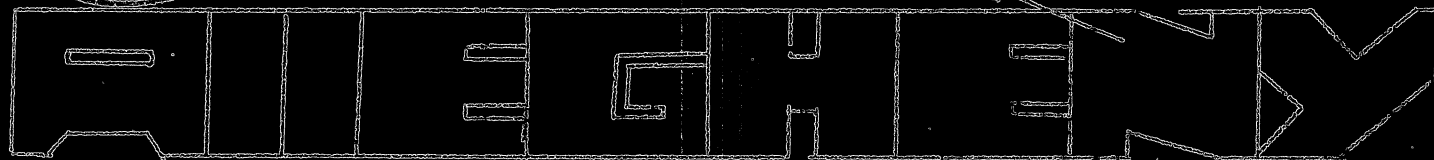
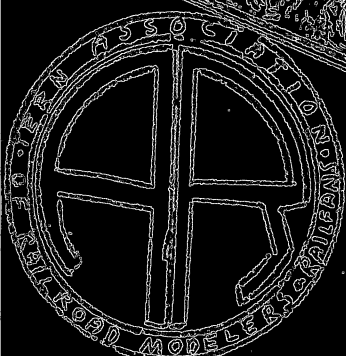
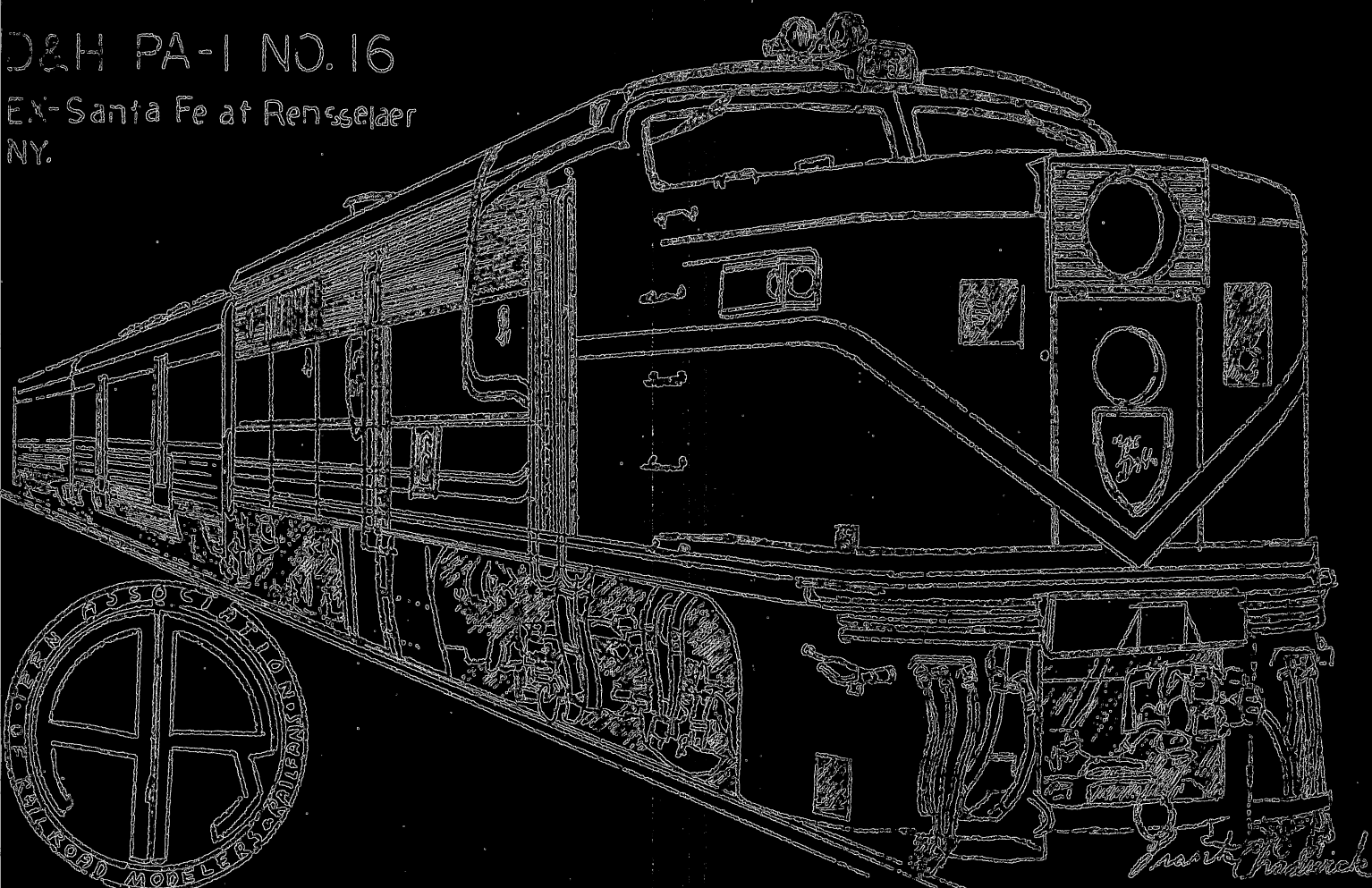


D&H PA-1 NO.16

EX-Santa Fe at Rensselaer
NY.



December-January Issue

Volume VI

No. 6



C&O GE U30C



THE TRUE MEANING OF CHRISTMAS ?

Season's Greetings!

With the holiday season upon us have any of you ever stopped to take a look around lately? If you did, what do you see? Brightly coloured lights, decorated store windows with the latest T80 train set for Junior, parking, showing crowds of people, traffic jams at every shopping center, crowded buses and trains, advertisements spread all over the newspapers, etc., etc., etc.

Season's Greetings!

The list goes on and on. What does all this indicate? Christmas was once considered a standard part of the American way of life, like baseball and Mom's apple pie. But the original concept of Christmas seems to have fallen by the wayside, as all one can now associate with Christmas is commercialism. This goes to show how our "big-business" Madison Avenue economy operates; an economy which uses the Holy Feast of the Birth of Jesus Christ as a front for their own personal profit. Even at that, you'd never know it, for to the average businessman Christmas means the time of the year when he can reap his biggest profits.

Whatever happened to the "Christ" in Christmas? When the abbreviated form "X-mas" is used today, it's no joke, but stone-cold fact. Whatever the case may be, the true meaning of Christmas certainly cannot be found in any department store, shopping center, or newspaper. It lies right within ourselves, and that's where each and every one of us should start looking for it. So when you're sitting on your living room floor Christmas morning admiring that new telephoto lens or loco felt that your old man broke his back to buy for you, just keep in mind what it's all about.

SEASONS GREETINGS

Paul J. Morrison

P.S. note - So as Ian Anderson once said, "this is just a Christmas song"; therefore I will proceed to get with the more serious side of this rag.....

The ALLEGHENY REGION THIRD QUARTERLY REPORT- April, 1975 - December, 1975

As supplied for us by our kind, considerate, thoughtful secretary/treasurer

Beginning Balance.....	\$27.74
Dues Income.....	\$64.00
Donated Income.....	\$ 1.00
Postage Expense.....	\$37.10
Printing Expense.....	\$15.80
Supply Expense.....	\$ 2.51
Total Income.....	\$65.00
Total Expenditures.....	\$55.41
New Balance.....	\$37.33

NEW MEMBERS AS OF AUGUST, 1975.....

Doug Johnson	David LePhillips
Mark Solomon	Steve Wasz
Steve Harper	Greg LaRocca
Scott Drake	Mark Lee Morgan

ANY NEW MEMBER WHO HAS NOT RECEIVED A COPY OF THE DIRECTORY, PLEASE CONTACT SECRETARY.

AT THE ZOO

- Frank JL Chadwick (editor)

Since the release of the last issue of the "Dispatcher", I have received no new material except for some "Prototypical Wisdom", cortisy of Scott Drake and PJM. I had at first hoped that it was in response to the little note that I threw on page 6 of the last AD. This would show that at least some people read the paper before it is subject for use as kindle, bird cage linings, or other appalling fates. And in a variety of cases it fortunatly was just that. But now the only opions I hear are those spelling out dissatisfaction. Likewise, all of these are inderect. That's the thing that irritates me the most; this "under the table" way of getting one's point across.

If you've got something to say about the things that make up the AD, come out with it. I know that the Dispatcher could be one hell of a lot better, but so could the flow of member's articles. It is the latter that must be present before anything happens at this end. Of course a lot of posess neither the time (ten minutes is usually all it takes) or interest (even though it takes some doing to find the people to contact to join the AR) to whip up a few lines to me. So to those I feel no remorse but instead, a word of thanks for putting up with the demented antics of us who wish to get involved in this hole.

For those who do take hand in this production, from the one who sends in his pike ad right up to the president, I, or the act of doing what you do can offer little in the way of material consolation. Most of us do it simply to prove something to ourselves (in an organization of this magnitude, you will not become world renowned by writing something good). And that something that you prove is that your capable of getting your head together on a theme and coming up with something worthwhile. I isn't the easiest thing to do, but then again, if it was it would not be satisfying.

So I'll accept criticism, but I won't be able to do a damn thing with it unless it's backed up with some material. Even a person so close to God as an editor can't turn lead to gold (you better beleive that if I could I wouldn't be around here!)

Frank JL Chadwick

Merry Christmas

WHAT HAPPENED TO THE "TRAVFLING CIRCUS" TOUR? - P.J. Manton

We thought we had all of our plans made for the Nov. 8th "AR Travelling Circus Road Show" tour that was supposed to be conducted that weekend, but as it turns out the entire trip was plagued with bad luck and misfortune. First of all John Held and Ed Robinson couldn't make it on Saturday and it was too late to change the date. Then Scott Drake had to cancell out - down another car. By this time, Frank and Chris had already come down from Jersey and we had six dudes to cram into the "Minx" which just doesn't work no matter how you look at it. So Dave Foley asked his mom if he could borrow her car and when he told her it was over 400 miles round trip she gave him a blunt NO! So we decided to forget the "Circus" and we changed our plans into a more local trip in ans around the Philadelphia area. At this suggestion, Mrs. Foley didn't object to Dave using the car. (continued on page 4)

by Paul Simon

continued from preceding page - So Frank, the Buck, Joe Tarquini, and "Whitehat" all came to my place for the night as we held an operating session on the Reading/Springfield Valley. After a "good" night's sleep(?) we all copped some grub and proceeded to head into Philadelphia in search of the Reading's Port Richmond Engine Terminal, but lady luck struck again and we found that quite a few of the roads in the area were torn up due to construction, and we had a helluva time finding it, though we finally did. Next stop was out to (continued pg 6)

;;

PROTOTYPICAL WISDOM

Nothing much has happened concerning the new Amtrak car fleet since the completion of the first order (57 cars total: 46 coaches, 11 cafes) on October 17. The second order of 200 cars has yet to arrive.

Scott Drake

Since Congress did nothing to halt the move, Conrail legally took over the bankrupt railroads in the Northeast. The Chessie System has reduced the amount that it is willing to pay the USRA for portions of bankrupt roads that it is supposed to get under the reorganization plan, to \$54.50 million.

Amtrak is hopeful that the F60CP's can be modified to run at their designed speeds. An experiment where Teflon wear plates were added to the truck bolsters reportedly enabled the units to hit 95mph without much trouble.

The elimination of North Philadelphia as a stop for the Broadway Limited has been criticized by the Pennsy DOT (if you know of the stop you wouldn't blame NRPC too much for its action).

GP or ALMANNA SVMSKA MEXTRISKA AB ? Yep, that's the question facing Amtrak now as it has second thoughts about the quality of the GP F60CP's. NRPC has made arrangements with a Swedish locomotive company, ASFA, to rent a Re4 6000hp. electric for a six month period for testing on the N.Y.C.- D.C. runs. The \$750,000 lease provides for the 160,000lb. engine (less than half the weight of comparable American machines) equipped with an advanced thyristor control on each of the loco's four axles which eliminates wheel slippage. The unit supposedly can handle up to 25% greater weight than conventional engine, hit a maximum of 120 mph, and is used in Sweden, Austria, Lithuania, Rumania, and England.

Jzero

In the last "Dispatcher", it was said that RI #630 is the last F-6. Well, it is not; a SCL F-6 is at Union Sta., Denver, awaiting sale to anyone who wishes to preserve her. She's SCL #501.

Tim Tonge

Amtrak reports that both the Broadway Limited and the National Limited have had their their schedules lengthened (by over an hour) to accomodate PC poor track west of Pittsburgh.

Rumor has it that the ConRail color scheme will be black, with the name ConRail in white. How original!

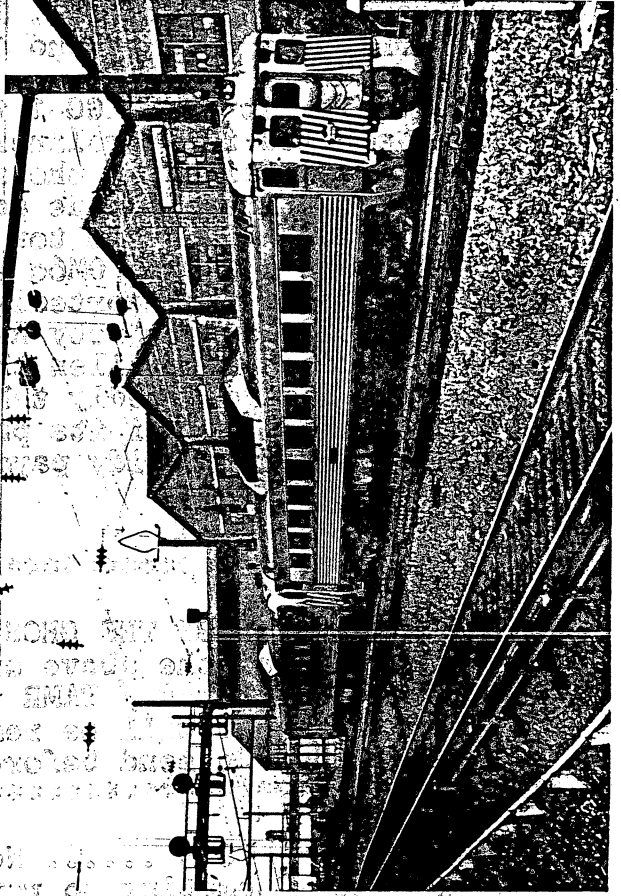
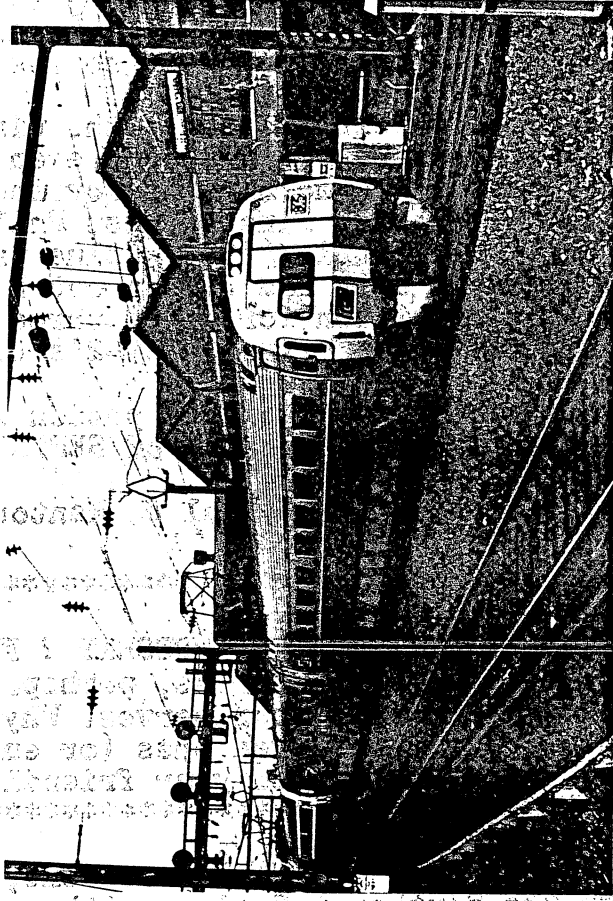
The number of Baldwin switchers in stored at Camden (Pavonia) has been reduced to 12, but two (8334 and 8338) were noted with capped stacks, indicating that they may eventually return to service again. At least one PRSL Baldwin road-switcher (6024) is still active, while 6016 and 6025 are stored.

continued on page 6

CORRIDOR ACTION

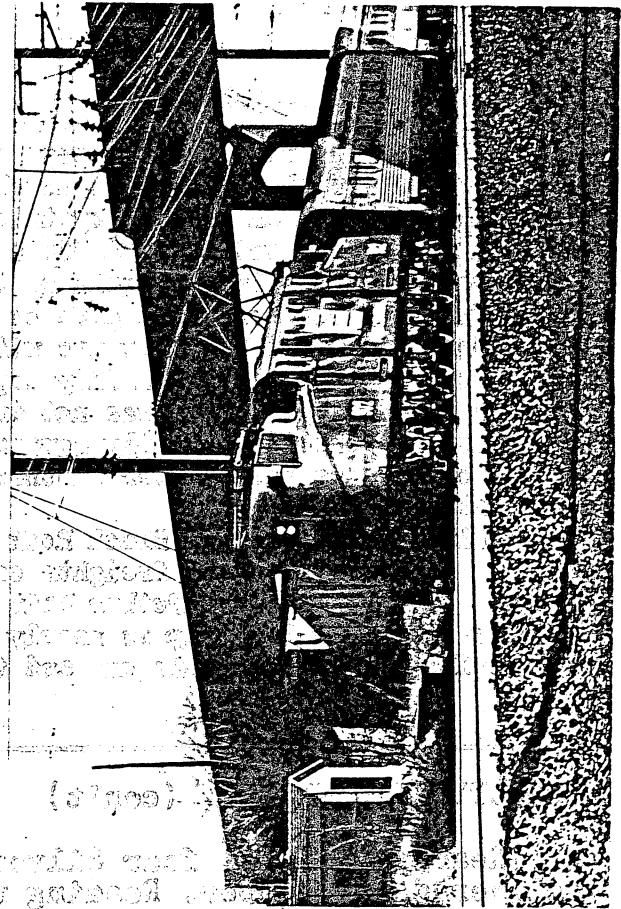
1) FC/AMTRAK Metroliner #805 at Harrison, NJ in July 1975. (Frank Chadwick)

2) Reading RDC's now make up "The Wall Street" again at Harrison, NJ in July '75. (Frank Chadwick)



3) Central R.R. of New Jersey's EMD GP40P #3678 also at Harrison, NJ in July, 1975. (Frank Chadwick)

4) Penn Central GG-1 #902 Southbound at Monmouth Jct., New Jersey in March, 1974. (Al Tillotson)



"TRAVELLING CIRCUS TOUR" (CON'T)

West Philly to check out the damage at the SEPTA car barn at 49th and Woodland, due to a fire which struck the barn on October 22 and destroyed 59 trolleys. About half of the wreckage had been cleared by this time (my fourth visit) but there were still quite a few melted and twisted FCC's at the site. What a pity this is to look at. All were then quite hungry again by this time so we decided to head back up the Expressway and cop some more grub on the way to Black Rock Tunnel.

Once again the bad luck was with us, for noo sooner had we entered the expressway when Dave got stopped by a Philly cop, who promptly handed him a \$25.00 ticket for "wreckless driving". Dave was not driving wrecklessly either, but he was not about to argue with the flamboyantly sarcastic officer. Immediately after the man pulled away from Dave he pulled over another driver seconds later. Wow, was that man ever hot that day!

Finally arriving at Black Rock around mid-afternoon we finally caught a piece of the action as several Reading freights came rumblin' through, along with the usual RDC action. By the way, my brother Dait (Deuce) was also along with us on this trip, his first railfanning trip in nearly five months. All went home and called it a day, but we'll all remember this one and the bad luck it brought us.

PROTOTYPICAL WISDOM (con't)

Reading's first four Silverliner IV's from the new group were delivered in October. Reading will get four cars, then PC will finish up with the last 26 cars in the order. Reading will be receiving the rest of its new cars around February. Incidentally, RDC's cars will be numbered 101-170. Only the Reading and the LIRR start their number series at 01 instead of 00.

Once again, it's the GG-1 to the rescue! In the past, the tireless GG-1's have haled in Metroliners, Silverliners, E-44's, and even diesel units which had failed on the road. But on the morning of November 2, 1975, one of the old timers strode across the PC high line in West Philadelphia with GM's pride and joy in tow - big C=C electric #1975 - plus travelvan train TV-2. The 6,000-hp GM6c experimental unit had burned out her main transformers, and is reportedly out of commission for up to three months.

The reported deal whereby Reading would loan five Gp-39-2's to the Delaware & Hudson has fallen through.

The USRA has reportedly taken no action on Reading's petition filed last August to abandon all of its passenger service, because of SEPTA's failure to provide certain subsidy payments.

Paul J. Manton.

ARE YOU TROUBLED BY THE GHOSTS OF CHRISTMAS PAST ? PRESENT ? FUTURE ?

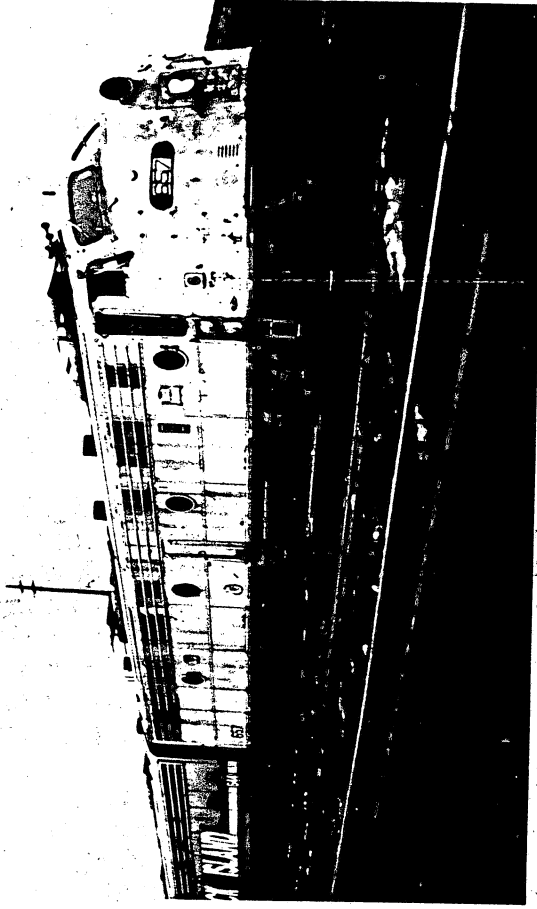
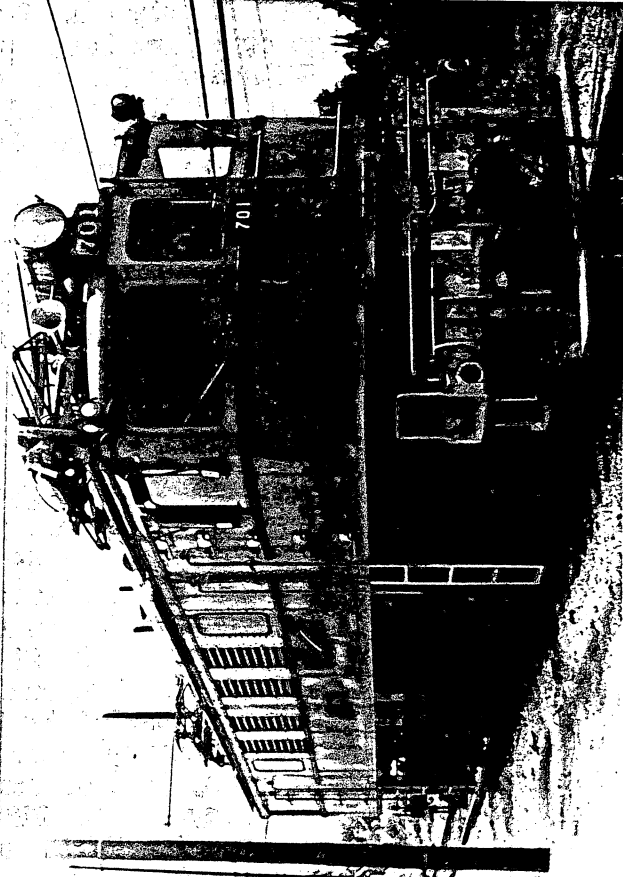
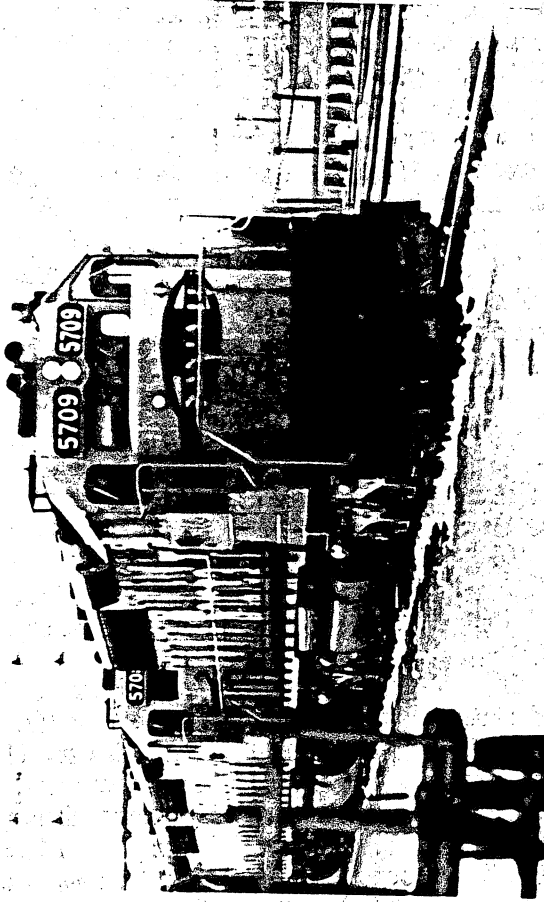
If any or all of the above are getting on your nerves, perhaps a gift membership to the AR / TAMR will get them off your nerves. Why not give present that will be remembered by your loved ones (or enemies) all year long? So send before midnight tonight to your friendly AR sec/tres.

INTER-REGIONAL NOTE..... None other than our TAMR president, Mark Solomon, is attempting to revive the Southeast Region, with a newsletter, officers, conventions, - the works. Let's give the guy a hand or some other vital organ. Membership is \$1.50 - 6 Bayberry Branch, Casselberry, Fla.

32707

PIX FROM OUT VERMANDE'S WAY

- 1) AT&SF EMD SD-45 #5709 at Joliet, Ill., Jan. 3, 1975 (Tim Vermande)
- 2) CSS&SB Box Motor #701 at South Bend, IND., August '74 (Tim Vermande)
- 3) CRIP EMD E-8 #657 (ex-Union Pacific, still in UP yellow) at Blue Island, Chicago, August '75 (Chris Buckley)
- 4) CRIP EMD E-8 #644 at Blue Island, Chicago, August '75 (Chris Buckley)



MODEL RAILROAD INDUSTRY ASSOCIATION SHOW

as reported by P.J. Manton

With the opportunity at hand to recruit many new TAMR and AR members, our region sprang into action once again to handle the job. At the personal invitation of Hal Carstens, editor of RMC and Railfan, AR members Frank Chadwick, Chris "The Buck" Buckley, and Dave "Whitehat" Foley joined me on an excursion to White Plains, NY, site of the 1975 MRIA show which lasted three days. John Held, also, was scheduled to join us for the show's activities, but could not make the trip due to a "tonsillitis" attack. O well, old John should hire a full time physician to care for his many ailments, but that's not the point.

Dave and I went up to join Frank and Chris on Thursday night the 30th of October (mischievous night), and thanks to the overwhelming generosity of Mrs. Chadwick we were able to use the Chadwick home as "home base" for the duration of the show, and we would be commuting to and from White Plains (60 miles) during that time. Since the show did not start officially until 6:00 PM Friday the 31st, the four of us decided to do some trucking around in the North Jersey area to hit a few yards and good rail locations, such as PC's Kearny facility and the Corridor. Around mid-afternoon we proceeded on up to White Plains Convention Center, and were greeted at the door by Hal Carstens himself.

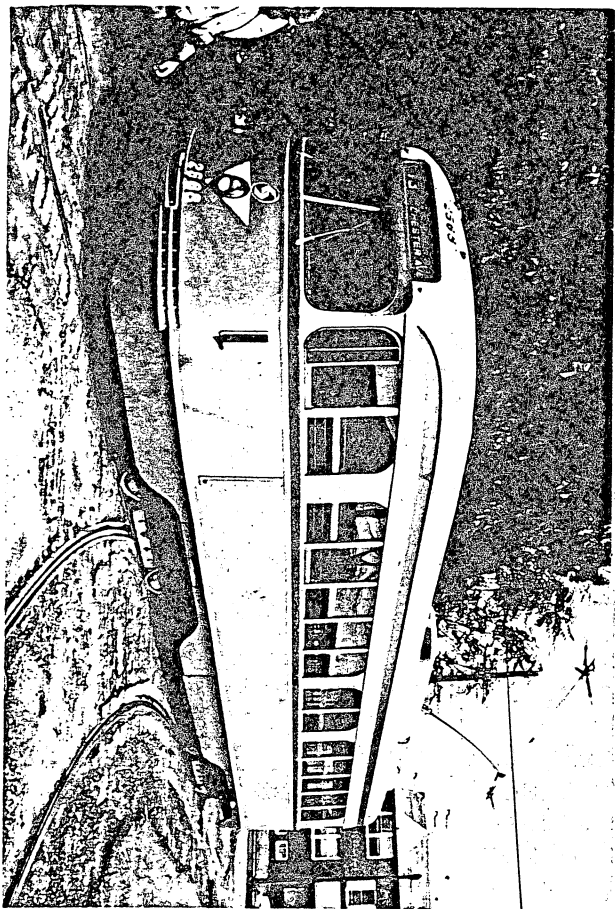
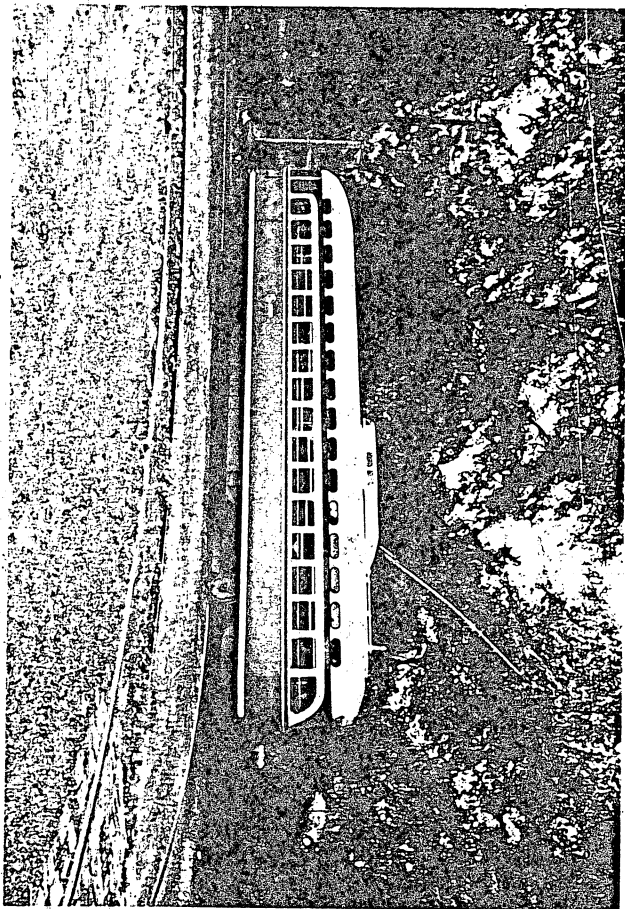
So we unloaded the car (by the way, my little "Mimr" only seats four, and when fully loaded with other stuff too it's a real jam!) and proceeded to set up our own little "TAMR Information Booth" which was provided courtesy of Carstens Publications. No sooner did the show open at 6:00 PM when hundreds of people from all over the area flocked into the arena. There was much at the show to catch the attention of the average passer-by: diaramas, operating layouts, displays, free catalogs, railfan material, slide shows, etc. Mostly all of the big manufacturers were represented at the show. AHM had a large operating layout with a sample of each locomotive in their catalog running, and PFM had the largest display of brass I've ever seen. We tried to make the TAMR booth interesting as well, as we put on a marathon slide show for the three days and we all must have gone thru every slide in our collections at least twice!

Saturday the 1st of November we were there from 12:00 noon 'till 9:00 PM that evening, and it was this day that perhaps a lot of the young people came through. We handed out stacks and stacks of TAMR application forms--and we were really surprised at all who expressed an interest in the TAMR. In fact lots of people said to us that they have heard of the TAMR thru the ads in Model Railroader and their local hobby shops. TAMR member Bill George, from Brooklyn NY, stopped by our booth to rap a while about the group and things. Also on Saturday, as well as Sunday, Hal Carstens asked a couple of us to volunteer to sit in the "Model Building Demonstration" Booth all day and build model car, locomotive, and structure kits, and when Hal said that "you can keep anything you build" eight hands went flying in the air begging for the job. So we worked alternating shifts in the "building" booth so the four of us would benefit evenly. The idea of the MED Booth is to educate the public about the joys of kitbuilding in model-railroading. At one point, when Chris was working on an all-wood Campbell shack, he attracted quite a large audience on youngsters and grownups alike. The public seemed fascinated!

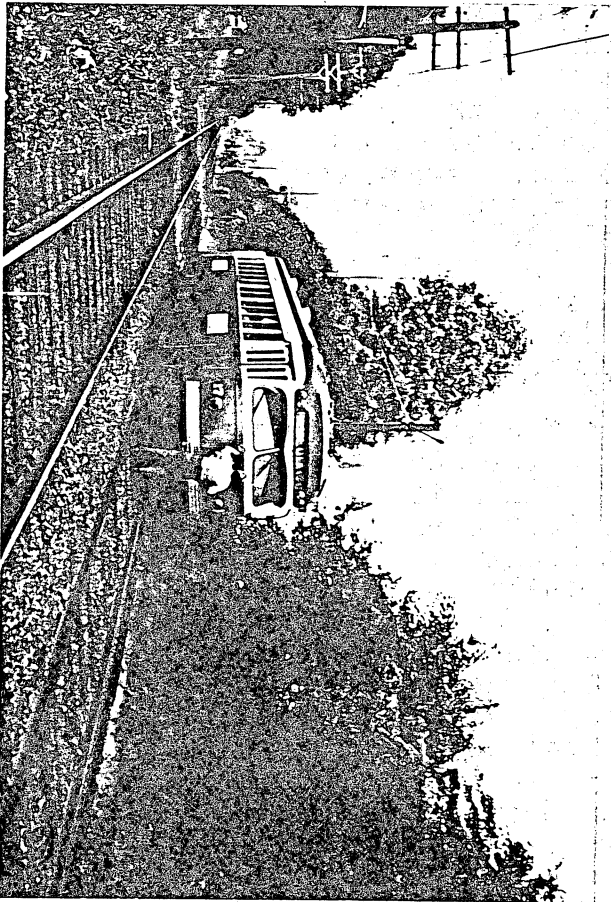
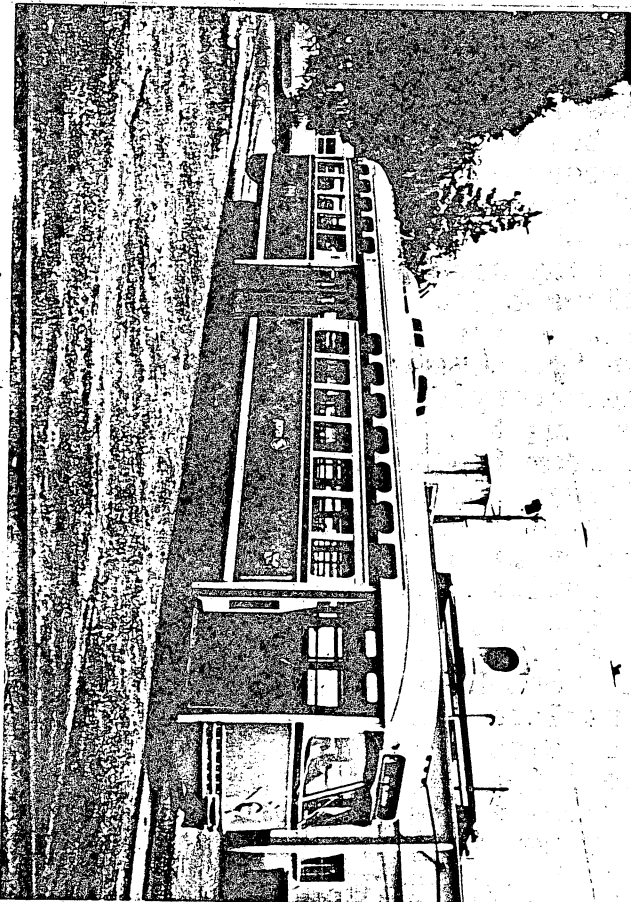
Sunday November 2nd, the final day of the show, was the heaviest attended. I mean it when I say that ever ybody and his uncle was there! Better believe it, but that convention center was absolutely jam-packed with people, and it was this day that we picked up most of our perspective new members for many teenagers were present (they probably work Saturday jobs or something). A few familiar faces dropped by to chat too, including Jim Boyd of the RMC staff and some NMRA big-wigs. Also we had a surprising visit from Ray Hakim and Bill Ritter, both of the Bergen County Railfan Society (Ray being an infamous AR member as well). Ray also had his new girlfriend with him at the show, and he invited her into our booth to sit a spell and look at some slides, and shoot the breeze. Very nice girl, whatever her name is. By the way, the show must have netted a lot of cash, for everyone who came thru had to pay \$2.50

TRACTION NEWS PHOTOS

- 1) SEPTA FCC car #2152 at the Yeadon, PA loop on route 13; June '75 (P.J. Manton)
- 2) SEPTA FCC car #2568 at the Yeadon, PA loop on route 13; June '75 (P.J. Manton) (HOTBOX: EDITOR TIM VERMANN IS STICKING HIS NOSE INTO PICTURE AT LEFT)



- 3) SEPTA FCC car #2159 at the Yeadon, PA loop on route 13; June '75 (P.J. Manton)
- 4) SEPTA Red Arrow Division car #17 (FCC Double-ender) on the Media Line; June '75. Motorman is re-wiring pole. (P.J. Manton)



MRIA SHOW (con't) - to get in. All those who were "exhibitors" at the show had to wear these cute little name tags identifying ourselves and what group we were from. All went smoothly, right up to the close of the show at 6:00 PM that evening, and we estimate at least 800 to 1,000 people picked up a TAMR application blank. An educated guess would assume that at least a third of them will eventually join the group, and it looks very probable that we'll have several hundred new members by the end of the year. The four of us had to unanimously agree that the show had been very profitable, and was perhaps the biggest piece of exposure the TAMR ever had (not to mention many perspective AR members as well).

KADEE COUPLER DILEMMA - P.J.Manton - This article is directed primarily at the HO people who have been trying to convert their fleet of freight cars over to Kadee couplers, but even if you're not converting your fleet you might want to read on anyway and keep in mind what is said here, in case you ever decide to change over in the future.

First of all, most model railroaders probably know that the Kadee coupler is a far superior coupler compared to the so called "Horn-hook"; "X2f", "NMRA" type that comes standard with most ready to run cars and locomotives. In fact, due to this added practicality, ease of operation, and prototypic appearance of the Kadee coupler, it has even become more popular among the model railroading crowd (er, that is, professional model railroaders), and a petition has been placed to the NMRA to change the standard for model manufacturers from the horn-hook to the kadee or similar coupler. Face it, the use of the Kadee is definitely becoming much more widespread. It looks real. It works just like an E. H. Jenny knuckle. And the fact that it is magnetically operated makes yard switching a breeze--no more uncoupling ramps to worry about bending up. Simply install one magnet at the foot of the yard and conduct all your switching from that point. Nothing could be simpler.

However, many modelers shy away from converting their rolling stock to Kadee couplers because of the work involved in converting each car. Some shy away from the initial cost of the couplers, which isn't really that high when you come right down to it. Each package (of 5 & 10's) supplies enough couplers to convert two cars, and the package lists for \$1.40. But buying them in quantity keeps the cost down. I bought all my Kadees from Sal Marino up in Staten Island for about twenty bucks, as he was selling them for around 70¢ a package, which isn't bad. This gave me enough couplers to convert about 70 freight cars.

Now, another problem arises after you have bought all your couplers. Now, you will notice that they will mount very easily on many makes of car, such as Athearn, Train Miniature, Roundhouse, Varney, or any other brands that are manufactured with a body-mounted journal box. Simply remove the old horn-hook, drop in the Kadee spring mechanism, then the coupler, and replace the journal box cover. Easy, right? OK, well what about all those cars that don't have a body-mounted coupler, but truck-mounted couplers instead?

This is where a lot of people get all hypered out about Kadees. And it's really nothing to get all steamed up about, for a little ingenuity and imagination can help you mount Kadee 5&10's on virtually ANY HO car! Basically, all that needs to be done on these type of cars is to remove the truck-mounted journal box from the truck itself, and install the Kadee journal box right on the body of the car. Let's start with a typical car of this nature---the AHM boxcar.

Continued on Page 11

RAILROAD MEETS AND CONVENTIONS IN THE AREA
CHICAGO, ILLINOIS

DECEMBER 28th, 29th, and 30th, 1975

AR usually always holds a meet of some kind around this time of the year. In years past we have visited such places as Ocean City, NJ, Reading PA, and Newark NJ. This year we would like to hold a meet in the Philadelphia area--and we note that this will be a meet of minimal expense--which will involve visits to the various rail and terminal facilities in the area. Tentative plans call for visits to Reading's Port Richmond Facility and Abolmes Facility, a stop at PO's West yard. We will also try to get as close as possible to the AMTRAK 30th Street station and Spring Garden St. yard, so bring your telephoto to get some shots of the E-60CP's and ALocos that are stored there. The meet will also feature a lot of SEFRA trolley action for those into that, including a look at the destroyed Woodland Ave. carmen and a possible tour of the 69th St. shop facilities. So bring lots of film. Also don't forget to bring your favorite HO locos to give 'em a run on RM's Reading Company System, and your slides. Lodging will be provided at the members' homes to keep costs down. Contact Paul J. Manton (215) 836-7046, for more information.

APRIL 15th thru 18th, 1976

These are the final, definite dates for the Allegheny Region annual convention to be held in Pittsburgh, PA. Kevin Scanlon, Betsy Summers, and Dave May have been busy working to make this a good convention for all and well worth the money it will cost you. He will be visiting Pittsburgh's sole Model Railroad club, plus visits to PO's Conway Facility, RLE action, BME action, and a look at the many shortlines in the area. Also a complete tour of the PIT trolley system is planned, with a possible look at the shop facilities. The convention will also feature slides and movie shows, and an original AR auction! So bring any Model Railroad stuff that you want to unload--but no junk. We are expecting a large crowd to attend, so here's a chance to meet a lot of your fellow members. For information on the convention, or to make reservations, contact Betsy Summers (412) 364-3708, Kevin Scanlon (412) 930-5406, Dave May (412) 486-2365, or P. J. Manton (215) 836-7046. WE'LL BE LOOKING FOR YOU!

KAD™ COUPLER Con't.--- Remove the pins from the trucks on the car that hold the trucks to the underframe. DON'T LOOSE 'EM!

Take the trucks and remove the horn-hook coupler (on AHM cars there is a small spring securing it into place). Now remove the freight car wheels from the trucks and lay them aside. Utilizing a pair of heavy wire cutters, clip off the journal box from the truck and file the edges down clean and smooth. This will enable the trucks to swivel freely when they are installed back onto the car. Next step, assemble the Kadec journal box as indicated on the instruction Kadec sheet provided with the couplers. All that needs to be done now is to glue the Kadec journal box to the underside ends of the car, and allow it to dry hard and firm overnight.

Next morning, simply install the original trucks back on the car, and there you have it! Kadec couplers on your odd rolling stock! You will even find that the car might now operate a little better due to the change in couplers. Body mounted couplers have always been known to operate more efficiently and effectively than truck-mounted, and this same principle described here can also be applied to other brands of cars that come equipped with truck-mounted couplers such as Tyco, PMI, and Lionel HO.

Locomotives are a whole different story in regards to mounting Kadec couplers, for there are so many different makes and models of locomotives in HO scale that it is possible to find several different methods of mounting Kadecs on 'em. Locomotives made by Athearn are usually the easiest to convert, for they come equipped with the frame-mounted horn-hook when you buy 'em. (Continued on page 2)

KADEE COUPLER (Cont)--- Model Power locomotives (Sharks, FA's) aren't too bad to convert, again using a little ingenuity.

On my own Model Power FA's I had to attach the Kadee coupler to the existing horn-hook shank with bell wire. Varney and Life-like locos aren't too bad, depending on the loco. I think the most difficult locomotives to convert are those made by Tyco and AHM, for the couplers supplied with the loco are truck mounted, therefore, there is a big hole in the front of these diesel locos to allow for the swing of the horn-hook. This not only diverts from the prototypical appearance of the locomotive, but also has a tendency to cause an occasional derailment if your track is not the best laid. The best thing you can do with these locos is to try to mount the Kadee right in the existing horn-hook journal box, unless you're super-keen with plastics and are able to mold and shape an entire new front end for the diesel, with a journal box.

Another idea to keep in mind: while you are in the process of converting your fleet over to Kadee, it isn't a bad idea to keep a few "compromise" or "Conversion" cars handy for use on your layout. These cars contain a Kadee coupler on one end of the car and a regular horn-hook on the other end. Therefore, if you're running a freight train that's only partially converted, you can simply add a "conversion" car to the drag and mix your Kadee equipment with horn-hook equipment. Also, if you have a couple of locomotives that seem impossible to convert, as I have, a "conversion" car allows you to run these locos on the pike with a string of Kadee-equipped cars. Just be creative, or invent your own idea for mounting Kadee. There's so many different ways, and I'm sure every model railroader uses more or less his own method.

A SPECIAL "NEW YEARS" ALLEGHENY "DISPATCHER" IS COM'IN - DEADLINE DEC. 27

The Allegheny Region Administration.....al for ov use wisava a
President - Paul J. Manton, 29 Grove Ave., Flourtown, Pa. 19031
Sec/Treas - Betsy Summers, 209 Tadmor Ave., Pittsburgh, PA. 15237
Editor - Frank J. Chadwick, 54 Lally St., South River, NJ 08882
Publisher - Chris J. Buckley, 7 Lobson Road, Old Bridge, NJ 08857

→ A VERY MERRY CHRISTMAS

Betsy Summers
209 Tadmor Ave.
Pittsburgh, PA 15237

FIRST CLASS FIRST CLASS
FIRST CLASS FIRST CLASS
FIRST CLASS FIRST CLASS

FIRST CLASS
FIRST CLASS
FIRST CLASS

Com'on man, move.....

PHOTOGRAPHIC MATERIAL ENCLOSED

Don't to let it get cold