

# DISPATCHER



HANNAAPPLE

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PRESIDENT'S REPORT - The Duck Speaks: Time For a Change?

Once upon a time, not too long ago, the Allegheny Region had a membership of 64, and it was the most active region in the TAMR. And now, one year later, the membership stands at 54, and of those 54 members, again only a handful bothered to vote for a new president. This seems to be an annual event, and it looks like this region is due for a change. I would very much like to thank those of you who voted me into this position, and I hope to serve you, the members, as your president to the best of my ability. But when I was sworn into office, the Allegheny Region was dropped in my lap like a bomb. This was part of the reason behind the last Dispatcher being so short, and late.

I now feel that this job was bigger than I expected, and that I should appoint a new editor to ease the work load from Paul Manton and myself. I now appoint Betsy Summers as the new editor of the Allegheny Dispatcher. I also wish to thank Dave Kings for volunteering to edit and publish this issue of the Dispatcher.

Now to get back to some changes I have made to better the region as a whole. First, a dues increase of fifty-cents per year to all regular members. This will, for the moment, affect only members who are under the age of 21, and associate members will still pay \$3.00/year. Second, a new constitution has been drawn up and is now awaiting approval by the Executive Board. If passed, it will be published in the next issue of the Dispatcher for you to vote on. Third, I would like to hear more from you members who would like to voice some ideas or comments, or just what you think would make the region better. I would also like to hear from members who have never stepped forward before. What's everybody afraid of? I get sick of seeing the same people writing for the Dispatcher all the time. If nobody wants to step forward to help their region get better and stronger, I'll be damned if I'm going to spend my time writing and supporting this region for my own good.

Enjoy your reading, and send all information concerning the next issue to:

Betsy Summers; 209 Tadmar Ave.; Pittsburgh, PA 15237

For more information from your president, write to:

Scott M. Drake; 407 Castello Ave.; Hatboro, PA 19040

EDITOR'S SCRAPBOOK

Well folks, this is my first try at editing any type of publication, so here's hoping that I know what I'm doing. As mentioned in the previous issue, Paul and Duck asked if I would be interested sometime in doing an issue by myself, so I volunteered for this issue. For those of you who don't know me, I've been a member since May of 1976, and a Conrail employee since September of last year, first on the Reading Division as a Trackman, and now with the former Penn Central as a Brakeman. My congratulations go out to Scott Drake and Frank Chadwick in being elected to their respective positions. I am sure that the AR could use new blood and that these guys will lead us into a more revitalized season. Once again, it's a shame to see that in a Region as active as ours, that so few bothered to vote. Perhaps this general attitude can be turned around in the exciting year ahead.

In this issue, Duece returns again with another interesting story of the development of modern motive power. And an article from our new officers of the AR. I hope you like the issue. May the force be with you.

*Dave Kings*

PROTOTYPICAL WISDOM  
Railroad news from various sources

A 118 mile branch rail line abandoned by the Penn Central in 1972 in the Adirondacks and now owned by New York State, may become a new scenic railway, if plans of state officials are realized. The line runs from Remsen north to Lake Placid through Adirondack Park. The state has applied to the Federal Economic Development Administration for a \$1.7 million grant to rehabilitate the line, and officials said the Federal agency has indicated favorable action on the application. Confidence was voiced that the rehabilitation can be completed in time for the scheduled 1980 Winter Olympics in Lake Placid.

An Adirondack Railroad Corporation (ARC) has been formed to lease the line from the state and operate it. For 50 miles the tracks run through a wild and picturesque section of Adirondack Park, an area described as a rail buff's dream. According to the New York Times, the ARC plans to run scheduled passenger trains to Lake Placid and sightseeing trains in the park. Freight would also be carried. I had the opportunity this past April to speak with one of the volunteers of the Atlantic Central Steam Co., operators of restored Canadian Pacific Royal Hudson # 2839, now on the property of the Northampton & Bath RR. This man is one of the trustees of the ARC. The ARC is supposed to get the 3 ex-Reading FP-7's #900, 902, & 903, once SEPTA abolishes the train. Also going to New York will be ex-Florida East Coast 4-6-2 #148, currently operating on the Whippany River Line near Morristown, NJ. The man did not say, however, if the coaches from the Reading's Push-Pull will go with the FP-7's. At any rate, this looks like an interesting operation to watch for in the coming years.

On June 13, a Conrail northbound freight collided with another northbound train which had halted because of a brake malfunction on the Northeast corridor at Rosedale, MD. This wreck blocked all 4 main tracks for several hours. The story I heard was that the crew of the rear train was drunk, and the engineer failed to respond to a stop signal. 3 out of 4 units on the train were RF&P GP-40's, including the lead unit, which was wrecked. The crew in the caboose of the lead train saw the rear train coming and jumped and ran. On a recent job that took me to Baltimore, I saw the caboose involved in the wreck and there wasn't much left of it.

Ten days later, a car with a hotbox caused a wreck in Metuchen, NJ for a 90 car freight, blocking the main tracks and causing a one day delay in Amtrak and commuter service.

According to CONRAIL magazine, Conrail has begun to take delivery of 134 new EMD GP-40-2's. The numbering on the Conrail roster will be from # 3280 to #3413. These are the first new EMD units for Conrail. A few of these engines can be seen at Elizabethport, NJ. They are 3,000 HP each. Also ordered are 37 road units from GE. Conrail's first bought-new units were 4 U36-B's built in 1974 for the Auto-Train, but never accepted.

Conrail began with 4,877 locomotives. Of that, Conrail overhauled 779 units in 1976 and planning for 988 in 1977. This means that by the end of this year, about  $\frac{1}{2}$  of the road units will be new or rebuilt.

The US Department of Transportation has announced that out of 1,075 miles of trackage slated for upgrading in the Corridor, concrete ties will be laid on 400 miles, and wooden ties on the rest. The concrete

## PROTOTYPICAL WISDOM CON'T

ties will be placed between New Haven and Boston, and in part of New Jersey. Concrete ties are in use all over in Europe, and this country is just beginning to experiment with them. Europeans have found that concrete ties last indefinitely and allow for greater speeds.

A 118-year-old branch line set for abandonment, was revived in Lenape, PA. Rail service was reopened on July 5 for the first time in six years on the historic Octoraro branch of Conrail in southern Chester County near Philly. This line was first opened back in 1859 by the Philadelphia, Baltimore and Washington RR, which later became part of the PRR. The 41 mile line extends from Chester County into Delaware and Maryland.

Passenger service on the line ended in 1948, and all service stopped in 1971 when a rail bridge over Chester Creek in Delaware County was washed out during tropical storm Agnes. When Conrail took over the deteriorated line in 1976, it was listed for abandonment, but SEPTA bought the line with the help of a \$414,000 loan from the U.S. Urban Mass Transit Administration. A condition of the loan is that passenger service be re-established in 10 years. Freight service is being restored under the Octoraro Railway, Inc. The railway would like to see passenger under way in 5 years.

A decision against building a new Manhattan terminal for the Long Island Railroad has been made by the Metropolitan Transportation Authority. Instead, lower levels of the Grand Central Terminal will be reconstructed during the next six years for \$400 million. The LIRR now operates out of Pennsylvania Station, which is becoming highly congested.

Railroad magazine reports that an 8 mile steam train ride is now being considered for Cape May, N.J. the run over Conrail tracks between there and Wildwood Jct. would operate from May through October, with some 100 weekend and holiday trips.

The American Freedom Train has been sold to Canada for \$575,000. It will tour that nation with Canadian exhibits as "Discovery Train" beginning on Canaday Day, July 1, 1978. The 15 car Freedom Train was financed by admission fees and private donations on its 21-month, 25,000-mile tour of the U.S. It toured 138 cities in 48 states and was visited by seven million people. National Museums of Canada will refurbish the train with national exhibits from its own country.

Conrail's GG1 # 4800, the PRR's first G, has lost its red, white and blue paint job to Conrail blue. It is the first GG1 in Conrail's fleet to receive the new standard paint scheme.

Fellow member John Held tells me that the Delaware & Hudson is planning to get rid of its 4 Alco PA's and the 2 Baldwin Sharks. A new management in the D & H would like to sell the PA's to the MBTA in Boston and the Sharks to anybody who will take them. The PA's are in fine shape, having been rebuilt just a few years ago by Morrison-Knudsen of Idaho, but the sharks are plagued with problems. Reportedly, one of them has a cracked engine block. A real downfall for railfans if this comes about.

The Chessie Steam Special engine, ex-Reading T1 #2101 will reportedly serve a tour of duty with Amtrak after October of this year. Sister 2100, now sitting in a scrap yard in Baltimore, will be refurbished along with the 2101 in the ex-Reading's Saucon Creek Engine House in

## PROTOTYPICAL WISDOM CON'T

Bethlehem, PA. The roundhouse and turntable there are being sold to Ross Rowland and Sam Freeman, owner of ex-F&C 4-6-2 #148 going to Adirondack RR, who plan to make it the new base of operations for what remains of the High Iron Company, now headquartered in Lebanon, NJ. Rowland rented out the property last March from the Reading estate to prepare his engine for the Chessie System tour, and found it was just what he was looking for in the area of a large shop.

June 30 was the last run for Railway Post Office in this country, ending 112 years of mail by train. The last trains were Conrail # 384, between New York and Washington. Restored GG1 #4935 had the honors of pulling Train #3 along with 4 freshly painted Penn Central mail cars.

The Broadway Limited, one of America's most famous trains, celebrated its 75th year in operation on June 15. The Broadway, originated by the Pennsylvania Railroad, and its rival, the New York Central's 20th Century Limited, made history with their celebrated "speed wars" between New York and Chicago in the early and mid-1900's. Both began operation on the same day: June 15, 1902. Both were among the premier trains of the world. At first, The PRR's train was called the Pennsylvania Special. However, confusion caused by the similarity of the names of this train and the Pennsylvania Limited brought about the renaming of the "Special" as the Broadway Limited November 24, 1912.

Most people presumed that the Broadway was named after the street in New York City. Wrong. It was named after the broad right of way over which it traveled, generally four tracks, with six tracks between New York and Philadelphia. The rivalry between the Broadway and the 20th Century was intense. As one railroad trimmed their train's travel time, so did the other. In 1919, 1938, and 1948, as the PRR re-equipped the Broadway, the New York Central did the same with the Century-effective the same date. The greats of stage, screen, politics and industry made the passenger lists of both trains a virtual "Who's Who."

As the railroad's share of intercity travel-especially business travel, declined, many of the frills of the great trains were dropped. Finally, in 1967, the 20th Century Limited was discontinued, and the Broadway was left to railroad between New York and the Windy City. Amtrak continued the Broadway without interruption when it took over passenger service from the nation's railroad's on May 1, 1971. A year later to the day, Amtrak rolled out its first completely refurbished train, the Broadway.

Crowds of passengers rode the train to celebrate. The 18 car train was hauled by GG1 #4935 between New York and Harrisburg, then from there by an A-B-B-A set of E-8's arriving 2½ hours overdue in Chicago.

The Black River & Western Railroad, an 18 mile common carrier near Flemington, NJ and an operator of scheduled steam trains will reportedly get Ex-LIRR #35, a PRR class G5s 4-6-0, now on display in a park on Long IC. The railroad will lease the engine for 20 years and restore it to operating condition probably with the original lettering and paint scheme. Once restored, it will be the only Pennsy-designed, Belpaire firebox, steamer in operation in the country. The railroad might also initiate commuter service into Trenton, NJ. The last regular run on this ex-PRR line was back in 1961. If the New Jersey Department of Transportation approves of the idea, the BR&W will probably get the remainder of the CNJ standard coaches still in operation on the New York & Long Branch RR.

## RAILFANNING FOR THE HEALTH OF IT.....FRANCISCUS CHADZWICK

In this world of ours, so populated by countless milli of brilliant, spirit endowd gurus, who, for lack of better, more adequate, and proper title, are called railfans, there are cows. There are also those who pause to meditate before the burning moon to find answers concerning their quest. The simple minded being would soon agree that capturing that fleeting instant that combines motive power, location, sky, and light properly on film is their prime purpose for chasing trains. With only a little bit of observation though, one will find that this obviously is the most screwed up, incomprehensibly illogical reply. I mean, after all, any major dude would have to be a little screwed up to be pursuing trains just to take pictures. Even if all the pix came out perfectly, it would hardly be an adequate return for all the expenses of time, gas, car wear, food, sleeping, food, speeding tickets, food, moral degrading and other tangible and intangible losses.

By now it is quite obvious that the only reason that the fine art of railfanning exists today is that it brings many benifits of health in much the same way other recreational activities do. For example, lets take the average railfan's weekend trip to the wilderness of north-east Pennsy.

One must arise early Saturday morn to get in the action, so one will find people maling their way out of the house or apartment as early as 5 AM. Most are too bushed to make breakfast, so the first health act of the day is taken-horting down a tall glass of OJ. You soon find him zip-ping off in his auto, arriving at the local freight yard along the way. The yard is a friendly, wholesome place on Saturday mornings. Assorted fowl feast on grain split between the rails by leaky hoppers as a switcher maintains an even shuffle, spotting cars and constructing trains soon to depart. The scene is easy on the mind and high for the soul.

Back on the highway, the speed is good for the body, as it refreshes it with cool air. This also works up a good appetite, so our friends pull up to one of the famous Golden Arches (9 billion sold) fine food chains for two links of sausage, hot cakes and maybe an Egg McMuffin. Now with a spot of grub under his belt, he rides off on a narrow winding road to his desired fanning spot. The shady road is enveloped with fresh air from the trees, only interrupted by an occasional gust of wind from the local farm's fertilizer. Its peaceful out this way, for pansy pushing moonies rarely wander this far from crowded intersections and such. This is much healthier than riding in the city.

Arriving at a trackside slesta, he observes via signals that a train is soon to pass. He uncarts his camera bag, film, and cooler to deposit them in the cool shade.

Standing tracsides is much more healthy than standing alongside a highway or airstrip. The latter two commonly employ asphalt, which get unbearably hot in the sun. On the other hand, the rail bed stays comparably cool. The latter two are much worse on the lungs. Tractor trailers and planes belch diesel and kerosene clouds in great quantities. 9 EMD's don't fume that much, an even an Alce's cloud is much more friendly than a Kenworth, White, or Boeing cloud of the same nature. Highway and air traffic is bad on the ear. Jets produce both very low and very high frequency noise at high Db levels. The scream of truck retreads is equally irratating. The railroads as of 1973 have tough ICC noise restrictions, so you can't knock them for noise now.

## RAILFANNING (cont'd)

Camping railside is a very restful experience. A meal of hot dogs and beans is commonplace, washed down by the enchanting liquid kept icy cold in the ol' cooler. A healthy reaction is bound to follow this combination of foods. This time of day always seems to rush by the fastest. The sunlight is still good for photos and all other conditions are likewise acceptable. Lighting an after meal cigarette, cigar, or pipe helps keep bugs away, and you can usually find a few trains running.

One always rises early, bright and fresh, after a good restful sleep. Checking the boards again, one notices that nothing is due for the present, so ya can settle back and fix another good breakfast. After this, the rest of the day proceeds in much the same way as the day prior.

Summer and Fall railfanning is an experience that we all should take a swing at more often. If your planning a trip, tell people; the more ya have going, the better the fun. Remember, its good for YOU as well as the REGION!!!!

## LONE EAGLE'S LIST

Frequently, member Lone Eagle Payne of New Carlisle, Ohio compiles a list of prospective members for the Allegheny Region. Regular members living near these guys are encouraged to write, call, or visit them and talk to them about joining our Region and sharing in our fun.

David W. Weideman	29 Stevens Ave.	Old Bridge, NJ 08857
S. Haddock	215 E. 17th St.	Huntington Station, NY 11746
Matthew Vessie	286 Lowell Road	Sayville, NY 11782
Ted Reichert	3832 Beechwood Pl.	Seafood, NY 11783
Keith Frank	22 Hoosic St.	Hoosic Falls, NY 12090
James G. Mullen/9	Bridge Rd.	Havenna, NY 12143
Mike Fullerton	108 First St.	Herkimer, NY 13350
Scott Sorenson	RD #1, Box 276	Mohawk, NY 13407
Wm. Kilchenstein	1909 8th Ave.	Beaver, PA 15009
V. G. Stanicor	1558 Fall Ave.	West Mifflin, PA 15122
Craig Myers	RD #1 Box 9	Markleysburg, PA 15459
Resident	403 Swann Ave. Apt B	Baltimore, MD 21229
Todd Morgan	1708 Fountain Head Rd	Hagerstown, MD 21740
Wise Skillman	1301 Meade Drive	Suffolk, VA 23434
John Witten	46 Holley Lane	Bristol, Va 24201

The Allegheny Region welcomes these new members:

Jack Pehowic	245 Penn St.	Sunbury, Pa 17801
Steve Quinn	80 Gelder Dr.	Holland, PA 18960
Barry Sitek	140 Morningside Ave.	Park Ridge, NJ 07656
Mike Cocsia	67 Gary Place	Staten Is. NY 10314

Please add these names and addresses to your current AR Directory.

The Allegheny Region would encourage our new members to introduce themselves to the rest of the AR, perhaps in the form of an article about

their layout, or rail activity in their area, or just some modeling or prototypical information. Let's hear from you!

SPECIAL ANNOUNCEMENT !!!!!!!

SPECIAL ANNOUNCEMENT!!!!!!!

In an effort to promote good regional spirit and to bring us into a more revitalized year, President Scott Drake has announced that our first official AR railfanning meet for this Fall will be held at the famous Horseshoe Curve at Altoona, Pa on the weekend of September 30 to October 2. Participants are asked to provide their own transportation to Altoona and back. We will be camping out near the Curve, so bring a tent or a lean-to if you have one; also a good warm sleeping bag. We will not be cooking our own food, so bring meal money. Those joining in on the Meet will get together at the snack bar at the Horseshoe Curve on Saturday, October 1 at 9:00 AM, so that we can map out plans for the weekend. We hope to see a lot of you there. The Curve is an especially busy area for trains, so those that come should expect to enjoy themselves, racking off pictures all day.

#### ANOTHER WORD FROM FRANK

A real heap of things have been happening down my way in the past few weeks, meaning a lot of changes. ~~Wink~~ This is even the second Secretary-Treasurer message that I'm doing for the issue. A good many of the past AR records are fouled up, and there is some confusion as to who is still a member. I'm sending a copy of this issue to everyone whom I'm unsure of, as to convey the following message:

If your name is listed below, this will be the last issue you'll receive until dues are paid (current \$3, or \$5 for two years). If you are still a member in good standing, and your name is on this list, please send me some proof, like a receipt or a valid membership card. It will be returned promptly to you. I'm sorry for the inconvenience. It's the only way that I'm going to find out what's going on, and who's delinquent in dues or not.

Joe Tarquini  
Tim Bishop  
Ken Brand  
Peter Celpe  
Chris Crosby  
George Cunic  
Bill Bishop  
Steve Wasz

Ralph DiBlasi  
Dave Dudjak  
Larry Duffee  
Jeff Farbaniec  
John Gibbons  
Larry Kolka  
Al Tillotson  
Tim Vermande

Kevin Moore  
Dale Robinson  
Ed Robinson  
Jay Sutherland  
Kevin Scanlon  
Harold Tague  
Neal Torchio  
William Woolley III

Thank you,  
Frank Chadwick

#### ON THE GGI

Dave Kings

Antraks 4935 is causing quite a stir in the railfanning community along the Northeast Corridor because of the anachronism of its PRR paint scheme. Most everyone knows what a class GGI is, but very few knew how the locomotive came to exist or even a little of its history. Today's railroad periodicals and books don't lend much info out of the way of numbers, rosters, locations, etc. Lately, though I have secured a report that was done by a firm that published ency-

clopedias, the Fact Research Service, Incorporated, who back in the 1960's researched the GG1. The report is courtesy of Mr. Fred Zimmerli.

#### DEVELOPMENT OF GG-1 ELECTRIC LOCOMOTIVE OF THE PENNSYLVANIA RAILROAD

At a round table discussion with delegates to the World Power Conference, held at Chicago, September 3, 1936, J. V. B. Duer, chief electrical engineer, Pennsylvania Railroad, was asked to discuss electric locomotives used on the Pennsylvania, and spoke as follows:

"In 1928 when the management of the Pennsylvania Railroad decided to electrify its lines between New York and Washington, plans were laid to build two locomotives of the 4-6-4 type, which, when completed, were placed in service handling special trains between Trenton and Paoli and Trenton and Wilmington. After they had operated several thousand miles, the results were analyzed and decision was reached to build 62 additional locomotives of this type for handling the passenger service between New York and Philadelphia. These additional locomotives were placed in service in 1933 and during that year accumulated approximately 4,555,000 locomotive miles.

"Late in 1933 it was decided to proceed with the program of electrification between Wilmington and Washington and to review the experience with these electric locomotives and decide on the type of the additional locomotives to be built.

"Two additional experimental passenger locomotives were built and tested and as a result the GG-1 locomotive, now used on our through passenger trains, was selected.

"It is of the 4-6-6-4 type, develops approximately 4600-ton train between New York and Washington at maximum speeds of 90 miles an hour. Fifty-eight of these locomotives are in service and are giving exceptionally good results...

"The locomotives of the P5 type, originally in the New York-Philadelphia service, have been transferred to the freight service between New York and Washington and 28 additional P5 locomotives with the streamline cabs (class P5a) are being used to handle the lighter passenger trains between New York, Philadelphia, and Washington, where their capacity is adequate.

Source: Railway Age, "Pennsylvania Electric Motive Power," Vol. 101, Pages 492-3, October 3, 1936

"At the beginning of 1933, the main line of the PRR between New York and Philadelphia was converted to electric traction and, though to begin with, the service was operated by the electric traction and the existing locomotives, in July, 1934 28 new units were ordered for dealing with the traffic. These locomotives have substantially the same mechanical and electrical characteristics as those which were being used for hauling goods trains on the electrified sections of the system, but in order to reduce the wind resistance, the original box pattern cab was replaced by one of a streamlined design. ...The modified locomotives, predecessors, are of the 4-6-3 type, and have an overall length of 62 ft. 8 in. They are fitted with three twin motors with an aggregate output of 3,750 h.p. at 63 mph, at which speed they are capable of exerting a continuous tractive effort of 22,300 lbs. The maximum speed is

GG1 cont'd

90 mph, and the starting effort 56,250 lbs. The total weight is 394,000 lbs, and that on the driving wheels 229,000lbs.

"In the early part of 1935 the Pennsylvania Railroad also converted, the main line between Philadelphia and Washington via Baltimore to electric traction, thus enabling trains to be operated by this method between New York and the capital, a distance of 225 miles. This conversion, which involved about 615 miles of track, permits the journey to be completed at an overall speed of 60 mph, with six intermediate stops. As a preliminary to the innuaguration of this service, two new types of locomotives were designed, and one of each built in the spring and summer of 1934. These were known as classes GG, and R., and after extensive tests the former was selected for service. (The R<sup>1</sup> was numbered 4999 and lasted up until the late 1940's-ed.) Subsequently orders were placed for the construction of 57 of these units.

"The GG locomotives are of the 4-6-6-4 type, and have an overall length of 79 1/2 ft., the total weight being 460,000 lbs. They are fitted with six twin motors giving 4,620 hp at full speed. The weight on each driver is 50,000lbs. The two cast steel articulated frames are connected at the inner ends by a ball and socket joint. This joint allows relative movement between the two portions for easy running around curves but on the straight lengths is inoperative, and the two parts are kept in alignment by a restraining device.

"Of the 57 of these locomotives that have been constructed, 18 were completely built and equipped in the Altoona shops of the Pennsylvania Railroad. Twenty five were built at the Baldwin Locomotive Works, Eddystone, PA. The General Electric Company constructed and equipped 14 locomotives at Erie, PA.

Source: Engineering, "Electric Locomotives for the Pennsylvania Railroad," Vol. 141, Pages 474-5, May 1, 1936

#### MODELING: Customizing Your Caboose

In this article, I would like to show you how to give your hack more prototypical details, like marker lights, safety chains, handrails, operating marker lights, etc. I have used an Athearn Cupola Caboose, since I model ex-PRR. to give examples, but you can improvise anyway you like.

First, get yourself a pair of either Alexander Scale Models #120-9506 markers or Model Die Casting #480-2950/2951 depending on your own preference. Now, if you use the ASM marker lights, you will find that they have a separate bracket so that you can remove them anytime you want by slipping the marker light out of the bracket. These are easy to install, but what is the use of running your hack with just brackets and no marker lights? This is the easiest way I have found to install them:

Find yourself a needle that is thick enough or thicker than the stub on the bracket, not too big, though. Carefully lay the caboose on its side and determine a spot at the rear of the hack preferably above the last window on the side of the caboose. Now with a pair of small pliers or needlenose, hold the needle with them and heat the end of the needle

Caboose cont'd

B'J200 80000

till you see a small red glow. Now, carefully force the needle through the plastic until you see it go through the other side of the plastic. Do this until the hole is big enough to insert the stub of the marker light. If you do this carefully enough, you can insert the stub while the plastic is still hot; this will hold it in place better and cleaner looking than glue. Now, do the same thing to the other side and you are on your way. Add the jewels with a small amount of glue, red facing the rear, amber, or white on the side, and green facing the front of your hack.

After you have completed that, we will move on to handrails and safety chains. Take the rear handrail off, and cut it in the middle. Bend down both ends to make two small handrails out of one. With the same needle you used before, make two new holes on the rear floorboard positioning them on both sides parallel to the door. All you need now is about an inch of kemtron chain #390-232x or 390-822x, to drape across the opening, and it looks more prototypical than the one complete handrail section.

And now, for you real nitpickers, Utah Pacific Products makes real operating marker lights, but you will probably need to find a new way to install them, and they are more expensive, by more than \$5 or \$6. Next issue, I will show you how to dress up your locos and add marker lights to them as well.

Until next time,....Ducky Drake

DEUCE SURVEYS MOTIVE POWER

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

THE COMMON DENOMINATOR: 2500 H.P.

In marking report cards for the locomotive market, we would accord a grade of B, perhaps even B+ for the year 1964. Approximately 1,000 diesel units were placed in service by class 1 railroads in the U.S.--fewer than a third the number built during each of the three boom years of steam locomotive replacement, 1950-1952, but eminently satisfactory when compared with the less than 300 units delivered in 1961. Nowadays, the number of units installed in a given year has become as obsolete as carloadings. Just as freight cars are bigger and hauling more, so too has the typical diesel of 20 years ago (1600/1750 H.P. B-B) been eclipsed by the almost universal choice of 1964, the 2,500 H.P. B-B or C-C.

Seldom, if ever had there been such singularity of choice in the market as was displayed in 1964. Everyman's unit packed a V-16 engine rated at 2,500 H.P. for tractoin purposes, the only option being contingent on whether one wanted to express that power in four motors for speed (more than half the customers did) or in six for better footing on hills (Coast Line's now famous six motor unit advocacy picked up such converts as Pennsy, Chessie, and Espee.) One could almost count the exceptions to the rule on one hand. Illinois Central remained with normally aspirated units (if one excludes those old Alco's hoods acquired with Peabody Short Line) by adding a dozen 1800 H.P. EMD GP-28's....trunk lines, short lines, and terminal roads caused a modest rebirth in the long dormant yard-engine field ... and UP went whole hog on jumbo-size twin-engined 5,000 H.P. units by ordering a pair of G E U50's and 44 EMD DD-35's. Alco juggled the ratings a bit by continuing to offer the Century 424 and barnstorming a quartet of "most powerful single-engine unit" candidates. 2,750 H.P. B-B C-628's; but it's hard

DEUCE cont'd

core bestseller, in common with that of the competition, remained a 2,500 H.P. B-B, the Century 425.

Only a few questoins broke the routine. Why, for example, is UP so pleased with it's 5,000/5,500 H.P. two units in one goliaths while every-one else treats them like the plague? The criticism runs like this: 3,000 H.P. units are simply too big and inhibit flexibility: if one engine fails the other is tied up in the shops while it's mate is repaired; the shop width and cranes won't handle them. Yet in an era when 10,000 H.P. locomotive combinations are commonplace and up to 30,000 H.P. are not unheard of, the two-in-one units offer significant purchase price and long term savings. It is true that UP has a habit of buying high-horsepower locomotives which the rest of railroading views with more curiosity, than envy (notably gas turbines); but in this instance, Omaha may enjoy the last laugh.

What UP means to 5,000 H.P. twin-engined units, SP means to diesel-hydraulics. Now that RioGrande has thrown in the sponge, SP alone is operating fluid-drive power. The fleet consists of six cab-type 4,000 H.P. Krauss-Maffei imported from Germany in 1961 by both SP and D&RGW; 15 more KM of a refined hood version brought in during 1963-1964; and three 4,300 H.P. Alco Century 643-H units put to work in the Fall of 1964. San Francisco HQ makes no comment on the hydraulics, which seem to spend most of their time running up and down the San Joaquin Valley as single units. Significantly or not, the west's largest railroad ordered no more of them in 1964. Instead they concentrated on the 2,500 H.P. B-B and C-C's. --Just like everybody else.

ElectroMotive wrote up orders for almost 2.4 million horsepower in 1964, a banner year in which its GP-35 gave chase to the previous top seller (GP-30) and won. That was comfortably more than double the domestic business of it's two rivals combined, and in mid-1965 EMD confirmed rumors that it would step up the competition by offering a brand-new model line in 1966. But putting out to pasture the most famous engine in all dieseldom, the two-cycle 567- EMD was able to raise the 2,500 H.P. ceiling up to a 3,000 H.P. average and a 3,600 H.P. maximum (sole exception: Alco's Century 628 and 630), thanks to the larger displacement of a new 645-series line of engines complemented (in the turbocharged version) with an alternator for more efficient production of electrical energy. Thus, in 1966 the market offered a four-axle unit with exactly double the horsepower of the famed F-3 and F-7 (and rival makes) with which most of railroading discharged steam.

Yet if EMD once again deserved an Oscar for it's performance in 1964, then General Electric was clearly entitled to the Best Supporting Actor Award in the Locomotive Show. For it was in that year that the U25B- famous for its simplicity and it's air filtration system and first application of 2,500 H.P. on four motors-- came to be. It rang up so many orders and reorders (along with its six-motor mate, the U25C) that GE managed to edge out ALCO for the No. 2 builders slot; (another fact that contributed to Alco's fold.) Erie was particularly delighted (just as La Grange was annoyed) with the enthusiasm which old-line EMD customer Burlington ordered and reordered GE diesels. The incident meant more to GE in prestige than in sales dollars, true, but nevertheless morale soared. In 1966, in order to retain it's No. 2 position, GE elevated unit horsepower and shifted to an A.C./D.C. transmission. GE was the first to attain 2,550 H.P. on four motors. Moreover, the plant is well versed in rectifying A.C.

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DEUCE cont'd

current to D.C., as a result of its experience with the E-44 straight electric freight locomotives built for PRR (which replaced the pre-war P5 classes) and acted as supplier of the AC/DC transmissions for ALCO's Century 630.

Which leads us into the industry's most versatile builder: ALCO products. In 1964 Schenectady turned out the highest horsepower single-engine diesels, the highest horsepower double-engine diesels, the only homemade diesel-hydraulics (all built with German Transmissions), and its traditional big slug of 1500 HP -plus export orders (2491 units averaging 1777 HP each). Moreover, in 1965 ALCO was the first to place diesels with AC/DC transmissions in regular service (three Century 630 3000 HP C-C's for ACL).

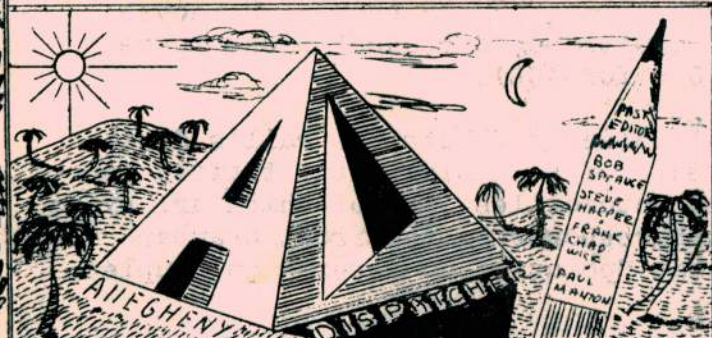
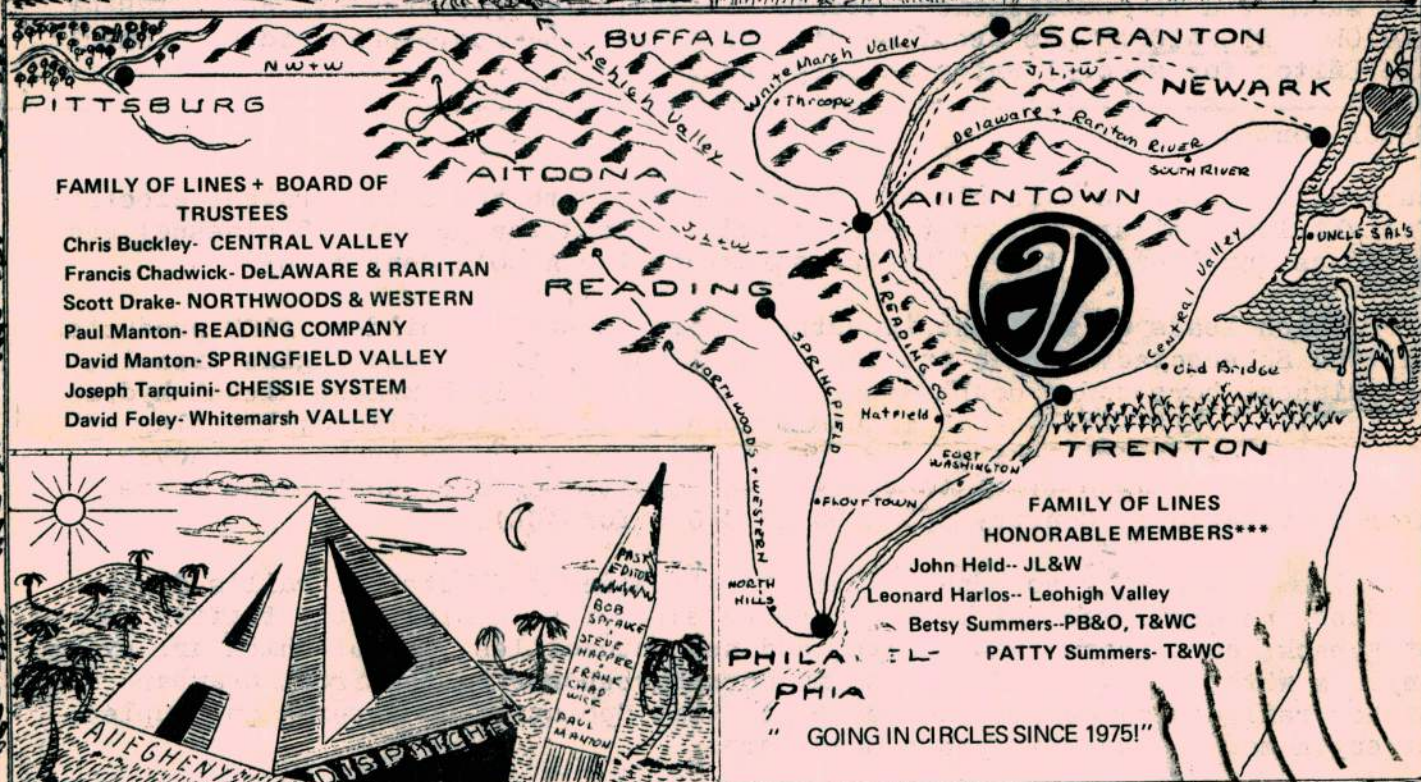
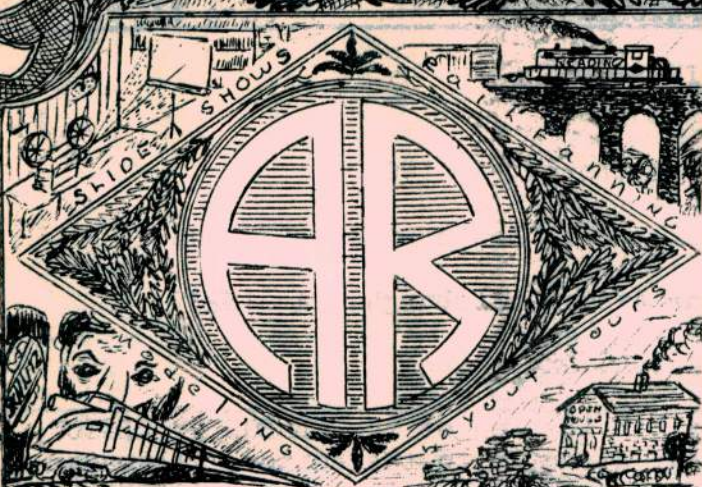
The continuing horsepower race in dieselism reflects the rail's desire -indeed, necessity- to retain and capture more of such high-rated traffic as piggyback, containers, auto parts, and new automobiles, all of which are synonymous with speed. Piling more and more horsepower on the front drawbar pushes railroading nearer and nearer to that "point of no return" on coupler strength-making midtrain power mandatory.

For the foreseeable future, though, everyman's diesel, no matter where in the consist, will continue to be an increasingly higher horsepowerd, robust, nonexotic ton-mile producer, designed to run off as many miles a month, and often more than, E-units once did on Florida streamliners, to say out of the shops, and even to stretch the mileage (thanks to fuel tanks with up to 4000 gallons capacity) between oil hoses. Do these second-generation diesels live up to their builder's broad claims? The operating statistics of U.S. railroading say yes. Diesel ownership hit a high of 28,359 units in 1959, declined to approximately 27,500 in 1964; yet ton-miles 551.6 billion in 1958 climbed to 665 billion in 1964. Again, in 1964, the rails hit an all-time high of more than 70,000 gross ton-miles per freight train-hour- better than prewar performance.

AND THE BEST IS YET TO COME!

-Deuce

THIS MONTH'S COVER by Frank Chadwick is an illustration of an ALCO Century with the duty of pulling the "Weed" Control train, equipped with burners and chemicals. This job is usually found to be the most sought after one on the railroad, and employees are seen dancing on the engine cab along with other instances of unexplainable behavior.



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