



# The Semaphore

On Saturday, SEPTEMBER 29TH the Club meeting will be held at 10:00 am, at Boney's Marketplace,

North County Model Railroad Society (NCMRS)

Volume 3, 8

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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## Three Strikes

At last month's business meeting Jay Sarno proposed that we consider a Three Strikes Rule. Simply put it's a rule that says if a member is having trouble operating on the layout and is causing shorts, they need to take a time out for the balance of the day. After some discussion, those present at the meeting agreed that we should adopt some form of a Three Strike Rule.

This month's message is the result of that discussion and e-mails from many of you. Initial discussion regarding Three Strikes was primarily focused on the DCC system alarm that sounds when a train approaches a turnout that has been thrown against it. A strike however can be many things; like running into anything on the line, throwing a turnout under your or another member's train, abandoning a moving train, abandoning a train on the mainline with no run-around path, or causing the alarm to sound for any other reason.

The idea of eliminating alarms is not simply to minimize annoying other members, but to limit damage to the club's property or your own equipment. A strike is not because a member *heard* the alarm; it is because they *caused* the alarm to sound.

The layout is not the place for testing new equipment, recently repaired

equipment, or equipment in unknown condition. Testing should be done on the work bench programming track. Ultimately, NO piece of rolling stock or motive power will be allowed on the railroad until it has been inspected and certified for mainline use. The Rolling Stock Committee is currently developing a procedure for inspecting and certifying club and member rolling stock.

I personally support "Three Strikes", however if the rule is to be effective it needs to be self-enforced. My feeling is that we are all adult enough to know when we are having operation or equipment problems and need to take a "time out". Members with children need to operate with their children and take responsibility for their performance on the railroad and the handling of the club's property.

There will be no railroad cops looking over your shoulder. We will not be counting your strikes. That's not what our club is all about. We all joined the club to build a railroad and manage the club's business. Our reward for that contribution is the opportunity to have trouble free, formal and informal operating sessions on the museum quality railroad we have all created. It's not just a place to come and play trains.

For now if you accumulate "three strikes", be they shorts and or other

operation malfunctions, you will be immediately retired for the day. Stop your train and take it off the layout. If this rule is violated, your running privileges on our main layout will be suspended for four weeks but dues obligations will continue. You will however still have the right to enjoy a doughnut.

All aboard  
Dick Miller

### **Operational Format**

The Club rolling Stock is in the process of being cataloged in an operations software program that defines the location of said rolling stock.. The Club rolling stock will be stored in the typical white box as seen in the Clubhouse.. The storage boxes are to be identified by type and letter identification The plan is to have one type of rolling stock per box, with two sub-divisions of length and type. The types of cars are: Box Car, Gondola Car, Hopper Car, Refer Car, Flat Car, Tanker Car, Lumber Cars, Log Cars, Ore Cars, Auto Rack Cars, Container Cars, Maintenance Cars, Misc. Special Cars and Caboose Cars.

The subject of leaving Rolling stock on sidings or in yards needs to be discussed so as to reach a working compromise from an operational point of view. The beginning of an Operation Session is knowing where your rolling stock is located so that you can set it out as needed. Another way to look at this subject is that if you put away your toys, you can find them when you want to play with them again



## **The View from On Top**

My choice to be Editor of this Club's newsletter would be a lonely perch indeed if it was not for Nick Ruddick and his wife Sue. The Club's Presidents have been faithful donors each month with meaningful articles.

Luckily I have acquired an excellent digital camera and I have taken a tour this week of the work being done on our layout as of late.

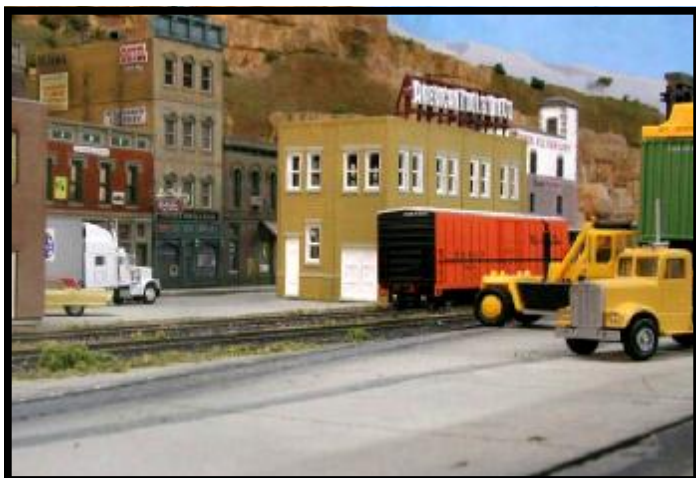
### **THE JOHN ALLEN TRESTLE**



After much discussion the work on the trestle has resulted in this awesome display of grandeur. The artistic talents latent in our Tom Brunner are just amazing. Below we have a side view were we glimpse a distant view of the oil tank farm.

### **DETAILS THAT BOGGLE THE MIND**





### **BUSINESS THRIVES IN THE DOCK AREA**

Here we see movement in the container yard with trucks and fork lifts moving product about. The buildings in this area are slowly settling into suitable locations such that commerce can move about.



### **SENERY FOR SENIC SAKE**

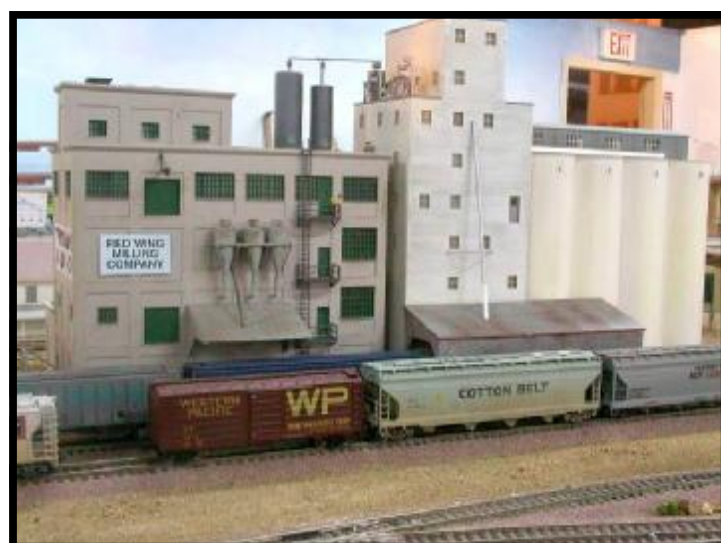
Our second master of scenery is John Stevens. Here we see the land coming alive with trees and shrubbery as crreated by the hand of John.

### **THE FLOUR INDUSTRY SPRINGS FORTH**



### **SMALL START UP BUSINESS**

We see the trucking industry bring our small business alive along railroad sidings by moving plumbing products.



The image of the flour industry carries a powerful reflection of the importance of bread in our culture. It is the process of learning to develop new wheat varieties that have different genetically driven chacartestics such as yield potential, disease resistance, drought resistance, or physical attributes,

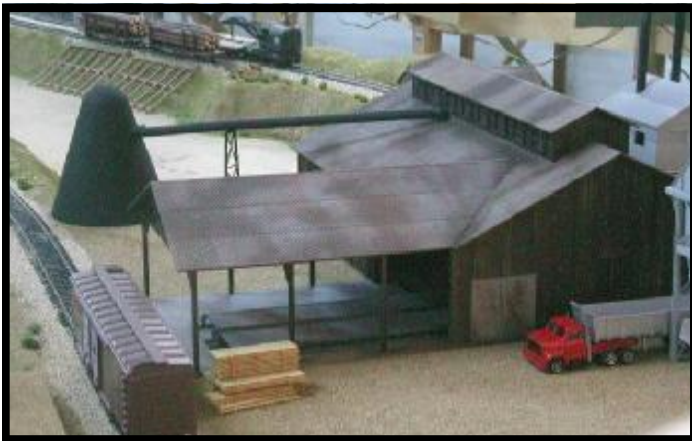
## DEVELOPING VIEWS



This sideway view of the Redwing Company lets us glimpse a view of the Lumber yard facility that is located down past the Flour Mill. The twin smoke stacks in the far right view belies the

presence of the lumber mill. In the foreground we view several covered gondolas and box cars delivering product to the flour mill.

### THE NEW LUMBER YARD



This is the first published photo of the new lumber yard in all its glory, built by Tom Brunner and yet another example of his talent.

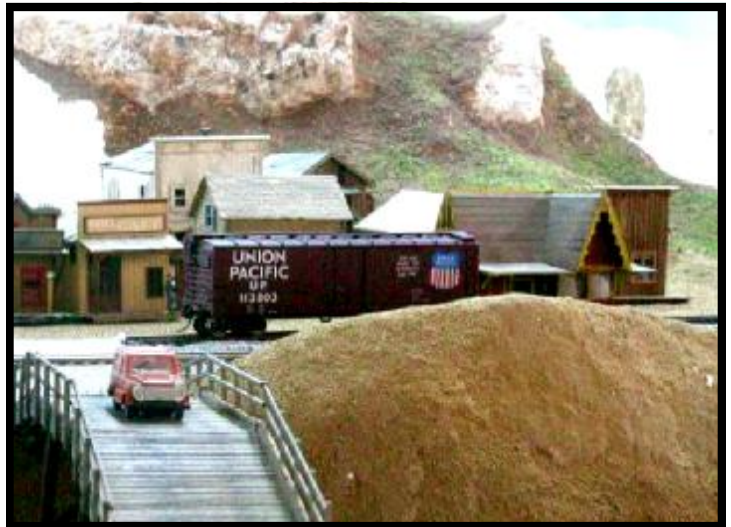
As the scenic details develop in and around the lumber yard the facility will mature as a focal point of the layout.

Shown here is the back view of the lumber yard with a sneak preview of the newest cluster of homes.



The dynamics of the lumber yard will leap out when the mill pond is brought into reality.

### HOME FOR THE MINERS AND LUMBERJACKS



## **North County Model Railroad Society**

**Boney's Marketplace  
1820 Oceanside Blvd.  
Oceanside, Ca. 92054  
(760)-722-7366 [www.ncmrs.org](http://www.ncmrs.org)**

**Editor in chief: Tom Bernhardt**

**Copy editor: Sue Ruddick**

**Layout: Nick Ruddick**