

TRAIN OF THOUGHT

THE MON VALLEY RAILROAD CLUB OF WV, INC.
NEWSLETTER - MARCH 2010



Message from the New Editor

This is my first newsletter as the new Editor of Train of Thought. I will do my best to keep up the high standards set by our former Editor, Eric Hansmann. Eric used many specialized programs, fonts and graphics which I do not have access to use, so for a while things will look and feel simpler than in the past. I will be experimenting, trying to learn how to create a first class newsletter. Please bear with me as I get the hang of it.

Sincerely, Rich Henderson

MARCH MINUTES

March 4, 2010

Meeting called to order at 7:30 by Frank Benders, Vice President. (Gary Deavers, President was unavailable for this meeting)

The minutes of the February 2010 meeting were corrected to be: John Hebb and Richard Henderson will be taking responsibility for the Yahoo group, but not the web page and newsletter as previously noted. The minutes with the amendment were then approved by a motion by Dave Hines and seconded.

The Treasurer's Report with an ending balance of \$2,434.16, was reported by Keith. A detailed and comprehensive report is attached.

Committee Reports

Caboose committee: Lew Matt had no new information to report.

Constitution Committee: Rich Henderson requested an executive meeting to review the newest additions to the constitution revision.

Ad Car Committee: Dave Hines and Rich Henderson, have nothing new to report

DCC Improvement Committee: Bill Hudak reported that there were some minor changes made to improve the system.

Old Business

Lighting: AJ Watson and Don Henderson will be moving the layout light switches to the doorway.

Op Session: A new Op Session is scheduled for Saturday, April 3, 2010.

Pulpwood cars: Mike Hohn finished one of the Tichey cars and is working on another. Mike says the manufacturer's drawings are accurate. To facilitate the building of the cars by members, Mike made "Building Tips" sheet to make construction easier. Mike distributed copies at the meeting to those wanting one.

December Open House. Lew Matt raised the question of the financial accounting for the open house's food sales, apple butter,

SCHEDULE

April 1, 2010
Business Meeting

April 3, 2010
Operating Session
[At the MVRRC Clubhouse](#)

April 17, 2010
Division 2 Jamboree
www.keystonedivision.org/

May 6, 2010
Business Meeting

May 13-16, 2010
Coalfield Express
[www.coaldivision.org/
coalfield_express.html](http://www.coaldivision.org/coalfield_express.html)
NMRA-MCR Convention

June 3, 2010
Business Meeting

July 1, 2010
Business Meeting

July 17, 2010
Kid's Day
Open House
10am til 2pm

March minutes continued from page 1

white elephant table etc. Keith said he would look for the receipts and to an account balance.

Web Page: There was a lengthy and lively discussion about the web page Mike Hohn made a motion to appoint John Hebb as webmaster.

He can then work with Eric to transfer the web page site to a new ISP. John will be paid any expenses incurred doing the transfer and put the site in the club's name. The motion was seconded and approved. Newsletter: Membership approved Rich Henderson to take over the newsletter. Rich will work with Eric to transfer any information & files.

New Business

Frank mentioned that the Slately Fork rail upgrade project was not approved.

Visitors were introduced as Glenn Kinsey and Rodney Grimes

New Members: Rodney Grimes, an HO modeler who models the W&WRR's Waynesburg yard in HO Standard gauge. Steven Kite, a former member who neglected to renew his dues. Steve is just starting his home layout. Steve was unable to be at the meeting and was presented in absentia by Mike Hohn. A motion was made, seconded and approved to accept both men as new members.

Announcements

Division 2 meeting will be April 17 at Robert Morris Univ.. The Jamboree is the 3rd Sunday in March, the 21st. The Narrow Gauge convention will be in Canfield Ohio March 26 and 27, 2010. The next Timonium Show will be Saturday and Sunday, April 10 and 11, 2010. (Several members talked about carpooling to the show on Saturday)

Meeting adjourned at 8:25
Submitted by Secretary Lew Matt

.MARCH FINANCIAL REPORT

March 1, 2010

Beginning Balance : \$ 2476.92

Expenses:

Rent: March	\$ 265.00
Allegheny Power:	\$ 45.76
Total Expenses	\$ 310.76

Income:

Dues Paid: Ackerman, Lindsay, and Watson	\$ 124.00
Sale of Signs	\$ 144.00
Total Income	\$ 268.00

Balance as of 3/28/2010 \$ 2434.16

Bank Certificate value: \$ 1801.06

PRESIDENTIAL NOTES

by President Gary Deavers

Welcome to Spring! I am sitting here tonight at the old keyboard with the window up, listening to rain, wind chimes, and the occasional dog bark or passing car. I stopped by the clubhouse this evening to do some signal and track cleaning work in preparation for our April 03 op session. Please, mark your calendar and plan to attend. The day between Good Friday and Easter Sunday usually doesn't have much going on. I remain hopeful we won't get a sudden snow and ice storm. I have been something of an absentee president so far this term. Between weather, a monthly church board meeting, work, etc I have been there maybe three times on Thursday this year – and I have managed to miss two of three business meetings (sorry, and thanks, Frank). Our next scheduled meeting is April 01, and I do fully intend to be present and in charge!

Loose ends and miscellaneous points...

The scenery is looking great!

There are three concurrent projects going on, keeping many members busy. You all do a fine job without me around.

Good news! Our club is growing again. We have one new member and one re-up. I think there may be another application floating around somewhere. If you have any friends who are model railroaders or railfans, invite them down. Give us a few weeks to get to know them (and vice versa) and get them an application. That "get to know me" period is important for both the club and prospective member.

Now for a touchy subject. 2010 is a hot political year. What with the healthcare debate, primaries, and a mid-term election coming up, everyone has opinions. I am somewhat of a political and news junkie, yet I strive to keep that "hobby" separate from the railroad. We are all men of strong opinion and conviction, and we probably aren't going to convert anyone anyhow. So, let us police ourselves and keep the club an oasis from Washington, Charleston, and city council. I will admit to some part of this in the past, and it stops now. Thanks. Where did the time go? Our five year lease is up this year. We will be negotiating a renewal in the near future.

The constitution is slowly slogging toward completion. We should have this ready for member approval sometime before the NFL begins training camp.

Now for the home layout update. Once again, I tabled plans for a complete tear-down and rebuild. I opted for some minor upgrades instead. Right now, Davidton is undergoing some track and structure rebuilding. Nearly all of the old poster board buildings will be replaced (the oldest date to the summer of 1981). While "historic", they were starting to look bad. Nostalgia is nice; good modeling is

Presidential Notes continued on page 3

better. I also know a lot more now about operations and ergonomics. Hand uncoupling and turnout throwing should not require a step stool to reach three feet or so into a scene during an op session. Upcoming are some club and NMRA related activities – a trip to Timonium, the Division II Jamboree, and the MCR convention in Charleston (yes, you may mention the capitol in association with the convention). It is a little over five months to Labor Day in Rowlesburg! Just thought I would toss that out. Thanks to Rich for taking over the newsletter and John Hebb for being new webmaster.

Special Board of Directors Meeting - Minutes

Meeting called to order by President, Gary Deavers at 6:35pm on Thursday, March 25, 2010

Board members in attendance: President, Gary Deavers, Vice President, Frank Benders, Member At Large, Richard Henderson and Immediate Past President, Michael Hohn.

Absent members: Secretary Lew Matt and Treasurer, Keith DeVault.

Rich Henderson passed out copies of the revised constitution proposal and then explained the minor changes. All changes that were discussed by the membership at the February business meeting were approved. The Board approved by a 3-0 vote to send the proposed constitution on to the general membership for a final vote. Secretary, Lew Matt will be informed by Rich Henderson to go ahead with the copying and mailing of the proposal and ballots.

President Deavers called for the adjournment at 6:50pm.

LAYOUT UPDATE

CHANGES AT HORSESHOE RUN by Jim Kubanick

If you have visited the club recently you may have noticed the addition of wire screening stretched over profile boards in the tunnel area at Horseshoe Run. This scenery work will establish a land form profile for this portion of the layout that will allow us to eventually fill in the vast void within the loop of track as it climbs to the upper layout level.

Some practical considerations had to be met that partially forced the shape of the hilltop and the method of construction. First, the access hole to the tail of the wye and Tortoise machine had to be covered and still allow access from beneath. It is also necessary to have access to the removable tunnel liners and the related track. Finally, the new backdrop paneling encroached on the double track mainline such that the tunnel had to be lengthened in order to properly build scenery at both tunnel portals. All of this pretty much forced the resultant shape of the land form.

The screen will be covered with plaster impregnated paper towels, and then over coated with plaster to form the final profile. Rock castings will be used to form the steep walls surrounding the portals. The walls will fall away rapidly so that the right of way approaching both ends of the tunnel will require fill, thus expeditiously making use of the tailings that came from the boring of the tunnel itself. As the scene approaches the aisle, the rocks will give way to dense foliage trailing down to the proposed branch line. This area will receive top quality trees and ground cover as it will be viewed at a close perspective. Above the tunnel the foliage will become smaller in order to force perspective and give the appearance of distance.

The center section of the loop will evolve into a gradual slope, as shown on Mike's pencil sketch and will portray a scene of mountain meadows and trees. It has not yet been determined what will happen at the lower end of the slope.

The lift out will remain in order to facilitate maintenance work or modifications. The old screen and plaster technique was chosen for its durability, strength and the need for underside access. Some additional tunnel liner will be needed, too. The scene will be designed keeping proper railroad (civil) engineering principles in mind, thus looking as though the railroad was built to fit the terrain through which it must traverse.

Tom Kirby and Lou Lemelle have pitched in to help move this project along, this has gone a long way toward keeping up the momentum. Thanks, guys!

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Our club website:
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