



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 # 446

August, 2004



Scene at the GATSME Lines, Fort Washington, PA. Photo by Ray Russell.

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The CLEARBOARD

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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 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 crhlk@comcast.net. 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 Carlos Langezaal

With pleasure I present a new issue. Whereas this summer didn't bring us always summer weather, for several members of TMRCI we had a pleasurable time with a visit to GATSME invitational Ops session, and more activities to come. Note the various activities upcoming with sign-up sheet in this issue.

In the last month we have had 2 BOD changes, both introduced in this issue of the Clearboard.

Please look at the new club activities presented. Also, with the Annual Show coming up, we expect a raise of hands of people who can help. TMRCI is still a club for and by members.

As usual, we also have notes from last month's BOD meeting and the financials.

In one of the upcoming issues we will spent some time on the invitational operating session that various of the TMRCI members attended in PA, as well as any other activities to come.

Stories and pictures are welcome, so keep them coming to keep your Clearboard interesting.

Account names has changed for e-Mail contact to "the Club". New Account is TMRCInc@Yahoo.com. Other accounts have been established and are detailed on the Contacts page of the website.

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.

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.

JERSEY SHORE & WESTERN NEWS

The N-Scale Report

By Eric Tappan

The N Scale Department - Progress Report for August 2004

The N Scale Department held a meeting on August 14th to choose a new Department Head. Eric Callender was chosen and we all wish him well.

Our new "leader" quickly listed our priorities to accomplish by the Holiday Show.

1. Plan expenditures for the layout based on the 2004 budget.
2. Electrical rewiring continues to enable updated DCC applications.
3. Upgrade our computer to a newer version of Windows.
4. Having a "Classification Day", to inventory all rolling stock.
5. Installing switches on the mainline.
6. Some other stuff I forgot.

Ira Heisler continues track work on the reversing loop and mainline at the East end of the lower level.

The "Peninsula" has been rewired and now functions properly. We need another DCC unit for this area.

Billy Lawler continues working on the East Orange downtown area. Track wiring for the PSIRT trolley line will run on a separate system and is ready to be installed.

Well, that's all for now. See you next month.

Eric Tappan

N Scale Publicity Chairman



A scene from the N Scale Collectors Show in Chantilly, Va.

Upcoming Club Activities

By Carlos Langezaal, Membership Dept. Head

Several activities and events are scheduled in the upcoming months. They include two trips. One is to the Shore Line Trolley Museum in East Haven, Connecticut. The other is to Steamtown in Scranton, Pennsylvania. They are described in the accompanying article below. I encourage everyone to participate and have fun on these trips. Sign up sheets will be posted on the large bulletin board under the Pittsburgh aisle at the Club. You can also sign up by sending a notice to me via e-mail, or use the sign up sheet included in this issue of *The Clearboard*.

In addition, preparations for the Annual Show have already begun. There are a number of tasks that need to be completed before now and the opening of the show on November 26. Your help is needed to accomplish these tasks.

As we all are aware, the show is a very important fund raising activity for the club and one area that is always a challenge is staffing. It is important to have as many members participate as possible. This year we are trying to get a head start on this critical area. Please fill out on the adjoining page your availability for the show. We're counting on your commitment to the Club to help make it a success.

Sunday October 3 - The Shore Line Trolley Museum

East Haven, Connecticut

Join us on Sunday October 3, 2004 for a day trip to the Shore Line Trolley Museum, East Haven Connecticut. The Shore Line Trolley Museum is the oldest operating trolley museum in the United States, incorporated in 1945 as the Branford Electric Railway Association. The museum is a non-profit historical and educational institution. Founded to preserve the unique heritage of an endangered species -- the trolley car -- it now boasts a collection of nearly 100 vintage vehicles as well as artifacts and documents from the trolley era.

A visit to the museum is a multi-sensory voyage into the past, from the moanful growl of the motors, to the smell of the electric arc, to the feel of rattan seats and varnished hardwood detailing. A three mile round trip aboard a fully-restored vintage trolley car, over the original tracks of a scenic country trolley line that has been in continuous operation since July 31, 1900, is complemented by a guided tour highlighting the museum's extensive collection of vintage vehicles. A brief informative history of the trolley car and its impact on American life is presented, and visitors can watch actual car restoration and maintenance underway in the carshop.

October 16 - Steamtown trip to Tobyhanna

Scranton, PA

Want to spend a day with some rail buffs to enjoy the sights and sounds of a bygone era? Well join us on Saturday October 16, 2004 for a trip to Steamtown. The trip includes a ride over the former Delaware, Lackawanna and Western main line from Scranton to Tobyhanna, PA.

This journey begins at the Steamtown National Historic Site boarding platform in Scranton. Our trip will cover 27 miles over the "Route of Phoebe Snow." You will be also be able to watch the steamer as it's serviced in the engine terminal.

This excursion will be a day trip like the above, with plenty of time to take pictures and eat, drink and have a great time.

Delivery of New Equipment to the Rahway River Line

Ron Heller

Please see below pictures of the new locomotive the Rahway River took delivery of. First photo is of the new locomotive, box cab #15 followed by cabooses #112942 on the main line. If the scenery looks very realistic that is because it is real! Second photo is of Todd Heller, Rahway River Superintendent driving the new locomotive. Yes, it's a 1.6" scale locomotive that might be a bit tough on the TMRC bench work. It is pictured on the main line at the New Jersey Live Steamers. Third photo is of me with the new locomotive. I am the builder of this kit-bashed locomotive. The locomotive itself is a rough model of the CNJ box cab 1000 powered by four ¾ horse 24 volt motors. It is quite powerful and can pull a good size train of real passengers. It is built to 1.6" scale running on 7¼" gauge track. The locomotive and cabin will be available for display at TMRC during this year's annual show if desired by the show chairman. {Ron/Todd: I would enjoy to have these at our annual show. Carlos Langezaal, Membership Department}



Trip Sign-up Sheet

Yes! I, (print your name) would like to sign up for the trips indicated below:

Shore Line Trolley Museum (October 3, 2004)

Tobyhanna, Steam town Trip (October 16, 2004)

I understand that I alone am responsible for any and all costs associated with attending the trip(s). In addition, I agree to hold The Model Railroad Club, Inc., its officers and directors and its agents or assigns harmless for any personal injury or any other loss associated with these trips. I understand that these trips are not officially sanctioned or sponsored by The Model Railroad Club, Inc. and I am attending at my own risk. I further understand that if I do not attend after signing up I will not receive a refund for any deposits made by me toward any costs associated with these trips.

Signed	Name	Date
-----	-----	-----

2004 Annual Show Availability

I, (please print name) plan to be available to assist the Club during the 2004 Annual Show for the dates indicated. I understand that my selection of dates at this point is only for planning purposes.

November 26, 27, 28

November 26	November 27	November 28
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

December 3, 4, 5

December 3	December 4	December 5
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

December 10, 11, 12

December 11	December 12	December 13
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This form for either activity can also be dropped into the mail slot at the club



The TMRCI Crew with the main members of the GATSME crew during the GATSME invitational Ops session.

Please Return this Form by mail or drop it off at club in the Membership Director Mailbox

THE CLEARBOARD

PO Box 1146
Union, NJ 07083-1146

Postage Here

Director Membership Department
TMRCI
PO Box 1146
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FIRST CLASS MAIL

HO Department Schedule

		Chair
September 11, 2004	Super Intendent's meeting	N. Petillo, R. Nalbone, T. Heller
October 2, 2004	Car Department	Ed Van Savage
October 9, 2004	HO Department Meeting	Pete Ezzard

YOU OUGHT TO BE IN PICTURES

By Bill Franklin

Although it's summertime and for most members the annual show is a long way off and not something on the "radar screen," that's not the case over in the Development Department. One goal that has been set in order to increase visitor attendance is to get at least one published article about the show in every New Jersey newspaper. Part of this strategy is to include a photo showing "local interest" to accompany a press release. This increases the likelihood of publication and, therefore, helps increase the number of visitors to the show. Therefore we need your help.

Each photo will show an individual member with our layout in the background. The member must

be a resident of the local newspaper's circulation area. Thus, each member should do the following:

- 1) Arrange to have your picture taken by one of our photographers (Carlos Langezaal, Don Kern or Gene Mikijanic or any other member steady with a camera)
- 2) Bring to Bob Nalbone one issue of each of the newspapers from your area.

So far only three members have stepped up to the plate. Where are the rest of you? The deadline for your help has been extended to Saturday, August 14.

NEW CLUB SHIRTS OFFERED AT DISCOUNT

By Bob Nalbone

The new light blue Club T-shirt, featuring the updated "circular" logo, is in stock and available to members at only \$8 each. It is being offered at this special price (a third off the regular price of \$12) to encourage members to do their best to wear it on Saturdays and at other official Club events. Available sizes are medium through 3XL. All are adult sizes.

Sales to members will be available on Saturdays between 3 and 4 pm, and other times by arrangement. No business transactions will be done on Tuesday evenings.



Pittsburgh Engine Terminal. Photo by Carlos Langezaal.

PITTSBURGH ENGINE TERMINAL GETTING SOME ATTENTION Diesel Servicing Facility Takes Shape, Ash Hoist Coming

By Bob Nalbhone

Some long-awaited additions and improvements to the HD&O Pittsburgh engine terminal are starting to take shape. On the diesel side, Bob Nalbhone has installed a sand tower and a servicing platform has been constructed. Bob is in the process of adding the appropriate details to the platform before installing it. When completed, the platform will have three fueling cranes spaced so that the simultaneous fueling of three four-axle diesels can be simulated. Ira Deutsch is constructing a small sand house and bin. A pump house and diesel fuel storage tanks are also planned.

Over on the steam side, a Walthers ash hoist has been purchased and will soon be built and placed over the ash pits. This is an important and distinctive detail that has been conspicuous by its absence. Additional water columns will also be installed.

Concurrent with the addition of these details, inappropriate and unrealistic details are being removed in order to give the facility a more prototypical appearance. New lighting is also in the works.

These improvements, along with the recent development of an engine terminal operations guide, will help breathe new life into a neglected area on the HO scale layout.

WANTED: MODELS FOR THE GALLERY

By Bob Nalbhone

The Gallery is an area located along the rear (west) wall of the balcony in the expansion. Its intended to be an area where models, photographs, artifacts and other items related to railroading in our area and the hobby of model railroading are displayed in an interpretive fashion, similar to what is seen in museums. The Club has a number of items stored in various places and the time has come to start developing our exhibits.

You may have noticed that there are six display cabinets mounted on the Gallery wall. Right now these contain mainly an assortment of models belonging to members, with no particular theme or commonality, except that they are HO scale model trains. These cabinets will be utilized to display models representing specific themes that will be part of an overall exhibit.

The first exhibit planned that will make use of the cabinets will be titled "Before New Jersey Transit." It will be an exhibit that features photos, timetables, and models showing the railroads in New Jersey that supplied commuter and accommodation train service in our area before the creation of New Jersey Transit. You can participate by supplying models that show off your best modeling skills. I'll also be reaching out to you to supply any related artifacts, such as timetables and tickets.

The following is a list of the models needed for the exhibit:

- 1) DL&W (Lackawanna) steam or early diesel-powered train. A good candidate might be a typical Sussex Branch train. "Boonton Line" cars needed on this train.
- 2) DL&W (Lackawanna) electric MU train (lettered "Lackawanna" -- not "Erie-Lackawanna", if possible).
- 3) Erie steam or early diesel-powered commuter train consisting of Stillwell coaches (3 or 4 is fine).
- 4) Erie-Lackawanna/NJ Dept. of Transportation commuter train. Train must consist of properly detailed, painted and lettered U34CH locomotive and two or three push-pull cars. NOTE: The cars **MUST** be "Comet-I's". The Walthers Bombardier cars as manufactured are not acceptable. The

cars must be modified with low doors and appropriate skirting and the cab-coach front end (where the engineer sits) must be extensively modified with the more curved ends and lowered windows as well as the appropriate pilot and both front and side number boards. No ditch lights, and the marker lights must be the older, smaller style. Consult photos!

Consolation prize (alternate submission): E-L gray, maroon and yellow painted E8 diesel with 3 or 4 ex Santa Fe "El Capitan" coaches, appropriately lettered **OR** E-L gray, maroon and yellow painted E8 with 2 or 3 Stillwell coaches painted in the two-tone scheme, representing the "Port Jervis" trains.

5) CNJ (Central Railroad of New Jersey) steam or early diesel-powered commuter train. If you go with diesel power, there is a large number of possibilities. The cars didn't change too much over the years until around the 1960s, but the locomotives sure did! (Baldwin double-ender in tangerine & blue, anyone? A "Jersey Builder" consist would be neat, too.)

6) Reading Company "Crusader" or "Wall Street" consist, prior to the Aldene Plan. A consolation prize would be a pair of FP7s with a couple of express cars and two coaches representing one of the other trains that used to operate between Reading Terminal in Philadelphia and the CNJ's Jersey City Terminal.

7) Lehigh Valley commuter train. While not nearly as extensive as the other railroads, the LV did provide some commuter service in our area. A "doodlebug" (gas-electric car) and, perhaps, a trailing coach?

8) Susquehanna diesel-powered commuter train. There are several possibilities here. The engine model is the same no matter what (Alco RS-1) but the paint scheme and cars changed over time. If you go with the original maroon and gray scheme, then the consist will be early Stillwells (the ones with the arched windows) painted accordingly. One consist that might be easier to do is a representation of the service as it was when it was ended in 1966: Solid silver RS-1 with two ex-Boston & Albany/Delaware & Hudson coaches painted emerald green with appropriate-colored lettering. I believe models

of the coaches are available (I just can't remember who makes them).

9) BONUS! Susquehanna RDC commuter train. The Susie-Q had 4 RDC-1s (how many of our younger members knew that?). They were sold to the CNJ in 1958. They were used on the Susquehanna Transfer to Paterson City trains.

10) Pennsylvania Railroad electric-powered commuter train. This can be a train of 3 or 4 P70 coaches pulled by a GG1 or a string of electric MU cars.

11) West Shore (New York Central--sorry, Jeff Sottos!) steam or diesel-powered commuter train. The NYC operated a commuter service on this side of the Hudson River from Weehawken to Nyack until 1960.

I've purposely left out the Pennsylvania-Reading Seashore Lines, as that railroad is out of our immediate geographic area.

Now, **very important**, here are the criteria needed for me to accept the models for display:

1) The models must be accurate for the era they represent.

2) The paint, lettering and any detailing must be of the highest quality.

3) Any applied weathering should be kept light and subtle.

4) You must submit a prototype reference source for the model on a 3x5 index card. Include such information as "Erie commuter train, circa 1959." (Yes, I'm going to check them) and, of course, your name.

The locomotives need not be powered.

The cabinets fronts are secured, so they will be protected from the public. As with any other personal items in the Club building, however, you put them there at your own risk. The building is protected by a sophisticated security system but the Club is not responsible for the damage or loss of personal items.

I admit this is an ambitious project but I know our Club possesses the talent to pull this off. Maybe you have some of these items already in your collection at home. This is an excellent opportunity for you to do a challenging modeling project and help the Club put together something that will be an excellent educational tool as well as another attraction we can publicize. Your contributions will be acknowledged on any print material that accompanies the exhibit. I'd like to debut this in February, 2005 with a big publicity effort. Let's make it happen together!



Steamer 1062 at Jim Thorpe Station on its way to Summit. 1062 is a Berkshire engine and joined the HD&O late July 2004. Painted in the HD&O scheme by Lenny, it performs its duties as assigned. Photo by Carlos Langezaal.

CLUB NEWS

By Bob Nalbone

MARK, MAGEE RESIGN POSITIONS BOTH CITE PERSONAL REASONS;
LANGEZAAL APPOINTED TO FILL REMAINDER OF DIRECTOR'S TERM, CALLENDAR WINS
SPECIAL N DEPT. ELECTION

Walter Mark and Don Magee both tendered their resignations as Director, Membership Department Head and N Scale Department Head, respectively. In separate letters to the Board of Directors, both cited personal reasons and obligations away from the Club. Don indicated that he intends to stay a member of the Club and devote more time to actual model railroading activities, while Walter's membership status was unclear as this story was being written.

Club President Ray Russell thanked both members for their service and support of the Club.

Carlos Langezaal was appointed to serve out the remainder of the vacated Director position by a unanimous vote of the Board of Directors at its regular August meeting. Carlos was assigned the duties and responsibilities of Membership Department Head. Eric Callendar was named N Scale Department Head as a result of a special election held by the N Scale Department. Both BOD positions were filled in accordance with Article III, Section 12 of the Club Constitution.

Clearboard Deadlines:

September Issue: September 18. To be mailed around September 25.
October Issue: October 16. To be mailed around October 23.

**OUR SATURDAY VISITORS PAY US.
PAY THEM THE RESPECT AND CONSIDERATION DUE
GUESTS IN OUR HOME.**

THE CLEARBOARD

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