



The Semaphore

On Saturday, February 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.

North County Model Railroad Society (NCMRS)

Volume 3, 2

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.

Operation Schedule

February 13, Tuesday Setup Time 5:30 pm, Run Time 6:00 pm—8:30 pm

President's Message

by Dick Miller



Thanks for your confidence in me. I will do my best to be the kind of president you expect. Succeeding Al Cuevas as president will be a tough act to follow.

Al did an excellent job as the Club's president. He engaged every member, brought us together, was an excellent communicator, operated in a very transparent manner, and to use his own words, he was our cheerleader. He was perfect for the time, which included the clubs move from a San Marcos bank building to Boney's and the beginning of construction. We all owe him our thanks for a job well done.

Al may have stepped down as president but he plans to remain very active. He has agreed to be the facilities manager, which includes the purchase of everything from KD couplers to toilet paper. In addition he plans to work with Leo Valley and Tom Bernhardt on a membership-mentoring program. The intent of this program is to work with new members to help them assimilate and become an active part of our Club. You will hear more about this program from Al, Leo, and Tom in the weeks to come.

I want to thank Burt Gray and Nick Ruddick for agreeing to remain as Secretary and Treasurer respectively. I also want to welcome Dan Conway who is succeeding me as Vice President. Dan has prototypical operating experience. Also, based on his own railroad, he brings knowledge of logging camp and saw-mill layout design and operation.

A special thanks to Leo Valley, Jay Sarno, and Al Cuevas for remaining as the Club's directors for the coming year. I will value their support and counsel.

I don't expect any large changes in the way we operate in the coming year. As mentioned, we are planning to strengthen our membership committee. In the coming months, I would also like to see us get more active in the area of public relations. How we relate to the public through Show-N-Go, Operation Lifesaver, and the press, is important if we want to continue to grow our membership.

I have been a member for less than two years and I have seen a lot of changes. When I arrived the Club was still putting down sub roadbed on peninsula C and D. There was no roadbed, no track, no scenery, and very little wiring. It's still hard for me to believe that we have come so far in two years. Now we are getting to the good part, prototypical operation.

Membership has almost doubled since the Club moved to Boney's. We are 40 members strong plus the sons of three of our members. There is a large core group that shows up for work on Thursday afternoon and most of the day on Saturday. With the new emphasis on operation the Tuesday evening operating crew is growing weekly. After my visit to Dick Trotter's beautiful railroad for an evening of operation I am convinced that the best is yet to come.

Your Club is healthy, growing, and very active. I look forward to serving as your president in the coming year.

All aboard.

Dick Miller

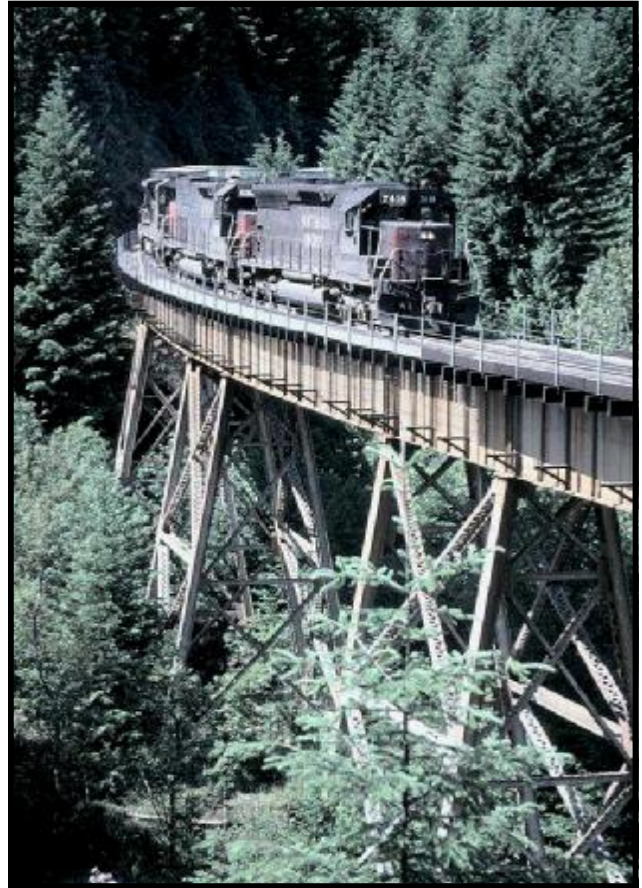
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Forward Motion The design of Peninsula C has moved from the software stage to the hardware phase. As commented on last month, an existing short branch will start from a turnout formally to be used for the quarry and will now climb the ridge serving a mine and small “western” town using some of structures. The branch may have a 3 to 4 percent grade. To some degree this is not a new track development but a continuation of an original laid turnout.

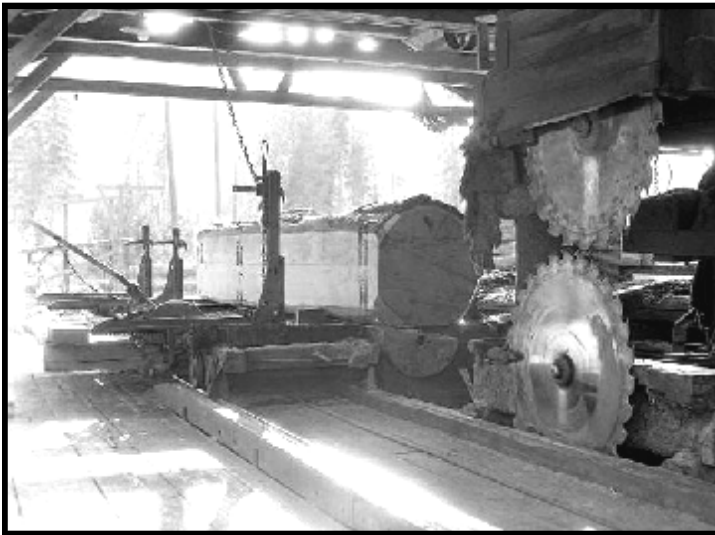
Quarry Facility The yard for the Quarry is now installed and construction of the Quarry area will proceed with the mountain ridge development. We have on hand the major rock crusher facility and we need to select ancillary buildings.

Lumber Facility The log pond and Lumber Mill area has been defined. Much design needs to be done on the Lumber Facility.



The intent was to present a really rugged terrain that did not have a maximum of congested tracks, but allows the single curved trestle and long distance run to speak for itself. In the spirit of John Allen’s masterful modeling, an attempt to provide a floor to ceiling segment of scenery is in order. Well, maybe not to the ceiling in our case.

All in the Details When a job is well done it is because the details have been taken care of to the end.



John Allen Trestle The trestle span at the end of Peninsula C, that we call Allen Canyon, is in honor of John Allen of the Gorre & Daphetid RR modeling fame. It is among the most visible “first impression” areas and as such deserves some special consideration. The intent is to present a really rugged mountain terrain with cascading water falling under a five foot span trestle.



Here we have a classic example of just that, were the all seeing eye of the artist captures everything.



The container freight yard is a dazzling white. Since this picture was taken, all the white plaster area has been painted a concrete color and etched with the lines of well used aged concrete.

As the detail work reaches its end in the Bay Bridge area the look of realism takes place. Below is the dock of a business end of a small industrial work station. This facility is simple and is a good example of clean design. The following



view displays a small lumber yard, fertilizer plant and a Sunkist fruit packing facility. Finishing details have yet to be developed.



Club Helps Store Owner with his Plumbing

By Jay Sarno

As part of the Club's agreement with Ryan Boney for the year 2007, our rent increase is \$25, to \$675 per month. In exchange, we agreed to assist Ryan with repairs to the conveyor and the installation of both a hand washing and a three-compartment sink and water heater in the food prep area.

Neither of these had any deadlines attached. That was before the store was inspected in the first week in January and found to be out of compliance in certain areas, including the sink and hot water. The store had two weeks to get it done or face fines or closure. This triggered an urgent call to yours truly for help.

On Saturday January 6th, Cliff Anderson and Nick Ruddick demolished the old hand wash sink, and we uncovered the corroded remains of an old in-operative heater, some leaky and non-functioning drain line, and a wad of live electrical wiring in a puddle of slimy water.

By this time I had located a suitable heater for the store which Ryan ordered. Delays in getting it delivered eliminated Jan 13 as the big workday, which would blow the inspector's Jan 18 deadline. Ryan got a 1 week extension, leaving Jan 20 as the do-or-die day.

Thanks to Leo who picked up the water heater on Monday Jan 15 and brought it to my house. Cliff made a shopping list for parts. I built a base for the heater and a cold water manifold. We all converged on the store early on Jan 20. First we rebuilt the wet wiring into something safe and repaired the two-legged sink. Then the drains, hot, and cold lines went in. Two trips to the store later, everything was installed. We packed up and went

home after a quick eleven straight hours that sailed by so fast it only felt like 9 1/2.

I want to thank Cliff Anderson and Nick Ruddick for stepping up to help with a big, nasty job. Also thanks to Leo and Tom Bernhardt for their help. This will show that we may not be the most lucrative tenant, but our presence can be a big asset to Boney's.

Club Rolling Stock

A Club committee made up of Tom Ashton, Dick Miller and Tom Bernhardt reviewed the balance of donated rolling stock that the Club has received in the last year.

The Club has sold, on e-bay, approximately 2000 pieces of rolling stock. If the truth be known and we did not have those sales we would be poor as church mice. So to those kind people out there who have donated to the NCMRS we thank you.

The next step in the procedure, Tom Ashton will sit down with Lori La Pierre and define what needs to be done to the rolling stock to get it up to Club standards i.e. car weight, steel wheels, couplers, coupler heights and weathering.

Another Donation

Club member George Benton has donated a layout with rolling stock, farm and cattle ranch buildings. Several hundred head of cattle came with the ranch. The rolling stock has been evaluated and processed. The donation originated from the Mission Valley area. The Editor can recall Mission Valley in 1947 when it was all farm and dairy land.

Telephone Installed

A telephone has been installed back in the lunch area. It has been a long time coming but it will save many steps for those of us when the outside phone rings up front.

Mentoring Committee

Al Cuevas plans to work with Leo Valley, and Tom Bernhardt on a membership-mentoring program. The intent of this program is to work with new members to help them assimilate and become an active part of our Club.

This will help new members find their niche in the Club and if you are a new member reading this notice please feel free to contact any of the above mentioned committee members.

There are many tasks and art forms in model railroading. This organization gets things done by committees of three members. If there is something you would like to do and you do not see a chance or feel intimidated, please contact one of the mentoring committee.

Come to an Ops Night



**North County Model
Railroad Society
Boney's Marketplace
1820 Oceanside Blvd.
Oceanside, Ca. 92054
(760)-722-7366**