

TRAIN OF THOUGHT

MON VALLEY RAILROAD HISTORICAL SOCIETY, INC.

OCTOBER/NOVEMBER 2011



EDITORS NOTE

The show at the Mountainlair was very enjoyable and successful! Just when you think a show has run its course and maybe we should find something to replace it, it throws you a curve ball. We were busy on Friday and literally smothered by visitors on Saturday. Lots of sales of Chance tickets and other items helped put us over the \$300 mark. Exact financial figures will be given at the December business meeting. Many thanks to all the members who helped transport, set up and work the show. We had two special visitors on Saturday, Charlene Marshall came to see her Ad-car and brought along State Senator, Bob Beech. He was most impressed!

Now we are on a roll for the Holiday Open House on December 11 & 12, 2011. We need to clean up the floors and tidy up over the next few weeks so the place doesn't look, well so much like a basement. We will also need a couple of good folding tables to hold all of our "For Sale" stuff. Lou LeMelle needs his tables back for the holidays. Lou, many thanks for the long time you have let us use your tables!

Rich Henderson

PRESIDENTIAL NOTES NOVEMBER 06, 2011

The calendar has turned to National Model Railroad Month (better known as November). The nice weather this weekend allowed me to get outside one last time for a quick grass-cut and leaf removal. Plus, all my Christmas lights are up and waiting for Thanksgiving night! With Lawn Care 2011 in the history books, I have more time to work on my railroads. I spent several hours going through my scratch building stock and parts bins, and I would encourage each of you to do the same. You'll find your projects more enjoyable if you know what you have to work with and CAN FIND IT! The Mountainlair event was a huge success! Thanks to all who helped move the layout and staff the show. I think we also laid good ground work for our Open Houses in December and January. Please, set aside some time the weekends of December 10-11 and January 14-15. We have a good bit of time now to really get our facility nice for our visitors. I have a few small signal projects to work on, and I know many of you have some projects you're working on. Our layout has really taken some major strides in the last year. You guys do good work! On the horizon: the December 31 operating session. More on that next month.

November is the season of Thanksgiving. As we each pause to give thanks for our family, friends, and other blessings, I am genuinely thankful for each of you who make

our "new" historical society what it is. Happy Thanksgiving!

Gary Deavers, President MVRHHS

SCHEDULE of EVENTS

**December 1, 2011
Business Meeting**

**December 10 -11, 2011
Holiday Open House**

**December 31, 2011
Operating Session
At the Club**

**January 5, 2012
Business Meeting**

**January 14 -15, 2012
Winter Open House**

**February, 2012
Business Meeting**

**March 1, 2012
Business meeting**

**Minutes of the
OCTOBER MEETING
October 6, 2011**

Meeting started at 7:30 PM, with a quorum of members present.

Minutes for August meeting were approved (moved by DeVault; seconded by Hines). Minutes for September meeting were approved (moved by DeVault; seconded by Hines) after noting corrections to the spelling of Keith DeVault's name, the date of the October op session, and the amount of money in the Certificate of Deposit.

Treasurer's report was read by Keith DeVault. He noted that income exceeded expense. Report approved (R. Henderson moved; Bill Hudak seconded motion).

Old Business

Ad Car Report: Several renewals were received and a new car added. Caboose Committee: no report. Passenger Cars: examples of cars were passed around; they received accolades from the members present.

DCC Committee: mainline power is complete, although St. George yard is down for now.

Money from what was sold at Rowlesburg was distributed to individual members who had white elephant items for sale.

M&K shirts: Can also do a polo shirt with logo for \$18 embroidered or \$15 screened.

Business license: papers need to be filed again.

Board of Directors needs to work on minor wording changes to constitution and bylaws.

New Business

Mountainlair setup: The modules

need some ends of track re-soldered; publicity will be sent out before show. Ken Colvin distributed ad cards provided by WVU to members. We have a Harry Potter train set for the raffle. We reviewed schedule of events.

Rich Henderson will conduct an after-school session on model railroading to 52 1st thru 4th graders, and will include railroad history.

The issue was raised on module consistency in appearance.

For the Good of the Club

Dates of Timonium show and new paper and online magazine issues were announced.

Tom Kirby showed some potential scenery materials he found at Michael's art store.

Adjourned at 8:35

Thanks to Michael Hohn for taking the minutes in Secretary Lew Matts absence

**OCTOBER FINANCIAL
REPORT
October 1, 2011**

Beginning Balance
September 1, 2011 \$1590.05

Expenses:
Sept. Rent \$ 265.00
50/50 Winner \$ 152.00
MonPower \$ 107.15
Total Expenses \$ 524.15

Income:
50/50 \$ 304.00
Reed Hobby Ad car \$ 30.00
Pt. Marion Ford Ad car \$ 30.00
Able Body Wks Ad car \$ 35.00
Hats/Whistles \$ 18.00
M & K Shirts \$ 138.00
Weaver-Rowlesburg \$ 225.00
Donations-Rowlesburg \$ 60.75
Hansmann/Lantz Shirts \$ 38.00
Total Income \$ 878.75

October Financial Report Continued

Ending Balance
Sept. 30, 2011 \$1,944.65
Certificate of Deposit \$1,804.20

Treasurer, Keith DeVault

We have in balance \$300 for IRS Fee. We have working Capital of \$1,644.65



**Minutes of the
NOVEMBER MEETING
November 3, 2011**

Regular Business Meeting called to order at 7:28 by Gary Deavers, President. There were 9 members and 5 officers in attendance.

The minutes of the October 6, 2011 meeting were unanimously voted to be deferred by a motion made by Dave and seconded by Frank. These minutes will be read at the next meeting.

The Treasurer's Report: A detailed and comprehensive Treasurer's report was submitted by Keith DeVault with an ending balance of \$1,964.50, CD is \$1,804.20. The treasurer's report was accepted by a unanimous vote, motion made by Rich and seconded by Lou.

Committee Reports:

Ad Car Committee: Rich reported that although we lost an ad car, several new ad cars were added for a total of 25.

Passenger Cars: Are lettered and numbered and ran Friday and Saturday at the Mountainlair.

NOVEMBER MEETING Continued

DCC: The controls have been labeled to turn on only the indicated transformer or damage to the system may ensue.

Publicity: November 4 marks the beginning of the Christmas open house advertising and news reports season. There was a discussion on what was considered effective advertising and reporting from past years.

Old Business

Lew Matt made a motion to change the name of the organization in the by-laws and constitution to reflect the correct name needed for the 501c3 paperwork. 2nd by Keith and voted unanimously.

The President congratulated everyone for a successful display at Mountainlair. Thanks to all the people who participated in the work and activities.

New Business

The Christmas open house will be December 10 and 11, 2011 and January 14 and 15, 2012.

The annual New Year Op Session will be held on December 31, 2011 this year instead of New Year Day.

January 24, 2012 will mark the 25th anniversary of the founding of the club. Special activities will be scheduled. John Lindsay designed and prepared a special 25th anniversary logo in silver that was unanimously adopted by the members present as the official year long logo.

Dave Hines displayed a hand painted lamp, supplied by LG Lamp Co., a long time supporter of the club, depicting B&O #82. The lamp costs \$295.00 and may be purchased to chance off. The BOD will take this project under advisement.

Lou Lemelle expressed a desire to model a fall/winter scene on the modules depicting Marilla Park. Lew Matt made a motion to explore this idea and gather history for the project. Keith 2nd the motion and it carried unanimously.

Jim requested taking the Y6b locomotive home to be lettered in the WM fireball pattern but with the name West Virginian and the CB&O round logo. Jim will weather the loco. Keith made a motion to approve this idea seconded by Lew. It passed unanimously.

Good of the organization

Keith will attend the Greenburg show on Saturday, November 12, 2011 and invited anyone to go with him.

The November issue of the Model Railroader Hobbyist magazine will be available to download for FREE on and after November 7, 2011. Go to mrhmag.com All back issues are free also.

Meeting was adjourned at 8:15 pm.

(To have RR meets, shows, meetings and items of railroad interest mentioned here, contact Lew Matt, the MVRRHs secretary.)



**NOVEMBER FINANCIAL REPORT
November 1, 2011**

Beginning Balance

October 1, 2011 \$ 1,944.65

Expenses:

August Rent \$ 265.00

MonPower \$ 50.65

Total Expenses \$ 813.94

November Financial Report Continued

Income:

Remax Ad car \$ 30.00

St. Farm-Christie Ad car \$ 30.00

Eric's Radiator Ad car \$ 30.00

Genes Place Ad car \$ 30.00

Wine Rack Ad car \$ 30.00

Gaddis Evt. Plan - New \$ 35.00

Clr. Mtn. Bank -Buy \$ 40.00

Jimmy's Sunoco Ad car \$ 30.00

Benders Donation \$ 13.50

Caboose Donation \$ 7.00

Total Income \$ 335.00

Ending Balance

October 31, 2011 \$1,964.50

Certificate of Deposit \$1,804.20

Treasurer, Keith DeVault

We have in balance \$300 for IRS Fee and working Capital of \$1,664.50

Mountainlair Report - NEXT MONTH

**AND WE BOUGHT IT
SECOND HAND!!!!**

By Gary Deavers

We model railroaders love our tools. We have our assortment of knives, tweezers, jigs, persuaders, adhesives – and justifications. For example, my home railroad, the G&D (set in 1978), has an F7 “that we bought second hand from the B&O”. I often hear the “second hand” phrase used to describe equipment the club railroad, the CB&O, may have picked up along the way. The purpose of this article is to advise caution when using this trick play. Perhaps you have heard me use the phrase “think of the context of the time” in equipment and operational discussions regarding the CB&O, set “about 1953”. Here are two fairly concrete truths.

1. Railroads were still looking to the future – things had transitioned from postwar optimism, but hard times were still a way off.

SECOND HAND continued

2. Most railroads had embraced the diesel. The notable exception – N&W – had very modern steamers and almost no “older” power.

With these thoughts in mind, let’s look at the second hand strategy. Would a railroad be selling almost-new coaches, freight stock, and diesels? You could state with 99% accuracy: NO! Some points as I see them follow.

1. Second hand cabooses? B&O ran their wood-bodied I-5 and variants into the early 1970’s – they were rebuilt at different times. Not sure how many (or if any) were “sold” to short lines or smaller Class I roads. As to steel cabs, for all intents and purposes their entire fleet (including wagon tops) lasted until the end of caboose usage. Wandering home-built cabooses were rare indeed.
2. Second hand diesels? In 1953, the diesel was still new. The trade-in era had not yet started. True, B&O would one day send legions of F7s and Geeps for trade-in on the GP38 and GP40, but this was in the late 60’s and 70’s, when the F’s were used up anyway.

Tony Koester, Bill Darnaby, and others have pointed out that a smaller road with a lot of F-7s would have little if any steam. WM replaced their steam roster by the end of 1953. Large roads like the B&O had both, but steam was sent west to Ohio and Indiana after the eastern divisions were dieselized. This played into my decision to get a fleet of GP7 engines, which were built until late 1953 (the GP9 debuted in early ’54). Safe play: Have a *very* few cab units to handle the passenger trains. Stick to road switchers for freight service if you still want some steam hanging around.

Second Hand Steam? Absolutely! This is an extreme example, but C&O retired their entire fleet of

0-8-0 switchers in 1950 when some were less than a year old. They went to diesel switchers. N&W was still committed to steam, so they bought them and even built some copies. N&W foisted off some older, or smaller, or unsuccessful power on southern short lines and even some bigger roads, notably D&RGW, RF&P, W&LE, and NKP. Six Y3 engines even ended up on the PRR! (Yeah, Steve has two of those.) There is potential for used steam in the second hand market.

How do we explain our Y6b? I would postulate that we at the CB&O had Roanoke build one for us rather than pick up one “second hand”. N&W built their last four Y6b’s in 1952! The class was mostly intact through 1960. Supposedly there were plans for the Y7 class, but the N&W ceased building engines by the end of 1953 – the last of which was a copy of a C&O switcher.

Second Hand Cars?
I touched on passenger cars earlier. Better to assume we bought new, not used, streamlined equipment. If railroads were unloading anything, it was old and original heavy weights. Some road successfully rebuilt heavy weights into more modern looking cars. Freight cars? Railroads loved to rebuild equipment. Old frames were the starting point for many new car classes.

Closing thought:
The preceding is not necessarily intended to squelch anything. It is just a reminder to be careful in calling the “second hand play”. I would encourage each of you to “think in the context of the time”.



**Mon Valley
Railroad Historical Society
OFFICERS**

President

Gary Deavers
304-363-9342
oprfairmont@hotmail.com

Vice President

Frank Benders
304-296-2318
fbenders@comcast.net

Secretary

Lew Matt
1-724-499-5376
lmatt@windstream.net

Treasurer

Keith DeVault
304-599-5261
devaultkj@comcast.net

Member at Large

Rich Henderson
304-276-1046
trainman430@comcast.net

Our Club Website:

<http://www.mvrrc.org>

Our Club Yahoo site:

[http://groups.yahoo.com/
group/MVRRHS/](http://groups.yahoo.com/group/MVRRHS/)

Our Club

facebook page:

[http://www.facebook.com/
pages/Mon-Valley-Railroad-
Club](http://www.facebook.com/pages/Mon-Valley-Railroad-Club)