



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 # 452

February 2005



*Club President Ray Russell presents the first Mallery Award to John Morris.
See page 11 for details. Photo by Bob Nalbone*

INSIDE THIS ISSUE:

2	Editorial	5	Thoughts on Operations - 4
3	JS&W News	7	Summary of January BOD Meeting
4	HO Department News	10	Club News

The CLEARBOARD

EDITOR Carlos Langezaal

Contributing Editors: Pete Ezzard, Bob Nalbhone and Erik Tappan.

PRODUCTION & DISTRIBUTION Bill Jambor
The Clearboard is published 12 times a year by The Model Railroad Club, Inc. P.O. Box 1146, Union, NJ 07083-1146. Telephone (908) 964-9724. Website: www.tmrcl.com
 Club Address: 295 Jefferson Avenue, Union, NJ 07083-1146.

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

©2005 The Model Railroad Club, Inc.
 All Rights Reserved.

Clearboard Commentary By Carlos Langezaal

It is already the end of February and in front of you is the second issue of *The Clearboard* of the month. Hopefully you have received the special issue containing the announcement of a special membership meeting, along with a proxy form. Please take the time to fill out the proxy and mail it back, even if you plan on attending the meeting.

In this issue you will find Club notices, news, the final installment of Bob Nalbhone's "Thoughts on Operations" series.

Once the new Treasurer is up to speed with the books and procedures, financials will be again published in the Clearboard. Until that time, they can be viewed at the club.

Since the Clearboard is for and *by* members, I welcome your contributions. In an upcoming issues will be an article by Pete Ezzard about streetcars with pictures taken of the various streetcars lines in San Francisco.

Also, follow announcements in the Clearboard about upcoming activities and workshops. A new series of Workshops has started on Saturday February 19. See for more details the folder at the club or the website.

end

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

I have nothing but Good News to report as we start the New Year.

Our Annual Meeting was well attended by N Scale members, and we got a lot of things accomplished, and several things to be proud of.

- Eric Callender thanked our entire department with – “Great Job – Everyone!!”
- We received several compliments from the Board of Directors for our participation and help with the Annual Show.
- Claude Kelsoe was elected to fill the only office to change personnel for 2005. He is our new Treasurer. “Good Luck, Bro.”
- Our N Scale budget for 2005 is \$2040.00.
- Bill Lawler was awarded a gift certificate for his work on the Jersey Shore & Western. His operating trolley line was one of the hits at the Annual Show. He’s a perfect example of our future! Keep up the GOOD WORK!
- Brian Cicero was awarded a new tool box and a whole bunch of new tools to hopefully enhance his appreciation of the hobby that he obviously loves.
- BIG enough to run his own throttle... SMALL enough to “not be in the way”!! YOU GO BOY!!
- We may be changing the times for the Annual Show in an effort to capture more morning traffic. This move could increase profits and make each day SEEM a little shorter. More to follow...
- We may be “Opening to the Public” for one Sunday (tentatively the 3rd) during the next 3 or 4 months. If this is the case, we will post a sign-up sheet to verify we have the proper coverage on that day.
- The Board of Directors has asked us to assist in the upcoming workshops and during birthday parties. If you have the qualifications to teach someone about our hobby, please step up!!

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



HO Department NEWS

By Peter Ezzard, HO Department Head

There's lots of activities to report this month.

Layout Construction - Track Crews:

Pittsburgh West: Joe Marateo and Paul Preuss and others have been laying track in the "hidden yard" west of Pittsburgh. Rich Cornell, Martin Harriss and Paul Preuss were spotted discussing wiring for the area. Rich and Mike Briante have been doing the bulk of the wiring in this area. Paul has installed a "temporary" control panel at West Pittsburgh Junction to allow access to the B&O connection and "points west."

Gilberton East: Ira Deutsch has been seen dropping feeder wires in the passenger depot area. Bill Franklin has been assisting in this area as well as performing much needed electrical maintenance in Auburn (Murray Hill) and other locations around the railroad. HD&O operators are reminded to fill out trouble tickets and post them on the bulleting board provided to report problems with the layout itself.

Mo' Hidden Yards: Joe Santomauro has been working on switches and track work for the second storage yard west of Pittsburgh. This trackage is actually being built off-site (actually on the back side of the new Summit station area) and will be "air-lifted" into place once completed.

Operations:

HD&O freight operations are being slightly re-tooled in order to make more efficient connections. Over on the passenger side, adjustments to both schedules and consists are being looked at. Changes will be communicated via General Notices and/or General Orders until a new timetable is prepared and put into effect.

The department will be returning to two operating time frames this season, with steam-diesel transition era being featured in the first half of the year and "That Seventies Show" (c. 1975) being featured in the second half. Timetables and supporting documentation will be the responsibilities of the railroad superintendents and the Operations Committee.

Track Cleaning, etc:

Justin Guider has been cleaning track on Saturdays as well as operating show trains for our Saturday guests.

Mo' Electrical Activities:

Joe Russell will be taking on the task of the Auburn (Murray Hill) control panel. Ed Majury and Ray Russell have removed the old DC controls in the upper cabs and will be replacing them with DCC work stations.

Honorable Mention:

Bill Franklin has been of great help assisting new members get started helping around the layout on Saturdays. Bill knows our railroad as well as anybody and always seems to be able to get people pointed in a direction that will help the department. Thank you, Bill!

end

Thoughts on Operations - 4

General Orders and General Notices

By Bob Nalbone, HD&O Superintendent

In the previous installment of this series I discussed time table comprehension. In this final installment, I'll explain the purposes of General Notices and General Orders, how they are different and how they are currently utilized on the HD&O.

What are General Orders and General Notices?

As always, we look to the prototype for guidance. Consider the following example:

"General Orders and General Notices are instructions issued by the Superintendent. General Orders and General Notices will be posted at locations designated by Time Table. All train service employes, train dispatchers, signalmen, block operators and track car drivers before going on duty, or returning to duty after having been off duty one or more hours, must read General Notices and read and sign for General Orders on the prescribed form, showing date and time of signature..."

--From General Rule letter V,
Rules of the Operating Department
New York & Long Branch Railroad Company
Effective October 27, 1974

(Notice that "Time Table" is capitalized. The spelling of the word "employes" is not an error. It was once common to spell it using either one "e" or two. The New York & Long Branch was a "paper railroad," owned and operated jointly by the Pennsylvania Railroad and the Central Railroad of New Jersey. Today it's New Jersey Transit's "North Jersey Coast Line.")

The above rule was adapted for model railroad operations and included as one of the ten General Rules adopted for our weekly operating sessions by the Operations Committee.

The following general rule is quoted in full from the rule book currently in use on the HD&O:

"General Orders and General Notices are instructions issued by the Superintendent. General Orders and General Notices will be posted at locations designated by time table. All members participating in the operating sessions must read General Orders and General Notices before commencement of the session."

--General Rule letter V,
Rules of the Operations Committee
Effective April 16, 2002

You may notice that the language of the rule was adjusted to accommodate a model railroading application. Additionally, the rule was edited from what is found in prototype rule books (at least those that contain a similar rule). Remember, our model railroad operations are meant to be a simulation of the prototype, not a duplication. The intent of the model railroad rule is, nonetheless, the same as that found on the prototype.

As Peter Josserand points out in "Rights of Trains," general rules varied greatly among prototype railroads. Some did not have such a general rule at all. In fact, I have consulted a 1952 Erie rule book, a 1953 Lehigh Valley rule book, and a 1968 Maine Central rule book and none of them have a comparable rule.

The heart of the matter is contained in the first sentence of the rule. There is a difference, however, between a General Order and a General Notice.

What's the Difference?

General Orders, or "G.O.s" (called "Special Orders" on some roads) address operational issues on the railroad, such as taking a track out of service or the issuance of a new time table. General Orders are also used to annul (cancel) other General Orders. They are most commonly numbered consecutively, starting with "1" and indicate which other General Orders are also in effect near the top of the page. All the General Orders in effect are kept together, in descending order. Their locations are listed in the employee time table.

A General Notice is a memo that usually concentrates more on policies and procedures, rather than specific operating conditions. On the HD&O, for example, there is a General Notice outlining the process for getting ready for an operating session during the hour prior to the scheduled start time.

(cont'd on next page)

Thoughts on Operations (cont'd from pg. 5)

Why Have General Orders & General Notices?
This can best be illustrated by the example below:

**THE HUDSON, DELAWARE & OHIO
RAILROAD COMPANY
GENERAL ORDER #2
Issued August 28, 2001**

GENERAL ORDERS IN EFFECT: #1, #2

EFFECTIVE IMMEDIATELY ALL TRAINS MUST STOP SHORT OF THORPE INTERLOCKING AND ASCERTAIN FROM THE BELLEFONTE TOWERMAN ON DUTY WHETHER ANY TRAINS HAVE BEEN GIVEN CLEARANCE THROUGH "DIAMOND" INTERLOCKING BEFORE PROCEEDING. CREWS MUST NOT ACCEPT AN ORDER TO PROCEED ACROSS THE DIAMOND AT THORPE IF IT IS KNOWN THAT A TRAIN IS APPROACHING "DIAMOND" FROM EITHER DIRECTION.

IF THERE IS NO TOWERMAN ON DUTY AT BELLEFONTE, CREWS MAY OBTAIN THE INFORMATION FROM THE JIM THORPE TOWERMAN.

IF THERE IS NO TOWERMAN ON DUTY AT BOTH BELLEFONTE AND JIM THORPE, CREWS MAY OBTAIN THE INFORMATION FROM THE DISPATCHER.

R. Nalbone,
Superintendent

Long-time operators have often heard the words "collision at Diamond" during operating sessions. This stems from a location on the HD&O where the mainline crosses itself unprotected at grade, just above the steps leading up to the Jim Thorpe aisle. For years there was talk of dealing with this situation electrically, complete with interlocking signals. It didn't happen but the collisions continued, mainly because operators were not paying close enough attention to where their trains were in relation to one another. By issuing General Order #2 and insisting on its observance, we went over two years without a collision at this location. The one time it happened was because the operator of a helper engine departing Jim Thorpe returning light to Pittsburgh did not obey the order.

The above is an example of an area where there has been great improvement in the operating sessions on the HD&O.

In conclusion, in this series I have illustrated how a realistic simulation of prototype operating practices common during most of the twentieth century is achieved during the weekly operating sessions on the HD&O. I've touched on a few areas that I feel are being done well, as well as areas that still need a bit of improvement. Hopefully this series has also resulted in a greater appreciation for the game of model railroad operations, as well as an increased level of understanding of how the prototype moved goods and people.

Every Tuesday night, starting at 7 pm, we practice what's been preached over the past several months in this series. It's a lot of fun.

end



The Trenton Northern Transportation and Light Co. has acquired three new pieces of motive power from the Island Electric. The distinctive motors posed on the bridge just east of Ringoes Yard. Photos by Bob Nalbone.

NOTICE OF SPECIAL MEMBERSHIP MEETING

There will be a special meeting of the membership on Saturday, March 5, 2005 at 3 pm in the Club building. The sole purpose of this meeting is to vote on amending the Club's Certificate of Incorporation to include language required by the Internal Revenue Service in order for the Club to be recognized as a tax-exempt educational organization under Section 501(c)(3) of the Internal Revenue Code.

A special edition of *The Clearboard* was sent earlier in the month. The official notice of the meeting, as required by the Club constitution, as well as the language that you are being asked to vote on were published in that issue. A special proxy form was also included. All members are urged to fill out the proxy form and return it to the Club prior to the start of the meeting, even if you intend on attending the meeting. You may reclaim your proxy in person prior to the start of the meeting. If you are mailing back your proxy, it must be *received* prior to the start of the meeting. Late proxies will not be counted.

Please take note: Only members in good standing will be allowed to vote at the meeting or have their proxy counted.

Clearboard Deadlines:

March 2005 Issue: March 12, 2005. To be distributed around March 26.

April 2005 Issue: February 12, 2005. To be distributed around February 26, 2005.

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

THE CLEARBOARD

PO Box 1146

Union, NJ 07083-1146

FIRST CLASS MAIL