

TRAIN OF THOUGHT MON VALLEY RAILROAD HISTORICAL SOCIETY, Inc. March 2012



EDITORS NOTE

By now everyone is aware of the passing of Lew Matt. Lew was a great member. He always had a smile and tried to be of help to everyone. I miss his jolly face and fine knowledge of railroading and modeling. I'm sure he is being missed by all.

A big welcome to our newest members, the Sneeds, Garrett, Gage and their dad, Lee!

This is probably the shortest note I have ever made since I have been doing the newsletter. I just can't think of anything else to say.

Rich Henderson, Editor

MINUTES of the MARCH MEETING March 1, 2012

Regular Business Meeting called to order by Gary Deavers, President. There were 0 guests, 5 officers and 11 members in attendance.

Minutes: The minutes of the February, 2012 meeting was unanimously approved by vote from a motion made by Rich Henderson and seconded by Dave Hines.

Treasurer's Report: The Treasurer's Report for February

was presented in detail by Treasurer Keith Devault. The report was unanimously approved by vote from a motion made by John Lindsay and seconded by Ken Colvin.

Committee Reports:

Pulpwood car Committee: Jim Kubanik reported the loads for the pulpwood cars are here. Bill Hudak, Sr. worked on and completed the painting.

Ad Car Committee: Rich Henderson reported that we picked up two more cars.

1. Tri-State Soil is near completion
2. WV State Office of the AG, Consumer Protection Division will be finished within the next couple of weeks.

No new cars were reported at this time, but there was discussion lent towards running an additional Ad Car Train on the inside track of the modular should the need arise.

DCC Committee: Bill Hudak, Sr. reported that the DCC is working. Throttles that aren't working need to be tagged for repair or replacement.

Lighting and maintenance: No Report.

Modular layout: No report.

Publicity Committee: Rich Henderson presented a "Non-

SCHEDULE of EVENTS

April 5, 2012
Business Meeting

May 3, 2012
Business Meeting

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
Northern WV Train Show
Rowlesburg, WV

September 6, 2012
Business Meeting

Minutes continued

Profit" newspaper and will contact them for the cost of a business card sized add. He will present his findings in a future business meeting.

We are signed up for "Kids Day". More information to follow.

Non-profit status: Keith talked to the people downstate. There is a new State Tax Department satellite office in Clarksburg. He will endeavor to venture to Clarksburg and talk to them about what still needs to be done and how to move things along.

Membership Committee: No Applications were submitted.

Old business:

Community Outreach: A letter will be going to elementary and middle schools in Mon County possibly in the middle of March.

Youth Applications: Modifications still need to be made regarding *Probationary Periods* and *Refunds of Dues*. A board meeting will be scheduled to discuss the issue prior to the next business meeting.

Car Fleet: Jim Kubanick introduced two new cars of historic significance to railroaders. Jim will write histories on them for the newsletter.

Dues: Dues are due by the end of March.

New Business:

NMRA and Financial Reports: Keith reported that it is the policy of the NMRA not to print financial

information like Treasurer's Reports in a newsletter. This is a question Keith plans on asking the Tax Department in Clarksburg during his visit. The question is specific to our status of a "Non-Profit" organization.

Nominating committee: Ken Colvin, Bill Hudak, Sr., and Tom Kirby volunteered to serve on the nominating committee.

Mountain Lair: Ken Colvin announced that we would be at the Mountain Lair on October 26, 27, and 28.

Work Plans on the Layout: Jim Kubanick is working on the Valley. Some members have expressed or requested a waterway. Jim is suggesting a tree line and or a fill. This would eliminate the need for a second bridge. Jim also mentioned that someone asked for a pulpwood track where we currently use as a work area during Ops Sessions. It was noted by the membership in general that we already have 5 locations and the area being considered is already congested as paperwork and yards operations are performed there.

Scenery Comments: Rich Henderson commented that "Great scenery work is being done by a lot of people". Jim, Tom, Mike, Dave, Gavin, Rich & John have done a lot of work.

Adjournment: Rich Henderson made a motion the meeting be adjourned, seconded by Don Henderson. The motion was voted on and unanimously approved. The meeting was adjourned at 8:04pm

Secretary, Greg Malnikoff

FEBRUARY FINANCIAL REPORT

March 1, 2012

Beginning Balance

February 1, 2012 \$ 3,042.53

Expenses:

February Rent \$ 265.00

Mon Power \$ 39.01

Keith DeVault - Throttle \$ 67.84

Keystone Flyer Ad \$ 15.00

Total Expenses \$ 386.85

Income:

Dues - Kubanick, Hansmann,

Colvin, Raque \$ 230.00

Total Income \$ 230.00

Ending Balance

February 29, 2011 \$2,885.68

Certificate of Deposit \$1,805.26

Treasurer, Keith DeVault

We have in balance \$300 for IRS Fee

CB&O 16000 SERIES BOX CARS- "History" by Jim Kubanick

PROTOTYPE: In 1935, the Pullman-Standard Company built a test box car of Cor-Ten steel and welded construction. In tests, it matched the performance of the then standard 1932 design ARA car but had the advantage of being of lighter weight. In 1938, Pullman, encouraged by the success of this test car, introduced a lightweight car utilizing in-house designs based on the 1937 AAR box car. This car was to be built in assembly line fashion, offering faster delivery times and cost saving advantages to the railroads. The first group went to the Bessemer & Lake Erie, Chicago Great Western and Union Pacific. In 1940, additional orders came from the Nickel Plate, Wheeling & Lake Erie and Pere Marquette. Some developmental changes were made on the latter orders and such changes

continued to be made until 1947, although production was seriously diminished by the war effort. These early P-S cars are often called PS-0's by students of the freight car.

By 1947, the configuration emerged as the familiar PS-1 design with only minor design changes made by the end of production in 1963. Pullman allowed options in door selection and a number of cars were built with riveted sides, alternate roof, underframe and/or end designs upon the insistence of the purchasing roads, but the thousands of standard PS-1's, built for more than 78 different railroads, large and small, were essentially identical in design. The first true PS-1's went to the Lehigh Valley in 1947; the final order went to the Reading in 1963. The PS-1 had a tremendous impact on future box car design and construction.

CB&O 16035, the model: In 1950, the CB&O took delivery of its 16000-series boxcars. These were of the classic standard PS-1 design incorporating all Pullman components, including standard Pullman 7' doors. These cars were initially restricted to clean-loading service, as indicated by the stenciling to the left of the door. However, they were still given the AAR classification "XM" (X=Box Car, M=General Service). Gradually they were transferred into the general service box car pool as prewar cars were phased out of service. By 1954 only a few remained in restricted service. Most likely, this would be service to wholesale grocers, paper or LCL freight.

It seems as though every model manufacturer offered a PS-1 at one time or another and, although Accurail offers a data-only version, none were available at the time of purchase. This car is an old

Kurtz-Kraft flat kit purchased many years ago at Bill & Walt's Hobby Shop in Pittsburgh for the grand sum of 69 cents. Amazingly, this kit is still available from Cannonball Shops, but at a considerably higher price. Still, it is a very nice model of a PS-1, having free standing ladders and grabs and accurate detailing. Being a flat kit, this model also makes good kitbash fodder. If any Accurail cars become available, they will be given higher numbers in the 16000-series to represent a different lot purchase. It would seem likely that the CB&O would roster a fair sized fleet of PS-1 box cars.



MVRRHS Officers

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Gary Deavers

Vice President

Frank Benders

Secretary

Greg Malnikoff

Treasurer

Keith DeVault

Member at Large

Rich Henderson