



The Semaphore

North County Model Railroad Society (NCMRS)

On Saturday, March 30, 2008, the club meeting will be held at 10:00 am, at Boney's Marketplace, 1820 Oceanside Blvd., Oceanside, CA.

President's Message by Dick Miller

Work Schedule

Thursday and Saturday are work days at the club. There are plenty of tasks to perform.

Visitor Schedule

Thursday 3:00 PM — 8:30 PM
Saturday 9:30 AM* — 4:00 PM

* 11:00 AM on meeting day

Operations Schedule

2nd Tuesday of the month
Setup time 1:00 pm
Run Time 4:00 pm—8:00 pm

Inside this issue:

| | |
|-----------------------|---|
| President's Message | 1 |
| Become an Author | 2 |
| Operating Sessions | 3 |
| Editor's Notes | 3 |
| Remembering the NYO&W | 4 |
| Masthead | 4 |

Looking Ahead

It looks like 2008 is going to be a very active year for NCMRS. It started with a bang, with our participation in the "World's Greatest Hobby Show" early in January, at the Del Mar fairgrounds. The show was the best and biggest train show I have attended in several years, and it was very well attended. Our demonstration railroad was again a big hit with all the young engineers. I was there for a short time on Saturday, and there was literally a mob around our railroad. My thanks to George and his crew for a job well done.

The work of the teams that are planning and executing our expansion is well under way. Leo Valley is the team leader for the Entry Area Upgrade and Dan Conway is the team leader for the Expanded Space Design.

By the time you read this you probably have been approached by Dan and Leo with regard to joining their teams. The team leaders are committed to getting any interested members involved. It is a good opportunity for new members. If you have suggestions, ideas, or work ability you will be welcomed as a team member.

To quote Jay Sarno "This is an exciting time for our club. By the end of this summer our space will feel twice as big and will seem much more lively, with everyone together in one space, chatting and bustling about. I know these teams

are going to do great work. Why not jump in?"

This July 13th - 19th the NMRA will host its Annual National Convention, in Anaheim. This looks to be a great event. It will be a good opportunity to meet the movers and shakers in our hobby. It would be nice to have a group from NCMRS attend. I have marked my calendar, and I plan to spend several days at the convention. There are plans for prototype and industrial tours, over 100 layout tours, clinics, plus various special events and general interest tours. There will be something of interest for everyone.

As part of the convention NCMRS will host a formal operation session and a layout tour. Plan to be a part of these two events. Hopefully our expansion and entryway upgrades will be complete for these two NMRA visits.

We always encourage new members to get involved in any aspect of the club that interests them. Let us know your interests. We want your contribution. There is a lot to do and we need everyone's involvement.

I am very excited about the proposed club upgrade and expansion and look forward to being part of one of the teams. I will end as I started - 2008 is going to be a great year for NCMRS.

All aboard - Dick Miller

BECOM A RICH AND FAMOUS AWTHOR!

The NCMRS monthly newsletter needs your article. Any railroad related article (one page or less) will do! Suggested topics include:

My first train trip.

My most recent train trip.

My most memorable train trip.

Tattling on the experts (a member who had a problem that he couldn't solve identifies the "expert" member who solved it for him).

What was your first model?

Did you get a train set as a kid?

Why are you still interested?

What really excites you about the hobby?

What changes would you suggest to make the club more interesting?

Or, you may have a topic of your own that you want to share with the membership.

As an added inducement, the editor of the newsletter will reward you with **ONE DOLLAR**, from his own personal funds, for each published article!!! Train photos (model or real) also will receive **ONE DOLLAR** per published entry!

And you don't have to be careful about spelling or grammar.

The editor will personally fix your errors!!!

Send your material today to: hblevine@pacbell.net

REMEMBERING THE NEW YORK, ONTARIO, AND WESTERN

by Howard Levine

Those of you born or growing up in the West* or the Midwest* have most likely never heard of the NYO&W. But to New York kids who spent their summers in the Catskill Mountains of upstate New York, the NYO&W (sometimes referred to simply as the O&W) was the preferred way to get there from the big city.

It was therefore of some interest to me that two recent magazine articles featured this long-gone small Class 1 road.

The January-March 2008 edition of Branch Line (the NMRA Pacific Coast Region magazine) has a long article by Les Dahlstadt (pages 32 to 38), about the model he is building of the railroad's Southern Division. The article is replete with old black and white photos of some of the key locations on the road.

The February 2008 issue of Scale Rails has an article, by Harold W. Russell, on Field Measuring. There on page 55 is a nice photograph of the Middletown, New York NYO&W station, as it is today.

The road's main line ran from Cornwall, New York (on the west side of the Hudson River, about 50 miles north of the Big Apple) to Oswego, New York (on Lake Ontario). To get into the New York City vicinity the NYO&W had trackage rights on the West Shore Railroad (part of the New York Central), from Cornwall to Weehawken, New Jersey, across the river from the city.

Passengers had to take a ferry ride to get to their train from Manhattan. Freight cars also took a ferry (not the same one, of course!).

The railroad also had a branch between Scranton, Pennsylvania, and Cadosia, New York (on the main line) west of the higher mountains. This was primarily a coal hauling route, bringing Pennsylvania anthracite into the metropolitan New York area.

The Scranton branch was modestly successful, but the main line was in financial trouble from Day 1.

The concept had been to create a route that formed one leg of a triangle between New York City

and the upper end of the Mohawk River Valley. This would be shorter than the two legged New York Central route that went up the Hudson to Albany, and then west via the Mohawk.

However, the founders missed a few key points. First of all, they did not have direct access to New York City; they only had limited access, and that courtesy of the New York Central. Second, they were trying to compete with the same New York Central, in bringing freight and passengers into New York. Third, they did not have passenger access to Grand Central Terminal. Fourth, they did not have access to the large NYC St. John's freight yard beneath Manhattan's Riverside Drive. Fifth, they went over the mountains (slow), not around them (fast), as the NYC did. Sixth, the New York Central was bigger, older and much richer than the NYO&W.

Can you imagine being a Director of the New York Central, and saying at a board meeting: "Why don't we switch our freight cars to the O&W at Oneida, so they can go over the mountains to NOT get directly into the city. It would be slower, too. We could also do that with our passengers. And the O&W can get the revenues that we are getting now."

Of course, no such Director existed, so the NYO&W struggled on for 70 plus years, finally dying in the mid 1950's. It had the sad distinction of being the first Class 1 road in the United States to close shop forever!

(Editorial comment: does this scenario remind you of anything that is happening today?).

Anyway, for a young kid, as I once was, riding the NYO&W was great fun, the scenery was lovely, the smoky odor was delightful, and the locomotives (there were even a few diesels) were beautiful. If only I could do it again!

* For New Yorkers like me, the "West" meant anywhere on the New Jersey side of the Hudson River, or beyond)

All Members Welcome

Operating sessions are on the **second Tuesday of each month**. We run just like a full sized railroad, with train orders, pick up and drop off instructions, etc.

Setup, track cleaning, etc., starts at 1. 00 PM

Train crews are assigned by the Chief Yard Clerk.

If you can't make it before 1:00 PM, come later. You will become a train crew member.

Trains are scheduled to start every 10-15 minutes from both Upper East and Lower West Yards, beginning at 4:05 PM.

Participation is a great way to expand your railroading knowledge. You will learn that running a railroad is a fascinating, but complex, process.

Spectators are welcome, but we are **now hiring** engineers and conductors **with little experience**.

— John Stevens, Dispatcher

Notes from the New Editor

The preceding column has a note on Operating sessions from our Dispatcher, John Stevens.

I have had the privilege of participating in some of these sessions, I have found to them to be among the most interesting activities at NCMRS.

They really provide an understanding of what real railroading is all about, and you come away with a new appreciation of how difficult it is to run a railroad.

I personally want to thank John Stevens for all the effort he puts into planning these sessions. It is not a simple job to decide where 100 or so freight cars will be picked up or left off the several trains that are operating more or less simultaneously.

On another note, Tom Bernhardt should be thanked by all members of the club for the great work he has done as editor in past years. I hope to be able to continue the fine tradition he has set.

In that connection, let me point out that much of the success will depend on you, the member and reader. Take a look at the "ad" for contributors on page 2. Your input is very much needed.

Editor, Howard Levine

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