



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.”

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Joint HD&O/B&O inspection train works its way through West Pittsburgh Junction, toward new “west of Pittsburgh” staging tracks. The HD&O passenger mains are the two tracks curving sharply to the right, behind the B&O observation car. Photo by Bob Nalbene.

INSIDE THIS ISSUE:

2	Editorial	5	Club News
3	Feature Story	6-7	1st Quarter Financial Statements

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SUBMITTING ARTICLES and 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 Directors 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 crhlk@comcast.net, or tmrci_clearboard@yahoo.com. Scanning services for photographs are available. Submit photographs in *The Clearboard* editor's 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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Clearboard Commentary By Bob Nalbone, Contributing Editor

Have you ever stopped and considered just how busy the Club is? A lot has already happened since the beginning of the year. Consider the following:

- Annual meetings and elections for officers, directors & department heads in January.
- Installment dinner in February.
- Workshops, February - April
- Several birthdays parties

And that's not including the usual fare of weekly operating sessions and the work going on both the N scale and HO scale layouts, not to mention the other projects going on around the building.

May 21 we will be hosting our 6th Annual Invitational Operating Session. In June, the Layout Design/ Operations SIGs will be back for a day of seminars, fellowship and probably another operating session.

Club trips are being planned and, in fact, one will be happening on April 30. Operations classes will be offered again soon.

My point is a simple one: There's a lot of activities and opportunities for enjoyment and learning. You can find out about them right here in the pages of *The Clearboard*. Participate. Learn. Have fun.

end

Have You Moved?????

Clearboard labels are printed every month. If you have moved, please notify us as soon as possible so we can adjust your address.

You can drop a note addressed to the "Roster Clerk" in the mail slot in the lobby of the Club building.

Thank you.

FIRE PREVENTION

Please refrain from depositing trash in the bucket containing sand located outside the building. This should be used for putting out cigarettes only. Your cooperation will help prevent fires. Thank you.

HD&O RUNS INSPECTION TRAIN OVER NEW TRACKAGE WEST OF PITTSBURGH

By Bob Nalbone, HD&O Superintendent

The phone rang (buzzed) in the Gilberton Tower around 8 pm. The DS (dispatcher) was on the other end of the line.

"19, West, copy 4," he barked.

"Signals displayed," replied the slightly frazzled operator, his train order pad and pencil at the ready. The DS started transmitting the train order:

"Train Order number one. April 5, 2005. To C and E Number 2 Engine 3258 at Pittsburgh; to Operator Bellefonte Tower; to C & E Engine 957 at Gilberton; to C and E Number 61 Engine 3261 at Gilberton. Engines 957 and 3261 run as First and Second 61 Gilberton to Pittsburgh."



Based on the addressees of the train order, the Gilberton tower operator knew that the Pittsburgh passenger operator and the Bellefonte Tower operators were also on the line. He listened intently as they read back the order, per Operating Rule 210 (*"When a "19" train order has been transmitted, operators must, unless otherwise directed, repeat it at once from the manifold copy, in the succession in which the several offices have been addressed. Each operator receiving the order should observe whether the others repeat correctly..."*). Then it was his turn. With the order correctly repeated by all, the dispatcher replied:

"Complete." He then gave the time and his initials, officially ending the transmission of the train order.

Was it a sudden surge in head-end business or passengers that caused the DS to run Number 61 in sections on this night? No. The DS decided this was the easiest way to run a director's special. The VIPs would be handled on First 61, the regular business on Second 61.



The occasion was an inspection run by HD&O and B&O officials of the newly-completed trackage west of Pittsburgh. Most of the switches at West Pittsburgh Junction as well as enough lower-level staging lead trackage for at least two 100-car trains had been placed in service the week before. This was an important addition to the railroad and the brass wanted to see it for themselves. It was also an opportunity to engage in a little revelry and have an article appear in the company rag.

At 8:22 pm (9:44 am fast time), First 61 rolled out of Gilberton with HD&O heavy Mountain number 957 displaying green flags, indicating a section. Trailing the 957 were an HD&O lightweight sleeper and a B&O open-platform business car, a classic heavyweight. Second 61 with E8-A number 3261 left at its normal 8:27 pm departure time (9:57 am fast time).

(cont'd on next page)

The trip down to Pittsburgh was uneventful for First 61 until just after Jim Thorpe. At Ridge, the train went into emergency. The lead truck of the sleeper had derailed and had bounced along the ties for several hundred feet. Fortunately, the car remained upright and the wheels within the gauge of the track. After an inspection and the appropriate "penalty time" (as specified in the rule book) to simulate jacking the car back onto the rails, First 61 was back on the move—albeit at a reduced speed. The DS issued a 10 mph slow order for the affected section of track until a work train could be dispatched to make repairs.



Meanwhile, the conductor of train number 2, *The Three Rivers*, was cooling his heels on the Bellefonte depot platform waiting to meet First and Second 61, as specified in the time table. The derailment and the subsequent slow order meant a delay and he wasn't happy.

First 61 arrived at Pittsburgh depot on track 2 about 5 minutes late (around 14 minutes scale time) and terminated. The crew removed the green flags from the front of the 957 and the conductor filed his report. Meanwhile, Second 61 arrived on track 1. Its trip was without mishap.

But the journey wasn't over for the equipment that had been First 61. About five minutes after the arrival of Second 61, Don Kern, the Pittsburgh passenger yardmaster on duty, lined up the 957 and its short train to head west through West Pittsburgh Junction to the current end of track at a location that has been given the name "Clamp."

Although the trackage west of West Pittsburgh Junction is in actuality staging (the tracks will eventually lead to a staging yard) and is B&O trackage, it's being operated under yard limit rules by the HD&O. This places all movements into and out of Pittsburgh under the direct control of the Pittsburgh passenger and Pittsburgh freight yardmasters. This is accomplished by way of a small, temporary panel located on top of the layout, in between where the freight and passenger mains rejoin (it's incorrectly marked "CP MON").

The 957 and the two passenger cars went as far as the wiring would let them, just around the corner from the current end of track, passing a quartet of HD&O F-units returning light from a transfer run on the adjacent track, waiting for permission to enter Pittsburgh freight yard. After a few minutes, the diminutive train returned to Pittsburgh, backing slowly over the same track (that HD&O transfer job was still waiting for clearance into Pittsburgh freight).



The completion of this small new section of track dramatically improves operations. Passenger and freight trains can now arrive Pittsburgh from either direction and set out cars, pick up cars or continue on through. Engine changes become practical on the west end and additional switching moves are now possible. It may be only two long stub tracks for now, but for now it will do just fine.

A heart-felt thanks to all the members who have been working in this area over the past year-plus!

end

Club News

501c3 CONVERSION A STEP CLOSER

The Model Railroad Club's conversion to an educational, not-for-profit corporation under Section 501c3 of the Internal Revenue Code moved a step closer to reality in late March, as the State of New Jersey approved the changes to the Club's Certificate of Incorporation. The changes were authorized by a unanimous vote of the membership at the special membership meeting held on March 5, 2005.

The state returned a copy of the approved application marked "filed" to the Club in late March. A copy was quickly forwarded to the accountant who, in turn, forwarded it along with the other materials requested by the IRS.

"I'm pleased that the state acted promptly," said Club Vice President Bob Nalbene, who is overseeing the conversion. "We were able to get the additional information over to the IRS without having to request another deadline extension."

The IRS had extended the deadline to receive all additional requested information and materials to April 1.

As this article was being written a ruling on the Club's 501c3 application was still pending.

6th ANNUAL INVITATIONAL OPERATING SESSION DATE SET

The sixth-annual Invitational Operating Session will take place on Saturday, May 21, 2005. The event, billed as an "ops 'till you drop" session, has become a major Club activity for the year and is eagerly awaited by model railroaders from all around the Tri-state area and has attracted guest

operators from as far away as Massachusetts and Maryland.

New hours have been announced for this year's event. The Club will open for registration at 11 am, with the first operating session scheduled from 1 to 4 pm and the second from 5 to 8 pm. A barbeque will be held in between sessions, weather permitting. The times of the second session was adjusted to accomodate guests facing a long drive home.

This year the N Scale Department is scheduled to participate in the festivities. All members are invited to show up, share in the fun and enjoy the fellowship of other model railroaders.

SPRAY BOOTH READY FOR SERVICE

Guidelines for Usage to be posted

After close to two years of being "almost ready," the spray booth has been completed and is ready to enter service. Thanks to the generosity of Ed Small, one of the last items to be added -- the compressor - has been installed.

The new spray booth is located in a small, dedicated room within the shop. It features an ample work surface, a powerful exhaust system and shelving to be used as drying racks.

The spray booth will be placed in service once guidelines for its usage have been written and issued by the Board of Directors. It is expected that the guidelines will be in place by the end of April.

end

"Persist through it all and create something of true and lasting value."