

# PENNYRAIL

AUGUST 2001

VOLUME 5 NUMBER 8

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS NATIONAL NEWS



### Chapter

## AUGUST MEETING

**MADISONVILLE, KENTUCKY**  
**Monday, August 27 7:00 PM**  
**Badgett Center**  
**(Old L&N Depot)**

Arch Street and the railroad in downtown Madisonville

## PROGRAM

With Billy Byrd's passing still fresh in our memories the August program will feature some recorded instances from Billy's colorful life. Dennis Carnal will show a video "Just Call Me Billy" with L&N steam, Billy's retirement run and activities at TVRM. Billy did the narration on this tape. There may be additional materials recalling Billy's career with CSX/L&N and also with TVRM. Refreshments will be provided by Ricky Bivins and Wally Watts. Guests, as always, are most welcome.

## JULY MEETING

The number of members attending the July NRHS meeting was back to average with twenty-one people at the meeting. This was a nice increase in attendance from the low attendance at the June

*(Continued on page 2)*

## 2001 NRHS GRANTS ANNOUNCED

The nine member NRHS Grants Review Board awarded ten grants totaling \$29,000 on June 22, 2001. The announcement was made at the NRHS annual convention in St Louis.



Nine of the ten grants went toward the restoration, repair and preservation of railroad equipment. The grant to the ACL & SAL Railroads Historical Society was for a project quite similar to our Chapter's grant request. The ACL & SAL grant was awarded to scan and preserve photographs, prints and other documents and to produce CD-ROMs for a live archival program. With the ACL & SAL program funded we should certainly continue our program

Western Kentucky  
Chapter, NRHS

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\* \* \* \* \*

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## **Chapter News**

*(Continued from page 1)*

meeting. Once again, Vice-President Ricky Bivins ran the meeting. The business part of the meeting was over in thirty minutes. Not bad Ricky, only seven minutes longer than the June meeting. Wallace Henderson provided a great video showing Santa Fe steam and early diesel action on the Joint Line in Colorado and in New Mexico and West Texas. Leroy Cobb had the refreshments for the membership. Thanks to both.

CSX provided two trains through downtown Madisonville during the meeting time. The first train passed the station a few minutes before the meeting started. This train was a southbound grain extra pulled by two CSX AC44CWs. The second train was a southbound manifest train. This train was powered by a pair of CSX C40-8s, a CSX X B40-8 and a leased CEFX SD40-2.

## **CHAPTER NOTES**

Jim Finley and Chuck Hinrichs attended the July meeting of the Montgomery County Historical Society at the L&N Depot in Clarksville on Monday the 16th. Dennis Mize was the guest speaker and his presentation centered on Clarksville's place in the history of L&N's Memphis Line. The presentation was very interesting and brought out more local detail than did Dennis' presentation to

*(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.

# **RULES FOR RAILFANS**

## **HERE ARE SOME GENERAL RULES THAT RAILFANS SHOULD ALWAYS OBSERVE**

1. EXPECT A TRAIN AT ANY TIME FROM ANY DIRECTION ON ANY TRACK. (Regardless of what you have heard on the radio or how well you think you know the schedule,
2. Keep off of locomotives, railcars, bridges, equipment, signals, and out of tunnels. Such things are not only dangerous, they are serious trespassing violations.
3. There are many public areas that railfans can safely watch trains without trespassing. If you are at railroad property that is clearly marked with NO TRESPASSING signs, ask for permission first.
4. When trackside, always try to keep about a car-length from the tracks and give yourself an escape route. Should you witness a derailment, make sure you have somewhere to go to get out of the way.
5. Think ahead when photographing trains, find your spot well before the train comes. Try to avoid having to cross the tracks on foot, when you can't avoid it, never cross when there is an approaching train in view. When crossing tracks, step over rails, not on top of them.
6. Exercise extreme caution when positioned on highway bridges over tracks, there is often little extra room and lots of traffic.
7. If you carry a scanner to monitor railroad radio traffic and you are in mixed company (such as at a station) it is suggested you use an earphone to keep what you hear "discreet."
8. Jot down the emergency number(s) for the railroads you visit. Should you find vandalism, warning signal problems, vehicles stuck on the track, obstructions on track, etc. you can contact the railroad quickly to let them know. Make sure you know the closest railroad milepost when reporting the above, especially the large railroads live by mileposts. (See a listing of railroad emergency numbers at the bottom of page 3 of this issue of *PENNYRAIL*.)
9. If it can't be done SAFELY - DON'T DO IT!

*internet july 2001*

## Chapter News

(Continued from page 2)

us last year. The L&N depot is in great shape and the Society appears to be a very active organization. We enjoyed the evening.

Jim Bergant, Bill Grady and Chuck Hinrichs were the Chapter's only attendees at the 6th Summerail at Cincinnati's Union Terminal. This event features the work of some of the nation's most talented rail photographers as well as a railroadians show and the CUT and Tower A. Next years show is set for August 3rd - mark your calendar.

The Easterly's Ice Cream Social was a gastronomic and aesthetic success. Great food, superb home made ice cream and lots of trains. Rex's HO layout was running with both Frisco and KATY trains doing the honors. Also on hand was a major portion of Lionel Davis' O and G gauge equipment which Keith Kittinger and Rick Andrews had brought from South Carolina. Ron Stubblefield is busy cataloging the collection. A warm thank you to Rex and Melanie for a most enjoyable afternoon.

Steve Gentry has moved from Newburg to Haubstadt, IN. His new address is 18630 Big Cynthiana Rd. Haubstadt, IN 47639

## FALL TRIP INFO

**Train Rides** - Join the excitement and fun for the entire family, as the **French Lick, West Baden & Southern** takes you on a ride into the scenic rolling hills of southern Indiana. The 1 3/4 hour train trip takes you through 20 miles of Hoosier National Forest, limestone rock-cuts and the 2200 foot Burton Tunnel, one of the longest

railroad tunnels in the state. Trains depart from the resort town of French Lick en route to Cuzco, Indiana... near Patoka Lake.

**Train Schedule & Prices** - The conductor sounds "ALL ABOARD!" at 10am, 1pm and 4pm EST on Saturdays, Sunday & Holidays from April - October; at 1pm every Tuesday from June - October; on weekends in November.

Adults: \$ 8 / Children 3 - 11: \$ 4 / under 3: FREE

**Tennessee Central RR Museum.** Fall schedule:

Sept. 8  
Nashville-Watertown  
Watertown Hoe Down

Oct. 6  
Nashville-Watertown  
Train Robbery/ Watertown  
Railroad Days

Oct. 13  
Nashville-Watertown  
Watertown Fall Flea Market

Oct. 27  
Nashville-Cookeville  
Super Fall Foliage Trip

## RAILROAD EMERGENCY PHONE NUMBERS

AS RAILFANS WE ARE OFTEN AT TRACKSIDE AND IN POSITION TO OBSERVE EMERGENCY CONDITIONS THAT COULD AFFECT RAILROAD SAFETY OR SECURITY. KEEP THESE NUMBERS HANDY TO REPORT INCIDENTS.

<b>BNSF</b>	<b>800-832-5452</b>
<b>CN/IC</b>	<b>800-465-9239</b>
<b>CSX</b>	<b>800-232-0144</b>
<b>NS</b>	<b>800-453-2530</b>
<b>UP</b>	<b>888-877-7267</b>

## PENNYRAIL

## QNS&L

A trip full of surprises  
by Don Clayton

Canada has four regional rail passenger services in addition to it's National System, VIA Rail. These are: BC Rail, Algoma Central, Ontario Northland and Quebec, Northshore and Labrador (QNS&L). Having all the mileage except QNS&L (and some commuter routes), I decided to sample their services.

On Monday, July 16, I arose at 4:00 AM (yawn!) and drove to Nashville. Left my car at the Park-Express-Fly parking center on Donaldson Pike near the airport and was whisked away in a chauffeur-driven Lincoln Limousine. I was dropped at the Air Canada gate at Nashville International Airport.

Another serious break with tradition involves flying to Quebec City instead of the usual rail route. Incidentally, the Air Canada's CRJ jet engines are manufactured right here in Madisonville at the G E aircraft engine plant. Thank you Bob McCracken and Jerry Klym! The CRJ (Canadian Regional Jet) provided a 1 1/2 hour flight to Toronto. The snack was almost a full lunch!

We were served a chicken salad and ham and cheese sandwiches, a tomato/zucchini salad and short bread cookies for desert. Your choice on Non-alcoholic beverages was included.

I changed planes in Toronto to an Air Canada DC9 for a quick (a little over an hour) trip to Quebec City. Snacks included cookies, pretzels and a non-alcoholic drink. I took a shuttle to the Hilton, where I met Steve Morse from Erie, PA. We had dinner and retired for the night.

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## Gone But Not

Sunday, July 29, 2001 was a sad day for the Railroad community. Billy Byrd, champion of steam, renowned story teller, father, husband, veteran and church and civic stalwart succumbed to a heart attack at the Madisonville Regional Medical Center. Billy was 79.

The funeral was held on Wednesday, August 1 with internment at West Lawn Cemetery. Billy was carried the last few yards to his grave site behind one of his steam tractors.

Our prayers are with Sandy and all the Byrd family in their time of grief.

Chapter member and Owensboro Chapter charter member, Thomas Buemel died on Friday, August 17, 2001. The funeral will be on August 20. Our prayers are with

## MYSTERY MEMBER

Can you identify this Chapter Member?

Last month's mystery member, casting a big shadow, is Ron



# BYRD MEMORIES

Chapter members share some Billy Byrd memories.

Jim Bergant writes:

"At the railroad show in Cincinnati this past weekend I picked up about half a dozen issues of the old Trains magazines they had for sale at a buck a copy. I based my selection on the cover articles that looked appealing. A little while ago, I had just settled down in bed to watch the 10:00 news and glance at the issues I had purchased. When I flipped open the second copy to browse through I ended up at the opinion page and lo and behold there was an article by our late dear friend, Mr. Billy Byrd. He was writing about the way they ran the railroad in the "old" days and how efficient it was run by the railroaders by their skill since they were lacking the newer technology that the railroads have now. The issue was March 1982

It points out that not only have we lost a dear friend but also a true railroader and one whose stories will be missed as much as the man himself."

Chris Dees writes:

"I've many memories of Billy, all great and pleasant ones. Billy was an old hogger (and I mean that in the most respectful way) who always loved steam. His stories added much to the chapter meetings. I know I always made sure to include some steam slides when presentation at just so Billy "where's the



After Wally night, I pulled tape from our chapter trip to chapter had Isle, while Billy throttle of about the trip. I can't tell fun... all of us Isle, or Billy - was in charge fellow chapter friends on a excursion.

doing a Madisonville, wouldn't ask steam?"

phoned last out the video October 1995 TVRM. The rented the Eden was at the 4501. Talk ultimate fan who had more on the Eden knowing that he of pulling his members and steam powered

Charging through Missionary Ridge Tunnel, Billy turned up the throttle and 4501 responded accordingly in the cool "October Sky" - so much so that the tape goes black and the first glimpse of the other side of the tunnel is about 500 feet after we passed through. It was just a shame that we had to be dragged back by a diesel (or was Billy actually pushing with 4501 all the way back from Summerville, GA?).

That's the memory I'll cherish most in the years to come...

We'll miss you Billy!!! Just like the L&N... gone, but not

# QNS&L

(Continued from page 3)

The next day was a full day of travel and surprises. We drove a new Chevy Impala to Sept Iles (7 islands), through beautiful Canadian countryside adjacent to the St Lawrence River. Upon arrival we drove to the QNS&L passenger station, only to find that the train was not running the entire route due to a freight derailment. This caused an immediate change of plans and a new schedule that involved: refund on train tickets, new train tickets between different cities, cancellation of motel rooms, airline tickets to Labrador City, a nights lodging at a Youth Hostel (the motels were full!), dinner, motel in Labrador City, etc. etc. etc.! Get the picture???

Following a restful night at the Youth Hostel, we took a drive along the Gulf of St Lawrence to pass time until our flight. Another surprise! We punctured a tire with a screw and had to get the tire plugged. We did make it to the airport in time for our flight to Labrador City. This time Air Nova (part of Air Canada) provided a twin engine prop plane called a Dash8-100 and manufactured by DeHaviland of Canada. It seats 38 passengers. A light lunch was served enroute. We departed about fifteen minutes early and arrived about twenty minutes ahead of schedule. This is my first time to Labrador and Newfoundland.

We checked into the motel and then walked to the train station to photograph the passenger train to Sept Iles. The equipment was ex Southern Railway coaches (ACF stainless steel) and power car (ex Southern baggage-mail). Two cars still had Southern numbers (836 and 837) and ACF builders plates

still intact.

Next day provided another surprise! Due to passenger equipment operating on the main line our "train" from Labrador City to Ross Bay Junction was a pair of SD40-2 locomotives, numbers 305 and 314. This was a short 36 mile trip. The 3 passengers, 2 dogs, a cooler and baggage etc. rode in the cab of the second locomotive. QNS&L locomotives are equipped with a hot plate, coffee warmer, oven, refrigerator and a train location system similar to GPS. We transferred to the mail line train for the remaining 129 miles to Schefferville, Quebec. This train consisted of ex Southern Railway coaches completely remodeled by the railroad at a cost of several millions of dollars.

We spent the night in Schefferville. We had a chance to photograph ALCOs 908, 911, 903 and 909 on the Wabush Lake Railway.

The second day of new mileage will be riding the entire length of the QNS&L railroad (353 miles) in about 13 hours. Due to a heavy passenger load the on-board vending machines ran out of food. The railroad did provide complimentary ham sandwiches to all passengers. The scenic highlight of the entire trip was today's trip through the Moise River Canyon. We spent the night in Sept Iles (haven't we been here before??)

Our final leg of the trip was driving the rental car from Sept Iles to Quebec (about 400 miles) in eight hours. We spent the night at the Hilton in downtown Quebec.

All good things must come to an end, so Steve and I bid each other farewell and I take a taxi to the airport. Another surprise! Instead of the scheduled DC-9 for the flight to

## PENNYRAIL

Toronto, a modern A320 Airbus is today's aircraft. This aircraft's amenities include a news video channel and several music channels. It was enjoyable to munch on carrot muffins, drink coffee and water, listen to Bach and read about the Rocky Mountaineer Train (new mileage for some future date) while flying at 33,000 feet at over 500 MPH.

After landing in Toronto, the U S Customs and Immigration Office decided to admit me to the U S portion of the airport. No questions were asked.

A wait of a bit over an hour and it was time to board the flight to Nashville. This flight was about 90 minutes. Landmarks like Lake

## A CHICAGO SAMPLER

The first week of July, , my friend Alan Ball visited Madisonville (Alan is the friend that I visited in Germany in March). Since Alan had not ridden Amtrak for a few years we took a quick trip to Chicago to sample Amtrak's **Illini** and **City of New Orleans**. The trip to Carbondale was via the "scenic route" by crossing the Ohio River on the Cave-in-Rock ferry. Lunch at the Red Lobster in Marion was a good idea as the **Illini's** cafe car was out of many items. When we arrived at the Carbondale station, the mob boarding #392 **Illini** to Chicago made us glad we had reserved Midwest Business Class service. Our secluded area at the front of the cafe car, was a peaceful haven providing a very friendly attendant, complimentary newspaper and non-alcoholic drinks and complimentary food. As usual we, we left Carbondale on the advertised - 4:05 PM. We had an enjoyable ride with good dispatching through the cornfields of Illinois. We arrived in Chicago a few minutes late as we were

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**JULY MINUTES SUMMARY**

Western Kentucky Chapter, NRHS  
Badgett Center, Madisonville, KY  
Monday, July 23 7:00 pm

Vice President Bivins called the meeting to order and the minutes of the June meeting and the treasurers report were approved.

**TREASURER'S REPORT:**

<b>Opening Balance</b>		1885.37	
<i>Income</i>			
Dues Chapter	0.00		
Dues National	0.00		
Donations	0.00		
Video	0.00		
Raffle	6.00		
Total	6.00	1891.37	
<i>Expenses</i>			
Dues Paid	0.00		
Postage	27.20		
Print	18.02		
Misc	0.00		
Total	45.22		
<b>Ending Balance</b>		1846.15	
<b>MEMBERSHIP:</b>			
<b>Full</b>	<b>4</b>	<b>0</b>	
<b>Chapter Only</b>	<b>31</b>		
<b>Total</b>	<b>7</b>	<b>1</b>	

**DIRECTORS REPORT:** Wallace Henderson reported on the St Louis Convention. All national officers were re-nominated, Associate member dues can now be paid by credit card, the Savannah Chapter has been disbanded, all chapters have been asked to reduce the size of their annual reports (the report issue of the Bulletin is getting to large to handle). The St Louis Convention was a financial success and the Chapter grew by 1/3. The 2002 convention, and eight day affair will be held in Arizona, the 2003 Convention in Baltimore and the 2004 Convention will be in the Twin Cities.

**OLD BUSINESS:** Ricky will check with the airport for a possible display case for use in a museum in Nortonville. Fall trip discussion centered on French Lick and the Tennessee Central. Member comments are solicited elsewhere in the August *PENNYRAIL*.

**NEW BUSINESS:** Don Clayton reports that the Badgett Center would welcome a painting depicting the station with a train. Don will check on local artists who might do the work.

**ATTENDANCE:** Wally Watts, LeRoy Cobb, D A Fraser, Steve Gentry, Birk Fischer, Don Clayton, Chris Dees, Chuck Hinrichs, Bob Moffet, Rich Hane, Rick Bivins, J D Farris, Tommy Brown, Wallace Henderson, Keith Kittinger, Greg Utley, Chuck Smith, Betty Smith, Dennis Carnal, Jim Pearson and guest Matt Gentry.

**O - O - O**

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

**WHEN IN DOUBT**

**PENNYRAIL  
TIMETABLE #52  
FOR THE GOVERNMENT OF RAILFANS ONLY**

**HISTORICAL SOCIETY EVENTS**

**September 27-30 Nashville, TN L&N Historical Society Annual Meeting.** Headquarters - Holiday Inn Select. 2200 Elm Hill Pike, Nashville, Tennessee, (615)883-9770. Program includes TCRM excursion and museum visit along with lots of model railroad activities. All transportation is on your own.

**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

**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.

**October 13 Oroville, OH Loop Excursion** Oroville-Canton-Akron-Medina-Spencer-Oroville. \$55, First Class \$110. Call 330-683-2426 (1 pm-5 pm weekdays).

**October 6-8 Waukesha, WI Rail Cruise** Waukesha to Prairie du Chien with a full day at Prairie du Chien. Lots of activities. Wisconsin Southern Executive train with E units. \$174 (lodging extra). Call 800-359-4870

**September 27-28 Chama, NM Rio Grande Spectacular** Cumbres & Toltec Contact Trains Unlimited at 800-359-4870 for fares and additional information.

**October 27 Carbondale, IL Train Day** The first Carbondale Train Day will commemorate the opening of the refurbished exIC depot as well as recently donated IC GP11 #8701 and a wide-vision IC caboose,

**VISIT THE CHAPTER WEB SITE**

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

# REGIONAL RAIL NOTES

The West Tennessee RR has bought 5 B23-7s and 2 U33-Cs from a company in Illinois. A friend of mine that was hired by the railroad said his first day of work is August 6th. They will run 4 trains a day out of Jackson, TN. I also know that the northbound to Fulton will depart Jackson after the CSX has completed their Jackson work and returns to the CSX at Milan. The WTNN is planning on blacking out the signals on the line and running maximum speed will be 25 mph. *Campbell Rice Union City, TN*

The West Tennessee RR, made its inaugural run from Jackson, TN. to Corinth, MS. on Saturday August 4. The train arrived in Corinth at 1515, with WTNN 3560, WTNN 3510 and 2 cars. Train departed Corinth around 1645 with 60 cars.

*Tracy Bullard Corinth, Ms.*

The last Fort Campbell Rail interchange with CSX at Walnut Street in Hopkinsville took place on July 13 (?). The Army has made contingency plans for emergency deployment using highway transportation until the new FCR-CSX connection is completed later this year. Rail construction activity has accelerated over the past several weeks and ballast is down on the section between US 41A (Ft. Campbell Blvd.) and KY 109 (Bradshaw Road). This section is double track and will be lighted (the light poles are in place) and the connection with CSX appears to be a wye with switches for both north and south movements. The bridge on the old alignment just south of the US 68 bypass will be moved and installed as an overpass over KY 109. The twin spans that will carry the rails over US 41A were put in place on Saturday, August 18. Rail in Hopkinsville is being lifted and will be used in the new FCR alignment. *Chuck Hinrichs*

CSX has re-numbered their grain trains according to the following scheme:

## GRAIN CORRIDOR SYMBOLS . . .

G001 - G099: MISCELLANEOUS

G100 - G319: SOUTHEAST VIA NASHVILLE

G320 - G391: B&O LINE

G392 - G449: SOUTHWEST VIA A&WP SUBDIVISION

G450 - G619: SOUTHWEST VIA NASHVILLE

G620 - G681: CONRAIL LINE

G682 - G829: SOUTHEAST VIA KD SUBDIVISION

G830 - G901: ROCKY MOUNT VIA C&O

G902 - G999: HAMLET VIA KINGSPORT SUBDIVISION

## A CHICAGO SAMPLER

*(Continued from page 5)*

delayed by a BNSF/Metra train from Aurora.

The highlights of the Chicago visit were a ride on the "L", the Shedd Aquarium and lots of good eating.

Time passed quickly and it was time to head south on #59 The City Of New Orleans. Since Alan had never experienced a sleeping car On Amtrak, we reserved a Deluxe Bedroom with shower, toilet and sink. As soon as we departed Union Station the female dining car steward announced "dinner in the diner" for the 60 sleeping car passengers (two cars). We were seated immediately with a couple celebrating 30 years of marriage on the return from Denver on their first Amtrak trip. They were teachers, too!!

A fresh garden salad, roll and butter were presented on a cloth table cloth with the silverware wrapped in a cloth napkin. Dinner choices were: catfish, chicken, pasta, red beans and rice, pork chops and New York strip steak. We went for the steak, an excellent choice. It came with mushrooms, corn and mixed vegetables and a baked potato. Desert was a chocolate/vanilla ice cream treat that even I could not finish.

After dinner it was time to tour the consist: 3 coaches, sightseer/lounge car, 2 sleepers and the diner. The entire train was packed to capacity. A surprise! The train was powered by a single P42 locomotive!

After the tour, it was time to retire to our bedroom for a shower and a short nap before an on-time arrival in Carbondale. The drive home put us back in Madisonville at about 3:45 AM (yawn!!).

It was a short, but very



SUBSCRIPTION  
RATES

PENNYRAIL

11 issues

\$12 PER YEAR

WHOOPS!



The July PENNYRAIL showed a photo of the coaling tower in Central City with caption information indicating that the structure was gone. Such is not the case. The concrete shell of the tower is still standing as the above photo taken on August 5, 2001 attests. *CFH*



# PHOTO SECTION



One of West Tennessee RR's newly acquired U23Bs at the exGM&O Iselin Shops at Jackson, TN. on July 31, 2001 WTTN has acquired the exNS line from Fulton, KY to Corinth, MS  
*Digital image by Karl Lee*



Fort Campbell Rail's new bridges crossing US 41A just south of the US 68 bypass on the south side of Hopkinsville. This is part of the new FCR alignment that moves FCR/CSX interchange from downtown Hopkinsville. *Chuck*

"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.