

TRAIN OF THOUGHT

MON VALLEY RAILROAD HISTORICAL SOCIETY, INC.

APRIL/MAY 2012



EDITORS NOTE

Lots of things have been happening since our last newsletter. There will no longer be a detailed Financial report from the Treasurer in this publication. Keith DeVault was told by the State Tax Dept. that a detailed report should not be published for public consumption. Detailed financial information should only be available to the membership. He will continue to provide a detailed report at each business meeting and will post it at the society's place of business. Our 501c3 paperwork is almost completed. We had a few more questions that needed answering and must get an accounting of all of our historical and model railroad related activities and financial reports in order.

Kids Day is coming up in July on Saturday the 21st. The Open House will be from 10am til 2pm. If you can help out let me know. We will need to make our society space presentable before the event.

Rich Henderson, Editor



MINUTES of the APRIL MEETING

April 12, 2012

Meeting was called to order at 7:23 with 16 members present.

Approval of minutes from March was moved by Dave Hines and seconded by Lou Lemelle. Motion passed.

Treasurer's report was given. We are solvent. Any questions can be directed to Treasurer DeVault. Motion by John Lindsay and seconded by Bill Hudak to accept report. A question was asked about the increase in the Mon power bill. Reason was that last month's usage was estimated, and this month was actual. Motion passed.

Committee Reports:

Pulpwood cars: Finished.

Ad Cars: State of WV car is done. D2 logging car is done. There are not many old cars left to re-purpose. The total number of ad cars is at 29.

DCC: System is still working. Reminder to tag bad throttles.

Lighting & Maintenance: No progress. Bill Hudak brought in replacement sockets from a fixture at home. They are hanging on hook with name tags.

SCHEDULE of EVENTS

**June 7, 2012
Business meeting**

**July 5, 2012
Business Meeting**

**July 21, 2012
Kid's Day
Open House
10am til 2pm**

**August 2, 2012
Business Meeting**

**September 1, 2, 3, 2012
Railroad Day/Labor Day
Rowlesburg, WV**

**September 6, 2012
Business Meeting**



MINUTES Continued

Modules: We need to build some more module frames to try and fill ambulance building. We will try to organize some weekend work sessions for May/June at Steve R.'s place.

Publicity: Rich talked about "coffee news" newspaper. Ads must run a minimum of 17 weeks at \$35 per week. He recommends that it is not affordable. Maybe we can consider it for later in year during busy season. Two 2.5'x6' banners are on order. Less than \$75 for the two banners. Frank Benders moved and Jim Kubanick seconded for Rich to be reimbursed. Rich declined, and we officially thanked Rich for his generous donation.

Old Business

Community Outreach program is on hold until Rich can get his computer files set up again.

Youth application - new wording read by Rich as determined by Board. Passed on voice vote.

Tom Kirby brought up ensuring that Lew Matt's family gets any remaining property left at club. Rich will do his best to find contact information.

Officer Nominations:

Member-at-Large: Rich Henderson
Treasurer: Keith DeVault
Secretary: Greg Malnikoff, Lou Lemelle

VP: Dave Hines
Pres: Gary Deavers.

Nominations invited from the floor. Seeing none, motion to close nominations by Rich H. and seconded by Mike Hohn - Motion passed.

New Business

Lease from Phil Shuman is 1 year, and is without a rent increase (\$265). After discussion, Rich H. moved for 1 year lease with Mike H. seconding. Passed.

Liability insurance renewal from \$283 down to \$205. Moved, seconded and passed.

For 501(c)3 application we need \$100 more for fee. After discussion Steve Raque moved, Ken Colvin seconded and the motion passed. Donations were collected.

At the recommendation of State Tax Department, treasurer's reports for our society will only be included in newsletters sent directly to members and not on copies on public websites.

We will be open for the layout tours 10-2 on the Sunday after the regional convention.

We need to change checking account to new organization name. Authorization to get new checks and signature card was moved, seconded and passed.

There was a public thank-you to Keith DeVault for all he has done with the 501(c)3, lease, etc.

Ken C. announced that he had books and pictures given from the estate of John Hamilton. Tom K. moved and Rich H. seconded to accept the donation. Motion passed.

Cost of the shelves at Lowe's used for the buy-a-car program has gone up \$5. Motion was made and seconded to increase amount collected commensurably. Motion passed.

The Board was asked to consider some sort of "grace period" for dues of long-standing members who are not present frequently in an effort to keep their membership.

Meeting was adjourned at 8:40

Submitted by Steve Raque as substitute

CB&O Pulpwood Cars

By Jim Kubanick

Prototype: It is well known by students of the freight car that the Tichy 40' flat car is an accurate model of a rather obscure Nashville Chattanooga & St. Louis flatcar built in 1923 and 1926. The NC&StL owned 200 of these cars. Only the Atlantic Coast Line, Spokane Portland & Seattle and Canadian National railroads rostered similar cars, however, the Spokane Portland & Seattle, Great Northern, Cotton Belt and Northern Pacific had 52' cars of this design, while the Texas & Pacific had a 41' version. As the ACL found a growing market for forest products during the 40's and 50's, the railroad found itself in need of cars specialized for pulpwood service. Their solution was to turn to its now obsolete 40' flatcars to satisfy this demand. It did so by rebuilding at least some of these cars with bulkheads, stripping off the stake pockets and installing new V-slanted steel floors and side sheets. I have no information indicating that any of the NC&StL cars ever were also converted but, if so, they probably would have looked very much like the ACL cars. Pulpwood was generally a short haul commodity and it can be speculated

CB&O Pulpwood Cars continued

that pulpwood cars were not used extensively in interchange service during this period. Pulpwood cars of this era were often converted from tired old gondolas and flat cars that otherwise would have been scrapped as being unfit for interchange and these often retained their original K-brake system even beyond the outlaw date. Research does not show that many pulpwood cars were built new during this period. However, by the mid-1950's the pulpwood car population on Northeastern and Southern railroads grew sufficiently that the AAR issued a new class designation : LP (L=special service P=pulpwood) for these cars. This was to eliminate paperwork confusion with logging flats cars (FW, FL, et al). By this time, too, the railroads began ordering new LP's from the carbuilders.

The Model: Tichy's model replicates the ACL conversion quite accurately as Tichy so indicates in their catalogue. It was selected as the basis for a fleet of CB&O pulpwood cars after some membership discussion and the finding, by Mike Hohn, that they would also be the most economical of available HO pulpwood cars. The membership was generous enough to contribute, out-of-pocket, to the cost of the cars and to allow Mike to place an order for 24 of the kits. Several members built the fleet after a couple of kit-building clinics at the club. Two different pulpwood load molds were made and the resulting

castings were painted by Bill Hudak to complete the project. **“History”:** With the building of the Ella Mae paper mill, the CB&O found itself in a similar predicament to that of the ACL. Management was also anxious to generate new revenues that were not coal-related and was, thus, dedicated to providing a high level of service to the new mill. In 1948, CB&O, aware of the ACL's conversion program, purchased 25 of the “obsolete” flat cars from the ACL, along with the conversion components, and the actual conversions were made at the Ravenswood car shops. They were numbered in the 1000 series. Some of the cars retain their original K-brakes and stem-winder brake wheels as there was no attempt made to modernize the cars other than the conversion to LP's. These cars normally do not wander off line; however the Western Maryland is willing to accept them when the big paper mill at Luke is running short of pulpwood. As of the mid-fifties, the small fleet remains intact and continues to soldier in their intended role. The presence of a fleet of era-correct pulpwood car fleet working alongside a fleet of era-correct hoppers adds a considerable amount of credibility to the appearance and operations of the CB&O.

Pictures appear later in this Newsletter



MINUTES of the MAY MEETING May 3, 2012

Meeting called to order by President Deavers at 7:32pm. 12 members present.

Minutes of the April meeting were approved. Motion by Dave Hines and several seconds.

Treasurer, Keith DeVault gave the financial Report and it was approved.

Ad Cars: Rich said Fairchance Pharmacy will probably not renew due to the Hobby shop moving to Uniontown. Tom Kirby will take the car and see if they want to renew and we will do the new graphics. We have 28 cars.

Modules: New ones will be built to include a yard area. Steve Raque will gather the info on what we need.

Publicity: Rich is getting everything ready for Kids Day on July 14, 2012.

Old Business: The Community Outreach program is still on hold. We will have it ready for the Fall.

Nominations: Get the voting done. Remember, your ballot must be in by **May 17, 2012!!**

501c3: Keith talked to the Secretary of States office. We are about ready to send in all the paperwork. The BOD will meet on Thursday, May 17th.

Congratulations to Michael Hohn the new Superintendent NMRA Division II and to Keith DeVault, Asst. Superintendent NMRA Division II.

May Minutes continued

The 2013 NMRA Convention will be in Dayton, OH next year.

New Business:

Everyone agreed with President Deavers that we should continue working on the layout. We must however, keep our present area as clean as possible. We must also start sorting out items to keep and/or throw away.

Our new banners are in! One is up on the wall at the clubhouse and the other will be used for on the road shows.

The MD/WV model train show is at the Cumberland Fair grounds on Saturday May 5, 2012 from 9am to 2pm. We will have a table selling our excess items. Rich H. And Keith will man the table.

Keith DeVault won a 1st place, Best of Show and Third place for his photos at the MNRA Convention in Pittsburgh. It was mentioned that the convention was disorganized.

Meeting adjourned at 8:17pm.

Minutes taken by Lou Lemelle

***Pictures of the New
Pulpwood cars from Jim
Kubanick's article***



***These pictures have also
been posted on our
society's facebook page***

MVRRHS Officers

President

Gary Deavers

Vice President

Frank Benders

Secretary

Greg Malnikoff

Treasurer

Keith DeVault

Member at Large

Rich Henderson