



North County Model Railroad Society (NCMRS)

On Saturday, April 26, 2008, the club meeting will be held at 10:00 am, at Boney's Marketplace, 1820 Oceanside Blvd., Oceanside, CA. 92054

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

Operation Schedule

2nd Tuesday of the month
Setup time 1:00 pm
First Departure 4:05 pm

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Club Expansion

After several meetings by both the "back expansion" and the "entryway" teams, planning for our modifications are mostly complete. Members of the rear expansion team have completed its work and made their recommendations. At the February business meeting they presented their proposed floor plan which, after some explanation and discussion, was unanimously approved by the membership. Now the physical work begins. Jay has offered a schedule for clearing the back room area in preparation for actual construction.

The first, and probably the most import, step in construction is stabilizing and then securing the existing North wall. After that, construction of the new North and East walls seems to me to be relatively straight forward. If you know your way around a framing hammer, can hang and tape sheet rock, run electrical cable and/or can paint, let Dan know and join the team. I expect he can find work for any member who wants to help.

The entryway team has had several meetings to review how we can change the entry to make it more usable and visitor friendly. They have worked their way through a lot of good ideas and suggestions. Based on their last meeting they are very close to reaching a consensus. By the time you read this I expect they will be ready to make their final recommendations to the membership and ask for your approval. I have attended several of their meetings and feel you will be pleased with what they are proposing. I expect that right after they get approval they will be looking for willing hands to complete their recommendations which will include some light carpentry, carpet installation and painting. Contact Leo if you are interested in helping.

All this required work, both back room and entry is

a great opportunity for new members to get involved. Give one of the team leaders a call and get on board.

While work within the club is being completed, Jay and Nick will be making some changes to the room between the elevator and club entry. These changes will include lighting changes and the addition of railroad art on the wall adjacent to the club entry door.

As most of you know, the annual NMRA convention will be held in Anaheim this year. The convention starts Sunday July 13th and ends on Saturday July 19th. The convention is followed by a National Train Show which opens on Friday the 18th and runs through Sunday the 20th.

During the convention NCMRS will be visited twice by NMRA convention delegates. First on the Monday the 14th for a layout tour, and then again on Saturday the 19th for a formal operation session. Based on these two visits by NMRA members it is imperative that all phases of our expansion plans be completed well in advance of their visits. I expect we will get some national exposure based on these visits, so it is important that we look our best.

Based on the expansion and entry planning that I have been a part of, I think you will all be well pleased with final results.

All aboard
Dick Miller
3/6/08

My TGV Ride (Part 1)

by Al Cuevas

Our 2006 vacation started off in Paris. After spending a few days getting over jet lag and seeing some of the sights of Paris, it was time to head to our second stop, Provence. Our choice of travel was the train, of course, and more specifically the TGV. Our destination was Avignon in Provence, approximately 500 miles south of Paris. The TGV takes just under three hours to make this trip. The first twenty or so miles are on regular track and the speeds are the same as other trains. At some point the TGV moves onto dedicated track and speed increases to approximately 180 mph.

The morning of our departure from Paris came. We went down to the hotel lobby, checked out, and asked the desk to call a cab for us. Our train was leaving from Gare Lyon, only a few miles from our hotel. Driving time in traffic from the hotel to Gare Lyon is normally about fifteen minutes, so we allowed ourselves ninety minutes to get to the train station, get reservations, and board the train.

We waited in the hotel lobby as the clerk repeatedly called different cab companies, but it was a rainy weekday morning, and we could not get a pickup confirmation. After approximately 30 minutes of anxious waiting it became obvious that we were not going to get a cab. Train departure time was now an hour off, and we hadn't moved a foot closer to the station.

We decided we would have to take public transportation to make the train. We would walk to the closest Metro station, two long blocks away, and take the Metro to Gare Lyon. Out the door we went, each of us with a backpack and a suitcase. The suitcases were on rollers, but, as I will describe later, that was only helpful for part of trek. We dodged the rain drops and made it to the closest Metro station. It took about ten minutes to walk the two blocks.

We had ridden the Metro on this trip once or twice, but were not familiar with this particular station. I would have to carefully read the instructions to ensure that we knew how to buy the tickets and get on the right Metro train. (It was a relief to go down the first flight of stairs, as we were out of the rain.) I read the instructions posted on the wall and determined that we would have to take two different Metro lines to get to Gare Lyon.

The line to buy tickets was short, only three people. A snap! However, in front of us were some Asian people who were having a difficult time figuring out the ticket machine. Each time they tried to put money in it wouldn't work. Time was wasting and we couldn't get our ticket for the Metro. After about five minutes of frustration a French woman ahead of us in line took charge. I'm not sure what she said but the people moved out of the line. The others in front of us quickly bought their tickets. We purchased ours and headed toward the stairs. Another fifteen minutes gone.

As time was of the essence we didn't wait for the elevator and

charged down the steps. I carried the two suitcases downstairs, one in each hand.

At stations where lines cross, each line is on a different level. After we got to the lowest level platform, I realized that we needed to be one level up! So up we went, with me still carrying the two suitcases. I couldn't pull them up the stairs as I was afraid that the rollers would be ruined. So I carried them, again one in each hand. Three more minutes wasted! ...

Did Al and Rachel get to their train in time?

Are they in Avignon?

Are they still in Paris? What happened?

"Tune in" next month to find out!!!

Common Kadee Coupler Problems and How to Avoid Them

By Leo Valley

Here are common problems you can experience with Kadee couplers, and their fixes.

Knuckle Height – Mismatched coupler heights can result in uncoupling when crossing over turnout frogs, and also on grades. Use the Kadee Coupler Height Gauge when installing couplers.

Trip-Lever (Glad-Hand) Height – Low trip levers can cause derailments at turn-out facing points, and uncoupling on grade crossings or re-railers. Again, use the Kadee Coupler Height Gauge. If you must err, set the trip-lever slightly high than the gauge indicates.

Centering – Poor centering action will invariably result in coupling failures. When installing a coupler, always apply powdered graphite (Kadee calls it "Grease-Um") to the surfaces in contact with the coupler box. A properly adjusted coupler will automatically return to the center position when pushed to one side or the other and released.

Box Lids – Poor fitting coupler box lids can cause jamming on curves, which may lead to derailments and poor centering. If the box cover is held in place with a screw, ensure that is not over-tightened.

Excess Box Play – If you encounter a sagging coupler, shim it to avoid excess up-and-down movement that often causes uncoupling.

Excess Knuckle Play – Some early Kadee couplers have loose and wobbly knuckles that cause poor mating and/or uncoupling. To correct this, crimp the coupler body at the knuckle pivot area.

Rough Parts – Rough interior coupler surfaces prevent easy and smooth operation in both coupling and uncoupling. Check the mating surfaces of the knuckle face and radius plus the interior knuckle corner for rough surfaces. File smooth any rough surfaces. This will also improve movement when passing over turnout frogs or uneven track surfaces.

Leo's Laugh's (an occasional column by Leo Valley)

CAUTION: DON'T TRY THIS AT HOME.

A dog is truly a man's best friend.
If you don't believe it, just try this experiment:
Put your dog and wife in the trunk of your car for an hour.
When you open the trunk, who is really happy to see you?

The following is taken verbatim from a recent e-mail to all club members from Cliff Anderson.

"The ad hoc Rolling Stock Standards committee held the final meeting as currently constituted and charged on Saturday, March 15, 2008. The meeting was announced as open to all members. Club members present were Dick Miller, Dick McGrew, Jim Phelan, and Cliff Anderson.

"The result of that meeting was that within the last month of open meetings and email discussions a consensus has been reached regarding the minimum standards for all rolling stock that shall be run on our layouts. That consensus is represented in the document attached to this note. Having our trains run well requires common goals and coordinated teamwork and effort and diligence and responsibility and a lot of cooperation. No member of the committee believes that we have attained the "perfect document."

"A motion will be made at the March, 2008 NCMRS business meeting recommending:

1. that the contents of the attached document be accepted as the club standards and enforced for at least six months, effective as of March 29, 2008,
2. the President be directed to appoint a committee to review the results on or before September 27, 2008,
3. that the currently constituted ad hoc Rolling Stock Standards Committee be dissolved immediately."

The members of the committee deserve our thanks for their hard work!

Interesting statistics

As of March 22nd, the club locomotive list has 244 entries, a mere 37 of which are Eastern roads. The most popular road is the Union Pacific (48 locos), followed by Santa Fe (42) and Southern Pacific (36). Adding to this 13 in BNSF colors and two in plain old BN, the combined total for BNSF is 57. In fourth place is Rio Grande (13), followed by New York Central and South Fork (10 each). All told, 36 different roads are represented, many of which have only one loco each (Erie, KCS, New Haven,...)

Howard Levine

Something New -- Want Ads

As an experiment, your editor has decided to offer ad space to members or other interested parties. Your ad must be railroad related (equipment for sale, wanted for purchase, assistance needed, etc.). Depending on response and interest, this may or may not become a permanent feature of the newsletter. Here's an ad by a NON-member needing help:

HELP WANTED: I'm building a 12' X 16' layout in my new home. I need help in construction: benchwork, electrical, and ideas – for 2 or 3 afternoons. I am willing to pay. Please contact me: Bill Giolma, Escondido: (760) 737-8627 or wmg737@aol.com

ARTICLES WANTED

As announced in the last issue, and as posted on the bulletin board: The editor is requesting short articles and/or pictures from all members, with the reward of ONE DOLLAR per accepted article or picture set.

START WRITING AND PHOTOGRAPHING, PLEASE!

North County Model Railroad Society

Boney's Marketplace

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