

Fuel Cell Progressing...

PEEI moves from Derry to Mount Pleasant



PEEI, Inc.'s new interior space at Mount Pleasant Glass Centre .

Developing a new product is never easy. That is certainly the case for Pittsburgh Electric Engines, Inc., a corporation founded in 1997, which began operations in the former Derry Westinghouse plant in Derry five years ago, to develop, manufacture and market a gas-turbine fuel cell engine designed to replace diesel motors for transportation and mobile power applications. The innovative, fuel cell engine promises to be more

environmentally clean than diesels, and also will provide significant operating cost savings as it marks a major step forward in ultimately reducing the nation's dependence on petroleum imports.

The technology, originally developed for the U.S. DOE by Westinghouse Research, is proven but moving from the drawing board to production and testing is a painstaking process demanding

patience, perseverance, dedication and faith. PEEI's continued long-term business focus has brought positive results despite near-term setbacks consisting of funding shortages followed by funding delays caused by the Iraq War and Hurricane Katrina, which created a temporary shutdown.

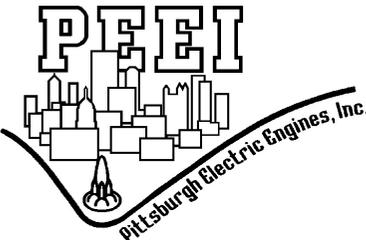
In the interim, development continued with major improvements highlighted by increasing the air electrode strength more than 35%; a key step forward as the air electrode provides the basic support structure for each individual fuel cell.

The funding slowdown enabled PEEI to move its entire corporate facility, lock, stock, and barrel last June from the crumbling old Westinghouse Porcelain Plant in Derry to a more conveniently located and desirable facility just off Route 31 in the Mount Pleasant Glass Centre. Both Westmoreland County's Industrial Development Corporation and the Economic Growth Connection cooperated to implement the move of 13 tractor-trailer loads from Derry to the former Lenox Glass plant just east of Mt. Pleasant. Currently, a 24,000 sq. ft. leased section of the sprawling facility is in the midst of an interior rebuilding program to provide offices, laboratories, testing stations and manufacturing areas for PEEI.

Owen S. Taylor, president of PEEI is looking for a completion date in late October following equipment installation and shakedown tests with a goal of becoming operational during this year's fourth quarter.

Currently, Taylor, who worked as a Westinghouse research engineer for 25 years, reports PEEI has developed, demonstrated and is refining manufacturing processes for the demonstration test of a bundle of

(Cont. on Page 16)



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PEEI...

(Cont. from Page 14)

36 fuel cells; multiple bundles will be combined to produce a follow-on 30 KW Auxiliary Power Unit. That unit represents the only practical fuel cell engine capable of beating diesel engine fuel economy and power density. Another unique plus for the PEEI fuel cell is its designed to crack hydrogen from hydrocarbon fuels. That means if no hydrogen fuel infrastructure is available, it can operate, at great savings on easily obtainable diesel or gasoline fuels.

That same hydrogen fuel cell engine has the versatility to provide plug-in electrical power for multiple mission flexibility; particularly important in emergency power outages.

Taylor estimates replacing all the heavy diesel motors now traveling the US highways with PEEI's environmentally clean fuel cell engine would mean 64,000,000 tons less

of CO₂ pollutants and 200,000 tons less of NO_x exhausted into the atmosphere. If the switch from diesel motors to PEEI's fuel cell engines were made in all US heavy highway trucks, the 40% fuel saving could mean a saving of 7,000,000,000 gal/year.

Thanks to continued support provided by the state, the county economic development team, Congressman Jack Murtha, State Senator Bob Regola, State Rep. Jess Stairs and Mt. Pleasant Township Supervisor Duane Hutter, PEEI has been able to proceed with developing their fuel cell motor. Also contributing to the engines's development has been the US Army Tank Automotive Command.



Fort Barr...

(Cont. from Page 6)

sometime later an old Indian said his three sons came across two white men on horseback and ambushed them taking scalps. Westmoreland County records indicate Alexander Barr's will was probated in Nov. 2, 1785. The question is which Barr is buried in the 13-grave family cemetery? Tradition indicates four Revolutionary War veterans: Maj. James Wilson; Robert Barr, Jr.; Alexander Barr and William Gilson are among the old graves. In 1957 Thomas M. Baldrige and J. Elder Steel, members of the General Arthur St. Clair Chapter, Sons of the American Revolution, aided by John Burket re-established the historic burials.

In spite of the questions, it is fortunate that the Lamolinaras' were able to move and save this priceless 222-year-old structure. It does take dedication and hard work to preserve our fascinating American heritage.

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