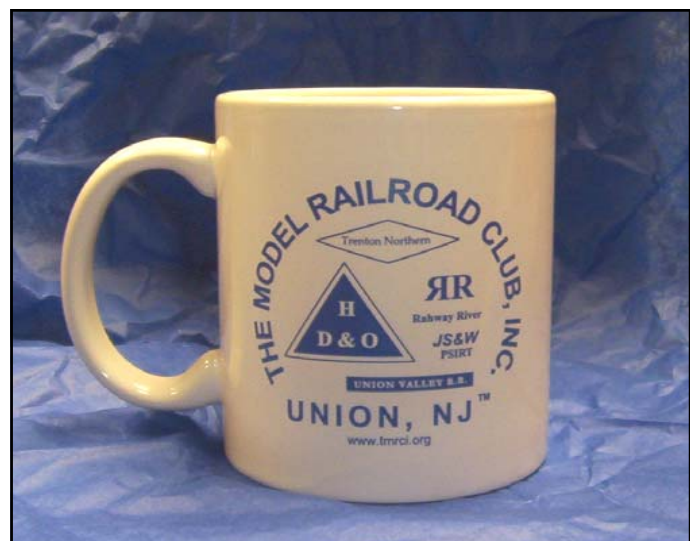


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**Clearboard Deadlines:**

August 2009 Issue: Deadline for all submissions is July 25.

Publication on or about August 1.

September 2009 Issue: Deadline for all submissions is August 22

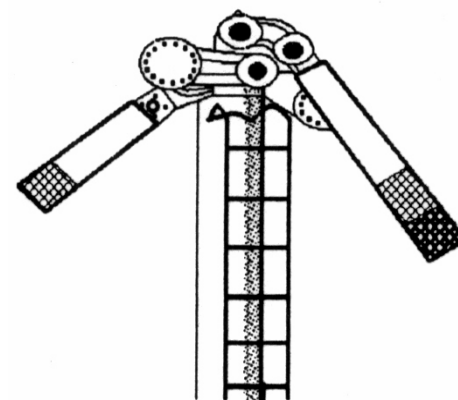
Publication on or about August 29.

**THE CLEARBOARD**

PO Box 1146

Union, NJ 07083-1146

**FIRST CLASS MAIL**



# The Clearboard

The official newsletter of The Model Railroad Club, Inc.

Issue No 488

July, 2009



## Giberton Pickup

On a nice summer day in 1956, an HD&O F3 unit sits in Gilberton awaiting its crew and duty. The light on the F-unit was bothering the engineer who was on switching duty in Gilberton Yard that day so the crew was told to turn it off. About twenty minutes later the crew returned from dinner and was given their job; a run to Pittsburgh. The older visitor to the left will be behind these units later heading back west with their load. Photo by B. Cicero

# The CLEARBOARD

**EDITOR:** Roger Oliver  
**COPY EDITOR:** VACANT

**CONTRIBUTING EDITORS:** Eric Callender, Martin Harriss, Carlos Langezaal, Bob Nalbhone

**PRODUCTION & DISTRIBUTION:** Bill Jambor

*Unless otherwise attributed, all photographs were taken by the staff photographer: Roger Oliver.*

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**SUBMITTING ARTICLES & EDITORIAL POLICY**

The Editors of *The Clearboard* welcome articles and photographs submitted by members. Submitted articles will be given due consideration and may be edited. Edited articles will be reviewed with the author prior to being published. When submitting an article for publication in *The Clearboard*, we ask that you follow these procedures:

- The Board of Director's requires all articles to be bylined. Anonymous submissions will not be published.
- We prefer computer disk files to typewritten or handwritten pages. All typewritten and handwritten submissions must be double-spaced with one-inch margins on all sides.
- If you submit an article by disk or zip drive. We prefer MS Word 2000 or MS 2003 format, but we can use submissions saved as text files.
- A hard copy of the article should accompany your submission just incase we destroy your disk.
- You may email articles to:

**TMRCi\_Clearboard@TMRCI.org.**

Scanning services for photographs are available. Submit your photographs to *The Clearboard* editor's mail box in the Club office.

- All editorials are the opinions of the author, and do not necessarily reflect the official position of the Club or the Board of Directors

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Webmaster needs new material for our website!

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*All photographs is this issue are by Brian Cicero*

*This issue is a bit thinner than I'd like. If you agree help out by writing an article!*

**Please...**  
**Do your part to help keep the building and grounds clean.**

**ATTENTION MEMBERS:**

Please make sure you keep your contact information current. Any address changes or other updated information should be written legibly on a piece of paper and dropped in the mail slot in the lobby of the Club building, attention "Roster Clerk." Thank You.

*Bill Jambor, Roster Clerk*

## 10th Annual Invitational Operating Session (Unofficial) Report; by R. Oliver



On Saturday, June 6, 2009, The Model Railroad Club hosted the 10th Annual Invitational Operating Session. We started early getting ourselves organized in the morning. Pete Ezzard did his usual yeoman's job at organizing the event and laying out a challenging day for all the participants. In all there was a good turnout with not only many familiar faces from other clubs like West Island and GATSME but some new faces as well. I'm guessing but I think that we had about 20 or more members from our club and maybe an additional 30+ from outside. All I know is that it was crowded in Summit aisle.

We ran two tricks back-to-back running about 6+ hours almost non-stop. I haven't been down for a while to operate so I was a bit rusty. I had volunteered to man Summit Tower and as I was setting up my paperwork and making sure that everything was in order at Summit I noticed a switch was stuck which would make operations very difficult. This was quickly fixed and over the next few hours more than 60 trains passed me.

Pete used a different method for assigning crews their jobs this year which I feel worked very well. There was not a lot of down time between runs and there was also a good variety for each participant.

After the ops session we had a cookout at the picnic tables and discussed the events of the session. The general impression I got was that everyone had a great time. Operations can be a lot of fun and it can be challenging. It also takes preparation and a willingness to participate.

## Calendar of upcoming events 2009

- July 5-11 **NMRA National Convention; Hartford, CT hn2009.org**
- Oct 3 **BOD Meeting 4:30 PM**
- Oct 15-18 **2009 MER Fall Convention; Hagerstown, MD mer-nmra.org**
- Nov 7 **BOD Meeting 4:30 PM**
- Nov 14-15 **First Frost Meet; Allentown, PA allentowntrainmeet.com**
- Nov 27-29 **Annual Show**
- Dec 4-6 **Annual Show**
- Dec 11-13 **Annual Show**
- Dec 19 **BOD Meeting 4:30 PM**

## 2010

- Jan 9 **N Department Annual Meeting 1:00 PM at the Club / Jan 16 Alt.date**
- Jan 9 **HO Department Annual Meeting 2:30 PM at the Club / Jan 16 Alt. date**
- Jan 9 **BOD Meeting 4:30 PM**
- Jan 23 **Annual Membership Meeting 1:00 PM at Club / Jan 30 Alt. date**
- Jan 30 **Springfield, MA Show**
- July 11-17 **NMRA National Convention; Milwaukee, WI nmra75.org**

**NMRA Convention in Hartford, CT  
 July 5th to the 11th  
 National Train Show  
 July 10th to 11th  
 See you there!**

## Campaign21<sup>SM</sup>

*Funding a New Century of Excellence*  
 Have you made your contribution yet?

If you know of an upcoming event which may be of interest to the other members of the club, please let the Clearboard editor know about it so that it can be included here. Please include contact information.

# From the Backshop

By Russ Fiero, Master Mechanic

## Topic: He chose Wisely. Pt III

Now considering Cab units this is a fairly open field. Almost the entire run of EMD's F-units (FT to F7) would fit into our time scheme. The FTs were mostly sold as two engine sets. (Most railroads bought them as A-B sets semi permanently connected). These would be getting old by our time and trade-ins would be going on with them. I feel that some of them would still be in service in 1956. The F3 & F7 styles would now have been on the property for several years and would likely be around for a few years more. The F9s were current production and if our F7s were still in good shape this may hold off our decision to purchase them. The FP7 would have been a natural for our passenger service. Using a lot of the same equipment as the F7 we would have had not to store all of different parts for them.

The E-units would have been held off in the early days of their development. Most of these units were very limited runs. I would say that we would have tried the waters when the E6 came out, but on a limited basis. E7 and E8 would have been the next logical step in our long distance passenger power. These mainstays of American passenger service had a long service history.

The Alco contributions would have been very viable additions to our power pool. The FA1 and FA2 along with their B-units would have also seen service on the HD&O for a fairly long time. Not as popular as their EMD counterparts they would have found a place on the HD&O.

The passenger side of Alco may have also made some showing on our railroad. We would have skipped the DL109 due to the fact that we already had EMD engines on the property. The PAs would have been in limited use supplementing the E-units. These engines along with the FA were plagued with operating problems and were often repowered with EMD prime movers. This would be in our future and should not be considered when detailing these engines.

This is the final installment of "He chose wisely" but not the end of this work. I know I didn't cover all manufacturers and designs available. This may be food for future discussion.

Russ Fiero, Master Mechanic

Mfg.	Model	From	To	No.	Notes
EMC/EMD	<b>Cab units</b>				
	FTa	Nov-39	Nov-45	555	5
	FTb	Nov-39	Nov-45	541	5
	F2a	Jul-46	Nov-46	74	
	F2b	Jul-46	Nov-46	30	
	F3a	Jul-45	Feb-49	1111	
	F3b	Jul-45	Feb-49	698	
	F7a	Feb-49	Dec-53	2366	
	F7b	Feb-49	Dec-53	1483	
	F9a	Jan-54	Dec-56	87	
	F9b	Jan-54	Apr-57	154	
	FP7	Jun-49	Dec-53	376	
	FP9	1954	1959	79	
	E3a	Mar-39	Jun-40	16	
	E4a	Oct-38	Dec-39	14	
	E5a	Feb-40	Jun-41	11	
	E6a	Nov-39	Sep-42	92	
	E6b	Apr-40	Feb-42	26	
	E7a	Feb-45	Apr-49	428	
	E7b	Feb-45	Apr-49	82	
	E8a	Aug-49	Dec-53	421	
	E8b	Dec-49	May-53	39	
	E9a	May-54	Dec-63	100	
	E9b	May-54	Dec-63	44	
Alco					
	FA-1	Jan-46	Oct-50	333	
	FB-1	Jan-46	1050	249	
	FA-2	Oct-50	Jun-56	445	
	FB-2	Oct-50	Jun-56	327	
	DL-109	Jan-40	Apr-45	74	
	PA-1	Sep-46	Jun-50	170	
	PB-1	Sep-46	Aug-49	40	
	PA-2	Apr-50	May-52	28	
Baldwin					
	DR-12-8-15K	1945	1948	54	
	DR-6-4-20	1948	1948	18	
	DR-4-4-15	1947	1950	58	
	DR-4-4-15B	1947	1950	47	
	RF16	1950	1953	109	
	RF16B	1950	1953	51	
FM					
	Erie A	1945	1949	83	
	Erie B	1945	1949	28	
	CFA-16-4	1950	1953	65	
	CFB-16-4	1950	1953	25	
	CFA-20-6	1950	1953	12	
	CPA-24-5	1950	1953	22	

5. Most FT A B sets were semi perm married.

# Clearboard Commentary

By Scott Dunlap

This month's Clearboard Commentary features a guest author. Scott is a well known member of the Club and one who sadly is unable to be more active at this time. In the lobby we run the Keller video made at the Club and you will see Scott demonstrating the making of "Super Trees" on it. You will also see how the layout looked then and you only have to go upstairs to see how it looks now. Scott is not drawing our attention to something new. We have always had problems with maintaining the layout, repairing damage that happens in due course, and being more conscious of how we handle equipment and the things on the layout in general. As Scott notes, this is a culture change we need to make. We all seem to treat the Club layout like its our own personal layout. Maybe we need to start taking care of it like it is our personal layout! Ed.

## AN APPEAL FOR CHANGE

On March 24th I participated in a club operating session for the first time in ages. Having just returned from BayRails, the model railroad operation event held ever two years in the San Francisco Bay area, I was able to compare our current op sessions with some of theirs and I'm happy to report that we do pretty good. Of course we could always find ways to improve but, then again, so could they.

I must say, however, that I am extremely disappointed in the appearance of the layout. I've been a member of the club for close to twenty years (currently inactive) and I have never seen it look so bad. For starters, it is in desperate need of a very thorough, methodical and careful, top to bottom cleaning. The rolling stock, the buildings, the track, the scenery, everything needs to be dusted, vacuumed or even washed. Plus, there are many structures, telephone poles and trees that need to be repaired or replaced.

What has happened to the trees is a real shame. Hundreds of dollars and as many man-hours were spent making them, I know because I was one of the guys involved in that project. And the monetary cost would have been significantly higher if not for the generous donations from Scenic Express. Now many have been broken or completely destroyed. True, some of the problems have been due to mice but, quite frankly, most the damage has been inflicted by members. On the Tuesday that I operated there were a (continued on page 5)

# The Model Railroad Club, Inc.

Founder: Paul Mallery (1918-2004)

## Board of Directors:

President:	Carlos Langezaal
Vice-President: <i>Development Dept.</i>	Bob Nalbene
Treasurer:	John Wilkens
Secretary:	Gene Mikijanic
Director: Building Department	Thomas Voytec
Director: <i>Membership Department</i>	Russ Fiero
HO Department.	Martin Harriss
N Department.	Eric Callender
Garden Railroad Department	Roger Oliver

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Office Manager:	Bill Jambor
Club Librarians:	Roger Oliver
	Russ Fiero
	Bruce Gottlieb

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Club Architect:	Open
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Club Construction	
Supervisor:	Paul Preuss

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**HO Scale**  
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 Chair: Rich Cornell  
 Scenery Committee Co-Chair: John Morris & Ira Deutsch

Electrical Committee Chair:	Bill Franklin
Operations Committee Chair:	Open
Master Mechanic:	Russ Fiero
HD&O Superintendent:	Pete Ezzard
TN Superintendent:	Neil Petillo
Rahway River Superintendent:	Jeff Peal

## N Scale

Master Mechanic:	John Cicero
Electrical Dept. Chair:	Mark Juchniewicz
Scenery Chair:	Claude Kelsoe
Bench work Chair:	Don Magee

## Garden Railroad

Master Mechanic/Electrical:	Vacant
Layout Design:	Vacant
Grounds/Maintenance	Vacant
Community Outreach	Vacant

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**Telephone:** (908) 964-9724

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<b>Clearboard Editor:</b>	TMRCi_Clearboard@TMRCi.org
<b>Webmaster:</b>	Webmaster@TMRCi.org

# Mixed Trains

By Dick Kunig

The railroad definition for Mixed Trains is (1) a train that carries both freight and passengers, and (2) the description of the types of trains that serve a particular route.

It is my choice for the name of an open ended column or series of articles that I am committed to writing for submittal to the Clearboard. And just like mixed trains, I'm not setting any limits to content or intended service – each column could be about anything related to railroading, model railroading or any facet of the club. It may ramble and may not have a specific point to make - size will vary. Publication goal is at least one article per Clearboard, space permitting. First topic: **“Model Railroading is Fun”**. I first saw this on the top of my first copy of Model Railroader back in 1962. Many years thereafter, for some reason, unknown to me, Kalmbach decided that they needed to change it. Was it because modeling railroading was no longer fun? Well, I guess that just goes to prove that nothing is permanent and everything is subject to change and interpretation. Yet here we are in the club in 2009 and hoping that everyone is having fun. But what is your definition of fun?

Perhaps wood working is your bag – do you like constructing bench work? Do you have fun building and painting scale models? Do you like to create scenery? Do you enjoy electrical or electronics design and wiring? Do you like railroad research and layout planning? Do you enjoy operating on the layouts?

So are you doing any or all of the above and having fun all the time? What's that I hear?! Well what's stopping you from having fun? Work – oh – you mean club work. Well we have all heard the expression that “Freedom is not free”, but I guess fun is not free either. Come to think about it, as a kid, my parents wouldn't let me have fun with my trains until my school home work and house chores were done. In most cases, our Moms and Dads are not at the club, so we must force ourselves to do the “chores” before we can have fun. If you don't know how you can do your part, ask any club officer or director for direction. They should all know something that needs to be done. Then go have fun!

That's not all? You say you are not having as much fun as you used to have because of changes? Well, true, in the 10+ years that I've been a member there have been many changes:

1. Technology within all phases of the hobby has made major advancements.

2. New companies and products are available – and some old trusted ones are gone.
3. We changed to a 501C3 organization and its classification's requirements, both financial and programmatic.
4. We completed the building addition and received the permit to open it to the public.
5. We established a Garden Railroad Department.
6. We tripled the size of the N gauge layout space by double decking and expanding into the center of the area.
7. We more than doubled the size of the HO layout with construction in the building addition.
8. We debated and revised the era of the HO layout.
9. Membership has changed – new faces arrived – old remembered faces have departed
10. Management and leadership have changed too.

Some of the changes listed obviously have an impact on our ability to have fun. We can't reduce chores by reducing the size of the building. However, we can spread the chores out if everyone helps to do them. We can also spread chores by actively recruiting new members – more members, less work for each of us. This also applies to “getting the membership out”. Maybe some of you members out there have not been around lately because you weren't having fun. Well, what ever the reason, bring it to the attention of the appropriate person. Both personal and program barriers to having fun can be addressed – then “come on down!”.

As for those that have left, often we never know why and sometimes we don't hear the truth. Members leaving an organization are often reluctant to tell the organization why. I have to believe that many times it is because some issue caused them to no longer have any fun, but didn't do anything about it. Don't let this happen to you.

If you are not having fun as a member at the club, please take the steps necessary to correct the “problems”:

- For personal issues - the Membership Department Head is the person to contact.
- For financial issues in these troubled times, contact the BOD.
- For “program” issues and anything else related to the HO, N or Garden Railroad Departments and layouts, including how the department is run, how it decides what to do, what is being built, and how it is operated, contact your department head and participate and vote in the decision making process of the department you belong to – it can make a difference.

If you are having fun at the club; GREAT. Please share it with all of us so we can all say; **“Model Railroading at THE Model Railroad Club is Fun!”**

## COMMENTARY

(Continued from page 3)

number of instances where members had to re-rail trains and they made absolutely no attempt to avoid hitting the trees.

One would think that reasonably intelligent adults would know that rubbing up against some little trees, or telephone poles, or TN power lines or buildings or anything else that's HO scale, would have the potential to cause some serious damage. That's called common sense. One might also think that those same reasonably intelligent adults, having at least some idea about the time and effort that was put forth by their fellow members to create all of the nice structures and scenery, would try very hard to avoid causing such damage. That's called common courtesy.

The other night I watched our Allen Keller video for the first time in almost ten years. If you've never watched it, or like me haven't seen it in a long time, I strongly urge to do so, even if you have to buy a copy. You'll see just how great the layout used to look, and it wasn't just careful camera work and professional lighting either.

I'm hoping that after viewing the video the president of the club, the head of the department, the rest of the board, and other concerned members take a close look around and come to the conclusion that enough is enough; that the layout needs to be cared for and respected, not neglected and abused; and that those who break things should actually fix them.

What is really needed is a cultural change at the club, a new way of thinking about what is acceptable and what is not acceptable. This change should not be painful or even difficult. It should not have to be dictated by the Board of Directors and relentlessly forced on the membership. And if the members really care about the club and its layouts, then this change should not just be reluctantly accepted, but enthusiastically embraced.



## Under the Spreading Maple Tree by Roger Oliver

On June 13th, I sat at the picnic tables, clipboard in hand and waited. I didn't expect to see a line of people stretching out to the parking lot eager and waiting to sign up for the Garden Railroad Department, but I'd hoped that someone would at least keep me company. A while later, Charlie Gerow, a life member of the club, came along and sat down. Charlie is a snow bird. He lives up here during the warmer months then goes down South for the winter. We talked a bit about the Garden Railroad and what we wanted to accomplish with it. Charlie signed up and so with Matt Fogerty and myself, we formed the Garden Railroad Department.

You might be thinking to yourself that three people aren't 't going to make a big splash as a department. And, you're right. But we're willing to give it a try. Besides, there are other members who are interested in the Garden Railroad but who are committed to other departments at the Club who will pitch in to help out. Eric and Mark from N scale, Bob and Carlos from HO, just to name a few who have expressed interest in helping out.

Right now, the Garden Railroad Department's agenda is to get organized, set ourselves up, and establish our short-term and long-range goals. So at the next BOD Meeting (June 27th) I went to the board with a request to be recognized as a department and to present a proposed set of department bylaws. The BOD gave the Garden Railroad Department status and recognized me as acting department head pending our first annual meeting and elections.

The things that I think we need to look at first for the department's priorities are:

- Getting more members in the Garden RR Dept.
- Building and securing storage areas that have been designated under the layout for the Garden RR Dept.
- Inventorying the materials and trains that the Garden RR Dept. has on hand.
- Discussing and finalizing our bylaws.
- Developing a set of standards for construction, electrical connections, track and trains.
- Developing a master plan for constructing the layout by the picnic area.

We have a lot of work ahead of us but if we pull together we can accomplish something that we can all be proud of. If you have an idea that you think we would be interested in or if you just want to help out, see me at the club and let's talk about it. Thanks!