

PENNYRAIL

MAY 2001

VOLUME 5 NUMBER 5

The official publication
of the Western Kentucky
Chapter, NRHS.

NRHS National News



Chapter

MAY MEETING

HOPKINSVILLE, KENTUCKY

Monday, May 21

7:00 PM

Hopkinsville

(Old L&N Depot)

9th Street and the railroad in downtown Hopkinsville

PROGRAM

Wallace Henderson will provide the program for the Annual Chapter visit to Hopkinsville. "A Christian County Narrow Gauge Railroad" is the subject matter and Wallace may get an assist from County Historian and Chapter member, William Turner, on some of the county railroad details. Refreshments will be a cooperative effort of the Hopkinsville Chapter members.

APRIL MEETING

Twenty folks were on hand for the April NRHS meeting in Madisonville. David Hayes, Chapter

(Continued on page 2)

Western Kentucky
Chapter, NRHS

111 Reed Place
Madisonville, KY 42431

* * * * *

President
Bob McCracken

Vice President
Ricky Bivins

Sect. Treas.
Wally Watts

National Director
Chuck Hinrichs

"PENNYRAIL" is the
official publication of
the Western Kentucky
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other rail information
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2002 CONVENTION DATES ARE CHANGED

Citing difficulties in scheduling incoming and outgoing rail events and other logistical problems the Grand Canyon Chapter will host the 2002 NRHS Convention in August rather than October. Details of



schedule changes will be in the next NRHS newsletter.

The BOD passed the package of dues increases and associated proposals and the matter will be put before the Convention in St Louis in June.

The 2003 Convention, subject to final approval will be in Baltimore. The 2002 Summer BOD meeting scheduled for Mt Pleasant, Iowa is canceled due to the Convention change.

Chapter News

(Continued from page 1)

member and resident of Hardinsburg, presented a combination slide and video program. The slides were a selection of some of David's favorites and included coverage of many of the steam excursions in and around Kentucky. The video featured a motor car trip in Southern Indiana.. All-in-all a varied and very enjoyable program. Rich Hane provided the refreshments.

CSX managed to get two trains by the depot during the meeting. Northbound manifest, Q648 was first with CSX C40-8W and SD50 doing the chores. About half an hour later a unit train of molten sulphur empties was northbound behind a single CSX C40-8W.

MEMBER NOTES

Keith and Allyson Kittinger celebrated their 25th wedding anniversary with an open house on May 6, 2001. Congratulations to the "newly weds."

Dennis Carnal will be one of the walkers for the American Cancer Society's Walk for Life on June 8, 2001

Chuck Hinrichs joined 51 other mid-south rail fans for a day of train watching and fellowship at the ex-Southern Depot in Decatur, Alabama. There were plenty of CSX and NS trains, well done hot dogs, chips and drinks plus plenty of rail stories. A

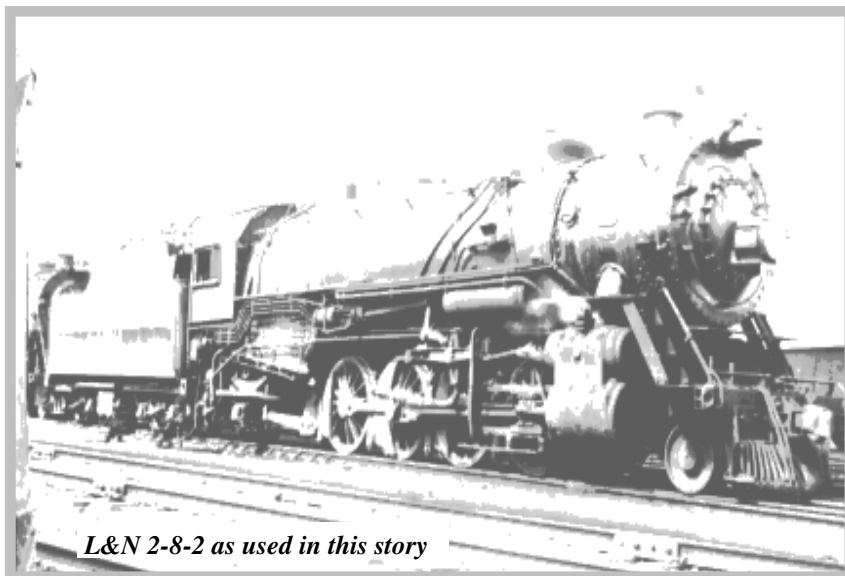
(Continued on page 3)

MEMBERSHIP

National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin	\$25.00 per year.
Family membership	\$27.00 per year.

WHEN A DRINK OF WATER SAVED THE DAY

One summer morning back in the early 1950s, I was called for an Extra North, en route from Radnor (Nashville), Tennessee to Earlington, Kentucky. We had a heavy 2-8-2, J-4 type locomotive for power. My engineer was George (Clown) Shelton. He got his nickname from being canvas boss, in charge of putting up and taking down the big tent for Ringling Bros. Circus and also doubled as a clown. The head brakeman was Cecil Hackney, who a lot of people called "Whistling Rufus," as he whistled continuously.



L&N 2-8-2 as used in this story

After George had oiled around and I had gotten my fire ready and ice water made, we proceeded to the departure yard, where we coupled to 75 empty hoppers. After making a brake test we departed.

It is double track from Radnor and Nashville-proper to Amqui, where the Henderson Division branches off from the Louisville Division. Trains were run on signal indication to Amqui, where you picked up your running orders. At a speed of 25 to 35 miles per hour, the engineer picked up the orders, told the fireman what they were running as, and if displaying signals or running extra, the fireman had to take the flags and walk on the running board aside the boiler and put the flags on the front end of the engine and light the classification lights.

It is three miles from Amqui to Goodlettsville and lots of times we got so many orders the engineer had to practically stop before passing Goodlettsville in order to ascertain if we had a right to go by there.

Leaving Goodlettsville, it is 9 miles through Baker's Tunnel to

(Continued on page 3)

Chapter News

(Continued from page 2)

fun day. The group will meet for HOOT IV on September 22.

The signs for the Madisonville L&N depot are still waiting for installation. The work party got their signals crossed on May 6 and the installation will have to be rescheduled.

It is reported that Rick Andrews has an excellent view of the back side of the hill (like in over the hill!). Happy 50th Rick.

President McCracken's father is back in Florida after spending a few weeks in Kentucky recovering from a broken hip.

Clayton and Watts are taking their show on the road. The boys will be in Wisconsin for some rare mileage behind SOO 2719. Were looking

RAILROAD EMERGENCY PHONE NUMBERS

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CSX	800-232-0144
KCS	800-892-6295
GWRR	618-624-4706
NS	800-453-2530
UP	888-877-7267
WC	800-616-3432

DRINK OF WATER

(Continued from page 2)

Greenbriar, Tennessee. I had always been told there were three notches on the L&N engine reverse lever quadrant: no-bill, company, and brotherhood. On this morning, George had her in the company notch. The old girl was really preaching the word and telling everybody who she was and what she was doing. All the time Brother Hackney, on the seat behind me, was entertaining me with his whistling. I could hear him above the orchestration of the engine.

Baker's Tunnel is 4630 feet long and uphill going north. With a freight train your speed would be down to 20 to 25 miles per hour. It was an ordeal to go through there, it was so hot and the gas from the coal smoke would choke you. We tried gas masks but they didn't work on account of being too hot and you couldn't see on account of sweating. The best solution was to wet a piece of cotton waste (ravelings) hold it over your nose and mouth and breathe through your mouth. We soaked the waste first in ice water. After getting through the tunnel, the rest of the trip was a piece of cake. That was one place I favored the diesel over the steam engine. On this trip, we got through the tunnel o.k. It is downhill from Greenbriar to just north of Springfield and George had them in the wind. There is a siding between Greenbriar and Springfield called Courtland. The whistling was still going on. Cecil got up to get a drink of water and while he was drinking I could still hear the whistling. I thought to myself, "I know he's good but not that good and then I discovered what it was. The left trailer

PENNYRAIL

truck journal under the cab was about to burn off. We could not smell it on account of the speed of the engine and the squealing sounded a lot like Cecil's whistling. I yelled at George to stop as quick as he could without tearing anything up. He managed to get stopped between the switches where they could run trains around us. The trailer journal was sure hot and would have burned off in several more miles. George called the dispatcher and told him of our predicament. The dispatcher called the roundhouse at Radnor and they sent several men out who jacked up the trailer truck clear the rails, and chained and blocked it up. We backed up to Radnor at 15 miles per hour, got another engine and completed the trip. Thank goodness the brakeman got thirsty. If he hadn't there is no telling what might have

TIDBITS

Jim Bergant reports: Another item I wanted to bring up was that there is an E unit for sale on TransShop.net which is business e-auction service for the railroad industry. The picture of the unit looks just like one of the (2) that was done up for Tennessee's 200 birthday celebration. Its Maroon and Silver. The opening bid price is listed at \$45,000

Roger Rassche reports: CSXT 3004 & 3006, BQ23-7s, long stored at Huntington, are apparently the next victim of Progress Rail at Albertville AL. Both arrived at Gadsden this morning on on local M710. Next stop, M716 and small chunks of metal

Cliff Downey reports: The final draft of the TC book has been submitted to the publisher (TLC Publishing) and it may be out sometime after mid-year. *This a much anticipated book and we wish Cliff the best on prompt*

RARE MILES ON
CENTRAL OF
GEORGIA
AND
SANTA FE

The American Orient Express' Transcontinental Tour covers rare mileage on both ex-Central of Georgia and ex-Santa Fe trackage. In order to avail myself of this opportunity, I had to get to Washington, DC. No problem. Amtrak provides 5 trains to the east coast from Chicago. I opt for the **Capitol Limited**. Since the last leg of the AOE trip would end in St Louis that looked like the best place to start.

I drove to St Louis and spent the night in one of the headhouse rooms of the St Louis Union Station. After a good night's sleep it was time to board the northbound **Texas Eagle** for Chicago. Amtrak provided a nice ride and a good lunch on the ex-GM&O (now UP). Following a short layover in Chicago it was an on-time departure on the **Capitol Limited** for Washington. Again, Amtrak food and service were very good. The mountains of Pennsylvania, Maryland and West Virginia are always enjoyable sights. We were a bit behind schedule for our Washington arrival.

The AOE put up it's guests in the Mayflower Hotel - restored to it's former elegance. After another good night it was sight seeing time. We toured the FDR Memorial, the Korean War Memorial and the Lincoln Memorial. After our tour it was train time as the AOE headed south to Charleston, South Carolina. In Charleston we took a carriage ride around the Historic District and toured Magnolia Plantation and Gardens. Next it was back on the train for a quick run to Savannah, Georgia. In

(Continued on page 5)

COAL BUILT THE FIRST RAILROAD IN
CRITTENDEN COUNTY, KENTUCKY

by Ron Stubblefield

As far as I know I'm the only person in Crittenden County that's a member of the NRHS. My local chapter is the West Kentucky NRHS chapter based in Madisonville, Kentucky.

Question: *When was the first railroad built in Crittenden County, Kentucky? Mr. Harold Utley, president of the Hopkins County Historical Society gave me the name of Mr. George B. Simpson. Mr. Simpson has compiled extensive research on the history of Union Co. Simpson's research gave the answer.*

"One thing you can count on - you don't have railroads in Kentucky unless you have coal."

The Western Kentucky coal fields, were developed earlier than Eastern Kentucky's due to greater accessibility. The first commercial mining operation in Western Kentucky coal fields was a drift. **A drift is a tunnel type opening with timber bracing support for the roof.* It was opened on the Green River in Muhlenberg County in 1820 by William Mclean. Another early operation, also in Muhlenberg County, was the Mud River Mine, which was worked until early 1900.

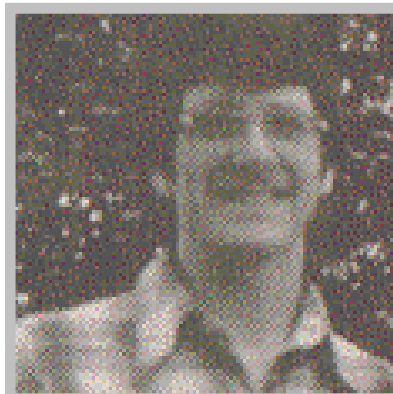
In 1842 a deed copy in Livingston County, Kentucky, shows that 31 acres of land were purchased by John Bell from John Lamb and John Rourk on the waters of the Tradewater River. **It was purchased for coal mining operations. This acreage borders Union and what is now Crittenden County. Crittenden County being formed from Livingston County in the later part of 1842 that same year.* The story of John Bell's interest in the coal bearing property was related to me verbally by ****Mr. George B. Simpson** of Union County. John Bell was involved with the iron production in between the Cumberland and Tennessee Rivers in northern Tennessee. The forests, between the rivers, were nearly gone. They were used to make fuel for Coke ovens to fire the huge furnaces for producing iron. The idea was to move coal out the Tradewater River to the Ohio River and down to Smithland, Kentucky. In the same scheme, they were planning on moving the raw iron ore down the Cumberland River where the Ohio and Cumberland River converged at Smithland. Here, they were planning to build a major pig iron producing facility. With the

(Continued on page 5)

MYSTERY
MEMBER

Can you identify this
Chapter Member?

Last month's mystery member was Ricky Bivins - after a little computer manipulation.



Crittenden County

(Continued from page 4)

converging of raw iron ore and unlimited coal for fuel, Smithland was going to be a major iron producing city of the United States. But in 1844, the Missabe Iron Range around the Great Lakes, was discovered; and, thus halted the idea of iron production at Smithland. The Missabe is still producing iron ore today. This was the start of the decline of producing iron in Kentucky. Bellstill opened the mine; and, between 1842 and 1846, a railroad 900 yards long was constructed to a loading tipple on the Tradewater River. It was an incline railway. **The coal cars may or may not have had flanged wheels, most likely they were flangeless.* The railroad construction was wooden rail and ties. **The rails may have had the flanges being an actual part of the rails and not the wheels.* The coal cars were loaded at the mine; and, by gravity of the incline, were sent down to the Tradewater River tipple. A brakeman would ride on the coal car controlling the speed of decent. A horse well-trained after many trips, would trot behind the coal car. After unloading the coal onto small river barges, the horse would be hitched up to the car; and, pull it back up to the mine. **The old railroad bed can still be seen in many places today. I believe the small 900 yard Bell Mine railroad has the distinction of being the first railroad in Crittenden County, Kentucky.*

Charles J. Norwood, born in 1853, was a graduate of the University Missouri. He later became the head of the Mining Department of the University of Kentucky. In 1875, Professor Norwood in one of his reports, stated that the skipper *(*coal barge captain)*

had told him the first coal from Kentucky to go down the Mississippi River was taken by Samuel L. Casey, from a Union County, Kentucky mine in 1844.

Truly, this area has never been crisscrossed with railroads. In 1880, the Illinois Central built a line from Princeton, Kentucky, through Crittenden County to Blackford, Kentucky. It was part of the Illinois Central's Paducah and Evansville Sub-Division. In the year 2000, the rails and ties were removed; and, the land sold back to adjoining land owners. We have one major stone quarry and the possibility of two more within the next few years. You never know; but, future rock and mineral productions may require the building of a new railroad into Crittenden County.

***George B. Simpson, a lawyer by profession but a true historian by nature compiled a most informative book in 1987. "Early Coal Mining on the Tradewater River, and From Heath Mountain to Anvil Rock". Published by GBS Printing Company P.O. Box 303, Sturgis, Kentucky 42459.*

RARE MILEAGE

(Continued from page 4)

Savannah we toured Fort Pulaski, completed in 1847. Now it was rare mileage time. Due to freight congestion on CSX the AOE's route to New Orleans is Norfolk Southern's. We traveled nearly 450 miles on freight-only trackage from Savannah to Birmingham, Alabama. The first part of the route (Savannah to Macon) was the route of the **Nancy Hanks**, a Central of Georgia streamliner that linked Savannah and Atlanta until May 1, 1971. The last part of the route (Columbus, Georgia

to Birmingham) was the route of the **City of Miami**, an IC - C of G - SCL streamliner running from Chicago to Florida, again until May 1, 1971.

Upon arrival in Birmingham, it was back to the regular Amtrak **Crescent** route to New Orleans. After a quick tour of the French Quarter, it was time to head for the Lone Star State. We left the Big Easy via the Huey P Long Bridge (ex-SP and T&P). New Orleans at night from the elevated bridge is a spectacular sight. The next morning found us in Houston, Texas. About 40 miles west of Houston we turned north on the BNSF's (ex-ATSF) line to Fort Worth, Oklahoma City and Chicago. For 150 miles, we travel the route of the Santa Fe's **Texas Chief** and Amtrak's **Lone Star**. Last service here was in 1979. I de-trained in Temple, Texas and spent the night. The rest of the passengers continued on the Los Angeles. The former ATSF station at Temple is now a museum (see photo on p8).

The final leg of the trip was aboard the northbound **Texas Eagle**. We arrived in St Louis about two hours late. Breakfast in the Diner was compensation for the late arrival.

The next trip: Wisconsin



???? QUIZ ???? ?

"PEOPLE EXPECT THE BEST OF _____"
(Railroad Name)

Don Clayton has the answer

APRIL MINUTES SUMMARY

Western Kentucky Chapter, NRHS
 L&N Depot, Madisonville, KY
 Monday, April 30 7:00 pm

President McCracken called the meeting to order and the minutes of the March meeting and the treasurers report were approved as presented.

TREASURER'S REPORT:

Opening Balance			2072.31
<i>Income</i>			
Dues Chapter	32.00		
Dues National	50.00		
Donations	0.00		
Video	95.00		
Raffle	10.00		
	Total	187.00	2259.31
<i>Expenses</i>			
Dues Paid	68.00		
Postage	41.90		
Print	18.02		
Misc	8.42		
	Total	136.34	
Ending Balance			2122.97
MEMBERSHIP:	Full	41	
	Chapter Only	31	
	Total	7	2

DIRECTORS REPORT: Dues package approved. 2002 Convention date changed to August. 2003 Convention in Baltimore. 2002 BOD meeting in Mt Pleasant will be relocated. The Bulletin is at least 60 days behind schedule. Separate group will publish #3. New Editor not yet in place.. Alco photo problems still unresolved.

OLD BUSINESS: Dennis reports continuing video sales and shrinking inventory. Pearson submitted grant application before deadline. Some archival photos on website. Need to resolve State and Federal Tax questions. McCracken will pursue. Sign for Badgett Center scheduled for installation on May 6. No schedule yet on caps, patches and shirts.

NEW BUSINESS: Billy Byrd reports that SP&S 700 as damaged due to wrong valve oil used. CP Pacific is at TVRM and may run this fall. 610 has a cracked flue sheet. Need to be thinking about a chapter trip for this fall. Jim Pearson will have a photo exhibit at the Madisonville Fine Arts Center from May 29 through June 3.

ATTENDANCE: Greg Utley, Chuck Hinrichs, Billy Byrd, Tom Wortham, David Hayes, Wally Watts, Rich Hane, Rick Bivins, Rex Easterly, Richard Knapp, Wallace Henderson, Louie Hicks, Bob Moffet, Tim Griffey, Ron Stubblefield, Donny Knight, Dennis Carnal, Bob McCracken, Jim Pearson and guest, Gretchen Knapp

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**BE CAREFUL NEAR THE TRACKS
 DON'T TRESPASS**

**PENNYRAIL
 TIMETABLE #49
 FOR THE GOVERNMENT OF RAILFANS ONLY**

HISTORICAL SOCIETY EVENTS

June 18-23 St. Louis NRHS Convention. There are still some spots open on some of the steam trips (UP 3895 and Frisco 1522). Call 314-839-1638 for latest information

MODEL RAIL EVENTS

Clarksville Model Railroad Club - Clarksville, TN - is constructing a permanent HO layout. **Membership is open.** Meetings each Thursday evening at 404 Pagent Lane (in basement) for Info call Robert Swieder 931-551-9467

July 7-8 Nashville, TN - Great American Train Show
 Nashville Municipal Auditorium.

July 8-15 St Louis, MO - NMRA National Convention
 Clinics, layout tours, prototype tours. A true chance to see the finest in model railroading and meet fellow modelers from across the country

RAILFAN EVENTS and EXCURSIONS

September 22 Decatur, AL Hootenanny IV Railfan outing at the ex-Southern RR depot. CSX and NS action and lots of good railfan fellowship.

May 31 - June 7 American Orient Express Northwest and Glacier Tour. Special Offer in conjunction with Trains Magazine. Save \$1500 800-320-4206 for details.

June 23-24 Galesburg, IL Annual Railroad Days. Train Show, tours, food and special events. Train Show info. 309-342-7972

August 4 Cincinnati, OH Summerail Multimedia railroad photography extravaganza at Cincinnati's spectacular Union Terminal. Railroadiana show and sale. Tower A visits. Flyer enclosed with this issue of *Pennyrail*.

VISIT THE CHAPTER WEB SITE

<http://www.threeoaksphoto.com/wknrhs/>

REGIONAL RAIL NOTES

FROM THE INTERNET

I just read where Trinity Industries closed their tank lining operations in Paris, TN. They were operating out of what was left of the L&N shops. At one time they were a big customer for KWT railroad that operates the old L&N and NC&StL trackage in that area. I have seen the old L&N yard full of tank cars waiting for repair. I know KWT has other customers in the area but I am sure that it will hurt. *Curt Parish*

On Friday, April 20, 2001, representatives of the CSX railroad, local elected officials and interested citizens met in Benton to discuss action to be taken by CSX regarding the Copperhill to Etowah rail line. CSX filed a motion for abandonment with the Surface Transportation Board on Friday, according to Abandonment Manger Jo Anna Griffith. While CSX would happily sell the line, the railroad understandably wants to recover the best value from the line. If the rails are worth more on the ground than as salvage, they will sell, but thus far, no one has come forward with the money to do so. State Representative Chris Newton, who pulled the meeting together and acted as chairman, said the State of Tennessee is on "a pay as you go" road building program with no bonds used to finance roads or other transportation improvements. Gas tax pays for roads and bridges, but will not be used to buy the railroad. Representative Newton was quick to say the proposed Highway 64 bypass would get built before the state spent money to save the rails.

Among options offered for the line include setting up an excursion train. Wilds Pierce, President Georgia northeastern Railroad, suggested an excursion from Etowah to Blue Ridge or possibly Copperhill with the passengers bussed back to the beginning with a second load being carried by train in the opposite direction and bussed back to the origin. He received little encouragement from CSX as to the ability to use the Etowah Depot. CSX does not want the liability of passenger service over its rails. He said the excursion could pay for the maintenance of the line, but not for the purchase. Pierce has expressed interest in buying between one and one and quarter miles into Tennessee, which would include the switch yard at Intertrade Holdings. The yard would be used to store empty rail cars.

Linda Caldwell of Tennessee Overhill, questioned the possibility of the line acquiring historic status due to the loop. The State must be the one to initiate such a designation she was told. The designation was considered in the past, but no action was taken to make life easier for CSX Ms Caldwell said.

The "Rails to Trails" program might turn the roadbed into a trail. Questions were raised as to the ownership of the right-of-way if the use as a railroad ended. Jim Hedrick said the switch yards at Intertrade had a reversionary clause so that the ownership would revert to the company if the yards were no longer used as a railroad. Some parcels of land have reversionary clauses and others are simply a right of way granted to the railroad for as long as it operated. If the rails are removed, the courts would have to decide the outcome for each parcel of land.

While the locomotive fuel tax supplements shortline railroads, the supplement is only for freight service. Linda Caldwell said grants might be available, but expressed doubt if they were. Even if grants are found, local matching money is required. Maintenance of the line will require deep pockets, and at any time the Federal Railroad Board can inspect the lines for violations.

Jo Anna Griffith presented a time table for the events to precede the removal of the rails. The motion for abandonment was filed April 20, and within 21 days, May 11, the STB will schedule the proceeding. A request for public use condition such as trails will have to be filed by June 1. On June 8, all responses to filings are due. On June 19 an Environmental Assessment will be complete, and on July 19 comments on the EA are due. The STB will issue a decision 110 days after the filing, August 8. Any interested party can offer financial assistance to purchase the freight service within ten days. The service can be bought at net liquidated value. If after 30 days no Offer of Financial Assistance is made the decision becomes final and CSX can start removing tracks. The railroad then has one year to complete the job. If the STB finds for an alternative use such as trails, 180 days after August 8, are allowed for negotiations. By Bob Whigham, ***The Basin Prospector***

CSX has modified its blue, yellow, gray paint scheme by painting the cab roofs white. Several recent repaints have the new scheme and it appears that this will be something done to all units as they cycle through the system paint shops. Reports indicate that the white cab roof contributes to a cooler cab environment. Early reports indicate that ex-CR C36-7s and B40-8s have the new roof treatment. There is also a report that at least one NS unit has a white cab roof. Something to

SUBSCRIPTION
RATES

PENNYRAIL

11 issues

\$12 PER YEAR

**New Paducah &
Louisville Bridge**

Hanson Engineers is currently working to relocate the Paducah and Louisville Railway bridge over the Tennessee River. The new 3,100-foot bridge will be located about 1,500 feet downstream from the existing bridge. The bridge relocation allows for construction of a new longer lock at the dam (the site of the existing bridge). The new lock and bridge will make river navigation easier for barges in the future.

Bridge features:

17 approach spans: each a concrete ballast pan supported by four 10-foot deep composite steel girders;

Grade 50 weathering steel throughout structure; and

500 foot span over navigation channel: simple span Warren truss with open timber deck supported by two-column concrete piers.

The bridge's new railroad alignment will cross seven existing roadways. Work at these crossings will involve building grade separations, improving an at-grade crossing, relocating two existing roadways and maintaining rail traffic throughout construction.

PHOTO SECTION



Old Santa Fe Depot, Temple, Texas

JWK © J. W. Krueger, 1999



One of the first units of an anticipated 11 slug-slug mother sets for the Paducah and Louisville Railway. This is slug mother 2111 - a GP40 seen on April 27, 2001 at the VMV shops in Paducah.

Photo by Chad

“PENNYRAIL” is your publication. If you have photographs or other material of historical interest that you would like to share with Chapter members, your editor would appreciate hearing from you. My scanner is non-destructive and your material will receive the best of care while being readied for publication. Your help is appreciated.