



## 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.,

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

### Upcoming

### Operation Dates

Tuesday, May 6

Tuesday, June 17

Tuesday, July 8

Setup time 1:00 pm

First Departure 4:00 pm

Last Departure 7:00 pm

### Special Operation

**Date: July 19**

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### Special Note

The Club's usual Operating Session date is the second Tuesday of each month — but this May it will be on the first Tuesday, and this June it will be on the third Tuesday. Keep this in mind if you plan to attend!

### NMRA National Convention — *Anaheim Special*

This year the NMRA National Convention is coming to Anaheim, CA. The convention is hosted by the Los Angeles Division/Pacific Southwest Region of NMRA. The convention will be held at the Anaheim Marriott Hotel July 13<sup>th</sup> through the 19<sup>th</sup>. The convention will be followed by the National Train Show, at the Anaheim Convention Center, which is conveniently located across the street from the Marriott. The train show opens on Friday 18<sup>th</sup> and runs through Sunday 20<sup>th</sup>. I am told that this is the largest train show in the country. Admission to the train show is included as part of a full registration package.

The show is open to convention registrants Friday morning, and to the general public starting Friday afternoon.

If you are an NMRA member, and have kept your February, 2008 issue of *Scale Rails*, you have everything you need to register. There is a lot to do and see during the week. If you plan to stay a few days and attend clinics, do a layout tour, or perhaps a prototype or general interest tour, the registration process will take some time. There are 10 different registration forms plus a hotel registration form. If you don't have the February Issue of *Scale Rails*, you can find the forms at [as2008.org](http://as2008.org).

Forms 1 and 2 are for general registration. (You need to be a paid up NMRA member to register!) Form 3 is for extra convention events like the Friday night Banquet. There is even a wine tasting option if you need a break from playing trains. Form 4 is for extra cost clinics. I highly recommend the San Diego Division's Scenery Express, which is a "hands on" clinic. It is conducted by Jim Fowler, Chuck Hart, Gary Robinson, Ben Sevier and John Sigurdson. With those guys as instructors it should be an excellent clinic. You can find a complete listing and a schedule of all the free clinics that will be offered during the week at [as2008.org](http://as2008.org).

During convention week 25 layout tours are scheduled from Santa Barbara to San Diego. These extra cost tours include transportation. Each tour

visits from three to six layouts. The longer tours are all day events. NCMRS is one of the stops on the Monday July 14<sup>th</sup> "San Diegan" Tour. Use Form 6 to sign up for these tours. There is also a long list of Prototype and General Interest tours. Use Form 7 for these. The Tehachapi Loop and the Colton UP Yards tours look interesting to me.

The Operations Special Interest Group (OPSIG) has scheduled 18 operation sessions on layouts in Santa Barbara, the LA basin, and San Diego. You need to be a member of OPSIG to attend these operating sessions. NCMRS is scheduled for one of these sessions on Saturday July the 19<sup>th</sup>. You can sign up for operating sessions on Forms 8 and 9.

If you are interested in staying at the Anaheim Marriott hotel you can make reservations by calling 714-750-8000, or by using [www.marriott.com](http://www.marriott.com). The convention room rate is \$135. Be sure to mention group code NMRNMRA when you call.

I am not sure which of our members plan to attend, although there has been some talk about doing one or more day trips on the train to Anaheim. I am told that there is a shuttle that can take us from the train station to the convention center. There also seems to be a lot of interest in attending the train show on Friday before our scheduled operating session on Saturday at NCMRS.

Since the convention is here in Southern California we should make an effort to support it. I personally would like to attend the train show on Friday. Maybe we can get a group together and make a day of it. From everything I read and hear about this year's convention it must not be missed.

All aboard,  
Dick Miller

P.S. I got a note a few days ago that the Prototype Tour of the LA Union Station/3751 Locomotive has been cancelled. Make sure you don't sign up for it. Darn.

## My TGV Ride (Part 2)

by Al Cuevas

*Last episode: Al and Rachel are in Paris, struggling to get to Gare Lyon for their trip to Avignon. It's raining; there are no cabs to be had. The station is two Metro rides away. They have tickets but no reservations. Time is running out! Can they make it? Read on...*

...the Metro trains were still running frequently as the morning commute was just ending. After just one stop, it was time to get off and transfer to the line that would take us to Gare de Lyon.

Paris Metro stations are a series of tunnels that connect one with other trains that are on different levels. For the most part directions are clearly labeled with train name and destination. Sometimes the journey to the next level is short and other times it seems to go on forever.

We got off our first Metro and followed the signs through the maze of underground tunnels that led us to the second Metro Line. Shortly, a train came along and we got on. There were five stops before Gare de Lyon station. The time was down to about fifteen minutes before TGV departure when we arrived at Gare de Lyon!

The Metro arrives approximately four levels below the main station. We had to walk up four flights of stairs and then find the reservation booth, purchase our reservations, and then find our train. (While we had purchased tickets in the US, a ticket does not guarantee a seat, so we needed seat reservations.) I made it up about three of the flights of stairs with my backpack and carrying the two suitcases in each arm when I gave out. I took a knee! Rachel, being helpful as always, said "it is just around the corner." Although a number of responses flooded my brain, I didn't have the energy to respond.

Fortunately, I had been working out and recovery came pretty quickly. After a minute or so we continued on. With about 10 minutes to go we found the reservation booth and got in line. The line was short and moved quickly. I had the agent write the track letter down. (This was very important. While the letters look the same in French and English, the pronunciation is very different.) With the reservations in hand, walking/running on level ground, and the track number in hand, we finally found our train and got on. Since I wasn't exactly sure when the train would leave we entered one of the first cars we came to. We had to walk through a couple of coaches before finally finding our two seats. It was a great relief to finally sit down. I looked around. All of the other people were relaxed, reading newspapers and talking. Only Rachel and I were in a full sweat. Oh yeah...we had made it with four minutes to spare.

### On the TGV! —>>>

The rest of our trip to Avignon was routine. It was nice to be on a train. This particular train didn't have a dining car but instead had the Amtrak-like snack bar car. Our tickets were for first class. The chairs are very comfortable, and walls are padded. The noise level is quite acceptable.

All too soon we were slowing down for Avignon. The morning's excitement forgotten, we started to think about getting our rental car, and finding out what our new destination had in store for us.



Gare de Lyon, Paris



The TGV



Happily on board!

## EXPANSION NCMRS 2008

by Tom Bernhardt

With the growth in membership the need for new space and a better use of old space has pushed the button stimulating an expansion. The new space measures 27 ft. X 38 ft. , yielding another 1026 square feet to our domain. Twenty new lamps will light the new area. Construction is headed up by NCMRS member Herman Vandenbosch. Here is a wide open view that shows the scope of the new space.



With the assistance of Al Cuevas, Tom Bernhardt, Dick Miller, and Richard Brown, Herman led the raising of the rear and side walls. Once the walls were up they were secured to each other and to the existing back wall. The next two photographs show steps in the construction.



The new space will house a Club Lounge, a Maintenance Area, the Club Office, DC and DCC test tracks, a coat and hat rack, and — of course — a new railroad peninsula.

The new office will be in the back corner of the new space. It will house the office equipment (desk, computer, filing cabinets, etc.) now in the Fiddle Yard area, relieving congestion in the Fiddle Yard. The next picture shows Herman and Dan Conway framing the office closet.



The next view shows the office in the background, with the maintenance area in the foreground. The short wall will separate the maintenance area from the club lounge.



The next picture looks into the club lounge, on the right, with the maintenance area on the left.



The new railroad peninsula will occupy the length of the south wall of the new space. Two rail tunnels will connect this peninsula to tracks on Peninsula D. A suggested design for this connection was recently posted at Peninsula D, but final decisions will probably wait until the new space is completed. New peninsula track plans await future design.

In the next issue, the complex electrical work will be described.

### Club Business Cards

Why not carry a few of these cards (see sample below) in your wallet! The next time someone ask you about the club, you can hand them one. They have the essential club information in a compact form. They can also be posted on the free public bulletin boards that are sometimes found in stores and restaurants.

Various formats are available — with or without your phone number, e-mail address, or even your name.

To obtain some cards, ask Semaphore Editor Howard Levine.



Thanks to John Barkley and Leo Valley for this

Saturday, May 10, is National Train Day and AMTRAK is putting on a great event at Union Station in Los Angeles. This event is open to the public and I am proposing that we organize a group from the Club to go by train for the day. There will be a variety of activities, including live musical performances, exhibits, trip planning, VIP appearances and trip giveaways.

Quoting Leo "...let me know if you are interested in joining me and my family."

John points out that there is a train that leaves Oceanside for LA at 7:55 AM. This could mean a great fun day for early rising members!

### Special Operating Session

On Saturday, July 19th, NCMRS will host a special operating session, for visitors from the Anaheim NMRA (Op Sig) Convention.

Look for further information about this important event in the June and July issues of this newsletter!

### *Incase You Don't Know, Ask One of These Guys*

#### *NCMRS Board of Directors*

Jay Sarno, Chairman  
Al Cuevas, Director  
Leo Valley, Director

#### *Officers*

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Dan Conway, Vice President  
Nick Ruddick, Treasurer  
Burt Gray, Secretary

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Planning / Engineering, Cliff Anderson  
Membership, Tom Bernhardt  
Operation Life Saver, Jay Sarno  
Semaphore Editor, Howard Levine  
E-Bay Sales, Tom Bernhardt

Put your want ad here. \$0.00 per line!

**The editor requests articles and/or pictures from all members.**

**START WRITING AND PHOTOGRAPHING, PLEASE!**

### North County Model Railroad Society

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