

The **DEPOT** is the official publication of the Northeastern Region of the Teen Association of Model Railroading.

ISSUE NO. 23: July-Aug 1983

IN THIS ISSUE: Conrail Caboose Roster and special photo feature: Railfanning by Bug

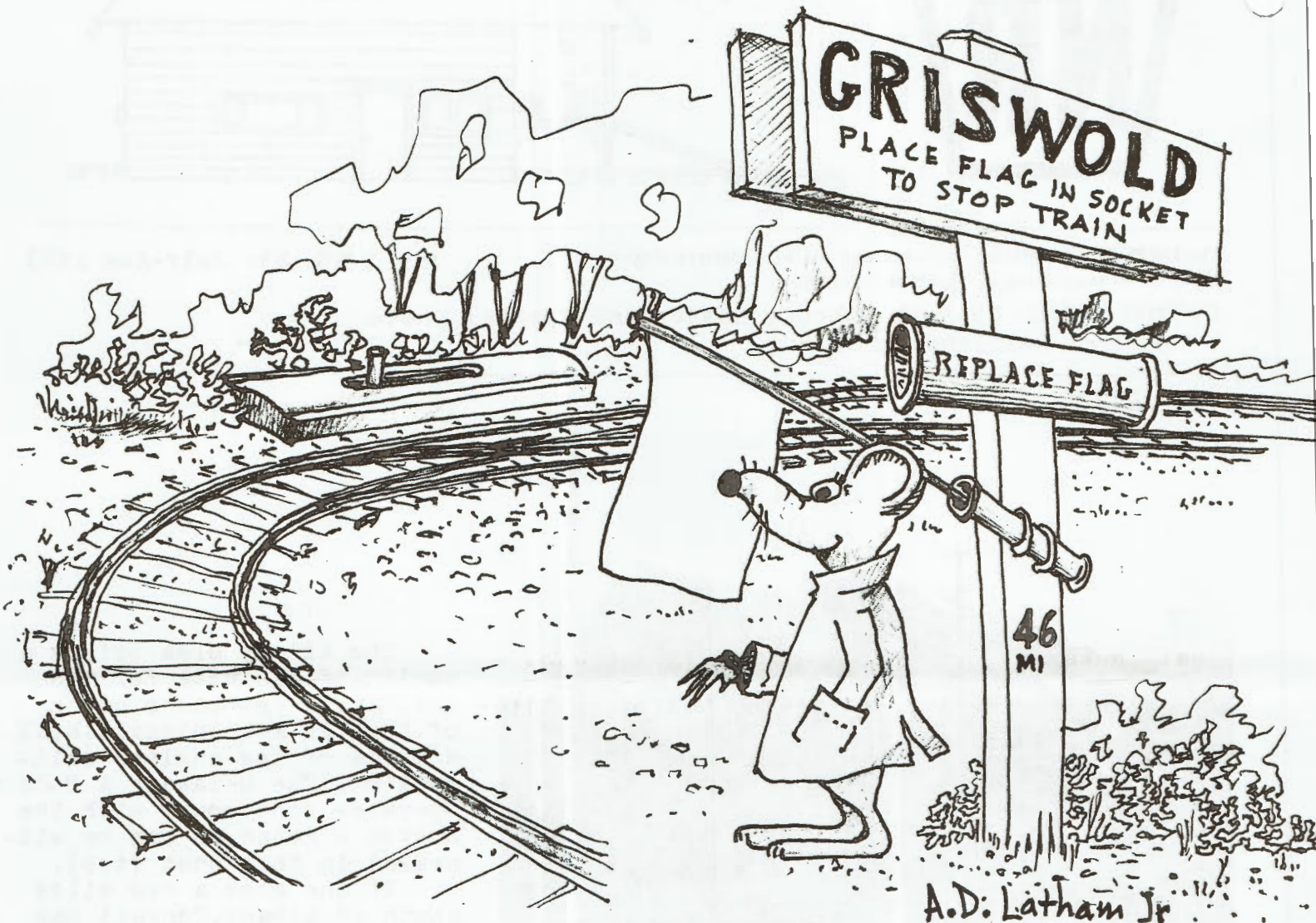


The Albany area offers a wealth of activity for the railfan. A few miles north of town is Mechanicsville, NY, a mecca of new england railroading. The Delaware & Hudson operates pool power with the Boston & Maine, as can be witnessed in this shot (top).

If one goes a few miles south of Albany, Conrail has two lines which cross each other at Selkirk Junction. One is a heavy freight line (witness this smoky CR train) and the other runs into the port terminal area as well as the local Amtrak station.



Regarding the cartoon- There was a flagstop GRISWOLD in Northern Maine on the Ashland Frt. Branch of the Bangor & Aroostook.



A.D. Latham Jr

ASSOCIATE EDITOR'S NOTE

Ted Bedell

As an associate editor and printer of the DEPOT, I am at least partially involved in designing the appearance of the newsletter. With Issue 19, we switched over to the two color format on the cover page. I introduced the computer typesetting for the DEPOT's letterhead with Issue 21, and we have been using it for the front photo captions as well. While this looks very good, it is only available when the typesetter is not too busy, which is most of the time. I am rushing to get this issue printed before the convention, so I am printing the cover in just black ink without typesetting. If all goes well, we may be seeing a four color cover on Issue 24, as that will mark the NR's fifth anniversary!

Also in that issue will be a full report on the '83 convention, which may or may not have already taken place by the time you read this. Bernie Stone has a story about a trip to Reading and Philly that he and I took over the July 10-11 weekend. We would like to hear about any interesting places you have been to lately; somebody else might be interested too! Even better, we would like to hear about your trip before you take it, especially if an invitation is extended to come along.

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FROM THE CAB

J.S. Ward

Yes, I am back again this time for good. I am holding back on the promised current CR Roster as they have been retiring and selling units faster than I can get data on them. Expect the roster in issue 24 or 25. But, to keep you CR fans off my back. I am printing their caboose roster this issue. As with their diesels, the caboose roster is a motley collection of "cabin cars" from various railroads. But since unlike diesels, cabooses are or were mainly custom built, each road had its own distinctive classes and styles.

This issue I won't be begging you all for articles as the piece sent in by Bill Bokeko says it all. (Round TUIT)

By the way, if any of you all out there can get hold of current CR diesel assignment sheets, let me know.

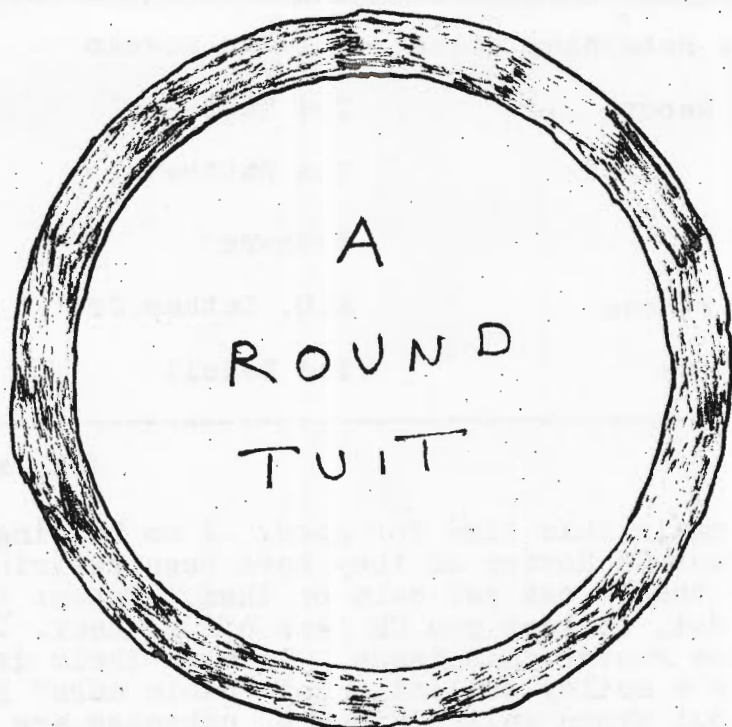
Until next time, Keep on Trackin!

PRESIDENT'S LETTER

Well, here we go again! This issue, believe it or not, puts us back on the right track! Everything is falling into place. J.S. Ward is back behind the throttle again so things hopefully will be running very smoothly. The DEPOT is looking great, as always and our treasury is the highest it has ever been.

I was happy to get some response from the last issue which Ted Bedell and myself did entirely ourselves. Now by doing this, the DEPOT will be going out on time and you will not be getting a June-July issue in the middle of December. I really like the material we are getting for the DEPOT. I only ask if you are sending pictures they will be black and white and show some detail. The other thing is you are sending rosters or any other lists, they should be done in BLACK pen not BLUE (blue pen will not print well). I think rosters are great but spending two hours to recopy them in black ink becomes annoying. So keep up the good work and the articles coming. The DEPOT depends on you!

The other thing of major importance is the Convention. The dates are set and a full schedule was mailed to anyone who was sure to attend or expressed some interest. Ted Bedell and myself were recently in Philly, so we know a few very good railfanning places that may interest you. This should be a time that one will never forget. I just hope all goes well. I want to see some new faces at this jaunt, so get off your duff and plan on coming. Well, if you are attending this great event, I'll see you in Philadelphia.



This a Tuit. Guard it with your life as Tuits are hard to come by, especially round ones. This is an indispensable item. For years we have heard people say, "I'll do this as soon as I get around tuit". Now that you have one, you can accomplish all those things you put aside until you got A ROUND TUIT.

RAILFANNING BY BUG

by Ted Bedell

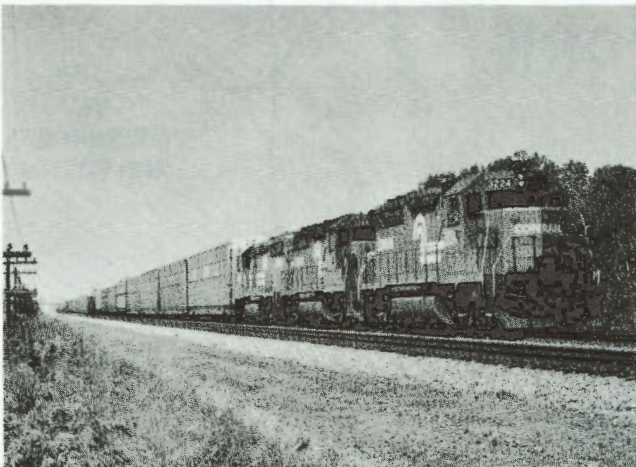
All photos by Ted Bedell

Back in April, I decided to take a couple of days vacation to see what was happening in upstate New York on the rail scene. I put an announcement in the DEPOT (#21), and we had six members interested in coming along. Unfortunately, Bernie Stone's parents needed to use the car during the last week in June so Bernie had no wheels. That left us stuck with one car - my '69 Bug. With all the camping gear, not to speak of a 16-gallon cooler, there was only enough room for three people. My friend Allan Ramskill had taken his vacation time to come along, so it was him, Kevin Lindstrom, and myself for four days of travelling, camping and railfanning. After packing up the car Friday night, we took a short snooze, and hit the road just before 3 AM.

We drove most of the day on Interstate 80, stopping at a couple of towns along the way, with generally poor results in trying to locate active trains. We covered 500 miles and ended up near Meadville, PA. We were hoping to catch a Bessemer & Lake Erie train, but must have been in the wrong place (at the wrong time). All we saw were a few Conrail units tied up for the weekend. After trying to find a good site alongside the B&LE tracks to camp, we decided instead to camp at Pymatuning State Park for the token fee of \$5.00.

Sunday morning dawned bright and clear and by 11:00 we were in Erie, PA at the side of the famous "water Level Route" of the former New York Central. This two track mainline is in immaculate condition and is heavily used by Conrail. The Norfolk & Western main parallels the CR main most of the way from Erie to Buffalo (see map). The Bessemer & Lake Erie has trackage right over the N&W from Wallace Jct. into Erie.

After seeing an eastbound auto rack train and a westbound

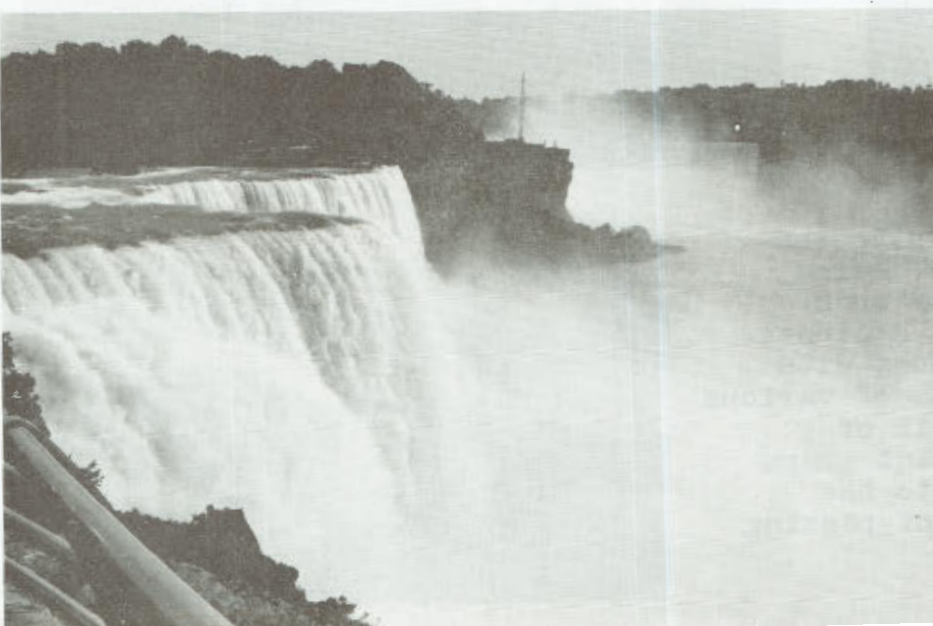
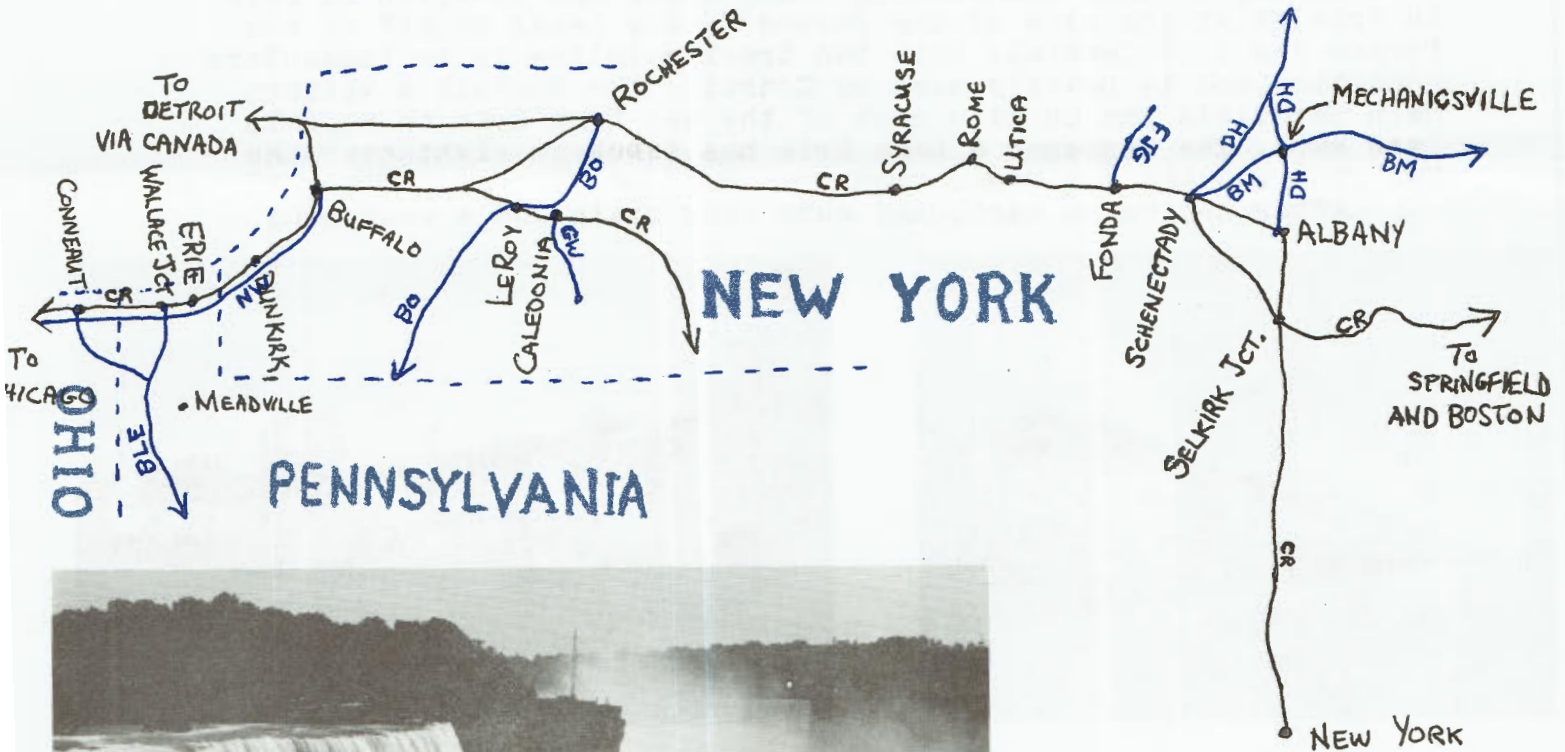


piggybacker, we cruised over to the sprawling GE plant in Erie. Being Sunday, the place was pretty much locked up, but we did see a Nacional de Mexico electric loco along with a few GE demonstrator units of various models. We also found a pair of whitelined U25B's in CR paint minus logos. We were lured back to the Conrail main by the sound of passing trains.





We followed the two mainlines east and were rewarded by a westbound N&W freight. We continued towards Buffalo, stopping at Dunkirk where we caught another Conrail train. When we got to Buffalo, we saw a couple of near-empty yards with no sign of any motive power or anything moving. We decided to spend the last hour of the afternoon taking in Niagara Falls.



KEY: BLE-BESSEMER & LAKE ERIE
 BM-BOSTON & MAINE
 BO-BALTIMORE & OHIO
 CR-CONRAIL
 DH-DELAWARE & HUDSON
 FJG-FONDA, JOHNSTOWN & GLOUERSVILLE
 GW-GENESSEE & WYOMING
 NW-NORFOLK & WESTERN

Since it was getting late, we headed for a nearby state park to set up camp and chow down. We cooked all our own meals during the trip - it cost us only \$18 per person for eleven good meals. We knew Monday would be a little busier at railside, so we spent the evening discussing our plans for the day over a case of "the enchanting liquid kept icy cold in the ol' cooler".

We figured we could see the most action by following the Conrail main east, although we would miss a lot of the shortlines north and south of us. Many hours of driving would be needed to locate some of these backwoods lines, and we wanted to see as many trains as possible. We decided to spend the morning snooping around Buffalo, and then head east.



After getting lost in downtown Buffalo for over an hour, we located a moderately sized N&W yard near South Park Avenue where a train was waiting for a drawbridge. After that we drove to LeRoy and Caledonia, NY where there are numerous junctions between Conrail, the Baltimore & Ohio, and the Genessee & Wyoming. We saw a B&O GP-35 switching in LeRoy. Traffic is not too heavy and we didn't see any other action. It's an interesting area with some good photo spots if you can catch a train.

We took a little side trip to Avon, NY in the hopes of seeing something on the Livonia, Avon & Lakeville Rwy. I have a feeling we should have gone instead to Livonia, but we didn't, so we missed that shortline altogether. We didn't want to stay in another state park that night, so we figured we'd better start looking for a likely campsite by the ex-NYC mainline, which runs about 10 miles or so north of LeRoy.

There is a gravel service road that runs along the north side of the tracks for the better part of 200 miles. Indeed, I wouldn't be surprised if the service road runs all the way from New York to Chicago! We drove along this road at a snail's pace (4-wheel drive vehicles are preferred) for a couple of miles. The problem was that the work crews had piled all kinds of rubble and RR ties in what looks like an effort to keep anyone from pulling off the road. In the end we had to construct a little exit ramp so we could pull the car into someone's empty field.

While we were setting up the tent, a Conrail train ambled by eastbound with 120 cars and no less than eight units on the point! We set the stew to cooking and at dusk a westbound Amtrak Turboliner came by at about 75 mph, moving so quietly we didn't even have time to grab our cameras before it was past. While we were eating we observed a local with 8 cars passing in the night.



Nobody hassled us for camping there or for parking the car on the shoulder of the railroad service road, but in the morning we woke up a bit wet since we had forgotten to close the tent's vent window. It had been drizzling for about six hours and we had shipped about two gallons of water, most of which pooled around Kevin's sleeping bag (he had the misfortune of sleeping at the low end of the tent). Despite the moisture, it was a great feeling to wake up to the sound of diesel engines working and the quake of many heavy wheels rolling by in the dawn's early mist.

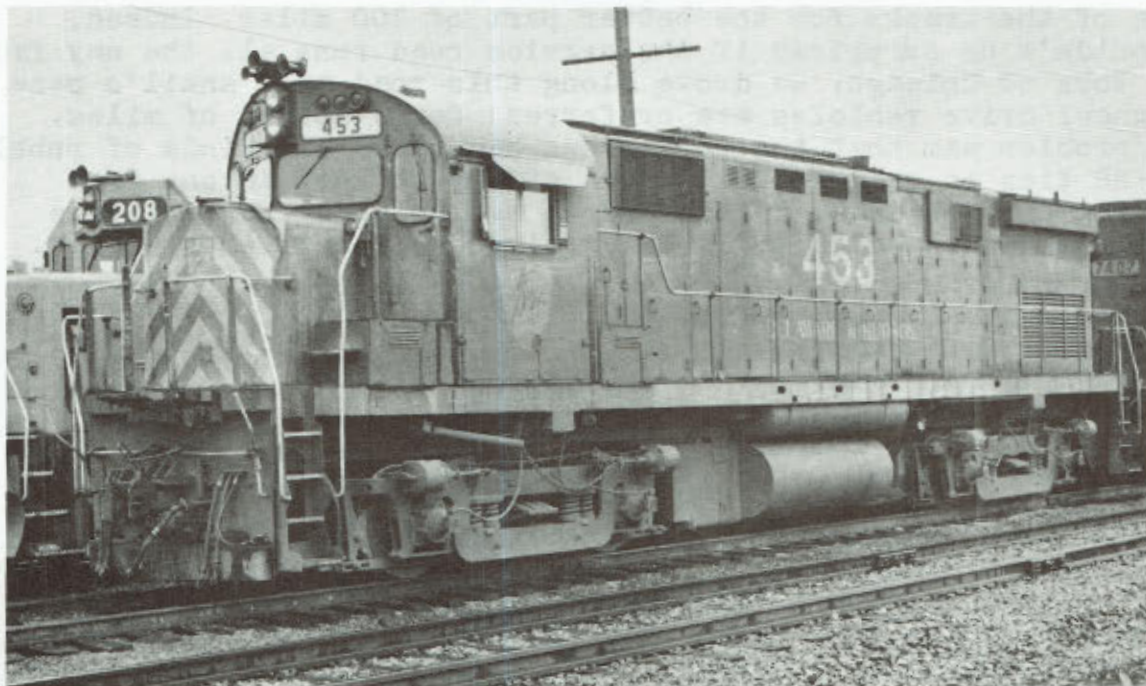
We got in the car and drove for a couple hours with the heat on to try to warm up. We passed Syracuse, Rome, and Utica and finally stopped at Fonda, NY in the hopes of catching a train on the Fonda, Johnstown & Gloversville which is operated by the Delaware Otsego Corp., a prominent shortline operator in the northeast. We caught their RS-3 #103 in Gloversville spotting a couple of covered hoppers and a boxcar.

Considering that we wanted to be home at a reasonable hour that night, we figured we would check the Schenectady area next as Conrail interchanges with both the D&H and the B&M there. We couldn't locate the D&H yard but we did see a Conrail train on the B&M's track. After lunch we went a little north to Mechanicsville, which is a major

junction between the Delaware & Hudson and the Boston & Maine. We saw some pool power there (see cover photo), two sets of three units, and in one of the lashups was Delaware & Hudson Alco C-424 #453, a venerable survivor of a dying breed—the Alco locomotive.



RAILFANNING BY BUG



Heading south, we by-passed Albany and went straight to Selkirk Junction. Two Conrail lines cross each other here; one line goes to Albany, the other is the freight bypass to avoid congestion. We were there about 2½ hours and in that time we saw 4 freights, a light loco move of two units, and another light move of eight units, pictured here.



We left Selkirk around 6:00, making it home to Long Island around 10 PM. Our expenses were very low—about \$65 per person for four full days.

This includes food, gas, tolls, oil, ice, beer, and state park campsite fees. We travelled a total of 1400 miles, though we saw more action as we got closer to New York, than we did at Erie. Much of the reason for this is that the railroads operate at less than a third of their normal capacity on Saturdays and especially Sundays.

Our August camping trip will give us five full weekdays so we should be able to see plenty of action, if we know where to go. Jeff Ward knows of a few good fanning spots in West Virginia and Kentucky, and we would also like to hit Altapass, NC and Erwin, TN so as to check out the former Clinchfield. Bob Huron is compiling a list of (hopefully) current railroad frequencies in use in that area. I'm counting on Bill Bokeko to come along with his scanner so we can use this list. A trip to the Cass Scenic Railway in West Virginia is in order so we can ride behind one of their beautiful Shays. We are open to suggestions on what to see and where to go. I am particularly interested in chasing a big steam-powered excursion train such as those operated by the Family Lines System and the Chessie System. Anyone interested can call me at work at (516) 364-2310. I'm there from 9 to 5 weekdays, except at lunch from 1 to 1:30.

RAILFANNING BY BUG



Pictured here are two obviously crazy railfans who drive around in an old bug rescued from the scrap heap, turning up in the most unlikely places to photograph trains. The car is equipped with CB and has been re-engined for the August road trip, which is right around the corner. In the old Allegheny Region, such cars were known as "hoagies". We hope to publish a photo of every hoagie in use by NR members for the delightful pursuit of chasing trains.

CONRAIL CABOOSE ROSTER

William Bokeko

The following roster is based on an October, 1981 RAILS NORTHEAST article by Frank A. Czubyt Jr. The roster lists all Conrail cabooses officially on the line as of 1981. A few notes not shown on the roster:

Classes N-7, N-7A, N-7B, N7C, N-7D, N-7E, N-5H, N-10, N-12, N-21 are baywindow cabooses.

Classes N-9, N-9E, N-11, N-11E, N-6A are transfer cabooses.

Classes N-5K, N-8A, N-8B are modified baywindow cabooses.

Conrail cabooses are painted with white lettering except for the M. of W. cabooses which are gray and black lettering. 10 N-5C cabooses painted brown with white lettering usually found on P.P.&L unit trains, and one N-7 #21736 painted white for the New England Division. The only cabooses which were not part of the Conrail merger besides the N-21 class built new for Conrail are two class N-5K from the A.T.&S.F.

<u>CONRAIL NUMBER</u>	<u>FORMER OWNER</u>	<u>FORMER NUMBER</u>	<u>MODEL</u>
19600	E - L	C - 100	N - 3
19653 - 19678	E - L	C - 170 - C - 269	N - 3A
18705 - 18760	R D G	92824 - 92928	N - 4
18800 - 18857	R D G	94002 - 94074	N - 4A
18860 - 18890	C N J	91500 - 91549	N - 4B
19026 - 19099	P C	19001 - 19418	N - 5
19108 - 19412			
19568	P C	19568	N - 5A
19103 - 19417	P C	19103 - 19106	N - 5B
20001 - 20076		19417	
22796 - 22843		22796 - 22996	
22854 - 22989		23000 - 23173	N - 5C
2300 - 23179	P C	23325 - 23332	
22853	P C	19590	N - 5E
19575	P C	19575	N - 5F
18601 - 18609	L V Southern	18401 - 18426	N - 5G
18613 - 18701		95002 - 95140	
18425 - 18438	I V T	PC 18430 - 18442	N - 5H
18443 - 18449	A. T. & S. F. P. C.	250 - 256	
18612	P. C.	PC 18443 - 18449	N - 5K
18005 - 18194	N. Y. C. - P. C.	18612	N - 59
		18006 - 18194	N 6H

CONTINUED

CONRAIL CABOOSE ROSTER---Continued

19797-19883 23800-23880	NH PC	19800-19887 23800-23866 22997	NE-6
21000-21099	NYC PC	21000-21099	N-7B
21500-21511 21515-21518 21520 21522-21525 21533-21537 21539 21545-21552 21562-21564 21582-21585 21594-21605 21610-21615 21619-21621 21641 21647-21648 21653-21654 21657-21658 21669-21673 21680-21684 21687-21690 21696-21698 21702-21703 21705-21713	NYC PC	SAME AS CONRAIL NUMBER	N-7
21720-21727 21734-21736 21740-21741 21745-21746 21748-21751 21753-21756 21759-21763 21765-21768 21776-21785 21791-21792	NYC PC	SAME AS CONRAIL NUMBER	N-7
21795	NYC PC	SAME AS CONRAIL NUMBER	N-7A
21513-21514 21519-21521 21526-21532 21538 21540-21544 21553-21560 21563 21565-21581 21583-21584 21586-21593	NYC PC	SAME AS CONRAIL NUMBER	N-7A

Continued

CONRAIL CABOOSE ROSTER---Continued

21595 - 21601
 21606 - 21609
 21611 - 21614
 21616 21617
 21620'
 21623 - 21640
 21642 - 21646
 21649 - 21650
 21655 - 21656
 21660 21668
 21670 - 21672
 21674 - 21678
 21686
 21691 - 21694
 21697
 21699 - 21701
 21704
 21706 - 21712
 21714 - 21718
 21722 - 21732
 21735
 21737 - 21739
 21742 - 21744
 21747 - 21749
 21750 - 21752
 21757 - 21758
 21760 - 21761
 21762 - 21764
 21767
 21769 - 21775
 21779 - 21784
 21786 - 21790
 21794
 21797 - 21798

NYC
 PC

SAME AS
 CONRAIL
 NUMBERS

N - 7 A

21496 - 21499
 21100 - 21146
 21150 - 21169
 23200 - 23402
 23505 - 23620
 19903 - 19909
 22000 - 22009
 18610
 18195 - 18394
 24000 - 24049
 18450 - 18599

PC
 PC

21496 - 21499

N - 7 C

E - L

C-300 - C-347

N - 7 D

E - L

C-351 - C-370

N - 8

PC

23200 - 23402

N - 8 A

NH
 PC

23505 - 23620

N - 8 B

E - L

C-850 - C-910

N - 8 D

PC

18195 - 18394

N - 9

N - 9 E

PC

24000 - 24049

N - 10

N - 11

PC

18450 - 18599

N - 11 E

CONRAIL CABOOSE ROSTER---Continued

24500-24549	PC	24500-24549	N-12
22130-22139	RDC	94100-94109	N-20
21201-21313	CONRAIL	21201-21313	N-21
46101-46199	PC AND	NONE GIVEN	M.O.W. 55 UNITS N-5 22 UNITS MISC.
30002-30008	OTHERS		
64725	E-L	NONE GIVEN	N-76 M.O.W. FLANGER
64726	E-L	NONE GIVEN	N-7E M.O.W. FLANGER

RAIL NEWS

J.S. Ward

Conrail--is getting 60 B36-8 from GE 3700-3759 (new 3700 HP model) and an 40 SD50's 6525-6564 from EMD in the second half of this year. These units are CR's first new units since early 1980 and the first units added to the roster since Detroit Terminal was taken over in the summer of 1981.

Conrail--is pulling locomotives out of storage. Previously rare classes on the Pittsburgh Division like SDP45 and V33B are starting to show up again. Maybe 6 axle u-boats will be next?

Chessie--has hundreds of units stored in Cumberland, Md. as of April 1. Most were GP9's, but many GP7, GP30, GP35, GP38 and even a few GP40 were also stored. Notables included B&O's 150th anniversary unit #1977 WM BL2#7171 and its slug #138T.

Monongahela--is building a branch line to tap 5 new coal mines in Greene County, Pa. The line runs from Waynesburg, Pa. West about 12 miles. When opened, this line should double the MGA's traffic.

Conrail--is letting leases run out on old units. As of March 1, 1983, the following are gone from the roster: U30B's 2850-28889, GP40's 3055-3104, SD45's 6100-6104. 6170-6234 U33c's 6845-6864 and GP38's 7660-7664.

Conrail--as part of the deal in which CR pulled out of the commuter business, the following units were given to the various transit authorities:

To METRO NORTH 7 823-7 1903-1909 31 FL9 5000 + 5059 1GP8 5432 1 GP9 7508 1 RS3 mod 9905

To NJ TRANSIT 13 GP40P 4100-4112 B44's 4458-4465 4 GP9 7000, 7007, 7010, 7016.

To SEPTA 2 GP9 7019, 7028 1 SW7 8904

MODELING CAST CONCRETE ABUTMENTS AND RETAINING WALLS

William Bokeko

I recently decided to add a bridge over a roadway to a 1'x3'

Continued

MODELING CAST CONCRETE ABUTMENTS AND RETAINING WALLS---Continued

diorama I am building. The terrain at the bridge site called for shapes that are not available in commercial abutments and besides I wanted concrete abutments not stone. For a brief moment I had the idea of casting them out of plaster. This proved impractical for the situation. A trip to the local hobby shop proved helpful so I found a sheet of balsa wood the right thickness for the abutments.

For my situation I used 3/8" x 3" balsa wood. I drew the shape needed right on the wood and cut it with an X-acto razor saw. I then applied sanding sealer, which fills in the wood grain and when gone over with fine steel wool gives a smooth finish to the wood. The wings on my abutments were separate pieces so I used Testor's body putty to fill the gaps in the joint. The pieces were then glued in place with white glue. I then painted them using Polly S Dirty White with a bit of tan mixed in to simulate the color of which is found on concrete abutments in my area.

SEC./TREAS. REPORT

Ted Tait

With the information of our dues increase, it seems that some of our members have felt concern for the NR's financial needs as I find that a little extra green is being stuck in with a number of the renewals I have been getting lately with phrases such as "keep the change". I thank those of you who have shown such consideration, our latest thanks going to George Cunic. In addition there were some of you who renewed at the new \$3.50 dues rate before the deadline. My thanks to you folks as well. Because of these donations and because I have not yet paid some bills that will soon be arriving, our monetary situation is the best it has ever been. This will not last very long however, as we need to spend some money on things like having another run of membership cards printed. This and other expenses will lower our treasury some but we should still be in very good shape after it all. Thanks to your help I am not expecting any problems.

Our membership on the other hand is lacking a bit. We are currently down to 51 members at this time, but hopefully with some renewals still to come and new members from the efforts of people like Tom Matthews and Chris Brindamour we should do alright.

By the time you read this you will probably have gotten your mid-year Directory. Special thanks to Tom Matthews for this supplement which has been put out for your convenience to keep you up to date on new members. From this point on I will be restarting my old policy of printing the names of new members in each issue of the DEPOT. This way you folks will be able to learn of new people in your area quicker and possibly drop them a line welcoming them to the NR. Remember that this group is here for you to have the chance to meet and share ideas with fellow railroaders. Please take advantage of it! The first letter is always the hardest, but you'll be surprised at the results! Getting to know others is also what our yearly convention is all about, which is probably over by the time you read this. You'll get to hear all about it soon.

That's about all for now; hope you all had a great summer!

STARTING SEPTEMBER 5, 1983 MY ADDRESS WILL AGAIN BE:
P.O. Box 930, University of Scranton, Scranton, Pa. 18510

NEST REPORT

Tom Matthews

First order of business: NEW ADDRESS for all NEST information.

Tom Matthews
P.O. Box 6006
Stewart, N.Y. 12550

We have four new NEST members. Andy Taylor runs his version of the Boston & Maine which plans connecting to the New England and the Sunbury & N.E. at Millers Falls, MA. Chris Brindamour has the New England & Eastern which serves points between Maine and Rhode Island and connects with the B&M at several (not too well defined) points. Kent Ross has entered the NEST system with his Grasse River Express (named after the river, not the weed). Kent's line will probably connect to the Auburn & L.Erie at Oswego, N.Y. John Dunn is now on board with his Virginia Central Rwy. which serves Fredericksburg, VA. with about 14 industrial sidings inside of a square mile to claim the title of the shortest line in the U.S. (as a line-haul carrier) it connects with the R.F.& P. in prototype and the Allegany in the NEST.

I hope to be printing a NEST directory and a wall map soon. If anyone else wants to get into the system before it is printed please send a brief description of your line (real or imagined) to the above address. Some members go into greater detail than others with such as loco rosters, bills of lading, schedules, etc. It is not necessary to do so but it does add to the interest. Also some members offer to exchange cars, etc. All of this interesting stuff is not included in these reports to save space but is sent to each NEST member by me under separate cover as the need dicates. So get busy and make up something about your railroad and send it to me before August 1st to be included in the next NEST directory. There are no fees for the NEST at this time.

MAIL CAR

Members

Brian Woodstock of the Historic Red Clay Valley RR (W&W) is looking to relocate in the east half of PA. If you know of an old roundhouse with at least 12-15 stalls with a pit and some track please contact him through John M. Gibbons.

Your Editor is interested in planning a 2 or 3 day raid on Altoona, PA, Horseshoe Curve and possibly the B&O in Cumberland, MD in September. If you're interested let me know: J.S. Ward, RD#1 Box 217a, Ruffsdale, PA 15679.



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