



The Semaphore

On Saturday, July 28th 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, 7

Special points of interest:

President's Message by Dick Miller

The switch to NCE has brought the need for DCC hardware and layout operational training to the forefront. We have talked about the need for training as long as I have been a member. Now it's happening.

Cliff and others have put together an excellent NCE Procab training and check out procedure. The 9-page procedure goes step by step through the basic operation of an NCE Procab throttle. After a review of the procedure each member is required to answer nine questions to demonstrate basic understanding of the Procab. I completed my checkout early in the month with Professor Charlie as my instructor. At this point about one half of our members have completed the checkout. My knowledge of the Procab is still pretty basic, but I really like what I see. The LCD screen is very user friendly. Also how about buttons that say things like speed, horn, headlight, stop, etc. What a clever idea. The decision to upgrade our DCC system to NCE was brilliant.

In addition to the Procab procedure, Al has written a layout operational checkout procedure. Every member will be asked review the procedure and demonstrate operational proficiency. As the club grows it is more important than ever that members understand the basic rules of railroading. If everyone stayed close to their trains, and carefully checked turnout alignment, before and after they moved their train across a turnout, We could probably eliminate a large percentage of turnout shorts.

On that subject there is an article in the June issue of Model Railroad News titled "DCC-Friendly" Turnouts: Issue or Myth? On the subject of shorts at turnouts, Loy Spurlock of Loy's Toys suggests that it is unwise to reduce the short sensitivity of a DCC system. He says that first you should make sure rolling stock and turnouts meet appropriate standards. He

goes on to say that adding resistance in an effort to "fool" the booster may result in damage to the locomotive or the DCC system. Good article.

The third part of our training program is to make sure that all club and member rolling stock and locomotives meet NMRA and club standards. Leo conducted an excellent standards clinic on June 16th which will help us all make sure that our rolling stock meets club standards resulting in smother operating sessions and oh, by the way, fewer turnout shorts.

This new emphasis on training comes at just the right time. Your club is very active and growing. In the last several months we have been growing our membership at the rate of one member per month. Our training program will help new members understand basic operating requirements and become more active members.

I have had several conversations recently with people who are involved in putting together the 2008 NMRA convention. We have committed to a layout tour during the convention and have recently been asked if we are interested in conducting an operation session as well. The NMRA people I have been speaking with have had very nice things to say about our club and our layout. Take a minute to pat yourselves on the back.

All Aboard

Dick Miller

Work Schedule

Every Thursday and Saturday are work days at the club-house. 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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Layout Development The overall development of the NCMRS Club Scale HO layout is at a peak level of construction. Based on the saying, “A picture is worth a thousand words” where we took a walk along the track last month, this month let’s take a fantasy ride in a fancy self-powered commuter car called a “Doodlebug”.

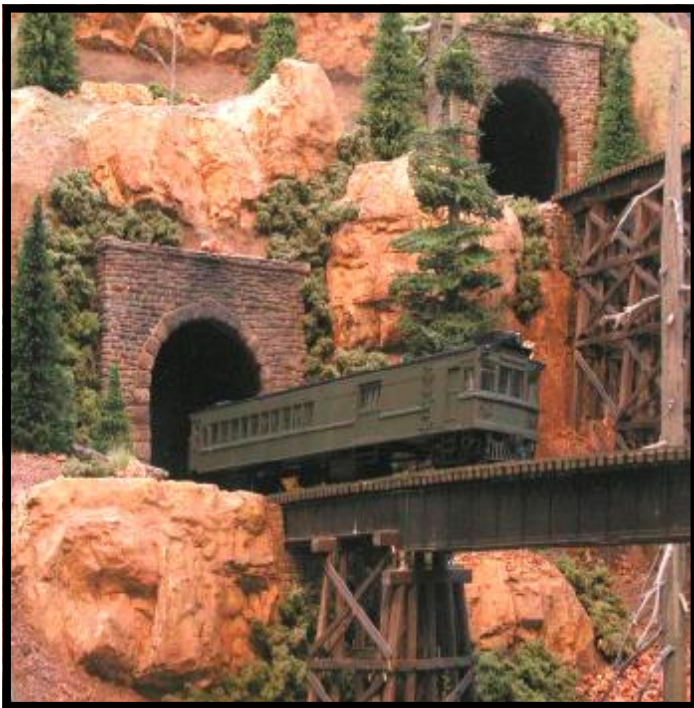
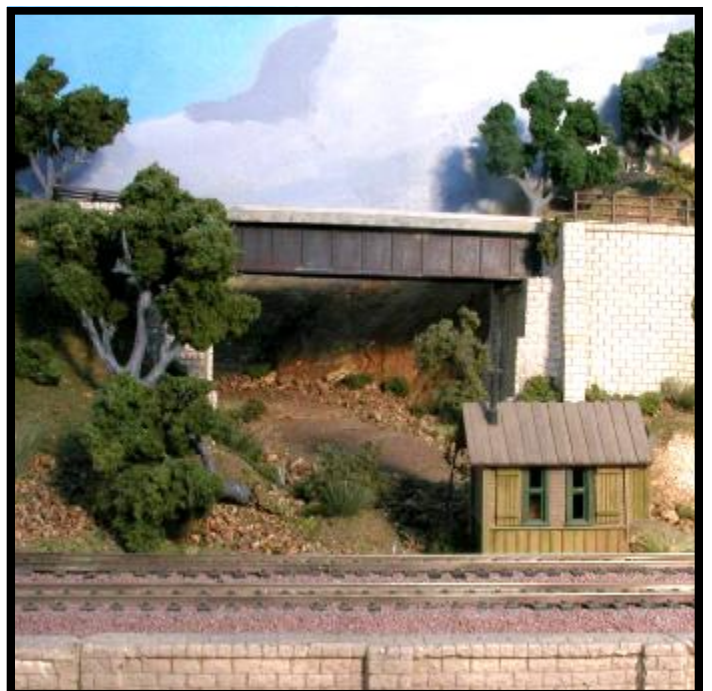
Peninsula A All aboard and we are off to see most of the bridges that have been constructed on the NCMRS layout.

Coming out of the second tunnel, and rolling just pass the water tower, we see in front of us our second bridge and it’s a dual track Truss bridge carrying the main line track on the left and a by-pass track on the right.

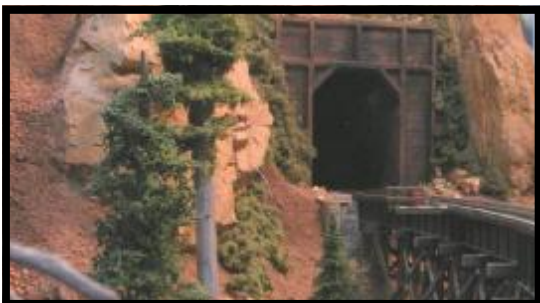


On the right side of this photo we see the combined artistry of Tom Brunner's foreground mountain sculpture and background distant mountains with skyscape by Tom Bernhardt.

Looking shapely to our left and up, we see an example of a Plate Girder bridge crossing over a dirt road.



The view here is breathtaking as we trundle out onto the 300 foot long trestle bridge only to plunge into our second tunnel.



Peninsula B & C As our “Doodlebug” moves down the track towards the “Bay View” truss style bridge. This bridge spans a



drainage creek that runs down to the bay shore. This stretch of track is the most restful ride dashing through the trees that David Ford hand crafted for this small valley.

We have a little way to go until the next bridge. Unfortunately this bridge is not complete so I cannot described the total structure.



I got off the “Doodlebug” in order to get this photo. This bridge spans a river that is yet to be named. The river flows down to the John Allen gorge.

Reboarding on the “Doodlebug” the we had hardly moved three hundred feet before reaching the John Allen Trestle.



When finished the trestle will offer a grand view and be a highlight of the layout. As we turned left, crossing the trestle, we passed through a short tunnel.



Here the “Doodlebug” stopped for a photo opportunity. In the far background we see the tunnel we passed through after crossing the John Allen Trestle.

We ran ahead of the “Doodlebug” to capture a photo of the car and three bridges.



The upper and lower bridges are examples of a “Trestle” style bridge and the middle bridge, which is the main line track, is a “Plate Girder” bridge. All three of these bridges cross over the stream that feeds the saw mill pond.

The end of the bridge tour is coming up at the small “Vista” passenger station. I hope you enjoyed this bridge tour as much as I enjoyed taking the photos.



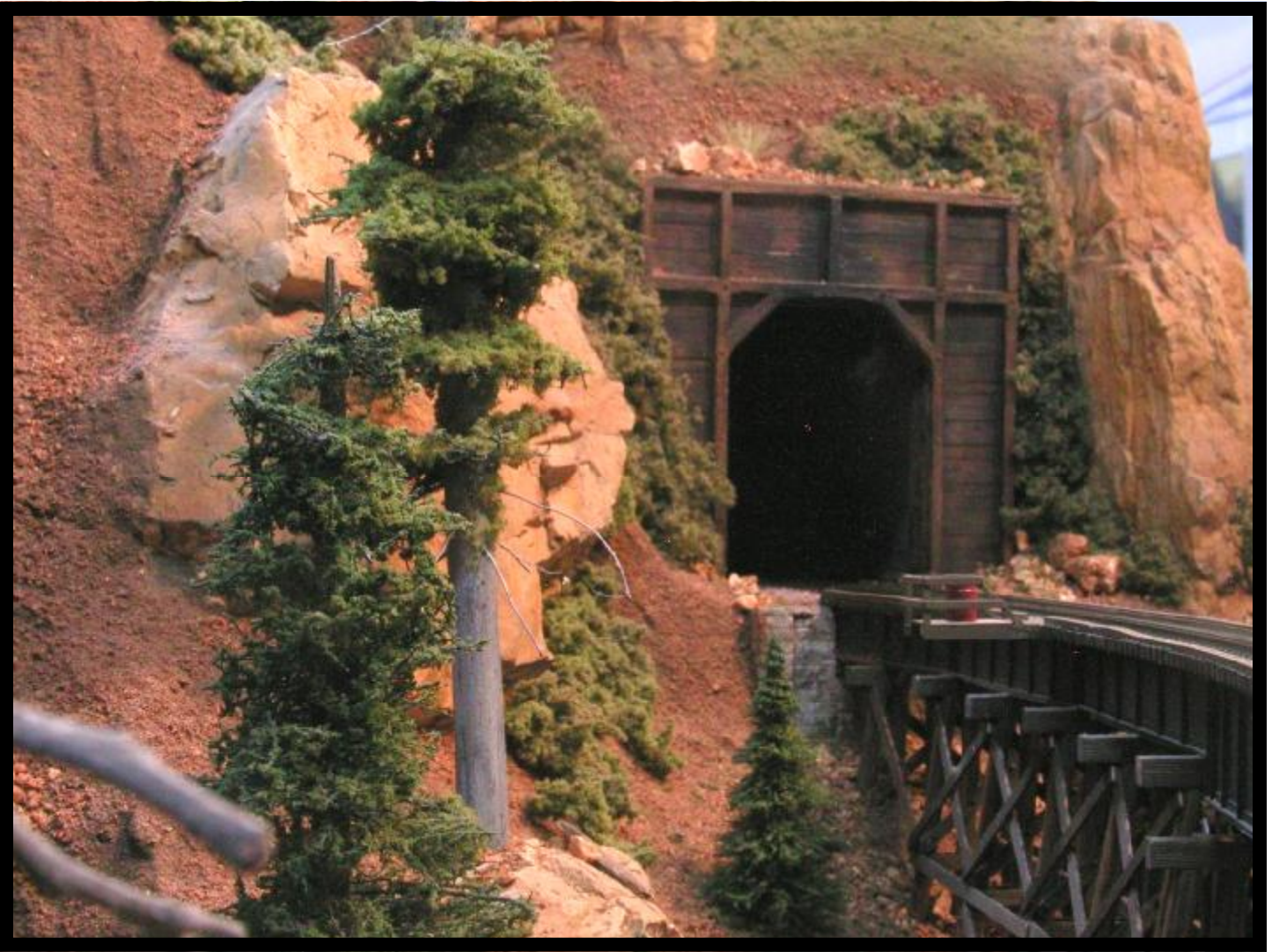
In the near future, on the fourth peninsula, we can expect at least two tunnels and a minimum of three to six more bridges. One of the tunnels will be the longest on the layout

OPERATION LIFESAVER The Operation Lifesaver program is running at full steam with Jay Sarno, Leo Valley and George Benton scouring the North County with their presentations covering railroad safety. The program goal is to promote an awareness of the hazards associated with any railroad track, in particular North County’s two rail systems, namely the “Sprinter” running east/west between Oceanside and Escondido and the “Coaster” running north/south between Oceanside and San Diego.

The new Sprinter rail system is going to present the most dangerous situation passing through many school districts with level crossings. It is commonplace to see children going to and from school with headsets listening to loud music. This coupled with the fact that the rail system for the “Sprinter” has not had any passenger service for many decades and with forty or so rather quiet trains a day the opportunity for fatal accidents is certainly possible. There are few minor altercations with trains.

So thank you NCMRS volunteers for your contribution of time and energy toward building railroad safety awareness in North San Diego County.

Cleanliness The maid, that most of the NCMRS membership assumes we have, *has quit*. In fact I don’t think she ever found the elevator! Some of you do pretty well but, on the whole members exhibit dropsy. Coffee cups can be found anywhere, especially the “Starbucks” style of paper coffee cup. Too bad their isn’t a deposit on them. I could buy excellent lunches. Please clean up when using the table saw. Do not leave debris or tools on the layout. Remember you are working on a piece of fine art.



THE HAND OF TOM BRUNNER

This photo displays a scenic view on the NCMRS layout that defies the idea that only God creates natural beauty. Nothing in this photo belies a sense of modeling. This photo could have been taken anywhere in the southwestern United States.

The NCMRS is not going to make you a “Deity” yet. We are a few votes short

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