

TRAIN OF THOUGHT

MON VALLEY RAILROAD HISTORICAL SOCIETY, INC.

AUGUST 2012



EDITORS NOTE

August is here, school's are open and I'm back to work. What does this mean? Well for me it means that progress on my personal layout has ground to a stop. My time is now filled with writing lesson plans, grading and doing other school related projects.

For the Mon Valley Railroad Historical Society it means that Rowlesburg and the Northern WV Model Train Show is right around the corner. Mark your calendars for September 1, 2 & 3, 2012. It should be a great time! We need all members on the Station platform for this event. If you can help transport, setup, work any of the three days, takedown & transport back please let me or Gary know. Publicity has gone out for this event. In fact I have added several new outlets. Four new radio stations, two new newspapers and two additional TV stations. We are now covering an area with a population of over 1 million people. I hope this translates into more visitors.

The winners of the Kid's Day drawings were:

Nicole Cranford - Train set
Joshua Freeland &
Wyatt Caplan - Trolley Museum passes.

Happy Training!

Rich Henderson, Editor

MINUTES of the AUGUST MEETING

August 2, 2012

Meeting called to order at 7:33pm by President, Gary Deavers, with 11 members and 4 officers. Minutes were posted online and in the newsletter, motion passed to accept the minutes as published with no corrections. Treasurers report was given by the treasurer, motion was passed to accept as read.

Committee Reports:

Box car: We lost Pt. Marion Ford as that business was shut down and closed, Morgantown Dental renewed their car.

Publicity: Radio, TV & Newspaper info is starting to go out on Rowlesburg, also the week before the event it will be on Comcast Channel 3.

DCC: No report.

Membership: We have not received any information back from the letter to the Sneeds. We all hope to have the twins back, with all the officers apology to them on the night of the meeting.

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SCHEDULE of EVENTS

**September 1, 2 & 3, 2012
Rowlesburg
Northern West Virginia
Train Show**

**September 6, 2012
Business Meeting**

**October 4, 2012
Business Meeting**

**October 26, 27 & 28, 2012
Mountaineer Week
Train Show**

**November 1, 2012
Business Meeting**

**December 6, 2012
Business Meeting**



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Old Business: We have three “3” modular frames here with the 4th coming soon. Gary has the turnouts ordered, work to begin within a week to have the track and turnouts only for Rowlesburg. We need to make arrangements to get the modular’s transported to Rowlesburg and back, please help out, Rich will have sign up sheet for the 3 day weekend.

The IRS 501(C)(3) forms have been mailed.

Kids Day everything went well, and thanks to everyone that helped out.

New Business: Ken Colvin had a request from Cub Scouts for modular’s to be at their camp the end of September, around 65 people. He told them that would not be possible. The membership voted to just have Rich show the Model & Railroad history powerpoint presentation & speak for about 40 minutes as part of our educational program, motion carried. Gavin Lantz may also help out.

Charlene Marshall sent a note about a fundraiser for her at Suburban Lanes, also a letter from Downtown Morgantown thanking us for Kids Day

Rich purchased a Lionel Set CSX GP-38 with all the accessories to have for the drawing at the open houses and Mountainlair Weekend.

Jim put a new boxcar on the layout, thanks to Jim for his modeling for the Society.

Eric has updated the website after his move to the state of Texas.

Announcements: Rich is putting together a new roster, Dave has a person that would like to donate 6-4 x 8 sheets of foam for our layout, he will work on that with Gavin to pick up. Division 2 meeting may be at the Society in October before our open houses. Fayette Central in Uniontown has ceased operations

Operating Sessions have been scheduled for September 15th at 9:00 A.M., and October 13th at 9:00 A.M.

Meeting was adjourned at 8:07 p.m.

Minutes submitted by Keith DeVault in the absence of our Secretary

HOW to Kill a Club

1. Always have something to do when a meeting is called.
2. If YOU attend a meeting be sure to find fault with officers and fellow members.
3. Decline to hold offices. It is easier to criticize than to be criticized.
4. Be sore if YOU are put on a committee.
5. If YOU are put on a committee. Fail to serve.
6. If the President has an opinion, by all means be silent. But later tell others what should have been done.
7. When a few fellows roll up their sleeves to help things along, always preach that a clique is running the organization.

IF YOU ARE ASKED TO HOLD OFFICE, THINK OF THESE THINGS BEFORE DECLINING.

I found this in another model RR clubs publication. Author Unknown Thought it was funny & Ironic. Rich

3-Bay Offset Side Triple Hopper CB&O 5416

By Jim Kubanick

Prototype: In 1932, the AAR 70-ton, 3-bay hopper design was approved and assigned AAR class “HT”. Due to the Depression, however, few rail cars were produced during the early to mid-1930’s. By 1936, the economy had improved and the railroads again began to purchase new cars. In 1938, Bethlehem Steel built the first order of these cars for the Bangor & Aroostook. Following this, came an order from the Seaboard Air Line. Then, Pullman filled orders from the Louisiana & Arkansas and Missouri Pacific. After these builds, World War II caused production to stop, although some War Emergency versions of composite design were built.

Finally, in late 1944, production of the HT hopper resumed at a steady pace with fleets of this design being built by Pullman-Standard, AC&F, Pressed Steel, Mt. Vernon, GATC, Greenville, Ralston and some Railroads’ own car shops. Construction of this design continued through the 1950’s. American roads with the largest fleets included ATSF, B&O, CB&Q/C&S, C&NW/CMO, KCS/L&A, MP/MI/NOT&M/, NKP, NYC, P&LE, SAL and W&LE. The B&O had the largest fleet at some 8,000 cars in Classes W-7 and W-8. In addition, the Canadian roads owned a large fleet of AAR HT’s. As to be expected among such a large fleet, there were minor variations, but the basic design was embraced by at least 36 different railroads.

The advantage of the offset design was an increase of cubic capacity over that of a similarly-sized rib side car. However, over time, this also

3 Bay Hopper continued from Page 2

proved to be a disadvantage, as the pressure of the load was against the car sides and this tended to cause separation failure at the internal rib/sidewall joint, whereas, on an outside rib car, the side ribs were behind the side sheets in relation to the load. The side sheet joints were then in compression against the ribs and the load pressure tended to keep the joints closed. On the offset side cars, the pressure was against the side wall and allowed moisture to seep between the side sheets and ribs and this, in turn, led to the formation of premature corrosion at these critical points. Also, this type of repair is more costly on an offset side car as the side sheets are much larger. This is all academic but, perhaps, is the reason why such major coal haulers as the PRR, N&W and VGN shunned offsets entirely.

Model: The models currently on our layout are Accurail kits which are quite accurate as are the Stewart/Bowser kits. The Accurail kit has improved brake and step detail, while the older Stewart car has the more accurate sidewall thickness and interior slope sheet dimensions. Also, Ulrich made a die cast metal kit for a 90-ton version for this car which would be close to the Bessemer & Lake Erie's cars. Roundhouse also made a model of the car but the side panels were grossly oversized and the transition sheets were grossly undersized, creating a strange looking car that was unmatched by any known prototype. The Accurail and Stewart cars also benefit from modern tooling techniques. The CB&O cars came from Accurail with pre-painted dimensional data applied while the major lettering was applied with decals. Stewart cars could be intermixed with these as both kits

are modeled with the same prototype variations.

CB&O 5400-Series "History":

In 1946, the CB&O began looking for a higher capacity hopper car to augment its fleet of 50-ton hoppers. Having had good success with its recently purchased 6000-series two-bay offset side hoppers, the railroad placed an order with Pressed Steel for the three-bay version of the AAR design. These were assigned the 5000-series and are the first 70-ton hoppers owned by the CB&O. Due to their larger size, they have generally been assigned to export coal service in order to increase efficiency in that service. Rather than return empty from the Baltimore ports, the cars often were loaded with Venezuelan iron ore destined for the steel mill centers. Thus, they found greater utilization than most other hopper cars. It is likely that the HT fleet would remain largely intact in our modeling time-frame of 1954-56, so we could justify a fair number of these cars on our layout.



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