

The
CLEARBOARD

The Official Publication of The Model Railroad Club, Inc

Hudson, Delaware & Ohio Railroad
Trenton Northern Transportation & Light Company
Rahway River Railroad
Mauch Chunk Terminal Railroad
Jersey Shore & Western Railroad
Public Service Interurban Rapid Transit Company

“Information and Ideas, By and For Our Members.”

Issue # 479

March 2008



Pennsylvania 4644 Doodlebug on the GATSME lay out. Photo by Carlos Langezaal, May 2006.

Enjoy a operation session on another lay out. April 19 is the invitational operating session at GATSME. Look inside this issue for the announcement and how to join this great opportunity to run different trains and on a different lay out.

The CLEARBOARD

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The Editors of *The Clearboard* welcome articles and photographs submitted by members. We will try to publish articles in a timely manner. 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. No anonymous submissions will 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 either side.
- If you submit an article by disk, we prefer Word 2000 format, but we can use submissions saved as text files.
- Include, if possible, a hard copy of the article. If we destroy your disk, we are willing to put in the effort to retype your article if we have something to type from.
- You may email articles to:
TMRCi_Clearboard@TMRCI.org.
Scanning services for photographs are available. Submit photographs in *The Clearboard* editor's mail box .
- 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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ATTENTION MEMBERS:

Please make sure you keep your contact information current. Write (legibly, please) any address changes or other updated information on a piece of paper and drop it in the mail slot in the lobby of the Club building, attention "Roster Clerk." Thank You.

*Bill Jambor,
Roster Clerk*

Clearboard Commentary

By Carlos Langezaal

Welcome to the March issue of the Clearboard. Unfortunately, our Editor, Joe Santomauro, is bedridden due to back problems. However, it seems he improves now and hopefully we will see him again soon at the Club. Get well soon Joe!

In this issue, besides the usual Departmental News columns, we do have Mike Briante's revolving article around the building, a summary of the March BOD meeting, and proposed By-Law changes. In addition, I got permission to republish an interesting article about brakes in freight trains and have briefly summarized a nice pocket sized book about trains in the transition era of New Jersey. What really makes this book worthwhile the \$20 or so are the pictures of various equipment and locations along the New Jersey lines, including lines on our layout.

As people might have noticed, as announced at the Annual Meeting, the Club is transforming in a more business run operation. The Board focuses more on business items, while Committees with their members focus on specific action items appropriate to the function. This is the last year for the 501(c)3 qualification, and therefore the BOD keeps a close eye to meet these requirements.

Obviously, money is still tight, and as the BOD we will keep a close eye on the expenses, but we shift our interest also to building up accounts for expenses related to building expenses, and maintenance/replacement costs. As a result, money becoming available will not only be shifted towards development of the layout, but also replacement costs of capital expenditures, such as HVAC etc.

If you are interested in operating on an another layout, please join us during the April 19, 2008 Invitational Operating Session at GATSME in Fort Washington, PA. A sign-in sheet is posted on the board under the Pittsburgh aisle.

So far this month's Editorial, next month look forward to the contribution again of Joe Santomauro.

The Model Railroad Club, Inc.

Founder: Paul Mallery (1918-2004)

Board of Directors:

President:	Carlos Langezaal
Vice-President:	Bob Nalbhone
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Director:	Dick Kunig
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N Dept. Head:	Eric Callender

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Civil Engineer:	Rich Cornell
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HO Scale

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N Scale

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Jersey Shore & Western Railroad Company News

By Eric Callender

First of all, I would like to thank the members who assisted and participated in the resumption of operations on the Jersey Shore & Western. At the current time operations are scheduled for the last Tuesday of each month and anticipated to increase in frequency as operational issues and systems are coordinated and member participation increases. More on this below:

Proposed work in our Department includes installation of track work in the Buffalo Steel Mill area, installation of detection and signals on the upper level of the layout, completion of scenery in the Palmyra/back side of Lebanon area, repair of the PSIRT trolley service, and completion of the N-Track module. Additionally, there is the normal construction/maintenance work required to keep our layout running. I recommend all eligible members apply for building access so we can efficiently move ahead with our work.

In addition to this work, participation and interaction with the visiting public is very important. Thanks to Mark J., Peter G., Don M., Claude K., John Ashby, and John & Brian Cicero, for being there for the club. Additionally I am proposing implementation of some of Mark J.'s ideas to promote the club for public awareness. To start, we will post photos of our young visitor/operators on the web and in the club near our layout.

As promised, find below a basic treatise on Basic JS&W Operation:

The layout is designed on a Northwest [NW] to Southeast [SE] run of a railroad transporting goods and people. Operations are described and planned on sheets [which read from left to right as in our English language]. The sheets itemize the types and number of cars and locations for pick-up and drop-off in a linear manner in the direction noted on the bottom of the sheet.

The NW terminus of the railroad property is Buffalo with connections to Canada and west, this is on the upper level of the layout. In Buffalo there is a major steel industry, which receives scrap and raw materials and produces manufactured steel products, coils, pipe, etc. The next town is Factoryville, which has a coal mine and a small yard. Coal is transported from Factoryville directly to Buffalo for steel production in a unit train, and is also distributed to other areas. [It is hoped to eventually have the coal hoppers adapted to have removable loads to more accurately model empties returning to the mine.] The railroad continues SE through Elmira, N.Y., Corning, N.Y. [lots of chemical loads to Kodak, etc], Binghamton, NY, and into the Helix. At the bottom end of the Helix is the Scranton, Pa. area where a connection to the stone quarry is located. [The quarry will be brought on-line within the next 2 months.] Coming out of the Helix onto the mainline a train must cross [when permitted] the Westbound track to get to an Eastbound track.

The lower level of the layout has a double mainline laid out, as you look at the layout, as EB/WB, space, then WB/EB, then the walls. Continuing the run SE-bound you encounter Wilkes-Barre, Pa., Harrisburg, Pa. [the railroad's major freight yard, passenger station, and engine facility], then Palmyra [interchange to south], Pottsville [connection to Westville Oil Refinery], Lebanon, Reading, Allentown, Easton, Philipsburg [Interchange with the HD&O railroad], then Briele. Briele is a major operational area as it handles rail traffic through lower Newark and into Kearny/Oiltown, and through Califon into Linden and Port Reading, the SE terminus of the railroad. Along with the freight service there are 3 levels of passenger service scheduled on our railroad from Amtrak thru-service to local RDC's moving passengers.

That's a short look at our operation, we invite all club members and visitors to look and enjoy the fruits of our labors.

Finally, I must remind all members to keep their dues responsibilities current.

HO Department News

By Martin Harriss

Following the news last month of the decision to build the helix connection Gilberton and the Hoboken line, there has been a flurry of construction activity to put the plan into effect. A crew that included Paul Preuss, Pete Ezzard, Jeff Peal and Dick Kunig has rearranged the G Scale exhibit to make way for the helix. Paul Preuss also started construction on the short section of curved track that will connect the Hoboken line to the helix. (This section will ultimately be used to connect to Hoboken terminal when it is built.) All in all, I'm very pleased to report that this plan has injected considerable enthusiasm into the construction crews!

Bob Nalbone reports that the recent operating sessions have been well attended and have been running smoothly. Let us hope that the additional operational opportunities that will be available after the helix is complete will add to the enthusiasm of the operation crews, as it has with the construction crews.

Bill Franklin and his helpers continue to perform much needed maintenance on the existing layout; meanwhile I have been busy constructing new electrical power supplies that will be needed for bringing Gilberton on line.



A TN train at the freight house in Bernardsville, where people are waiting on the platform for the commuter train on the Gladstone line. Photo by Carlos Langezaal.

Building Report

Mike Briante—Director Building

Welcome to the March installment of “Around the Building”

If any of you have been around the club after dark on either Saturdays or Tuesdays, you may have noticed that the large wall mounted light fixture by the “Show Exit” door doesn’t work. This fixture is on a sensor to turn on when it gets dark and off when its light out. This fixture needs to be working properly especially around “show time” to guide the public safely to and from their vehicles in the parking lot. I asked Jeff Peal, my Building Maintenance Manager, to purchase a new lamp for the fixture, and I would help him install it as soon as possible. Unfortunately, I was informed that the problem wasn’t a blown lamp in the fixture but rather something wrong with the fixture, the sensor, or the wiring to the fixture. Obviously, this will need some attention by someone who has knowledge of electrical wiring to troubleshoot and repair. If anyone in the club has the expertise to perform such a task, then please see me as soon as possible. If nobody “steps up to the plate”, I’ll be forced to hire an outside electrician to make the repair. I’d rather not spend the club’s money that way, but I will if I have to.

If you read my column last month you may remember I ended the article with a couple of questions about why it is so hot in the building and about the sound coming from the corner by the fire alarm panel; well, here are the answers.

First, about the sound coming from the air compressor by the fire alarm panel:

The sprinkler system we have in the building isn’t like most systems common to public buildings throughout the country. It is somewhat of a specialized system called a “pre-action” system. In this type of system the sprinkler pipes are not always full of water. There is compressed air in the pipes over and under the layout that holds the water back until it’s needed to put out a fire. This is a good thing for us since we don’t want a failure of the system to dump potentially thousands of gallons of water on the railroad and the electronics and electrical circuits under and throughout the layout when we aren’t there. As I said before, the air is compressed within the pipes to hold back the pressure of the water. Unfortunately for us, there seems to be a small leak somewhere on the air side of the system. As air leaks from the system and the pressure drops, the compressor needs to run periodically to raise the air pressure back up to where it needs to be. This will continue to happen until we can stop the air leak. I have been in contact with the club’s sprinkler and fire alarm vendor who unfortunately hasn’t been as “customer focused” as we would like. I have been looking into other vendors and will also speak with our current vendor to try to resolve the problem as soon as possible and with as little cost to the club as possible. Stay tuned for updates in future editions of Around the Building.

Second, about the temperature in the building:

Our HVAC (Heating, Ventilation, and Air Conditioning) system in the building was designed in theory to maintain a constant temperature in the building year ‘round regardless of the outdoor temperature. This is the best way to keep the railroad tracks from expanding or contracting too much and causing problems with running the trains. The system was designed with an “Automatic” control setting to maintain a set temperature by either heating or cooling the building as required. Unfortunately, this automatic control setting is not working properly and we currently have to manually switch the system between heating and cooling modes. Then, what can happen on those winter days when the temperature outside is in the 50’s or 60’s and it’s also humid, is that the system is only able to heat the building, hence making it warmer in the building that it probably needs to be. Add in twenty or so members on a Saturday afternoon throw in some visitors, building lights, electrical and electronics for the railroad and you’ve got a pretty warm building to say the least. Ed Fiegler, my Building Mechanical Systems Manager, has been looking into getting the Automatic Mode working again. I believe he’s almost got it solved and will probably be able to make some needed major modifications to the control circuits and systems sometime this coming spring.

Again, stay tuned for updates in future editions of Around the Building.

As I said in last month's article, anyone who would like to help out with any of the maintenance / repair / upkeep work that needs to take place around the building should see me and I'll be more than happy to get you involved. Obviously, there is much to be done and Jeff Peal, Ed Fiegler, Ed Majury and I can't do it alone. We need your help. Please take a moment to think about what you'd like to do to help out the club. If you'd like to discuss it with me, please contact me. I'm usually at the club every Tuesday night for the Operating Session, and usually make an appearance on Saturday afternoons or evenings depending on my schedule. If you'd rather, you can also leave me a note in my mailbox in the office.

Thanks for reading...see you next month.

End

Announcement:

It is with sadness that the TMRCI Board has learned of the decease of Gloria D. Nalbone, our Vice-President's, mother on Friday 21 March, 2008. Viewing was Monday 24 March and interment on Tuesday 25 March.

We wish Bob and his family all strength at this difficult time.

The Board.

ANNOUNCEMENT:

GATSME CLUB ANNOUNCES 2008 OPERATIONS INVITATIONAL

On Saturday April 19, GATSME will be holding their Fifth Annual Invitational Ops Session. Doors will open at 10 am, orientation at 10:45 am and operations start at 11:00 am. They will operate the First Trick and half of the second trick, then break for dinner. After dinner, they will operate until 7:30 pm. There is a list of trains to be run at <http://www.gatsme.org>.

Every year Model Railroad Club members enjoy making the trip down to Fort Washington, Pennsylvania, where GATSME is headquartered, to operate trains on the GATSME layout and to share a good time with other operations-minded model railroaders and make some new friends. If you wish to participate, a sign-up sheet is located on the large bulletin board, under the Pittsburgh aisle.

Campaign21SM

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

Please...

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

Operators Wanted

Operations is one of the most interesting and fun aspects of model railroading. It is also a great way to learn how the prototype did (and does) move goods and people. Operating positions are available every Tuesday night from 7 to 10 pm, so come down and have some fun!

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The old brake technology has “been pushed about as far as it’s going to go” —DANA MARYOTT, BNSF RAILWAY

update

Brake-by-Wire Comes To Freight Trains

Electronically controlled pneumatic brakes could help stop accidents and speed cargo

INSIDE A large boxy building in Germantown, Md., a 150-car freight train is braking to a halt. At engineer Chuck Wolf’s signal, air from each car’s reservoir instantly begins pounding into the cylinder in a cacophony of clangs and chuffs. The brakes are fully set in just 12 seconds: unusually fast, but this is an unusual train. It’s made up only of brake components: the air pipes that normally run underneath the cars instead are overhead in a skeletal canopy. Wolf, who is principal systems engineer at Germantown’s Wabtec Railway Electronics, is testing a revolutionary electronic system that activates all of a train’s brakes simultaneously.

Developed separately by Wabtec and New York Air Brake Corp., the U.S. subsidiary of Munich-based Knorr-Bremse, electronically

controlled pneumatic brakes (ECP) are intended to displace the venerable air brake system first patented by George Westinghouse in 1869 and now used around the world. New rules by the Federal Railroad Administration (FRA) may finally start to make ECP mainstream in the United States, which is home to the largest rail freight network in the world.

ECP was developed in the early 1990s as longer and heavier trains strained the Westinghouse system, which signals the brakes sequentially from the engine by draining compressed air from a pipe that runs the length of the train. It’s a relatively slow process: the brake signal travels at just 152 meters per second along a train that can be three kilometers long. “We think that technology’s been pushed



about as far as it’s going to go,” says Dana Maryott, director of locomotives and air brakes at the Burlington Northern Santa Fe (BNSF) Railway.

ECP’s advantages are many: improved control, greater safety, and higher efficiency—as trains stop faster and more reliably, they can also go faster, with less wear and tear. What’s more, if anything goes wrong with a car’s brakes, the car’s onboard computer automatically takes them off-line and signals the locomotive. “The operator in the cab gets much more information than he ever had before,” says Wabtec’s Wolf. The ECP cable could also be a platform for sensors that one day might allow the engineer to monitor other systems, like wheels and bearings.

But the technology is also expensive, and outfitting the United States’ 1.6 million rail cars and locomotives could cost US \$7.6 billion, according to an FRA report. The fact that U.S. railroad companies swap equipment further complicates matters: the seven major carriers will all have to buy in for ECP to fully take hold. “ECP has great genes,

but it’s hard to get the railroad industry to change,” says FRA deputy administrator Cliff Eby.

So in 2006, for trains operating with ECP, the FRA provisionally relaxed rules that require brake inspections en route. If universally implemented, the rule change could save the industry \$125 million a year.

The rule change already appears to be having an effect. Last October in Pennsylvania, Norfolk Southern Railway inaugurated the first U.S. train to operate exclusively with ECP. The railway, the country’s fourth largest freight operator, plans to equip 400 coal cars and 30 locomotives with ECP by this spring, with an eye toward replacing most of its 20 000 hoppers if the new system proves itself, according to railroad vice president Gerhard Thelen. Meanwhile, BNSF Railway, the biggest U.S. carrier by tonnage, plans to start running a container train with ECP between Chicago and the Port of Los Angeles, and an electric utility with its own fleet of coal cars will follow suit. —ROBB MANDELBAUM



BRAKE LINES: A train’s worth of electronically controlled brakes ganged together for testing. PHOTO: ROBB MANDELBAUM

Summary of the March 8, 2008 BOD Meeting

The BOD meeting was opened by President Carlos Langezaal @ 4:09 pm with quorum present. The minutes of the January 12, 2008 BOD meeting were read by those present today. Motion was made to accept those minutes by Nalbone and seconded by Harris. There were no dissenting votes from those present at the subject meeting and at the time of the vote today. The minutes of the January 19, 2008 BOD reorganization meeting were read by those present today. Motion was made to accept those minutes by Nalbone and seconded by Harris. There were no dissenting votes from those present at the subject meeting and at the time of the vote today. Motion to accept the proposed agenda submitted by the Secretary was offered by Nalbone and seconded by Harriss as augmented with the following topics added:

- Library
- Club Calendar – HO Regional Session

No dissenting votes were cast.

Reports –

Building Department Report –

Mike presented written reports with highlights including: a) The trailer – Briante indicates that he knows nothing about it. Kunig will approach Home Depot. b) Fires System Compressor – extensive discussion on the \$11,200 estimate on ABC Fire to explore and repair any leak found in the system. c) Full HVAC review – Being dropped in lieu of pending Department assignments. d) Fire Drill SOP – Kung reports that he has completed approximately 80% of an SOP on how to react to a Fire Alarm activation

Development Report –

A pair of written reports were delivered by Bob Nalbone. Details are available from his reports, independently published and distributed to those present.

Treasurers Report –

Treasurer John Wilkens delivered for the meeting a report for the period – A review of additional reporting now included in the Financial package. There were no specific questions from the floor. The Board still reminds all that times are lean and that excessive spending should be avoided.

N Scale Report –

Eric Callender filed a report for the prior months. Details are available independently from the reports. There were no questions from the floor.

HO Department Report –

Martin Harriss was present to discuss the activities of the periods passed as covered in his printed report – distributed at the meeting. No outstanding issues were noted. Detailed information is available directly from the HO-Scale reports.

Membership Report -

Dick Kunig filed a copy of his report. Included was a dues report as prepared by Bill Jambor for review by the BOD. Statistics are available directly from the Membership report. No notable highlights were from the Chair.

Old Business -

Club Calendars and more - Gene reported that still no items were submitted for update since the last BOD meeting. The website continues to be in a royal state of neglect as it pertains to submissions of new articles, activity photos, calendar entries, etc. Carlos previously directed that HO and N are hereby directed to provide Calendar items for all Committees, events, etc. to be placed into the website

immediately, and a rolling calendar for the Clearboard. Extensive discussion about the fact that no compliance with this directive has been made. Submissions are needed. Please help. Activities pertaining to the Club in general are also needed – Membership, Building, and any other topics. If a page does not presently exist, a web page will be created for any items worthy of posting.

Personal Storage – Briante assigned to inventory any item that is considered non-Club owned materials, and that are not secured in a locker or other closed storage area. Calender and Harriss volunteered to assist.

New Business -

New Members/Actions – One candidate – Paul Lioy is requiring action. Harris proposed Lioy for acceptance conditional upon his acceptance of being assigned to HO – application read O-27. Kunig was second – no nay or abstaining votes were cast. Kunig to confirm HO assignment.

Library – Nalbhone indicated that R.Fiero and R.Oliver have expressed an interest in starting up the Library function. Space allocation was proposed – details are not concrete. Nalbhone will assign both as co-Librarians.

ByLaws – Motion to accept the proposal by Briante for ByLaw changes to address addition of positions to the positions within the Building Department – Building Security Manager or other Managers such as Building Maintenance, Building Systems, etc.. Motion is tabled as per the ByLaw requirement for publishing in the Clearboard.

Motion for adjournment was made by Kunig and seconded by Mikijanic with voice approval at 5:50 PM.

BRIANTE PROPOSED CHANGES TO BYLAWS MARCH 2008 BOD MEETING

Article VI Section 2 of the Bylaws currently reads:

SECTION 2. BUILDING DEPARTMENT. -- The building department shall be responsible for the maintenance and security of the Club's building. The Custodian shall be appointed by the Building Department Head. The custodian shall not be required to pay dues while satisfactorily performing his duties. The Building Maintenance Engineer shall be appointed by the Building Department Head.

Replace the struck-through wording above with:

The Building Department Head may appoint at any time, with approval by the BOD, such Building Managers as he or she deems necessary to assist him or her in maintaining and securing the building. These Building Managers shall report to and receive their instructions and budgets from the Building Department Head. Each Building Manager's title shall be descriptive of that Manager's duties, e.g., *Building Security Manager*. Each Building Manager's duties shall be specified in writing. A Building Manager may, with the approval of the Building Department Head, form and lead a working group or committee to assist in the performance of his or her duties.

Article VI Section 6 of the Bylaws currently reads:

SECTION 6. SECURITY COMMITTEE. -- The security committee shall be responsible for the security of the building. The Chair shall be appointed by the BOD and shall serve until replaced. Its duties are:

A. To recommend to the BOD procedures and equipment for safeguarding the Club building, members, visitors and contents against theft, vandalism, fire and accidental damage or injury.

...

G. To provide forms requesting access to members and to present members requesting access to the BOD with a recommendation on the fitness of the applicant for access.

H. Budget Authority shall be through the Building Department budget for maintenance or enhancement of the existing system or through the Building Expansion Department for new installation.

Replace the struck-through wording in the head paragraph with:

The Building Security Manager shall head this committee.

Add to both Paragraph A and Paragraph G after "BOD" through the Building Department Head.

Delete the struck-through wording in Paragraph H.

If these changes are approved, the affected Bylaws will read: (added wording is in **bold type**)

SECTION 2. BUILDING DEPARTMENT. -- The building department shall be responsible for the maintenance and security of the Club's building. **The Building Department Head may appoint at any time, with approval by the BOD, such Building Managers as he or she deems necessary to assist him or her in maintaining and securing the building. These Building Managers shall report to and receive their instructions and budgets from the Building Department Head. Each Building Manager's title shall be descriptive of that Manager's duties, e.g., Building Security Manager. Each Building Manager's duties shall be specified in writing. A Building Manager may, with the approval of the Building Department Head, form and lead a working group or committee to assist in the performance of his or her duties.**

SECTION 6. SECURITY COMMITTEE. -- The security committee shall be responsible for the security of the building. **The Building Security Manager shall head this committee.** Its duties are:

A. To recommend to the BOD **through the Building Department Head** procedures and equipment for safeguarding the Club building, members, visitors and contents against theft, vandalism, fire and accidental damage or injury.

...

G. To provide forms requesting access to members and to present members requesting access to the BOD **through the Building Department Head** with a recommendation on the fitness of the applicant for access.

H. Budget Authority shall be through the Building Department budget.

Book Review - Images of Rail - Steam to Diesel In New Jersey

By Carlos Langezaal

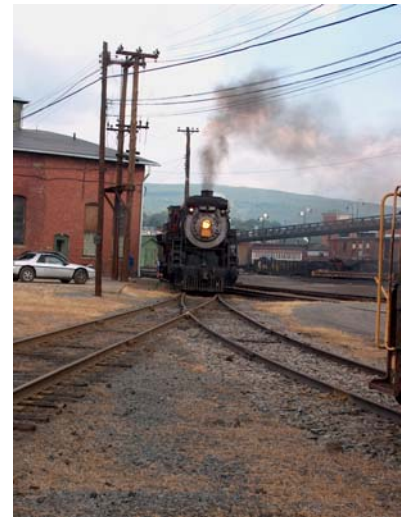
In December, I got as a present the book Images of Rail - Steam to Diesel in New Jersey written by Charles P. Caldes. The book contains maps of the various railroads serving New Jersey. The book describes and displays the steam to diesel transition in New Jersey. The chapters in the book deal with North Jersey Steam, South Jersey Steam, Multiple-Unit Cars and Electrics, North Jersey Diesels, South Jersey Diesels and South Jersey Stations. The book contains also many pictures of both steam and diesel trains along roads and stations also represented on our lay out. So is the Erie's Newark Branch, the DL&W Hoboken terminal. Obviously also CNJ is featured in the book, as well as the Rahway Valley line. The book also contains some pictures of multiple-unit electric car sets in Summit and South Orange. The book also contains a photo of DL&W Train Master 855, family from the Lackawanna Trainmaster on our lay out. Obviously, the book also provides for various shots of the Hoboken and other New Jersey stations as well as early diesel locomotives, such as F3s, RDCs, etc. The booklet is available for about \$20 at Borders, and railroad fans from New Jersey will enjoy to relive the various locations and time periods of rail roading in New Jersey.



Left: a DL&E snow plow in the Steamtown, PA yard.

Right: Engine 3254 in the Steamtown, PA yard.

Photos by Carlos Langezaal.



Nice Mug...



11oz. White ceramic coffee mug with Club logo printed in blue on both sides. Dish-washer and microwave safe.

MEMBER PRICE: \$5.00

(Price includes 7% NJ sales tax.)

Get Yours Today!

Clearboard Deadlines:

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