

LAYOUT MEETING 4/3/2022 5:30 pm

Present (incomplete – I had no opportunity to write down during the short meeting and people we coming and going so this is from memory):

Jim Fenner, Lee Davy, Scott Lukas, Matt Paquette, Craig Peterson, Nick Carbone, Paul Stansel, Eric LaLonde, Larry Roberts, Doug Adams

Brief meeting but LOTS OF PROGRESS THIS MONTH!!!!

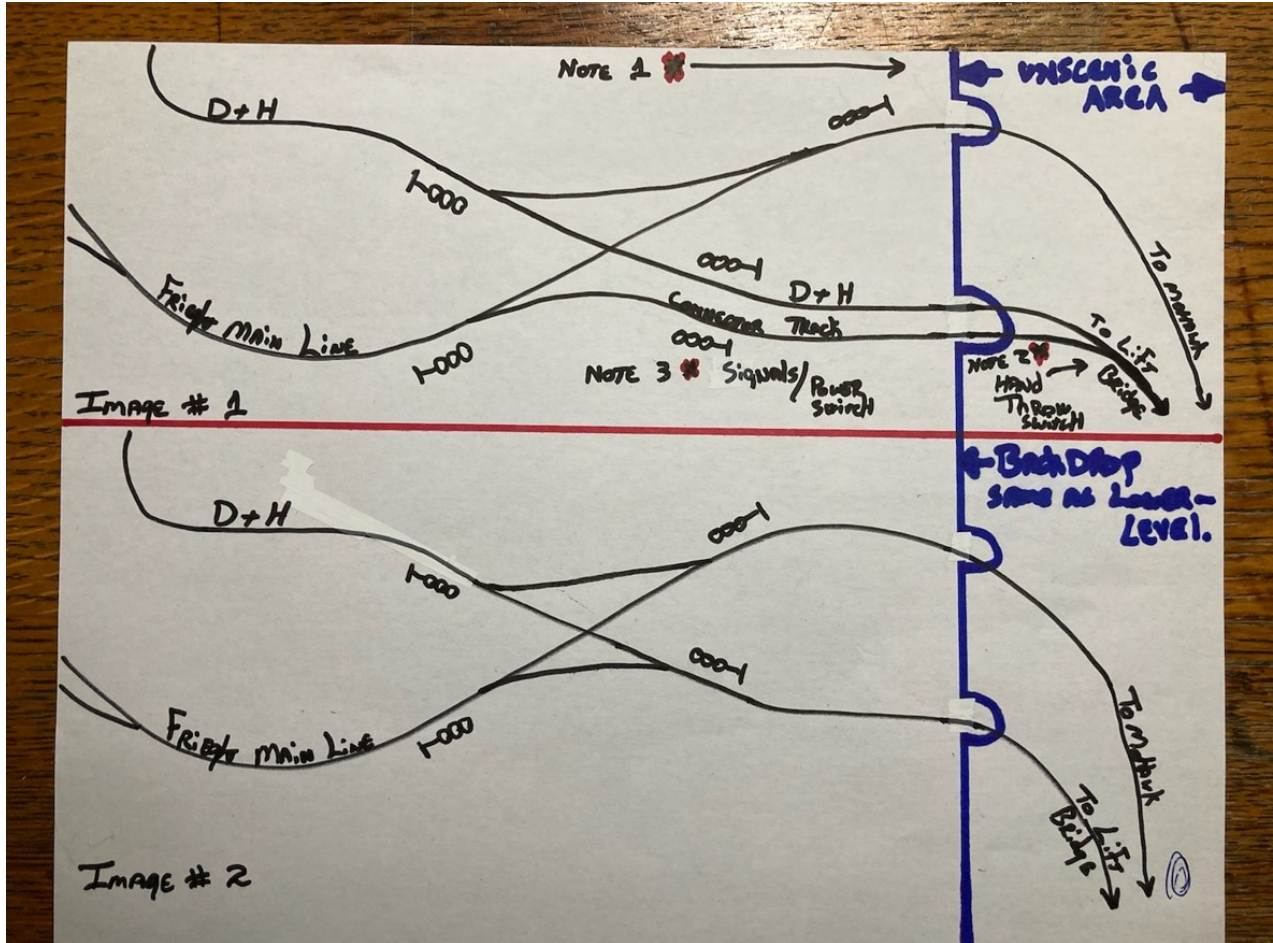
Electrical Items:

- Jim noted there were problems with the plug-in handhelds during that last op session. It acted like there was too low a voltage – if several were plugged in none would respond.
- Preliminary troubleshooting did not yield a solution.
- Jim and Doug to try to deal with it this week before Jim goes on vacation.
- If not fixed we will have to severely limit plugs ins during op session. All members will be encouraged to bring in wireless throttles.
- Matt mentioned something about replacing a rat's nest of relays for signaling with some fancy new miniature item, but with my aversion to things with electrons, details will have to follow.

Track:

- Joe Albano has been working on the Mechanicville section and proposes a change in the track plan to both make it more prototypical and facilitate means to cross over the aisle to an eventual switching layout on the far wall.
 - He has built a mock up sitting on top of the layout to develop details.
- Joe was not available to discuss the details so Matt, Larry and Jim explained.
- This would include putting a diamond for the crossing of the former Delaware and Hudson track across the main, moving the cement terminal to a new place on the branch line, and moving the turnout joining the double track coming across the bridge from the place where it now is in Mechanicville to a point east about 10 feet.
 - This would be called Noonan's which is correct on the railroad.
 - Doing this would have no operational impact as the tracks would still be long enough for all trains.
- The D&H line would extend alongside the main going to Mohawk and be available for later addition of a lift bridge to get us into a switching layout on the opposite wall.
- We agreed in principle to these changes and decided that the best approach is to take the mock-up that Joe has built above Mechanicville off the layout in in order to work on it more conveniently.
- A question remains about the angle of the diamond. As currently planned, it's 25 degrees but Matt thinks a lower angle – Atlas offers a 19-degree version - would allow the main line to be further from the backdrop allowing better scenery.
- Joe favors a longer length of track connecting the main to the D&H branch Image 1, Matt a shorter one, Image 2. This will be worked out in fine-tuning the mock-up.
- Diagrams of both are attached – note the D&H and track to Mohawk actually will be directly next to each other as they go around the corner for clearance reasons in the aisle.

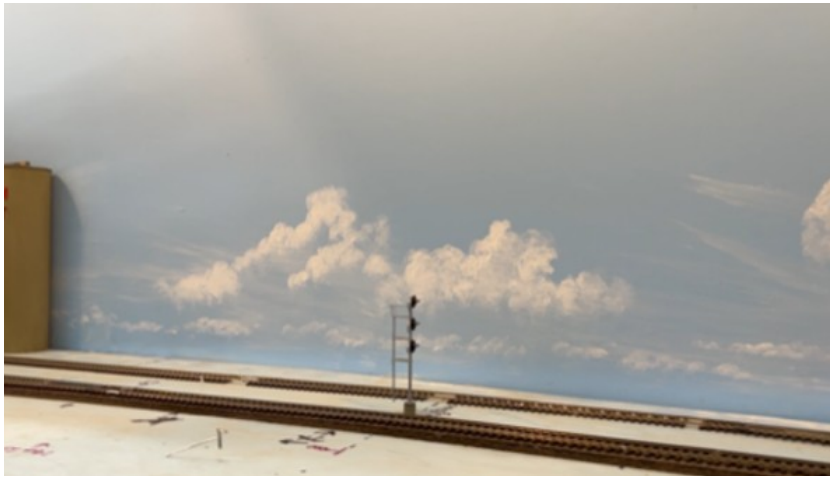
- Members are encouraged to comment. The process worked very well. Due to various input and discussion the plan now is quite different from what Joe started with just two days ago and we think better. The more comment we get the better.



Scenery:

- Eric came in this month and put in some excellent clouds from the west end of the bridge to Mechanicville. See photos below.
 - I have a video of his process which is really quick (when you have the skill!). In discussion with Joe after the scenery started to go in there will be some clouds obscured so we will need some higher ones. Joe and Eric will coordinate.
 - Eric and Larry discussed the technique –Eric’s approach has been ideal for his layout, situated in the Midwest, where you can see miles and miles to the horizon, so the clouds can be small and far away, and keeping them that way enhances the sense of space.
 - Here in the east there usually is a tree or a hill in the way so we will need some bigger and higher.

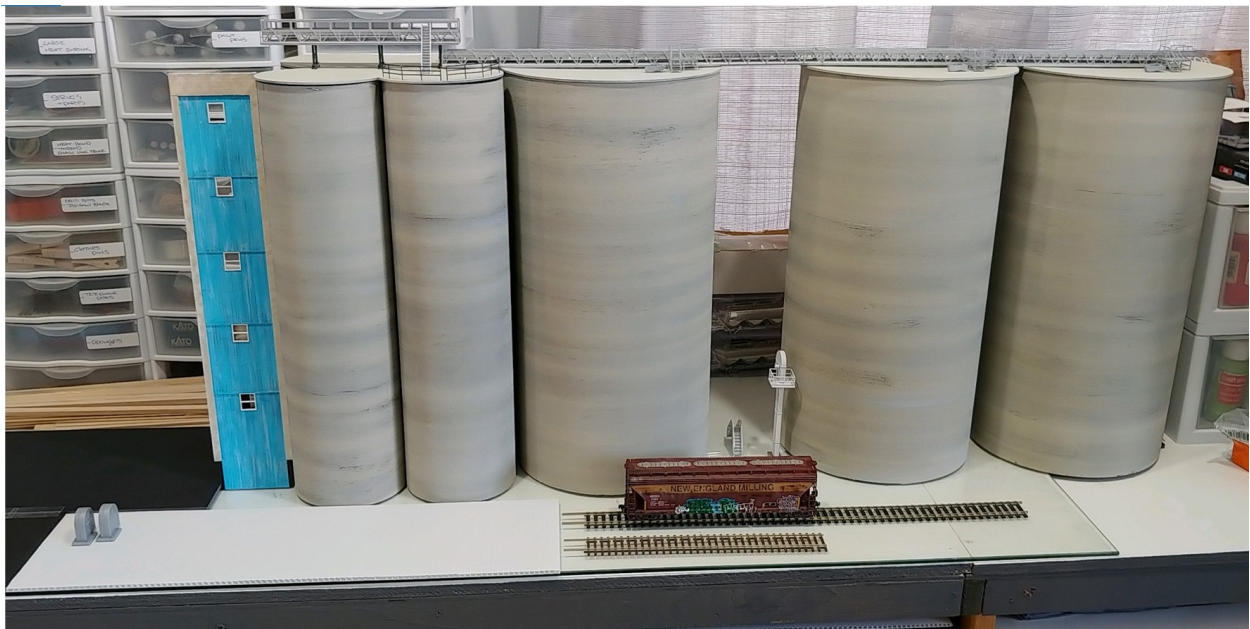
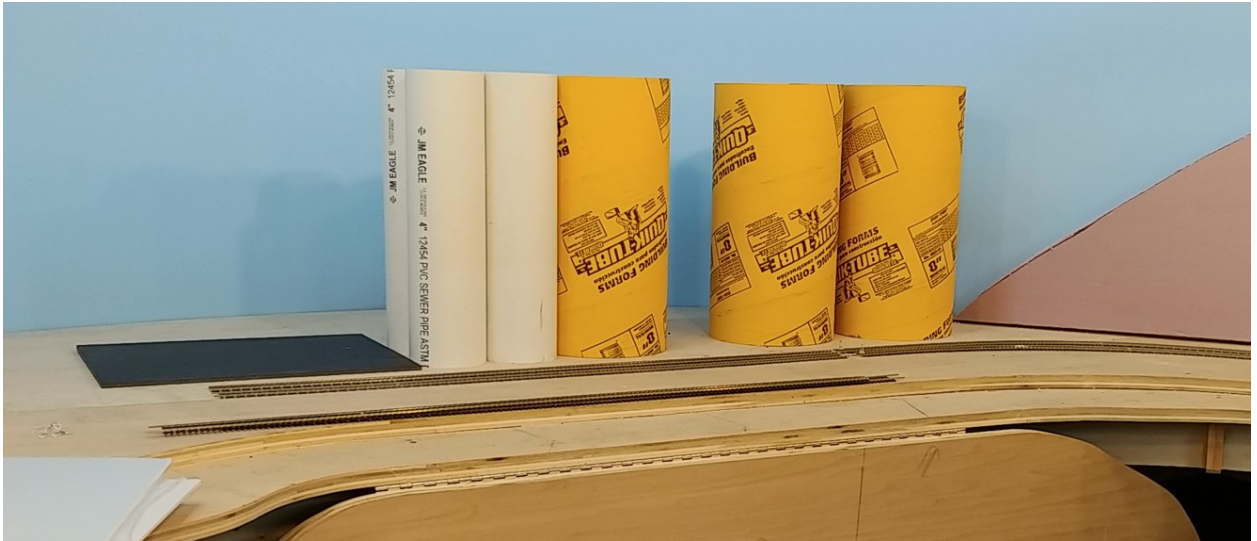
- Joe has started the landforms between Mechanicville and Noonan's (see discussion above). This includes a bridge and the hill with a groove in it to help the D&H line disappear. I neglected to get photos.



Construction of the mill has started!

- Eric has finished the general plan, and its outline is on the plywood.
- He is now working like a beaver and:
 - Pipe for the silos has been obtained and cut square courtesy of Doug and his fancy equipment.
 - Some of the upper work conveyors have been fabricated and the silos painted.
 - Work on the mill building itself has started.
- Very excitingly, Eric has obtained a plant tour for us, April 15 at 10 am. So far Eric, Denise, Doug and Larry are signed up. Contact Eric if you want to participate.

- See a few of the pictures below:



Later, at the BOD meeting, Claude made an offer to finance Scenic Express super tree kits for anyone who wanted to learn how to make trees.

- We would then have a clinic.
- Scott has a lot of experience and if he's not careful will be roped into leading the clinic.
- One technique he mentioned different from the Scenery Express video is to use a double spray of brown and gray rather than a single one. This strengthens the trunk and he has had no brittleness problems for over 10 years.

We will be accepting this kind offer perhaps with modification to more bulk items, and develop the idea. Stay tuned and thanks Claude!