

CHANDERS

JANUARY 2003



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Volume 64

Newsletter of the

Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society

Post Office Box 7302

Philadelphia, PA 19101

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.trainweb.org/phillynrhs/

MEETING CANCELLATION NOTICE!

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting day, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

MEETING NOTICE:

FRIDAY EVENING, JANUARY 17, 2003

Faculty Club, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks south of
Market East Station)

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above Locust
(\$6.00 after 6 PM), Parkway garage, also 9th above Locust
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of
10th (\$4.00 after 6 PM)

Our meeting on Friday evening, January 17, 2003 will feature the Chapter's Annual Railroadiana Auction. Registration for the auction will begin at 7:00 PM, with no business meeting conducted. Rules for the 2003 Railroadiana Auction will be found on Page 2 of this issue. The auctioneer's gavel will sound at 7:30 PM, and the auction will continue until 9:30 PM, at which time all unsold material will be returned to the sellers. This year, we have several lots of older Pennsylvania Railroad and other timetables donated to the Chapter by longtime Member Lew Hoy which will highlight the event.

The evening begins with our usual sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, JANUARY 14, 2003 to Dinner Chairman Bill Gardiner at 215-632-7016.** This is a **STRICT** deadline, and you **MUST** specify when ordering if you desire a fish dinner. Please call **Bill Gardiner** with your reservation. **NO-shows will be responsible for payment for meals ordered!**

Please note that all meetings in the 2002-2003 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall. Our February 21, 2003 meeting will feature the annual Ray Muller Slide Contest. Mark your calendars now!

Candidates Sought to Attend RailCamp 2003 at Steamtown

NRHS and the National Park Service have jointly announced Basic RailCamp 2003, to be held at Steamtown National Historic Site in Scranton from July 20-26, 2003. A maximum of 24 attendees may be accommodated in each session. If demand warrants, a second session may be scheduled. This will represent the sixth year for RailCamp, which has seen nearly 150 young adults learn rail preservation and restoration skills while interacting with other rail enthusiasts from around the country.

The 2003 program, sponsored by NRHS and NPS, with participation by Canadian Pacific Railway and support from the University of Scranton, will again be a five-day, six-night program filled with seminars, field trips and hands-on exercises designed to keep attendees busy for a full week. NRHS Senior Vice President Larry Eastwood serves as RailCamp director, with NRHS Secretary Bruce Hodges serving as assistant director.

Upon arrival, RailCampers get acquainted with their counterparts, as well as their dormitory and food facilities for the week. Sunday evening features a group dinner and a slide lecture on the history of Steamtown. Monday is spent touring Steamtown, as well as the Lackawanna Coal Mine and the Anthracite Museum, located nearby. Tuesday finds RailCampers in the roundhouse and restoration shop, learning what it takes to keep a steam locomotive operating.

Wednesday morning finds attendees receiving an Operation Lifesaver presentation from the Canadian Pacific Railway Police Service, followed by a chartered bus trip to CP's East Binghamton, NY facility for a tour and a question-and-answer session with professional railroaders, for those inclined toward a career in the industry. The bus makes stops at famed Starrucca and Nicholson viaducts in northeastern Pennsylvania for RailCampers to see.

Thursday is spent in the restoration shop, learning various metalworking skills (as well as wood, as appropriate), and Friday is the highlight of the week, Railroad Operations Day. The program winds up on Saturday with an interactive tour given by the RailCampers for their families.

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PHILADELPHIA CHAPTER, NRHS WEBSITE: www.trainweb.org/phillynrhs/

NATIONAL RAILWAY HISTORICAL SOCIETY
PHILADELPHIA CHAPTER, INC.
Post Office Box 7302, Philadelphia, PA 19101-7302

Founded 1936, incorporated 1973 as a 501c3 non-profit corporation

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Faculty Club, Second Floor, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

ANNUAL MEMBERSHIP DUES: \$35.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. **PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER** and E-mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

Cinders is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302. If your *Cinders* is received damaged or incomplete, contact the Editor at the address shown below for replacement.

EXCHANGE COPIES should be sent to: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

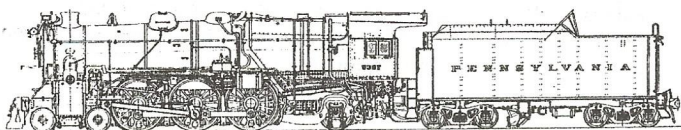
PHILADELPHIA CHAPTER, NRHS 2003 RAILRODIANA AUCTION RULES

1. Minimum bid on any one lot is \$2; increments in bidding will be in multiples of 50 cents, please.
2. Each seller will be limited to a **MAXIMUM** of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot to be sold. Each item must be listed separately on the registration form. **EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.**
3. Each **BUYER** will be given a **BIDDER NUMBER**. In an effort to speed the auction, payment on all items will not be made until the **END** of the auction, or until the bidder is finished bidding on lots. Settlement for items sold **SHOULD BE MADE** at the end of the evening, providing sufficient cash is on hand. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders. The Chapter retains 20% of the proceeds from each sales.

HUCKSTERING OF RAILRODIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED WHILE THE AUCTION IS IN PROGRESS. Bidders are asked to pay attention while bidding and maintain a quick, spirited bidding pace to enable the auction to be completed, if possible.

We urge you to dig through your attics and come up with some material for sale, and fill your wallet so you can also bid! Contribution of lots to the Chapter are always welcome as a means of raising additional funds for the FP7 project.

Get a friend to come along with you, and attend Philadelphia Chapter's Annual Railroadiana Auction on Friday evening, January 17, 2003. Have fun while adding some needed items to your railroadiana collection!



Commonwealth of Pennsylvania Railroad Quiz Answers

Our December issue contained a Commonwealth of Pennsylvania Railroad Quiz. While we did not ask you to submit your answer sheet, several members did, and it appears they did well on the Quiz.

One question did have an incorrect date on the clue. Clue Number 25 said "1880 – first elevated railroad". This referred to the Market Street Elevated, and the correct date should have been 1907.

Correct answers to the December quiz were: 1-S; 2-L; 3-P; 4-W; 5-A; 6-Y; 7-C; 8-U; 9-B; 10-G; 11-E; 12-Q; 13-R; 14-D; 15-V; 16-F; 17-X; 18-H; 19-T; 20-I; 21-J; 22-N; 23-K; 24-M and 25-O.

On Page 9 of this issue you'll find a Railroad "Ladies" Trivia Quiz. We will ask you to submit your answer sheet this time, and a prize will be awarded. See Page 9 for complete details.

Membership Renewals Continue

More than 78 percent of Philadelphia Chapter members had renewed for the year 2003, as of the last week in December, according to Chapter Treasurer Rich Copeland. Renewed members had also included with their dues payments contributions totaling nearly \$5,000 to the Chapter and almost \$1,200 to the National Railway Historical Society. The Chapter's officers are deeply appreciative of this generous support of the Chapter and its programs.

Dues for the year 2003 remain the same as 2002: \$35 for a regular member (\$20.00 National and \$15.00 Chapter). The amount for Chapter-only members for those holding their primary membership in another chapter is \$16.00. Renewal payments should be forwarded to: Membership Renewals, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Members are reminded that this will be the last issue of *Cinders* that will be sent to unrenewed members.

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

SEPTA resumed its Rail Power Project on Saturday, January 4, after a month-long hiatus for the holiday season. The \$5.7-million project to replace the catenary between Suburban and 30th Street Stations is expected to continue through July, but work will be suspended during the Philadelphia Flower Show weekends of March 1-2 and 8-9. SEPTA has issued a nice brochure explaining the project.....Again this year, SEPTA is selling \$8 Bouquet Passes good for unlimited one-day travel systemwide during the Flower Show period. Discounted tickets for the show at the Pennsylvania Convention Center (\$19 adults, \$10 children) are also available at SEPTA sales locations. SEPTA also offered an \$8 Turbo Transit Pass for this month's Auto Show.....Work continues on the \$42-million multi-year renovation of Suburban Station, with the west platform stairways temporarily closed.

December was yet another rough month for SEPTA's Regional Rail commuters. On Thursday the 5th an early-season snowstorm dropped seven to eight inches on the Philadelphia area, which itself caused only the normal delays with "snowbirds" crowding the trains. But at 5:30 PM, during the evening rush, R7 Chestnut Hill East train #6756 was proceeding north on the #1 track near Temple station when it became trapped by a sagging catenary wire. A broken hanger was to blame for the extensive delays which ensued. A diesel locomotive finally pulled the train free, while following trains were able to back up and cross to another track to continue their journeys.....Then, about 4:30 AM on Monday the 9th a catenary wire fell on #3 track near the portal to Suburban Station, just before Airport-bound train #101 reached the location. This created a domino of delays to all trains throughout the morning.....Finally, at 6:05 AM on the 19th, R6 train # 6612 headed to Norristown struck and killed an 82-year-old man sitting on the track near Allegheny station. All trains on the Norristown Line were delayed for the next three hours.

After several postponements, SEPTA has set January 8 as the deadline for submitting proposals to build 104 Silverliner V MU cars. There is an option for 45 additional cars, presumably for MetroRail if that project is actually funded.....SEPTA has asked for bids to repair wreck-damaged Silverliner IV #382As usual, SEPTA issued its special Christmas Day timetables for all Regional Rail linesSEPTA plans to issue new Employee Timetable #2 this month, the first complete reissue since January 2000.

In December, Mayor Street announced that he has decided to endorse SEPTA's \$1.8-billion MetroRail project. Backing from the City is seen as essential if the plan is to compete for Federal funding against many others around the country which enjoy unified regional support. Two years ago, the Mayor surprised SEPTA and business leaders by refusing to jump on the MetroRail bandwagon, and withheld Philadelphia's cooperation. The new line would provide fast commuter rail service over the 62 miles between center city Philadelphia, the Schuylkill Valley and Reading. Street initially stonewalled the project because he wanted a connecting line built to link the Museum of Art and the Zoo with West Philadelphia. Apparently, he intended to hold MetroRail hostage until he got his way, but now has yielded to pressure from several quarters. Among them is Senator Arlen Specter of Pennsylvania, MetroRail's principal advocate in Washington.

SEPTA is planning to reconfigure the R8 Fox Chase line to separate it from CSX's freight operations over the 3.4 miles between Newtown Junction and Cheltenham Junction. Under the proposal, trains would run in both directions over the #1 track between those points rather than northbound trains sharing the #2 track with CSX freights. New electrified passing sidings would be installed, one south of Olney station and another north of Lawndale. The situation results from the freight railroad's desire to eliminate delays to its trains, and CSX is in the driver's seat because it owns the ex-Reading right-of-way. According to a SEPTA news release, CSX has the contractual right to take over dispatching of the line from SEPTA, which presumably could lead to delays for R8 passengers. However, in response to complaints from DVARP and others, the SEPTA board in November deferred action on the proposal. The Fox Chase line is already single track for the 1.7 miles between Cheltenham and Fox Chase Midday train service to and from Fox Chase resumed on December 16, after completion of a three-month project to install continuous welded rail. Track crews then shifted to the two-mile R6 Cynwyd line, which is the last of the SEPTA-owned lines with jointed rail. Shuttle buses are now operating in place of two midday trains.

SEPTA TRANSIT

SEPTA

SERIOUS ABOUT CHANGE.

As of mid-December, 14 SEPTA PCC cars were at Brookville, PA, where they are being rebuilt for service on the revived Route 15 Girard Avenue Light Rail Line. The eight-mile line is scheduled to open for service next year. The first completed car in the \$22.7-million program is due out of the shop in March, with four more cars to be added. (Last month, Editor Larry Eastwood spotted car #2753 enroute to Brookville on board a flatbed trailer near Doylestown)For the second

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consecutive year SEPTA did not operate its center city trolley service during the Thanksgiving-New Year holiday seasonTrolleys did run on old Route 23 trackage for one day on Friday, November 29, when the Chestnut Hill Business Association sponsored free PCC rides on upper Germantown Avenue between the Chestnut Hill loop and Germantown depotWe recently came across an impressive-looking brochure issued by the City in the late 1980's, during the administration of Mayor W. Wilson Goode. It is entitled the "Allegheny Avenue Light Rail Project," and details an ambitious plan to "use Allegheny Avenue as a demonstration of the usefulness of Light Rail Transit in a dense, urban area..." Today, the old route 60 tracks are paved over and buses ply Allegheny Avenue.

SEPTA has named Susan Van Buren as assistant general manager & chief human resource officer. Longtime Operating Official Juan Torres is the new AGM for Public & Government Affairs, replacing Fran Egan SEPTA has decided to abandon its short-lived Spree service in center city, the remnant of old Route 76, now operated with specially-painted low-floor buses. A hearing on the application is scheduled for January 22 at SEPTA headquarters Metro ran an article last month about the citizen-soldiers of SEPTA who have been called to active duty as a result of the nation's military buildup. Over two dozen employees who joined the National Guard or Reserves are now serving on active duty in the U.S. and overseas. Several of them were recently visited by Public Affairs Director Richard Moloney, who joined other business executives on a trip to military bases in Germany and Bosnia. At SEPTA, these employees served in such diverse occupations as police officer, bus driver and electrician.



AMTRAK

AMTRAK President David Gunn sent a letter to Congressional leaders on December 16, reaffirming the railroad's need for the full \$1.2 billion appropriation it requested in Fiscal Year 2003. That's the same amount approved last year by the Senate Appropriations Committee, but the corresponding committee in the House voted only \$762 million. The Bush Administration reportedly is still opposed to any funding for Amtrak higher than the \$521 million approved in the previous fiscal year. Members of the Administration and some Republican leaders in Congress are prodding individual states to take the lead in developing regional high-speed rail operations. Representative Don Young of Alaska, chairman of the House Transportation & Infrastructure Committee, last year introduced legislation that would provide \$59 billion in grants, loans and bonds to states willing to undertake such projects. Unfortunately, many states are facing "the worst fiscal problems since World War II," with tax revenues down an average of 6.3 percent, reports the New York Times. Meanwhile, Amtrak is seeking higher payments from states that currently subsidize various short-distance services. Senator John McCain of Arizona, the incoming chairman of the Senate Commerce Committee, remains opposed to long-term Federal funding for Amtrak but said Gunn "was doing a much better job of making tough decisions" than Warrington. McCain plans to hold

hearings on the future of intercity rail passenger service, "including comprehensive reform of Amtrak (and) the introduction of competition..."

In his letter, Gunn said that he had rewritten the 2003 budget submitted by his predecessor, George Warrington, and "it is focused on repairing equipment needed for revenue service and making investments in our infrastructure just to maintain current speed and operations. In doing so, I had to cut or defer nearly \$200 million in activities and projects critical to the railroad just to get to the \$1.2 billion level...The capital budget for (2003), tight as it is, will allow us to hold the existing system together and operate through this year without the threat of insolvency." He concluded, "In May, I took over a railroad that had lost focus and engaged in financial games to make it look like the railroad was making progress toward self-sufficiency. As the DOT inspector general and others have made clear, no progress was made toward self-sufficiency, and now the railroad is left in terrible shape—financially and physically. The problem can be fixed, but it will take funding and it will take time" (NARP, *Amtrak Digest*).

AMTRAK has hired a new senior vice president of operations, William Crosbie, replacing E.S. Bagley who retired last year after a dispute with President David Gunn. A native of Smiths Falls, Ont., Crosbie was superintendent of subway operations at the Toronto Transit Commission at the time that Gunn headed that agency. Other top-level changes announced last month were the resignations of Eastern Region General Manager Lynn Bowersox, based in Philadelphia, and Western Region GM William B. Duggan, who went to work for his old boss, George Warrington, at NJ TRANSIT. The new assistant vice president for freight relations and costing, Paul Vilter, is a CONRAIL veteran and member of Philadelphia Chapter. He reports to Gilbert Mallery, Amtrak's vice president of policy & business development (NARP, *Trains*).

AMTRAK will make a number of schedule changes effective January 27, including the cutback of trains 43-44 **Pennsylvanian** from a New York-Chicago service to New York-Pittsburgh. The train had been extended to Chicago in 1998, mainly to handle express traffic, which is now being phased out.....AMTRAK has countersued the Bombardier-Alstom consortium for more than \$200 million in damages for what it called "extraordinary delays and pervasive failures" in carrying out its contract to build 20 Acela Express trainsets (*Weekly Rail Recap*).....On December 11 AMTRAK marked the second anniversary of its Acela Express service. The high-speed trains carried more than 2.5 million passengers in the 12 months ended November 30, in spite of the well-publicized mechanical problems which sidelined the Acelas in August (*Trains*).....A 20-year-old male trespasser was struck and killed in Marcus Hook by AMTRAK train #186 at about 2:48 PM December 11. This is only a few miles from where a Metroliner killed a trespasser near Ridley Park station on October 23.

AMTRAK is having its problems outside the Northeast Corridor as well. Following the derailment of an AMTRAK test train on CSX's mainline at Lyons, NY on December 14, NORFOLK SOUTHERN issued an order restricting AMTRAK's 1400 and 1500-series material handling cars to 60 mph rather than a maximum of 79 mph. This is causing delays of up to an hour for trains such as 43-44 **Pennsylvanian** which normally carry such cars. The joint Amtrak-CSX-Federal Railroad Administration test train was supposed to analyze the tracking characteristics of the 1400-series MHC cars, one of which reportedly caused the

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derailment of the **Lake Shore Limited** on CSX last spring. Even though the most recent accident has been attributed to a broken rail rather than an equipment defect, NS is restricting all MHC's to the lower speed. Amtrak, incidentally, operates them on the Corridor at speeds up to 110 mph (*Trains*).....Now that it is getting out of the express (freight) business, AMTRAK is trying to sell or lease many of its 50 and 60-foot MHC's, as well as some of its RoadRailer vehicles. Reportedly, an ad in the November issue of *Railway Age* has attracted few buyers.

AMTRAK operated a special train on a sunny Saturday, December 7, from 30th Street Station to the Vanity Fair Outlet in West Reading and return. Sponsored by the Delaware Valley Association of Rail Passengers, the seven-car train carried nearly 400 passengers from Philadelphia, Royersford and Pottstown to the popular outlet mall via NORFOLK SOUTHERN's ex-CONRAIL, ex-Reading Harrisburg Line. Powered by two Genesis locomotives—one on each end—the train left 30th Street about 10 AM, a hour behind its advertised departure, because two Amfleet coaches were shopped out of the train at the last minute. The return to 30th Street was also nearly an hour behind schedule, but several Philadelphia Chapter members who rode the train said that most everyone seemed to enjoy the trip. Attractions included riding over the West Philadelphia High Line and through the snow-covered Schuylkill Valley.

A deteriorated highway bridge over AMTRAK's Harrisburg mainline in Lancaster was demolished early last month. Structural defects in the Fruitville Pike bridge had become so serious that for a time rail traffic was threatened, and the bridge was closed on November 12. It will be replaced with a new span this year (NARP).....Plans are moving forward to build a \$2.6- million station on AMTRAK's Harrisburg line at Paradise, PA, where connections would be made to STRASBURG RAIL ROAD trains and local buses. The Lancaster County Planning Commission conducted a public hearing on the project last month (*Amtrak Digest*).....Though virtually all of AMTRAK's Harrisburg trains are diesel powered, an occasional AEM-7 electric finds its way to the State capital. On December 11 an AEM-7 was spotted at the head end of westbound train #609.....AMTRAK reported its 2002 Thanksgiving holiday traffic volume as close to previous years, in spite of the current unfavorable economy. Fifty-eight extra trains were operated in the Northeast Corridor over the six-day period, which is usually Amtrak's busiest. Reservations were mandatory on many regular trains which normally do not require them.

AMTRAK is trying hard to boost its ridership with a variety of fare promotions. Following the 30-percent-off bargains mentioned here last month, Amtrak is pushing a 25-percent discount for bookings made between January 7 and February 15, which are good on virtually all trains except Acela Expresses and Metroliners. But those premium services have their own deal—a “buy two and get one free” offer for passengers enrolled in the Guest Rewards program. This means that for every two round trips taken the member receives a certificate good for one free round-trip between the same points, which he or she may use or give to someone else. To become more competitive, Amtrak also is reducing three of its four fare classifications between ten and 25 percent, which are applicable outside the Northeast Corridor and other short-distance corridors where “revenue management” (demand-sensitive) policies are in effect. Another initiative is an

increase in base group discounts from five to 20 percent for groups of 20 or more traveling together. And last but not least, Amtrak last month put a limited number of tickets up for auction on the eBay website. The cut-rate tickets, which apply on a variety of routes coast to coast, are part of a three-month experiment. Bidding is said to begin at as much as 95 percent below full fares (NARP, *Trains*, *Weekly Rail Recap*, *Amtrak Digest*).



CSX,
NS
OTHER ROADS

President Bush last month nominated CSX Chairman & CEO John W. Snow, 63, to be the new secretary of the treasury in his Administration. If confirmed by the Senate, Snow will succeed Treasury Chief Paul O'Neill, who resigned under pressure on December 6. An acknowledged Washington insider and Republican fund-raiser, Snow earned a Ph.D in economics from the University of Virginia in 1965 and also holds a law degree. He was named deputy undersecretary of transportation in the Ford Administration, later serving as national highway safety administrator, but left government in 1977 to become a lobbyist for CSX predecessor Chessie System. He became president, chairman & CEO of Richmond (VA)-based CSX in 1991, and played a major role in the joint purchase of CONRAIL four years ago. In 2002, he relinquished the president's title to his principal deputy, Michael J. Ward. “Secretary-designate Snow's contributions to the American transportation industry are highly regarded by many,” William Canary, president of the American Trucking Associations, told *Traffic World Magazine*. “With this nomination, the President gives a clear indication that freight movement is the backbone of the American economy.” It is expected that Ward will succeed Snow as chairman & CEO. He is credited with rescuing CSX from the operational problems which followed its takeover of more than half the Conrail system in 1999.

An agreement was reached last month between CSX, the City of Philadelphia and the Philadelphia Regional Port Authority for the sale of CSX-owned land at Columbus Blvd. & Jackson Street in South Philadelphia (see December *Cinders*). The former location of a CSX intermodal terminal, the 44-acre property has been coveted by the City and developers as a site for a 400,000-square-foot Ikea furniture store and other retail properties, which would generate at least 1,000 jobs. Under the deal, CSX will also give the Port Authority an adjacent parcel of property to be used for future port-related purposes. CSX currently handles its intermodal traffic at a new terminal in the former CONRAIL Greenwich yard a mile and a half to the south.....In a reflection of the sluggish economy, CSX said last month that it had laid off 67 non-union employees, most of them at its Jacksonville (FL) operating headquarters, and an additional 133 vacant positions will not be filled. The railroad has more than 33,000 employees (*Trains*).....CSX has introduced its redesigned corporate website, which consolidates all earlier CSX and subsidiary websites (*Weekly Rail Recap*).

Paul Reistrup, the famed passenger-train advocate who served as AMTRAK's second president, has retired as VP of passenger integration for CSX. Reistrup began his 40-year railroad career with the Baltimore & Ohio, where he ran a customer-friendly passenger service. After his stint at Amtrak in the 1970's he went into consulting before joining CSX in 1997. CSX hosts

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more long-distance and commuter passenger trains than any other U.S. freight railroad, and boasts of a current on-time performance record of over 90 percent. He will be succeeded at CSX by John M. Gibson, now assistant vice president of operations planning (*Trains*).....The National Transportation Safety Board expects to release a detailed report on the July 2001 derailment of a CSX freight train in the tunnel beneath Howard Street in Baltimore. The derailment and resulting fire paralyzed the downtown area for nearly a week (*Trains*).....In the December issue of *Cinders*, we reported on the two special trains which left Baltimore October 27. Due to an error in editing, one line was omitted. The sentence should have read: "The 'Western Special' behind AMTRAK P42's #25 and 137 followed CSX's Capital Subdivision to Washington, then the Northeast Corridor to Perryville, MD and NS's scenic Port Road and Royalton branches to Harrisburg."

NORFOLK SOUTHERN last month announced that it will close two of its remaining hump operations, one of them at the huge ex-CONRAIL, ex-Pennsy Conway yard near Pittsburgh and the other at Sevier yard near Knoxville, TN. At Conway, the eastbound hump will be shut down with all classification of cars performed at the present westbound hump. Conrail made a similar change at the former Jersey Central Allentown yard in the early 1980's, closing the eastbound hump and consolidating operations at the rebuilt westbound hump (*Trains*).....NS said that it plans to spend \$798 million for capital improvements this year, compared with the \$705 million committed to capital projects in 2002. The equipment portion of the new plan includes the purchase of 100 six-axle locomotives, possibly to be split between General Electric and EMD.....NS and BURLINGTON NORTHERN & SANTA FE last month began a new coast-to-coast service for perishable commodities from points in the Northwest to the Midwest and East Coast. Under this "service assurance program," customers are charged a \$500 premium and if the shipment does not arrive at destination on time the railroads will pay a \$1,000 penalty. The only Pennsylvania city in the program is Philadelphia (Harrisburg Chapter).....NS last month laid off 91 workers at its Juniata locomotive shop in Altoona, which it attributed to a seasonal downturn in business.

On December 23 General Electric unveiled a new cleaner-burning diesel prime mover that meets Federal emissions standards two years ahead of the government-imposed deadline. GE's Evolution-series 12-cylinder engine develops the same 4,400 hp as the current 16-cylinder FDL model used in its road units, and likely will be the engine of choice for the next two decades. Environmental Protection Agency Chief Christine Whitman spoke at the unveiling ceremony at GE's Erie (PA) plant (*Trains*)General Motors' Electro-Motive Division said last month that it will lay off nearly all workers at its London (Ont.) plant, due to a lack of orders for new locomotives (*Trains*)The incoming Republican chairman of the Senate Committee on Environment & Public Works, James Inhofe of Oklahoma, is a known advocate for increased spending on highways. He also may be supportive of the trucking industry's tireless campaign for longer and heavier trucks, which would be bad news for the railroads as well as others on the highways (*Railway Age*).

Governor McGreevey of New Jersey has appointed Jack Lettiere as the State's new transportation commissioner.

replacing James Fox who becomes McGreevey's chief of staff. Lettiere is a 28-year career employee of the Department of Transportation.....NJ TRANSIT police will assume patrol duties at the Trenton station, effective January 11, replacing AMTRAK officers. NJT, which owns the station, had become concerned about police staffing levels (NARP).....NJT's board has approved the purchase of 100 new bi-level rail cars from Bombardier, at a cost of \$243 million. Intended to relieve crowding on NJT trains, the cars will be designed to fit through AMTRAK's Hudson River tunnels. Deliveries are to begin in 2005After a long political battle, Delaware River Port Authority commissioners last month approved a \$111-million operating budget and a \$165-million capital budget for its four bridges and the PATCO High-Speed Line.....Member Bill Vigrass and a team from the Hill International consulting firm have begun work on yet another "PATCO Extension Assessment" report for DRPA.

Last month the commissioners of Radnor Township, Delaware County, gave final approval to the long-awaited (and controversial) Radnor Multi-Use Trail. Otherwise known as the "P&W Trail," the 2.2-mile hiking and biking path will follow the abandoned right-of-way of the Philadelphia & Western's Strafford branch, abandoned in 1956. The trail will be constructed by PennDOT, and should be completed by this fall.....Retired Pennsylvania Congressman Bud Shuster, known to many as the "King of Pork" during his long reign in Congress, has been hired by the Association of American Railroads as a lobbyist. The once-powerful Congressman was known for the millions of Federal dollars he was able to bring home to his Altoona-area district for highway building and other purposes.....Roger Nober, a former Department of Transportation attorney, has been named by President Bush as chairman of the Surface Transportation Board, replacing Linda J. Morgan.....The nation is heading for a transportation crisis, says the authoritative *Kiplinger Washington Letter*. "Commerce will snarl, costing billions in lost business, if roads, bridges, ports, rails and mass transit don't get more money." One of the problems is that over half of all railroad cars will reach the end of their useful lives by 2009. The prospect of a widespread transportation meltdown has lawmakers worried, and they plan to direct Federal money where it is most needed. We will see what happens.

RailCamp 2003 (Continued from Page 1)

Basic RailCamp 2003 is open to students entering the 9th grade in September, 2003 through those having completed 12th grade in June, 2003 (basically 14-18). Tuition is \$550 per person, which includes lodging and meals.

A folder providing additional information, plus application form, is available by writing: Basic RailCamp 2003, National Railway Historical Society, P. O. Box 58547, Philadelphia, PA 19102-8547, or by visiting www.railcamp.com.

Chapter members are urged to seek out potential attendees for this interesting program, which is designed to develop future leaders for the rail preservation movement. Scholarship assistance is available for interested individuals, with Philadelphia Chapter offering a scholarship. Additional scholarship assistance is available through the Geoffrey W. Gerstung Education Fund of the National Railway Historical Society. Potential RailCampers are asked to submit their requests for consideration to Basic RailCamp 2003, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.



JANUARY 25, 2003: 10th annual Super Saturday Streetcar Special using SEPTA PCC trolley and orange maintenance car, sponsored by Wilmington Chapter NRHS. Trip departs Elmwood depot, Elmwood & Island Avenues, Philadelphia, at 10 AM. Fare: \$35 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003. For information, visit website: www.daylightimages.com/streetcar.

JANUARY 31: Annual Railroad Film Night at National Canal Museum, 30 Centre Square, Easton, PA, starting at 7:30 PM in Two Rivers Landing Auditorium. The theme will be steam railroading in the eastern United States, presented by Mitchell Dakelman, director of media services for NRHS. One featured film, "Mountain Echoes," depicts the East Broad Top Railroad. Admission: \$5 per person. For information, telephone 610-559-6613.

FEBRUARY 15-16: Greenberg's Train Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 10 AM-4 PM both days. Admission: \$7 adults, \$2 children (6-12), good for both days. For information, telephone 410-795-7447 (website: www.greenbergshows.com).

FEBRUARY 15-23: "Little Bear North II" winter rail excursion originating in Boston, Framingham and Worcester, MA, connecting to Amtrak's **Maple Leaf**, VIA Rail Canada and Ontario Northland trains for miles of winter scenery. All-inclusive fares traveling coach class, \$1,250 per person double occupancy. For complete information, contact Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009, or telephone 617-361-4445 (website: www.mysticvalleyrs.org).

FEBRUARY 22: Annual "Snow Train to Vermont" from Boston, MA to Brattleboro and Bellows Falls, VT, via CSX and New England Central, sponsored by Mass Bay RRE. Special Amtrak train leaves Boston (South Station) at 7:40 AM, returning about 9 PM. Fares: \$70 adults, \$35 children (12 and under), \$379 first class in private car **Caritas**. Various optional activities are available at destination. Order tickets from: Mass Bay RRE, P. O. Box 4245, Andover, MA 01810-0814. For information, see website: www.massbayrre.org.

MARCH 2: Annual Train Show & Sale at Mother Seton Regional High School, Clark, NJ, (Garden State Parkway Exit 135), 9 AM-3:30 PM, sponsored by Jersey Central Chapter NRHS. Admission: \$4 adults, \$8 maximum per family. For information, write: Jersey Central Chapter NRHS, c/o Mitchell Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904-2515.

MARCH 15: 22nd annual Canal History & Technology Symposium at William E. Simon Center, Lafayette College, Easton, PA, sponsored by National Canal Museum and Lafayette College. Among research papers to be presented are "A Technological History of the Reading Coal & Iron Company's St. Nicholas Central Anthracite Breaker" and "The Mystery of the Delaware & Hudson Canal Company's Locomotive **America**." Registration fee is \$60 per person, which includes continental breakfast, buffet lunch, receipt and copy of the full proceedings. To receive a registration form, telephone the National Canal Museum at 610-559-6613.

JUNE 30-JULY 6: "Star Spangled Rails," national convention of NRHS and Railway & Locomotive Historical Society in Baltimore, MD, sponsored by Washington, DC Chapter NRHS and R&LHS, celebrating 175 years of railroading in the United States. Numerous events and excursions are planned. The convention headquarters will be at the Wyndham Inner Harbor Hotel. NRHS members may pre-register for the convention, by sending check or order order for \$35 payable to "Baltimore Rail Convention 2003" to: Star Spangled Rails, P. O. Box 441668, Fort Washington, MD 20749-1668. For information, visit website: www.starspangledrails.org.

THROUGH JULY 6, 2003: Special exhibition of portraits and images of America's 19th Century railroad barons at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. The collection is on loan from the Smithsonian Institution's National Portrait Gallery. Regular admission charges apply. For information, telephone 410-752-2490 (website: www.borail.org).

New Book Chronicles Last Decade of Delaware & Hudson Passenger Trains

A new 76-page soft-cover book, **Delaware & Hudson Passenger Trains, *The Final Decade*** was issued in early December. Written by Doug Lezette, this full-color book covers begins in 1967, when with the advent of Expo 67 in Montreal, the Delaware & Hudson set out to improve its two New York-Montreal trains, the daytime **Laurentian** and the overnight **Montreal Limited**.

At the 1967 NRHS Convention in Albany, NY, D&H President Frederic "Buck" Dumaine, Jr., announced to the assembled crowd that the D&H was to acquire four Alco PA's from the Santa Fe (a fifth came from the New Haven for parts), as well as 12 passenger cars from the Denver & Rio Grande Western. The equipment was quickly pressed into service.



On May 1, 1971, the D&H service was discontinued with the advent of Amtrak, and in 1972, new D&H President C. Bruce Sterzing, Jr., resurrected the PA's for excursion service, adding two former New York Central Baldwin RF16 Sharknose units.

Passenger service returned to the D&H on August 5, 1974 in the form of Amtrak's **Adirondack**, operated with rebuilt Alco PA's and upgraded D&H passenger equipment. At one point, two domes were leased from CP Rail for the service. This railfan's dream train lasted until March 1, 1977, when the PA's and coaches were replaced by Rohr Turbo units.

This book details in photos this wonderful period on the D&H, and it sells for \$24.95, plus \$4.00 shipping and handling. It should be ordered by mail from: Final Decade, P. O. Box 9069, Schenectady, NY 12309-0069, or on-line at www.finaldecade.com.

Canadian Pacific Holiday Train Originates in Scranton

Canadian Pacific Railway operated two Holiday Trains during the 2002 Christmas season, visiting more than 75 CP-served communities in Canada and the United States. Co-sponsored by Hudson's Bay Company, Consolidated Fastfrate, IMC Global and General Electric, each 1,000-foot-long train was led by a GE AC4400WC locomotive, and featured a General Electric stage car and CP business cars on the rear, with various intermodal container cars, covered hopper and box car mixed in.

One of the two trains began its trip on Tuesday, December 3 at Steamtown in Scranton. The entire train had Christmas lights on the locomotive and each car. GE AC4400CW #8638 led the Scranton train, complete with dual U.S.-Canadian flags on the side of the unit and a Christmas tree on the cab roof. CP business cars 70-Assiniboine and 83-Lacombe brought up the rear of the train, the latter car decorated with greens and a wreath.

Since the inception of this CP program in 1999, the purpose of the trains has been to raise funds and food collections for local food banks affiliated with the Canadian Association of Food Banks. More than 73 tons of food and C\$900,000 had been raised at the train's stops through the end of 2001.

In the middle of the train is stage car 401750, converted from a CP boxcar, which opens up on the side and entertainment is provided from a self-contained lighted sound stage at each stop. Prior to departing Scranton, food was collected for a Lackawanna County food bank, and CP presented a check in the amount of \$1,000 to an umbrella charity organization in Scranton.

At approximately 1800 hours, the train, with its silhouette lighting on each locomotive and car, departed Scranton for the Canadian border, making stops at Binghamton, Oneonta, Saratoga Springs, Fort Edward, Whitehall, Plattsburgh and Rouses Point, NY, crossing the border in the wee hours of Thursday, December 5. The train then continued through Canada, making stops at Streetsville, Milton and Windsor, Ontario, before crossing back into the United States on December 6 with a stop in Detroit. The train continued on west, stopping at Franklin Park, Glenview and Gurnee, IL; Wauwautosa, Portage, Tomah, Sparta and LaCrosse, WI; Winona, Wabasha, Lake City, Red Wing, Hastings, Minneapolis, Muffalo, Paynesville, Glenwood and Elbow Lake, MN; then Hankinson, Enderlin, Valley City, Carrington, Fessenden, Harvey, Minot and Kenmare, ending its run at Portal, ND on the Canadian border on December 14.

The second Holiday train started its cross-Canada journey on December 7 at Ste. Therese, Quebec (near Montreal), stopping at Smiths Fall, Arnprior, Renfrew, Pembroke, Chalk River, Mattawa, Bonfield, North Bay, Sudbury, Cartier, Chapleau, White River, Mobert, Heron Bay, Marathon, Schreiber, Nipigon, Thunder Bay and Kenora, ON; Winnipeg, Portage La Prairie, Minnedosa, MB; Bredenburg, Wynyard, Saskatoon, Regina, Moose Jaw and Swift Current, SK; Medicine Hat, Calgary, Vulcan and Fort McLeod, AB; Sparwood, Fernie, Cranbrook, Invermere, Golden, Revelstoke, Sicamous, Salmon arm, Kamloops, Ashcroft, Lytton, North Bend, Agassiz and Haney, BC, before ending its trip on December 20 at Port Moody, just outside Vancouver.

Canadian Pacific's Holiday Train is an impressive sight as well as being a public relations gesture for a good cause. We can hope that the train, which visited New York City in 2001, might be able to find its way to Philadelphia in 2003.

FP7's 902-903 Upgrade Progressing; Brake Equipment Received

Lancaster and Philadelphia Chapter's former Reading FP7's 902 and 903 are progressing in the ongoing upgrade process, according to Philadelphia Chapter Equipment Chair Bob Morris. Work continues by the Joint FP7 Committee team to replace the original control stand wiring on the 1950-vintage General Motors diesel locomotives, with work completed on the 902 during 2002 and work currently in progress on the 903.

During December, the material required for upgrading the braking system was received from American Railroad Equipment of Roanoke, VA. Work efforts will shortly shift to the installation of this equipment. Many railroad locomotive engineers are not qualified to operate locomotives equipped with the older "24" brake system, and upgrading to the "26" system will alleviate some operating restrictions. Funding for the brake system was made through a generous donation from Mr. & Mrs. Michael F. Hopkins, Sr., of New Holland, PA, parents of the late Chapter Member Mike Hopkins who was active on the FP7 project.

While no trip operated during 2002 with the units, although they did appear at the September 28 Delaware Transportation Festival in Wilmington. We hope that some excursion activity can be arranged for the 902 and 903 in 2003, and the Committee has offered to have them participate at the B&O Railroad Museum's Fair of the Iron Horse 175, to be held in Baltimore this coming July.

GREENBERG'S TRAIN SHOW
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If you are available to man the Chapter's table for all or part of either day, please contact Dave Kopena at 215-671-0605

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Railroad "Ladies" Trivia Quiz - Part II

by Roy L. Hudson

Happy New Year! We hoped you have enjoyed the various quizzes which have appeared in *Cinders* during the year 2002. Roy L. Hudson has put his thinking cap on again, and come up with an unusual quiz dealing with the fair sex. Each answer may be used only one time, and the best method for solving this one is a process of elimination. Work with the obvious clues and answers, and then work through the tougher ones. This time, we'll ask you to mail in your answers, with the idea that we'll award a prize to the individual with the most correct answers. In the event of more than one person having the same number correct, names will be placed in a hat and drawn out. Correct answers will be published in the February issue of *Cinders*. Good luck!

CLUES

1. "Road of Anthracite" girl
2. KCS and L&A operated the...
3. Western Pacific Budd car run
4. Station New York Central once served
5. Re-engined Rock Island locomotive
6. Stainless parlor-bar-lounge-observation car
7. Central of Georgia operated the...
8. Served by Reading doodlebug until 1949
9. Pere Marquette, New Haven and Delaware & Hudson had...
10. PRR-Chesapeake Bay steamboat
11. Amtrak's only current female train name
12. "She" is served by SEPTA
13. Texas Central was owned by cheapskate...
14. PRR-Southern New York-Atlanta train
15. "Fishermen's Special" breezed through...
16. Star in 1941 "Broadway Limited" movie
17. A rare trolley hostess
18. Jersey Central-PRR served town
19. Amtrak serves...
20. CNJ train from Pennsylvania to the Shore
21. Station once served by the Long Island RR
22. CNJ-Reading joint passenger train
23. The "Crusader" was christened by...
24. A hostess on the New York Central
25. Open observation used on the PRR's "Detroit Arrow"

RAILROAD "LADY"

- A. Nancy Hanks
- B. diner waitresses
- C. Hetty Green
- D. Virginia Lee
- E. Dorothy
- F. Queen Mary
- G. Elizabeth
- H. Empire girl
- I. Zephyrette
- J. Lily Pons
- K. Fanny Bartlett
- L. Mermaid
- M. Marjorie Woolworth
- N. Southern Belle
- O. Florence
- P. Martha Washington
- Q. Queen of the Valley
- R. Phoebe Snow
- S. Ann Rutledge
- T. S.F.L.'s Ann Hackney
- U. Tilly Foster
- V. Peach Queen
- W. Sharon Hill
- X. Christine
- Y. Maiden Creek

RAILROAD "LADIES" Railroad Trivia Quiz Answer Sheet

1. _____	7. _____	13. _____	19. _____
2. _____	8. _____	14. _____	20. _____
3. _____	9. _____	15. _____	21. _____
4. _____	10. _____	16. _____	22. _____
5. _____	11. _____	17. _____	23. _____
6. _____	12. _____	18. _____	24. _____
25. _____	YOUR NAME _____		

Please clip and mail to: JANUARY QUIZ, PHILA. CHAPTER, NRHS, PO BOX 7302, PHILADELPHIA, PA 19101-7302

Philadelphia—Chestnut Hill—
White Marsh

PENNSYLVANIA RAILROAD

TIME TABLES

Eastern Standard Time

Philadelphia
Chestnut Hill
White Marsh



Go By Train...

SAFETY—WITH SPEED AND COMFORT

Form 22

Effective 2.01 A. M., September 24, 1950

FORT WASHINGTON BRANCH

Miles		802	854
		804	856
		Except	Except
		Sat&Sun	Sat&Sun
		H	H
		AM	PM
		AM	PM
.0	Lv Phila., Broad Street Suburban Station.....	7.07	5.24
	" Penna. Sta. (30th St.).....	7.10	5.27
5.5	" North Philadelphia.....	7.18	5.35
6.2	" Westmoreland.....	7.20	5.38
7.7	" Queen Lane.....	7.22	5.40
8.2	Lv Chelton Avenue.....	7.24	5.41
8.7	" Tulpehocken.....	7.25	5.41
9.2	" Upsal.....	7.27	5.43
9.8	" Carpenter.....	7.29	5.45
10.3	Ar Allen Lane.....	7.31	5.47
10.3	Lv Allen Lane.....	7.38	5.50
11.0	" Germantown Road.....	7.40	5.52
11.8	" East Lane.....	7.42	5.54
12.1	" Wyndmoor.....	7.43	5.55
12.7	" Hill Crest.....	7.45	5.57
13.4	Lv Laverock.....	7.47	5.58
13.8	" Sandy Hill.....	7.48	6.00
14.3	" Enfield.....	7.49	6.01
15.6	" Sunnybrook.....	7.51	6.03
16.8	Ar White Marsh.....	7.53	6.05
		AM	PM

	813	853
	815	857
	Except	Except
	Sat&Sun	Sat&Sun
	H	H
	AM	PM
	AM	PM
	7.56	6.07
Lv White Marsh.....	7.58	6.09
" Sunnybrook.....	8.00	6.11
" Enfield.....	8.01	6.12
" Sandy Hill.....	8.02	6.13
" Laverock.....	8.04	6.15
Lv Hill Crest.....	8.06	6.17
" Wyndmoor.....	8.07	6.18
" East Lane.....	8.09	6.20
" Germantown Road.....	8.11	6.22
Ar Allen Lane.....	8.16	6.51
Lv Allen Lane.....	8.17	6.52
" Carpenter.....	8.19	6.54
" Upsal.....	8.21	6.56
" Tulpehocken.....	8.23	6.58
" Chelton Avenue.....	8.25	7.00
Lv Queen Lane.....	8.28	7.03
" Westmoreland.....	8.31	7.05
" North Philadelphia.....	8.31	7.05
" Penna. Station (30th St.).....	8.39	7.13
Ar Phila., Broad St. Suburban Sta.....	8.42	7.16
	AM	PM

(Editor's Note: We thought you might enjoy seeing this portion of Pennsylvania Railroad Form 22, dated September 24, 1950, covering service between Allen Lane and White Marsh on the Fort Washington Branch. Pennsylvania Route 309 was built on much of the right-of-way of this PRR branch, but there are still traces, such as a cut at the Willow Grove Avenue overpass, and the wye at Camp Hill Road in Fort Washington)

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