

The Semaphore

July, 2006

On Saturday, June 24 the club meeting will be held at 10:00 am, at Boney's Marketplace, 1820 Oceanside Blvd., Oceanside, Ca. Members, guest and visitors are invited.

Special points of interest:

Work Schedule

Every Thursday and Saturday are work days at the clubhouse. There are plenty of tasks to be performed.

Visitor Schedule

Every Thursday 3-8:30 PM, Saturday 9:30 AM - 4 PM are the visitor hours at the NCMRS clubhouse.

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North County Model Railroad Society (NCMRS) Volume 2, 7

President's Message by Al Cuevas



July 2006

It's July and that means we are half way through 2006. A lot has been accomplished this year and more is being done each week. Recently, I was gone for just over a week. When I returned I easily noticed the progress that had been made on our layout. As one of our members remarked, "The snow is melting". He was referring to the white sculpt a mold that is being covered with dirt/grass/trees/rocks and other scenic material on the first and second peninsulas.

The Thursday walk through has helped getting things back on track. Dick Miller has patiently conducted these sessions, soliciting input and giving feedback to attendees and the general membership. The result is more people having the big picture. Participants now have regular input and feedback into the construction process. This allows them to become part of the thought and design process.

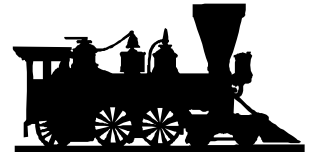
In today's mail was the PSR Dispatch. This is the local NMRA division's newsletter. The subject for this quarter was the convention that will be held Oct 11 -15 in San Diego. This is shaping up to be a very good five days. There will be layout tours and prototype tours. I counted over 35 clinics that are currently scheduled with more on the way. There will even be a train ride on the Carrizo Gorge RR from Tijuana to Tecate. If that's not enough a tour of the brewery is included after arriving in Tecate. If you want to sign up or need more information let me know

The weekend of July 15th we will have the Show-N-Go downstairs. Boney's is having their annual celebration and we will be part of the show. We will be in Boney's flyer. Additionally, we are working on getting some PR with either the newspapers or local cable TV stations. As always members will be needed to help set up, run and bring the layout back upstairs.

If you haven't been at the club for a few weeks you might not have noticed that a lot of "furniture" has been rearranged. Mike Goldstone has taken on the job of Librarian. He has moved some of the metal cabinets into the layout room and put them against the east wall. Many of our magazines are now there for easy access by members.

The Show-N-Go has been expanded so that it is now twelve feet long giving a much needed extra run for the trains. A new computer and printer/copier has been purchased and moved onto the desk. The old copier has been moved out back giving us more room as we walk in and out of the fiddle yard area.

As you can tell there is a lot going on. See you at the club.



NCMRS

Al Cuevas

President

NCMRS

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Letter from America.

By Nick Ruddick

NOTE: This was written for my club in Guildford, England.

A foreign trip.

Sue and I spent three and a half wonderful weeks exploring the south west of England and although we have only been back a couple of weeks now it all seems a long time ago. We spent the first week in Dorset, with a very long time friend, and while we were there we had the opportunity to visit the Swanage railway. For those of you who have not been to this railway it goes from Norden to Swanage and passes Corfe Castle on the way.



The train from Corfe Castle.

While we were in Swanage we found some great fish and chips, much better than we can get at home. If you have not been it's a great day out.

From Dorset we went to the Cotswolds for a week and stayed just near Broadway. On Sunday we were able to travel on the GWR, no not the Great Western Railway but the Gloucestershire and Warwickshire Railway (it's great fun listening to people here trying to say those two words). As we got a concession (senior pass) on the tickets I went mad and spent the extra money to go first class. We ended up traveling the round trip from Toddington to Cheltenham twice Well, you have to make the best of your first class ticket. It is amazing to see the work that these guys have done. They had to lay real track and make real points, I took several pictures of their points for reference on my own

garden railway.



*A Hall class just about to leave Cheltenham.
Wonderful smell of smoke, heat and oil.*

We spent the last full week in Cornwall just near Kingsbridge. I had forgotten how narrow the Devon lanes are!! Although we did not get to travel on any of the local railways we did spend some time at Buckfastleigh railway station and the model shop. I even went as far as buying a standard class 4MT tank loco in 00 gauge.



This is at Buckfastleigh and I think that the GWR is the original engine.

Buckfast Abby is a very interesting place and the lunch room is great, both well worth a visit.

Now we had just three more days so we headed for Hindhead to stay with my sister-in-law and on Saturday I was able to visit your club and had a great time. I arrived on a day when not much was going on but a birthday party was planned for a four year old and so I did what I could to help. A special thanks to Vernon Abel and Mike Sparrow for making my day most enjoyable. It's a great shame I live so far away.



Guildford Model Engineering Society layout

Please stop by some or all of the following web sites:-
www.ruddick.com and click on Nick and find the pictures of the Garden Railway.

www.swanagerailway.co.uk The Swanage Railway

www.gwsr.com the Gloucestershire and Warwickshire Railway

www.southdevonrailway.org The South Devon Railway

www.gmes.org.uk The Guildford Model Engineering Society

We've Got Scenery As the NCMRS flex their modeling skills, photos of our imagination, like the one below, are possible.



The work on our club scale layout finally takes on grand scenes of country sides and harbors. Below we can see a view of a small gully next to the rail road.



It takes a lot of patience to work through the tedium dealing with the details of design, for above all, the effort must be believable.



The real challenge in modeling so large a layout is the transfer from one theme to another and to have a free flow of feeling and continuity.

Scenery Review June 15, 2006

Attendees: Cliff Anderson, Tom Ashton, Richard Brown, Tom Brunner, Al Cuevas, David Ford, Dick Miller, John Stevens, Charlie Tucker

Peninsula A

Brunner’s good work at the top of “A” continues.

Tunnel area west of Brunner work: The cut stone that was added around the rock portal looks good. We agreed the additional cut stone should be added against the wall in the concave area near the tunnel portal.

Truss bridge area: Additional work and color required between the bridge and the wall. Tom Bernhardt will paint wall area behind the bridge when this work is complete.

Rock out-cropping (David Ford’s good work): We agreed that this is good looking and should be extended to the west. Plaster cloth and Sculptamold complete.

West corner area: Plaster cloth and Sculptamold complete. The tunnel portal and liner in this is installed.

Peninsula B

Road: The road at the base of peninsula B will continue under a bridge/portal and disappear into the background. OK to apply Sculptamold. Bernhardt will paint the backdrop after color has been applied.

Access opening: Bob Ward has agreed to frame the access opening at the base of “B”. He may require additional help.

Truss bridge area: Complete grade crossing over double track. Road will turn right and continue down to a beach area. Ford rockwork in this area looks great.

Culvert: Add a pipe culvert where the track radius begins at the top of “B”.

Tank Farm: The tank farm base is complete.

Culvert: Add a culvert at the base of the tank farm.

Substation: The substation has been moved to west end of the Oil City Refinery.

Industrial area: Installed an eight-foot long flat area along the main near the base of “B”. This platform base is very narrow which will limit its use to small narrow industries or possibly it can be used as a team track. Need more discussion.

Peninsula C

Town Area: We need to build a platform at the base of “C” for the New Town / Old Town area. It was proposed that we add sidings and a run around track to allow switching in this area. We will discuss this again this Thursday to get agreement.

To complete the proposed track work in this area will require six #6 switches, 5 right and 1 left, plus one decoder. Need to have board approval to purchase this material. We have necessary track and roadbed material to complete this work.

As a part of this modification it is proposed that we extend an existing siding approximately 8 feet where it will rejoin the main.

We concluded the meeting after 1 hour.

If you have compliments, questions, or concerns regarding any phase of scenery design and construction, please join us at 6:00 pm on Thursday. We want everyone’s input.

Dick Miller: 6/20/2006



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