



CINDERS



January-February, 2026

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Volume 87

Number 1

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

Notice

Annual Meeting/Election

Notice is hereby given of election of Chapter officers for the year 2026-2027, to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Thursday evening, April 16, 2026 at SEPTA Elkins Park Regional Rail Station, 7879 Spring Avenue, Elkins Park, PA 19027. The Annual Meeting starts at 7:00 PM, and the election will be held at the beginning of the business meeting.

Any member in good standing who is interested in serving as President, Senior Vice President, Vice President & Treasurer, Secretary or National Representative, may be nominated from the floor at the April 16 meeting. Nominations may also be submitted before April 1, 2026 to Daniel J. Murray, Nominations Chairman, Philadelphia Chapter, NRHS, 745 Sunflower Avenue, Langhorne, PA 19047-3747. Dan's E-mail address is WoodyWagon@live.com or by phone to 215-208-7171. Nominations may also be submitted before April 1, 2026 to Marie K. Eastwood, Secretary, Post Office Box 353, Huntingdon Valley, PA 19006-0353 or by E-mail to mkecat@comcast.net.

Meeting Notice

THURSDAY, FEBRUARY 19, 2026

SEPTA Elkins Park Regional Rail Station, Elkins Central Meeting Venue, 7679 Spring Avenue, Elkins Park, PA 19027. PLEASE USE THE SPRING AVENUE ENTRANCE TO THE "ELKINS CENTRAL" MEETING ROOM. PLEASE DO NOT USE THE TRACKSIDE ENTRANCE. THANK YOU!!!!

Philadelphia Chapter's meeting on Thursday, February 19, 2026 will feature Chapter President LARRY EASTWOOD with a PowerPoint slide lecture entitled "THE WEST TRENTON LOCAL (and Beyond; The Reading, Conrail and SEPTA, plus the Jersey Central to Jersey City/Newark and New York).

For our next meeting on Thursday, March 19, 2026, which will feature Chapter Member James R. Rose with Part 2 of his program on the New York Central Railroad in Pennsylvania. Mark your calendars for this meeting on March 19.

Other forthcoming meeting programs will be on Thursday, April 16, Thursday, May 21 and Thursday, June 18

Failure to Follow Instructions Delays in Crediting 2026 Dues

Many members have experienced delays in having dues credited for members who did not follow specific instructions when submitting Chapter dues payments for the year 2026.

Nearly 20 members erroneously submitted their 2026 Chapter dues payments to the Chapter's Philadelphia Post Office 7302, which is not what was supposed to be done.

When dues bills were mailed to members at the end of 2025, the Chapter included a self-addressed envelope so that dues payments could be submitted directly to Chapter Treasurer Rob Young at his home address in Harleysville in Montgomery County:

Robert Young, Treasurer
 Philadelphia Chapter, NRHS
 224 Brenton Circle
 Harleysville, PA 19438-2022

So You Want to be a Newsletter Editor??

Being a newsletter editor isn't the great and glorious job that might seem to be. It's not just finding your name on the Chapter Masthead you find on Page 2.

Your job begins when you list the meeting dates that you have to prepare for. The Editor has to plan with the Chapter President to set the Chapter's meeting dates about nine months in advance of the next calendar year.

You look at the calendar for the forthcoming year. While our meeting year is relatively fixed on the third Thursday of the month, care must be taken to avoid fixed holidays on a calendar, care must be taken to avoid other holidays on a calendar, such as notable religious holidays. Then, a list of anticipated meeting dates need to be submitted to Cheltenham Center for the Arts to insure availability. Once dates are confirmed, applications must be submitted, and payment made to "Elkins Central".

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

CHAPTER WEBSITE: For current Chapter information, as well as vintage views of Chapter trips and activities, visit website: www.nrhsphiladelphia.org

CHAPTER OFFICERS (Elected)

President.....R. L. Eastwood, Jr. (215) 947-5769
reastwood2@comcast.net
Vice PresidentSteve Ferrell (610) 812-1020
sffarrel@aol.com
SecretaryMarie K. Eastwood (215) 947-5769
mkecat@comcast.net
Treasurer.....Robert Young (215) 808-5136
Rob_young@verizon.net
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welk899@gmail.com

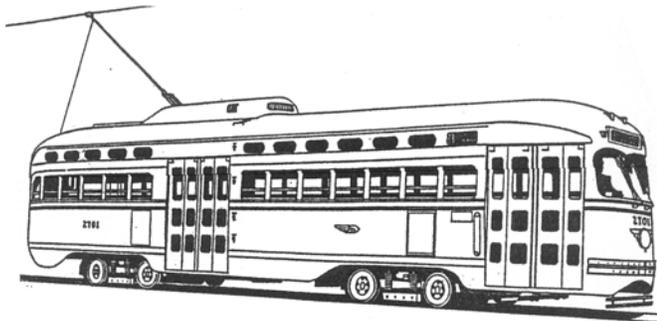
COMMITTEE CHAIRS (Appointed)

Editor.....R. L. Eastwood, Jr. (215) 947-5769
reastwood2@comcast.net
Equipment Chair.....David R. McGuire (610)-544-2749
emd645e3@verizon.net
Webmaster.....Daniel Knouse (814) 631-9436
djknouse@hotmail.com

2025-26 ANNUAL MEMBERSHIP DUES: Effective September 1, 2025, \$25.00 per person, which covers Philadelphia Chapter dues through December 31, 2026. (NRHS National membership dues for 2026 are \$50.00, billed directly by NRHS.) NRHS chapters bill their members separately for Chapter dues. Donation requests for Philadelphia Railfriends will be mailed during November, 2025 via separate mailing from *Cinders*. Anyone interested in becoming a member of Philadelphia Chapter, NRHS should forward remittance, payable to **Philadelphia Chapter, NRHS** in the amount of \$25.00 to Post Office Box 7302, Philadelphia, PA 19101-7302. Please be sure to include name, valid mailing address, telephone number and E-mail address, as applicable.

ADDRESS CHANGES: Send to Editor Emeritus at Post Office Box 353, Huntingdon Valley, PA 19006-0353. (Include your **CURRENT TELEPHONE NUMBER** and **E-MAIL ADDRESS** so our records are complete.) Beginning in early 2023, we effected electronic delivery of *Cinders* to those who elect to receive same.

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 353, Huntingdon Valley, PA 19006-0353. **EXCHANGE newsletters should be sent to:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353, or by electronic mail to reastwood2@comcast.net.



(Artwork by Chapter Member Joe Mannix)

DO WE HAVE YOUR CURRENT AND/OR CORRECT E-MAIL ADDRESS?

If you are not receiving CINDERS by electronic delivery, we recommend that you consider making this change now. For the fourth time in two years, the Postal Service has increased the one-ounce postage rate and this affects Philadelphia Chapter members who receive CINDERS by U. S. Mail.

The Postal Service snuck another SURPRISE postage increase to everyone, including its own employees on July 21, 2025 when First Class was hiked from 73 cents for the first ounce to 78 cents for the first ounce. There was no advance warning what so ever, either to employees, customers or news media.

More and more Chapter members have changed their monthly delivery of CINDERS to electronic delivery. At present over 100 members have signed up for eCINDERS.

It is more important now that we have on file your CURRENT and CORRECT E-mail address. To that end, we would ask that you E-mail your correct and current E-mail address to mkecat@comcast.net upon receipt of this issue of CINDERS. We need to keep control the cost of mailing CINDERS to both members and, more importantly, to "exchange" newsletter recipients, from whom we have no revenue source.

MARIE K. EASTWOOD, Secretary
February 1, 2026

Important Phone Numbers

Cinders lists below the telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc.

AMTRAK	800-331-0008
CSX	800-232-0144
CONRAIL Shared Assets	800-272-0911
NJ TRANSIT (NJ only)	800-242-0236
NORFOLK SOUTHERN	800-453-2530
PATCO Transit	856-963-7995
SEPTA	215-580-8111

(Members may wish to photocopy and or clip this notice and keep a copy in your wallet as you are out watching or riding trains. Please send corrections to the Editor.)

SEE SOMETHING, SAY SOMETHING!

If your *Cinders* Arrives in Damaged Condition

If your *Cinders* arrives damaged or with pages missing, contact Editor Larry Eastwood at 215-947-5769 or reastwood2@comcast.net and a replacement copy will be promptly sent to you. The incidence of damage has been virtually eliminated through the use of envelopes for mailing each issue, although there is an additional cost involved.

PHILADELPHIA



FRANK G. TATNALL, JR.

The past two months have produced a veritable onslaught of railroad and transit news in the Philadelphia region. Some of the highlights are shown below, which we hope can be further detailed in the next issue of *Cinders*.

Of course, the largest share of transit news concerned SEPTA, and the numerous crises encountered in providing its many and varied services. Listed below in no particular order are the most notable items that drew media attention during the period here recalled.

**New labor contracts with the two major transit unions—TWU in the city and SMART in the suburbs—were finalized and signed in late December, averting any possible strike. TWU represents some 5,000 operators, mechanics and maintenance workers around the system while SMART covers about 350 suburban trolley and bus operators. Separately, SEPTA and the Brotherhood of Locomotive Engineers & Trainmen have signed a new contract covering Regional Rail train service employees.

**A severe snowstorm dubbed “Fern” blanketed the entire area on Sunday, January 25, causing widespread delays to both public transit and highway traffic for several days. The remarkable staying power of the 8 to 12-inch snowfall amid subfreezing temperatures prolonged the problems for SEPTA, AMTRAK and other transportation agencies, as well as those providing highway or air travel options. The storm was so intense that all public transportation nearly came to a halt in the Philadelphia area for almost 24 hours. Regional Rail, trolley and bus service was suspended, with some gradual restoration on Monday the 26th. The subway lines B (Broad Street) and L (Market-Frankford), however, were able to continue some service during the height of the storm. Metro trolley lines were back in partial operation by Monday afternoon the 26th, but Regional Rail service did not resume until Tuesday, running on a Saturday schedule.

**By Sunday, February 1, all regular service on Metro lines and Regional Rail had been restored, as it was on most bus lines except for a few remaining detours due to the snow. New schedules on Regional Rail became effective that same day.

**After several delays the center city trolley tunnel finally reopened for full service on Monday, January 12. It had been partially opened a few weeks earlier, but additional repairs to the overhead wires were found to be necessary. Some suspensions of overnight and weekend service allow that work to continue, with some shuttle buses pressed into service.

**Governor Shapiro presented his proposed State budget for Fiscal Year 2026-27 on February 3. The Governor’s budget of \$53.3 billion once again suggests that the proportion of the State sales tax dedicated to transit be increased to 1.75%. That proposal was voted down last year by the Republican-controlled Senate, which would have left SEPTA’s budget for that year in serious trouble except for some alternative action by the Governor.. SEPTA in its

official response thanked the Governor for recognizing the problem, and said that the proposed funding, combined with its ongoing austerity and reform measures, would enable SEPTA in the future “to balance its budget and maintain critical services without further depleting critical capital funding.”

**In its January 2 edition, the *Inquirer* ran a lengthy article titled “Looking back at SEPTA’s crisis-laden year.” It carried the subtitle “From budget woes to fiery cars, SEPTA and its customers suffered mightily in 2025. But there were bright spots.” Among those bright spots were the new agreements reached with its major unions, the Governor’s \$394-million shot of State capital money to be used to support operations and the decline in serious crime on the system.

**SEPTA opened its new Wissahickon transit center in Manayunk during December. It will handle around 5,000 bus riders per day.

**SEPTA ran weekday Regional Rail service on New Year’s Eve to support the fireworks and other events in the city. Metro lines such as the Market-Frankford also ran a special late-night schedule.

**A recent study found that the average commute time to Philadelphia is 33.2 minutes, longer than in most large U.S. cities. This includes commuting by public transit as well as by automobile. The worst commute time is in New York City, which averages 40.6 minutes, reflecting the difficulty in getting to work in big cities.

**Work was completed in January on the last of the 223 Silverliner IV MU cars which had been pulled from service last October by order of the Federal Railroad Administration. After months of car shortages on the Regional Rail system this allows for the restoration of pretty much regular service on all lines, but to help out SEPTA leased ten coaches from Maryland’s MARC system. Five of these cars made their first revenue run for SEPTA on train #9710 out of Trenton on Monday morning, February 2, behind a SEPTA ACS-64 electric locomotive, and the cars are likely to be confined to service on the Trenton, West Trenton and Chestnut Hill East lines. All of the 50-year-old Silverliner IV’s now have been fitted with new thermal circuitry which will alert the crew of any overheating problems. These Silver IV cars in normal times provide almost two-thirds of the passenger-carrying capacity on Regional Rail.

**AMTRAK and its riders also were victims of Winter Storm “Fern.” The heavy snow that fell on the Northeastern U.S. Sunday, January 25 forced the cancellation of many Acela and Regional trains on the Corridor, and all Keystone service between Philadelphia and Harrisburg had to be suspended due to the heavy snow, sleet and hazardous conditions. The Keystone trains

(Continued on Page 4)

Croydon Pennsylvania, who knew??

By Steve Ferrell

In July 2025, Ride with me Steve rail riding group took a short trip on SEPTA to Croydon, Bucks County, Pennsylvania. I did not think that it would make a decent article for the Dispatcher but later rethought this idea.

We went because a fellow rider, Dan Murray, recommended a restaurant near the SEPTA station on the Northeast Corridor. The restaurant, the Dog-N-Bull Taphouse and Kitchen, a wonderful place for beer that was also a fantastic place for great pub food. All 12 riders that came on the trip genuinely enjoyed their meals and drinks and decided that we wanted to return there again!

The surprise was how hugely enjoyable it was to railfan on the Croydon Station's southbound platform before returning to Philadelphia and transferring to our homebound trains. During the short 30–40-minute wait for our train we observed two Acela's, one Keystone service train, two Northeast Corridor and two long distance trains! Of course, we also saw a couple of SEPTA Silverliner IV's. Indeed, a fun day and a short one for the Ride with me Steve crew!



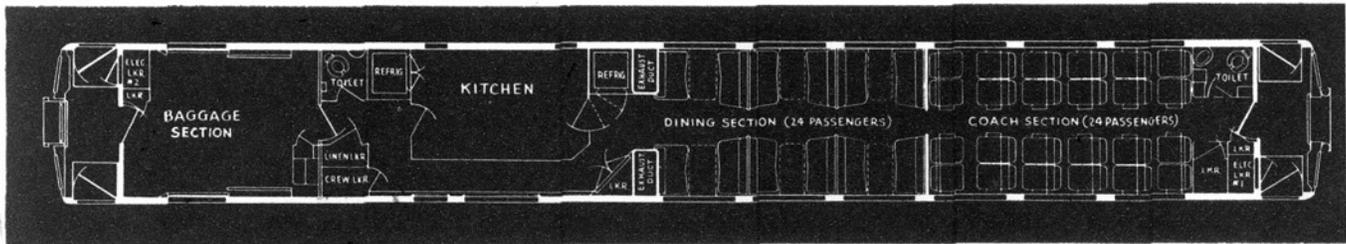
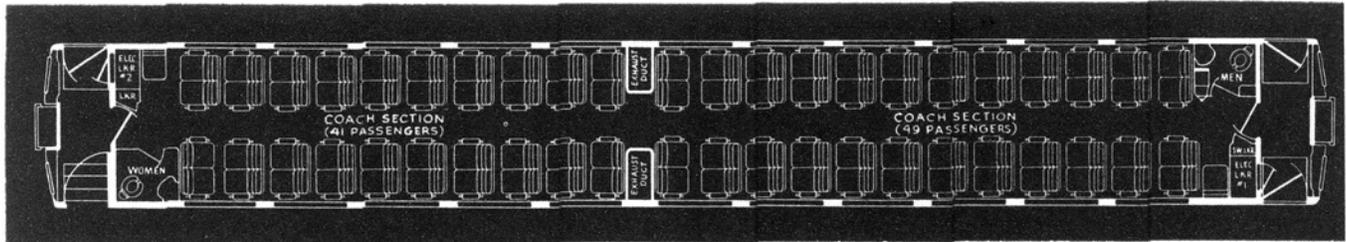
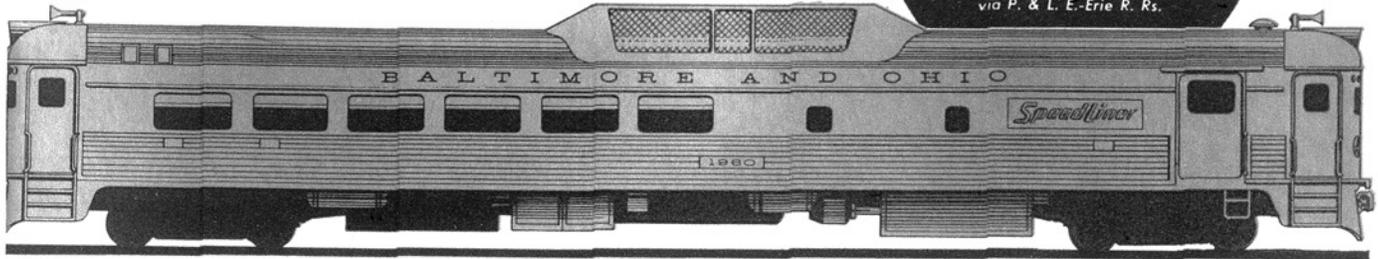
Southbound Amtrak Northeast Corridor train on right and Tom Fluck checking his scanner at Croydon – Photos by John Smith



Northbound Silverliner IV approaching Croydon Station – Photo by Captain Jim Donohue

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 Broad & Walnut Sts.
 Tel. Rittenhouse 6-4500

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 917 Market Street
 Tel. Olympia 6-8204—6-8205

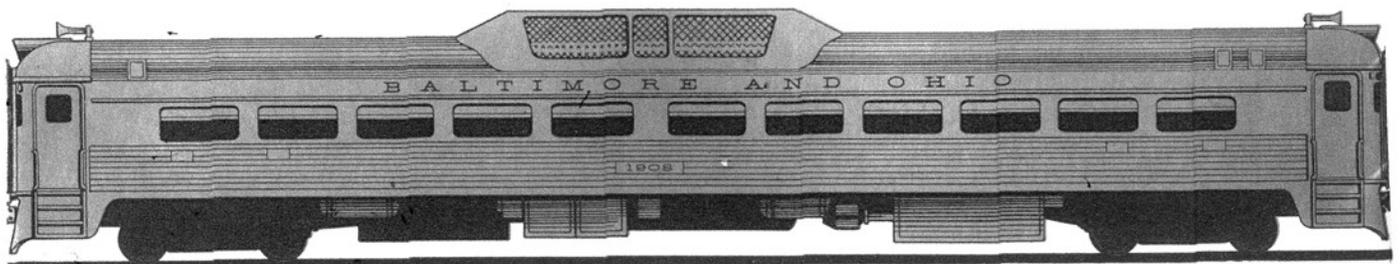
BALTIMORE 1, MD.
 Charles & Baltimore Sts.
 Tel. LEXington 9-0400

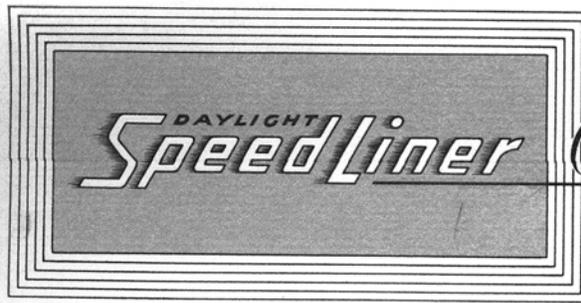
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 Connecticut Ave. & H St., N.W.
 Tel. STerling 3-8100
 Silver Spring Station
 Tel. JUNiper 9-4343

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Menu

ORANGE JUICE .35 TOMATO JUICE .30
 SOUP DU JOUR, CUP .30

BALTIMORE & OHIO CHICKEN PIE—1.95

CHEF'S SALAD MASHED POTATOES
 BREAD AND BUTTER COFFEE, TEA OR MILK

SAUTE CHESAPEAKE BAY FISH—1.85

COLE SLAW FRENCH FRIED POTATOES
 BREAD AND BUTTER COFFEE, TEA OR MILK

GRILLED STEAK SANDWICH ON TOAST—1.50

SLICED TOMATO FRENCH FRIED POTATOES
 COFFEE, TEA OR MILK

SANDWICHES

BAKED HAM .50 CHEESE .35
 SLICED CHICKEN 1.00
 LETTUCE AND TOMATO .50 BACON, LETTUCE AND TOMATO .60

DESSERTS

PIE .35 MELON .40 ICE CREAM .30
 STEWED FRUIT .35 CHEESE .35

BEVERAGES

COFFEE, ICED OR HOT, POT .35 TEA, HOT OR ICED, POT .30
 MILK .25

*H. O. McAbee
 Manager, Dining Car and
 Commissary Department
 Baltimore & Ohio R.R.
 Baltimore 1, Maryland*

BALTIMORE & OHIO RAILROAD

PHILADELPHIA EXPRESS

(Continued from Page 3)

gradually resumed operation on Monday the 26th. A long list of cancellations and delays to long-distance trains in the Midwest and South also was reported over several days. Potential passengers were urged to regularly check Amtrak's mobile app or visit the Amtrak.com website for train information.

**Then, on Thursday, February 5, AMTRAK said that due to "equipment unavailability" it was forced to cancel some 20 Corridor trains for that day. These included both Acelas and Northeast Regional trains. The same 20 trains also were to be

canceled on Friday the 6th.....On that unlucky Friday NORFOLK SOUTHERN had a huge derailment near Horseshoe Curve just west of Altoona. About 65 cars of an eastbound freight train were scattered off the tracks but still upright, which forced Amtrak to cancel that day's *Pennsylvanian* in both directions. The trains probably would not operate from or to Pittsburgh the next day as well (*Trains*).

**PATCO somehow was able to continue operating basic service between Lindenwold and Philadelphia both on Sunday, January 25th and Monday the 26th, using special modified schedules. But But NJ TRANSIT with a far larger system had its hands full with "Fern" in dealing with this powerful wind and snow storm.

PHILIP J. MULLIGAN

January 10, 2026

We deeply regret to inform you of the peaceful passing of Philip J. Mulligan, at the age of 80, on Saturday, January 10, 2026 in Philadelphia. Phil's early years were marked by a curiosity and warmth that would define his entire life. He attended St. Joseph's Preparatory School and was awarded a full scholarship to LaSalle University where he graduated in 1966. His solid education in the Church and academic achievements laid the foundation for a life dedicated to faith, service and community. Drafted into the U. S. Army, Phil served his country with distinction before returning to civilian life, where he briefly worked at Richardson Vicks, near Wayne Junction Station.

Afterwards, Phil emerged into his true calling and embarked on a distinguished career with the Veterans Administration spanning more than 40 years. Through dedication and expertise, Phil achieved the esteemed position of Administrative Law Judge for Veterans Affairs. His work was not just a job but a true vocation, ensuring that each veteran received the respect and support they deserved.

Phil was an active participant in his community, always lending a hand. He spent countless volunteer hours maintaining trails in Valley Forge National Historical Park. He regularly served as an usher at his beloved Church, St. Vincent de Paul in Germantown. He was passionate in his love of history and trains and enjoyed his time helping at the Electric City Trolley Museum in Scranton, PA.

Phil was an avid photographer capturing life moments with the same focus and grace that he brought to all his endeavors. But most of all, he loved his Phillies and lived for the years he could enjoy actual live baseball on his birthday.

A celebration of Phil's life was held at 10:00 AM at St. Vincent de Paul Church, 109 E. Price Street, Philadelphia, PA 19144 on Saturday, February 7, 2026 with Funeral Mass at 10:30 AM. In lieu of flowers, contributions may be made to the Electric City Trolley Museum Association, Post Office Box 20019, Scranton, PA 18502-0019 or to the Philadelphia Vietnam Veterans Memorial, 108 Spruce Street, Philadelphia, PA 19147.

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CUMBERLAND • PITTSBURGH**

(with convenient connections at Pittsburgh
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SCHEDULE

Westbound (Read down)	(B&O R.R.)	Eastbound (Read up)
8:00 AM	Lv. Philadelphia	Ar. 8:20 PM
(24th & Chestnut Sts.)		
8:13 AM	Lv. Chester	Ar. 8:07 PM
8:27 AM	Lv. Wilmington	Ar. 7:54 PM
8:41 AM	Lv. Newark	Ar. 7:39 PM
8:57 AM	Lv. Aikin	Ar. 7:21 PM
9:05 AM	Lv. Aberdeen	Ar. 7:13 PM
Baltimore		
9:35 AM	Lv. (Mt. Royal Sta.)	Lv. 6:45 PM
9:40 AM	Lv. (Camden Sta.)	Lv. 6:39 PM
—	Lv. Laurel	Lv. 6:17 PM
10:20 AM	Ar. Washington	Lv. 6:00 PM
10:30 AM	Lv. Washington	Ar. 5:50 PM
10:40 AM	Lv. Silver Spring	Ar. 5:35 PM
11:24 AM	Ar. Harpers Ferry	Lv. 4:50 PM
11:46 AM	Ar. Martinsburg	Lv. 4:28 PM
1:12 PM	Ar. Cumberland	Lv. 3:03 PM
3:18 PM	Ar. Connellsville	Lv. 12:55 PM
4:16 PM	Ar. McKeesport	Lv. 12:00 Noon
4:40 PM	Ar. Pittsburgh (P. & L.E. Sta.)	Lv. 11:35 AM

(Ex. Sun.)	(P. & L.E. R.R.)
5:15 PM	6:00 PM Lv. Pittsburgh (P. & L.E. Sta.)
5:29 PM	6:14 PM Ar. Coraopolis
5:41 PM	6:24 PM Ar. Aliquippa
5:49 PM	— Ar. Monaca
5:53 PM	6:32 PM Ar. Beaver
5:59 PM	6:37 PM Ar. Beaver Falls—New Brighton
6:02 PM	— Ar. College
6:15 PM	6:52 PM Ar. Wampum
6:31 PM	7:08 PM Ar. Ellwood City (Note 1)
5:52 PM	6:29 PM Lv. Ellwood City (Note 1)
6:15 PM	6:52 PM Lv. Wampum
6:24 PM	7:07 PM Ar. New Castle
6:50 PM	7:35 PM Ar. Youngstown

(ERIE R.R.)
— 7:40 PM Lv. Youngstown
— 7:51 PM Ar. Niles
— 8:03 PM Ar. Warren
— 8:47 PM Ar. Lee Road—Shaker Heights
— 9:00 PM Ar. Cleveland

(Note 1—Taxicab service between Wampum and Ellwood City.
No baggage service available.)



Refreshment
—Diner with
good food,
moderately
priced.

All stainless
steel kitchen.
A model of ef-
ficiency and
modern design.

Philadelphia & Reading / Reading Stations Quiz

Over the years, *Cinders* has published rail-related quizzes; with this one covers former Philadelphia & Reading and Reading Company station names, put together by Editor Larry Eastwood, with help from Members Rick Bates and Harry Garforth. The highest score will receive a prize. There is a trick to this quiz, with one name in the left column not matching any in the column on the right. You may need an old Philadelphia & Reading document to figure things out. Copy this entire sheet with your answers and E-mail to Marie K. Eastwood, Secretary, Philadelphia Chapter, NRHS to mkecat@comcast.net, or by U. S. Mail to P. O. Box 353, Huntingdon Valley, PA 19006-0353. *Deadline for entries is Monday, March 9, 2026.*



OLD STATION NAME

- A. Trenton Junction
- B. Greentree
- C. Wendover
- D. Palmer
- E. Glenlake
- F. Reservoir
- G. Walton
- H. Alnwick
- I. Lafayette
- J. Hillside
- K. Tedyscung
- L. Farm School
- M. Gorgas
- N. Willet
- O. Benezet
- P. Warwick
- Q. Huntingdon Street
- R. Oak Lane
- S. Wissahickon
- T. Kirkland
- U. Rubicam
- V. Mt. Pleasant
- W. Abington
- X. Tyson
- Y. Somerton Hills
- Z. Paul Brook

NEW STATION NAME

- 1. Roslyn
- 2. Bryn Athyn
- 3. North Broad Street
- 4. Rydal
- 5. Ambler
- 6. Delaware Valley College
- 7. Neshaminy Falls
- 8. Glenside
- 9. Meadowbrook
- 10. West Trenton
- 11. Forest Hills
- 12. Miquon
- 13. Sedgwick
- 14. Shawmont
- 15. Crestmont
- 16. Ardsley
- 17. Roelofs
- 18. Lawndale
- 19. Rushland
- 20. Stenton
- 21. Traymore
- 22. Melrose Park
- 23. Wycombe
- 24. Wyndmoor
- 25. Wendover
- 26. Fairless Junction

YOUR ANSWERS

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