

# THE SEMAPHORE

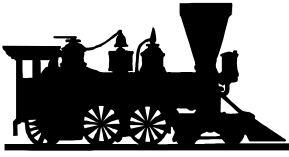
## 2005 Calendar of Events

The Saturday August 27 club meeting will be held at 10:00 am, at the Boney's Marketplace, 1820 Oceanside Blvd., Oceanside, Ca.  
 Members, guest and visitors are encouraged to attend.

		October
August		November
September	NMRA Sept 7 – 11 Convention Knots Berry Farm <a href="http://www.dsr-nmra.org">www.dsr-nmra.org</a>	December

**Return Address:**  
 North County Model  
 Railroad Society  
 Boney's Marketplace  
 1820 Oceanside Blvd.  
 Oceanside, Ca. 92054





## NCMRS

### PRESIDENT MESSAGE

August 2005

The month of August has arrived and our layout changes almost daily. The pace of construction has picked up. It is especially gratifying to hear the compliments that we are getting. Now that sub-roadbed is appearing on the layout everyone can see and appreciate the progress.



It hasn't all been smooth but the attitude is one of work together allowing outstanding issues resolved as they come up.



Our Saturday workdays have turned into both work and open house days. This has been both good and bad. We know that every Saturday there will

be visitors. We also know that every Saturday work will be going on while visitors may be present. It is up to all members to greet any visitors to the club. Have them sign the guest book and given them a brochure.



In July we got another PR opportunity when Adelphia Cable TV came and filmed a short segment for their news program, which was shown in Carlsbad.

We continue to recruit new members. Our newest member is George Benton. Even though George has only been in the club a few weeks he has been very active with construction.

Every month the NMRA/San Diego Division has an open house. These are held throughout the county. They have been at a NMRA member's house or club location and allow NMRA members and guests to see how other people in the area model. These are very interesting and I encourage as many people as possible to attend. Not only can you learn how someone else "does it" but this is a great networking tool. You never know when the person you are talking to may want to join our club.

See you at the club.

Al Cuevas

President



## **. Vacation Adventures**

By Tom Brunner

My wife and I had the pleasure of spending another vacation in beautiful Libby, Montana. While there, we visited part of the “High Line Route” which runs from Libby (in northwest Montana) to Essex (bordering Glacier National Park). Libby is a very small town with a history of mining and logging dating back to the mid- to late eighteen hundreds; the railroad played a great part in the economic development of this town. The Northern Pacific Railroad was the primary railroad responsible for determining the location of Libby. The Great Northern Railroad and the Burlington Northern were other railroads that operated in this area over the years. The station at Libby remains pretty much as it has for years and is a typical design used for many stations.

You will notice a stack of concrete ties next to the mainline that is to be used to rebuild the small yard at Libby. The yard track, ballast, and soil were removed as part of an EPA cleanup from the once active vermiculite mine in the nearby mountains. This vermiculite was the main stay for the town of Libby for a long time. Eventually the vermiculite was found to contain asbestos, and the mine was finally shut down.

The railroad facilities in Libby now serve a small propane facility, oil depot, and lumber mill, which make plywood. Most of the trains that pass through the town are covered hopper cars or double stacked containers; these trains are at least 100 cars long with, at times, helpers attached. As the trains move east towards Essex, they cross numerous bridges. These bridges are mostly deck girder or of the Pratt truss design.

Another interesting portion of the route was the movement of trains through the Flathead Tunnel built in 1970. At 7 miles long (that’s right 7 miles!), it is the second longest tunnel in the United States.



This tunnel was built to reroute the line when the Libby Dam was constructed, forcing closure of that route. It was a little difficult to view the southern entrance to the tunnel; but, while making my way down for a better look, a three-engine consist came blowing out of the tunnel. Once the train was gone, I went up to look inside and was taken back by the blast of wind and the smell of diesel fuel coming out of the tunnel. The wind lasted for a few minutes and then died down. This must be caused by the trains sucking the air behind it as it passes through the tunnel or by the massive ventilation system used for purging.

The final leg of the trip brought us to the town of Essex, nestled in the forest next to Glacier National Park. It is a beautiful setting for both a small BNSF yard and the Isaac Walton Inn. The inn was built by the Great Northern Railroad to house their winter snow removal crews. It has 21 rooms and a museum downstairs.

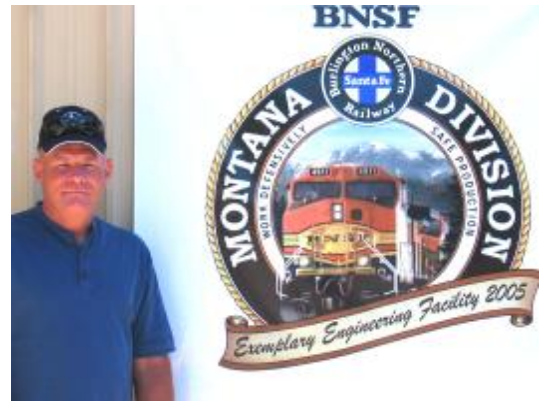


Amtrak travels the highline route, and you can visit or stay in the inn at anytime. The owners also have cabooses that have been converted into rooms with all the conveniences. There is some great railfanning both at the inn and the BSNF yard located right there.



You can see some very unusual snow removal equipment that appears to be converted cabooses. There is also a very old steel water tower used during the steam era that was built to hold 100,000 gallons. On a staging track were two BN green SD40-2s with engines running, and no one inside. These engines are helpers and were standing by for callout. There is much railroad history and many railroad things to see in this part of the country.

If you ever get a chance to visit this area, you won't be disappointed. If the railroading doesn't get you, then the scenery and the remoteness surely will.



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## **A VIEW OF THE FUTURE**

BY Tom Bernhardt

Once the roadbed committee, Directed by Dick McCrae received there marching orders on “How-To” the constructions teams exploded into a flurry of activity.



The roadbed for the main track will be close to finished. In the month of August the roadbed for the service yards will be close to completed.

The Lower Fiddle Yard is completed and drop wires have been installed.

Construction on the Upper Fiddle Yard is poised and ready for assembly.

## **KIT ASSEMBLY**

Six Kit Boxes have been assembled to hold Homobed, turnouts and track. The six kits are labeled A, B, C, D, E and F. A list and drawing defining the extent of the kit is in the box. All of the turnouts are labeled identifying their position in that kit area.

## **HOUSEHOLD CHORES**

Sweeping, dusting and keeping the club neat and picked up is every ones job. You do not need to take on massive cleaning tasks. Clean a defined area and then ask another member to clean another area. You might startle them

But yet again they might say“ sure I Would be glad to help”

## **A CALL FOR HELP**

We are currently compiling a resource list of interested people to provide skills or training on various aspects of model railroading. Areas may include bench work, the laying of track or roadbed, electronics, scenery, operations, engines, & rolling stock, maintenance, history, or any other related topics. You do not need to be a train expert. Mainly if you like to work with your hands we need you. This could include model builders of airplanes, cars, trucks, dollhouses, dioramas, boats, scratch builders, ships of all sizes and artist of all types.

There are many talented modelers with in North County who have developed or refined many techniques and skills. In order to expand our membership and support each other, these skills need to be shared. If you would like to contribute your talents to help support our hobby, please contact Membership Chairman Tom Bernhardt at 760-722-7366 for further information. We welcome experienced and new comers equally.



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