

# PENNYRAIL

FEBRUARY 2002

VOLUME 6 NUMBER 2

The official publication  
of the Western Kentucky  
Chapter, NRHS.

## NRHS NATIONAL NEWS



## Chapter

### CHAPTER MEETING

MONDAY, FEBRUARY 25

7:00 PM

### BADGETT CENTER

Arch Street at the Railroad  
Madisonville, KY

### PROGRAM

President McCracken will present the program for our February meeting. The program will be "Glory Machines, Vol 2." There will also be one-eyed turkey sandwiches and some other goodies provided by Bob and Jackie. Mark your calendar, come and bring a friend.

### JANUARY MEETING

The Chapter got the new year off to a good start as 25 members and one guest were on hand for the business meeting and a great program on Louisville trolleys and trams presented by Wallace Henderson. Refreshments, including **Presidential Pretzels** were provided by Wallace and Chuck Hinrichs. CSX provided only one train, a northbound manifest, with a CSX B40-8, a HLCX SD40-2 and a FURX SD40-3 pulling a long string of cars. CSX has repaired the track in front of the depot and you can now watch passing trains without resorting to ear plugs.

(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  
Wallace Henderson

"PENNYRAIL" is the  
official publication of  
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**LeRoy S. Dietrich**,  
Chairman of the Board  
of the NRHS and a 65  
year NRHS member  
has suffered a stroke.  
He is recovering and  
would appreciate  
hearing from friends.  
His address is:  
6213 Hibbling Ave  
Springfield, VA 22150-  
9998



Two items up for  
consideration at our  
February meeting will  
be; Chapter  
application for NRHS  
Heritage Grant to  
support our archival  
program (we have  
applied the last two  
years - maybe the  
third time will be a  
charm) and proposed  
participation in a  
NRHS sponsored and  
administered electronic  
membership  
application procedure.  
National Director,  
Wallace Henderson,  
will have details on  
both programs for

## Chapter News

*(Continued from page 1)*

The Badgett Center has been re-decorated and it really looks nice. We are indeed lucky to have such a gracious host.

## CHAPTER NOTES

Chapter member (and your editor's wife) Shirley Hinrichs is recovering from January surgery and will be ready for spring and summer train trips.

Chapter member Jim Locklear has suffered a stroke. Bob Moffet reports that Jim is on the mend and a card was circulated at the Chapter meeting. We all wish Jim a quick and complete recovery.

Wally Watts' brother Curtis, passed away on February 9. Our prayers are with Wally and the Watts family in their time of grief.

Don Clayton and Wally Watts are selling some of their Lionel sets, cars and locomotives and would like to give the membership first chance. Both men's interest has shifted to the newer scale equipment. Check with the Thursday night group at Don's. The following are available now, with more to come later: Burlington Denver Zephyr silver set, ABA F-5 with five streamlined cars. Assorted geeeps, Don's ACL silver locomotive and tender (J.C. Penny special) like new, test run with glass display case and wood mounted track section. Possibly a Great Northern orange and

*(Continued on page 3)*

### MEMBERSHIP

National and Chapter - includes 11 issues of "Pennyrail" and 6 issues of the NRHS Bulletin	\$28.00 per year.
Family membership	\$31.00 per year.

# MORE PHOTOS



CSX road power has backed into the new Ft. Campbell wye connecting Fort Campbell Rail with the CSX mainline. This is part of the first outbound equipment move using the new FCR track alignment. FCR GP10 4617 waits on the north leg of the wye until the second section arrives and CSX clears the connection. Movements took place on January 16-18 and January 21.

*Wallace Henderson*



Fort Campbell rail GP10 4617 is returning south to the fort after picking up equipment flats from the CSX connection. The flats (and a few auto racks) were sent to Fort Campbell for loading the January outbound equipment move. The train is crossing Lovers Lane, south of Hopkinsville, on the new alignment.

*Wallace*

## Chapter News

*(Continued from page 2)*

green passenger set, ABA F-3 and six matching cars, barely used. A B&O blue ABA F-3 engine set, mint.

## NEW MEMBERS

A hearty welcome to a pair of new Chapter members. Tom Steiner, recruited by President McCracken, is West Area Minister for the 1st Church of Christ. Tom is a Pennsylvania native and, wouldn't know, a Pennsy fan. Tom Moore is our other new member. Tom is the News Director at WTTC in Madisonville. Welcome to both Toms!



## CHAPTER EVENTS

**THIS WILL BE THE LAST PENNYRAIL FOR THOSE WHO HAVE NOT PAID THEIR CHAPTER DUES.**

**GET YOUR CHECK TO WALLY WATTS BEFORE MARCH 15.**

## FROM TRAIN WATCHER TO RAILFAN

Trains have been a part of my life since early childhood in Denver, Colorado. While none of my family were railroaders, many of our family friends were involved with the D&RGW or with companies supplying products or services to the railroads (CRI&P, C&S, UP, CB&Q and D&RGW). My dad took me to see the EMC/UP M10000 on it's introductory tour in 1934 and I still have the aluminum souvenir medallion. I regularly saw the RI Rocket as it passed north of the airport in the afternoon. It was our juvenile "gut check" to hang on the boxcars in the siding as the passing Rocket tugged at our firm grip on the grabs. I rode the UP "Columbine" to Chicago in 1937 and again in 1940 connecting with the CE&I/L&N/ACL to St. Petersburg Florida before the start of WW2. Dad was a photographer and we made many trips to the mountains and saw and

## RAILROAD EMERGENCY

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.

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<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>

photographed trains as well as the spectacular Rocky Mountain scenery. Memories of the D&RG engines shooting smoke to the sky at Minturn and of the tiny South Park teakettles at Fairplay are still fresh as are the recollections of the snow covered hulks of CB&Q steamers waiting for the scrappers torch. Denver had a thriving municipal trolley system which provided excellent transportation to any part of the city.

The family moved from Denver to San Francisco in 1942. Again, a city with an excellent street railway system. The trolleys, busses and cable cars took you anywhere in the city and the Key System trains provided excellent service to the East Bay - Oakland, Berkeley, etc. An enjoyable afternoon would often be spent with a trolley trip to the Ferry Building at the foot of Market Street and then a ride to the Oakland Mole on the ferry boat. We lived near the West Portal of the Twin Peaks Tunnel. The Muni street cars had "bumpers" on each end of the car. The "bumpers" were like a cowcatcher on a steam locomotive and the rear bumper was chained up providing an outdoor seat for the adventurous during rush hour. A right of passage for us youngsters was to stay on the "bumper" during the cars swift (up to 50 mph) and bumpy down hill run from the mid-tunnel Station to West Portal.

There was a busy railroad commuter business run by Southern Pacific out of a downtown station at 3rd and Townsend. I recall some 17 tracks serving the station and the **Daylights** as well as the commuter trains used the terminal. It was an impressive show of SP steam at rush hour. I never rode the commuter trains but did ride the **Daylight** to Los Angeles on two occasions. This was a first class operation with the classic orange and red paint and the streamlined locomotives.

*(Continued on page 4)*

## TRAIN WATCHER

(Continued from page 3)

With some family roots still in Colorado I made three trips back to Denver. Two trips were UP/SP trains (the **49er** I think) and the other was the WP/D&RGW, **Prospector**. On one return trip on the UP, I spent the entire trip in the men's room of the coach. Comfortable leather seats, lots of company and some liquid refreshment (we cut cards to see who would buy at each station stop) made the time fly.

I returned to Denver in 1950 (via SP/UP) and enrolled in Denver University. The draft board cut short my education and I was on my way to Fort Sheridan, near Chicago, via CB&Q (no we draftees didn't qualify for the **Zephyr**.) After a couple of weeks at the induction center we were off again by train to Aberdeen Proving Ground (near Baltimore) for basic and Ordnance training. I believe this trip was made on the Pennsylvania RR. We made several train trips to Pennsylvania and New York on weekend passes using the Pennsy that ran right by the proving ground. With training complete and Korea calling, it was back on the train (B&O this time) to Chicago and a CB&Q connection to Denver with a layover with a friend in Hastings, Nebraska. After a few days in Denver I was off to San Francisco on UP's City of San Francisco (a delightful trip.) After a quick day or two with the family I was off via SP and UP to Seattle and our embarkation point, Fort Lewis. Our troop ship made the Pacific crossing in miserable weather and we spent a few days in Japan before taking a short train ride and then a ship to Pusan. A train, with cars featuring broken windows and little or no heat (this was December) took us north to Seoul and then on to our unit, the 3rd Infantry Division) via truck. My only other rail trip was a round trip to Pusan for a week of supply school. By this time the train had

(Continued on page 5)

# BITS OF HISTORY

Dennis Mize provides a current railfan guide to Chicago in the context of the rich rail history of the Windy City.

“As a former Chicago resident, let me remind you that up Canal Street about 4 blocks from Union Station is also the Northwestern Station. Both stations have substantial commuter rush hours on weekdays with the Northwestern station serving 3 commuter routes. Union Station handles not only Amtrak but Metra's former Milwaukee Road, BN and RI commuter trains. It used to be possible to walk south of Union Station to the Roosevelt Road overhead bridge to shoot pictures of trains. You can also get the former Milwaukee Road and Amtrak north of Union Station up near the C&NW station. Skid row has moved substantially west with expansion of the city, so these areas should be relatively safe in the daylight as long as you keep your eyes open. You can also ride Metra (former RI) to Joliet for train pictures, or BN to Clyde for their yard, or C&NW to Berkeley for Proviso Yard or Milwaukee to Bensenville for Bensenville Yard which is in walking distance to the east. BN to LaGrange takes you to the BN and IHB crossing which is also an excellent spot. IC's Central Station can also take you to Homewood to the south end of Markham Yard. If you do any of this on a weekend, watch out as the suburban service is cutback, and you need to schedule an arrival back in Chicago before your Cardinal leaves.

The CNW station used to be home to an extensive E and F unit fleet in the suburban service. I remember looking out from the Holiday Inn on my first visit at rush hour and seeing all the units on the trains backing in a leaving. The trains would back in with the cab car near the bumping posts on each track and the power on the north end. Once I recall while at work down in the Operations Center a loud bump as a train actually hit the bumping post! There was a formal investigation as that was a NO - NO!”

*Dennis Mize Internet*

## TRAIN WATCHER

(Continued from page 4)  
windows.

I was back home in early 1953 and in short order, got married and started a second shot at college at Colorado School of Mines. The only train trips for the next few years were a football trip, via UP, to Topeka Kansas, another football trip via C&S from Golden to Colorado Springs and a D&RG trip from Grand Junction to Denver when we were snowed in returning from a spring break trip to Utah,

Graduation, with a degree in Petroleum Geology and a job with Phillips Petroleum left little time for trains and company travel was always by air. We were living in Bartlesville, Oklahoma when my father died in 1964. Dad left much of his camera equipment to me and I decided to learn a bit about photography through an Oklahoma A&M extension course in Bartlesville. I found Bartlesville's railroads, the Santa Fe and the Frisco to be excellent subjects for the class assignments. This was the start of my serious rail interest though the interest would not come to full realization until November 27, 1981.

I have documented my early years of exposure to trains and railroads. I was not, however, a student of trains, locomotives and railroads. I did not know a 4-8-4 from a 2-8-0 or a "Big Boy" from a "Pacific." I liked to watch trains but had little interest as to where they going or why. The diesel locomotives were a mystery to me and I could not tell and Alco from and EMD nor, in fact, did I care. This started to change with our move to Hopkinsville in 1973. My place of employment was right on the

(Continued on page 7)

## FEAR of FLYING

by Rick Bivins

As most everyone knows, I am a private pilot as well as a rail fan. I have often found that the two hobbies run hand in hand. One such case is a book by Lewis Grizzard entitled *Lewis Grizzard on Fear of Flying*. From this book are the following paragraphs.

Consider, if you will, the adjective *flighty*, meaning foolish or silly. Now consider its source, the noun *flight*, meaning the act of moving through space. See the connection?

I grew up with a passionate love for trains. ... When I was full grown...it occurred to me that I did not know much about my birth...I mean the actual circumstances under which I was conceived. Since my father was a service man who enjoyed the spirits, I knew there was a possibility that I would be told, "well, one night your father came home loaded and..."

In fact, it was much more romantic than that. According to my mother...she and my father were on a train, headed home after a long separation. Somewhere south of Atlanta, as the crack *Man-o-War* rode the **Central of Georgia** high iron, my parents broke the ground that spawned me.

Shortly after this discovery, a young lady in a bar asked me what sign I was born under. I said "If you consider the moment of conception as the actual date of first life, I may have been born under a sign that read, 'Dining Car in Opposite Direction'"

Trains were always so romantic, especially their names. I often rode the *Nancy Hanks* between Atlanta and Savannah (Georgia) on the

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**Central of Georgia Line.** Later I took the *Silver Comet* from Atlanta to Washington and the *Southern Crescent* to New Orleans.

Once on the Zephyr (CB&Q RR) from Chicago to San Francisco, I met an Italian fellow in the club car. He spoke very little English and I spoke no Italian. I did, however manage to get his name and to ask, "What do you do for a living in Italy?" "I am a painter," Oscar said.

See how romantic? Have you ever had a drink with an Italian artist, somewhere between Denver and Cheyenne Wyoming while traveling in an airplane?

"And what do you paint" I ask my new Italian friend? "Landscapes? Still life's? Portraits?"

"Houses" Oscar answered. "I am a house painter."

OK, so how many Italian house painters have you ever met on an airplane?

I met two middle-aged women traveling from Louisville to Chicago. "The train is the only way to fly," said one. "It's the *only* way I'll fly," laughed her companion. They sat in the lounge car talking and drinking beer for a couple of hours. ...When the train reached Chicago, they were flying higher than anyone else on the train.

Another time I witnessed an older man join an older lady in the lounge-car booth next to mine. The old boy immediately started sweet-talking her. "I haven't had any men friends since my husband...died." She said. "Don't worry, honey," answered the man. "I'm too old to be dangerous, just young enough not to realize it."

They were holding hands by the time I went to my sleeping compartment. I'm convinced there was still some clickety in both their clacks.

There are several other stories in the book; most are very funny as Lewis Grizzard writes humorous commentary for syndicated newspapers. However, the above paragraphs are the only one that pertains to trains. I hope everyone enjoyed them.

**JANUARY MINUTES SUMMARY**

Western Kentucky Chapter, NRHS  
Badgett Center, Madisonville, KY  
Monday, January 28 7:00 pm

Vice-President Bivins called the meeting to order and the minutes of the October meeting and the treasurers report were approved as corrected.

**TREASURER'S REPORT:**

<b>Opening Balance</b>		1657.05	
<i>Income</i>			
Dues Chapter	877.00		
Dues National	156.00		
Donations	264.00		
Video	23.00		
Raffle	0.00		
Total	1320.00	2971.05	
<i>Expenses</i>			
Dues Paid	609.00		
Postage	78.30		
Print	54.06		
Supplies	0.00		
Misc	50.00		
Total	791.36		
<b>Ending Balance</b>		2179.69	
<b>MEMBERSHIP:</b>			
<b>Full</b>	<b>4</b>	<b>6</b>	
<b>Chapter Only</b>	<b>30</b>		
<b>Total</b>	<b>7</b>	<b>6</b>	

**DIRECTORS REPORT:** None

**OLD BUSINESS:** Comments were made on the appearance of the Newsletter photographs, and all agreed they looked better. Chuck reports the cost will run about \$36 per month for the printing. Motion made and approved that we go along with this printer. Chuck suggested we get items for newsletter to him early, no later than middle of month, so the printer can have the material as early as possible. Discussion was held on Railcamp and suggestions were put forth we consider some sort of support for it. Chuck suggested we bring this up again in the February meeting.

**NEW BUSINESS:** J. D. Farris suggested we think about putting some sort of display in the old post office, now the county government center. Ricky will check further on this, as he has already talked to Judge Frymire in the past, and he was receptive. Suggestions on what to put in the display, and photographs seemed the best bet. Tom Wortham suggested we see if the county will put in display cases. Ricky will check on this and report back at the February meeting. Cliff Downey reports three books are due out soon on the I.C. Rex announced a railroad show in Bowling Green on February 16. We learned the Hopkinsville museum may also be interested in Ricky's PEA truck. Ricky asked for help from the membership in its restoration, Chuck suggested we make arrangements for our Christmas dinner early this year, hoping for better attendance.

**ATTENDANCE:** Wally Watts, Steve Gentry, Birk Fisher, Don Clayton, Greg Utley, Dennis Carnal, Tim Moore, Tom Wortham, Richard Knapp, Rick Bivins, Rex Easterly, David Millan, Tim Griffey, J D Farris, Keith Kittinger, LeRoy Cobb, Rich Hane, Louie Hicks, Cliff Downey, Wallace Henderson, Bob Moffet, William Turner, Sandy Byrd, Harold Bell,

**PENNYRAIL  
TIMETABLE #57  
FOR THE GOVERNMENT OF RAILFANS ONLY**

**HISTORICAL SOCIETY EVENTS**

**August 18-26 2002 Williams AZ NRHS Convention**

**April 12-14 2002 Harrisburg PA NRHS Board of Directors**

**November 1-3 2002 Mt Pleasant IA NRHS Board of Directors**

**MODEL RAIL EVENTS**

**March 9, Lexington, KY Lionel Collectors Club Show** US 60 and New Circle Road. There is a set up and early bird trading for LCCA members on Friday from 6 to 9 PM. Admission for LCCA members is free for non members cost is \$3.50. Children under 12 are free with parents.

**RAILFAN EVENTS and EXCURSIONS**

**April 20,21 Wisconsin SOO 2719** 2 excursions on CN (ex WC trackage.) Contct Don Clayton (270-821-0731) for details.

**June 22 1225 Steam Excursion** Lake Central Rail Tours will operate the excursion from Owosso to Mt. Pleasant, MI, with a side trip to Clare. over the rails of the Tuscola & Saginaw Bay Railway. Tickets are available from Lake Central Rail Tours. For more information, call us at (810) 638-7248, or visit us on the web at: <http://www.lakecentralrailtours.com/>

**Saturday, April 6, 2002 - Decatur, Alabama Depot. Next Railfan Hootenanny.** Lots of CSX and NS action and great chance to mingle with lots of railfans.

For those making plans for **Summerail 2002**, in the Cincinnati Union Terminal, the date has been changed to **Saturday August 10, 2002**

**VISIT THE CHAPTER WEB SITE**  
<http://www.threeoaksphoto.com/wknrhs/>

# REGIONAL RAIL NOTES

**Fulton County Depots In The News** (excerpt from The Paducah Sun) Brent Greer, president of the Chamber of Commerce of the Twin Cities, has finally received a response from Amtrak regarding the Amshack in Fulton, Kentucky. Bonita Quinn, Amtrak Product Line Supervisor from Memphis, stated Fulton's depot is the worst she has seen in 30 years of service: broken windows, broken doors, exposed sewer pipes, lack of signs and lighting, dirty restrooms, potholes, broken crossties, and broken railings. Quinn's report also criticized the caretaker's job performance. CN/IC trainmasters have confirmed numerous calls regarding the depot's condition, and most people say they prefer to drive an hour to catch the train at the Newbern, Tennessee, depot - which is adjacent to the Newbern Police Department. Amtrak officials say improvements are in the works.

Another Fulton County depot is also being targeted for improvements. Hickman residents are trying to save the State Line Depot, formerly the Matson Switch Depot. This building was built in 1901. The 32x48 foot stucco building, adjacent to KY 125 south of Hickman, was built by slave labor and served as a stop between Hickman and towns to the south on the former NC&StL line. It has been vacant since the 1950's and was certified as a state landmark in 2001. *Chris Dees - Internet*

The old Union Station railroad depot (in Henderson, KY) may have reached the end of its line, but that building's death could help birth an extension of the community's Riverwalk. During a five-hour workshop Tuesday evening by the Henderson City Commission, it was told that the main costs of saving the depot apparently are not eligible for the federal grants the city had been hoping to finance the project with.

... the main reason he was recommending the city drop the depot's renovation is because the state officials that administer the federal grant program determined that stabilization of the building's foundation would not be eligible for funding. Several years ago the city obtained about \$300,000 to renovate the building, but since then it has learned that the building's foundation has badly deteriorated. *Internet*

*Editors note: Hopkinsville is tapping the same source of funds (transportation) to refurbish an old fire station. Go figure????*

The Louisville Courier Journal had a small article on Jan.23 stating that Amtrak has formally entered into talks with CSX to begin service between Louisville and Nashville, extending the route of the Kentucky Cardinal. While it is still only a study and at least a year off, it seems that we are getting closer to passenger service between the namesake cities of our favorite RR. *Internet*

CSX GP40-2 6067 was the Tullahoma switcher late last year.

## TRAIN WATCHER

*(Continued from page 5)*

L&N main line and much of our plant's raw materials and equipment arrived by rail. The railroad was becoming a part of my everyday life and I began to notice some of the equipment differences and how cars arrived at our plant.

November 27, 1981 was a true day of awakening and my birth as a railfan. I was a Friday, the day after Thanksgiving, and a day off as the plant was closed. I was on my way to the office to take some product photographs and noticed a train running southbound past the plant. I thought I could get to Pembroke ahead of the train and get a picture - I had my camera with me. Got to Pembroke well ahead of the anticipated train and set up for the shot. A half hour later and still no train and then a northbound coal empty crept through town. Another fifteen minutes and still no south bounder. Saw a friend who was a Pembroke volunteer fireman returning to the firehouse and asked where he had been. He said they had just been to Casky siding to put out a locomotive fire. I headed back towards Hopkinsville and pulled into the quarry and got an OK to go down to the tracks. The northbound coal train was putting one of its units on the southbound freight. And this is where I started thinking like a railfan. The northbound coal train was going to have a problem pulling the grade between Hopkinsville and Kelly. I headed for the bridge over the track south of the Kelly siding and sure enough, here came the coal train with the lone GE on its knees trying to keep the empties rolling. I got a good shot and vowed to find out more about L&N operations and locomotive types.

It wasn't long after this encounter that I met Jerry Mart and Jim Burton and discovered

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**LATE NEWS**

On Friday, February, 8, CSX unveiled a new locomotive paint scheme. The first unit to carry the new colors is SD50 8503 which was recently rebuilt and repainted in the CSX shops in Huntington, WV. The new paint scheme is very similar to the C&O paint scheme of the late 1960's that was used on the GP35's, SD35's, and the early SD40's. The basic body color is very similar to enchantment blue. The ends and frame stripe are a gold/yellow. A dark blue CSX logo is applied to the nose and yellow CSX markings are applied to the long hood. *Internet*

Your editor proposes a little competition to see who can get the first photo of the new paint scheme on the Henderson Sub and submit a copy to your editor for publication in a future ***Pennyrail***.

**WHOOPS!!**

Did any of you catch the error in the January ***Pennyrail***? The picture caption on p 8, identified the L&N geeps at Guthrie as GP9s but obviously they are GP7s. Sorry!

**PHOTO SECTION**



L&N U25C struggles up the grade from Latham to Kelly on the Henderson Sub. The northbound string of coal empties had two units until one was cut off to replace a fire damaged locomotive on a southbound manifest. The fire and engine swap took place at Casky siding south of Hopkinsville. The date was November 27, 1981 (See article starting on p 3) *Photo by Chuck*



CSX unveiled a new paint scheme for it's locomotive fleet on February 8, 2002 at the Huntington, WV shops. The first locomotive in the new paint scheme is SD50 8503. The locomotive is reported to be outshopped following an extensive rebuilding. The new paint is a deep blue with black undercarriage and yellow/gold nose, frame, long hood logo and unit number. The paint is similar to the C&O paint of the 60s. *Internet*

"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.



