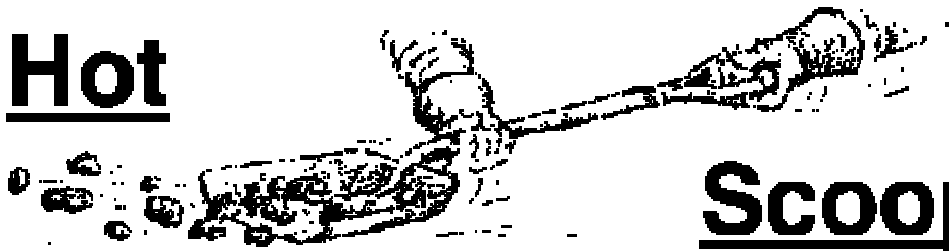


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

November 2006

MUSEUM NEWS

VOL XIX NO XI



“Double Header” to Division.

On October 21st we ran our usual 3rd Saturday “Ticket to Tecate” special and the first of our series of “Pumpkin Express” trains. In order to accommodate the expected large ridership for the pumpkin trains we ran three of them this day, with the first departing the Campo depot at 10:30 along with the Tecate train. Here we see the combined trains making their way westbound towards Division where they were separated. SP #3873, 2 coaches, baggage #6700 and AT&SF #1509 then headed for Tecate, while SD&A #7285, a coach and #350 headed back to Campo and the pumpkin patch. A great time was had by all aboard! *Randy Houk photo*

*** Steam Whistling *** *Jim Baker, Steam Foreman*

October was a fairly quiet month for Steam, but we did have one very significant event occur. On Oct. 9, **Joan Reed-Nickerson**, the President of Chelatchie Boiler Works, and one of her staff, came down to evaluate the Coos Bay #11 and SP #2353. Chelatchie did the recent overhaul of Ventura County # 2 at Orange Empire. They spent about 8 hours crawling in, on, and under the two locomotives. **Bob Nickles** met them first thing in the morning, and I joined them mid-afternoon. In summary, it was their opinion that #2353 is in pretty good shape, and that the Coos Bay will need LOTS of work. I expect to receive their report and bids in the near future.

I will consider their report to be one of three options we will have for getting back to operating Steam, assuming I get a go-ahead from our Board. I plan on making a formal request to the Board in January that will authorize us to continue making an Operating Plan for STEAM. The other two options we will have will be the earlier mentioned proposal to restore the Coos Bay in exchange for the CW #46, and a second report and cost estimate from another company that Bill Palmer has worked with. Hopefully, that will occur in the first part of next year.

Our regular work weekend was Friday and Saturday, Oct. 13 and 14. Only **Bob Nickles, Larry Owen** and I were present. We replaced the steam dome cover on the Coos Bay, so any rain we get this winter will stay out of the boiler. We also tracked down the cross-compound air compressor (most of it, anyway) for the Coos Bay. We located the two cylinder castings, the top and bottom heads, and the "middle head" along with the pistons and piston rods. We didn't locate some small fittings and valves that are mounted on the outside, but I imagine we'll find them eventually. We also started making a written inventory of parts that are stored in the boxcar, starting with those for the Coos Bay. This will be a LONG project.

Bob and I both ended up on train crew on Saturday, and Larry couldn't make it, so nothing further happened that day.

Finally, I should say that **Ted Kornweibel** reported that Museum Services would like to rearrange the freight string that is set out on Track 1, between the Section House and the Display Building. Among other things, they want to repaint the Steam boxcar, and include it in that string. Since we aren't actively moving parts and tools in and out of it, I registered no objections.

Our next regularly scheduled work weekend is Nov. 10 & 11. Bob Nickles and I will be at the ARM/TRAIN joint meeting in Sacramento. But if anyone wants to come out and continue making progress on the parts inventory, let me know. Also USAF #2104 still needs lots of needle-gunning.

For further information or questions, please contact the Steam Foreman at baker@sdrm.org or 619-670-7441. All are welcome to come out and get dirty with us. Hope to see you there!

*** Operations Volunteers *** *Randy Houk*

We have a group of extremely dedicated, hard working people who continue to make the trip to Campo each Saturday, Sunday and School Train Tuesday to keep our demonstration trains running. We ran 20 trains in October, carrying 1491 passengers.

Jim Baker	Robin Becker	Darrel Bivans	Rich Borstadt	Ken Brown	Roger Challberg
Steve Clark	Dave DiGiorgio	Duane Dubke	Don Getz	David Green	Larry Hieshetter
Randy Houk	Kyle Jenson	Seth Miller	Ray Lethbridge	Jim Lundquist	Bob Nickles
Jack O'Lexey	Linda Ovadia	Mark Ovadia	Rich Paulus	Dick Pennick	Don Pope
Ann Ruppert	Frank Stites	Rob Stebbins	Robin Wonders		

*** Donations ***

Stahl, Margaret G.	wherever needed most	\$ 50
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*** President's Report *** *Jim Lundquist*

Nothing but good news to report this month, folks. It's all good.

In the Operations Department, in October, we ran two sold-out Tecate trains, we ran 5 packed Pumpkin trains on the first weekend, we have sold out about 70% of our North Pole Express trains in late November and December, the railbus operation in yard limits have been a success, we ran two charters, one school train and we continue to draw new volunteers in operations (yes – we still have room for you). Many thanks to **Dave DiGiorgio** for ticketing and planning, and the many members who volunteer in operations who make these trains special for our visitors. Next year, our schedule will feature brunch trains as well. The Board also has decided to run one train destination per weekend day – so any day we have a Tecate or special train, we'll feature the Railbus plus tours of the museum.

In the Facilities Department, we welcome back **Bill Armfield** from fishing in Colorado to spend the winter with us again. Joining Bill is new workamper **Red Schmitz**. These two plus **John Little**, **Brian Elmore**, **Larry Rose** and myself have gotten real busy at the Campo Depot. The basic electrical wiring is in; the insulation is on the walls, as is the plywood inside the baggageroom area. Larry Rose donated the primer and color paint, which will be next up. The interior will also feature a wainscot up the first 4 feet of the walls, stained to match the wooden floor. This is going to look outstanding when it's done. Please stop by almost any week or weekend day and tell these guys Thanks – they deserve it. In the meantime, **Mark Ovadia** and **David Green** continue to water trees and bushes at the depot – and they are healthy.

There are plans underway to make an exhibit path from the depot to the display building. Also ongoing in Museum Services is a potential donation of time to make an exhibit in/with the Fruit Growers Express car and, perhaps, the scale. With the photos placed inside the Display Building, we are starting to make it look good inside there as well.

In Equipment, there has been a real push in five areas. One, a complete rewiring and going over of the SD&A excursion fleet, with **Ron Hyatt** leading the way. Two, **Ted Kornweibel** and gang has been laboring away on the RS&S #3, getting ever closer to the Pullman Green paint it needs. Three, the Steam group keeps at it gathering information on the needs and cost to bring one of our steamers back into hot water! Four, repainting of the #2104 and the #7285 is ongoing in prep work. Fifth, the *Robert Peary* air conditioner is being repaired. I hope each will share an article with you on their efforts.

At La Mesa, I was happy to see the crowd during Oktoberfest. Our volunteers kept the depot open, showing off La Mesa and east county railroad history and the fun we have presenting it. Thanks guys.

There are some long range plans ongoing with regard to acquiring property for our Museum. I hope to share these with you when we can make an announcement.

I'm happy to report that my brother, **Paul Lundquist**, has volunteered to take messages off the phone machine and take care of reservations for cab rides, private cars and general questions. While he lives just a few miles from Campo (Virginia Beach, Va), with today's cell phone and computers, it really doesn't matter where a volunteer lives.

Don't forget to vote. We have an election ongoing in the Museum, with officers, bylaws and equipment deaccession on the ballot. Ballots are due November 9th by 5:00 PM to be counted. Please remember to sign your envelope.

If you are interested in joining us on one of our all-reserved trains (Tecate, North Pole Express), you better hurry. Tickets go fast and I don't want you to be disappointed. Many thanks to our corporate sponsors this month. For the North Pole Express trains, **Golden Acorn** and **Qualcomm** are onboard, while **Henry's Market** was with us for the pumpkin trains.

See you soon at Campo.

*** R&LHS (SoCal Chapter) Fall Excursion to Campo *** *Walt Lester*

Early in the morning of Saturday 14 October 2006, 40 hardy souls boarded a bus at the Pasadena Gold Line Station for a three and one-half hour trip, with a stop at Corona, through wind and rain to Campo. One couple actually drove over from Phoenix. Upon arrival they boarded Pullman cars *Robert Peary* and the Santa Fe 1509 (once owned by chapter members **Ed Cheethan** and **Richard Ritterband**) to enjoy a lunch prepared by the Twin Lakes Resort Cafe in Potrero, and the raffling off of eight cab rides by R&LHS Board Member **Jesse Tomory**. Shortly thereafter, Conductor and PSRM President, **Jim Lundquist**, gave the "Highball" for the trip to Miller Creek.

Two photo ops occurred, one a run-by on the trackage and the other a run-around of the GE 80 ton engine at Miller Creek. As time was accumulating and the light was fading, the second photo run-by was sidetracked in order to spend more time at the Museum's Display Building and shops. The group was met at the Display Building by **Larry Rose** - Director of Facilities, **Ted Kornweibel** - Director of Museum Services and Restoration Superintendent and a Chapter Member, and Steam Foreman **Jim Baker**. Jim started the activities with a talk on the PSRM's 4-6-0 #2353, Ted expounded on the RPO car that he restored and the then group disappeared into the vast nooks and crannies of the PSRM shop complex with Larry, some not to be found until one-half hour after Excursion Committee Chairman **John McCourt's** desired departure time. From what I have heard, the highlights were the vintage Pullman cars and the shop tours. In addition to John McCourt and Jesse Tomory, other members of the Excursion Committee were SoCal Chapter Chairman **Loren Martens**, Observation Platform Editor and Publisher **Clyde Stoneman** and myself. Although unseen by the group, **Dick Pennick** played a behind the scenes roll in co-ordination of this event.



Waiting for the run-around at Miller Creek



The R&LHS drumhead



Cameras ready for the photo run-by



Enjoying the ride on AT&SF #1509

*** Photo Page *** *Randy Houk*



Restoration volunteer **Red Schmitz**



New steps to the loading platform



Inside the new baggage room



Inside the baggage room



Inside the new baggage room



Inside the new baggage room

*** Narrow-Gauge Steam in the High Country (Part 4) *** *Dick Pennick*

In last month's installment, the author of this humble piece arrived in Chama, New Mexico -- a railroad town created by the arrival of the 3-foot gauge Denver & Rio Grande Railway in December, 1880 -- on Saturday, June 10th about 5:30 p.m. After checking into the hotel, I had my first sighting of an operating hand-fired coal-burning steam locomotive in almost two years.

As soon as I stowed my gear in the hotel room, I grabbed the tape recorder and headed for the railroad yards across the street where 1925 Baldwin 2-8-2 #484 was sitting hot outside the roundhouse. I managed to capture the sounds of the whistle, the inspirator injecting water into the boiler, the scraping of the hostler's #4 scoop on the metal cab deck, and the clanging of the air-operated Franklin "butterfly" firedoor when it closed after each scoop of coal. Later, the movement of the engine into the roundhouse and over the inspection pit was also recorded.

A little while later, Bob Meckley -- a Friends member from New Hampshire -- dropped by the roundhouse to pay his respects, and I discovered he would be on my Jordan Ditcher project team on Monday. At length, I reluctantly packed up and grabbed a bowl of chowder and a free slice of watermelon at one of the local eateries before returning to the hotel. Walking back to my room about 10 p.m., it was then I noticed the huge, brilliant white disc rising over the roundhouse in the eastern sky! Tomorrow would be the official "full moon", but in this clear alpine sky, it couldn't get much better than that!

Bright and early on Sunday morning, June 11th, I was up and out quickly to enjoy as much of the beautiful mountain day and clean mountain air as possible. This was a "free" day, since the work projects didn't begin until Monday. My only task was to walk across the street to the railroad yard, check in at the Friends tent and receive my name tag. I downed a couple of Slim-Fasts and some trail mix, grabbed my recorder and camera, and set out for the yard. An eastbound passenger train to Antonito, Colo. -- 64 miles away -- was due to depart Chama at 10 a.m., and #484, the road engine, was already at the coal dock getting its tender topped off. Another K-36 class -- the #487 -- soon joined her as the helper, a necessity to drag the heavy passenger train up the 13½ miles of twisting 4% grade to Cumbres Pass.

An unexpected surprise was ex-Rio Grande Southern R.R. narrow-gauge "Galloping Goose" railbus #5, in town for a few weeks from its home in Dolores, Colo. Before being abandoned in 1952, the RGS ran west out of Durango to Ridgway, and over the years developed a small fleet of home-made internal-combustion contraptions as a cost-cutting measure. The #5 was pieced together in June, 1933, originally from a 1928 Pierce-Arrow model 36 limousine with a "box" body attached for express shipments. Passengers rode in the Pierce-Arrow. After many rebuildings over the years, it survives as one of the few that are still maintained in operating condition by the Galloping Goose Historical Society of Dolores, Inc. On this sunny June day, it was taking paying passengers over the C & TS to Osier station and return.

When the #484 backed down onto its train, I had the opportunity to have a chat with long-time hostler/shop man Donald Martinez before the "road" crew arrived. Martinez would celebrate 23 years with the C & TS Railroad in July. The railroad management has a policy that mostly local residents be hired to work on the railroad, in an effort to provide some economic benefit to this depressed area.

Next time: my first ride in a "Goose", volunteer orientation, meeting my project crew and going to work!

*** HO Model Railroad Layout Donated ***

Ms. Annemaria Allen of Escondido recently donated a fully-scenicked and operational 5' x 8' HO-scale model train layout and rolling stock to the Museum, in memory of her late father, Joseph Juranick. Mr. Juranick was a highly-decorated Korean War veteran and a recipient of the Purple Heart and bronze star. He had been diagnosed with Alzheimer's but wanted to build this layout for his grandson before the disease completely debilitated him.

Jack O'Lexey and **Dick Pennick** rented a U-Haul truck on Sept. 29th and picked up the layout, rolling stock, etc., and hauled it out to the **Campo Railroad Museum**, where it was unloaded for safekeeping in the Display Building. As time and manpower permit, it will be set up as a public display for children in Mr. Juranick's honor. The Museum thanks Ms. Allen for her thoughtful donation and Jack and Dick for their assistance. (D. Pennick)

*** PSRMA's Little Railbus No. 9 a Big Hit at Carson City ***



Bob Nickles photo



Bob Nickles photo

The Nevada State Railroad Museum at Carson City invited PSRMA to bring its unique 12-passenger ex-Santa Maria Valley Railroad railbus #9 to the Nevada museum's annual Railfest over the long July 4th weekend this year.

Over the past 12 months, the 4-wheeled, 4-cylinder gas-powered railbus has been brought back up to operating condition by volunteers from the **Campo Motor Transport Museum** and PSRMA mechanical staff. It is currently being used to protect short passenger movements from Campo on light-traffic days and on other special occasions. This Class A2332A bus, based on the company's A-6 Model 2330 utility railcoach, was completed by the Fairmont Railway Motors Corp., Fairmont, Minnesota, in May, 1932, builder's No. 137425. The wood & steel body was provided by Eckland Brothers of Minneapolis, Minn. The 6,000 lb. vehicle came with a 40-hp, 4-cylinder Ford Model 'A' engine and a Ford 'AA' 4-speed truck transmission.

It spent its entire working life on the central California short-line until retired and sold in 1962 to Valley Pipe & Salvage Co. in Santa Maria. After the late **Terry Durkin** – a PSRMA founding member -- discovered the bus in 1965, Valley Pipe's owner, Sam Berkowitz, agreed to donate the vehicle to PSRMA, the Museum's very first rolling stock donation. **Dick Pennick**, another founding member and a private pilot, offered to fly Durkin to Santa Maria to inspect the bus and complete the donation paperwork. Soon after, Terry, Dick and a third member drove Dick's 5-year old Ford pickup to Santa Maria with an auto trailer and the rest is history. The SMV Railroad is still in business but much-reduced in mileage from earlier days. It connects with the Union Pacific at Guadalupe, Calif.

Jim Lundquist and **Bob Nickles** went up to Carson City to operate the bus for the special event, and **Brian Elmore** hauled it up from Campo on our trailer. The bus was operated all four days over the one-mile loop, and there were always long lines of visitors waiting throughout the day to ride in the unique vehicle. Bob reported our museum got "a very positive response" from the riders, and enough donations were received on the spot to cover almost all of the museum's expenses for the weekend.

NSRM's 1875 4-4-0 "Inyo" was also steamed up, and Dan Markoff was there with his 36" gauge 4-4-0 "Eureka" under steam. An old-fashioned "Armstrong" handcar (forerunner of the motorized motor-car or "speeder") was also in operation. Even the ex-SD & A Model 'A' Ford fire truck – which had been originally promised to PSRMA when it was retired in the 1980s – made it to Carson City from its normal berth at the Calif. State Railroad Museum in Sacramento. This unique machine, once housed in a shed at Dubber's Spur north of Jacumba, was later moved to Jacumba before being retired. Although no precise records were kept, Jim and Bob estimated the number of railbus riders at "300-400" and people were lined up each day to take a spin. Except for the bus overheating on the final day and the brakes needing adjustment, all went well.

The museum thanks **Brian**, **Jim**, and **Bob** for a job well done. On a more recent note, **Jim Lundquist** sent an inquiry to **Harsco Corp.** in Camp Hill, Pa. – parent company of **Fairmont Railway Motors** – asking for data on our bus. In response, Harsco "cleaned out its file", scanning everything it had including erection photos, ordering paperwork, Bill of Sale, original color scheme, etc. The factory color was "Beaver Brown", which may be the darker of the two-tone scheme currently on the bus. It was painted "SP M.O.W. Orange" when we got it in 1965. See the photos below that Bob took during the weekend. (D. Pennick)

*** La Mesa Depot Museum report *** *Dick Pennick, coordinator*

La Mesa's annual Oktoberfest celebration was staged on October 6th – 8th., and we had the depot open for visitors all three days.

A library table was set up outside, under the roof canopy, with upcoming event flyers, museum brochures and a large donation jar. Friday, Oct. 6th was a busy day, with lots of visitors. Saturday was the big day, with even more curious folks enjoying our little museum in the heart of La Mesa.

Museum volunteers helping as docents during this busy weekend were **Mike Retz, Duane Dubke, Sherwin Dorris, Sid Saltzstein, Ed Smith, and Dick Pennick**. Dick had provided some new props appropriate to the season for display in the depot, so it looks pretty festive!

On a less happy note, resident caretaker **Duane Dubke** reported the train exhibit had been tagged by a graffiti idiot sometime in the early part of the week of Oct. 15th. The Spring St. (track) side of the refrigerator car and the caboose were tagged with a decidedly profane and disrespectful phrase about 18" high. Duane immediately reported it to local authorities and most of it was either removed or at least muted by city forces. More work will need to be done. Turns out we were not the only victims. More of the same was discovered around town.

The next scheduled special event is the annual Historic Buildings Tour, sponsored by the **La Mesa Historical Society** on Saturday, November 4th, 10 a.m. – 4 p.m. PSRMA will also have a public relations table at Palm & Lemon avenues during the day.

The final major event at the depot this year will be our annual Christmas Open House during the long weekend of December 8 – 10th, when we give out complimentary cookies, hot chocolate, apple cider and lots of holiday cheer as a part of the city's "Christmas in the Village" festivities. If you would like to help, give me a call at (619) 465-7776.

*** Christmas a Great Time for Gift Memberships ***

Our members should never overlook the opportunity to give Museum memberships as a holiday gift to friends and family who might enjoy the opportunity to support railroad heritage in San Diego County.

PSRMA is one of the largest operating railroad heritage museums in California, with members throughout the Southern California region, the nation, and several foreign countries. We provide opportunities at two locations to experience railroad history and preservation through "hands-on" activities and operation of real trains on 21 miles of a real, historic mountain railroad line. We love what we do, and it shows! Through gift member-ships, we can spread the joy! For an application, go to our website, www.psrma.org, or request a membership application by calling (619) 465-7776. (D. Pennick)

*** Henry's Marketplace Donates Pumpkins ***

The popular local food market outlet – **Henry's Marketplace** – donated approximately 150 pumpkins in October for our annual Pumpkin Express trains. Henry's, started as a family-owned business by County Supervisor Henry Boney many years ago, is now owned by Wild Oats Markets, Inc. in Boulder, Colo.

PSRMA Media Coordinator **Dick Pennick** worked for a month through the Lemon Grove store and the Boulder headquarters to secure the donation. After weathering several frustrating problems, the pumpkins were finally picked up at a Chula Vista jobber by the Teamsters training program, but arrived too late for the first "Pumpkin Express" weekend. To protect our advertised commitment to the community, Museum President **Jim Lundquist** arranged for the purchase of sufficient pumpkins to get us through the first weekend, at a cost of about \$800. Board member and museum special activities coordinator, **Diana Hyatt**, also contributed to the effort.

PSRMA thanks **Henry's**, parent company **Wild Oats**, **Dick Pennick**, **Jim Lundquist**, and **Diana Hyatt** for their combined contributions to this effort. If you would like to make a contribution to offset the cost of the pumpkins we had to buy, just drop a check in the mail made out to "**PSRMA Pumpkins**", and send to: **PSRMA pumpkins, ATTN: Tanya Rose, 4695 Nebo Dr., La Mesa, CA 91941-5259.**

*** One Person Can Make A Major Impact At PSRM *** *Larry Rose*

Long time member, and WW II Pearl Harbor veteran, **Bob Haney** decided he would sort out the nails in the wood shop that had collected over the years in many bottles and tin cans under the work benches. He set up a first class parts rack in the wood shop and put thousands of nails in separate bins in the six foot high rack donated by **Larry Rose**. This operation took several months to complete as most of the many large coffee cans had eight or nine sizes of nails in them. Now, for the first time in memory, we can actually find the right nail type easily when building something in the wood shop. Bob was so successful in this project that he decided to sort all the wood screws and purchased several bench top racks to hold everything. This job he completed too and the wood shop is now more organized than it has ever been! Thanks Bob for taking on a long overdue task and doing it in fine style!

Another new member has thrown in with us in recent week. **Kyle Jenson** showed up for six weeks in a row leaving everyone with the impression that he was serious about getting involved and not afraid to get a little dirty. Kyle helped out with the Campo Depot restoration and got involved in running student trips on our fire safety motor car that runs along after all of our trains. The best part about Kyle's participation is that he is only 25 years old!

There are thousands of jobs at the museum that require only one person to follow through and they are easy for anyone to do. On any given day that one person is ten to twenty percent of our onsite staff. One person can get an amazing amount of chores done at the museum that make the place better for our visitors and our volunteers. Could that person be you?

*** More Donations from Thomson Collection *** *Dick Pennick*

On October 7th, member **Barbara Thomson** donated additional items to PSRMA and its research library for archiving, preservation and display in honor of her late husband, long-time San Diego area railfan and modeler **Seeth "Corky" Thomson**.

Included in this latest donation was a steam-era headlight – apparently a tender-mounted backup light – from an as-yet unidentified scrapped San Diego-area steam locomotive. The second item – from Corky's vast video and 8 mm film collection – was a 300-foot reel of silent color movie film featuring railfan charters on the remaining electric lines of the Pacific Electric Ry. in Los Angeles by PSRMA's predecessor, Railway Historical Society of San Diego, including final runs on the Long Beach line. Other footage shows cable cars and streetcars in San Francisco, all taken in the 1959-1961 time frame.

But the real jewel was the only-known 16 mm copy of "**Carriso Gorge the Magnificent**", a silent, black & white promotional and travelogue film commissioned by the San Diego & Arizona Railway in the early 1920s to exploit the merits of traveling to San Diego by train via the scenic Carriso Gorge and Mexico.

The SD & AE Railway – successors to John Spreckels' former SD & A – donated the original 35 mm film to the RHS of SD after languishing forgotten in the railroad's dusty archives for 40 years, but portions of it were in somewhat deteriorated condition. After being professionally cleaned and restored, it had a single private projection at one of the local theaters to RHS members only, after which it was decided to have a 16 mm archival-quality copy made professionally so as to not continue to compromise the fragile condition of the original.

The copy was made in 1959 by the Houston Motion Picture Service in San Diego through the efforts of RHS of SD member (and later PSRMA member) **Jack Stodelle**. Corky became the custodian of the rare film copy until he passed away in June of this year. The location of the original 35 mm film is unknown at this time but is presumed to still exist. If any member has information on its whereabouts, we would appreciate a call.

PSRMA again thanks Barbara for her thoughtful and welcome contributions to local rail history.

*** Web page update *** Randy Houk

Don't forget that our web page has a link for our volunteers: www.psrn.org/members/. You can see old issues of the *Hot Scoop*, the *Report* and crew callboards. The username is "**volunteer**" and the password is "**2353**". There you can see our updated archive of *Hot Scoops*.

*** Year 2006 Dates of Note ***

	Nov	Dec
School Train	21	19
Tecate Train	11	
Board meetings	16	14
Museum Services meeting	21	19
Deadline for Hot Scoop articles	28	28

Your Board meets the 3rd Thursday each month, 7 PM at Trinity Church, 3902 Kenwood Drive, Spring Valley.
Museum Services meets the 3rd Tuesday, 7 PM at Ted Kornweibel's house, 6334 Lake Decatur Ave., San Diego.

*** Article Submissions ***

Please submit articles in pure text (.txt) or MS Word (.doc) format. E-mail to hotscoop@sdrm.org is preferred.
The deadline for article submissions is the 28th.

*** Phone numbers and e-mail ***

Web: www.psrn.org or www.sdrm.org

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