



The Semaphore

On Saturday, June 30th 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.

North County Model Railroad Society (NCMRS)

Volume 3, 6

Special points of interest:

President's Message by Dick Miller

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

2nd Tuesday of the month
Setup time 5:30 pm
Run Time 6:00 pm—8:30 pm

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Recently Jay and I attended the annual Symposium of the Southern Calif. Railroad and Model Railroad Organizations. This Annual Symposium was hosted by the San Diego Model Railroad Museum in Balboa Park. I had never attended this symposium so it was a good opportunity for me meet people involved in all forms of railroading (model and otherwise) in San Diego County.

To start the morning off, Jay gave a nice presentation on behalf of our club. All scales from Z to 12-inch equal 1-foot scale were represented. The San Diego Trolley representative reported that trolley rider ship continues to increase. It was interesting to learn that there are plans to extend the trolley north along the 15 corridor to UCSD and then east to University Town Center.

The Orange Empire Museum representative reported that they are completing a large, six-track, car barn. This will allow them to get their rolling stock out of the weather.

An older gentleman named Ace Weschtadt, who everyone in attendance seemed to know, gave a report on the Chula Vista Live Steamer group. This man has built and runs several 1/8 scale live steam engines, one of which is on display at the model railroad museum. If you are looking for some place to take your kids or grandchildren on the weekend, this would be a great daytrip.

I spoke with LeRoy Athey who has a 2 foot narrow gauge railroad on two acres in Alpine. He is open for visitors every Sunday. He also said that if you give him a call him you are welcome to visit almost any time. This sounds like someplace I need to take my grandson.

For me, the most interesting presentation of the day was given by Dave Slater. Dave

is the President of the San Diego Electric Railroad Association and more importantly Restoration Project Manager for San Diego Vintage Trolley, Inc.

SDVTI is a non-profit Subsidiary of the Metropolitan Transit system. SDVTI is currently in the process of restoring three PCC trolley cars, which were purchased from a private collector in Lake Tahoe. Restoration costs for each car are expected to be in the order of \$425,000. When restored the cars will be painted in same style and colors of the San Diego trolley cars used in the 1930s and 40s.

The first two PCC trolleys are expected to be placed in service sometime in 2008. The line, called the "Silver Line", will initially run on the downtown loop, from 12th and Imperial, to City College, to American Plaza and return to 12th and Imperial, with many stops including Seaport Village, the Convention Center, and Petco Park. Service will be expanded based on rider-ship and sponsorship. If you are interested, the suggested gift for a car dedication plaque is \$200,000. These vintage PCC trolley cars have been successful in San Francisco and I expect they will be very successful in San Diego.

Dave Slater told me that with proper MTS approval/clearance the club would be welcome to visit the restoration shop. For more information on SDVTI check their web site at www.sdvintagetrolley.com

All aboard

Dick Miller

PCC—Presidents' Conference Committee

Ref. www.dctrolley.org/dccoll.htm

Layout Development

The overall development of the North County Model Railroad Society (NCMRS) Club Scale HO Layout is at a peak activity. Based on the saying, "A picture is worth a thousand words" let's take an imaginary walk around the NCMRS layout with your editor's newly acquired digital camera.

Peninsula A In that we know the power is off, we can safely walk down the track and take a few engineer snapshots. The following picture shows, on the left, the water tower that services steam engines.



Just at the water tower we can see the first main line by-pass turnout.



Wouldn't you know it, just after I said it was safe to walk on the tracks a steam engine came up behind us wanting to get water from the water tower. We slipped across into the Port Yard to snap the second photo with the steam engine getting water.

Walking toward the Municipal Port Building we see two bridges that cross a service road and small waterway.

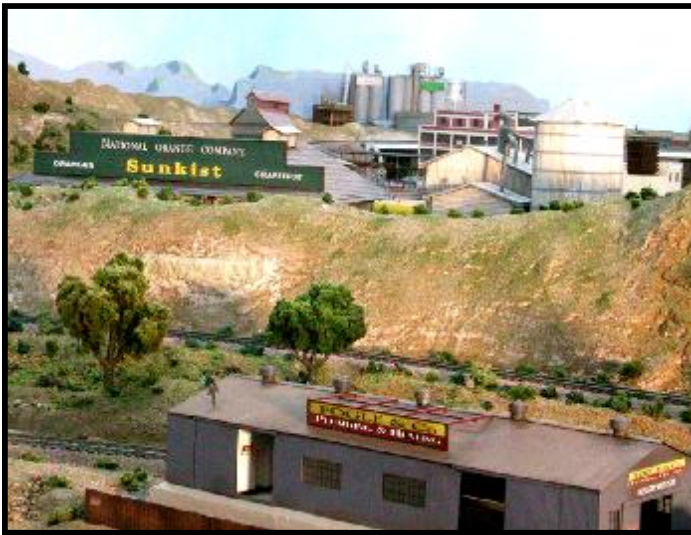


We no sooner turned to continue our walk to the Municipal Port Building when a diesel engine blew it's horn at us on its way to pick up a load of scrap iron at the pier.



The yard operators are still waiting for the yard turnout controls to be completed. It's all a matter of priorities.

Peninsula B Moving on to the other side of the Bay we see it is a clear day with a view of the mountains in the background. Across



the first low hill we see the Sunkist fruit packing building and then across the Icing facility in the mid-ground.



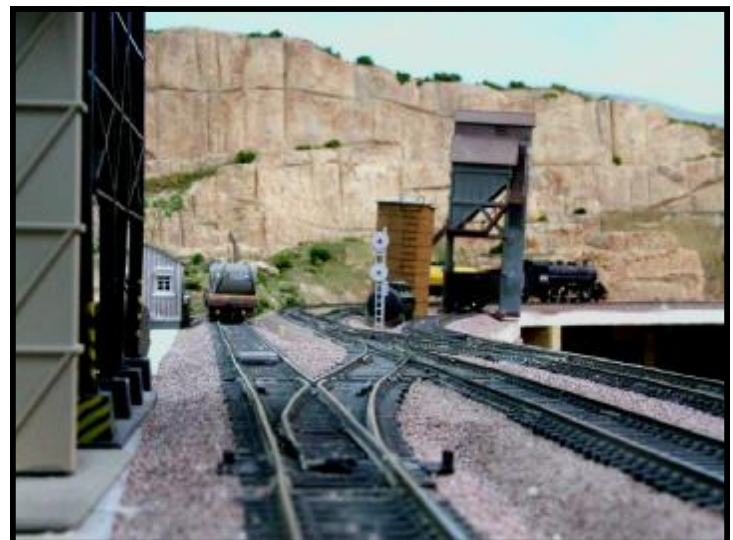
A full turn around Peninsula B and we are looking at the tank farm set in place for the first time. The tank farm and pump station is the excellent work of George Benton. Many an hour has been spent by George in getting the berms in the tank farm just right. The plumbing in the tank farm is functionally correct, Thanks George for all your patience.

Here we have a closeup view of the Tank car servicing yard.

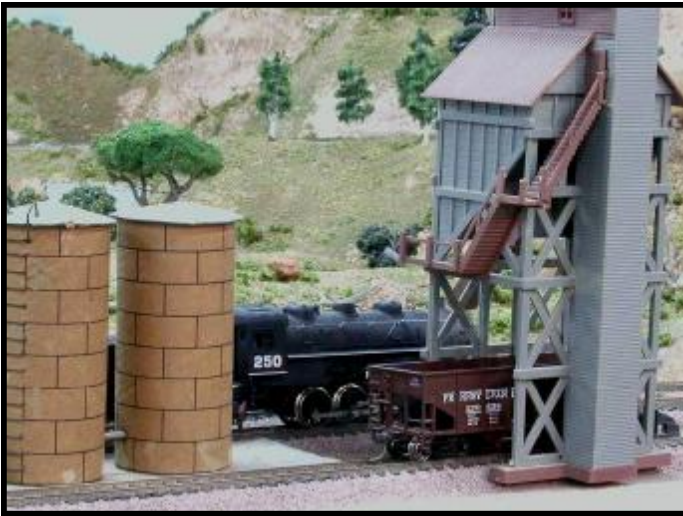


The Oil Refinery Work on the Oil Refinery is started with great fervor. It begins with making sure every part has a real function and that it is in the correct working place. It's the details that make a model a thing of beauty and we can count on George Benton to build a fine refinery.

Moving along past the refinery we come



upon a service facility. I am not clear on its specific function but it sure looks like it belongs there.



Here is a close view of the. Moving further down the track toward the ice house we see Tucker pond. This is not the official name for the pond but it is Charlie Tucker's creation.



We are now looking at John Stevens' latest creation, a small coaling station.



There seems to be nobody around so we moved in for a closer look.

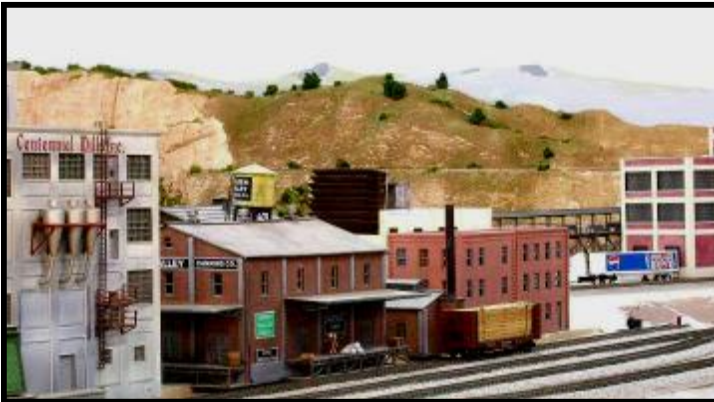


The details are outstanding with John taking two weeks and Charlie Tucker installing the track and ground cover. These small work stations don't just pop up. They are the result of years and years of experience and the blending of knowhow and imagination that create scenes which stir the memories of many a viewer. Now let's walk on further towards the business center of peninsula C.



We went by the mountain ridge, which is under construction at the present time, but here is a photo taken at 2:00 A.M. with a view showing David Ford, Charlie Tucker and John Stevens operating their D8 Cats carving away at the mountain ridge. You know they're just in it for the money.

We are now looking towards the small passenger station, with a green roof, on the right. We have a good view of the yard that services this side of town.



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As we move down the yard we see the dark brown image of the icing facility cooling tower and further to the right we see the ice slide where the ice is moved out to be dropped into the Refer Cars. In the far background we glimpse a distant view of the mountains.

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