

The Semaphore

October, 2006

On Saturday, October 28th the Club meeting will be held at 10:00 am, at Boney's Marketplace, 1820 Oceanside Blvd., Oceanside, Ca. Members, guests and visitors are invited.

Special points of interest:

North County Model Railroad Society (NCMRS)

Volume 2, 10

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.

Vice President's Message by Dick Miller

VP's message

This month our president is enjoying an extended vacation in Italy. I expect that sometime during his vacation he will be boarding a first class train for a spectacular trip through the Alps from Milan to Zurich or some other exotic destination. I certainly hope he takes lots of pictures on his trip for a Semaphore article.

In his absence he asked if I would write the monthly message. So here goes.

Membership

An aggressive membership campaign is important not just to the growth of our club but for our very survival. Our financial officer reminds us that it takes 26 to 28 members to pay our basic monthly bills.

The recent article about our club in "Today's Local News" brought a flood of visitors and at least two new members. On the surface one would think we were doing well in gaining new members. Looking back through Dues Status Reports I find that one year ago we had 37 dues paying members.

We can have an aggressive public relations program that presents our club, our "Show & Go" activity, and our involvement with Operation Lifesaver. All this will generate new members.

It may actually be easier to get a new member than to keep them. Potential new members visit our club one or more times,

meet a number of our members, and finally decide they are interested enough to write their first monthly dues check. By working through this process they have certainly made an initial commitment to the club. It then becomes our responsibility help them remain interested and develop into active members.

Nick reported at last month's business meeting that we currently have 39 dues paying members. During the last year we added 12 new members and lost 10. Not very good. There are, of course, a lot of legitimate reasons why we lose members including, financial, relocation, and health. What I am worried about is the new member that pays dues for a couple of months and then quietly disappears.

There are many ways that a new member can enjoy or contribute to the Club's activities. New members can learn from the membership that will contribute to their overall knowledge of model railroading.

To make sure that new members assimilate, we all need to engage these people to determine their interests and skills, and get them involved in some phase of our clubs overall activity. If we make a concerted effort to involve and keep new members I am absolutely convinced that we can grow our membership to twice our current level in the next two years.

Dick Miller

Inside this issue:

Scenery Review	2
Napa Valley	3
Show and Go	4

Sept. Scenery Review Report

By Dick Miller

Peninsula A

Scenery work continues on peninsula A, B, and C. Tom Brunner is adding final scenery detail to the upper half of "A".

Peninsula A



Port/Container terminal/Yard Area:

Tom Brunner, Dan Conway and others have developed what I think will be the final track plan for the port and container terminal. If the membership agrees on this plan we will lay Homasote over the entire area and begin to lay track.

Fascia colors: We still have not made a final fascia color selection. Three colors are being considered.

Peninsula B

Access opening: Work on the access opening at the base of "B" continues. John Stevens and others are working this area.



Access opening

Bridge: Charlie and John have completed a water way and two small track bridges near the base of the tank farm.

Refinery: George Benton's work on the tank farm and refinery continues.

Peninsula C



Town Area: Bob Hunt, John Stevens, and others are continuing work on a platform in this area that will serve as a base for town and industrial buildings

We have an agreed upon final track plan for this area. We ordered and have received the necessary turnouts and will begin laying track when the platform base is completed.

Napa Valley Railroad

When I retired I received a very nice dinner party and the obligatory watch. Knowing my interest in railroading, I was given what I was told was a conductor's pocket watch. I am not sure it's the real thing; nevertheless it is proudly displayed on shelf in our living room. Along with the watch I received tickets for a dining excursion on the Napa Valley Wine Train.



Conductor's watch?

I was surprised to learn that the Napa Valley Railroad was built in 1847 by 49'er millionaire Samuel Brannan. He built the railroad to take visitors from a seaport south of Napa to his mineral spring resort, Calistoga, at the north end of the Napa Valley. In 1984 the Southern Pacific, which acquired the railroad in 1885, discontinued all freight and passenger service. In 1987 they sold the track and right-of-way from Napa to St. Helena to a private investment group. After spending \$1.7 million to bring the track up to current standards, limited wine train service began in late 1989.

When my wife and I finally made the trip to Napa we opted to use the tickets for a four course champagne lunch train trip.



Alco PA-1

The day we rode the train the consist included two lovely

lco PA-1's, eight 1915 to 1917 restored vintage lounge and dining cars, and a 50's vintage vista dome car. George Benton would have loved the PA's, which are probably the best-looking diesel engines of their era.



Here's to you

The 3 hour round trip from Napa to St. Helena, which follows highway 29, is a great way to view many of the vineyards in the valley. The champagne lunch was lovely. I had the Medallions of Pork Tenderloin and a second glass of champagne.

For more information on the wine train visit www.winetrain.com

All Aboard

Dick Miller



Show-N-Go Repair:

With the upcoming San Diego NMRA show in October the NCMRS has been invited to display its Show -N-Go HO Modular layout. The NCMRS decided to upgrade the Show and Go.

Early review of the basic modular tables showed that major re-alignment was required to provide a better road bed for the track to lay on. Who better to lead the work than Show-N-Go Director, George Benton. George picked Leo Valley, Dick Miller, Charlie Tucker and Tom Bernhardt to assist in the repairs.

With the tables repaired new track was laid as required. This removed many of the trouble areas in the layout. Work will continue as required. Like all model railroad work it never really ends.

There is a work schedule, for the NMRA October event, on the bulletin board for NCMRS member participation.

NCMRS

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