

Neuse River Valley Model Railroad Club

Minutes of the HO Committee Meeting of March 19th, 2023

1. Call Meeting to Order

The meeting was called to order at 1:00 pm by Ken Howard. Members in attendance included Wayne Aiken, Peter Donofrio, Randy Foulke, Ken Howard, Jimmy Hall, George Lasley, Don Weaver, and Bob Witwer.

2. Review of Progress to date:

Main Line #2 is operational - including the wye. We now have the ability to reverse trains. Bob Witwer has built a control panel to operate the switches on the reversing loop and wye. He has installed switch motors on switches 1 and 2. Switches 3 and 4 can be reached for manual operation, but additional switch machines will be installed in the near future.

Ken Howard reported that he has replaced switch 1 because of broken rail that was not allowing current to be thrown through the frog. The roadbed for the switch was also modified to remove irregularities. Operation is now normal, although a few minor glitches remain to be corrected on Main #2.

A curved switch is required to reconnect the severed outermost siding for Main line #1 on the legacy layout. Ken Howard will get necessary specs and obtain the switch.

3. Problems Discussed

Randy Foulke has prepared a document on proper operation of Club throttles. The document was circulated and discussed. After discussion, a number of points were consolidated to make the document more readable and concise. Ken Howard will prepare a copy of the revised "Rules Governing the Use of Club-Owned DCC Throttles" for review and final adoption.

Discussions of the further construction of the layout extension started in the Crew Lounge:

- A diagram for modifications to the legacy layout that will allow Main #4 construction are posted on the easel. Work can begin on these modifications.
- The committee decided to construct an interconnection between Mains #1 and #2 between the engine servicing facility and the industrial area as previously defined.
- The committee decided that the industrial spurs and engine servicing spurs should be at lower elevation than the mains. George Lasley suggested use of N scale cork roadbed and Peter Donofrio suggested that we could also use thin sheets of cork available from Michael's or other craft stores.

Further discussions were moved to the layout room. The committee discussed the facilities and buildings that we have on hand and what additional structures will be required. Consensus was reached that the engine service facility will consist of two tracks, with ash pit, water, coaling facility, sand towers, and diesel fueling facilities. This area will be accessed from the new crossover line between the mains. Also, a two stall engine hose will be accessed by sidings from

Min Line #1. Randy Foulke will look into available models and costs for structures that we do not currently have in inventory.

The committee decided that the industrial area should be served by a double track siding and a single track siding running the length of the area between the mains. The industrial buildings that are currently on the layout will be worked into the plan.

The track layout for the construction of the engine facilities and the cross over between the mains has been pinned and laid out with cord for easy visualization. Construction of the track can begin once we acquire the thin cork roadbed and sheets for the track base.

4. Future Work Sessions

Work sessions to complete sidings and engine facilities and begin construction of Main Line #4 will be held on Wednesdays, Saturdays, and Sundays.

5. Next Meeting

The next meeting of the committee is scheduled for April 16th at 1:00 pm at the Clubhouse.

6. Adjournment

The meeting was adjourned @ 2:01 pm.