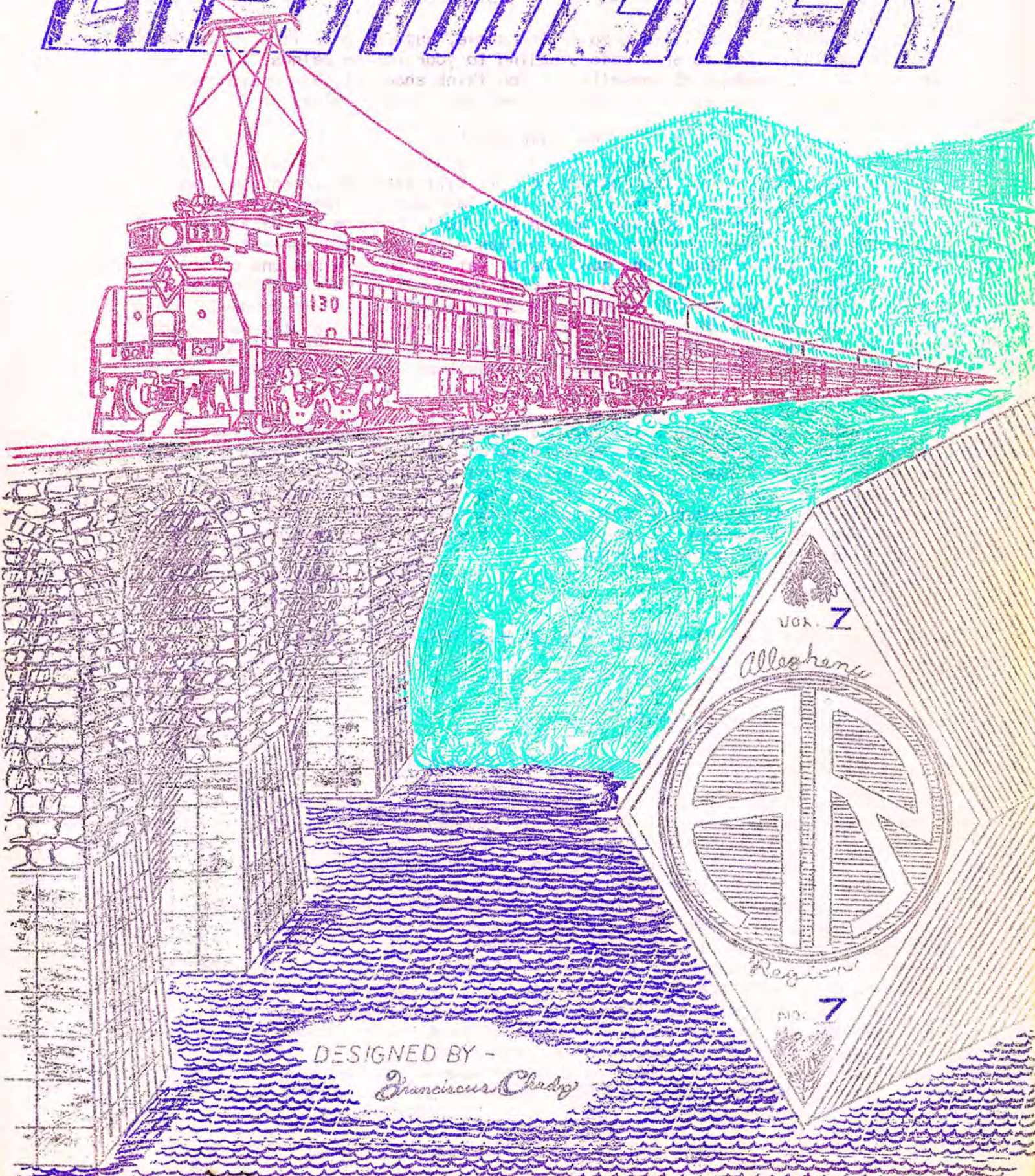


OVERHILLER



VOL. 7

Allegheny



Region

NO. 7

DESIGNED BY -
Franciscus Chady

THE ROCK SPAEKS: CHRISTMAS 1976

Well, Christmas is about to descend on us again. What is the meaning of Christmas? Is it the birth of Christ or just a commercial ripoff? Or perhaps an exercise in futility?

I happen to think it is none of the above, but rather a time to celebrate the richness of life, to show understanding to your fellow beings, to try to think of others instead of oneself. If you think about it, how many problems would be solved if we all followed the above year round instead of for just twelve days?

In case you haven't bothered reading the Constitution recently, let me refresh your memory about the convention. It will be held during the summer months, preferably near the end of June (The last week of June to be exact, as to allow enough time for everyone to finish school, arrange for vacations from work, and be guaranteed the best possible chance for good weather--Ed.). This means that we should make plans now. As of yet, we've only had one offer for hosting the convention from those wonderful folks out in Philly (which was put to a vote before the Executive Board members present at the Horseshoe Curve meet October 24th and APPROVED--Ed.). Now, I have nothing personal against Philadelphia, but I was hoping we could hold it someplace different like Maryland, Delaware, or Virginia. If anybody out there has any suggestions, let's hear them.

Another thing coming up is regional elections. If you would like to run for either President or Secretary/Treasurer, start thinking about it now, because in the next issue I will be announcing my selection for Election Chairman. This year, E.A. Summers cannot run for another term as Secretary/Treasurer (Old Head!--Ed.) so maybe somebody else would like to try that position. Naturally you can run for President if you want (and if you're insane enough), but be warned: I'm running for re-election.

Until next time,
GREG M.J. LaROCCA

P.S. Merry Christmas from myself and the PB&O Railroad Company.

 EDITOR'S SCRAPBOOK--P.J. MANTON

Ho ho ho, Meeery Christmas, Meeery Christmas! (HORT)

It seems apparent that the jolly season is once again upon us all, so I won't waste space here with the same old cliches. However, I wish the best to each of you and best greetings for the season, hope it's amerry one!

As you can see we are experimenting with a new type of printing in this issue. We think that it is easy on the eye, but it also allows us to put more material per page, thus keeping paper and postage costs down, while still enabling us to bring you more Dispatcher for the money. (How efficient we are!) If I don't hear any feedback about this new type, maybe we'll stick with it a while. Besides, this electric typewriter is certainly easier on my fingers than that old manual job we've been using.

Now down to business. This is our special Christmas issue, if you haven't realized that yet, so therefore we are including a couple of special features in this one that we don't usually have. For example, we have a good poem written by Deuce Manton called "The Wreck on Sumpter's Pass" which we hope will suit your holiday fancy. If space permits, there will be a number of other surprises too, but more on that later. [CONTINUED ON PAGE 3]

THE XMAS ADDRESS---AR's own original Secretary/Treasurer, Ms. E.A. Summers

Well with the Holiday season upon us I want to wish you all a very merry Christmas and a Happy New Year. 1976 was a great year for modeling as well as prototype with everything from Bicentennial models to the Freedom Train. Even though on December 31 the Freedom Train will help to lay our nation's 200th year to rest lets keep her spirit alive for another 200. (Note: next issue should contain a review of the Freedom Train. Does anybody have any B&W photos of it?)

Things have been pretty busy since the last issue, so here is all the news from the front office:

ADDRESS CHANGES:	Bengt Muten	Chuck Klein	Doug Johnson
	AVO 4	3824 Baytree St.	Box 347A
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RENEWED MEMBERS:

There has been a serious drop in the number of old members renewing. If you know an old member who has not renewed see if you can convince him to do so. Many time they just forget, it's not that they don't like us.

The following people have renewed: Bob Sprague, Doug Johnson, Scott Drake, John Held, Greg LaRocca.

RENEWAL NOTICES:

The following memberships expired in October: Dave DePhillips, Steve Wasz.
November expirations are: Mark Morgan, Lloyd Neal.

SECOND QUARTER TREASURY REPORT--JULY-SEPTEMBER 1976

Beginning Balance	\$18.36
Dues Income	\$24.78
Postage Expense	\$12.07
Printing Expense	\$12.67
Total Income	\$24.78
Total Expense	\$24.74
New Balance	\$18.40

That shows a net gain of a big 4¢ during this quarter. Even though income was up \$13.28 over last quarter, expenses, unfortunately, were up \$11.74. With costs rising we will soon be in financial trouble. SOLUTION: Bring in new members and get the old members to renew. And

who is that up to? Not the administration, not the PR Manager, Not you, not me.....
ALL OF US!!!!!! Now, get out there and do your part. Do you belong to this club?

Now that I've got that out of my system here is the new treasury balance as of 20 November 76; \$22.40. That is enough to pay for this issue you are reading now, and the AR Directory (due out in a few weeks-Ed.), but I sure as hell am not going to pay for the next issue myself! Who is going to do it?

LE RHUME DE ANE*...A...N...by Franciscus Chadz

Many people dislike railfanning during the Winter for a variety of reasons. Some see it as a time to set aside, by power of God or nature, to stay safely within the bounds of their respectful domains and model or work on their individual model railroads, beside the fireplace's glow. Still other people stay inside in the hope of persuing a score of variegated tasks and hobbies in the warmth and comfort of their shelter. (i.e. different arts and crafts, reading, sleeping, making wobble or any combination thereof.) Yet, the personages described in the above have one characteristic trait which, by the way, marks the majority of our population. That is, they dislike the prospect of going out into the bitter cold winds and wilds and freezing their arse off. This brings us to those poor deranged souls who find, in their nature or cosmic beliefs, that they have the responsibility of keeping Kodak, Agfa, and Fujii in business through those hard tempestuous months of winter, by raking off photo after photo under the adverse conditions which this time of year dictates. From this point onward, I will refer to these strong-of-heart as the "Rhume de anes".

A fictitious character by the name of Jaszu shall be used for exemplification purposes.

Jaszu has been a committed rhume de ane for over five years now, although he is only 17. Thus, only recently has he been able to drive a car on his wintery escapades. He is one of the fortunate few who have been able to hold onto their jobs long enough to buy a second-or-third-hand hoagle**. But the expense of having to add a quart of good oil every 100 miles and that everything else in the car is constantly being repaired or replaced, has left Jaszu without sufficient funds to get even one pair of snow tires to supplant his bald, patched wheel rubbers. z So, Jaszu does have an auto, but it is barely what an average person might need for a rhume de ane adventure. Yet, it must suffice.

Before Jaszu could drive, he would do all sorts of dumb things like walk, slide, or ride his bicycle to places which might interest the railfan. This was feasible during the other three seasons, but presented a major undertaking when there was snow and ice on the ground. Also, this transportation alternative left him with a very small scope of coverage and an even smaller payload of photo equipment and provisions. Thus, he carried on his trips only the most basic and needed materials. From this period though, Jaszu learned resourcefulness and can now tackle his objectives with his old, broken down hoagle better than the average sunshine railfan could with a snow tractor.

Good old Jaszu always welcomes people to go along on his rambles. He is a sociable dude, and, seeing that his old bear only gets a dozen or so miles to the gallon at best, he sees it as a chance to reduce travelling costs. It is also helpful to have a few guys around to pull the auto out of ditches and when the same becomes stranded in snow drifts.

Some people may question - Why isn't Jaszu satisfied with all the photos that he has taken under more suitable conditions, when one can benefit from the greens and blossoms of Spring and Summer, or the Autumn foliage and blue skies of more liveable days? To this I can only shrug my shoulders. Perhaps he wishes to document his collection of photos with a four-season repertoire. Snow scenes add a welcome change and present refreshed interest in even the most common locations. The frigid weather opens up many photo positions which are usually filled in with leaves and shrubbery. Frequently, if one is lucky enough to gain the grace of mobility after a heavy snow, one can see all kinds of unusual lashups and substitutions. The G-motor has been seen pulling Metroliners and Silverliners, as well as the regular GM-10B's and E-60CP's. Several other electrified lines in addition to the Northeast Corridor [CONTINUED ON PAGE 5]

MODELING PASSENGER TRAINS--PART II

Motive Power in the Form of Steam

--Greg LaRocca

The best part of any passenger train is the head-end, what with baggage, RPO's, heater cars, and express reefers dominating the scene. Also to be found is the motive power, and the most visually pleasing form is steam. Any type can be used, from 4-4-0's of a century ago to massive 6-8-6 steam turbines of the Pennsy. Below is a partial list of passenger steam:

2-4-0, 4-4-0, 4-4-2, 2-6-0, 2-6-2, 4-6-2, 4-6-4, 2-8-0, 2-8-2, 2-8-4, 4-8-2, 4-8-4, 6-8-6, 4-4-4-4, 2-8-8-4

Clearly then, the modeler desiring steam to pull his crack varnish is faced with the problem of what type to use.

However, under closer scrutiny, the problem becomes non-existent, as some of the types listed are not available in Ready-To-Run form, coming only as kits or expensive brass models. Also, some types were used by only one railroad. The 2-8-0's, 4-4-4-4's, and 6-8-6's are all Pennsy prototype. The Southern was the only road to use 2-8-2's (though many readers may debate this fact--Ed.). And then again, the era of the model must be taken into account. The 2-4-0's are from the 1870's, the 4-4-0's from the 1890's, and the 4-4-2's from the early 1900's.

Perhaps the most universal of all passenger locos was the 4-6-2 Pacific. Used from the '20's to the end of steam, they achieved more fame than any Northern or Hudson did. (e.g. PRR K-4, K-4s, and K-5s--Ed.) But now the problem becomes, "Well, what type 4-6-2 should I use?"

AHM, Life-Like, Tyco, and Bowser all make Pacifics. If you're modeling Pennsy, then the Bowser model is your saviour. The other three models are all based on USRA designs (altho the TYCO model is said to be a C&O prototype)--Ed.

As far as the Life-Like unit is concerned, it is the least expensive, and it lacks some of the refinements the others have.

The Tyco model is good and is available in R-T-R or kit form, and as mentioned earlier it's a modified USRA type and closely resembles C&O prototype.

The AHM engine is available two ways also. However, the simplified version stinks and lacks all the details that make the deluxe version a real jewel. It is the most expensive engine, but it's frequently on sale, and you can sometimes find older ones without the high price tag.

LE RHUME DE ANE [CON'T FROM PAGE 4]--F.J.D.C.

use substitute G-motors or diesels where good electrical connection between the M.U. and the overhead becomes precarious due to ice forming on the cables. The slippery rails also prescribe heavier loco tonnages, so a train that might have used two units on a normal run would require three or four locos.

So, despite Winter's bad points, it does not have to be considered a time of lamenting and arm-chair railfanning for Jaszu and those rhume de anes. Indeed, it can be a very fruitful occasion. Just remember the Jaszu in all of us the next time you think of railfanning this season.

*Le Rhume De Ane--the cold on the seat--French

** Hoagle--a beat up old car which is usually used specifically for railfanning.

11 TRAP... PART 11
 PROTOTYPICAL WISDOM

Your Allegheny Region rail-news Report

AMTRAK NEWS

There are only 23 un-modernized AMTRAK E-8's in service as of early September: 2 at Cleburne, TX, 6 at Harmon NY, 11 at New Haven CT, 3 at Superior WI, and 1 at Woodcrest, IL. The Woodcrest unit is #353 (formerly 203), retained because it has ILLINOIS CENTRAL GULF train-stop equipment.

Only two E-60's had not been delivered at the end of September--units 958 and finally 956 came in by mid-October. 957 swapped numbers with recently-delivered 951. This puts all six boiler units in one series--that is, 950-955, while the twenty M.A. units are 956-975.

With the end of the United Aircraft Turbos on September 8, Amfleet cars went on one replacement run from New York to Boston. Trains 162-163 are now Amfleet every day (coming to and from Philadelphia on trains 218 and 229 respectively.)

The Broadway Limited again stops at North Philadelphia, while the Washington connection will continue to serve 30th Street.

All the junk formerly stored at AMTRAK'S Penn Coach Yard has been removed and now the only occupants are usually Amfleet cars and both CONRAIL and privately-owned office cars--the few conventional trains are usually laid-up in the station and bad order cars usually are kept at Sunnyside now.

AMTRAK suffered some derailments in the last month which caused the retirement of over ten cars--some of which were post-war Budd cars one would expect AMTRAK to retain. That the cars will not be repaired is a sign that new cars in service or on order have created a major surplus of cars for a change.

Prior to the October 31 time change, the Northeast Corridor required the following conventional cars--53 coaches, 3 snack-coaches, 3 bar-lounges, 2 sleepers, 2 parlors, 4 RPO's, and 12 baggage cars, for a total of 79.

June, 1977 is the current planned date to convert the New Haven line to 25 kv power and this will spell the end of Metroliners and GG-1's east of New York.

CONRAIL NEWS

CONRAIL'S first new locomotives are four GE U-36B's from a cancelled Auto-Train order. They'll become CONRAIL 2971-2974.

As reported in the last Dispatcher CONRAIL has leased 100 surplus CANADIAN NATIONAL diesel locomotives for a period of three months. The first ten entered the US at Detroit on September 10 and all are now hard at work helping to ease CONRAIL'S motive-power shortage. The leased units consist of 45 GP-40's (31 of them brand new wide-cab models never run on CN), 26 M-636's, 27 C-424's, and two GP-35's. Because they lack cab signals they will probably not be seen very often in the Philadelphia area, but are operating over former NEW YORK CENTRAL and ERIE LACKAWANNA routes in New York and New Jersey.

[CONTINUED ON PAGE 7]

PROTOTYPICAL WISDOM [CON'T FROM PAGE 6]

CONRAIL NEWS (CON'T)

CONRAIL is currently leasing a number of other foreign line units, including five GP-7's and five GP-9's from BANGOR AND AROOSTOOK, six ex-SP&S RS-3's and seven NW-2's from BURLINGTON NORTHERN, two GP-35's from MISSOURI PACIFIC, and one GP-35 from Precision National Corporation.

At latest count, only eight of the 23 former EL E-8A's conveyed to CONRAIL are still in operation---six in freight service and two (#825 and 833) in commuter service.

CONRAIL E-40 electric #4973 (ex-New Haven EP-5 #373) returned to freight service September 20 out of Morrisville, PA after a two-month vacation in Harrisburg Shop.

Speaking of CONRAIL electrics, it has occurred to us that E-33's 4601-4610 are among the few active mainline locomotives which have served five different owners. They were built in 1956 for the VIRGINIAN, later absorbed into the NORFOLK AND WESTERN roster, then sold to the NEW HAVEN when the N&W de-electrified its VGN lines, and finally transferred to PENN CENTRAL freight service out of Harrisburg when PC took over the NH in 1969. Now they have still another owner, and one (#4605) has received the new CONRAIL blue and white paint scheme.

Despite numerous reports of its imminent demise, the SEPTA-owned push-pull train (three ex-READING FP-7A's #900, 902, 903, and five standard coaches) continues to operate on CONRAIL'S Reading-Philadelphia commuter trains 4 and 7. The six (sorry 'bout the goof) passenger cars apparently are near the end of the road maintainance-wise, but there is no equipment readily available to replace them.

As of November 1, cars 163-164 were the highest units delivered by Genreal Electric to the Reading Division of CONRAIL. This original order of 70 cars should be completed by early December, after which an additional group of 18 cars will be constructed. Reading Division will then have 119 Silverliners of various types, and the 38 "Blue" cars plus a few of the best "Green" cars (old heavyweight MU's---RER-13's). This compares to 136 MU's of lower seating capacity which were the entire fleet before the Fox Chase and Warminster extensions were opened.

One of the two E-8's assigned to the Cleveland-Youngstown train (825) is now renumbered to CONRAIL 4014. This train is now down to two coaches a day.

Here's the scoreboard on CONRAIL's massive rebuilding program during the six months' period from April 1 to September 30: 2,827,706 ties replaced, 5,790 miles of track surfaced, 440 miles of welded rail installed, 431 locomotives rebuilt, 7,490 freight cars renovated.

CONRAIL has announced that it will spend about \$3 million over the next several years to upgrade its yard facilities in Philadelphia. Much of this will be to modernize the Greenwich yard in South Philly so that the former Reading Company coal and ore facilities at Port Richmond can be phased out. Only about 25 of the 59 Conrail yards in the area will survive after the consolidation project is completed.

All of CONRAIL's ex-PRSL Baldwin-built units have been retired, except for S-12 #6017 which was moved to Harrisburg for possible rebuilding. This leaves former IRONTON RAILROAD DS-44-10 #751 at Allentown yard as the only non-reengined Baldwin still active anywhere on CONRAIL.

An \$8 million engineering contract to electrify the NEW YORK AND LONG BRANCH was signed by Governor Byrne of New Jersey in early September, covering that part of the line from South Amboy to Red Bank (in lieu of the proposal to electrify to Bay Head, refused by UMTA). The actual project should start in about 1 year, with UMTA picking up 75% of the tab

[CON'T ON PAGE 8]

PROTOTYPICAL WISDOM [CON'T FROM PAGE 7]

RAPID TRANSIT NEWS

SEPTA IS AGAIN LOOKING AT Boeing LRV's as replacements for Philadelphia's subway-surface fleet. Seems that the "Canadian LRV's", like other Swiss prototypes which SEPTA had been looking at, cannot be modified to fit Philadelphia clearances.

TROLLEYS RETURN to Route 23, the Germantown Ave. line and longest of SEPTA's 15 remaining trolley routes. The line had been out of service for trolleys and was using busses since September 1975. Construction around the center-city area, installing new sewer mains in North Philadelphia, and replacing rail at Broad and Erie had forced SEPTA to use busses, but the trolleys had returned in early October to once again run the entire length of the route. Since the majority of the cars used on Route 23 had been sent out to the Woodland and Luzerne depots, after the October 24, 1975 fire at Woodland, SEPTA officials have had to borrow cars from other car barns around the city. So now one can see quite a variety of equipment running on Germantown Ave.

PATH has repainted 26 "K" cars now, with three cars coming out about every three weeks.

All exterior paintjobs of ERIE LACKAWANNA MU's, but some cars continue to receive repainted interiors and new upholstery. Vinyl replaces (or covers) the traditional rattan. 106 of the 228 surviving cars have not been repainted since the EL merger and can be identified by the off-center "Erie" added to the original "Lackawanna". Newer repaints (those within the past 15 years, that is) have the whole name centered. Four club cars survive, but one of these (3455) appears to be a little more than a coach. The classic wicker-chair versions are 3451, 3453, 3454. Three combines (3405, 3406, and 3410) are the last MU combines in service other than on the CSS&SB. They always run on the west end of their trains, on the 5:25 ~~AM~~ Morristown, 5:35 ~~AM~~ Gladstone, and 5:42 Dover trains from Hoboken.

PITTSBURGH & LAKE ERIE's one commuter train consists of GP-7 1501 (repainted in the inevitable Bicentennial livery), and four ex-L&N coaches painted traditional NYC gray. A standard coach is retained as a spare and some other type of company car numbered 404 is kept at Pittsburgh. (Looks like some kinda modified coach)

Dave Kings tells us that on November 4th, D&H officials made their first inspection tour over Conrail lines from Oak Island yard, NJ, to Philadelphia by way of Allentown and Reading. The four-car special, pulled by ALCO PA's 16 and 17, consisted of a business car (200), lounge (Champlain), and two more business cars (500 & 100). Dave works for Conrail as a trackman with the MW crews, and spotted the train while working on a stretch of ex-Reading trackage along the old Main.

PENNDOT has "pushed back" the startup date of its proposed Scranton-Allentown-Philadelphia passenger service from late 1976 to the indefinite future. The same goes for a Reading-Allentown-New York operation which is also being discussed. Both would be run by CONRAIL. Right now, PENNDOT says it is concentrating its efforts on preserving the present Bethlehem-Philadelphia RDC service and extension of the New York-Phillipsburg NJ trains to Allentown.

AVAILABLE NOW.....Complete roster of CONRAIL motive power. This is the most recent motive-power roster yet put out, and covers all units inherited by the Corporation since April 1. Listings contain the new Conrail number, former railroad and number, and the model. ~~R~~ For your copy, send only 25¢ to Scott "The Duck" Drake, 732 Argyle Road, North Hills, PA 19038. All money received will go into the AR Treasury. Limited copies available, so send for yours now. No stamps please.

A WORD FROM DEUCE:SURVEYING AMERICAN RAILROADS
(Part One in a series of articles)

-by Deuce Manton

STEAM: WHAT A VOID SHE LEFT

In 1940, class 1 railroads owned 40,041 steam locomotives. In 1964 that figure had fallen to an estimated 350 engines. Sensitive souls will never be able to adjust to that loss; to comprehend how any machine so masterful as steam could be retired in favor of Roudolf Diesels "Dream Machine"; to appease themselves for the abolishment of rhythmic stack talk, electrifying whistles and billowing smoke. Steam didn't merely intrigue her admirers; she overwhelmed them in sight and sound, rendering the train behind and the track beneath as secondary concern. In utter contrast to her replacement, she depicted the differences between individual railroads. For example, New York Central was Hudsons and a Great Steel Fleet on a right-of-way four tracks wide. SP was a 4-8-8-2 cab-forward emerging from a snowshed.

Because she was so customized, steam lent herself to very personal associations. For example, no man who had ever witnessed a Pennsy Mib hauling a string of 100 hoppers around Horseshoe Curve was quite the same again. What is there left to say of the achievements of units such as UP Challengers, Big Boy's, and Pennsy K-4's? Never before has man expressed his own image, it's wonder, as when he caused a fire to be laid on grates beneath a boiler mounted atop rod-connected flanged driving wheels. When that fire was extinguished, we were never so warm again.

-Deuce

THE WRECK ON SUMTER'S PASS

-by Deuce Manton

Out of the yards at Riverside
With a full load of freight
Old 6314
Rolled on, keeping a steady rate.

Past the water tower,
Safely 'round the bridge,
She thundered past the dispatcher's
office
And swiftly over the bridge.

At the throttle of 6314
Big Jim Sweeney sat.
Jim was a colossal man
In overalls and hat.

It had never occurred to Jim
As he hauled his train upgrade,
That this would be the last run
That he had ever made.

The fireman was on the deck,
His shovel in his hand.
He shoveled coal faster
Than any other man.

6314 was a mallet,
One that could really haul a load.
She had seen service on nearly
Every mile of the road.

The train was headed to Oretown,
With a train load of many a hopper.
He would drop off his train in the yard
And the consist would be dispatched for copper.

Meanwhile at Oretown,
6314's destination,
Big number 3362
Slowly pulled out of the station.

3362 was headed to Riverside,
6314's originating position,
Barrelling down the tracks
Still sparkling from her reconditioning.

A hundred miles up the road
Was the halfway post.
They called it Harper's siding,
being a mile long at most.

[CONTINUED ON PAGE 10]

THE WRECK ON SUMTER'S PASS [CON'T FROM PAGE 9]---Deuce Manton

Beyond Harper's siding
Was the lonely Sumter's Pass.
Up and through the mountain range
And down the other side to Shast.

Due to close clearances and cliffs,
The pass was only single track,
All the way down to the telegraph office
Where the double rail comes back.

One train would take the siding
And wait down at one end,
Held by a red for a rest
'till the other train came past.

The signalman at Harper's siding
Was drunk as a skunk on beer
And mistakenly threw a green board
Making the pass look clear.

With whistle screaming
6314 rounded the curve at Shast.
Figuring that 3362 was at siding
She started over the pass.

Meanwhile at Harper's siding
3362 came past.
Seeing the greenboard thinking 6314 was late
She squealed over the siding and into the pass.

The signalman at Harper's siding
Got a wire from Shast.
It said: HOLD YOUR TRAIN THERE
BECAUSE ONE IS ON THE PASS.

Looking out his window and seeing 3362's hack
The signalman jumped to his feet.
For he came to the realization
That there was gonna be a "cornfield meet"

The signalman tried to phone Shast
But it was all in vain.
There was no way to warn the hoppers
The fate that awaited their trains.

Sweeney's train was making the grade
When suddenly it came into view:
Heading right at him at full speed
Was 3362!

The stack talk gave way to a warning blast
And Sweeney's face turned white.
3362 was heading right for him at full speed,
A scene that would make the strongest run
In fright.

Both hoppers had their hand on the cord
As the two locomotives hit,
Shooting steam and smoke into the air
And throwing cars over the cliff.

The wreck crews had to work through
The derailed cars and scattered loads
To reach the locomotives,
Which were way up the road.

Down an embankment resting on her side
And smashed beyond repair,
Lies the remains of 6314.
The crews buried her there.

3362's boiler blew up
And she was scattered everywhere.
She gave herself up in an explosion
Which shook ground and deafened the air.

The pass is now double-tracked,
And that signalman was fired,
And the one who replaced him
Has long since ~~BORAN XXXXX~~ retired.

The days of steam have come and gone,
For now diesels roam the road;
Capable of hauling longer freights
And hauling heavier loads.

If you should wander into the tavern
at Shast,
While you sit and drink a glass,
Some of the older folk will still tell the
tale

Of the wreck on Sumter's pass.

EDITOR'S SCRAPBOOK--[CON'T FROM PAGE 2]

In the last issue, Steve Tolle asked about the NARP (National Assn. of Railroad Passengers), the NASG (National Assn. of S-Gagers), and the NRHS (National Railway Historical Society). In an upcoming Dispatcher we are planning a full membership information service for these and other railroad-related groups for the benefit of those wishing to join.

Again, our next issue will be the special election issue, due out around early February. It will contain a listing of the candidates for AR President,

[TURN TO PAGE 11]

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Frank Chadwick (Our resident artist)

THE ALLEGHENY DISPATCHER is the bi-monthly publication of the ALLEGHENY REGION of the TEEN ASSOCIATION OF MODEL RAILROADING. All material for publication should be sent directly to the Editor. All material submitted for publication becomes the exclusive property of the Allegheny Region. Photos submitted for publication must be clear and sharp, BLACK-AND-WHITE ONLY!!! Photos returned to owner upon request, otherwise they become the property of the Allegheny Region. Dispatcher ads are free of charge for a 6-line, 1/2-page width. Consult the Editor for special rates on large ads.

AR HAPPENINGS.....Construction begins on the FAMILY OF LINES, after nearly two years of planning. The finished layout will occupy a 24x6-foot space in Joe Tarquini's basement, and will feature a two-track main line, three yards, engine terminal, and a mining facility. As of this printing, FOL members Ducky Drake, Deuce Manton, P.J. Manton, and Joe Tarquini have been working on the benchwork, and the general trackplan of the layout (wait 'till you see this trackplan!). At the present rate of construction, it appears that trains may not be running until after the anticipated Christmas deadline, as track (or the lack of it) seems to remain a problem. Well, looks like another trip up to San Marino's coming up soon.....

AR's "Cutest Couple of the Month" award definitely must go to Patty Summers and Ducky Drake. Ducky has got to be the only AR member who is crazy enough to drive 350-miles to Pittsburgh everytime he wants to see his honey. O well, such is life.....

The Dispatcher staff wishes to welcome a new "hoagie" to our ranks. Deuce Manton has just bought his very own 1960 Ford "Country Sedan" station wagon. Last month in this spot we talked about the various members and their respective hoagies, but Deuce's has just got to take the cake! At least he drives one of the oldest vehicles in the region, and probably will soon be stealing the title for "Official AR Hoagie". As soon as he got the car, he wasted no time in preparing it for railfanning. Deuce has decided to dub the thing as the "Cannonball Express", altho we sometimes wonder if that title is appropriate, and he has purchased two Reading FP-7 decals for the doors of the hoagie. Its not unlikely, then, that anyone should have any trouble spotting Deuce railfanning out on the road.....

Don't forget that the next issue will be the election issue, and we are urging all of you to please exercise your right to vote for your AR officers, especially in this next, extremely important election.

SCRAPBOOK [CON'T FROM PAGE 10]-----AR Secretary/Treasurer, and AR PR Manager. If you would like to run for either of these posts, please get your platform in to me by January 15th or you will not be able to run. Platforms should be about 100 words or less, and should be clear and concise. Just write about the things you plan to do if you were elected to AR office. One last thing--we can concievably see a dues increase in the very near future if we don't keep new members coming in and old members renewing their dues. If you want to avoid paying more next year, do your share now by recruiting some new members to join, or renew yourself for a two-year span.---P.J.



the ALLEGHENY DISPATCHER

The official publication of the
Allegheny Region of the
Teen Association of
Model Railroaders.

The purpose of the region
is to provide a link between the
national organization and the regional
members in representing the interests
of the members, and to further
communication between the members
of the region. The Allegheny Region is
designed and run in the interest of you and your
fellow members. In the same token, in order to truly
benefit from it, communal effort is required for it to function properly..



AR form 1

Family Lines
System
Route
Map.

Reading
SPRINGFIELD
Philadelphia

GOING
IN CIRCLES
SINCE 1975

Sunburst

Central Valley

Delaware + Raritan

Honorable
trustees:

Reading Lines;
Paul Manton.
Springfield;
Dart Manton.
Sunburst Lines;
Joe Taravani.
Central Valley;
Chris Buckley.
Delaware + Raritan;
Frank Chadwick.

Newark

AR-treasury

Family freights

Central Valley

Delaware + Raritan

Springfield

Reading

Philadelphia

Sunburst

Frank Chadwick

AR-treasury

Family freights

Central Valley

Delaware + Raritan

Springfield

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Frank Chadwick

AR-treasury

Family freights

Central Valley

Delaware + Raritan

Springfield

Reading

Philadelphia

Sunburst

Frank Chadwick

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ooooooooooooo Designed by Frank J Chadwick oooooooooooooo Printed by Chris J. Buckley oooooooooooooo

The ALLEGHENY DISPATCHER

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