



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

February 2008

MUSEUM NEWS

VOL XXI NO II

President's Report *Jim Lundquist*

Last month, we looked back at all our accomplishments from 2007. That was a fun exercise to review all the many tasks we accomplished with our volunteers. It is simply amazing that we accomplish so much with so little cash. Our volunteers are the greatest.

Looking forward into the future is always interesting, but especially so with our Museum. We are able to act quickly sometimes as needed, when a new acquisition, donation or need arises. So, with that in mind, here is my wish list for 2008 for our museum.

Administration – I would hope we can find a way to streamline our financial procedures and publish a monthly financial statement. In this regard, the Board hired an accountant/CPA to assist us. Also, I hope we can find a volunteer to seek out grants for us as detailed in another article in this Hot Scoop.

Facilities – The completion of several projects underway is the main goal – Campo Depot restroom, Campo Depot Baggage room, the Shop Building pit, electrical service for the library, finish reorganizing and placement of the library compound, finish new storage bins, fix the Display Building doors, install a new roof on the La Mesa Depot, fixing the roof leaks in the Shop Building, laying out a new upper rail yard for tracks 9-15, finish the back 8 clean-up, continue to remove the old oak tree and ties and install automatic gates at our main entrances.

Museum Services – Finish the acquisition of ATSF #2381, additional signage and displays on the walking path from the Campo Depot to the Display Building, identify a permanent Work-camper as a docent, complete the clean-up of the Display Building, find an exhibit layout person to make more exhibits in the Display Building and add additional signs to our equipment.

Equipment – Continue to keep the existing equipment operational, complete the wheel work on #1509 and put that car back into operations, bring another coach online (#250), bring another locomotive online (#2104), rewire all the coaches we use for new electrical, make the roofs watertight, complete the repainting of the Santa Maria Railbus, and finish the air conditioning work started on the Robert Peary as well as a new paint job, which will require blasting off the old paint.

Operations – Re-certify our Engineers, look for opportunities to expand our special events, such as

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dinner trains, picnic trains, continue to add to our core group of volunteers in operations and continue our excellent safety record.

Many thanks go out to **Ken Helm** and **Larry Rose**, who, along with **Red Schmitz**, **Jack O'Lexey** and myself, were able to repaint two of our SD&A coaches over the Christmas break. This means that our core operating equipment, coaches, locomotives and baggage car, have all been repainted in the past several years, making our first impression of our train at the Campo Depot a good one. Thanks guys. Also, the Santa Maria Valley Railbus was stripped and primed for a new paint job. SMV #9 will go to Santa Maria in April for their rail fest days.

This past month saw a painting bonanza: **Red Schmitz** was painting the old wooden SD&A coaches, Don & Daisy painting the Campo Depot, the steel coaches being painted, the restoration team working on the RS&S car for painting, and the Railbus being readied for painting.

Bill and **Don** also finished up the wooden handrails at the Campo Depot, then, went inside to complete the storage room at the far west end of the depot.

Brian Elmore led the work effort on the Campo Depot restroom project this past month, with assistance from Red, Bill and Don. In one week, all the block walls went up and were inspected by the County! Next to go up is the top plate, trusses and doors, which would mean the exterior of the building will be completed. Progress is being made and I hope continues non-stop until completed.

It was another busy month for us at Campo. I hope to see you there soon.

Donations

William C. Briggs	General Fund	\$25.00
Ken Brown	General Fund	1,000.00
Qualcomm (Matched)	General Fund	1,000.00
Albert Brown	ATSF #2381 Fund	125.00
Frank F. Kalchuk, M.D.	Steam Engine Fund	9,000.00
Herbert G. Kehr	RPO Fund	100.00
Herbert G. Kehr	PSRM Report	100.00

January Operations Volunteers

Jim Baker	Don Getz	Rich Paulus	Dick Rupert
Robin Becker	Tom Gray	Wayne Penn	Bob Schussler
Darrel Bivans	Randy Houk	Dick Pennick	Sandy Schussler
Ken Brown	Jim Lundquist	Don Pope	Frank Stites
Bruce Deck	Bob Nickles	Don Robertson	Rob Stebbins
Dave DiGiorgio	Jack O'Lexey	Ann Rupert	

Campo Depot Restroom Building Update *Dave Tomeraasen*

Much progress has been made on the new Campo Depot restroom building during January, 2008. Under the guidance of **Brian Elmore**, the floor slab has been poured and the block walls are up and in place. Next comes the roof which will be started very soon. Structural trusses for the roof have already been delivered and the roofing will arrive next. Photos show the concrete floor just after the pouring, block walls half way up with assistance from **Red Schmitz** and **Don Robertson**, and block walls completed with blueprints being reviewed by **Brian Elmore** and **Alex Fiori**. Assistance on this project has come from many including **Bill Armfield** and contracting assistance from the staff of **Brian Elmore**. Great job everyone!



Don Robertson and Red Schmitz halfway up with the walls



Brian Elmore and Alex Fiori review the plans



Photos by Dave Tomeraasen

Two SD&A Coaches Painted *Larry Rose*

Twice a year **Larry Rose** and **Ken Helm** schedule their vacations from their day jobs at the same time. The idea is to jointly attack a project that takes at least a week to accomplish. Last summer it was the 80 ton loco No. 7285 that was sanded, primed and painted. For the 2006 holiday season it was SD&A baggage car 6700 that was sanded down and painted inside and out and a new roof applied. This year both Ken and Larry had three weeks off to dedicate to our museum so decided to take on two cars.

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Our passenger fleet saw only three cars painted plus the baggage car in the last four years. Two of our best coaches, 253 and 252, somehow escaped and were wearing their 25 year old faded paint that made our whole excursion train look bad. Visitors commented, "Don't you guys ever paint anything?" The amazing thing is that unless **Ken Helm** comes out 3000 miles from his home in Kentucky on his vacation time, nothing ever seems to get painted or a new roof applied. In the last four years Ken has been the key to painting six cars and a loco and getting new roofs on seven more of the cars in our collection.



Photo by Larry Rose

Alex Fiori wiping down coach 253 with solvent.

and cut all the window masking. Retired locomotive engineer **Red Schmitz** helped out every day and he made the difference in getting two cars completed instead of just one. Sixteen year old **Alex Fiori** helped us wipe down the cars with solvent on Saturday, December 29th. **Jim Lundquist** helped us on New Year's Day.

Rain, wind and cold delayed the painting and the cars were stored in the shop so the paper window masking would not get wet and fall off. The weather was watched closely and when it broke for the one sunny day of the new year, the team jumped on the project. With Red, Larry and Ken using the spray guns on a high and low scaffold, Jim pulled the cars past the painters with loco 7285 and a box car in between as idler. This was repeated for both sides of each car. Then they were split apart to paint the ends. While Larry and Ken cleaned up the air guns, Jim painted the trucks, under gear and steps gloss black with our airless paint rig. This job took four guys seven hours to do with no breaks, not even for lunch.



Photo by Randy Houk

Larry Rose applies stencils to car #252

Once painting starts it can't be stopped or the paint will harden in the guns. Clean up took another two hours. Four days to sand, clean and mask and one day to paint is how it usually goes. Sometimes it takes longer to prep if the car needs body repairs. The two SD&A coaches were built in 1930 but had very little rust damage so were both made ready in record time. When bad weather held up the painting, the team spent one blustery day stripping our little SMV railbus down in the display barn. Painting this little putt putt will take two guys a day including masking. Watch for progress reports on this artifact in the next month or so.

Jim got the Pullman Green paint custom mixed at Pro-Line Paint in two part high gloss epoxy using our original Pullman chip to insure a correct color match. The black is the same paint but a stock color. Ken Helm donated everything else for this project. That included sandpaper, five

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gallons of lacquer thinner, several five gallon buckets for wipe down solvent, masking paper and masking tape, rubber gloves, painting clothes, breathing masks and air gun filters and parts. Ken always donates everything for all of our joint projects except the paint that we have to buy. Ken donated the expensive airless spray rig two years ago.

The epoxy paint sets up quickly and it was ready the next day to apply the lettering stencils. These days the stencils are cut on a computer and **Larry Owen** got these done for both cars at no cost. The stencils are taken off the original SD&A patterns for passenger cars and can only be used once. They are vinyl with a paper carrying backer that is peeled off so the stencil can be stuck to the side and rubbed flat around any rivets that might be in the way. Once set the stencils are hit with a small roller dipped in "Imitation Gold" a product called sign writers "One Shot" lettering enamel. **Larry Rose** applied the stencils one at a time laying them out with a small white grease pencil and an old wooden yard stick. When the enamel dries the vinyl stencils are peeled off leaving a crisp, precise letter.

Before the invention of the computer cut stencils, that can be done to any size, Larry used to letter everything by hand using an old fashioned "pounce pattern" custom drawn on the drafting table in the upstairs facilities office in the car shop. This pattern is transferred to the car or loco with talcum powder through a line of tiny holes punched through the paper pattern with a spiked "pounce wheel." The ATSF RPO car lettering was done this way in 2002 with the same paint and it took a day to draw the pattern and a day to letter each side with a small paint brush. The computer stencils cut the time in half and don't show any brush strokes. 20 years ago our Cafe Observation car #1509 was lettered this way and the lettering is still crisp though faded.

Next summer's vacation project is already being considered. Ken and Larry are eyeballing the Robert Peary and 1509 as next to be painted. We would have painted 1509 this time but it is up on blocks with the trucks out so it can't be rolled inside for the time consuming sanding and prep work. Sometime in June or July #1509 should be back together. Sometime in July is the usual time for the summer session. Anyone who can arrange a week off to help will lighten the load taken on twice a year by our two painting and lettering zealots. We will know the exact time by the end of May when Larry and Ken can coordinate their vacation time with their day job demands. The winter session is set in late October and is easier to schedule because of the holidays. Contact Larry at railrose@aol.com, or drop a note to our La Mesa depot address, if you can dedicate a



Photo by Randy Houk

Larry Rose, Red Schmitz, Jim Lundquist and Ken Helm, who painted SD&A #252 and 253

weeks time in July to help. Others who want to help are encouraged to send cash donations for the Peary and #1509 paint fund now so we can start building a war chest to support the team in making these two old heavyweights stand out in a crowd!

Steam Whistling *Jim Baker, Steam Foreman*

We had a great work weekend in January! With our new tube cutter, we got 50 tubes removed from Coos Bay #11!!

On Friday, the 11th, our crew consisted of **Bob Nickles, Dick Pennick, Dave Tomeraason, Rich Paulus**, the foreman, and new member **Bill Wells. Welcome, Bill.** We did go through somewhat of a learning curve, but managed to get 18 tubes removed.

On Saturday, the 12th, we again had **Bob, Dave, Rich, and Bill**, and were joined by **Alex Fiori** and **Mike Lucek**. We really got on a roll, and got another 32 tubes removed. Of course that is only about 1/3 of the about 160 tubes that have to be removed, but it sure is much better progress that we have been making. At this rate, we will have them all out by March, and will be ready for our boiler inspector to come out to have a look.

Fred Carnathan and **Tom Walker** continue to make progress on turning the wheels for ATSF 1509. The now have three wheel sets (6 wheels) done. That is one truck, or half of the wheels.



Fred Carnathan re-profiling a wheel for #1509

I want to acknowledge the receipt of two significant donations. One, of \$500, from **Pamela and Foster Stahl**; and another of \$ 9,000, from **Dr. Frank Kalchuck**. These will more than cover the cost of buying our tube cutters, and will help significantly in the expenses we will have for our boiler inspector. Many thanks!

Remember, our regular work "weekend" is the second Friday of the month and the next day, making February's work days the 8th and 9th.

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!

PSRM's Qualcomm Connection Scores Again! *Larry Rose*

San Diego's largest employer, electronic giant Qualcomm Inc., urges their employees to support their community by matching all donations to local charities and non profit organizations. PSRM has benefited from this policy several times. The latest Qualcomm employee to fatten our coffers is new Board member **Ken Brown**, a software engineer and the PSRM crew caller. Ken donated \$1000 and soon his employer matched it with an equal amount for PSRM. The Board and Ken decided to put the windfall in a special emergency fund. It seems something is constantly coming up that must be taken care of between board meetings, or when we are in a financial dry spell, and that does not fit in any department's budget.

In the past, member **Mark Landguth**, another software engineer, worked this Qualcomm policy to

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our benefit with a fat donation. Qualcomm's Department of Corporate Giving has also benefited the community at large. They gave millions to the Museum of Contemporary Art recently and everyone knows they gave enough millions to the City of San Diego to rename the Chargers and Aztecs play pen "Qualcomm Stadium." Former Qualcomm employee **Gary Jacobs**, son of Qualcomm's founder and long time president, Irwin Jacobs, has donated big cash to the PSRM steam program several times from his personal philanthropic foundation. The last time, three years ago, was to the tune of \$20,000!

Qualcomm also donated printing of the song books and event guides for our last two years of North Pole Express holiday trains. Last year they gave us a small propane powered fork lift. We haven't been able to get it to run yet but the thought was terrific. Indirectly they also give thousands to PSRM because Larry Rose, AIA, has been doing much of Qualcomm's architectural work for the last 12 years and his paycheck has benefited greatly. Much of it has trickled down to PSRM since he came on the Board in 2003.

Qualcomm is easily PSRM's biggest corporate sponsor. The irony is, they probably don't know it. PSRM is a tiny fish in a big stream of community support that flows out of Qualcomm but it's Qualcomm's employees, who are also enthusiastic PSRM members, that initiate the giving that has blessed us so often. Many thanks to **Ken Brown** for being the latest to carry on this tradition!

Locomotive Engineer Recertification Class *Dave Tomeraasen*



Photo by Dave Tomeraasen

The class in session inside the baggage car

On Saturday, January 19, 2008, fifteen students gathered inside the baggage car to attend an all day class for the Locomotive Engineer Recertification Program. Instructors **Wayne Penn** and **Greg Luiz** provided a very professional presentation including an 'Operating Rules Study Guide' and a comprehensive written test. Over 100 rules and situational exercises were reviewed. Students attending this class were **Jim Baker, Robin Becker, Darrel Bivans, Frank Dennison, Alex Fiori, Don Getz, Randy Houk, Kyle Jensen, Jim Lundquist, Bob Nickles, Jack O'Lexey, Dick Pennick, Rich Paulus, Rob Stebbins** and **Dave Tomeraasen**. Thank you Wayne and Greg for providing this class.

Board Briefs for January 17, 2008

The Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on January 17, 2008. The Board has reached the point where the membership will be seeing Financial Reports on a monthly basis in the "Hot Scoop". A Special Meeting is scheduled for January 24, 2008 to finalize reporting formats.

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The continued display of the reefer car at the La Mesa Depot is still in question. A final agreement with the owner is in the works. Speaking about the La Mesa Depot, it will be sporting a much needed new roof soon.

The Board authorized the expenditure of up to \$1,000 for insurance coverage for the free movement of the flatcar carrying the ALCo S-2 from San Diego to Campo.

Some more recent photos have been added to the Museum web site. Narratives and labeling still require updates. Dave Roesch will be working out solutions with input from Josh Breslow. It could be part of the solution is to Host our own web site.

It is once again time to submit next year's request for funding from the County. The Board authorized the President to submit a request for funding in the amount of \$80,000, to pave our road from Forrest Gate Rd. to Campo Depot.

Some areas of activity at the Museum require coverage, in case certain individuals become unavailable for any reason. The Board has established backup plans to cover those key time sensitive areas in times of need.

In recent years the Museum has been blessed with Work-campers to cover volunteer needs for various tasks on site. The Board authorized the expenditure of \$600 to cover expenses for two of our Work-campers to attend the Work-campers Fair in Mesa, AZ on January 29-30, and do some recruiting.

Efforts have been made in the past to support a "park" designation of the publicly owned areas of the former Camp Lockett. Randy Lenac of the Campo-Lake Morena Business Association (CLMBA) made a presentation to the Board on CLMBA plans to build Camp Lockett Event and Equestrian Facility. Plans include equestrian infrastructure, development of a trailhead for the Pacific Crest Trail, and an RV campground. A 501c3 corporation has been established to support the project. The Board authorized the President to write a Letter of Support for the plan to County Supervisor Dianne Jacob.

Mark your calendars and reserve March 6 to attend the PSRMA Annual Awards Dinner. More later.

Our Greatest Need *Jim Lundquist*

Our Museum's greatest need is to find a volunteer who has the passion and desire to hunt for dollars wherever they may be found. While we are able to keep up with the day to day expenses of opening our doors and covering those costs with selling train tickets, the growth of our Museum will only occur as new money is found. And, trust me, it is out there, but, it will take a good person many attempts to find it.

Using the money we raise through train ticket sales each year, we pay for the utilities, insurance, fuel and track maintenance, with a little left over each year to grow or improve the Museum. Over the past several years, smaller projects like repainting equipment, repainting and rehabilitating the Campo Depot, installing the pit and acquiring support equipment has been possible. For larger projects like new Campo Depot windows (private donation by Larry and Tanya Rose), concrete flooring in the Display Building (private donation), library (member donations) and new restrooms at the Campo Depot (funding from the County of San Diego), we rely on member

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donations and known sources of funding from the County of San Diego. These donations are extremely welcomed and allow us to make improvements.

However, for the growth of our Museum to actually occur like in our dreams, with the purchase of adjacent property, installation of the turntable and roundhouse, additional buildings to protect our equipment and paved roads and parking lots, we need to identify new sources of funds. Other railroad museums have had recent success in having large donations and endowments from members who have passed on. By leaving a house and property to our Museum, the Museum can turn that into a nice endowment to expand the Museum. Other museums have found grants and donations to bring on specific programs (Pullman porters), restore box cars as depots (\$600,000+ from the State of California) as recent examples.

These donors and programs exist, we simply need to find a volunteer to dedicate themselves to learning about more about them and bulldog the effort to bring in money from outside our own Museum. There are also classes and seminars available to educate a volunteer in this area. The right volunteer has to also think outside the box. As an example, a school education grant could be used to subsidize school buses to come to Campo for our school train as well as building hands-on exhibits. Simply stated, we have not currently identified the volunteer with the time and energy and "stick-to-it-ness" to be able to commit to finding outside sources of funds for our museum over the long haul. This will be a multi-year commitment as many grants occur each year and there most certainly will be a learning curve for this job.

Do you have what it takes to tackle this job? Do you have the time to attend classes and seminars? Do you have a bulldog attitude? Can you commit multiple years towards this cause? Can you think outside the box? If you would like to discuss this opportunity, I invite you to call me at 619-417-7059 anytime to discuss "our greatest need." I hope I hear from you.

1932 Santa Maria Valley Railbus Prepared for Painting



Photo by Dave Tomeraasen

Volunteer Time Reporting *Jim Baker*

As I said in the last issue of the *Hot Scoop*, I'd like to encourage everyone to fill out time cards this year. I've asked Robert to print the latest list of account numbers in this or following issues of the *Hot Scoop*, so everyone will have a copy. I've also posted copies near the blank time card in the Campo Shop, the Ops trailer, and at La Mesa Depot. The changes from the previous version are few. Those of you who used "other" frequently, will find a few new numbers. None of the specific account numbers have been changed, except that Project 1 under each of the four departments, has been expanded to include "general administration," to enable the department heads to report that time specifically.

I'm looking forward to seeing more people participate this year. For further information or questions, please contact me at baker@sdrm.org or 619-670-7441.

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Time Account Numbers

DEPARTMENT 1 **President & Museum General Administration**

- Project1 Board of Directors meetings
- 2 Board committee meetings
Sub-project 1, 2,... Number committees (if any)
- 3 Presidential Duties
Sub-project 1, 2... as (s)he sees fit

DEPARTMENT 2 **Vice President**

- Project1 Vice Presidential duties
- 2 Other ?. as (s)he sees fit

DEPARTMENT 3 **Secretary**

- Project1 Board Minutes
- 2 Board agendas
- 3 Correspondence
- 4 Other

DEPARTMENT 4 **Treasurer**

- Project1 General bookkeeping
- 2 Preparation of financial statements
- 3 Banking
- 4 Taxes
- 5 Other

DEPARTMENT 5 **Facilities**

- Project1 Administration
 - 1 Department Meetings
 - 2 General Administration
- 2 Campo Grounds
 - Sub-project 1 Utilities 4 Cleanup
 - 2 Roads
 - 3 Weed control
- 3 Campo Depot
 - 1 Utilities 4 Cleaning
 - 2 Paint
 - 3 Structural repairs
- 4 Section House
 - 1 Utilities 4 cleaning
 - 2 Paint
 - 3 Structural repairs
- 5 Display Building
 - 1 Utilities 4 Cleaning
 - 2 Paint
 - 3 Structural repairs

6	Shop Building	1	Utilities	4	Cleaning
		2	Paint		
		3	Structural repairs		
7	Yard	1	New track/switches		
		2	Track/switch repairs		
		3	Roadbed maintenance		
8	La Mesa Grounds	1	Utilities	4	Cleanup
		2	Roads		
		3	Weed control		
9	La Mesa Depot	1	Utilities	4	Cleaning
		2	Paint		
		3	Structural repairs		
10	Other				
11	Library Building	1	Utilities	4	Cleaning
		2	Paint		
		3	Structural repairs		

DEPARTMENT 6 **Mechanical/Equipment**

Project 1	Administration	1	Department Meetings
		2	General Administration
2	Required inspections (92-day, etc.)		Sub-Project: enter equipment number
3	Air & air brakes		Sub-Project: enter equipment number
4	Diesel engine (prime mover)		Sub-Project: enter equipment number
5	Motive power electrical		Sub-Project: enter equipment number
6	Other electrical (lights, radio, etc)		Sub-Project: enter equipment number
7	Body work		Sub-Project: enter equipment number
8	Steam		Sub-Project: enter equipment number
9	Support Equipment		Sub-Project: enter equipment number
10.	Other		Sub-Project: enter equipment number
11.	Motor cars		Sub-Project: enter equipment number

DEPARTMENT 7 **Museum Services**

Project 1	Administration	1	Department Meetings
		2	General Administration
2	Restoration		Sub-Project: enter equipment number
3	Interpretive Displays		
4	Publications		
	Sub-Project	1	Hot Scoop
		2	REPORT
		3	Other
5	Booths at other venues		
6	Library		
		1	General library work
		2	Other
7	Meal Preparation for Volunteers		
8	Other		
9	La Mesa Depot Docent		
10	Web site maintenance		
11	Time accounting		
12	Campo Docent		

DEPARTMENT 8 **Operations**

Project 1	Administration			
		1		Department Meetings
		2		General Administration
2	Miller Creek/ Division Train Crew			
	Sub-project	1		Conductor
		2		Engineer
		3		Brakeman
		4		Trainman
		5		Motorcar Operator
3	Tecate Train Crew			
	Sub-project	1		Conductor
		2		Engineer
		3		Brakeman
		4		Trainman
		5		Motorcar Operator
4	School Days Train Crew			
	Sub-project	1		Conductor
		2		Engineer
		3		Brakeman
		4		Trainman
		5		Motorcar Operator
5	Special or Charter Train Crew			
	Sub-project	1		Conductor
		2		Engineer
		3		Brakeman
		4		Trainman
		5		Motorcar Operator
6	Crew Training			
	Sub-project	1		Conductor
		2		Engineer
		3		Brakeman
		4		Trainman
		5		Motorcar Operator
7	Hostler/Yard Switching			
8	Other			

Contact Information

MUSEUM BOARD OF DIRECTORS

President, Jim Lundquist	(619) 417-7059	jim@psrm.org
Vice President, Diana Hyatt	(619) 390-9045	ronhyatt@aol.com
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Membership Coordinator, Tanya Rose	(619) 469-3064	kitanya1@aol.com
Campo Depot	(619) 478-9937	
Campo Car Shop	(619) 478-9451	
Crew Caller, Ken Brown	(619) 697-6254	callboard@psrm.org
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Garrison & McInnis, Larry Stirling	(619) 405-4510	stirlingsandiego@aol.com

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Chief Mechanical Officer, Bill Palmer	(760) 749-1082	blpalmer@yahoo.com
Steam Foreman, Jim Baker	(619) 670-7441	baker@psrm.org

Your Board usually meets the third Thursday each month, 7:00PM at Trinity Church in Spring Valley. Museum Services meets the third Tuesday each month, 7:00PM at the Kornweibel residence.

Dates of Note

	January '08	February '08	March	April
School Train	15	19	18	15
Tecate Train	26	9, 16	8	12, 26
Board meetings	17	21	20	17
Museum Services meeting	15	19	18	15
Hot Scoop Article Submission	25	23	24	25

Article Submissions

Please submit articles in plain text (.txt) or MS Word (.doc) compatible formats. E-mail to hotscoop@psrm.org is preferred. When sending images, please feel free to send them full size if they will be used for printing. Articles received after the submission deadline may not be included.

Web page info *Robert Rael, Editor*

Visit <http://psrm.org/members/> (username: **volunteer**, password: **2353**) to download the *Hot Scoop* with full color high resolution photographs.

Web: www.psrn.org