



## North County Model Railroad Society (NCMRS)

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

### Work Schedule

Thursday and Saturday are work days.

There are plenty of tasks to perform.

### Visitor Schedule

Thursday 3-8:30PM

Saturday 9:30AM\*-4PM

\*11:00AM meeting days

### Upcoming

#### Operation Dates

Tuesday, August 12

Tuesday, September 9

Setup time 1:00 pm

First Departure 4 pm

Last Departure 7 pm

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**North County Model  
Railroad Society  
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### **Scenery**

The scenery group is up and running in the capable hands of Cliff Anderson, David Ford and the rest of their team. The meetings are generally held every other Thursday at 5:30 PM. The group walks around the layout and reviews progress from the prior meeting and tries to agree as to how each project should move forward.

At this point they are limiting their discussion to Peninsulas A, B, and C. The meeting is generally limited to one hour. If you have some thoughts or opinions regarding the layout scenery, you are encouraged to attend.

The scenery group is trying their best to get more members involved in scenery construction. They feel that, no matter what your skill level, there are jobs you can do, especially if you are willing to learn.

David has offered to conduct a clinic to demonstrate how color and texture is applied over Sculptamold. He has a spot picked out on the layout where he intends

to conduct this work session. In exchange for this instruction he is asking that the attendees agree to take on some small scenery tasks.

At the last meeting seventeen projects were identified as needing work. Projects can be as small as fixing a cross buck, to one as large as planning the cityscape for Dixon/Russell. On larger projects that will take time to complete the group is asking that someone volunteer to take the lead.

The Dixon/Russell project is very large, and after some planning and sketching it will be broken down into a series of smaller projects. At present the scenery group would like someone to adopt this city/ industrial area, so there is a focal point for planning and discussion.

If you are like me and are timid or hesitant about some parts of scenery construction, the senior members of the construction team are willing and able to offer help and training. So join the team -- they want your participation.

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## "To Do"

I signed up to greet and escort club visitors after the June business meeting. I spent the afternoon with 4 or 5 families and parents with small engineers. One family -- parents, grandmother and two young boys -- found us on the internet. They took the train from Anaheim to Oceanside and the bus to Boney's to visit our "Train Museum". I spent over an hour with this family. After some instruction the boys spent time running trains, while their parents and grandmother toured the layout with me. I think I enjoyed their visit as much as they did.

I also signed up to empty the waste baskets and install new plastic liners. I am embarrassed to say that in the three years that I have been a member I had never taken out the trash. After a quick checkout by Leo I did the job. I will sign up again.

There are lots of housekeeping chores that need to be done to keep our club house in order. Each of us needs to participate. We can't expect the same member to wash the coffee pot every week. The "To Do Lists" are posted on the center bulletin board in fiddle yard. You are strongly encouraged to sign up!

All aboard,  
Dick Miller

### The NMRA Convention and National Train Days: Report by Howard Levine

The week of July 13th marked the appearance in Anaheim of the annual NMRA convention. As a climax, National Train Days were held on the three day weekend coinciding with the convention.

As a beginner, not knowing what to expect, I decided spend one day at the convention and one at NTD. By the kind grace of Al Cuevas (our "engineer"), three of us (Al, President Dick Miller and I) drove up to Anaheim for each day.

If you have never been to either of these events

and plan to go in the future, my first comment is "prepare to be overwhelmed." The NMRA convention consists primarily of clinics (seminars) on every conceivable subject related to RR modeling.

The clinics go on for seven days, from 8 AM to 11 PM, held simultaneously in several rooms. Since you can't be in two places at the same time, you have to pick and choose what to attend. I chose to attend seminars by Doug Geiger on CTC (Centralized Traffic Control), by Loy Spurlock (of Loy's Toys fame) on layout wiring, and by Paul Vaughn on using the NMRA standards gauge. (Paul was the principal designer of the gauge.)

I quickly learned that (1) CTC was not what I had thought it was in my beginner's ignorance, and more importantly, that it is not for NCMRS when we finally develop our signaling system; (2) that layout wiring was not a "piece of cake," and the dedicated members who have done it for us deserve endless thanks; (3) that the standards gauge is not the simple toy I had imagined it to be, and it has numerous non-obvious uses.

The most important thing I learned was that to get the full benefit of the convention, you should plan on being there for the entire week. There were many meetings that I would have enjoyed going to that I couldn't, because they were on days I wasn't there.

National Train Day was spectacular. An entire hall at the Anaheim Convention Center was filled with exhibits. (The hall is so large that you can barely make out the far end when you enter!). There were exhibits by manufactures, the NMRA's and dealers ready to sell you all sorts of "stuff." The latter is where the "danger" lies, of course, and I came away with half a dozen new cars, including four heavyweights that I had long wished for.

Admission to the NMRA convention is rather expensive, and I think only for NMRA members. However, the NTD is only \$9.00 per day for seniors, so it is well worth attending.

Unfortunately, this dual event moves about the U.S. annually, and next year it will be in Hartford, Conn., followed by Milwaukee. It will be in Sacramento in 2011, so you have time to plan!