

Knuckle
Couplers

\$14.00

N & W Historical Society

H-21a Hopper Car Kit - Car #923607

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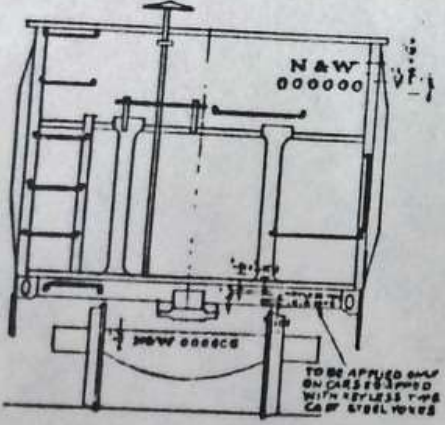
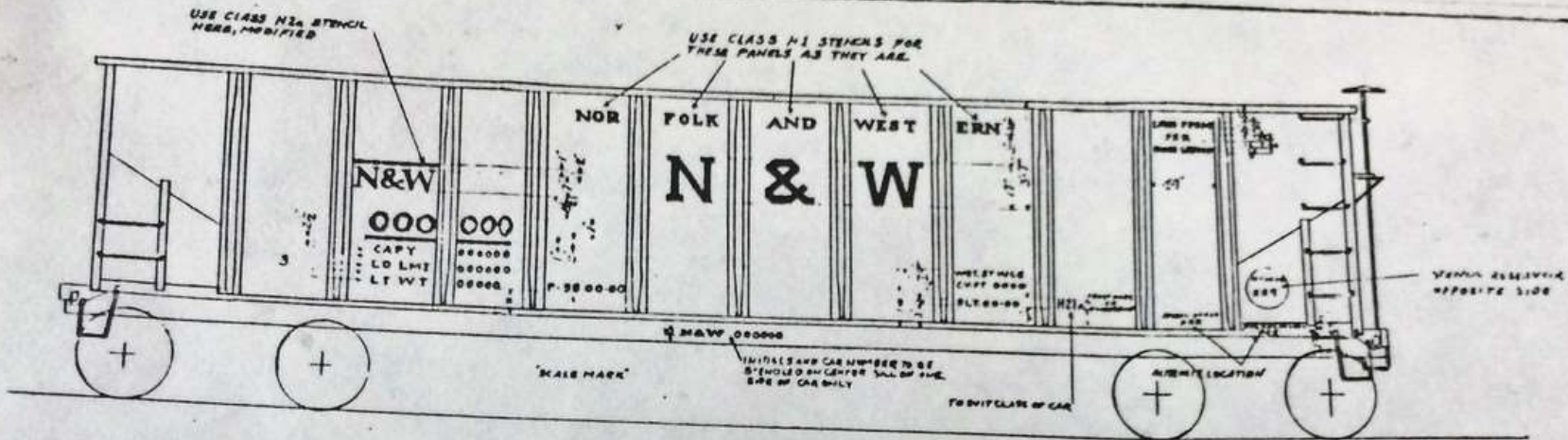
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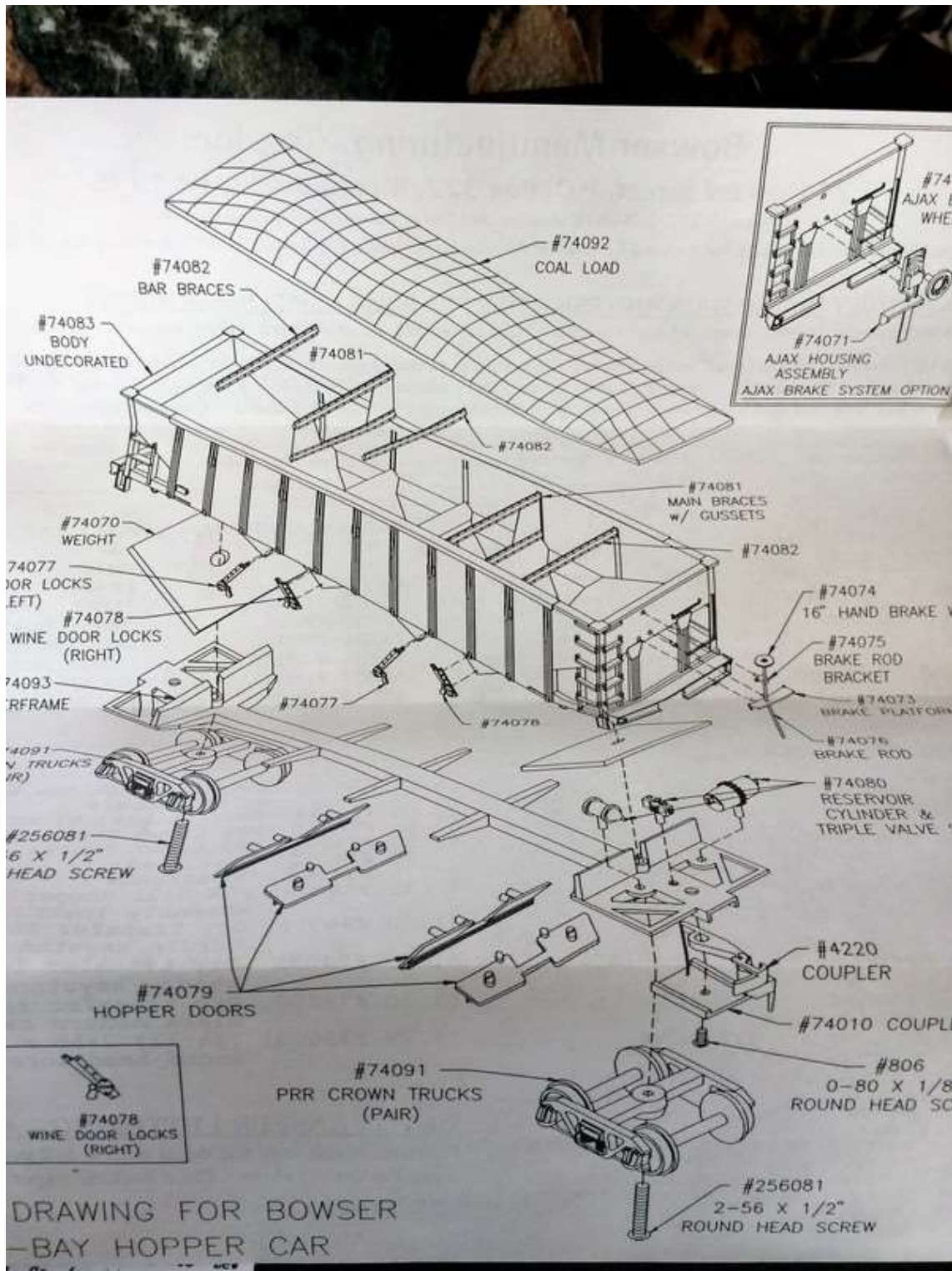
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NOTE:
LETTERS SHOWN AS BOLD OUTSTANDING
CHARACTERS ARE TO BE ADDED, OR CHANGED,
AS INDICATED.

STENCILING FOR PENNSYLVANIA
TO TON LEASED HOPPER CARS

N & W RY	MA DEPT.	MOBILE VA
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DRAWING FOR BOWSER
 - BAY HOPPER CAR

MEMBERSHIP APPLICATION

Name _____
Address _____
City _____ Zip _____
Telephone _____

Primary Interest: _____ RR History
_____ Modeling _____ Other

H-21a

If you have areas of interest or skill which you would like to volunteer to the Society, please let us know.

_____ Research _____ Photography
_____ Publishing _____ Writing
_____ Accounting _____ Membership

Membership Classes & Dues

- **\$17 Regular** Provides all regular N&WHS benefits for one year.
- **\$30 Sustaining** Includes all regular N&WHS membership benefits plus extra support for the work of the Society. Any amount over the \$17 membership fee is tax deductible.
- **\$30 Foreign** Provides all regular N&WHS membership benefits plus costs for foreign mailing.

To join, please send this application with check or money order payable to N&WHS to:

N&W Historical Society, Inc.
P.O. Box 201
Forest, Virginia 24551

THE N&W (PENNSY) H-21a

Leased from the Pennsylvania Railroad during the early 1950s, the H-21a hoppers remained on the N&W for less than a year. The company Revision Book entries, along with the enclosed stencil diagram, indicate the cars arrival was being planned in Oct. of 1951. Interstate Commerce Commission records show a total of 1,481 H-21a coal cars on the N&W in Apr. of 1952. By July only 15 remained and by Oct. all were gone.

The leased Pennsy cars were not repainted in N&W's standard black paint scheme. Instead, N&W reporting marks and lettering were stenciled over the Pennsylvania stencils. This made what was, quite likely, the only red coal car in the road's history.

For additional information on the H-21a, read John Teichmoeller's product review of the Bowser model in the July 1993 issue of MODEL RAILROADING, along with his article on the prototype in the May and June issues of the same magazine.

Bowser used Scalecoat paint on this model. To match it, mix equal parts of Oxide Red and Boxcar Red.

Special thanks to N&WHS member Charles Schlotthober, who discovered the stencil diagram and revision book references that made this project possible. Fellow member James Brevier, along with P.R.R. Technical and Historical Society member John Teichmoeller delved into I.C.C. records in Washington, D.C. to provide details of lease, numbers of cars and duration of service on the N&W. Their information assured us that the lease actually took effect. And finally, thanks to Len English of Bowser Mfg. Co. for his assistance.

THE NORFOLK and WESTERN HISTORICAL SOCIETY