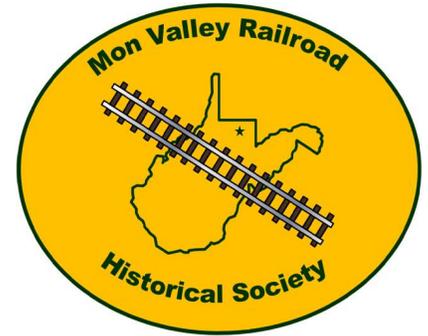


TRAIN OF THOUGHT

MON VALLEY RAILROAD HISTORICAL SOCIETY, Inc.

April, 2019



EDITORS NOTE

The Spring Model Railroad Open house is just around the corner. We need as many members as possible to help. Please set aside some time, I will be sending out an email to recruit workers! This event is our first chance to show off all the hard work that we have completed over the winter months. If you haven't been down to the Society's clubhouse in a while, why not make the time, you will be pleasantly surprised. I for one am very proud of all the love & hard work we have done. Work is progressing on the new coal mine scene, a new horse farm and scenery at Wilson's Mill.

I want to personally thank all the members who have paid their annual dues. Your dues help make it possible for us to keep the doors open and to help us build the best HO scale model railroad in North Central West Virginia!

Lastly, If you haven't paid your dues, you will have to be voted on again and pay the extra \$5 fee. Please pay soon!

Come down and visit soon.

Happy Training,

Rich Henderson, Editor



Minutes of the March 7, 2019 Business Meeting

The March 2019 meeting was called to order by President Lou Lemelle at 7:32 with three officers, nine members, and one guest present. February business meeting minutes were approved by vote on a motion by Gary Deavers and second by Ken Colvin.

Treasurer's Report: Keith DeVault read his report; it was approved by vote on a motion by Rich Henderson and second by Todd Clark.

Modules: Michael Hohn and Ian Gray have been ballasting the four M&K Junction modules. Mike noted that in the 1962 MR magazine photo the ballast looks bad. This provides leeway in what we use. He has brought in some ballast & cinders from home.

Main Layout: Jim Kubanick is close to installing a new bridge on the mine branch. Lou Lemelle cleaned up around St. George. Rich Henderson is working on scenery and bridge abutments in wye area and will move on to Wilsons Mill. Eric Hopkins has been installing lights over the St. George warehouse district. There is now a plan for track in the St. George depot vicinity.

Meeting Minutes continued on Page 2

SCHEDULE of EVENTS

**April 4, 2019
Business Meeting**

**April 6 & 7, 2019
Spring Open House**
Saturday 10am to 4pm
Sunday 12 Noon to 4pm
Workers Needed!

**May 2, 2019
Business Meeting**

**June 6, 2019
Business Meeting**

**July 11, 2019
Business Meeting**

**August 1, 2019
Business Meeting**

**August 24 & 25, 2019
Back to School
Open House**



Minutes continued from Page 1

Gary Deavers continues to work on repeaters, they are about 2/3's of the way completed.

Bill Hudak is trying out LED's for the ceiling fluorescent light fixtures. He says they don't work well, the light shines down not all over the area.

Publicity: In Facebook news, we now have 542 likes and 546 follows; there were 220 hits on new photos. Publicity for the Spring open house is ready to go out.

Ad Cars: Morgantown Dental Group re-upped.

Membership: Dues for 2019 have been received from Twenty full members and two college students.

Donations: Miscellaneous donations were made since the February business meeting.

Old Business: Progress was made on two main layout goals for 2019: 1) Blue sky and white were added to the backdrop behind St. George yard; 2) Batteries for the emergency lights were purchased. A motion by Keith DeVault, seconded by Rich Henderson to reimburse Bill Hudak for cost of batteries was approved by vote.

Members were reminded of the NMRA Mid Central Region Division 2 meeting on March 17th. Ian Gray will give a presentation on Morgantown Trolleys after the meeting.

New Business: Rich Henderson moved and Keith DeVault seconded a motion to accept Richie Nolan as a new member; the motion passed. Welcome aboard Richie!

Jim Kubanick donated a computer program to convert dimensions between scales. Todd Clark talked

about the recent presentation on railroads by Fred Ripley. There was no news on the rest home presentation.

For the Good of the Order:

Rich will have three (3) tables at the Cumberland train show on Saturday May 4, 2019. One will be to sell off donated Lionel items for the Society.

The meeting **Adjourned** at 8:09 to much acclaim.

Respectfully, *Michael Hohn*
(stepping in for Secretary Greg Malnikoff)



RECONSTRUCTING MY HOBBY PAST

By Gary Deavers

Plain and simple, I outgrew the stuff. They weren't scratch built. They didn't look B&O. They had had a lot of rough handling. I sold the lot of them to some kid I knew in 1982 for a five dollar bill. "They" were some old plastic structures dating to the early 1960s. My dad had traded some of his remaining S scale stock to a collector in exchange for about 40 HO structures (if you can count some of the sheds and shacks as "structures") around 1973. Typical of the time, many were old West German imports from Faller and Kibri, plus some domestic Revell and Atlas models. For the next seven years they were used in many ways on the railroads I had at the time. Many were casualties of careless handling before 1976. On New Year's Day, 1981 I ripped apart that last early HO layout and began a bold look to the future of

super scale this and scratch built that. In the process, I eventually let go of most of my hobby past.

Now, let's fast forward to last year and a visit to the wonderful world of ebay. On a search for some signal parts I stumbled on page after page of old HO kits. I refined the search to "Revell", and also "AHM" as they had taken over a lot of the old Revell line. Indeed, many of those classic kits have been made under different names over the years.

There it was! The famous freight station, just as I remembered it. Well, this one had all its parts and had not been "painted" with a red permanent marker. So I bought it. When I received it and opened the package, it was obvious a smoker had had this kit. I let the box air out a few days. Then a few weeks later I found the maintenance shed, the one with the office, tie pile, and motor car shed attached. I bought that one. It still has shrink wrap on the box and a \$1.99 price label! I may have to buy another kit (if I can find one) just to preserve this pristine box. I have yet to build either kit, but it is nice to have them around. Memories restored for less than \$25.00! Okay, back to reality. These kits in no way measure up to what is available today. If I use them, I will have to correct a few problems they have. And, I won't use them someplace along the B&O. However, they may fit in near the end of the branch line. No matter, I have found some missing links to my hobby past. I recently purchased the "sand and pump house". You can see one over beside AG Interlocking at this writing minus a roof. I may use mine at the Davidton engine facility – along with a good Walthers sanding tower. And, since I model 1978, the freight station will not have any crates or cartons on the platform. I will suppose that the track forces have taken it over as a base of operations.

RECONSTRUCTING MY HOBBY PAST
continued

Speaking of track forces, one final “blast from the past” concerns two old MoW cars from the early 1960s that belonged to my late grandfather. I was smart enough not to let those go in 1982. One of the cars is the Revell “bunk car” c 1958, with lots of neat cast on details like a mop and washboard – and a lot of kitschy looking backwoods details like bent and broken grab irons. A rolling FRA violation if there ever was one! During the Super Bowl I sat down at the bench and cut off all those cast-on grab irons and installed wire rungs and stirrups (and an Ajax hand brake). Plus, I added an “X” in front of the road number and basic consolidated stencils to give it an in-service look. But, I left the original paint alone. It has had decent trucks and Kadees on it since the mid-80s, but now it is truly up-to-date. It will look good sitting beside the roundhouse waiting a call to duty.

Evidently I am not the only modeler thinking about the old days. The NMRA Division 2 Jamboree in Pittsburgh at the end of April is featuring a model contest based on – you guessed it – old Revell kits! How’s that for timing? I think I will build the sand and pump house, only with some working lights, an interior, and other “Deavers Touches”.

What’s next? Since Christmas of 1976 I have wanted to build Art Curren’s kitbash “Frenda Mine” out of the Bachmann coal tower and AHM freight house. This was featured in the December 1976 RMC (along with Jim Boyd and Tony Koester’s “Clinchfield Vignettes” photo essay). Again, I have no idea where or if I would use it, but it is a neat model as models go and would be an enjoyable project. Someone found a prototype mine that somewhat resembled this kitbash, but I don’t

remember what magazine the photos were in. It was probably RMC.

As to magazines, someday I’ll tell you a little about my magazine collection – and how they influenced my hobby past.



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