

From the Interlocking Tower

A message from our president Harold Helland...

Hello Members. Upgrading the Trains for Kids Model Railroad is nearly complete thanks to Eddie Perez and his team of supporters. John Castaneda is also working on a motel for the empty section at the front left corner of the layout.

Our museum space is looking great. We are still searching for a large work table for the room so members can work on their trains while at the club. A second display case has been added to the room and is on loan from Rich Blankinship. Any member who has railroad memorabilia they would like to add to our museum space is encouraged to bring it to the club for display. Our museum is one of the Oceanside Parks and Recreation Department's key interest for our club. The club test track has been installed and we will soon be testing all the new engines club members purchased while we were building our new layout.

We have reached the one year milestone for construction of our new layout. We passed the magic date on June 18. After one year we have completed laying the track, the mainline is working and several of the sidings are also wired for use. On Wednesday, June 10, Eddie Perez started building scenery with Sculptamold hills on the second level of our main layout and Rich Blankinship made significant progress with his plan for Oceanside. We have several volunteers to lead the scenery in various areas of the layout and all lead scenery builders are looking for help from other members.

EBay sales are going great thanks to the eBay team. We have made over \$1200 from the recent rolling stock donations on eBay.

Have a great day!

Harold

NCMRS Officers

Harold Helland
President

Rich Llewellyn
Vice President

Rich Blankinship
Treasurer

Jim Gillie
Secretary

Nick Ruddick
Chairman

Dick Miller
Director

Bruce Sutherland
Director

THE SEMAPHORE

North County Model Railroad Society.
at Oceanside Heritage Park
220-230 Peyri Drive, Oceanside CA 92058
www.ncmrs.org

The Semaphore is published quarterly and distributed on-line to members of the North County Model Railroad Society. News and articles to be considered for publication may be submitted to Dick Bale at rhbale@aol.com.

Department Heads & Committee Chairmen

Effective July 1, 2015

Computer Hardware, Software & Peripherals	Nick Ruddick
Decoder Pro & Test Track	Leo Valley
eBay Sales	Rich Blankinship
Events / Field Trips	Al Cuevas
Kids Program	open
Layout Planning & Design	David Ford
Layout & Facility Construction	Harold Helland
Layout Landscape / Scenery	David Ford & Harold Helland
Layout Electronics	Nick Ruddick
Library / Museum Displays	Rich Blankinship & Bruce Sutherland
Maintenance	Bob Kale & Kevin Harper
Membership	Jim Gillie & Chuck Taylor
Member Support (Badges, Shirts, Education)	Rich Llewellyn
Member Training	Al Cuevas & Rick Keefer
Office Supplies	Leo Valley
Operation Lifesaver	open
Public Relations / Community Outreach	Dick Bale
Railroad Operating Sessions	John Stevens & Charlie Tucker
Semaphore Editor	Dick Bale
Semaphore Publisher	Dale Barney
Storage & Inventory	Bob Hunt
Train Equipment Testing, Certification	Tom Ashton & Bob Hart
Trains For Kids	John Castaneda, Jim Gillie & Laura Reese
Web Master	Nick Ruddick

The North County Model Railroad Society is a not-for-profit benefit corporation whose mission is to share the hobby of model railroading, create an active museum to encourage awareness of railroads both yesterday and today, and provide rail safety education to the northern San Diego County community. Donations are welcomed. For reference our tax ID is #33-0478444.

THE SEMAPHORE

CLUB NEWS



Winners of train sets Our program to award two train sets to kids drew almost 100 tickets. It is hard to say whether or not those same 100 kids would have visited our Kid's Train Layout but we attracted lots of attention and perhaps got a few kids on the way to enjoying the hobby of model railroading.

Rich Llewellyn reads the name on the winning ticket drawn by Mayor Jim Wood. The winner of the Thomas The Tank Engine set was 3-year old Kai Heller of Carlsbad. Eight-year old Andrew Aziz from Oceanside, right, won the Athearn Warbonnet freight train set. The drawing was conducted on May 2 during Heritage Park Day.

Winners of train sets Our program to award two train sets to kids drew almost 100 tickets. It is hard to say whether or not those same 100 kids would have visited our Kid's Train Layout but we attracted lots of attention and perhaps got a few kids on the way to enjoying the hobby of model railroading.

Rich Llewellyn reads the name on the winning ticket drawn by Mayor Jim Wood. The winner of the Thomas The Tank Engine set was 3-year old Kai Heller of Carlsbad. Eight-year old Andrew Aziz from Oceanside, right, won the Athearn Warbonnet freight train set. The drawing was conducted on May 2 during Heritage Park Day.



THE SEMAPHORE

eBay Report – Another Milestone for NCMRS

By Rich Blankinship

Because of generous donations of several quality model railroad related items, the club has been having a renewed infusion of funds from eBay sales. To date, sales total almost \$1,200; this after just five weeks of activity. Bruce Sutherland is taking pictures of each item. Several members are inspecting, testing and providing information to help make the sales descriptions accurate and attractive, and I am handling the eBay postings and mailing. More than 40 listings have been sold comprised of single and multiple products. I have found that a low listing price seems to generate interest in an item and then multiple bidders often take the price to somewhere near reasonable. The sales will continue as long as there is quality product to sell. As before, if an NCMRS member is high bidder on an item that the club is selling, there will be no shipping expense if picked up at the club. If you want to take a look at our eBay listings, our seller's name is trainmanoceanside.

Letters to the Editor

*Canyon Junction, CA
May 20, 2015*

Hello once again to the gang at NCMRS. I do hope you are progressing well with your plans for the new layout at Heritage Park.

I wanted to get a letter off to you before my departure time. Seems like this train (me) runs later and later each month and now it appears that the Canyon Junction Train will be annulled . Let me explain... It's getting harder to do the chores my wife (the Boss) assigns me. The yard work is suffering. My best friends the dog and the Plymouth are both running slow. Just like me their fire boxes are burning low. My situation has gotten to the point where I must depart east bound to be closer to family and help. Soon it will be good bye to good old Canyon Jct. and hello to West Memphis, Ark. I'm not looking forward to the transfer!

I am pleased that NCMRS has the highball and is full speed ahead with plans and accomplishments. With a good crew like caretaker John, Mr. Helland as president, Charlie the track laying machine, Nick the electronics wizard, sage director Miller, Rich managing the funds and many other important participants too numerous to name, NCMRS has a future without slows orders or plan derailments. I find that encouraging.

*Happy, not dusty, trails to you all!
/s/ Ted(Flat) Wheeler.*

THE SEMAPHORE

NCMRS Invited to Oceanside Art Walk

NCMRS received an invitation from Kristi Hawthorne to display some trains at the Oceanside Historical Society building during Art Walk June 5th. Despite short notice, Rich Blankinship, Dick Bale, and Harold Helland were able to put together an impressive display of seven historical trains that operated through Oceanside between 1900 and today. Most of the nearly 100 visitors who viewed the display admired what they saw and expressed fond memories of trains both miniature and full size.



The trains shown included (above from the bottom row) a 1900-era Santa Fe 4-6-0 (Tom Ashton) followed by seven truss-rod reefers and boxcars (Dick Bale); a 1920s-30s passenger train lead by Santa Fe 4-8-4 #3751 (club owned) and five

heavyweight passenger cars (Rich Llewellyn); a Santa Fe 2-8-8-2 (Dick Bale) at the point of a string of boxcars, reefers and a steel caboose (Dave Ford); and a E-unit A-B set in Santa Fe Warbonnet paint pulling two 1950s-era lightweight Santa Fe passenger cars (Dick Bale). The historical significance of each train was summarized on laminated sheets placed in front of the models.

Completing the display were three modern trains. Beginning at the lower level is a BNSF SD75 in Warbonnet scheme (Harold Helland) and five 50' and 60' contemporary freight cars (club cars); a one-car Coaster (Dick Bale) pulled by an F59PHI locomotive donated to NCMRS by Mayor Wood; and an Amtrak GE AMD103 locomotive and four hi-level ADA compliant cars (Ryan Llewellyn).



THE SEMAPHORE

NCMRS Family Picnic

The date for this year's NCMRS Family Picnic has been set for Saturday, September 26 from 3 to 7 pm. The event is expected to be similar to last year's successful picnic. If you are interested in working on the project or if you have some ideas that might be included in this year's event please let Harold know right away.

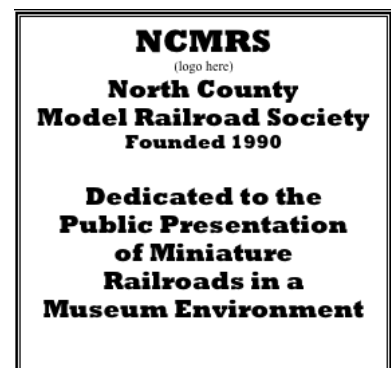
Exterior Door Signs

Three of our exterior door signs have been completed and installed. They include Train Operations, Kids Caboose, and Trainmaster's Office. The signs were hand carved from redwood by Nick Ruddick who is seen in his home shop working on the large Train Operations sign. Many thanks to Nick for a job well done.



Still in the works is a big TRAIN DEPOT sign to replace the miscellaneous signs on the exterior wall above the walkway roof. This will take some time to accomplish since it involves obtaining city permission and a cherry picker. A cast bronze NCMRS dedication plaque is also still under development. It will tentatively be about 12 inches square and look something like this:

Any questions about NCMRS signs can be directed to the committee chair, Dick Bale, at rhbale@aol.com.



THE SEMAPHORE

Heritage Village Helpers Wanted

Our neighbor, Terry Larson, has expressed her appreciation to all of the NCMRS members who have pitched in from time to time to help organize and move many of the items stored in various buildings at Heritage Park. Much progress has been made, but Terry is hoping to attract individuals interested in teaming up with her on a regular basis. Please pass the word around to friends and neighbors who might be interested in donating a few hours each week to help renovate Oceanside's Heritage Park Village Museum. Docents are also needed to conduct tours on Sundays. For more information contact Terry at flyingcolorscsa@verizon.net.



Above, Bob Hart's granddaughter Julia, holds a Tonapah & Tidewater truss-rod boxcar from the NCMRS historical train display during the Oceanside ArtWalk event. Right, Rick Keefer, Frank Mulkulka, and Eddie Perez agree on the location of the lake on the Kids Layout.



From the left, Dave Ford climbs into the benchwork while painting the new backdrop of the lower level, Bob Hunt stays busy keeping the storage container organized, and Charlie Tucker, the track laying wizard, installs a turnout near the San Diego freight yard.

THE SEMAPHORE

Dangers on the Railroads in the “Good Old Days”

Dan Conway

I have researched my family’s background for a book I am writing. On my father’s side, the family is Irish. Many Irishmen who migrated to the US found work on the railroads for themselves and their sons, and my family is typical of this bit of history.

My Great-Grandfather, James Conway, migrated from County Killenney in Ireland to Indiana, where he found work with the Terre Haute & Indianapolis Rail Road. Two of James Conway’s sons worked for railroads: Mike Conway went west and hired on with the Atchison, Topeka & Santa Fe Railway in Needles, California, rising to become a Conductor. Mike’s younger brother, my Grandfather Daniel Patrick Conway, worked as a switchman on the Terminal Railroad Association of St. Louis, and then went west to join his brother in Needles, where he signed on with the Santa Fe Railway and also rose to be a Conductor. One of Daniel Patrick Conway’s daughters married Bob Yaussy, an engineer on the Santa Fe. My Uncle Bob’s last job before retirement was running local freight trains from Oceanside up the branch lines to Fallbrook and Escondido.

Railroad work was hard, and it was dangerous. Here is a story from a Missouri newspaper about my Grandfather:

“Switchman on Car Drenched by Acid

“East St. Louisan’s Eyesight Probably Saved by Alkali Solution After Pipe Burst”

“The prompt application of an alkali solution by fellow workmen saved the eyesight of Dan Conway, an East St. Louis switchman for the Terminal Railway, Sunday afternoon when he was drenched by sulphuric acid at the Commercial Acid works, Mississippi and Paradise Ave.

Conway was standing on one of a string of cars which were being delivered to the acid company. As the car was passing a loading platform a pipe attached to the outside wall opposite Conway’s head burst and he was covered with fluid. Almost blinded and half choked by the fumes, Conway fell to the roof of the car. Employees stopped the train and carried Conway to the ground where the solution was administered. He was wrapped in clothes and put aboard a special train and taken to the Relay Depot and thence to St. Mary’s Hospital, where it was said he probably would recover. Conway is 35 years old, married, and his home is at 518 North Seventh Street.”

Other stories reported: “Conway’s flesh is severely burned and his eyes are damaged. Conway’s act in placing his hands over his eyes when the pipe burst saved him from blindness. His hands are severely burned,” and “They found Conway on top of the box car, his hands covering his eyes, and his clothing almost eaten away by the acid.”

THE SEMAPHORE

Dangers on the Railroads in the “Good Old Days” (cont.)

Because the chemical plant had emergency alkali kits available for treating chemical burns and because my grandfather was treated quickly at the scene of the accident, his face and hands were not permanently scarred.



Daniel Patrick Conway, third from left, standing on the pilot of a locomotive of the Terminal Railroad Association of St. Louis, year unknown but probably around 1914-15

But Daniel Patrick’s brother in law, Harry Muinzer, was not so lucky. From a Lafayette, Indiana newspaper:

“Killed by Engine

“Harry A. Muinzer Run Down by a Monon Locomotive.

“The beginning of the New Year brought great sorrow to the wife and children of Harry A. Muinzer, of this city. For with the departure of the old year a fatal accident [occurred] to the husband and father.

“Mr. Muinzer was in the employ of the Monon Railroad as a Brakeman. He came down from Michigan City Saturday night. He stepped from the pilot of an engine, in the Monon yards, directly upon another track, and did not seem to be aware of the presence of a second engine that was backing down. He was struck by the [tender of the second] engine and thrown forward on his face. He was dragged twenty or thirty feet before the locomotive was stopped. The left arm of the unfortunate was ground to pieces, and the top of his head was mashed in by the force of the blow. One glove was torn from his hand, but his body was not otherwise mutilated. When found he was found laying face downward, with his head close to the rail. He must have been killed instantly – probably never knew what hit him.

“The affrighted comrades in the yard phoned for the ambulance, and it went up but life was extinct, and was taken to Folkemer undertaking parlors, to be prepared for the burial, while neighbors were sent to break the awful tidings to the wife and children. Officers Kelm and Younker responded to the call for the ambulance, and hurried to the scene of the accident which was at the intersection of Colfax and the Monon [rail]road.

THE SEMAPHORE

The officers took charge of the watch and personal effects of the unfortunate man, and brought them to police headquarters. On the chain of the watch was a Masonic charm.

“The dead man was well liked by those with whom he was acquainted. He was married and leaves a widow and three children. There will be much sympathy for the family in their misfortune.

“The family would seem to be fated for accidents, a brother of the dead man having fallen from the roof of a building some time ago and been killed.”



Daniel Patrick Conway waves from the back of an AT&SF work train. A handwritten note on the back of the original of this photograph reads:

“2-12-18, Some cold M. B. Pinton, D. Conway, Box car caboose, Kingman, Ariz.”

THE SEMAPHORE

New Members



Vince Harkiewicz

Vince, who grew up in Clovis, has been a model railroad hobbyist since he received an American Flyer set when he was seven years old. He modeled Maerklin for a while but is now focusing on American equipment. After joining NCMRS, Vince quickly jumped right into the fray and has been helping the track laying team. Welcome aboard Vince!



Bobken and Mark Hartunian.

Twelve-year old Bobken first became interested in trains when he was given a Lionel train set. He remembers visiting all of the model railroads at Balboa Park when he was just five years old. Bobken likes all kinds of trains particularly engines. His taste runs from modern ES44ACe diesels to classic articulated steam locomotives – and everything in between. Bobken lives in Carlsbad and attends La Costa Meadows Elementary School. In addition to his model trains, he also spends time on his Train Simulator. Bobken is excited about joining NCMRS with his dad, and when asked his opinion of the big layout now under construction, he grinned and said it was “awesome”.



THE SEMAPHORE

New Members (cont.)



Cheyne and Lynn Wagner.

Eight-year old Cheyne lives with his parents not far from his family's Oceanside home. He is in the 2nd grade at Garrison Elementary School. Cheyne can't remember when he didn't love trains. His parents supported him in his interest and often took him to the Oceanside Depot to watch the action. He even learned to recognize some of the real engines by the sound of their horns. Cheyne became a big fan of Thomas the Tank Engine on TV and later began to build his own collection of trains. His most recent addition is a USRA 0-8-0 steam engine. Someday he hopes to own a Union Pacific 4-8-8-4 Big Boy. Meanwhile, Cheyne has learned how to operate DCC and enjoys running trains at NCMRS. Being a train fan and having a model railroad club move into your neighborhood is a kid's fantasy come true – but Cheyne seems to take it all in stride. Both Cheyne and his mom Lynn have already begun to make a contribution to NCMRS.



Kids Layout

John Castaneda reports that the Kids Caboose room just keeps looking better and better. New Venetian blinds, donated by Laura Reese, have been installed on the doors and windows. The scenery-building team of Ernie Perez, Rick Keefer, Frank Mikulka and others have been busy adding landscaping in the center of the layout and installing refurbished structures from the old Boney layout. A new focal point that is exciting young visitors is the 22-inch operating Ferris Wheel donated by Harold Helland.



THE SEMAPHORE

Timetable of Special Events

Sun. July 5	Concert in the Park, 4:00-6:00, Trains running.
Sun. July 12	Concert in the Park, 4:00-6:00, Trains running.
Sat. July 18	Wedding, 12:00-7:00, Trains running.
Sun. July 19	Concert in the Park, 4:00-6:00, Trains running.
Sat. July 25	NCMRS Business Meeting 10:00
Sun. July 26	Concert in the Park, 4:00-6:00, Trains running.
Sun. Aug 2	Concert in the Park, 4:00-6:00, Trains running.
Sat. Aug 8	Wedding, 3:00-8:00
Sun Aug 9	Concert in the Park, 4:00-6:00, Trains running.
Sat. Aug 15	Wedding, 12:00-8:00, Trains running.
Sat Aug 29	NCMRS Business Meeting 10:00, NCMRS Family Picnic 3:00-7:00
Sat Sept 26	NCMRS Business Meeting 10:00
Sat Oct 10	NMRA PSR tour at NCMRS 10:00
Sat Oct 31	NCMRS Business Meeting 10:00
Sat Nov 7	Heritage Park Fall Festival (Train set drawing for kids), Trains running.
Sat Nov 21	NCMRS Business Meeting 10:00
	No NCMRS Business Meeting in December

Report from the Electrical Team -

John Burrow, Chris Davis, Rick Keefer and Nick Ruddick

DCC. As we progress with the layout wiring I have encouraged people to run trains. The reason for this is to find problems as soon as possible. We, the electrical installation team, have been careful to install the wiring so that problems can be isolated quickly.

John has made significant progress with the block detection test bed and JMRI. He has also got the WiFi throttle working. We discovered that the Raspberry Pi, that we were using, is not as well supported by the JMRI development team as PCs and so the throttle has been moved to a PC..

Chris has completed the basic wiring of the test track and we will soon be able to use DecoderPro to program locomotives.

Rick has been labeling the installed wiring so we can document to the layout.

I have been working on wiring more of the layout and we now have the main line on the new peninsular functional including the turnaround crossover. For some time now I have been monitoring the current consumption of the layout. At no time have we exceeded the capacity of the 5 amp DCC supply. But there is an instance when only having a 5 amp supply is not satisfactory and that is when there are two circuit breakers in over current mode at the same time. The system then goes into fibrillation trying to recover but bringing the whole layout down. I have therefore wired two of the 10 amp boosters to overcome this issue. Your locomotives are still protected by the same circuit breaker setting as before.

Nick Ruddick

THE SEMAPHORE

Looking back...



The California Operation Lifesaver Special passes through Cardiff en route to San Diego on April 23, 1987. The colorful lineup of motive power includes Santa Fe FP45 No. 5998, Union Pacific E9A No. 951, Southern Pacific SDP45 No. 3201 and Amtrak F40 No. 240.

Photograph by Jim Minor.