



The DERAIL

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April 2012

Volume 43, Issue 04

President's Message

Bob Werre

Although I'm certain we'll be in for some surprises, it appears as though our winter months are behind us, much needed rain has replenished our soil for a while and temperatures will return to Texas degrees! Perhaps there are several of us who have spent some time in the northern states during winter. With that in mind I want to repeat a few lines of a recent message that I've borrowed from an old trackman and his dealings with winter in Montana, save this and read it again sometime in July!

Here is a bit about the N. Mont line: It was very cold in eastern Mont the winter of 1953/4. We had gone there to work over many of the curves between Great Falls and Judith gap. The early part of the fall/ winter had been great weather wise and we got in some deer and antelope hunting. I recall having to borrow a heavy duty Waukesha motor car from the Roadmaster because our motor car wouldn't haul our equipment in that windy and hilly area. (almost had some equipment blown off one of the trestles around Arrow or Coffee Creek) Nearly finished we were at J Gap when the weather turned ugly. I think we had a solid 2 weeks when it was just too cold to get any of the machinery started. The nearest groceries were at a tiny store at STRAW? I think, but welcome correction on that. It was a spot with an elevator. We debated on which auto we should try and start and settled on mine. It was a Pontiac 8 cyl inline engine with 6-volt starter, which, if you ever had one you'll know, guaranteed hard starting. We worked most of the day with charcoal under the engine etc and eventually got it going. One of my men rode along and scraped the inside of the windshield so we could see the hwy. The heater never did put out heat that could be felt. We had supplies again and did get the job finished. I had the camp moved down to Harlo and what do you know, There came a chinook wind and it rained. After that we worked over the curves on the Rockies the rest of the winter between Piedmont and Butte. During that time at J Gap we were called by the assistant superintendant to see if we could help the sec crews repair some of the rails that were snapping due to that intense cold. One of our crew had frozen spots on his face from that excursion. I suppose this

tale is incredible to some as I think the weather has moderated thru the years and may not have happened since. L.Shisler

PS some one near Harlo (I think they had a paper then) could check the newspaper files for that winter. I believe they lost some cattle and I seem to remember a trucker being found off the road and frozen-----but then it has been 58 yrs?

If we put aside this colorful chilly story for a bit, think about all the aging railroad people who have some interesting stories that should be kept for future generations. In this case it was pretty much a normal job and mostly normal days, but as the times change events like this become really worthwhile. It's nice to remember these oddball things in a good light.

Switching tracks a bit let's think about the next couple of months. We'll be seeing much action, as the Lone Star Convention activities will be heating things up. I do hope most of us will be able to take part and make our guests feel welcome.

After that your club will need a few good members to carry on with the leadership part of this club. One thing regarding this is the lack of women in those positions—I think I remember a couple from the fairer sex in the past. As baseball season begins—it's time to step up to the plate!

I spent over two of the war years living at my Grandparents home in Grand Forks , North Dakota. I had an upstairs bedroom that had a view of the hump yards about 100 yards away. While the view from my bedroom window was not very good, there was no mistaking the loud sounds and , I can still recall the sharp sounds of the steam engine as it released a cut of cars and reversed and the clatter of sounds as the cars were slowed at the bottom of the hill.

The railroad back in the days of steam was more colorful than it is today, however , it was not nearly as safe. Brakemen , with rods in their hands, would swing aboard moving cars and ride them down the hill in all kinds of weather and slow them by turning the brake wheels. An even more common danger was the presence of thousands of grade crossings without lights or gates.

In the fall of 1944, I moved back to California and started junior high school in North Hollywood. On a fateful day in the following year, Charles Setterlund was the engineer of the westbound Empire Builder out of Grand Forks. He was working past his normal retirement age due to the heavy war traffic. In these busy times, the Empire Builder ran in two sections with the first section being Pullman and the second Coach. At times a third section was added.

The train was likely a Class S 2, 4-8-4 with 10 to 14 heavy-

weight passenger cars With the engines 80 inch wheels and the flat terrain , it was a fast moving train. About 100 miles west of Grand Forks near Towner , North Dakota a tow truck was having a difficult time pulling a loaded gasoline truck across the tracks.

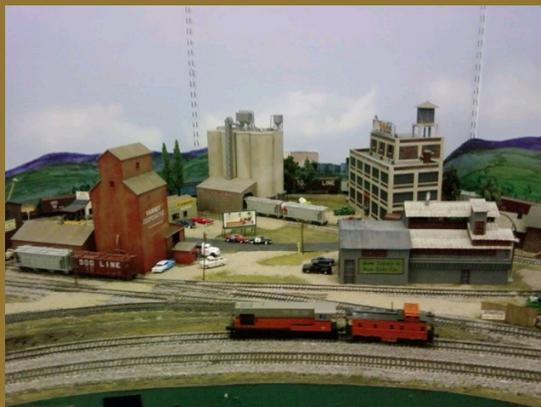


With all breaks applied the train hit the truck killing the engine crew and the truck driver in a ball of fire. The fireman was a younger man than my grandfather and could have perhaps jumped but elected to stay in the cab. None of the coaches reached the fire and no one else was injured. After the track was cleared the train proceeded west with another engine. Some passengers went car to car and collected money for the families of the engine crew and sent it from Montana.

Grand Forks was a railroad town and the funeral had a large turnout. The streets were lined with people with the men having their hats removed as we passed in the limousine. My grandfather's broken and burnt railroad watch was recovered and presented to my grandmother. It displayed the time of my grandfather's death and was hung with honor under a glass cover in the dining room of my grandmother's house.

An investigation of the accident was conducted by the oil company. It was determined that it was just an unfortunate accident and that no one was at fault.

Guess the Layout!



Answer to March's Guess the Layout: Barry Bogs

As part of my high school graduation present, I got to make a long train trip, and the first one that I have a lot of recollection about. In 1970 I rode the Southerner from New Orleans to Washington D.C.—only by then it had been renamed the Southern Crescent, though most of the onboard paraphernalia still said, “The Southerner”. Advertising materials in the roomette proclaimed, “Avoid the strain. Ride the train.” I took an early morning Greyhound bus to New Orleans. The Southern Crescent departed about 7:00 am. I walked down the platform and watched them put the two E units on about a half hour before departure. Didn't see any other full trains in the station, but there were some SP and L&N cars on the tracks.

My accommodation was in a roomette—my only time to ever travel in that type of compartment. One particularly vivid memory was breakfast the second morning in the dining car. The steward who served me my milk, opened up the container and began pouring it into the glass—holding one in each hand. After he got it going, he began raising the carton away from the glass until it was over his head and the glass was at his waist, with a 3 foot stream of milk flying through the air. All of this was while the train was in motion, and he didn't spill a drop!

We went through a tunnel between Birmingham and Atlanta. At Atlanta Peachtree Station, the train became 3 times as long, as about 15 cars were added. I think we only had 7 cars leaving New Orleans. The diner that evening was busy.

My first several years in college were blessed with numerous rides on the Sunset Limited between Houston and Lafayette—at least one operated by the SP before Amtrak took over. I remember that the coach fare was the same as the bus: \$9.75. Why, I thought, would anybody ride a bus when you could be on a train for the same price? Do they actually prefer the cramped quarters with no place to walk to—no dining car—no lounge with beverages and snacks? I remember this one SP conductor, who was all no-nonsense and quiet when it was SP, but when Amtrak took over, he actually gave a little welcoming speech in the coach. Seemed totally out of character, and must have taken some real effort on his part.

That concludes the pre-Amtrak passenger trains I've seen in America. I saw some trains in Europe before Amtrak, which probably shouldn't count, but should get an honorable mention. In England, on my 1970 concert tour with the All-Student Band U.S.A., we rode a passenger train from South Hampton (where we had taken an overnight steamer from Ireland) to London. It had the little 6-seat coach compartments—so quaint.

My biggest memory of that trip was that just before we left one of the stops, one of the All-Student Choir members walked past our compartment holding about 4 or 5 coffees in his hands. Immediately after he passed our door, the train lurched into motion, and I heard some cursing coming from the passageway. Such is train travel, though on American passenger trains, I have never felt such slack action. We also road a train to and from Bexhill-On-The-Sea, and down to probably Dover for a day steamer to Belgium, though it may have been to Calais. On sec-

ond thought, it had to be Belgium, since I remember riding the bus through Belgium, though we had no concert in that country. I remember the White Cliffs as we left England. We had similar accommodations on all these trains.

Interesting tidbit about the steamer to Belgium: We watched as a crane swung a net full of all our musical instruments onto the ship. The string bass case was sticking out of the net, and it hit something and broke the instrument. For the rest of the concerts on the continent, the director had to arrange a borrowed string bass. In Switzerland, the bass belonged to a musician in a comic group. The back of the instrument had a little door that opened and you could pull a fake telephone receiver out. It also had a button to make the phone ring. One of our concert pieces required a bell sound partway through. At the concert, the conductor queued the bass player, and he pushed the button, ringing the bell at the proper point in the music.

Then when we were in France, we got stuck in a big traffic jam while leaving Paris. Up ahead about a kilometer or two was a railroad bridge.

It took us about 30 minutes to get there, and in that time I counted at least 15 passenger trains go over that bridge. Of course, some of them might have been commuter, but regardless, that many passenger trains still boggled my south Louisiana mind.

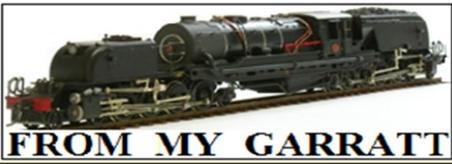


Another honorable mention, and it's not even a passenger train: In Italy, our bus passed over a bridge that went over a rail yard. I looked down, and on one side of the yard, I saw a track with a line of steam engines. Waiting for the scrap yard, I supposed. A couple of years ago, using a magnifying glass, I looked at the picture of that scene I had hurriedly snapped with my camera. There was smoke coming out of those steam engines' smokestacks! Was Italy still running steam locomotives in 1970, or were they just being used as a steam source for the engine and yard facilities?

One last honorable mention: This one almost qualifies as a pre-Amtrak sighting, because it was an all-ex-ATSF consist of the Texas Chief. Possibly it *was* before Amtrak. I was on a Kerrville bus bound for Houston, and the train traversed an overpass on the highway ahead of the bus. It had a 4-unit lashup of F7s on the point and a hi-level consist. Neat. My memory seems to indicate the train was moving from right to left over the bridge when it must have been moving left to right. Possibly it was when a buddy had given me a ride back to Houston from a UT-A&M game in College Station at Thanksgiving. The kick-off in College Station in 1971 had been at 1:30 pm. I was still in my Longhorn Band uniform. We had a little fender bender, I had a bus to catch in Houston, and I didn't know what the delay was going to be. A Greyhound came along, so I flagged it and got on with my suitcase and trombone. However, I don't believe the highway from College Station crossed the ATSF, so it was probably on a Kerrville bus.

That's all, folks.

Publishers note: My apologies for reprinting the first portion of this story last month in error



THE CHINA SYNDROME

In April 2008, China's worst train accident in a decade claimed at least 70 lives and injured more than 400, when a train traveling at 81 mph in a 50 mph speed zone, jumped the tracks and collided with an oncoming passenger train on another track.



Then, in July of last year, a Chinese high-speed railway train slammed into the rear of another train killing 39 people and injuring over 190. The crash, caused by a signaling system design flaw, resulted in a powerful collision that hurled four to six cars off of a 20 - 30 meter (65 – 98 foot) viaduct.

The accident delivered “a strong shock to China’s social psychology” and raised both internal and external doubts about their highly controversial high-speed rail construction plans, which call for a huge expansion of the high-speed network in the next few years.



The political shockwaves will probably continue for a long time in China because aside from the deaths, injuries and loss of face, many complain that the new high speed services are forcing up the price of rail travel by reducing the number of, cheaper, slower-speed trains. In addition, just like here in Texas, airlines worry about competition.

What does the above have to do with model railroading? Well most of us do not have enough ‘real estate’ to stage a wreck on our layouts, but think about the added fun/difficulty it would impart to an operating session if we had to route trains around a certain ‘closed off’ accident area! In addition, with the many train-on-train or train-on-motor- vehicle accidents that occur annually in the US, it would not seem out of place to have a staged wreck even if it is just for show. Look at the (actual Chinese high-speed wreck) photo below and see how easy it would be to duplicate that on a layout!

Even a scene depicting the derailment of a tank car with an ongoing hazmat clean-up, would provoke a lot of attention and need not take up much layout space at all!



Note how in this (prototype) picture, the rail car has tumbled from the tracks above, and so if needed, no rail traffic need be impeded.

The above are just one of thousands of ideas that if used, can add both realism and interest to your layout. If you have any ideas that I can share in a future column, please e-mail them to me at my new e-mail address: hmorris7626@gmail.com.

Part One:

Why Lightweight Modules

The big day had come. After six years in the attic, the HO New York, West Shore and Buffalo had been granted access through the closet and into the spare bedroom.

Now what? West Shore management had a long history of arm-chair railroading. The procrastination was so bad that Jeff Springer of Custom Model Railroads (cmrtrains.com) was enlisted to build the original layout in the attic.

Building and maintaining the layout gave me a couple of valuable insights for the expansion into the bedroom. First, Jeff used a modular approach for construction. All track was laid and wired and scenery built completely in his shop in Baltimore. I assembled the base cabinets but waited on Jeff to uncrate and assemble the layout proper. From crate to a fully operational 22' by 4' layout took just 12 hours. I was sold on modular construction! Second, the sloping ceiling of the attic limited layout height to 36". Under layout work proved to be a challenge for aging eyes and a less than limber back. With no room for a helix, the bedroom would present a similar problem.

A solution to the access problem was a lightweight modular system that could be easily disassembled for construction and maintenance. Although not portable in the sense of N-trak modules, it would allow relatively easy revisions, expansions and (gasp!) a wholesale move if circumstances changed. This series of articles will document my experiences with steel stud and foam modular construction. I think this method has several advantages that are covered below. It also has drawbacks that I will cover with each phase of construction.

Aside from the obvious advantages of working on the railroad while standing up, there are several less obvious reasons to use foam and stud construction.

Modules are light. They weigh less than 1 lb per square foot. Since module size is limited to about 20 square feet for portabil-

ity, one person can easily handle the completed assembly.

Modules are thin. The standard construction with 2" foam is less than 3 1/2" thick; less than 2" if 1/4" plywood is used for the layout surface. The Modules can sit on any sub-base: traditional wood construction, shelving, cabinets, etc. I chose to use steel studs to eliminate the mess of sawdust and the trips up and down stairs to the garage workshop. I realize that there are a group of model railroaders who relish walking around on their layout bench work – I've seen the pictures at more than one convention. I feel the most important quality of good bench work is absolute rigidity. So long as the layout can take a bump without moving, I'm not worried that the Albany Mail train will sink into the scenery during an operating session.

Modules can take advantage of the latest electronics. All wiring busses (DCC track power, DCC accessory power, throttle bus, filtered DC, and AC accessory power) can be routed through the sub-framework with single connections up to each module. While not eliminating module to module wiring, it greatly reduces it - especially if modules and control panels correspond to "design elements".

The ability to detach and move modules allows the messier parts of scenery building and weathering to be done outside. This

greatly lengthens the lease on the bedroom. Photography is easier as well.

Modules enhance the ability to build the layout in stages with minimum downtime. On the NYWS&B, current plans are for a single loop out and back from the attic. The loop will be operational while a yard is built at the end of a spur along the wall. When the yard is complete, it can be incorporated into the loop by realigning the existing modules.

While not essential to construction, the modules can be built with newer water-based materials. Even though I am not much of an environmentalist, I do like the easy cleanup and lack of odor.

Finally, modular construction has been a cure for my inertia. Somehow it is easier to get started on ten square feet of layout than a whole room.

Next time I will cover basic module and steel stud sub-base construction.



Using Real Dirt on Your Layout contributed by Mark Couvillion

First--go get some dirt! Store it in a coffee can or other suitable dirt-holding receptacle.

Second--go to a thrift store and get a cheap Pyrex baking pan and a flour sifter or mesh strainer. This will reduce marital stress, as well as the risk of grit in the casserole.

Third--sift that dirt! This will get out large rocks, vegetable matter and other unsuitable debris. For fine dirt, use a tea strainer or an old pair of nylon stockings (you might pick one up at the thrift store too, rather than risk marital stress hijacking the wife's stockings.) Me, I'm lazy and just use a sifter.

Fourth--Run a magnet over it! If the dirt is glued down well it won't be as much of an issue, but a few minutes with a magnet will produce a surprising amount of ferric material (at least the dirt I collect does--perhaps because I collect dirt from land that used to be a railroad yard!)

Fifth--Bake it! Use a flat baking pan or cookie sheet--you want to have as much of the dirt exposed to air as possible. A big pot won't work--the dirt in the middle won't get the right treatment. Bake at 250 degrees for about an hour, then shut the oven off and leave the door ajar. This will kill critters and seeds (I used dirt on a layout when I was a kid and didn't take this step--to my surprise, real grass started growing on my layout!) and dry the dirt thoroughly. Let the dirt cool until it is room temperature (overnight, if possible) and store in an airtight container.

Sixth: Deploy dirt! Personally I like to undercoat the terrain with paint close to the dirt color in order to avoid white spots where the dirt might not have stuck (I use Sculptamold and drywall mud for terrain sculpting.) Ideally while this paint is still wet, sprinkle it with a small spoon over your area to be dirtied up. Once the dirt is on the layout you might want to use your fingers or a cheap paintbrush to scoot the dirt around where it should be.

Seventh: Time for alcohol! No, not a beer break, it's time to soak the terrain in rubbing alcohol. This will allow the glue you're going to apply next to soak in better. I use a small spray bottle.

Eighth: Time for glue! With all this talk of alcohol and glue it may seem that this process is mind-altering, but no, this is nice innocent diluted white glue, matte medium, or Woodland Scenics scenic cement. Using a spray bottle or an eyedropper, spray the glue onto the dirt. The alcohol will help it soak into the dirt thoroughly--if it balls up on the surface, hit it with some more alcohol until it dissolves readily into the dirt. All this fluid may cause some of the dirt to roll off the high spots of the terrain--hit these spots with a little more glue, drizzle on a little more dirt and give it a shot of alcohol to soak in. Repeat as needed until your dirt is in place--or three sheets to the wind.

Ninth: Time for foam! Since your terrain is all covered in glue anyhow, this is a good time to add ground foam or other sprinkled scenic treatment that you'd attach in the same fashion.

Tenth: Cleanup! Let everything dry, then suck up or blow off any loose dirt. A vacuum cleaner (to suck up) or a can of compressed air (to blow off) is good for this. Avoiding excess loose dirt will prevent any ferrous bits you missed during the magnet step from flying into your engines' electric motors.

April Meeting Program by Rick Jones

April's program will cover the use of micro-controllers for control and animation on layouts presented by Rick Jones. He plans to build working demos showing the control of turnouts, semaphores and crossing gates with R/C servos. Other uses are still in the works.

Rick has 40 years experience in electronics beginning as a sonar technician in the Navy. Post military experience includes in-plant maintenance of electrical and electronic equipment at several locations, field service

repair of industrial electronics, primarily motor control systems, R&D work in the computer field, and currently I'm involved with Smart Grid technology used to monitor electricity generation and distribution.



I had just finished reading “Historic Alpine Tunnel” by Dow Helmers, a book about the history of the Alpine Tunnel that led me to get some additional railroad tunnel facts.

No railroad in Colorado crosses the continental divide above ground, they all cross in tunnels. The Alpine Tunnel was the first to tunnel under the continental divide, built by the Denver South Park and Pacific Railroad, 1,771.7 feet long, altitude 11,523.7 feet. The tunnel was both uphill and downhill with an apex inside. It was started in January 1880, completed 1881 at a cost of \$275,000.00 . It closed February 1890, and reopened July 1895. In 1887 the Hagerman Tunnel was completed by the Colorado Midland Railroad. It was 2,061 ft. long, altitude

11,528 feet. Both railroads fought staggering battles with snow. When the Busk-Ivanhoe tunnel, 9,394 feet long, altitude 10,948 feet. (later renamed Carlton tunnel) was built in the same location almost 600 feet lower in elevation the Hagerman Tunnel was abandoned. When the Colorado Midland ceased operation it was used as an automobile tunnel. The only narrow-gauge railroad tunnels in use in the US are near Toltec Gorge In 1927 the Moffat Tunnel route was completed, it includes 28 tunnels. The Moffat Tunnel is 6.2 miles long, altitude 9,242 feet. It cost about 18 million 1927 dollars. The Tennessee Pass Tunnel is 2,550 feet long, altitude 10,221 feet, the

highest in current use. The longest tunnel in the western hemisphere is the Cascade Tunnel, 7.7 miles in length, built by the Great Northern Railway. The spiral tunnels of the Canadian Pacific Railroad in British Columbia are

two tunnels in separate mountains, making a 3,206 foot loop in one mountain gaining 54 feet in elevation then entering the other mountain and gaining 45 feet in the second loop of 2,890 feet. The two loops in the mountains form a figure 8. The first US railroad tunnel was built by Alleghany Portage Railroad in Pennsylvania, 1833, 901 feet long, abandoned 1854. The Louisville & Nashville Railroad, Bee Rock Tunnel, 30 feet long is the shortest tunnel in the US. Natural Tunnel in Virginia is the only natural railroad tunnel in the world. Southern Pacific, until abandoning it in 1958, had a unique 163 foot tunnel that had only one portal and went nowhere, it was the tail end of a wye. The Tehachapi

Loop in California goes through 15 tunnels. The longest railway tunnel in the world is the Simplon Tunnel, Swiss-Italian border built in 1922, 12.32 miles long. The highest altitude railroad tunnel is the Central Railway of Peru, Galera Tunnel, 15,694 feet altitude. Oxygen is carried for the people. The first railway tunnel is England’s Stoddart Tunnel built in 1796 for horse drawn rail cars. The first tunnel for steam locomotives was the Pentrebach Tunnel built in 1804. England’s six mile long Canterbury & Whitstable Railway had a tunnel that was not needed but built to give passengers a thrill.

© Doug Kroll



A Last Look at Chuck Lind's Layout



A great time was had by all!



President Bob Werre called the meeting to order at 7:05PM and welcomed all. We have 1 visitor. Bob announced there were many donated magazines for the taking as well as parts from an old PA system the club used to use.

Old Business:

none

New Business:

Vice President Kelly Russell announced the evening program: Tom Marsh – Rail fanning in the 1970's. Tom showed us lots of historic slides from the 1970's, mostly from around Texas. The evolution of passenger train locomotives and Amtrak in Texas were shown. Various shots of equipment from the SantaFe, Southern Pacific, Katy, MoPac, Amtrak and more brought back memories to all in attendance.

Next months Program: Rick Jones – Micro Controller Electronics for layout animation.

Website: Jim Lemmond

Keep checking for updates.

Derail: Bob Sabol

Keep the articles coming.

LSR:

Convention chairman Bob Barnett identified the following areas and contacts that still could use some help: Bob Sabol – Raffle Tickets and Company Store, Beaumont group – Auction, Ed Dibble – Registration, Ray Byer – Contest Room.

NMRA:

no report

Division 8:

Jim Lemmond: April 21st Chili Cookoff at the Alvin Depot, starts about 10am.

Train Show Feb 18,2012:

Bob Barnett told us the convention is showing a profit of about \$2950, after getting the deposit back from the Stafford Center. Even with all the compe-

tion for the date, the show still did very well. Bob put a thank you out to all who helped make the show a success. We had about 1080 paid adults and approximately 1600 total attendees. We received 31 dollar-off discount fliers from people who went to the GRB train show. Next year's show was "penciled-in" for February 16th. A motion was made and passed to distribute an extra \$100 to the 6 display layouts.

Refreshments were thanks to Rex Ritz and Virginia Freitag.

Tom Baily volunteered to bring the snacks next month.

Treasurer's report, Gilbert Freitag:

Expenses:

\$1800.00 – Train Show startup cash

\$800.00 – show profit paid to display layouts

\$353.10 – printing/show expenses

\$15.00 – bank fee (balance fell below \$5,000)

Income:

\$7736.00 – Train Show gate deposit

\$9115.75 Ending balance

Meeting adjourned at 8:45PM

General comments:

-Respectfully submitted, Gilbert Freitag, Secretary / Treasurer



San Jac RR Club Meetings take place
the first Tuesday of each month

Bayland Community Center

6400 Bissonnet St. Houston, Tx

[Click here for directions](#)

Visitors are always welcome!



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Do Not Use www.

Webmaster: Jim Lemmond

The Hermann Park Railroad is looking for railroad enthusiasts to fill seasonal part-time positions, such as locomotive engineer, conductor, and station master. The Railroad staff is responsible for safe, efficient and fun operation of the train.

These positions have flexible hours, although weekends and holidays are the busiest times. Call Ron Misrack, the Director of Visitor Services at 713-528-0827 or e-mail him at rmisrack@hermannpark.org for more information and an application.

Happy Easter

from your Derail Staff!

The Dallas street car line now has a turntable in operation.

Click below to watch!

<http://www.youtube.com/watch?gl=BE&feature=related&v=q40FyZFhmC8>

Next Meeting

Tuesday

April 2

See You There!

