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Clearboard Deadlines:

August/September 2010 Issue: Deadline for all submissions is August 28

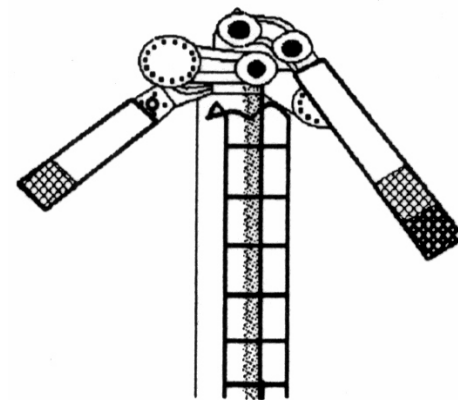
Publication on or about September 4.

October 2010 Issue: Deadline for all submissions is October 2.

Publication on or about October 9.

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THE CLEARBOARD
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The Clearboard

The official newsletter of The Model Railroad Club, Inc.

Issue No 499

June / July, 2010



"What we have here is a failure to communicate!" The county installed new footings for two crossing gates that we received from the Morristown and Erie Railroad. The communication was fine; just a great quote. Now all we need is help mounting them in place.

The CLEARBOARD

EDITOR: Roger Oliver
COPY EDITOR: Still vacant

CONTRIBUTING EDITORS: Bob Nalbome, Russ Fiero, Brian Cicero, Dick Kunig, and Don Kern

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SUBMITTING ARTICLES & EDITORIAL POLICY

The Editors of *The Clearboard* welcome articles and photographs submitted by members. Submitted articles will be given due consideration and may be edited for content as well as spelling and syntax. Articles edited for content will be reviewed with the author prior to being published. 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. Anonymous submissions will not be published.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 all sides.
- If you submit an article by disk or thumb drive. We prefer MS Word 2000 or MS 2003 format, but we can use submissions saved as text files.
- A hard copy of the article should accompany your submission just incase we destroy your disk.
- You may email articles to:

TMRCi_Clearboard@TMRCi.org.

Scanning services for photographs are available. Submit your photographs to *The Clearboard* editor's mail box in the Club office.

- 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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Write an article or take a picture and put it in the CLEARBOARD! This is your Club Newsletter, participate in it.

Help Wanted CLEARBOARD EDITOR

It is my intention to step down as CLEARBOARD editor as of January 2011. The job requires a good sense of humor, the ability to always see the sunlight peaking out from behind the clouds, and the ability to always find the little something that others don't always notice that shows the best in all of us coming out when we least expect it. It is hard work and it requires a great deal of time and attention to detail but it is well worth the effort. You put the ideas and the work of the club into print for all the world to see and to encourage the members of our club regardless of their skill or level of participation. I'll continue editing the CLEARBOARD until then. I will help anyone who wants to learn the job and I will support whoever the new editor is with monthly articles pictures, and whatever support I can muster. ed.

From the Backshop

By Russ Fiero, Master Mechanic

After watching what happened last night during Ops I would say we need to do alot of work.

The track cleaning is going to need a major shot in the arm. I will say that we should pickup several more block style track cleaners and at least one of the Atlas track cleaners to aid in picking up loose dirt along the right of way, AND USE THEM. We are also going to need to check the right of way for any loose scenery that can break off and hang up in the engines or rolling stock. Switches should be paid attention to, making sure they move properly and fully and that all flange ways are clear of debris. A good look and clean should be in order on a routine schedule.

Engines that are brought down for cleaning will get more of a servicing in the future. As lubricants get old, parts get worn or damaged, wires loosen and break, decoders get flakey . . .



Two happy operators from the 11th Annual Ops Session. The gentleman on the right is our own Phil Monat who also services as the president of the Ops-Sig. If you were at the Hartford NMRA convention last summer you had an opportunity too operate on the Ops-Sig modular layout. Bob Nalbome had the opportunity to do so and he had a great time.

we will have growing problems. The Mechanical Department is now growing an inventory of replacement parts for engines. This way, if something is broken it can be fixed and returned ASAP. This will apply to engines owned by the club.

This weekend the Mechanical Department will start doing more than the routine clean and return. Some of the oldest engines will be evaluated for rehabilitation or replacement. If the equipment is to be rehabilitated it will be turned over to its owner for that purpose. It will be removed from the club and serviced. If the equipment is not returned in a timely fashion it will be dropped from the roster. (I found way too many old listings that I have never seen at the club.) If a replacement is in order the new engine will assigned the same number as the retiring engine. It will be placed into service in the same capacity as the old unit.

As to adding new power or rolling stock to the railroad I would like to make one thing clear; PLEASE ask us in the mechanical department as to what would be appropriate! If a member comes down with an engine or car they feel the club could use that doesn't mean that we have to accept it! Equipment that is to new for our time period should not be brought down. I like NYC jade green freight equipment. I will not bring any down for use. Even if it shows a built date that fits our time; the paint scheme is to new. On the other hand, equipment that is very old should also be disregarded. By our time (June 1956) how many USRA cars would have survived in their original configuration? Damn Few!

Webmaster's Report:

Thursday, June 17, 2010

-- Site Summary ---
Visits

Total	37,408
Average per Day	17
Average Visit Length	1:04
This Week	117

Page Views

Total	131,326
Average per Day	32

WHAT'S SO SPECIAL ABOUT THE BEANS & ONLY?

By Don Kern

In Pittsburgh Pa. there are Several Railroads other than the HUDSON DELAWARE & OHIO, The Pennsylvania RR, The Pittsburgh and Lake Erie (NYCS), The Pittsburgh and West Virginia that connected to the Wheeling and Lake Erie (later NKP and later still merged into N&W) and the Baltimore & Ohio (later Chessie and CSX) were the largest few. So why are we choosing to ONLY interchange with the B&O? What does that do for us? The real B&O would never give us that large of a share of its NY bound traffic to sustain us. Nor would any of the others alone.

Why not?, you ask. Because they, except the P&WV had, parallel competing lines to New York City and its harbor.

As for passenger trains, the railroads didn't have sole control of consists and car routings, REA, the Postal system, and Pullman set routes for certain cars as the railroads leased them the cars for staffing etc. Outside of that the B&O wouldn't want to give the HD&O any more of its passengers than it had to in order to get its cars to and from New York City. The NKP/W&LE/P&WV however didn't have a through routes of their own to the East coast. (If the Lackawanna and or Lehigh Valley didn't reach Buffalo the NKP would have been in the same fix there too!) So instead of getting out of passenger service they partnered up with the HD&O and ran through cars to and from Chicago, St. Louis, Cleveland and intermediate points. Doesn't this make more sense than just B&O, whose primary trains went to Washington DC and Baltimore than via Philly to Jersey City (until 1958)? I sure think so!

[Any member may present their views in the CLEARBOARD.]



Pete explains the basic concepts and sign up procedures to our guests at the Eleventh Annual Ops Session on June 12, 2010. We had a great group of guys who had a blast running the trains in a compressed ops session. The barbeque afterwards was also great. Thanks for the effort. An article on the Ops session would also be nice! (hint)

Calendar of upcoming events 2010

- Jul 11-17 **NMRA National Convention Milwaukee, WI nmra75.org**
- Aug 1 **ALL PERSONAL ITEMS NOT IN YOUR LOCKER MUST BE REMOVED FROM THE CLUB.**
- Aug 1 Train-O-Rama Dover, NJ
- Aug 13-14 Greater Reading Narrow Gauge Meet www.nateslightironhobbies.com/narrowgaugemeet.htm
- Aug 14-15 Greenberg Show Edison, NJ
- Sep 9-12 **2010 NER Convention** Burlington, VT nernmra.org
- Oct 2 BOD Meeting at 4:00 PM
- Nov 6 BOD Meeting at 4:00 PM
- Nov 26, 27 & 28 **Annual Light & Sound Show**
- Dec 3, 4 & 5 **Annual Light & Sound Show**
- Dec 10, 11 & 12 **Annual Light & Sound Show**
- Dec 18 BOD Meeting at 4:00 PM

2011

- Jan 8 **Garden RR Dept. Annual Meeting** 12:00 PM at the Club / Jan 15 Alt.date
- Jan 8 **N Dept. Annual Meeting** 1:00 PM at the Club / Jan 15 Alt.date
- Jan 8 **HO Dept. Annual Meeting** 2:30 PM at the Club / Jan 15 Alt.date
- Jan 8 BOD Meeting at 4:00 PM
- Jan 22 **Annual Membership Meeting** 1:00 PM at the Club/Jan 29 Alt. Date
- Jan 22 **Board of Directors Reorganization Meeting** directly following the Annual

ATTENTION MEMBERS:

Please make sure you keep your contact information current. Any address changes or other updated information should be written legibly on a piece of paper and dropped in the mail slot in the lobby of the Club building, attention "Roster Clerk." Thank You.

Bill Jambor, Roster Clerk

ATTENTION MEMBERS:

There will be a club wide cleanout in mid-August. All personal items that are not in your locker need to be removed from the club or they will be tagged for disposal. See Tom Voytac for details.

The Model Railroad Club, Inc.

Founder: Paul Mallery (1918-2004)

Board of Directors:

President:	Carlos Langezaal
Vice-President: <i>Development Dept.</i>	Bob Nalbone
Treasurer:	John Wilkens
Secretary:	Gene Mikijanic
Director: Building Department	Thomas Voytac
Director: <i>Membership Department</i>	Russ Fiero
HO Department.	Peter Ezzard
N Department.	John Cicero
Garden Railroad Department	Roger Oliver

Club Functionaries:

Government Liaison:	Bill Franklin
Office Manager:	Bill Jambor
Club Librarians:	Roger Oliver
	Russ Fiero
	Brian Cicero

Assistant to the Librarians

Security Chairman:	Tom Voytac
Civil Engineer:	Rich Cornell
Club Architect:	vacant
Club Architect Emeritus:	John Morris
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
	vacant
Electrical Committee Chair:	vacant
Operations Committee Chair:	Russ Fiero
Master Mechanic:	Pete Ezzard
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
Bench work Chair:	vacant

Garden Railroad Department

Master Mechanic/Electrical:	Russ Fiero
Layout Design/Track work:	vacant
Construction/Horticultural:	vacant
Community Outreach:	vacant

Club Mailing Address:

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The CLEARBOARD Commentary

By Roger Oliver, ed.

In last month's Clearboard Commentary, I began a review of "THE" Model Railroad Club's claim to being the leader in the development and utilization of model railroading technology and practice. I touched on the my early perceptions as a new member as well as the general perceptions as presented in the model railroad press. These perceptions were true and accurately presented the club as it was when Paul Mallery and his cohorts from Bell Labs were active in the club and for the few years afterwards.

Since these pioneers have moved on those of us who have been entrusted with their legacy have not kept the fire lit—to put it into perspective. It can well be argued that we don't have the level of expertise to continue at the fevered level that these modelers were able to work at. This is also probably true. But there is a lot that we could have done to maintain and even improve upon what they left for us to do.

The first thing we need to do is realize and accept these modelers' accomplishments and abilities for what they were. They were experts in their fields.

Few of us today at the club are experts in these fields. Rather than inventing or reinventing what we need to solve a problem, we need to realize and accept our limitations and find and use what we need from off-the-shelf solutions.

The next thing that I noticed about these pioneers was that they promoted the Club and its achievements whenever and wherever they could. This is something that we need to start doing again. We may not be on the technological cutting edge in the hobby anymore, but there are many things that we do that we do better than the average modeler and we can provide technical assistance and support to these hobbyists just as our predecessors did.

Finally, and most importantly, these pioneers can down to the club fully expecting to sweat. They worked at their operating sessions and expected everyone to pull their weight. We need to learn and teach each other how to operate and how to cooperate. They also came down expecting to work on something in [promotion of the goals and objectives of the Club rather than sit on their butt, rifle through a few old magazines, moan, complain, rattle off old stories about something or other focused on the past rather than on anything positive or anything relating to the future of the club or hobby. If we want to be THE Model Railroad Club again, we need to be willing to work for it and willing to do whatever it takes to achieve that goal; including working up a sweat!



Another group of operators watching their trains, checking schedules, helping each other, and rereiling trains.

Summary of the Minutes of the May 8, 2010 BOD meeting