

# **Neuse River Valley Model Railroad Club**

## **Minutes of the HO Committee Meeting of January 15<sup>th</sup>, 2023**

### 1. Call Meeting to Order

The meeting was called to order at 1:00 pm by Ken Howard. Members in attendance included Peter Denofrio, Dan Egy, Ken Howard, Ted Kunstling, Tom Tieman, and Bob Witwer.

### 2. Review of Progress to date:

Bernie Dawson has completed improving the storage and organization of scenic materials under the HO layout.

Ralph James reported that additional lines have been dropped to the power bus on the Main Line #1 expansion to improve uniformity of power distribution.

The 22" radius curve coming off legacy Main #1 has been replaced with a 30" radius curve.

A setup siding along the main aisle has been completed and two sidings on the back wall of the extension have been completed. Power to these sidings is switch-routed only, and they are meant to be used for members to make up trains without disturbing other layout operations. Once a train has been assembled, you throw the appropriate switch for the direction you want to enter Main Line #1 and your train can proceed onto the layout.

Ken Howard reported that all materials (cork roadbed, crossings, code 100 nickel-silver flex track, track nails, rail joiners, and switches) needed to construct Main Line #2 have been assembled with the exception of one wye switch. Tom Tieman stated that he may be able to donate a wye switch to fill that gap.

### 3. Problems Discussed

After brief discussion, the meeting moved to the layout room to discuss the final plans for Main Line #2 construction. The members agreed that the wye should be constructed as currently posted on the extension.

Discussions were held about the planning of an elevated portion of Main Line #2 to give the extension more visual interest. It was agreed that grades should be held to 3% or less. It was also agreed that the wye should be maintained on the current level. Elevation of Main Line #2 will therefore be limited to the portion of the line that is not involved in the wye itself. A minimum elevation change of one inch will be the initial target, with the possibility of slightly higher elevation if the change can be managed.

The group agreed to expand the diameter of the Main Line #2 loop and to add modest curvatures to add interest to the track. Long straight runs of track will be avoided whenever possible providing 30" radius curves can be maintained.

It was agreed that construction can be broken down into manageable task such as:

- Gluing the existing cork roadbed for the wye in place.
- Gluing 1” thick foam in place on the loop in such fashion as to form a base for laying roadbed and track. A 36 inch length of track is needed to achieve that 1” elevation gain.
- Construction of foam gradients from table level up to the foam deck.
- Installing switch and two crossings on module 2 to bring Main Line #2 onto the layout extension.
- Cutting the and reinstalling the Main Line #1 siding on module 11 and installing a switch and crossing to enable Main Line #2 extension onto the new layout.
- Other tasks as they appear will be designed and built.

General discussions were also conducted on the extension of Main Line #4. As currently envisioned, the extension will be a dead end spur line or a reversing loop. Discussions on elevation of the line were based on adding greater variety. The new line will leave the legacy layout at an elevation of approximately 3”. Further planning will await the final configuration of Main Line #2.

#### 4. Future Work Sessions

Work sessions to begin track work to tap into Main Line #2 will be held on Wednesdays, Saturdays, and Sundays. A task list will be posted so that members can work on manageable pieces at any time convenient for them.

#### 5. Next Meeting

The next meeting of the committee is scheduled for February 19<sup>th</sup> at 1:00 pm at the Clubhouse.

#### 6. Adjournment

The meeting was adjourned @ 2:05 pm.