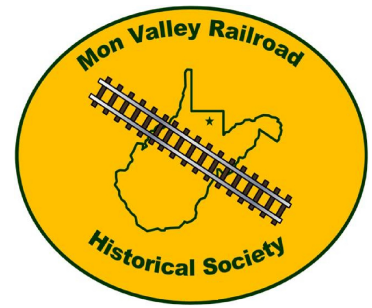


# TRAIN OF THOUGHT

MON VALLEY RAILROAD HISTORICAL SOCIETY, INC.

OCTOBER 2012



## **EDITORS NOTE**

As I sit here watching the snow come down my thoughts turn to working on my railroad, however, there is work to be finished first. All the usual stuff, laundry, cleaning, dusting; you know the dull things. Instead of doing them I have chosen to work on this newsletter.

Mountaineer Week is over and it was a success. This event is truly our best from a public relations standpoint. The Mountainlair is where many new people first become aware of our group. I want to thank all the members who helped make it possible. You guys answered questions about model railroading, the real railroads of WV, and pointed out the details on the modular layout.

You also helped sell our stuff to the public, pointing out that many of our items are limited editions and once they are gone they will not be repeated.

Financially we also did well, just over \$344 dollars for the weekend.

**GREAT JOB!!!!**

Happy Training!

*Rich Henderson, Editor*

## **MINUTES of the OCTOBER MEETING October 4, 2012**

Meeting called to order at 7:30pm by President, Gary Deavers, with 8 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 Rich Henderson in the absence of Treasurer, Keith DeVault. Approved by the members present.

### **Committee Reports:**

**Box car:** Seventeen Ad cars have been renewed, reminders have been sent. Our Ad cars have all new metal wheel sets. Rich & Gavin replaced them all in less than an hour.

**Publicity:** All Radio, TV & Newspaper info for Mountainlair will be out by next Friday, Oct. 12, 2012.

**DCC:** There was discussion about the Signal Indicator lights. Sometimes it lights but is not on. Track power and Signal power are separate.

**Membership:** Any member who has not (and wants to) give their cell phone number to Rich for the membership list please do so

*Minutes continued on Page 2*

## **SCHEDULE of EVENTS**

**November 1, 2012  
Business Meeting**

**December 6, 2012  
Business Meeting**

**December 8 & 9, 2012  
Holiday Open House**

**January 1, 2013  
Operating Session**

**January 3, 2013  
Business Meeting**

**January 12 & 13, 2013  
Winter Open House**

**February 7, 2013  
Business Meeting**



quickly. It makes getting information to members much quicker and remember, it is only for members.

**Old Business:** Out Treasurer, Keith DeVault received an email from the IRS; they have received our paperwork and will let us know in approximately 90 days. The OP Session in September went well. We ran quite a few trains. Everything ran fine. Our next Op session is Oct.15, 2012.

NMRA Division 2 meeting is on Sunday, October 21, 2012. All are welcome. It starts at noon.

**New Business:** Setup for the Mountainlair show will be Thursday evening. Show hours are Friday & Saturday 12 to 8 and Sunday, 12 to 4pm. You have to pay for Parking on Friday, however, Parking is Free on Sat. & Sun. The guy with the paintings of trains Will Not be in the Shenandoah Room with us. Thanks to Ken Colvin for helping with this show.

Remember, if you have a key to our society door, you may come down and work any time you wish.

Boy Scout Meeting: Rich went down to the Boy Scout camp meeting near Buchannon and gave our Railroad & Model RR presentation to over 120 scouts in two separate sessions lasting over an hour each. The scouts appreciated his talk and we received a \$60 donation for the society.

The Winter Open House will be January 12 & 13, 2013.

Meeting was adjourned at 8:03p.m.

*Submitted by Louis Lemelle, Secretary*

## **CB&O 6035 ARA/AAR Offset Side Twin Hoppers** by Jim Kubanick

**Prototype:** Last month we discussed the 3-bay version of this design so it seems logical to follow-up with the smaller 50-ton 2-bay version.

In looking into the history of offset hoppers, it is obvious that the railroad industry was sold on the concept of the increased capacity offered by this design over that of the standard rib side hopper. During the build life of these cars, American railroads operated a fleet of over a half million hoppers and most of these were offsets. Eventually, however, the problem of side sheet separation caused by wet, acidic coal was realized and this forced the railroads back to the outside rib design. But, as with the three-bay cars, the two bays continued to be built well into the 1950's

The ARA developed the offset hopper design in 1926, although the design was not officially approved until 1930. The railroads, however, did not wait for ARA committee approval and many offset side cars were ordered between 1926 and 1929. By 1934, after the AAR replaced the ARA, a set of updated standards were issued and these included the familiar two bay offset side car. The two-bay offsets continued to be classed as "HM" – the same as that for all other two- bay hoppers. Revisions again came in 1935 and 1936. In deference to their slightly higher capacity, offset twins were still listed as 50-ton cars – the same as the older but smaller USRA rib sides.

As suggested from the above, many variations of the design appeared before the final design approvals and there was yet

another design change in 1946. This mix of "same, but different" hoppers lasted well into the end of the offset design build period. Some of the differences include:

- Style of the tapered panel at the end if the sides.
- Different end bracing configurations.
- Straight vs. sloped side sill ends.
- KD vs. AB brake.
- Depth of side taper.
- Style, number and location of the braces on the side taper beneath the bulb angle (top sill).
- Slope sheet support (if any).
- Differing car heights and lengths.

These are only the easily spotted differences you can see when you look at any offset hopper and are the kind of variables that make steam era freight cars so interesting to study and model.

These cars had a long and complex history and the above is meant to be only a general thumbnail history. Accurate modeling of any single car requires a considerable amount of research and photographic documentation.

**Model:** There are very good models of one version of the 1946 ARA standard design produced by Accurail and Atlas Trainman. These are reasonably priced cars and of robust construction and both are excellent choices for use as home road cars on our layout. The Athearn twin offset does not match any known prototype but on a freelanced railroad, such as ours, it could represent a home road design. Kadee makes, and InterMountain soon will soon make, alternate design twin hoppers, but these are too expensive to be used as the basis for a fleet car although they are state-of-the-art models. Some resin kits have been made that accurately model specific prototype cars. The Accurail kit was

*Hoppers Continued from Page 2*

chosen as a starting point for our “fleet” but the Trainman car could be intermixed with these and could represent cars from the alternate builder.

**CB&O “History”** Two-bay offset side hoppers on the CB&O have a similar history to that of their larger three-bay cousins. The road ordered its 6000-series twin offset side hoppers in 1946 following the new AAR standard design released that year. The order was split between ACF and Pullman. This purchase was made to help fill the post-war demand for coal and the loss of older HM class hoppers due to wear and tear. These new cars would remain in service until the demand for 70 and 100-ton cars rendered them obsolete. Some were able to survive a bit longer in lesser roles in aggregate and company service. By 1956, the fleet remained intact with the loss of only a few cars to wreck damage.



## MVRRHS Officers

### President

Gary Deavers

### Vice President

Frank Benders

### Secretary

Greg Malnikoff

### Treasurer

Keith DeVault

### Member at Large

Rich Henderson