



# The Semaphore

On Saturday, November 24th the club meeting will be held at 10:00 am, at Boney's Marketplace, 1820 Oceanside Blvd., Oceanside, CA. 92054

Members, guests and visitors are invited.

North County Model Railroad Society (NCMRS)

Volume 3, 11

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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## Prototypical Operations

It started with my first Lionel train set. That infamous loop. I graduated to America Flyer and finally to HO, but my layout was always some form of a loop. I became a "go-rounder" at an early age and carried the tendency with me through several started, but never finished, layouts. The sad part is that I never realized that I suffered from this malady. I had seen articles in Model Railroader Magazine explaining how to operate your railroad in a prototypical manner – lots of cards to be filled out—several holders on the layout fascia to hold the various cards. It always seemed very complicated to me and definitely not much fun. Thankfully I could always retreat to going around and around.

Then there was that fateful Friday night that I made the trip to Santee with several other club members to be part of an operation session on Dick Trotter's exceptional HO layout. He explained that we would operate our train using a one or two page train order. He further explained that the objective of the session was simply to have fun. Each train was to be operated by an Engineer and Conductor team. I was teamed with Tom Brunner. Our train order indicated that we would set out and pick up freight cars at three locations. That seemed simple enough. Our first switching location was Sealy. The various sidings at Sealy were short and generally contained more than one industry. There were any number of freight cars on the sidings that had to be moved in order to complete a pick-up or setout order. There never seemed to be a convenient location to place cars without blocking the main. One and a half hours later we completed our assignment at Sealy and proceeded to our second switching location. Before we knew,

it was 11:00 PM and time to say good night. What a great evening. It totally changed my thinking regarding operations. Nothing was the same for me "AT" (after Trotter).

"AT" I have made and continue making changes to my bedroom-sized layout to make it more operations friendly. I have shortened four sidings and added additional industries to make switching more challenging. One passing siding will be shortened to accommodate an eight-car maximum train length. I operate based on a single sheet Train Order. A typical session for me based on starting eastbound from Canyon Junction, switching three locations and returning to the Canyon Junction yard takes about 50 minutes and requires 60 to 70 moves. Great fun. I think I am well on my way to conquering my "go-rounder" tendencies.

As you all know our club has a formal operating session on the second Tuesday of each month. These sessions are based on train orders with switching requirements at several locations. A typical session lasts from one and a half to two hours. Those of you who have participated in these sessions know that they are great fun. Unfortunately these sessions are not widely attended. Regardless of your skill level, I encourage you to attend these sessions. An engineer and a conductor run each train so you are part of a two-man team. So bring your favorite four-axel diesel and a caboose and join your fellow members for a fun evening.

All aboard  
Dick Miller

## ANNIVERSARY TIME

The passing of time is a fact of life. Many of us experience life along with that interesting character “Mr. Toad “ from the pages of ”The Wind in the Willows” by Kenneth Grahame. Most of us, as young children, were introduced to him as he experienced his fascination with the automobile. Unfortunately for Mr. Toad his fascination with the automobile became an obsession that caused many problems that complicated his life. A better choice for Mr. Toad would have been Model Railroading.

For of us at the North County Model Railroad Society (NCMRS) and all the rest of railroad enthusiast, our choice of Model Railroad, as a hobby, is a rewarding and fun experience.

Unfortunately one of the side effects of having fun is that time passes by very fast. Can you believe that soon we (NCMRS) will have been at Boney’s Marketplace for three years!! How time flies. However another fortunate side effect, when you have a home base for your modeling activities, is you can see the results of your collective effort of “Having Fun”. Just remember that time flies like an arrow but fruit flies like a banana.

NCMRS can stand tall among other model railroad layout efforts and know that the final results is a sum total of the energy of all its members.



## IN THE BEGINNING

The photograph below is most likely one of the earliest photos taken of the new NCMRS club site at Boney’s Marketplace. I believe we had just decided where we were going to stake out the footprint of our new home.



To get your bearings of what you are looking at, the telephone is just to the left of the vertical silvery duct and the sink is just to the right of the duct. You see the metal racks, that now support our two walls, standing face to face forming a storage area for assorted junk. Note the security fence made of 2 x 4’s and heavy duty wire closing off the top of the storage area. .



This photo depicts Jay and Cliff jointly operating the fork lift as they moved the Club’s things up to the second floor. The move was done in one long day.

The back area, of Boney’s, looked something like this, as we moved “Our Stuff” into our new home.

I believe the NCMRS had 23 members at this



time and a construction plan was formulated by Leo Valley, Cliff Anderson and Tom Bernhardt. In fact the wood and wall board was moved in on the same moving day. As the walls went up the “Layout Committee” was planning away with a five man committee consisting of Cliff Anderson, Tom Brunner, John Stevens and Tom Bernhardt. All this activity was made possible by the “New Site Committee” of Tom Bernhardt and Al Cuevas, with Tom recommending the Boney’s Marketplace as a possible new home for the NCMRS.



The happy sanders are Leo Valley, Andy Lalande and Tom Bernhardt.



The walls were painted with five coats of paint, three coats of undercoat and two coats of finish paint.

The painting committee made up of Tom Ashton and Tom Bernhardt worked diligently with only one mishap when Tom Ashton stepped into a new bucket of paint.



As they say, “Things Happen”. Needless to say Tom recovered to paint another day.



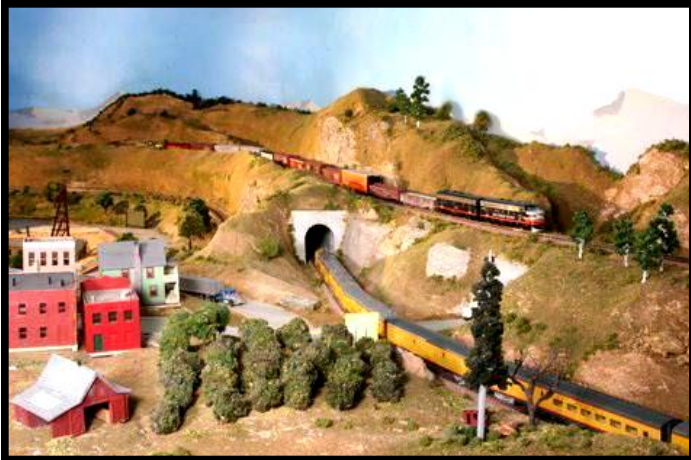
Layout construction crew consisting of (l-r) John Stevens , David Ford, Cliff Anderson and Tom Bernhardt.

## BACK TO THE FUTURE

On the previous pages we looked over the early days of NCMRS that led the Club to where it is today. A miracle of persistence transpired bringing our “Club Scale Layout” to this level of Modeling Excellence.



This work of Charlie Tucker, David Ford, John Stevens and Tom Brunner reflects their love of nature and of course, locomotives forging through the wilderness.



Thanks to John Stevens, Charlie Tucker and Tom Ashton for this work of modeling art. Many Club members who support those key modelers in producing this museum quality “Club Scale Layout” share in the sense of pride in their joint effort.



From left to right, Tom Bernhardt, Al Cuevas, Dick Miller, Dan Conway and Clifford Anderson assisted Photographer Mary Barstow in taking the photos on this page for Scale Rail Magazine.

## OPERATION NOTES

The Club rolling stock used during Operational procedures is rapidly growing in quantity quality. The Maintenance Department has grown to four members. Dick McGrew, Tom Bernhardt, Lori La Pierre and Tom McCammant responded to meet the needs of the Club. The Maintenance Department is now responsible for Club rolling stock, Club locomotives and Club layout maintenance.

The Club needs to acknowledge the efforts of Nick Ruddick, Cliff Anderson and Jay Sarno for their on going work on the layout turnouts and rail short problems.

**STANDARDS** The Rolling Stock Standards Committee consisting of Dick Miller, Cliff Anderson and Tom Bernhardt are hard at work polishing up a revision of the “Club Rolling Stock , Locomotive and Operation standards” soon to be published.

## North County Model Railroad Society

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