

NEW HEAD FOR THE
ANIEGHENY REGION -
SCOTT "THE DUCK" DRAKE
FRANK J CHADZWICK - SEC - TREASURER

DISPATCHER

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COVER DESIGN
by F. Chadwick
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YOU CANNOT
TELL THE DEPTH OF
THE WELL BY THE LENGTH OF
THE HANDLE ON THE PUMP . . . Dick Nixon

Illustration by Dick Chadwick 5-77

HE SPEAKS (ALMOST)

Many of you, like many of us, have probably been wondering what's happened to the Dispatcher, as you ponder the thought in your mind that it's late and long overdue. Well, a number of things have happened over the course of the summer to account for the obvious delay. Let's attempt to run down a few of these here.

As you may recall, the last issue was the election issue, and you've probably no doubt been wondering what was the outcome and who your new officers are. Here are the numbers which may be of interest:

AR 1977 ELECTION, as compiled by election chairman Dave Kings

President---Scott Drake	9	Secretary/Treasurer---Frank Chadwick	7
Frank Chadwick	1	Dave Kings	4
Patty Summers	1	William Wooley	1

Ballot Questions:	<u>Yes</u>	<u>No</u>	<u>Didn't Vote</u>
#1	8	2	1
#2	9	2	0
#3	8	3	0
#4	10	1	0
#5	11	0	0

President Drake would have loved to make his initial address in this issue, but since he's camping in Virginia for his vacation at the moment it was a little out of the question. The Duck was also scheduled to edit this issue as we mentioned last time, and he's already done most of the work, leaving the fun part for yours truly. Anyway, we just want to make understood that myself and the rest of the crew did not forget about you guys, but conflicting vacation schedules and unexpected summer tragedies account for this issue's tardiness.

For the future, you can start looking forward to a new Constitution, currently in the works and being drafted by myself, Duck, and Frank Chadwick. It should be ready to go into the Fall issue for membership vote and approval. The dues will be going up, since the members voting passed the resolution on the ballot questions. It would be reasonable to assume a hike of at least \$1.00, but we're not totally ruling out a jump to \$3.00 to keep us in the black thru 1978. We would also like to announce that this will be a year of change for the AR if all works out according to plan. We would like to see the region become an independent, self-sustaining, and self-governing organization; a group that would offer a totally new outlook on rallofanning and modeling. By being more independent, we feel we will be able to accomplish much more and provide more benefits for the membership structure. We are going to base this "new AR" around hard-working individuals; people who will be willing to pull their share of the load in making things better for everybody. There will be more officers assigned to specific areas of the region, and no longer will we be restricted by boundary lines. Anyone can join, regardless of area or status. Your comments and suggestions will greatly aid in helping to put this project together.

Now for the bad news - there will be no Convention this year. Since nobody came forward to make plans and organize the Convention, it all went down the drain. 'Tis a little bit late to throw one now, unless a group of you plan to organize something on a much smaller scale. If you would still like to see a Convention, by all means feel free to organize one, but you can't depend on me to do it all for ya again this time 'cause I ain't gonna do it!

As for the Dispatcher being published on a monthly basis, well for the moment it would be a little out of the question since funds are ridiculously low and in

[CON'T ON PAGE THREE]

HE SPEAKS (Con't)

In the red. After the dues increase goes into effect, and the treasury once again has a chance to build up a little, we will consider the every month idea. Glad to hear that those voting at least liked the idea.

Listed below are some of the comments we have recieved with the ballots that have been returned:

"My basic comment is that too much activity in the AR is restricted to the North. I'm not sure of the geographical breakdown of the club, but more attention should be paid to the South. I'll be damned if I'll travel all the way to Pittsburgh or Philadelphia for our AR Convention!"

-Tim Bishop

"Put more modeling info into the Dispatcher. If I want to know what freight trains are passing through Allentown, I'll buy Trains Magazine!"

-postmarked Pittsburgh

"I would vote "yes" to the third question if it were not for the independent region bit. The AR is no more dependent on the TAMR as the same is dependent on us (the AR). Yet, we do benefit from Lone Eagle's List, so the association between the two should be retained."

-Frank Chadwick

".....end racial violence....."

-William Wooley

"I would be in favor of a dues increase if it does not raise the dues for us old timers. Drop the transit news, stick with steam, diesel, and electric; branch out to cover other states; make up group trips by bus to cover places such as the B&O Museum, or some of the rail museums, or rent out a school bus for a day. Invite other rail clubs and divisions in area to your meetings, and go to theirs. Make up sample copies to give out at clubs. Put in a pen-pal section like Railroad Magazine. Drop the age limit."

-John Gibbons

"I vote yes for an expanded monthly Dispatcher, only if the increase in dues will cover the publishing and postage costs. I would also like to see more organized AR meets; at least one meet a month (weather permitting).

-Deuce

Last but not least, we urge you to make a note of this new address:

PAUL J. MANTON
SCOTT "DUCKY" DRAKE
407 CASTELLO AV.
HATBORO, PA 19040

Enjoy, and see you in September--with another issue, so get the stuff in!!

ME SPEAK - a rush from the Secretary/Treasurer

Before I begin with the drudgery of my first Secretary/Treasurer speech, I would like to thank all those members who voted in this election, especially those who checked my box. Realistically though, this election, despite its rather poor response (less than one-third of all members) had better returns than the elections of the past two years. I hope this trend continues, for it is most reassuring to see some good old member involvement.

In this past year the AR has produced the finest Dispatchers we have ever seen. Out of a total of nine issues sent out, five were doubles (24-pagers). That's equivalent to 14 Dispatchers if you figure 12 pages per issue. I think that's a pretty good record when you consider three or four years ago we would be lucky to see the rag come out quarterly. But all of the energy has purpose, and that purpose is not to print up a lot of paper. The idea behind it all is that if the Dispatcher is interesting and productive, it follows right along that the region will prosper. Yet the prosperity of the organization is based on membership, which means your renewal and your rallian/modeler-friend's joining up. All that we need is a little cooperation, and if all of us work to the same end, we can expect nothing but a 'together' group.

-Franciscus Chadz

AR HAPPENINGS

The Family of Lines has certainly had its ups and downs, well, now its down again. Work had not been progressing on the pike since about mid-May, when FOL members were enlightened to the fact that the layout could not remain in its present location. This entire affair, and the events which led up to it, was really a bombshell (to most of us anyway). Will we look for another place? A little out of the question at the moment, we're sorry to say. The existing layout still stands, minus structures, rolling stock, and anything else that wasn't glued or bolted down. Since the frame of the pike was so solidly constructed, being built right into the basement wall partitions of the house, it could not be simply uprooted and moved. Due to its length, width, and height dimensions, compared to the size of the basement door, leave the FOL Board with no choice but demolition. The exact date for the razing has not been determined at this time.

For those of you who didn't attend the F.O.G.G. rededication and just sat on the Corridor waiting for it, I hope you had better luck than we did. Paul Manton, Frank Chadwick, Deuce Manton, Dave Kings, and myself waited on the Corridor at Midway Tower NJ for most of the afternoon on that hot Sunday, May 15th 1977. Suddenly, a headlight appeared from the South. All cameras were ready until we found it was not the "Murray Hill" but a Northbound freight on the inside track. As we watched the freight travel by, the "Murray Hill" with GG-1 #4929 passed, you guessed it, right behind the freight on the outside track, blocking it from our view. Thanks a lot, Conrail.

-Ducky Drake

FURD COUNTRY - and another Furd at that! This time, the lucky owner is Dave "Whitchat" Foley, with a '65 Furd Fairlane bomb. Dave wasted no time in putting the car to the "weight test", when he attempted to carry his Yamaha 500 one-hundred forty-five miles from Scranton PA to Flourtown PA in the trunk! Although the rear of the car was no more than five inches off the ground, "The Hat" managed to get the hoagle to Flourtown without incident. Perhaps this one will last longer than mine. Good Luck Fol!

-Deuce

A WORD FROM DEUCESURVEYING AMERICAN RAILROADS
(Part IV in a series of articles)THE ULTIMATELY FUNCTIONAL GEEP

That grand Old Man of Electro-Motive Diesels summed up the original Geep this way: "In planning the GP, I had two dreams. The first was to make a locomotive so ugly in appearance, that no road would want it anywhere on the mainline or near headquarters, but would want it as far out in the back country as possible where it could really do useful work. My second dream was to make it so simple in construction, that the price would be materially below our standard mainline freight locomotives."

Evidence shows how Dilworth's theory boomeranged. Geep production since 1949 now exceeds 9100 units (vs. a total output of 7374 F-type cab units in all series). The Geep is simply a railroader's locomotive: bi-directional, accesable, all purpose. In a phrase, ultimately functional.

Until 1948, EMD limited its entries in the road switcher market to more or less customized, elongated yard units, but when the competition (notably ALCO) began to bear down on hoods, LaGrange reacted with the Branch Line. Powered by the 1500 HP 567B V-16, the semi-streamlined B-B looked like a cross between a cab unit and a Borden milk car, afforded excellent visibility, and cost too much to manufacture. In 1948-1949, the BL-1 demo was joined by 58 production model BL-2's which sold to nine different roads.

Then Dilworth got to work on his "unlovely creature" -- the GP (for Genreal Purpose). And of course, it didn't turn out to be ugly after all. True, the sculptured beauty of the E's and F's was gone, however, the Geep possessed a classic form born of functionalism. The higger could see both ways and could go forward and backward; a mechanic could get at the engine or generator from the two gangways on either side. It could be run on the point, or as a booster unit, on or off the main. It could even be surrendered to the yardmaster between assignments.

The only thing Dilworth forgot to remove was the high nose, but EMD eventually chopped that too.

GP-7 and GP-9

The quick and enduring sales success of the GP-7 is witnessed by the fact that 74 roads purchased 2660 units between October 1949 and 1954. A sixth of these had the distinctive bulge on either side of the top of the hood due to dynamic brakes. Some units without dynamic brakes were produced in "torpedo boat" style with four main air reservoir tanks mounted on the roof of the long hood which permitted larger fuel and/or water tanks between the trucks. Santa Fe had several of these along with quite a fleet of GP-7B cabless booster units (as did PRR-Ed.). Production was so great in fact, that many Geep 7's were built at EMD's #3 plant in Cleveland Ohio.

Introduction of the 567C engine in 1954 ushered in the 1750 HP GP-9, of which 3,601 units were built (including 164 cabless boosters). Initially, the only change in appearance involved replacement of the 36-inch fan in the GP-7's dynamic brake hatch with a 48-inch fan on the Geep 9. Later, GP-9's acquired fabricated handrail supports bolted to the underframe only vs. the forged handrail supports of earlier GP-9's and all Geep 7's. Also single 48-inch fans replaced the pairs of 36-inchers at the ends of the long hood.

(CONTINUED ON PAGE SIX)

A WORD FROM DEUCE (CON'T FR. PG. 5)GP-18 and GP-20

In the early 1960's, the geep went through quite a metamorphosis: [1] it was supercharged and [2] thereby became powerful enough to underwrite EMD's now famous locomotive replacement program. This program stated that a road could swap four old units on three just-as-productive new ones. True, there had been a certain amount of replacement (i.e. diesels bought to replace older diesels instead of to shelve steam), missionary work by the GP-9, notably when Milwaukee Road swapped 52 FT's for the same amount of new Geep-9's. But a barnstorming team of GP-20's in 1960 upped unit output to 2000-HP thanks to the 567D2 turbocharged V-16 engine. The GP-20 hood units mounted a single exhaust stack, plus one 36-inch and two 48-inch cooling fans. For those customers diffident about turbocharging, EMD offered the lookalike GP-18, whose normally aspirated 567D1 V-16 engine was rated at 1800-HP. Geep-18's can be spotted by their two exhaust stacks and two 48-inch cooling fans. During 1960-61, EMD produced 323 GP-18's and 260 GP-20's. The Geep-18 production was expanded by Missouri Pacific orders for 100 such units, all of which were delivered on traded in ALCO trucks.

Revolutionary GP-30

The GP-30 was truly a landmark unit in EMD's production record. It's skyline casing from the cab halfway down the long hood - a wrinkle of GM automotive stylists at Detroit where the Demo was formally debuted - lent the unit an odd humpbacked, almost top-heavy look. Again, GP-30 had its share of teething pains, but the locomotive soared in sales producing more orders in less time than any previous EMD model. From Boston to San Bernardino - from Portland to Jacksonville - they kept showing up in ever increasing numbers until the Grange production eventually totaled 945 units. All were powered by EMD's turbocharged 567D3 V-16 engine rated at 2250-HP. A normally aspirated 1800-HP 567D1 engine was offered aboard the GP-28, but only 25 such units were built.

The 2500-HP GP-35, incorporating a 567D3A prime mover, replaced the Geep-30 in EMD's catalog in 1963. A more taut unit in appearance, thanks to a flat roof line and angled cab, the GP-35 has given the famous 567 engine its last and finest hour by generating sales of 1,280 units - a mark which even topped GP-30's dazzling record. It's figures like these that still make EMD the King of Locomotive Producers.

RUNNING EXTRA:

The very first geep of all was demonstrator GP-7 #922, turned out in October, 1949. The unit was sold to the Chicago and North Western as #1518. Several geeps were built on switcher trucks (an example being the fleet ordered by NC&StL). The pioneer of low-nose geeps was GP-9 #38 of Phelps Dodge Morenci Mine which lead to the long hood. The short hood was for better visibility--behind the train!

-Deuce

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7/77

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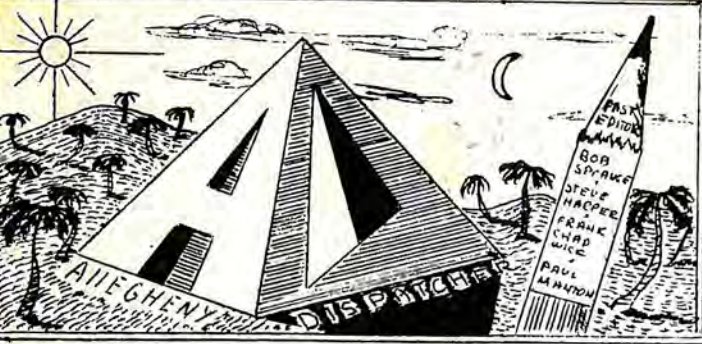
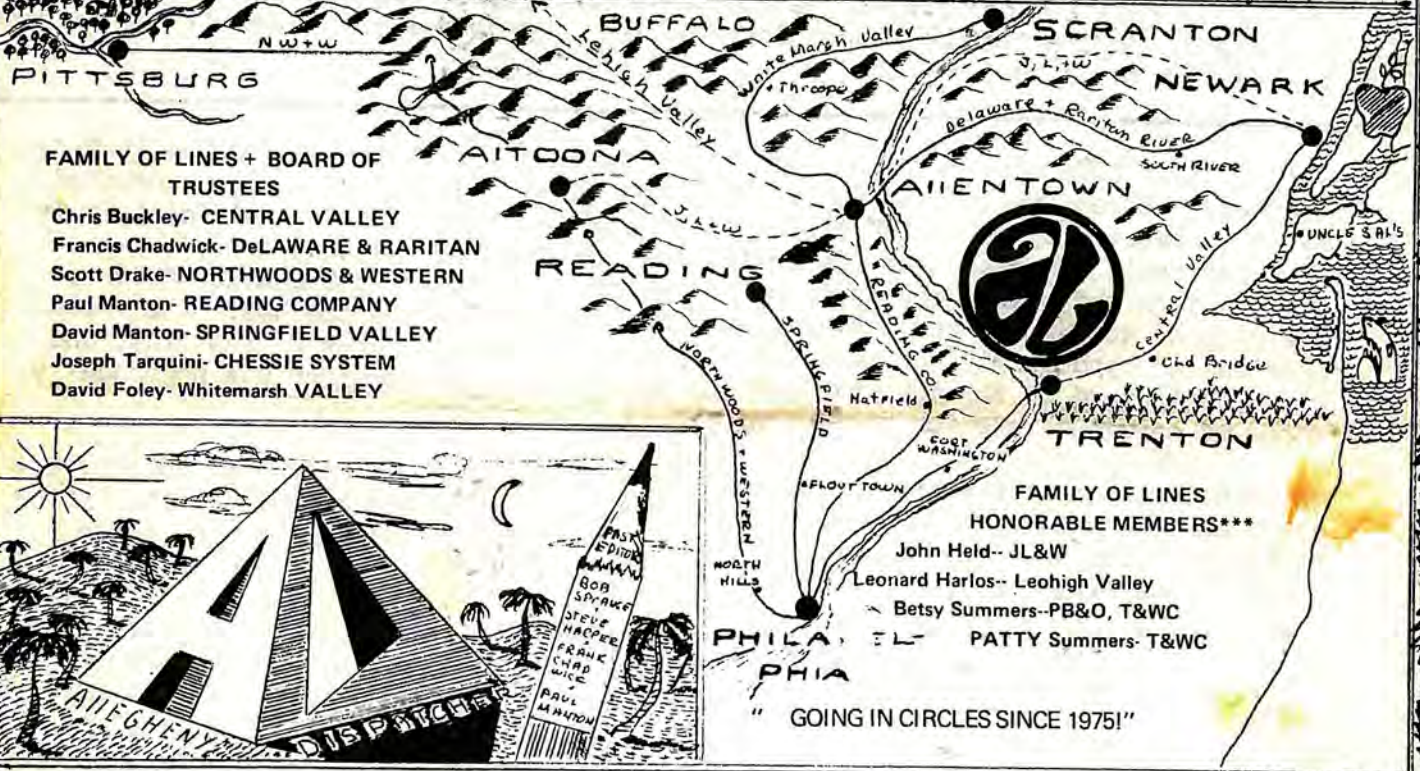
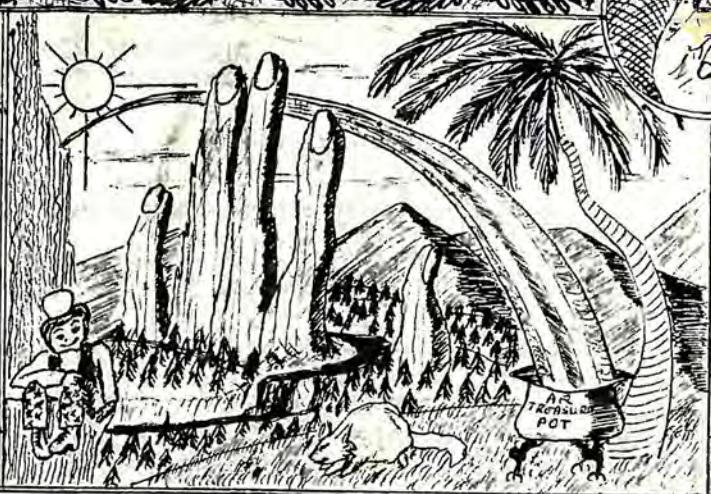
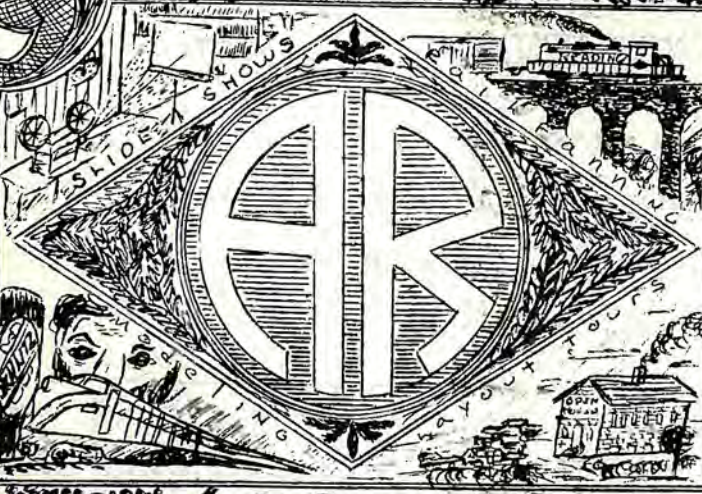
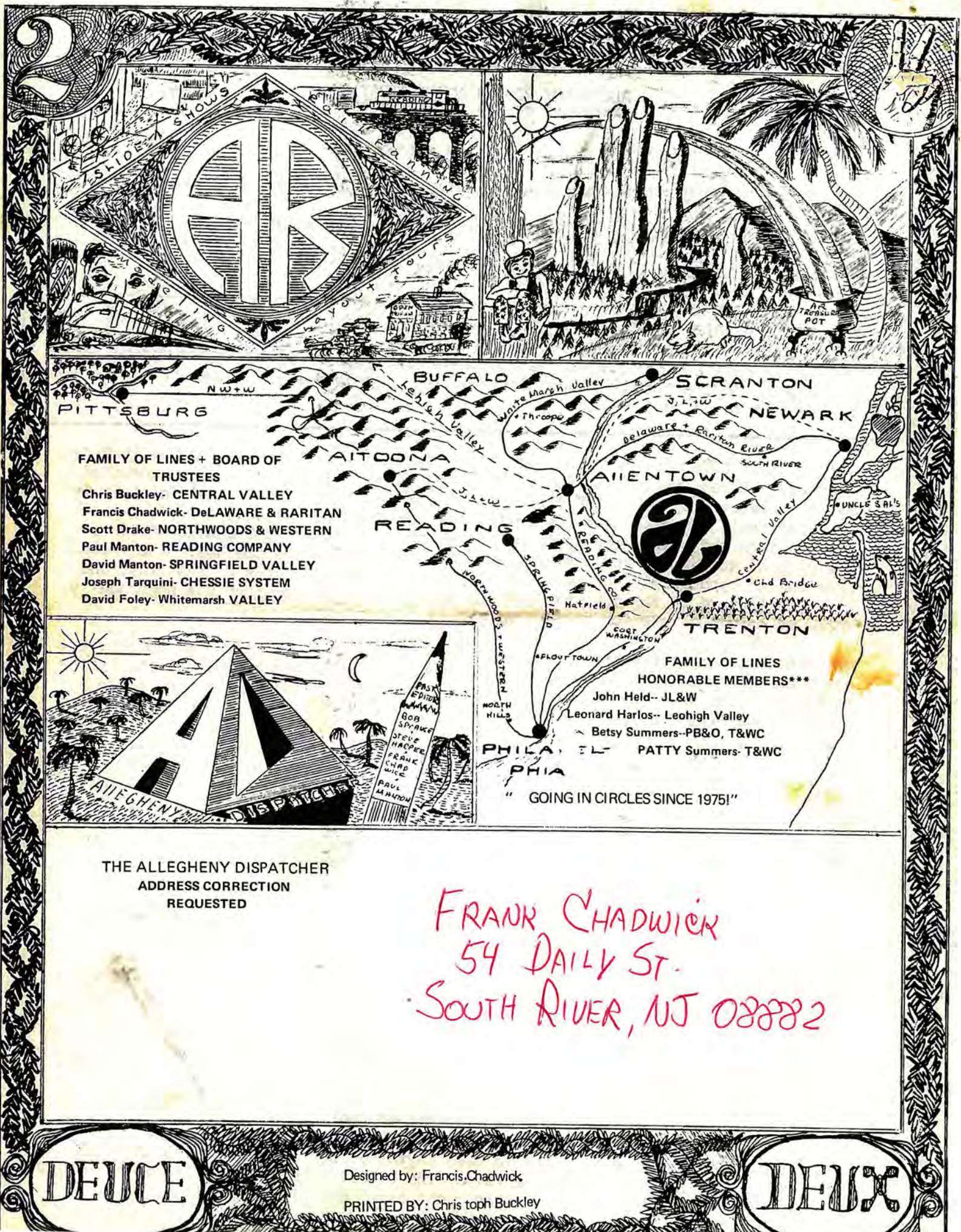
THIS MONTH'S COVER by Frank Chadwick shows the Family of Lines during the last-run ceremony, whereby Northbound Family Freight-2 (FFN-2) is being crudely interrupted by an immovable object BEFORE the completion of her run. The last official Family of Lines train operated over the entire railroad Saturday May 28, 1977, and the equipment on the agenda consisted of NorthWoods and Western 2-8-2 Mike #900 led a string of NorthWoods and Western (ex-PRR) Broadway Limited coaches. The train provided an opportunity for railfans to get their last pictures of the line, and an added feature of the day was that the entire last-run ceremony was permanently recorded on video-tape for all to enjoy.

WHY DON'T more people start taking advantage of our free-advertisement policy. Let other members become aware of the existence of your railroad by advertising in the DISPATCHER. The ads that you submit will help greatly in filling some of those inconspicuous blank spots at the bottom of the page.

THIS ISSUE has been edited jointly by Paul Manton and Scott Drake; Scott soliciting the material and Paul printing it up. Next issue we are featuring Dave Kings as guest Editor. It's good to see some other people stepping forward for a change and actually volunteering to do something. The present crew cannot go on producing DISPATCHERS forever, and the time will come when we will need a new permanent Editor. Think about it. If you think you'd like to try a hand at editing an issue, drop any of your officers a line. All you really need to have is a typewriter and a little basic grammar. (HA)

THIS SUMMER certainly has been a busy one from the railfan's viewpoint with the like of the Chessie Steamer (ex-RDG T-1 #2101), doubleheaded steam excursions around Horseshoe Curve on two consecutive weekends (featuring Allegheny Railroad #2102 and ex-GTW #4070), the F.O.G.G. G-motor #4929, and other such oddities of interest in the railfan's eye. The Chessie Steamer, however, is one train that practically every member in the region has a chance to see and chase, since it's covering the entire Chessie System in its travels, and should be within relatively close proximity of all of us at one time or another. Your Editor has been fortunate enough to have caught her three times already, so if she's coming your way try to get a look at her if you can. We think you'll really enjoy it despite the bright colors. After all, it's an ex-Reading engine!

ONE FINAL NOTE: If you would like to have anything put into the next DISPATCHER, be sure to mail it in by September 1st at the latest. We're a little behind ~~XXXXX~~ schedule and would like to keep moving right along and along and along.....



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