenue, assisted by a mounted policeman galloping down before them as a warning. No other vehicle was hit, the operator in the liberated trolley remained unscathed by lying down in the rear prior to impact. There were injuries on 2736..

On February 4 a major disaster occurred on the Chicago Transit Authority Elevated Loop Structure when an eight-car Lake-Dan Ryan train rammed into the rear of a six-car Ravenswood train which had just rounded a curve from Wabash into Lake Street. The six-car Ravenswood train remained on the tracks, but the first and third cars of the Lake-Dan Ryan train dropped completely off the elevated structure onto the sidewalk, which the second and fourth cars leaned to abutments so that they only had one end on the ground. The fifth car derailed but remained upright on the tracks. Eleven were killed and over 200 injured, including the motorman who was fired. Preliminary investigation revealed that the brakes were working on the second train and that the motorman had crept into the next signal block, bypassing automatic train controls. It is not clear to me whether guard rails exist in good condition or whether CTA's permissive block system should be reviewed. However, CTA has put up a restraining barrier to prevent further tragedies. This accident, coupled with CTA's relatively new 50¢ fare should see ridership down significantly during this year.

SOUTHERN ALCOS

--Mark Morgan

Alcos may be fairly common still in parts of the country, but the older ones are getting scarce. Two exceptions are ~~XXX~~ at Pensacola and Panama City, on the Florida Gulf Coast.

Pensacola is served by the Louisville & Nashville and the St. Louis & San Francisco Railroads, and common power is contemporary EMD's and U-boats. The Louisville & Nashville possesses the world's largest fleet of C420's, as well as RS11's and RS3's; however, wander into the L&N yard in town and you'll find twin re-engined S4's, which as far as I can tell aren't carried on the roster anymore. Nos. 2310 and 2369 are Alco S4's, with EMD 12-567 engines and circular fan housings. Both appear to be in good running order.

Several short lines operate along the Gulf Coast, one of the largest being the Atlanta & St. Andrew's Bay, which runs from Panama City FL 100-miles north to Duthan, AL. Major power is again EMD, running from chop-nosed GP7's to an SD40 and new GP38-2's, along with a rare GP39. The A&StAB ("The Bay Line") also possesses several low-nose RS1's, which are quite a sight. No. 904 is parked in a playground near downtown; 913 and others switch in the Sherman Yard on the north edge of town.

Scanning the region once (shades of the GPM news) the Chattahoochee Industrial Railroad at Cedar Springs GA uses RS1's. The Chattahoochee Valley Railway at West Point GA has an S2 and an RS1.

The Sandersville Railroad, which runs all of five miles from Tennile to Kaolin, GA operates an Fairbanks Morse H12-44 along with assorted EMD SW's. Savannah State Docks Company in Savannah GA uses an S4 and a GE 70-tonner.

The Terminal Railway at the Alabama State Docks in Mobile, AL operates five S2's and four S4's.

Mississippi is the home of the Columbus & Greenville Railway (CAGY), which has Baldwin DRS-64-1500's, an AS-416, and EMD SW1's. "Newest" power on the line is either ex-GM&O F3's or BAR BL2's.

Finally, the Louisiana Midland at Jena, Louisiana operates three RS1's, while the Louisiana & Northwest in Homer uses ex-WP F7A's and FP7A's.

MORE ON BLACK ROCK

--Dave Kings

As a supplement to Deuce's earlier story, I'd like to relate more of the Black Rock Tunnel history. The tunnel was originally built double-track. In the 1940's an accident occurred in the tunnel, which led the Reading to single-track it and all their other tunnels within a clearance limit.

A track gang was busy inside the tunnel when a train entered. His headlight, noise, and smoke hid another steamer coming in from the opposite direction. The track gang was not aware of its approach and were killed instantly. There was only one survivor of the gang. He had been sent out earlier to get water.

In later years, the Reading found it was an advantage anyway to have one track through the tunnels because it provided the extra clearance needed for the modern high cars. Two other tunnels on the old Reading are Flat Rock Tunnel on the Main Line near Mangunk, PA, and the Perkasio Tunnel, on the Bethlehem Branch just north of Perkasio, PA.

THE REBUILDING OF WOODLANE YARD

--Dave Kings

Woodlane Yard, at the 11-milepost mark on the Reading Mainline, is situated between the Schuylkill River and the Schuylkill Expressway (I-76) in a high-class area known as Gladwyne, PA. It's right across the river from the Reading passenger station, Spring Mill, on the Norristown Branch.

The yard was built sometime in the late 1800's. It was at one time a busy coal and ore yard with 40 tracks. Now there are 13 left with 12 in service. The rest were torn out years ago for the building of the Expressway. I was part of the rebuilding of Woodlane Yard, being hired by Conrail for that reason. Woodlane is now of great importance to Conrail. It will be a hotspot in the next few years for coal movements. When my gang began work at Woodlane in October, it was in pretty bad shape, the average tie being over 40 years old and rotten, making it look impossible for these tracks to support any weight at all. The ballast used there is fly-ash, more commonly known as cinders, evidence of the countless passings of Camel-backs, T-1's, Pacifics, and Consolidations. Cinders are no good, however, in supporting great weight, and at some places in the yard we had to dig to find the ties.

Almost every tie in each track of Woodlane has been or will be replaced to make this one of Conrail's first totally upgraded yards. With a gang of twenty men, we put in up to 175 ties per day by hand. This is pretty good considering that a mainline machine gang averages about 400 ties per day. When I left the gang at Woodlane in early December, production had slowed to 30 ties a day due to the frozen ground, and in January the gang was relocated.

Now that the Corridor has been sold to Amtrak, the future of coal movements on Conrail remains to be seen, and Woodlane yard will be a part of that story.

*****J*

MODELING PASSENGER TRAINS PART IV

Streamlined Passenger Cars

--Greg LaRocca

Well, we've finally reached the point in this series of articles that deals with the heart of a passenger train - the passenger cars. Passenger cars come in many styles; to name a few: Streamlined, both fluted and smooth-side; Standard, both monitor and clestory roofed; and Harriman styled. And of course, there are the old-time open-platform type cars, although I'm not dealing with them in this article since I have no info concerning them.

Streamlined passenger cars are available from AHM, Athearn, Con-Cor, Herkimer (OK), and Tyco. AHM's are smooth-sided, representative of American Car and Foundry types. The others are fluted-side and represent Budd, ACF, and Pullman-Standard.

The AHM cars, as I said earlier, represent ACF type cars. If six-wheel trucks are added, they are close to B&O, PRR, NYC, UP, and IC cars. If fluting is added below the belt-rail, they represent C&O, NKP, some B&O, etc. These cars come fully-assembled and cost about \$8.98 apiece (the Vista-Dome and Obs cars cost \$9.98).

The Athearn cars are probably Pullman-Standard types, although I can't find any info on this. They seem to be similar to Santa Fe prototype minus the ribbed roofs. These have fluted roofs. They come as kits for \$3.98 apiece.

Con-Cor cars are Budd prototype from the Santa Fe or the California Zephyr. They come partially assembled for \$7.98 apiece. The more colorful cars are \$8.98.

The Herkimer cars are of metal construction and come as 80' and 60' kits, or as fully assembled 60-footers. The prices are from \$6.95 to \$9.45 for the kits and from \$8.95 to \$10.45 for the assembled versions. They appear to be Pullman-Standard prototypes, but could also pass for ACF types.

CONTINUED NEXT PAGE

MODELING PASSENGER TRAINS PART IV (CON'T FROM PG. 12)

And that brings us to the Tyco cars. These are fully assembled and lighted cars, and are based on Budd prototype, built for the PRR. I've seen a diner of this type and the Tyco cars I have which are lettered for PRR matched the prototype exactly, both being 60' long. The cars are now available only in Santa Fe and Amtrak, but could easily be repainted. They run about \$6.95 apiece.

Next issue, we'll go over Harriman cars in detail, including their history.

A WORD FROM DEUCE

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

--by Deuce Manton

It was easy to shrug off those blue-and-yellow 5400-HP diesel locomotives that first entered revenue freight service on the Santa Fe in 1941. These beasts were beset with the complexities of four crankshafts, sixteen traction motors, and sixty-four cylinders. They were longer and heavier than some articulated steam locomotives rated in excess of 6000-HP. One could really put down the 5400-HP passenger diesel units of the same manufacturer that had to be helped across the Sierras by Espee Cab-Forwards. What we failed to note about Electro-Motive's landmark FT was that all of its 912,000 pounds rested on driving axles: that an electric transmission imparted it to constant torque and, in turn, greater tractive effort on starts than any steam locomotive ever had; and that it could knock off 500 miles between fuel plugs. The diesel was destined to be to railroading what the jet aircraft became to aviation - a new dimension.

All of a sudden, a railroad of limited clearances or bridge loadings could field a locomotive as powerful as anything Pennsy possessed; an engine could run the length of the road without change; ash pits, coal towers, water tanks, boiler makers and firemen were redundant; and train size was limited by drawbar strength instead of pull. Summed up: the greatest change in railroading since the adoption of the air brake.

Not everyone got the message in 1941. The very word "Diesel" was an obscenity to coal haulers, who first ignored the new prime mover, then embarked upon a frantic, futile search for a coal-burning turbine that could compare; Pennsy being an example with their experimental steam turbine that was an absolute failure. ALCO said that different jobs required different locomotives and offered to build whatever the customer's occasion required: steam, diesel, or electric. Non-believers branded diesels as "not in the public interest", but eventually they all changed their minds. They had to. The diesel would have made an attractive investment in an era of static prices and runaway inflation. It was irresistible.

Perhaps the most exclusive club of professional railroadmen in America draws together those electrical engineers who regarded thenation's small and contracting route mileage under catenary as the greatest disappointment in 20th Century railroading. They had assumed that the Milwaukee Road's 3000-volt breakout across the Rockies and Cascades would bury mainline steam traction and were frustrated when it didn't. Their hopes were raised again when Pennsy hung 11,000-volt wire from the Hudson to Harrisburg. The Electrificationists drew solace from the fact that during the Depression there was little money around for any kind of new motive-power, but thereafter they were faced with the ultimate irony of the diesel. This proved their argument on behalf of the ethics of constant torque and simultaneously destroyed their dream of more catenary for the fact that it was actually a "poor man's electric". The diesel knocked out, one-by-one, most of the terminal and tunnel electrification zones where traction motors had been chosen in steam days for cleanliness. (Two examples being Cleveland Union Tunnel and B&O's Baltimore Belt Line.) The diesel even

RUNNING EXTRAA CONRAIL HACK?
WHY NOT?

--Deuce Manton

There are many different ways that people enjoy the hobby of model railroading. Some of us like to model fictitious roads, innovatively creating our own roadnames, heralds, and paint schemes; while others seem to enjoy modeling the prototype. For those who prefer the latter, let us consider the latest in new paint schemes: CONRAIL.

People are always speaking of the latest units to be painted by Conrail. Fine! But did you ever stop to notice the vast number of cabooses popping up in Conrail blue as well? That is what this article is about; how you can make a decent model of a Conrail hack from any standard bay-window or center-copula caboose that you happen to have laying around.

Before we begin, however, I would like to interject the fact that Roundhouse Products has recently come out with a model of a two-window, center-copula job in Conrail blue. The model is fairly accurate as is, but additional painting and touch-up is required to get her looking like the Real McCoy. I will elaborate on this further, later in the article.

Well, for you guys who don't feel like spending the \$3.50 for the Roundhouse hack, or you just want a good spare-time project to keep you occupied, we'll start off with my first idea....a repaint.

First of all, select the hack you want painted. It should be either a center-copula or a bay window to follow the prototype. (Varney used to make the type of caboose most commonly seen on the old RDG/CNJ/LV--some are still available at larger well-stocked hobby shops-Ed.) Next, run to the hobby shop and grab these four items: Scale Coat Conrail Blue (unfortunately not yet available in spray cans), Fine Scale Miniatures Conrail caboose heralds, one can of Testor's #1260 "Dullcoat", and one pack of Kadee #5's. Got everything? Good.

Now strip the hack down 'till its just a shell, hook the bottle of blue onto your airbrush and go to it. What? You don't have an airbrush huh? Well, no problem, 'cause a thin brush and a steady hand will do just as good. Careful now! We don't want to leave streaks do we?

When you're finished painting the entire shell, set it aside 'till the blue dries. Make sure it's completely dry before you attempt the next step!!!

Now we come to the part I said was not prototypical on the Roundhouse model. Conrail hacks have black roofs and underframes. The roundhouse model doesn't and (so far) neither does our repaint. Okay, elimination of this problem for both models goes as follows: Take some masking tape and tape the sides and ends of your hack all-the-way up to the roof line, but don't tape the roof. Remove the copula and do the same. Spray the roof and catwalk, and the copula roof, with gloss black spray paint. "Pactra Gloss Black 'Name!" in spray cans works excellent. On the Roundhouse model, spray both sides of the underframe casting as well. Let dry, and then spray both sides again with Testor's Dullcote. Let her dry.

For the Roundhouse model, leave the tape on and spray the parts once more with Testor's Dullcote. Let dry, remove tape, and that's it.

For our repaint, however, remove the ~~XXXX~~ tape now, before you Dullcote it. Apply your Fine Scale Miniatures decals to Conrail practice. Now spray the shell with Dullcote.

While the shell's drying we'll work on the underframe. Supposing that you used a good manufacturer, such as Athearn, your Kadee #5's should give you no trouble installation wise. The Roundhouse model is also an easy conversion. Apply brake assembly. Additional detailing on the underframe is entirely up to your preferences.

Additional superdetailing to the shell can be, say, glass in the windows made from acetage, marker lights (available from Cal-Scale). Affix the shell to the underframe and there you have it! Apply your trucks and ladders, and you'll have a Conrail hack that will look right at home on the tail of any freight.

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 where 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 will materialize during my administration as AR President:

- 1) A newly 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 stand in his way to stop him should he happen to do something irrational. I would like to adopt a Constitution which would let the Executive Board Members, along with the regular AR members, have more say in what's going on. It's time to put an end to the Executive squabbles that have infested the AR this past year.
- 2) An escalated AR membership drive. We currently stand at 54 members, still the largest and strongest region in the entire TAMR. During my administration I would like to see that figure climb to 100 members. Can you imagine 100 members in the AR alone? That's about half the TAMR right there! To begin our drive, there are already about 24 TAMR members living within AR boundaries who do not belong to the AR. I would like to have the opportunity to expose these and other people to our group.
- 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 with boring features and dull articles from cover to cover? 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 strengthen our image, by helping to make the DISPATCHER the best and most followed newsletter in the TAMR.
- 4) Last but not least, a dues increase of 50¢/year for all members. The new increase to \$2.00/year will help us cope with rising postal rates and paper/printing costs without having to shorten the DISPATCHER from its current length. It has not been uncommon in past months for the Editor and the Secretary/Treasurer to be forking for part of the DISPATCHER out of their own pockets. This policy should no longer be continued. We are long overdue for a dues increase, the last one taking place in 1974 from \$1.00-\$1.50/year. I'm sure you will all agree that the increase is not much, and that we will all benefit from it.

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

ALLEGHENY REGION SPRING 1977 ELECTIONS
CANDIDATES PLATFORMS CONTINUED

FOR AR SECRETARY/TREASURER: FRANK CHADWICK (16)

Being in the AR long enough to be easily included in the "Old Head" category, and occupying the status of being one of the most active members in the group, it's safe to say that I'm quite capable of handling any AR Official Post. But instead of darting off and campaigning for the Presidency, my humble character has destined me to run for bookey. I might add that I'm a bit of a veteran in the SEC/TREAS election race. Way back in the December of '73, I ran against incumbent bookey Betsy Summers. It wasn't much of a contest though, for she was much cuter than I and capable of applying herself more liberally than I.

Since the Summer of '73 I've been drawing those excellent front covers you all have been attracted to and framing for your collections. In addition to that, I was Editor of this infamous rag from the end of '74 to the Spring of '76, marking a period of social turmoil and high-quality debates in the region's fine publication. In other words, I've been kicking around for quite a while.

In the next fiscal year, I hope to find a few more ways to cut the publication's budget, while maintaining the issue's present form or better, in order to plug up the deficits that have occurred in the past years. I'm also going to see if we can afford to advertise every now and then in RMC and MR, etc., to get some more new members in here.

In closing, instead of telling you to vote no matter who you are voting for, as custom has it, I'll just say make darn sure you vote for me.

LET'S ALL SUPPORT THE AR!
VOTE FOR FRANK CHADWICK SECRETARY/TREASURER

Franciscus Chadz
alias Frank Chadwick, ol'head

FOR AR SECRETARY/TREASURER: DAVE KINGS (18)

Having been a member of the Allegheny Region since April of last year, I've met many other members and have made many new railroad friends. The one thing I've noticed most about the AR is a lack of communication and fellowship between themembers. 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 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 GATSME 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 this month, let's have a vote for better communication!

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

UPCOMING RAIL EVENTS

April 17, 1977 - CONRAIL READING DIVISION - Philadelphia commuter area trip covering Fox Chase, Warminster, Doylestown, and West Trenton Lines, utilizing former Reading "green" cars (MU's). Fare \$7.50 adults, \$4.00 children. Leave Reading Terminal (12th and Market Sts., Phila.) 10:45 AM, return ~~XXXX~~ 4:36 PM. Philadelphia Chapter NRHS, Inc., Box 7302, Philadelphia PA 19101.

April 24, 1977 - SEPTA RED ARROW DIVISION - 80 series car operating over Media and Sharon Hill Lines. Leave 69th St. Terminal 1:00 PM, return 5:00 PM. Fare: \$7.50 adults, \$4.95 children. Contact Ernest Kovacs, 416 Second Ave., Bethlehem PA 18018.

April 30, 1977 - BMT Steels 2390-1-2 trip over Eastern Div. of the BMT - Jamaica, Canarsie and Myrtle Avenue lines. Leave 57th St.- 6th Ave. (IND) Station, 9:30 AM. Fare: \$10.00 adults, \$5.00 children. Electric Railroaders' Assn., PO Box 80, Church Street Station, New York, NY 10008.

April 30th and May 1st, 1977 - CONRAIL - ALLEGHENY RAILROAD - operating between Kent, OH and Greenville, PA, and return, using two different routes. Ex-Reading T-1 4-8-4 #2102 will power train. Leave Kent, OH, 9:15 AM, return 5:45 PM. Fare: \$10.50. Contact: Steam Tours, Department 14, Box G, Akron, OH 44305.

May 7th and May 8th, 1977 (tentative) - CHESSIE SYSTEM (B&O): operating between Baltimore, MD and Point of Rocks MD, using ex-Reading T-1 4-8-4 #2101. Price and departure times not determined. Contact: Chessie System, 1 Charles St., Baltimore, MD 21201.

May 14th and May 21st, 1977 (tentative) - CHESSIE SYSTEM (B&O) - operating between Baltimore, MD and Harpers Ferry, ~~MD~~ WV, using ex-Reading T-1 4-8-4 #2101. Price and departure times not determined. See address above.

May 15th and May 22nd, 1977 - CONRAIL - ALLEGHENY RAILROAD - Doubleheader between Pittsburgh, Wilkesburg, and Altoona, PA via ex-PRR mainline and horseshoe curve, using ex-Reading T-1 4-8-4 #2102 and ex-GTW 2-8-2 #4070. Leave Pittsburgh 8:00 AM, Wilkesburg, 9:00 AM; return to Wilkesburg 7:45 PM, Pittsburgh 8:45 PM. Fare: \$29.75. Contact Steam Tours, address above.

May 15th, 1977 (tentative) - CHESSIE SYSTEM (B&O) - operating between Baltimore MD and Philadelphia, PA, using ex-Reading T-1 4-8-4 #2101. Price and departure times not yet determined. Contact Chessie System, address above.

May 28th, 1977 (tentative) - CHESSIE SYSTEM (B&O) - Trip from Baltimore, MD to Cumberland, MD, using ex-Reading T-1 4-8-4 #2101. Price and departure times not yet determined. Contact Chessie System, address above.

May 29th, 1977 (tentative) - CHESSIE SYSTEM (B&O) - Trip from Cumberland MD to Pittsburgh, PA, using ex-Reading T-1 4-8-4 #2101. Price and departure times not yet determined. Contact Chessie System at above address.

A WORD FROM DEUCE (CON'T FROM PG. 13)

bumped-off Virginian's Rectifiers and all but extinguished New Haven's need for overhead. Class I railroad electrification slipped to less than a mere 2000 route-miles and set a sort of melancholy scene which was broken only by Pennsy's E-44's and the rapid-transit comeback of 1965. Sorry enough to say, in this world of environmental worries, electrificationists find the outlook dimmer now than in 1940. Today, diesels rule.

NEXT ISSUE: Dick Dilworth and the outbreak of THE GEEP!

-Deuce

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TEMPORARY EDITOR FOR NEXT ISSUE will be Scott Drake. Send all material to above address by May 15th, 1977. This is not Buck's new back cover. It should be ready in time for the June-July Issue.

THE ALLEGHENY DISPATCHER

APRIL-MAY 1977

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THE ALLEGHENY DISPATCHER

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