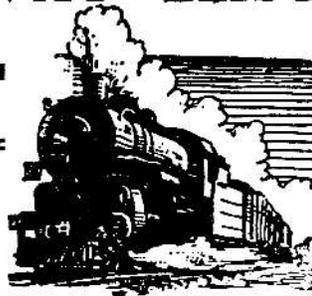


NATIONAL RAILWAY HISTORICAL SOCIETY

PHILADELPHIA CHAPTER



CINDERS

OCTOBER, 1971

THE OCTOBER MEETING: Will feature a real treat for the traction fraternity - local traction historian and Chapter member Ron DeGraw will give an illustrated talk on the all-time history of Red Arrow Lines. Ron is eminently qualified to speak on the subject, as he has just authored the soon-to-be-published official history of the company, "The Red Arrow Story". So, come and join us for an evening reliving the glory days of Red Arrow. Screen presentation will include rare historical and entertaining slide and movie scenes.

WARNER EXCURSION: After having been postponed from September 18 due to bad weather, the Warner trip was operated on September 25, and the weatherman cooperated with a perfect day for the outing. Warner's decided to use EMD SW1 #15 as our motive power. Mr. Elwood Kloppenburg, our host, was most gracious, and Warner's was kind enough to provide coffee and pastry after the trip. We had 24 of our people on board, and those who didn't come missed a good day. Numerous members spent further time along the PC New York-Washington line photographing passing trains. We're planning further outings for the Spring, and suggestions would be welcomed.

SEPTA STREETCAR EXCURSION: A nice day was had on October 3 for the SEPTA excursion. As of October 2, 37 tickets had been sold, thus assuring the Chapter of financial success on the trip. President Rafferty stated that Chapter member support for the trip was poor, and it becomes a source of frustration for your officers to plan these many activities and then receive such poor support from you, the members. We are doing all we can to make this an ACTIVE Chapter, but we need you, the members to take an active part in our affairs.

OUR ANNUAL AUCTION: Will be held at the November meeting, Friday evening, November 19, 1971, at the Engineers Club, usual time, 6 p.m. for dinner, and 8 p.m. for the meeting. So, save some spare cash up, and find a few relics in the attic collecting dust you don't want any more, and bring them along, and help your Chapter treasury as well. A financial review of our Chapter is presented on page 2, and I hope that you will study it and support the increase in dues for the 1972 calendar year, so that your Chapter might continue the activities it presently has.

PHILADELPHIA CHAPTER NEWS(Continued)

OFFICERS MEETING HELD OCTOBER 2 - DUES INCREASE NECESSARY FOR 1972: Your officers met Saturday evening, October 2, 1971, at the apartment of Larry Eastwood to consider matters of concern. At a previous meeting held at Joe Rafferty's house in July, an estimated operating budget for the 1971 year was presented. It was decided at that time, that the 1972 operating budget would be held to the same figure as the current budget, but that dues would have to be increased to cover the large operating deficit we are presently carrying. The 1971 and 1972 budgets are presented below for your inspection:

ESTIMATED BUDGET FOR PHILADELPHIA CHAPTER, NRHS - CALENDAR YEAR 1971:

Publication of Chapter Newsletter, CINDERS (10 issues, 6 pages[3 sheets] per issue)	\$ 318.00
Postage for mailing CINDERS - \$12.00 per mailing, 10 mailings	120.00
Projector rentals (\$5 per rental, approx. 6 times per year)	30.00
Dinner for guest speakers (using a round figure of \$6.00 per dinner, 10 times per year)	60.00
Postage for other Chapter mailings (i.e., dinner trip, Warner trip, approx. 3 mailings per year)	36.00
TOTAL MINIMUM OPERATING BUDGET FOR 1971	\$ 564.00
Revenues from Memberships (140 members x \$2.00 per year)	- 280.00
Estimated Operating Surplus (Deficit) For Year 1971	(\$ 284.00)

Based upon the above figures, a dues increase of 100%, or \$2.00 per year, will be necessary just to maintain services at the PRESENT LEVEL. Accordingly, your officers have approved an increase in Chapter dues from \$2.00 per year to \$4.00 per year for 1972. The National organization has informed us there will be no increase in dues at that level, and that 1972 dues can be expected to be \$8.00. A resolution approving the dues increase will be presented to you, the membership at the October meeting for approval.

We are adopting the above budget for the year 1972 as well as 1971. You will notice that the majority of the money is spent for CINDERS. Editor Paul Kutta has ideas for improving and increasing CINDERS, but until we can find a way of financing these improvements, they will have to wait. We have been given numerous "feature" articles for publication, and we would like to get them into print. Our initial idea has been to issue a quarterly supplement containing these items, but at this time, budget requirements will make us hold them in abeyance. It is up to you, the Chapter membership, to speak out at the monthly meetings and let us know what you want and how much you are willing to pay for it.

"CINDERS" - DOES IT REFLECT THE PHILADELPHIA CHAPTER? A proposal was made at the Officers' Meeting to change the name of CINDERS to another title, which would be more representative of the Philadelphia rail scene. One title suggested was the "CRUSADER", another was the "QUAKER", both names of trains which were unique to Philadelphia's rail scene. A resolution will be presented to the membership for approval at the October meeting. If the members feel that the name should be changed, your Chapter will conduct a contest for a new name for CINDERS, based on those names nominated which truly represent the Philadelphia scene. We feel that each Chapter newsletter should carry a name which identifies it with the location of the Chapter. How about you?? What are your thoughts on the matter?? For members who can't make it to meetings, and who have suggestions, forward them to Paul Kutta, Editor, 1359 Green Hill Avenue, West Chester, PA 19380.

"ON THE SCENE"



with El Simon

.....The AMTRAK passenger car fleet will initially consist of some 1261 cars, including nine railroads (1200 cars) plus the 61 Metroliners. Five railroads (AT&SF, SCL, UP, BN and SP) together accounted for 1123 cars, while the other 77 came from B&O/C&O, L&N, N&W and RF&P. No PC cars (except the Metroliners) have been taken, but some may be purchased when a final decision on who will run the Philadelphia-New York trains is reached.....AMTRAK has transferred 25 sleepers and 13 coaches from Union Pacific to Penn Central, where they operate on the BROADWAY LIMITED and the SPIRIT OF ST. LOUIS. Three ACL diners replaced MP diner-coaches on the SPIRIT in late August between Washington and Kansas City. Otherwise, the cars on PC trains are still all their own as I write this in late September..... So far, AMTRAK has re-equipped GM&O's trains with UP coaches and lunch counter-diners from UP and SP and is to re-equip IC and C&O trains with coaches from UP, N&W, and L&N, plus NP parlors and L&N diners. I have written for clarification on what is being sold and we may have some answers by the October meeting..... ..Meanwhile, PC has been repainting MU's at the rate of two cars per month, and close to 150 of the 285 MP54-type cars are green now. Four motor cars have been converted to trailers; 935-938. They still have pantographs, and a sign warns yard crews that they are no longer power units. I don't yet know which old numbers were involved but I'm checking.....meanwhile, READING's latest refurbished MU is 815, with three more to go in the current program. RDG also received a series of new box cars in June and July from ACF's St. Louis plant - normal green and yellow colors remain the rule.....The PC's New York area lines have had a few new developments this month. High level platforms are in service at 125th Street and all stations between Mount Vernon Avenue and North White Plains. In late September, 80 new Metropolitans entered service on this line, replacing all old ex-NYC MU's and some locomotive-hauled trains which ran to White Plains in the rush hour. Logically, the new cars should receive PC Class MA2A, and they are near duplicates of their LIRR brethren, only the third-rail shoes differ..... ..Also, five ex-L&N coaches have entered service on the NY&LB to Bay Head Jct. They were purchased by New Jersey DOT and rebuilt to commuter types. Sixteen(16) Santa Fe cars are due shortly - the 21 cars replace P70's.....the only place to see either Scheme 6 (pre-war) P70's or standard American Flyer coaches in quantity is Boston. Only a handful of former New Haven RDC's are still in service, so over 60 coaches are in the commuter pool up there. There are also some NYC coaches and a handful of miscellaneous P70 types.....There are still many new MU's to come on PC lines. Next will be 48 more MA2A's for the Hudson Division to Croton-Harmon. They will come this winter. Next year, GE will deliver 144 new cars to replace all locomotive-hauled trains and old MU's on the old New Haven line(except three rush-hour trains to Danbury). Finally, maybe Philadelphia will get around to ordering its replacement cars after all. Up to 130 cars will be ordered for PC, but rising costs will cut this to possibly 110 cars, I suspect. New Jersey will buy 45 similar cars at the same time. When this program is complete, Philadelphia will have 25 old MU's on PC, 7 will be at Baltimore, and New Jersey will have its 22 converted MU's pulled by GG1's yet. They would only have P70's on the Long Branch and at Boston and Chicago, but New Haven stainless steel cars would probably replace all such cars.

(Continued on Page 4)

ON THE SCENE, with El Simon (Continued)

.....PENNSYLVANIA-READING SEASHORE LINES got its seventh rebuilt RDC (M406) at the end of August, and sent two more (M402 and M405) to Reading Shops for rebuilding. This leaves only M403 in service with low-back seats.....LONG ISLAND is still using double-deck cars as end cars on strings of 1955 cars. I noted 20 double-deckers and five old cars in service in early September. They remain until 152 more M-1's arrive early next year. There are only three parlor cars which haven't received their Indian names now and all of the cars are painted MTA's blue and gray color scheme.....JERSEY CENTRAL is repainting ten more conventional coaches blue and yellow - this will give them a total of 52 cars in blue.....

...ERIE LACKAWANNA has repainted a Stillwell coach in its long-distance color scheme of maroon and grey. Perhaps twenty old coaches remain in service for the two Port Jervis trains and most are in faded green and grey - old Erie intercity color scheme.....PENN CENTRAL has definitely painted several E units recently in tuscan red, apparently to use up surplus stocks. I also seen box cars repainted red and an office car in Penn Coach Yard is in fresh red. The latter may have been the privately-owned car once painted blue.....Presently, the only U.S. train carrying an observation used as such is AMTRAK's Silver Meteor. Three SCL cars (5840, 5842 and 5845) have no diaphragms to mar their smooth contours and are the assigned cars. In Canada, CP's Canadian has a sleeper-observation, while in Mexico, several premier trains have round-end observations. These include the Aztec Eagle, from the U. S. border at Laredo. LIRR and CN use observations to a limited extent in the summers. Reading's ex-CRUSADER observation is used on Rapido service on CN between Montreal and Quebec, although standard equipment sometimes replaces the obs on these trains.....The Boston-Washington corridor has over 200 coaches assigned to it - with something like 168 required on Fridays - the heaviest day. In addition, schedules require two diners and 22 parlors.....Now, Amtrak's only other parlor car services are on the GM&O (Chicago-St. Louis; 2 cars), and the IC (Chicago-Carbondale; 1 car). Both routes are to get domes so these cars will possibly be replaced by BN Zephyr dome-parlor observations (drool!). On that thought, we'll close, and see you at the meeting October 15. --EL SIMON

AMTRAK Adjustments Due Nov. 14

AMTRAK will make major schedule changes on November 14, which will include what appears to be vast improvements in East Coast "corridor" schedules, along with some changes elsewhere in the country.

Plans are to increase the number of round trips daily between Washington and Boston from 3 to 7, improve Florida service and institute direct through service between Milwaukee and St. Louis. Also slated will be a through Metroliner service from New Haven to Washington, southbound in the morning and northbound the evening.

AMTRAK plans to run the FLORIDA SPECIAL this year again, between New York and Miami. The train will run non-stop between Richmond and Jacksonville, cutting the time of last year's 1,364 mile trip from 24-1/4 hours to less than 23 hours. Also, through service is expected to be initiated from Boston to Miami.

Through service is also expected to be initiated from Boston to New Orleans, as well as from Boston to Chicago, via a round-about route through Washington and Cincinnati. Amtrak also was hopeful of restoring service between New York and Montreal during the winter, but gave no indication of whether the day or night train would be restored, or both. But, perhaps the PA's will see life again, although we would suspect either EL or PC E units would be doing the honors.

AMTRAK also stated that eventually, there would be overnight sleeping car service again between Boston, New York and Washington.

AMTRAK must be given a lot of credit for trying very hard to improve the service it offers during its first year. Once it gets its own equipment and get some other areas ironed out, things should improve again immensely.

What AMTRAK Plans to Acquire:

CAR TYPE	TOTAL	AT&SF	B&O/C&O	BN	L&N	N&W	RF&P	SCL	SP	UP
BAGGAGE	103	90		11				2		
BAGGAGE-DORMITORY	40	10		6			1	19	4	
BAGGAGE-LOUNGE	4		1	2		1				
BAGGAGE-COACH	1		1							
COACH-OVERNIGHT	244	129		21					30	64
COACH-LUXURY	188	12		18		6	18	134		
COACH-HIGH CAPACITY	14			13		1				
COACH-DOME	48		2	43		3				
COACH-HIGH LEVEL	61	61								
COACH-SNACK BAR	10		1	2	3				4	
COACH-LOUNGE	8	2						6		
COACH-DINER	4		2	2						
COACH-DINER-DOME	2		2	2						
DORMITORY-DINER-DOME	5			5						
DINER-LOUNGE	18		3	6	3	1			5	
DINER	95	37	3	11	1	1		37	5	
DINER-HIGH LEVEL	6	6								
PARLOR-LOUNGE	4			4						
PARLOR-DOME	7			6		1				
LOUNGE	32	11	1					15	5	
LOUNGE-DOME	12	6		6						
LOUNGE-HIGH LEVEL	6	6								
SLEEPER-LOUNGE	16		3			2		11		
SLEEPER-DOME	16			13				3		
SLEEPER-10 ROOMETTES/6 DBR	152	45		23				21	20	43
SLEEPER-11 DBR & 7 DBR/2 DR	81	32		5				20	7	17
SLUMBERCOACH	23			15				8		
TOTAL	1200	447	17	196	25	16	19	276	80	124

SOURCE OF INFORMATION: AMTRAK and Transport Central.

"CINDERS" is hopeful of publishing, at such time as it becomes available, a complete roster of the exact passenger equipment taken, by number, as well as the new AMTRAK roster number. "On The Scene" Editor El Simon has been in continual contact with AMTRAK, and will keep members posted.

General Railroad & Transit News:

CANADIAN PACIFIC: A team of four CP airline-trained hostesses, attired in modish fashions, are now gracing the aisles of the Canadian Pacific Railway's passenger trains between Edmonton, Red Deer and Calgary. The train hostesses are assisting passengers en route, serving beverages and snacks and performing all those other little functions that have long been a feature of airline travel. Food is served on airline-type trays with rolls and beverages in the morning and sandwiches in the afternoon. In conjunction with the start of hostess service, CP Rail Dayliner runs are being doubled over the route Monday through Friday. The self-propelled RDC's have been extensively refurbished, repainted and refitted with reclining armchairs and adjustable footrests. Both CP Rail and Canadian National has earlier petitioned the Canadian Railway Transport Committee for discontinuance of passenger service between Edmonton and Calgary. The Committee ruled that, with suitable improvements and innovations, there ought to be enough revenue generated to support service by one of the two roads - and CRTC ruled that CP Rail service "holds out the best prospects for improvement.....".

PENN CENTRAL: Has inaugurated overnight TrailVan service between New York City and Boston, with stops at New Haven and Providence. Boston-bound TV-38 has an 8:45 p.m. closing time at Harlem River Terminal, with trailers due at South Boston by 6:45 a.m. In the other direction, closing time at Boston is 8:30 p.m., with arrival at Harlem River Terminal at 6:30 a.m. As an incentive for return shipments, rates will be lowered \$10 for the round trip when a trailer is loaded in both directions. PC operates a total of 36 TrailVan trains over its system.

LEHIGH VALLEY: Is seeking ICC permission to take over Jersey Central freight operations in Pennsylvania if the Commission allows CNJ to cease service between Easton/Bethlehem/Allentown and Wilkes-Barre/Scranton. LV and CNJ consolidated operations on 54 miles of parallel lines several years ago. LV now wants to eliminate further duplicate trackage, but will maintain service to CNJ customers. Reading Company is also looking towards getting part of CNJ (Allentown-Scranton) for a connection with EL, a Dereco road.

THE "WAG" IS STILL ALIVE: The ICC has denied the application filed by the Wellsville, Addison and Galeton for permission to abandon a branch line between Wellsville, New York and Galeton, Pa., 37 miles, or 50% of the line's trackage. The line in question connects with the Coudersport and Port Allegany Railroad at Newfield Junction, Pa., and with Erie Lackawanna at Wellsville. EL has offered to increase revenue divisions by \$14 a car interchanged with the WA&G on all cars except coal, coke, and cars moving in switch movement.

SOUTHERN: Has adjusted the schedule of the Piedmont to provide a connection at Charlottesville, Va., with AMTRAK's Chicago-Washington train (actually, Washington to Chicago). A platform change may now be made at Charlottesville to AMTRAK's "George Washington-James Whitcomb Riley". This is further evidence of Southern's pledge, while not to join AMTRAK, to cooperate in every way.

PENN CENTRAL: has signed a memorandum of intent to sell its mainline passenger tracks between Boston and Rhode Island to the Commonwealth of Massachusetts and the Massachusetts Bay Transportation Authority. MBTA plans to upgrade and electrify the 38 mile segment of the line.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY: Revenue service on the South Shore Rapid Transit Extension of the MBTA was inaugurated on September 2. The \$76-million project was built on former New Haven Railroad Old Colony trackage from MBTA's Harvard-Ashmont line to a terminal at Quincy, MA. 76 Pullman-Standard cars are used on the line, which includes concrete crossties and welded rail.

GENERAL RAILROAD AND TRANSIT NEWS(Continued)

DOT figures the market for commuter and transit cars

Everybody is talking about the growing market for rail commuter and transit cars. But just how big is the market? DOT's Urban Mass Transportation Administration has done its own arithmetic, and come up with a "total effective demand" of 3,956 cars in the next 3½ years.

This figure includes 1,202 cars now on order; 311 cars for which UMTA has made capital grants but for which contracts have not yet been signed; and 2,443 cars which UMTA is reasonably certain will be ordered by Dec. 31, 1974. The breakdown:

Now on order: 1,202 cars

Number	Type	For Service on:	Builder
152	Commuter	Long Island	General Electric
144	Commuter	New Haven	General Electric
128	Commuter	Harlem & Hudson	General Electric
300	Transit	New York City Transit	St. Louis Car
52	Transit	Staten Island Rapid Transit	St. Louis Car
130	Commuter	Illinois Central	St. Louis Car
250	Transit	BART	Rohr
46	Transit	PATH	Hawker-Siddeley

Near contract stage: 311 cars

Number	Type	For Service on:	Builder
44	Transit	MBTA	—
144	Commuter	SEPTA	—
45	Commuter	N.J. DOT	—
78	Ltd trams	S.F. Muni	—

Due by Dec. 31, 1974: 2,443 cars

900	Transit	New York City Transit	—
60	Commuter	Long Island	—
150	Transit	Chicago Transit	—
124	Transit	PATH	—
98	Transit	Lindenwold (DRPRA)	—
200	Transit	BART	—
300	Transit	D.C. Metro (WMATA)	—
100	Ltd Tram	MBTA	—
135	Commuter	Penn Central	—
220	Commuter	Erie Lackawanna	—
25	Commuter	Illinois Central	—
20	Commuter	CSS&SB	—
25	Commuter	Burlington Northern	—
36	Commuter	Milwaukee Road	—
50	Commuter	Rock Island	—

--from RAILWAY AGE

PHILADELPHIA & READING R. R.

ARRANGEMENT OF PASSENGER TRAINS

Oct. 29th, 1883.

Trains leave Harrisburg as follows:
 For New York via. Allentown, at 7.50, a. m. and 1.45 p. m.
 For New York via. Philadelphia and "Bound Brook Route," 8.25; 7.50, a. m., and 1.45 p. m.
 For Philadelphia, at 6.25, 7.50, 9.50 a. m., 1.45 and 4.00 p. m.
 For Reading, at 5.20, 6.25, 7.50, 9.50 a. m., 1.45, 4.00 and 8.00 p. m.
 For Pottsville, at 5.20, 7.50, 9.50, a. m., 1.45 and 4.00 p. m., and via. Schuylkill and Susquehanna Branch, at 3.00 p. m. For Auburn, at 8.10 a. m.
 For Allentown, 5.20, 7.50, 9.50 a. m., 1.45 and 4.0 p. m.
 The 7.50 a. m., and 1.45 p. m. trains have through cars for New York, via. Allentown.

SUNDAYS.

For Allentown and Way Stations, at 5.20 a. m.
 For Reading and Way Stations, at 5.20 a. m. and 1.50 p. m.
 For Philadelphia 5.20 a. m.

Trains for Harrisburg leave as follows:

Leave New York, via. Allentown, at 9.00 a. m., 1.00 and 5.30 p. m.
 Leave New York, via. "Bound Brook Route," and Philadelphia, 7.45 a. m., 1.30, 4.00, 5.30 p. m. and 12.00 midnight, arriving at Harrisburg, 1.50, 8.20, 9.25 p. m., 12.10 and 9.40 a. m.
 Leave Philadelphia, at 4.30, 9.50 a. m., 4.00, 5.50 and 7.45 p. m.
 Leave Pottsville, at 6.00, 9.00 a. m., and 4.40 p. m.
 Leave Reading, at 5.00, 7.30, 11.50 a. m., 1.27, 6.15, 7.50 and 10.25 p. m.
 Leave Pottsville, via. Schuylkill and Susquehanna Branch, at 8.20 a. m. and 4.40 p. m.
 Leave Allentown, at 6.00, 8.40 a. m., 12.15, 4.30 and 9.05 p. m.

SUNDAYS.

Leave New York, via Allentown, at 5.30 p. m. — Philadelphia 7.45 p. m.
 Leave Reading at 7.30 a. m., and 10.25 p. m.
 Leave Allentown at 9.05 p. m.

STEELTON BRANCH.

Leave Harrisburg for Paxton, Lochiel and Steelton daily, except Sunday, 5.35, 8.40, 9.35 a. m., 1.35 and 9.40 p. m.; daily, except Saturday and Sunday, 5.35 p. m., and on Saturday only, 4.45 and 6.10 p. m.
 Returning, leave Steelton daily, except Sunday, 6.10, 7.05, 10.00, 11.45 a. m., 2.15 and 3.15 p. m.; daily, except Saturday and Sunday, 6.10 p. m., and on Saturday only, 5.10 and 6.30 p. m.

J. E. WOOTTEN, Gen'l Manager, C. G. HANCOCK, Gen'l Pass'r and Ticket Agt

PENN CENTRAL: An unusual and interesting sidelight of the recent hurricane damage to Philadelphia area rail lines, was the closing of PC's Octoraro Secondary Trackage between Wawa, Pa., and Colora, Md., about 42 miles worth, due to washouts caused 9/12. On Sept. 13, an embargo was issued due to bridges out between Wawa and Chadds Ford. However, there were 12 freight cars stranded on the line. How to get them out?? Bring them up to the Reading line at Chadds Ford Jct., use highway cranes to turn the cars at the crossing from PC to Reading tracks, and haul them out over the RDG - that must have been an interesting operation. We understand that it is doubtful if this line will be repaired and restored to service.

OUR SILVERLINERS - FINALLY?? Four carbuilders have submitted their bids for 234 Silverliner cars for SEPTA and New Jersey DOT. SEPTA wants 48 single unit cars, and 96 married pairs. NJ DOT wants 70 married pair cars. (That doesn't add up to 234!!!) General Electric was apparent low bid at \$83.8 million, Hawker-Siddeley Canada, \$85.7 million, Pullman-Standard, \$86.9 million, St. Louis Car, \$107 million. Deliveries would start in less than two years. One hopes that these cars will incorporate the best features of the Silverliners and Jersey Arrow cars. Let's hope there will be NO 3-2 seating, and that the center doors will stay shut, and that the cars will be fireproof!!! SEPTA rejected the original bids because the Government said they were too high, so now we have higher bids, and maybe less cars!!!!



"THE air-conditioning is now working. Somehow I managed to open a window."

Trolley Valhalla Sets "Bullet" Trip Nov. 7

George Metz, Chapter member and member of the MPRA, has advised us of a three-car SEPTA Red Arrow Division "Bullet" excursion on Sunday, November 7, 1971. The 3-car train will depart from the 69th Street Terminal at 11:00 A.M., SHARP!!

Tickets for the excursion are \$8.50 for adults, and \$5.00 for children under 12 years of age. Tickets on the day of the trip, if available, will be \$10.00.

Tickets may be ordered from: George Metz, 3001 Robin Lane, Havertown, PA 19083. The Trolley Valhalla at Tansboro, N. J., is the beneficiary of this trip, and we urge you all to support the excursion to help Tansboro.

More Chapter Members Sought

Your Chapter will be conducting a vigorous membership drive during the early part of the year 1972. We are interested in gaining as members those rail enthusiasts who are desirous of taking an active role in helping our Chapter and the Society grow and improve. If you have prospects for membership, please contact your 2nd Vice-President at the October meeting. The fans are here - we want 'em!!!

ROBERT L. EASTWOOD, JR,
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