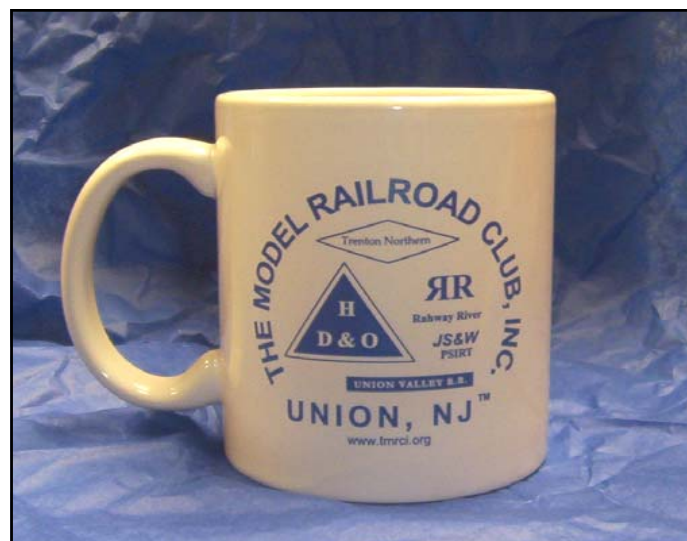


Nice Mug...



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: The CLEARBOARD will be published on a bi-monthly basis from this issue onward.

May-June Issue will be published on May 7, 2011, deadline is May 1, 2011.

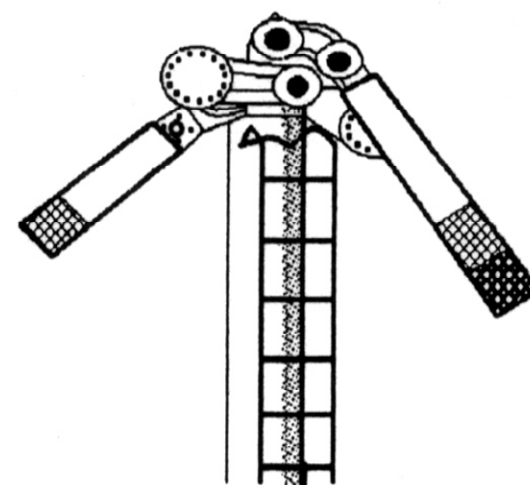
July-August Issue will be published on July 9, 2011, deadline is July 2, 2011.

THE CLEARBOARD

PO Box 1146

Union, NJ 07083-1146

FIRST CLASS MAIL



The
CLEARBOARD

The Official Publication of The Model Railroad Club, Inc

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

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

Issue # 504

March/April/April, 2010



A visit by several TMRCl members to the GSD/NMRA meet at the Rocky Hill Club on February 13, 2011 provided a photo-op.

(Photo by Gene Mikijanic)

The CLEARBOARD

EDITOR: Roger Oliver, Interim Editor
COPY EDITOR: Carlos Langezaal

CONTRIBUTING EDITORS:
PRODUCTION & DISTRIBUTION: Bill Jambor

The Clearboard is published by The Model Railroad Club, Inc. P.O. Box 1146, Union, NJ 0783-1146.

SUBMITTING ARTICLES & EDITORIAL POLICY

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

©2011 The Model Railroad Club, Inc.
All Rights Reserved.

CONTENTS

Clearboard Commentary 3

Departmental News

N-Scale News 4

HO Scale News 5

Club Information

Summary of the Annual Meeting 6

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*

Summary of the 2011 Annual Membership Meeting

The Model Railroad Club, Inc. Annual Membership Meeting, January 22, 2011

Clearboard Commentary

By Carlos Langezaal, President

After a 3 years hiatus, I am back on the job. The Clearboard has changed since that time in several aspects. In 2011, we are very much in the electronic document phase, even more as in 2008. The post office notices already for years the decline in mail and also I have noticed the change in the move of paper documents to electronic documents. In my office, I do not have the opportunity to review documents anymore in paper form and am expected to perform these duties in a tracked format in PDF.

Over time you will see some of these changes happening also at the Club. The Club is in flux just like the rest of society, though sticking to its roots of being a Club designed in the transition era.



CLEARBOARD COMMENTARY

by R. Oliver,

There's a saying that goes like this; "The more things change the more they stay the same." Well, I'm back. Not that I had planned on it or wanted it, but the situation sort of demanded it. There are many jobs at the Club which are critical to the Club's health and well being. The CLEARBOARD is one of those. It can be very demanding and I give Frank a lot of credit for being willing to attempt it. I will still be looking for someone to take on the editorship of the CLEARBOARD, but for now I will fill that chair.

Among the requests I've made of the BOD this time around is that they, officers, department heads and directors-at-large meet with the editor on a regular basis a week or two before the deadline and that they contribute either an article of some sort about where their department or activity is going or what they are planning to do or contribute photos of what they have been doing along with a short write up. I will be reminding them of this on a regular basis. We need to develop a culture of communication that some of us have lost since we contributed to the refrigerator door. We do many things which we should be proud to display to the world. If we are to attract new members or just the interest of the public we need to do more of this.

The Model Railroad Club, Inc.

Founder: Paul Mallery (1918-2004)

Board of Directors:

President:	Carlos Langezaal
Vice-President:	Bob Nalbhone
Development Dept. Head	
Treasurer:	John Wilkens
Secretary:	Gene Mikijanic
Director:	Tom Voytac
Building Dept. Head	
Director:	Russ Fiero
Membership Dept. Head	
HO Dept. Head:	Peter Ezzard
N Dept. Head:	John Cicero

Club Functionaries:

Government Liaison:	Bill Franklin
Office Manager:	Bill Jambor
Club Librarians:	Roger Oliver & Russ Fiero
	Rich Cornell
Civil Engineer:	
Club Construction Supervisor:	Paul Preuss

Activity Dept. Functionaries:

HO Scale

Layout Design Committee Chair:	Rich Cornell
Scenery Committee Co-Chair:	John Morris & Ira Deutsch
	Bill Franklin
Electrical Committee Chair:	Russ Fiero
Master Mechanic:	Robert Nalbhone
HD&O Superintendent:	Neil Petillo
TN Superintendent:	Jeff Peal
Rahway River Superintendent:	

N Scale

Master Mechanic:	John Cicero
Electrical Dept. Chair:	Mark Juchniewicz
Scenery Chair:	Claude Kelsoe

Club Mailing Address:

PO Box 1146, Union, NJ
07083-1146

Telephone: (908) 964-9724

Website: www.tmrcki.org

E-mail Addresses:

Board of Directors:	TMRci_BOD@TMRci.org
Clearboard Editor:	TMRci_Clearboard@TMRci.org
Webmaster:	Webmaster@TMRci.org

Jersey Shore & Western Railroad Company News

By John Cicero

As has been the case for several months, the N-scale Dept. has been focusing our efforts in three main areas, re-wiring of section two (main line), scenery near the stairs (old Brill), and running and maintaining the locomotives and rolling stock. Mike Garrett is progressing nicely with the scenery work, and his expertise is showing through already. Mark and I have gotten several of the locos speed matched and running reasonably well. On the weekends when Ed gets to the club, he and I concentrate on the re-wiring efforts, most notably the not-so-easy task of routing feeder wires to the main lines along the back wall. As we move forward, Mark has been kept busy re-railing the rolling stock in the yard after Ed attacks the bench work with his hole saw.

As usual, I implore our members to keep their dues up to date, and recommend they join in the Op-sessions on Tuesday night.



A steam engine pulling a freight on the upper loop of the JS&W railroad.

(photo by C Langezaal)

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.

HO Department News

By Pete Ezzard

The HO Department has been very busy since the January elections. Primarily, work is being done on expanding the mainline from the helix east of Gilberton, through the Bergen trenches, and onward to Meadows Yards and the hidden return loops. This expansion of the mainline of the HD&O is the principal goal of the HO Department for 2011. When this project is completed we will have both eastern and western staging for the railroad, as well as super show loop (Gilberton to Pittsburgh and back to Gilberton again) for display purposes.

Bench work for the hidden return loops over the lounge has been completed. The hidden return loops are very cleverly designed, and enable trains from both the east and west ends of the railroad. Paul Preuss mad a "suspension-bridge" over the lounge area, utilizing metal rods and wooden straps to hold the sub-roadbed in place. Layout supports over the walkway to the shop had to be extended in order to place the straps properly, necessitating the relocation of some utility wiring. The sub-roadbed has since been removed in some locations in order to allow Paul to continue laying as much track as possible before taking the lounge "out of service" to do the final installation of the track work.

Bob Nalbhone and Ed Kenney have been working on the eastern end of the Meadows Yard (misnamed Newark freight by some). The existing track was removed from the area, as it was improperly installed. In some cases, different code rails were used for the same track, with code 70 on one running rail and code 83 for the other. In addition, track switches were of the wrong geometry in some cases. Brian Cicero assisted in the rail removal, managing to salvage many of the rail spikes previously used. The rail spikes are being re-cycled by Paul in the hidden return loops project. The meadows yards will be the temporary eastern terminus for passenger trains after traveling down the helix from Gilberton, while freights will most likely utilize the hidden return loops that Paul is constructing.

Another project of high priority this year is our signaling project. Ed Majury hosted a "soldering" workshop that was well attended. Solderers are needed to make the circuit boards for our signaling system to work. The "beta" installation is to give signal indications and turnout control from the helix approach, into the Bergen trenches and to Meadows yard. Many of the regular electrical committee members were in attendance.

Work continues progressing in East Gilberton, with switch work to the engine terminal along with other projects continuing.

An operations committee meeting was held. Items to focus on were discussed.

- The HD&O paint shops continue to be busy, with several new locomotives being introduced, allowing for the shopping/retirement of some of our older equipment.
- The Trenton Northern has been busy. The "home-built" MUs and locomotives are showing their age and after fifteen plus years of service are in need of replacement. New "old" equipment is being put onto the layout, with the passenger cars mostly standardized around the modernized Bowser trolley drive. Ex Lehigh Valley Transit Jewett cars (Bowser) cars have been added, an ex Jewett North Shore combine (a Walthers' kit utilizing the modernized Bowser drive, put together by Ira Deutsch several years ago) have been placed on the layout with plans for 4 more Bowser LVT cars and two more Walthers' North Shore cars to be added shortly. In addition, two 90 ton Baldwin steeple cabs (Nickel Plate Models of ex Chicago, South Shore and South Bend steeple cabs) with Mashima motors will be placed into service shortly. Rounding out the new equipment currently coming onto the railroad are two PCC trolley cars for Trenton Loop service, an ex-Illinois Terminal Line car (model by GHB), and an ex-Illinois Terminal Class B locomotive also by GHB). The net result of all of this work is to help reestablish the Interurban look and feel of the Trenton Northern.