

# CRUMMY

MAY-JUNE 1973



WCR CRUMMY

is the official publication of the  
West Coast Region of the Teen Asso-  
ciation of Model Railroading.

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WCR CRUMMY  
17292 Bergen Circle  
Tustin, California  
92680

**COVER**

A four car Amtrak San Diegoan, #775,  
headed by Santa Fe F7A #300C and  
F7B #300B, sits in the Fullerton,  
California, station on a cool April  
1973 night while passengers from  
San Diego, Del Mar, Oceanside, San  
Clemente and Santa Ana detrain, and  
Los Angeles bound passengers board.  
Craig Walker photo.

## MARK'S MESSAGE:

This is our special Second Anni-  
versary issue in which one can  
take pride in saying, "I belong  
to the West Coast Region." A  
major example of our improvements  
is the CRUMMY. Look at the first  
issue put out back in 1971 (a  
photocopy), then look at our First  
Anniversary issue, and now look at  
this issue...see the dramatic  
changes? Yes, we are slowly im-  
proving with each year. Thanks are  
granted to all the past officers,  
Regular and Associate members, and  
to the advertisers who all made it  
possible (not to mention the CRUMMY  
staffs!).

I would like to hear from you mem-  
bers what you think about the new  
ad prices. Are they too high? Are  
they too low? Express your feelings,  
for the prices can always be changed.  
We would like to see the members  
place more ads, so how about sending  
me a list of what you think the  
prices should be. They must be re-  
asonable, though, in order for us to  
continue the type of publishing the  
CRUMMY has been recieving. So come  
on and speak up by sending your sug-  
gestions to me.

The PCR/NMRA convention in San Mateo  
was a great success, for we had nine  
members attending (three were Asso-  
ciates). Plus, the booth we set up  
there actually recruited new members.  
A small article is planned on this,  
but was not ready at press time, so  
it will be held over.

Not much else to say except, enjoy  
our Gala Anniversary issue!



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New York Central	3706	3726
Pennsylvania	3707	3727
Southern Pacific	3708	3728

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Rock Island	5366
Santa Fe	5367
Union Pacific	5368

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Southern Pacific	5425
Union Pacific	5426

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Delaware & Hudson	5442
New York Central	5443
Norfolk & Western	5444
Pennsylvania	5445
Virginian	5446

# RPO

Why don't other WCR members write articles or take pictures? It seems like everything is by Mike Beene, Ron Fong, Craig Walker, David Garretson, and myself. All you have to do to take a picture is load your camera with film, go down to the local tracks, aim, and shoot, and everyone should be able to write an article because everyone is an expert on something!

Richard Young

(We agree with you, Rich. We too would like to see other members contribute, after all, the CRUMMY is your publication supported by your articles and photos. I personally would like to see more photos and articles on other areas and other railroads. We are also desperately in need of modelling articles. --cw)

## END OF AN OLD BRANCH LINE

by Richard Young

The photos (on page 6) show the old Pacific Electric (now Southern Pacific) line between La Habra and Yorba Linda through Brea, in Orange County, California. This line is being taken up because there hasn't been a train on it for about five years. The line is about seven miles long, but so far only about the last three miles are being taken up. At the end of the line is a real estate office that looks like a station, complete with baggage carts outside (maybe it is a rebuilt PE station).

## MEET SANTA FE'S SLUG!

(reprinted with permission from THE SANTA FE MAGAZINE, published by the Santa Fe Railway)

A substantial economic benefit has been achieved by the Santa Fe Railway at its computerized Argentine freight yard in Kansas City, Kansas, by replacing a 2400 hp diesel-electric locomotive with a retired unit equipped only with electric traction motors.

Trucks and traction motors of the retired locomotive were reconditioned at the railroad's shops in San Bernardino, California. The outer configuration was streamlined, the old diesel engine removed, and the unit was filled with concrete for weight. The remodeled unit now works in tandem with a standard 2400 hp diesel electric locomotive in switching service at Argentine, freeing a second 2400 hp unit from this service.

It is impossible to utilize more than minimum power from any locomotive unit at slow speeds or the wheels will slip. Coupling the six traction motors on the "slug", as it is called, to the diesel-electric locomotive, with its six traction motors, makes it possible to double the tractive effort from the same power plant at slow speeds without slippage.

"The slug costs less than 10% of the cost of the 2400 hp diesel-electric unit it replaced," Larry Cena, vice-president of operations, said. "We may build more of these units for use at other points on the system, if the first works satisfactorily, as we believe it will," he reported.



# THE JUNKET



Knucklehead!  
I said JUNKET!  
NOT JUNK!

by RON FONG

It takes time to read all the junk I get, so some of the stuff may be a bit old by the time you read it, but so what, it's still just JUNK!

Persons: New WCR member John Hauschild is not a model rail-roader! He's just a proud Grandpop whose grandson happens to be someone named MT. . . Our men in uniform - Mark Morgan and Steve Shaffer. SS is in the USN and is currently stationed at Moffett Field, California. He will probably head for hometown Las Cruces, New Mexico, upon finishing. MM is an NROTC man at the University of New Mexico. Upon my query of whether the Navy had developed "sand ships", MM said he is going on a submarine soon (watch out for periscopes in the sand, folks)... Unheard from since last August is WCR member Mike Brunner, who was last known to be helping to rebuild a CP 4-8-4. . . New WCR member Paul Newitt is an actual dyed-in-the-wool genuine member of the Virginia & Truckee Railroad Restoration Company (keep on Truckee-ing?)... RY (he's truly innocent) has been caught taking a cooking class, where he made sukiyaki (Paul Shimada should take that man with him on his tour to show Japan what sukiyaki is really like). . . Billy Wig-gians (fireman on ex-LNER 4-6-2 #4472 - the "Flying

Scotsman") reports that she never got to highball to or from Lanthrop. Due to fire hazards, she was unceremoniously towed to and from by WP geeps, keeping only enough steam for brakes, heat, and whistle. Alas. . . Billy also reports that, fantastic as it may seem, he was forced to spend an extra night in LA last Christmas due to a sold out Amtrak train. The fifteen car train was crowded both ways between SF and LA with good service and excellent reconditioning. Hurray for Amtrak! Too bad it isn't always like that. . . MT got some sharp pix at Foto-Mat the other day. Instead of trains, he got a baby. Are they trying to tell him something?. . . Write in, please. . . Excelsior!!!

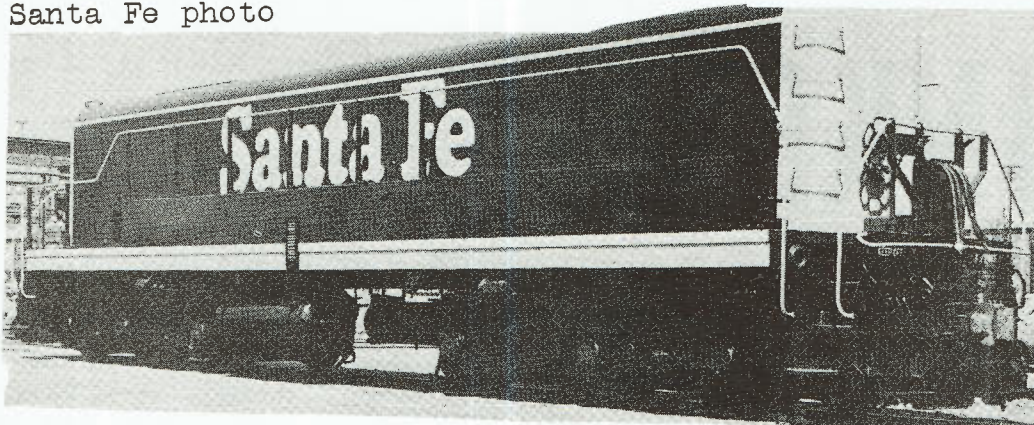
## THE ALCO S-2

by Richard Young

S-2's were built by ALCO from April 1940 to June 1950. It is estimated that there were 1,655 S-2's built for United States roads, with around 150 units going to Canadian roads, and twenty going to Mexican roads. S-2's look almost the same as their later counterparts, the S-4 (built from June of 1950 to sometime in 1957), except for some differences in things like the radiator shutters, the stacks (early S-2's were delivered without stacks, which the roads quickly added), and, perhaps the most obvious, the trucks.



Santa Fe photo



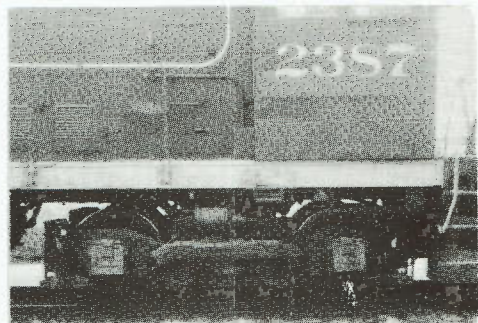
ATSF #9850 is a yard slug rebuilt from RSD-5 #2110 in the San Bernardino, California, shops. It is numbered in the 9800 class because it is designed to MU with the 9800 - 9849 class RSD-15's.



These photos show two parts of the Southern Pacific branch line through Yorba Linda. Note how the ties are bundled for transport.

Richard Young photos

These photos show two ATSF S-2's in La Mirada, California. The builder's plate is on #2387, also seen in the photo showing the truck detail. The other unit is #2348.



Richard Young photos



Craig Walker photo



Northern Pacific box car #31200 is seen here in Fullerton, California on the 17th of May, 1973. The car, seen here at night, is painted blue (top), white (middle), and red (bottom), with red ends and roof. Too bad Burlington Northern probably won't keep these cars painted these colors.



# HOORAY FOR THE RED, WHITE & BLUE! (REVISITED)

by Craig Walker

Since my article on red, white, and blue railroad equipment in the January-February 1973 CRUM-MY was both written and typed in a hurry, there were several mistakes, both on my part and Mark's (who, and I'm not complaining, typed it). It is also time to update some of the material.

To begin with, there were two typographical errors which may have caused some confusion. First, PA #1776's builder's date was 8/47, not 8/77. Second, the unit was sold to the GM&O (Gulf, Mobile, and Ohio, now part of the Illinois Central Gulf), not the "GM&D".

Now for the stupid mistakes on my part, I'll begin with the fact that I left the "HO scale" off of the blurb about the Train-Miniature reefer. Also, after the article was given to Mark, I confirmed my suspicions that AHM makes a Bangor and Aroostock red, white and blue box car in both HO and N scales. I also left out the fact that Champ makes decals for these cars in both O and HO scales, and Walthers has decals in the same two scales for several styles and sizes of these cars. Also, since the article was written, BAR has, along with their new image locos, gone back to painting their box cars red, white and blue. Decals for these

new image cars are available in HO and N scales from Miller Advertising (Herald King).

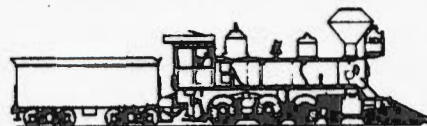
Concerning the Northern Pacific red, white and blue box cars, I may have exaggerated on the "couple of million" box cars I've seen (I can't estimate at all). The first update for this part of the article is that I've now seen two of these cars (Rich Young, who was with me at the time, actually found it). Luckily, I had my camera (loaded with black and white film for publication) with me (see photo on page 6). The other update is that Rod Stroud no longer sells individual slides, but now sells his slides in sets (one set per month), and he hasn't yet released a set containing the slide of the NP red, white and blue car.

In the locomotive department, I forgot to mention the new Black Mesa and Lake Powell Railroad 6000-HP E60C's, the new electric locomotives built by General Electric. Santa Fe, CP, UP, and SP are watching the performance of these locos with keen interest. Plans for these units appeared in the April 1973 RAILROAD MODEL CRAFTSMAN. They are painted with a red cab, a white and blue body, and yellow lettering.

There were also a couple mistakes in the section on the "Spirit of



This is one of BAR'S new box cars. It is painted red on the panel to the left of the door, blue on the right side of the door, white on the door, and black on the roof and ends. The herald is aqua.



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1776" train. First, the emblems on the ATSF steam/generator car have not been removed, but one of them is wearing off quite badly. I also forgot to mention that the Frisco caboose closely resembles either Athearn's or AHM's new HO cabooses, or Atlas' O scale caboose.

Well, that looks like about it for all of my mistakes (there were too many to begin with). I hope they didn't cause too much confusion.

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## CRUMMY CALENDER

June 29  
June 30  
July 1

3rd annual Model and Craft Show at the Anaheim (California) Convention Center. Adults-\$2.00, Juniors-\$1.00, under 6 free with a parent.

Summer 1973

MRIA Consumer Show. To be held at the Orange County (California) Fairgrounds.

July 29

Rocky Mountain Train Collectors Club Show & Swap Meet. 10am-5pm at the Jefferson County (Colorado) Fairgrounds. All scales.

August 4

Union Pacific 4-8-4 #8444 will power special train Denver to Laramie, round trip. For information, write Intermountain Chapter, NRHS, PO Box 5181, Denver, Colorado 80217

August 24  
August 25  
August 26

TAMR National Convention, Chicago, Illinois. Model & photo contests, layout tours, train trips, live clinics, etc. Info: Terry Burke, 1636 Hawthorne, Westchester, Illinois 60153.



# SANTA FE'S F-UNITS

A PICTORIAL BY CRAIG WALKER



CRAIG WALKER PHOTO

1



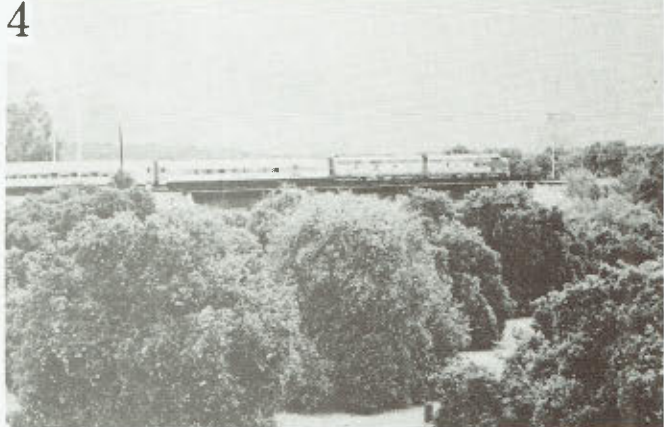
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3



4



5



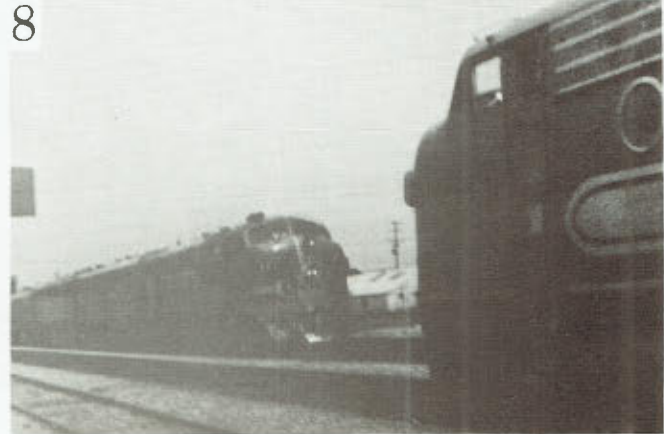
6



7



8





Head end view of Santa Fe F7A #302C on Amtrak San Diegan #75 in Fullerton, California in August, 1971.

PAGE 10:

1) Santa Fe F7A #309L and two F7 B-units make up the power for Amtrak San Diegan #76 in Fullerton, California on an August morning in 1971.

2) ATSF F7A #301L and F7B #301A prepare to take Amtrak San Diegan #778 out of LAUPT to San Diego on an April 1973 morning.

3) ATSF F7A #300C and F7B #300B back out of Los Angeles Union Passenger Terminal after bringing Amtrak San Diegan #773 in on time. April, 1973

4) On a misty May 19, 1973 morning, ATSF F7A #300L and F7B #300A head Amtrak San Diegan #773 across a creek in San Juan Capistrano.

5) ATSF F7A #306C at the head end of Amtrak San Diegan #75 westbound out of Fullerton in August of 1971.

6) Amtrak San Diegan #773 becomes #778 in LAUPT as ATSF F7 A and B-unit sets #300C-300B are taken off #773, and #301L-301A are put on #778 on an April, 1973 morning.

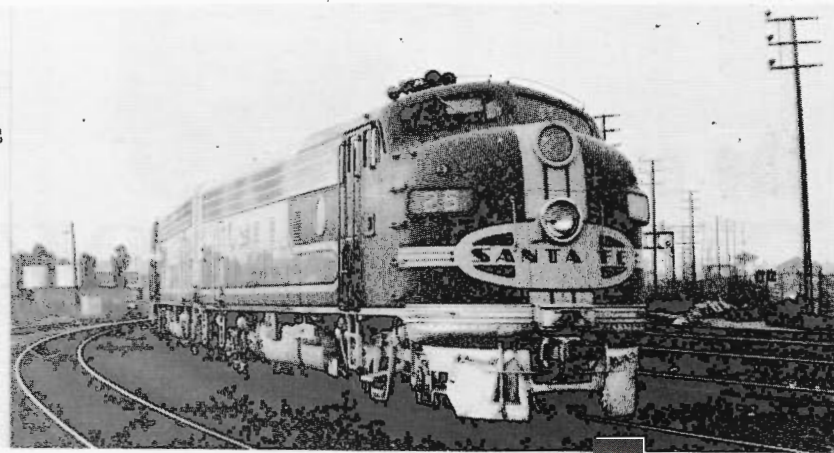
7) On the 19th of May, 1973, ATSF F7A #301L and F7B #301A work hard as they race a late Amtrak #776 (San Diegan) through San Juan Capistrano.

8) Amtrak #76 eastbound with ATSF F7A #301L on the point meets westbound #75 with ATSF F7A #302C at milepost 165, in August of 1971.



ATSF F7A #219L and another F7A head a freight past milepost 154 in Santa Fe Springs, California on a warm August, 1963, day.

CHARLES REED PHOTO



ATSF F3A #25L rounds the curve into Los Angeles Union Passenger Terminal with one of Santa Fe's finest in tow in August, 1962.

CHARLES REED PHOTO



ATSF F7A #211L is on the point as six F7's (A-B-A-B-A-B) work a freight over Tehachapi Loop out of Bakersfield, California in August of 1963.

CHARLES REED PHOTO

CHARLES REED PHOTO

ATSF F3A #19C brings a Santa Fe passenger train out of Los Angeles Union Passenger Terminal in August, 1962.



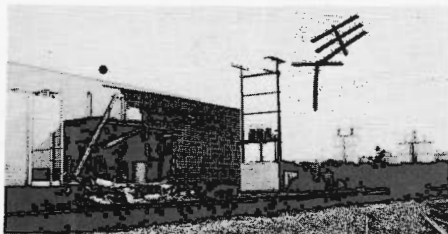
# the camera SCRAPBOOK

David Johnston takes a picture of Rio Grande Southern "Galloping Goose" #6 in Durango, Colorado in August, 1972.

MICHAEL BEENE PHOTO



Early in the morning of May 17th, 1973, seven cars of a westbound 63-car freight derailed in Fullerton, California. These two photos show some of the damage caused by that wreck. The upper photo shows the damage done to the Hawaiian Punch plant and a nearby telephone pole (suspended by the phone wires). The lower photo shows two of the cars that were involved in the wreck.



CRAIG WALKER PHOTOS



# NARROW

# GAUGE

# NEWS

HOn3 car kits that are presently available,  
or have been available,  
or will be available  
(prices not included because of change)

R/ROBE LTD      PLASTIC ASSEMBLY KIT\*      WITH TRUCKS,  
NO COUPLERS

D&RGW 30' flat car  
D&RGW wheel and tie car  
D&RGW dropbottom gondola 700-800 series

SCOTIA SCALE MODELS      WOOD ASSEMBLY KIT      LESS T&C

20' Russell log car      3 to a box  
30' truss rod gondola  
30' truss rod flat car

SCALE STRUCTURES LTD      SOFT METAL CASTING KIT  
NON-POWERED

Ford-RGS inspection car

KEMTRON      BRASS ASSEMBLY KIT      WITH TRUCKS, NO COUPLERS

32' tank car  
44'8" coach  
39'8" combine\*\*  
Nevada County narrow gauge box car  
Milwaukee flat car  
D&RGW-RGS 8-wheel caboose\*\*  
C&S 4-wheel caboose\*\*

TOMALCO      WOOD ASSEMBLY KIT      LESS TRUCKS OR COUPLERS

D&RGW 30' box car  
D&RGW 30' reefer  
D&RGW 19C3 high side gondola (original)  
D&RGW idler flat car  
D&RGW stock car

LA BELLE      WOOD ASSEMBLY KIT      LESS TRUCKS OR COUPLERS

D&RGW coach (open platform)  
D&RGW coach (closed vestibule)  
D&RGW combine  
D&RGW baggage  
D&RGW postal  
D&RGW business (the "Alamosa")  
Pacific Coast 30' box car  
Ohio River & Western 24' box car

\*These kits are harder to assemble than a wood kit.

\*\*These kits are not presently available.

## LA BELLE (continued)

Florence & Cripple Creek box car  
Victor Gold Mining Company gondola  
D&RGW double deck stock car  
D&RGW long caboose  
DSP&P Tiffany reefer

## NORTHWEST SHORT LINE

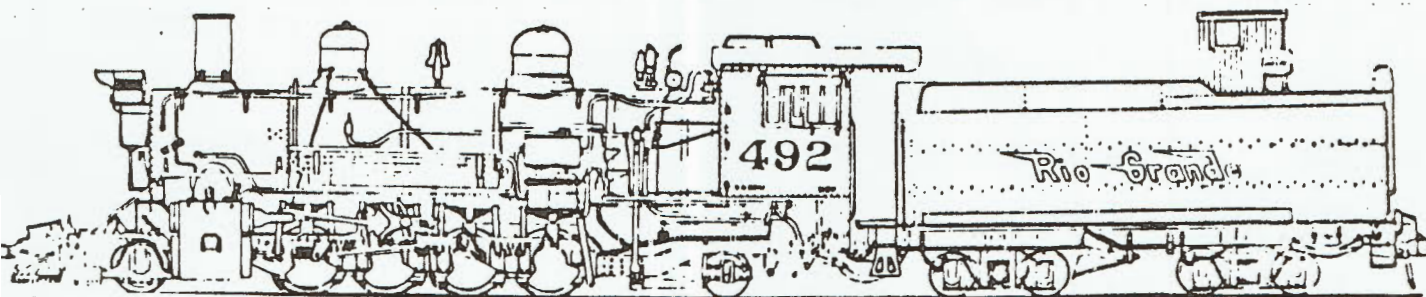
less couplers

Northwestern Pacific 24' flat car wood assembly kit trucks optional  
various types of log cars wood or brass trucks optional  
various types of camp cars wood no trucks or couplers

## PRECISION MODELS OF CALIFORNIA

WOOD ASSEMBLY KIT LESS COUPLERS

Westside Lumber Company Swayne log car less truck  
D&RGW OR and OS air dump gondola with trucks (Central Valley wheelsets)  
Westside Lumber Company water car less trucks



### COLORADO WESTERN SELLS LOCCS

The Colorado Western recently announced that it has cut its roster in half by selling three of its locomotives. The locos, an O-4-OT (featured on page 70 of the June 1973 MODEL RAILROADER), and 2 2-6-2's (one of which is featured on the cover of the November-December 1972 CRUMMY), were sold to the Colorado and Pacific Railroad in Lakewood, Colorado. The O-4-OT and the 2-6-2 that was on the CRUMMY's cover were previously owned by the AT&SF. The other 2-6-2 was sold by the Dubis and

Short Pine to the AT&SF, who in turn sold it to the CW. This leaves the CW with a roster of an O-6-0, a 4-4-2, and a 4-6-2, along with a railbus. The CW's 3-foot gauge subsidiary, the Denver Southern, owns a 2-8-0.

### COMMEMORATIVE CARS?

Rumor has it that both ex-president Mike Beene and local crazy-person Craig Walker are preparing special cars to commemorate the WCR's second anniversary. Mike Beene's is going to be a caboose.

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ART BURGESS



TEEN ASSOCIATION OF MODEL RAILROADING  
WEST COAST REGION ELECTIONS OFFICER  
Ronnie Fong  
106 Garrison Ave.  
San Francisco, CA 94134  
June 29, 1973

WEST COAST REGION GRUMMY EDITOR  
Mark Thompson  
17292 Bergen Circle  
Tustin, CA 92680

Re: Elections Results

Dear Mr. Thompson:

It is my duty as outgoing Secretary/Treasurer of the West Coast Region of the Teen Association of Model Railroading for the period of April 1, 1972 to April 1, 1973 to report the results of the elections of officers for the West Coast Region of the Teen Association of Model Railroading for the year of April 1, 1973 to April 1, 1974.

The final results which have been counted by myself, and confirmed by outgoing President Michael A. Beene are as follows:

PRESIDENT CRAIG WALKER

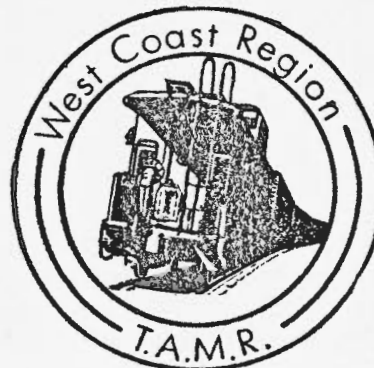
SECRETARY/TREASURER BILL HALL

The officers have been notified by letters going out on the same day as this letter and the outgoing officers are or have already forwarded the duties and items necessary for the office. Please forward any mail the GRUMMY may have for the officers to them and make the necessary announcements in the GRUMMY.

Thank you for your patience and cooperation in this matter.

Sincerely,

*Ronnie Lee Fong*  
Ronnie Lee Fong  
Elections Officer



(symbol of the CRUMMY), and Craig Walker's is going to be a box car ("If nothing else, it ought to be colorful!"). Whether or not either of the cars will tour other systems or not is not presently known.

#### OPERATING "GOOSE"

As this is written, Ric Grande Southern "Gallopig Goose" #3 is in operation at Knott's Berry Farm in Buena Park, California. This is the first time the Goose there has ever been run since its aquisition by Knott's, and it was forced out of retirement

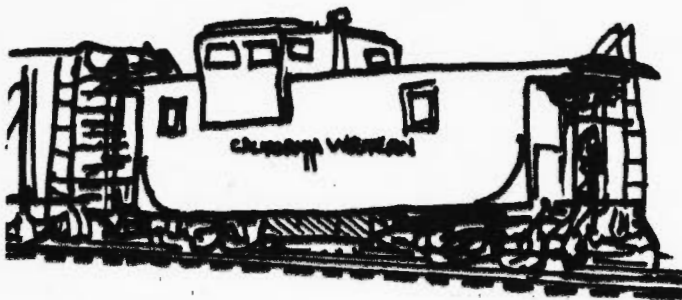
to help conserve fuel. It is operated from 8:00 am to 10:00 am, and the rest of the time a regular passenger train is operated. A full report on the equipment at Knott's will be in the next issue.

#### DO YOU OWN A PEN OR PENCIL?

If so, why not go on an ego trip and write an article for the CRUMMY. Articles are desperately needed, particularly modeling articles (this is the Teen Association of MODEL RAILROADING) but we're not too picky. Send us your articles now, and see your name in print!

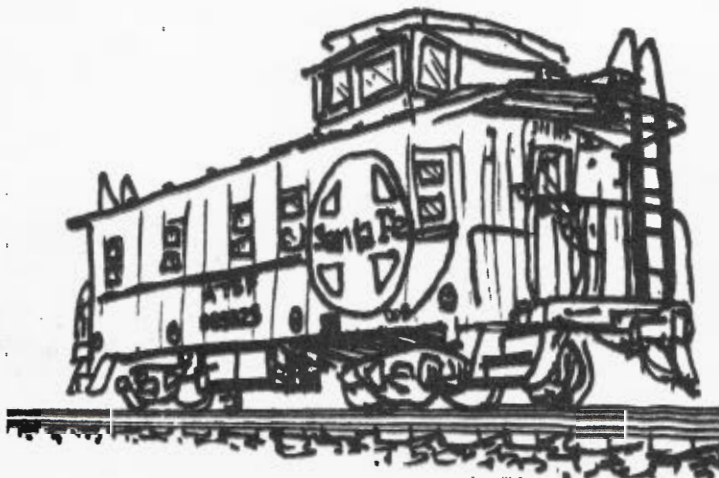
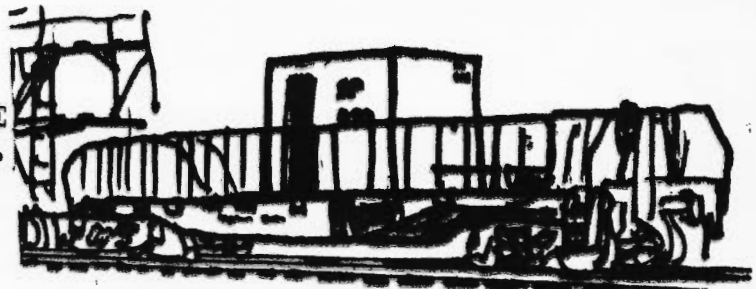
# WESTERN CABOOSES

by Craig Walker



CALIFORNIA WESTERN #11 IN FORT BRAGG, CALIFORNIA, HEADED FOR WILLITS.

SOUTHERN PACIFIC TRANSFER CABOOSE #930 IN TAYLOR YARD, LCS ANGELES.



SANTA FE CABOOSE #999623 IN LONGVIEW, TEXAS. THIS CABOOSE HAS A YELLOW CUPOLA DESIGNATING LOCAL SERVICE.





THE CRUMMY  
WEST COAST REGION/TAMR  
17292 Bergen Circle  
Tustin, CA 92680

RETURN REQUESTED

MAIL TO:

