

*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 # 445**

**June/July, 2004**



Scene at the GATSME layout in Fort Washington, PA, with a steamer controlled by Neil Petillo.  
 Photo by Carlos Langezaal

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# The CLEARBOARD

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*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](mailto: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

Welcome to this double issue for the month of June and July. Vacations have been affecting activities all over, including your editor's opportunities to compile a new *Clearboard*.

As a reminder to all those that wish to contribute, the Membership Department is the publisher of *The Clearboard* and the Editor of *The Clearboard* is responsible to and receives editorial direction from the Membership Department Head on any submission which he/she has a question about the appropriateness of publishing. It has been a long standing policy of the Membership Department and *The Clearboard* that any article which is inflammatory of any issue, defamatory of any person, or serves interests or purposes contrary to those which advance the purposes of the Club will not be published in *The Clearboard*. The Membership Department Head makes the final decision and determination on whether any article or picture is published in *The Clearboard*, though that decision may be appealed to the full Board of Directors.

Enjoy in this issue the pictures of the invitational operating session that some of us had in Fort Washington, PA at the GATSME invitational operating session.

Account names has changed for e-Mail contact to "the Club". New Account is [TMRCInc@Yahoo.com](mailto: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 June 2004:

Here's what's happening on the Jersey Shore & Western Railroad. Thanks to John Cicero and Claude Kelsoe, the wiring for the turntable and the rest of the East yard is complete. The switches that control the turntable have been installed.

Work on the reversing loop and mainline on the East end of the lower level continues. The openings for the switches on the main around the lower outer loop have been positioned and drilled.

Scenery continues to improve on the upper level Don't forget to: Participate on the Club's Clean-Up committees. Help increase our membership. See Carlos Langezaal, Don Kern, or Gene Mikijanic to get your picture taken in front of the layout to promote the Club in your local newspaper. Well, that's all for now. See you next month.

Eric Tappan N Scale Publicity Chairman



## Thoughts on Operations-3 Comprehending Call Times, Schedules and Time Table Instructions

By Bob Nalbone, HD&O Superintendent

The previous installment of this series discussed the importance of the Rule Book and the Employee Time Table and explained how they are the foundation to a realistic operating session. In this installment I want to examine a topic that I feel we can improve upon, using a specific pair of trains for illustration. The topic is "Time table Comprehension" and the trains are #291 and 290: the third trick Gladstone Branch local freight.

If you examine the current HD&O employee time table, you will notice that all the trains listed on the schedules are, with two exceptions, First Class trains. Under the current operating scenario, First Class is reserved for all passenger trains. No distinction in class is made between long-distance passenger trains and accommodation and commuter trains. Fourth Class is reserved for scheduled local freight trains. Second and Third Class are reserved for future use. A detailed discussion regarding the concept of grouping trains into classes and its implications on operations is beyond the scope of this series. For the purpose of this article, it is sufficient to understand that on the HD&O there are presently three distinct categories of trains: First Class, Fourth Class and Extras.

The freight service is listed on pages 22 through 25 of the time table. The through freights as well as the inter-divisional freights are listed in tables titled "Preferred Freight Service." These trains are identified by symbols, consisting of letters and numbers, such as "HP1" (Hoboken to Pittsburgh). Hence the term "symbol freight" (on the prototype, this was mainly a marketing tool) and although the table lists key stations within the division, both with and without times, these are not schedules. Why? Because underneath the table heading "Preferred Freight Service" are the words: "These Trains Run Extra." In other words, all the trains listed operate only under the authority of a train order. So if train "HP-1" (a westbound Hoboken to Pittsburgh freight carrying refrigerator cars, LCL and general freight) is operating and has locomotive #1902 as the lead unit, and the dispatcher has issued a train order that reads something like "ENGINE 1902 RUN EXTRA EAST END YARD TO PITTSBURGH", then as far as

train crews, tower operators and the dispatcher is concerned, the train is simply "Extra 1902 West" even though operators may refer to the train by its symbol out of convenience. This concept is lost on many model railroaders.

The above notwithstanding, freight trains that are run as extras often show up around the same time each day they operate. There are still connections and deliveries to consignees (customers) to be made. If passenger trains are operated over the same lines, then there are operating "windows" (time slots) the freights must utilize. Additionally, there is absolutely no reason in the world why freight trains can not be scheduled and operated with the same sense of urgency as the fanciest of first class passenger trains. It's not currently done on the HD&O (but that could very well change).

The locals (called "turns" on the HD&O) are listed in their own table with a column called "Call Time." As the time table states, a call time is merely informational and does not confer any time table authority. In other words, these trains are also operated as extras. Again, the exception is the third trick "Bernardsville Turn" which is operated as train #291 westward and #290 eastward. Since these two trains are scheduled trains, they must run at the specified times unless their schedules are altered or the trains are annulled by a train order.

Although most local freights are operated as extras, the yardmasters should ensure that the train is made up and ready to go as close to the call time as possible and a crew should be available (called) for the run. This means that there should be a cut-off time for adding cars to the train. Any cars that arrive in the yard after the cut-off time go on the next available train, except cars that are hot" (very important). This is another concept that model railroaders sometimes have trouble grasping.

Trains #291 and #290 may have cars for Murray Hill, Bernardsville and Gladstone but they only work the industries in Murray Hill and Bernardsville. Any cars for Gladstone are left on the Bernardsville passing track, to be picked up and delivered by the first trick local. To understand how these trains should operate, let's look at their schedules.

Train 291 is scheduled to depart Gilberton at 8:11 pm, third trick (approximately 1:15 am, scale time). By 8:18 pm (around 1:33 am, scale time) #291 should be departing Summit. As you can see, #291 has a generous schedule! By 8:20 pm (around 1:38 am, scale time) #291 should be arriving at Murray Hill and begin doing any work it may have there.

Meanwhile, first class train #227, a Gladstone local commuter run that departed Gilberton passenger depot at 8:19 pm, should be approaching Ashland station. This train, by rule, is superior to #291 by class. It is the responsibility of #291's crew to keep out of the way of #227. Unless the crew of #227 has a train order stating that #291 has been annulled or its schedule altered, it should assume that #291 is running and is already ahead of it on the branch.

Train #227 is scheduled to depart Summit at 8:25 pm (about 1:52 am, scale time). By this time, the crew of #291, being conversant with the rules and the time table, is safely in the passing track at Murray Hill (Operating Rule 86 states: "Unless otherwise provided, an inferior train must be clear at the time a superior train in the same direction is due to leave the next station in the rear where time is shown."). At 8:28 pm (2:00 am scale time), #227 should be departing Murray Hill and passing #291.

Once #227 departs, #291 may resume working in Murray Hill. As of this writing, three industries are in service: Hill Hardware, the house/team track and D'Oilly Cart Company (a commercial printing concern). Additionally, a short stub track on the south side of the main (opposite Hill Hardware) is available to store about four 40-foot cars. Hill Hardware and the house/team track are trailing-point switches westward. The storage track is a trailing point switch off the passing track. D'Oilly Cart is a facing-point switch westward. By 8:38 pm (around 2:28 am, scale time) #291 should have completed its work and departed Murray Hill. What if #291 had little or no work to do in Murray Hill? Can it leave early? By rule, it can not depart Murray Hill before 8:38 pm, unless a train order authorizing it to do so has been issued by the dispatcher (Operating Rule 92). Remember, a single time shown on a schedule is a leaving (departure) time, unless otherwise indicated (Operating Rule 5). Likewise, if #227 is running late, #291 must cool its heels in the clear unless given orders to do otherwise.

Once on the move, it should take no more than two minutes for #291 to go from Murray Hill to Bernardsville (around 7 scale minutes), if

operating at scale speed. This leaves a full fifteen real minutes (around 40 scale minutes, give or take a minute or so) before #291 has to clear for another train. That train is #400, a Gladstone to Summit shuttle that connects with train #11 at Summit. It departs Gladstone at 9:02 pm (around 3:32 am, scale time), and Bernardsville at 9:04 pm. That means that #291 must be in the clear no later than 8:57 pm (Operating Rule S-89).

Now fifteen real minutes may seem like a decent amount of time but things can get very hairy in Bernardsville, depending on how much work there is for #291. Remember, too, that the train will probably be carrying Gladstone cars that need to be left on the siding, not to mention the outbounds that have been left on the siding for the return train, #290, to pick up.

Fortunately, #291's schedule gives the crew of the train a way out of a real jam. The schedule states that #291 departs Bernardsville at 8:55 pm (3:15 am, scale time). It takes not more than two real minutes to get to the Gladstone depot--less, if a train is only going into the yard off the Bernardsville passing track. 291 can take its cabin and any overflow cars and bring them to Gladstone yard and still get out of the way of #400, per the rules. That's one reason why there are times listed for the train at Gladstone, even though it does no work there or even drops off cars there. By the way, there is a typo in the employee time table. There is a lower case "s" (denoting a station stop) next to the time listed for Gladstone. Since neither 291 nor 290 switch Gladstone, there should only be a time listed. The time is there so the crew can log its arrival on the train register, call for any orders before returning as train #290 and, if necessary, turn its engine.

The fun is not over for the intrepid crew assigned to this run, however. Train #401 (the return trip of #400) is scheduled to depart Summit at 9:17 pm (4:15 am, scale time) and depart Bernardsville at 9:21 pm. This conflicts with the 9:20 pm departure time of #290, since by rule an inferior train must clear the time of superior trains not less than five minutes (Operating Rule S-89, again). Train #401 is superior to #290 by class. This is another anomaly in the employee time table that will get corrected. In the meantime, #290 is obliged to wait until #401 arrives in Gladstone, irrespective of its published departure time, unless authorized by train order. Once on the move, #290 will complete any remaining work in Bernardsville, leave the Gladstone cars on the passing track and depart for Gilberton with the cars that were left for it on the passing track by the first trick job. Arrival at Gilberton is scheduled for 9:37 pm (around 5:10 am,

scale time). The cars will be forwarded to Pittsburgh on train GP-1, which is called for a 8:00 pm first trick departure (8:45 am, scale time).

The operating and switching instructions referenced above for trains #291 and #290 are found on pages 24 and 25 of the HD&O employee time table. There is one other note of interest, which is found on the trains' schedules: "No. 291 is SUPERIOR by direction to No. 290 Summit to Gladstone..." Normally, eastward trains are superior to westward trains of the same class "unless otherwise specified." This is one of those specified situations. This was done to ensure that the crew assigned to #291 and #290 don't end up in a "Twilight Zone moment", a situation where #291 gets so far behind schedule that it's obliged to wait for #290 at either Bernardsville, Murray Hill or Summit. Without the time table note changing superiority by direction, the crew of #291 could conceivably find itself in a siding, waiting for itself!

I think you get the idea how all the various instructions, call times, schedules and rules interact in order to successfully operate multiple trains over a single-track, "dark" (non-signaled) line. Hopefully I've helped you

understand the difference between call times and schedules, as well as increase your understanding regarding some time table instructions. If you have any questions or if you would like a copy of the HD&O employee time table, please let me know. You are also invited to participate in the operating sessions, every Tuesday night from 7 to 10 pm, so long as you check your 'tude" (attitude) at the door and you're a member in good standing. The operations classes will be resuming in August, so check the listing in The Clearboard for dates and times.

In the next installment, I'll explain the purpose of General Notices and General Orders.

## OPERATIONS CLASSES UPDATE

By Bob Nalbone, HD&O

The Operations Workshop Series is currently in summer recess while yours truly attends to some Development Department duties. My apologies to those who have been waiting.

After presenting a clinic on engine terminal operations at the NMRA Garden State Division spring meet and the Layout Design/Operations SIGs spring meet, it has become apparent to me that the "Yard & Terminal Operations" class will have to be broken up into at least two--and maybe three--classes. While I ponder this, I will complete the design of the Dispatching workshop and offer that first. Watch for an announcement either in The Clearboard and/or by posted notice for dates and times. In order to attend this class, you must have already taken the Rule Book & Time Table class.

This series of operations classes is free and open to all members in good standing and is part of the qualifications program for HD&O operators. Below

is the schedule (dates and times subject to change). All classes will be held in the Gallery balcony area, adjacent to the handicap entrance.

Dispatching (New Class!) - TBD

Rule Book & Time Table\* - Aug. 14, 1:30 pm

\*NOTE: This class is a prerequisite for attending all other classes in the series.

Tower Operations - Aug 14, 3 pm (please note the time)

Engineer Operations - Aug 21, 2 pm

Seating is limited to 6 participants per session and is on a first-come, first-served basis. Advance registration is strongly encouraged. Sign-up sheets will be posted on the large bulletin board underneath the Pittsburgh aisle. Class descriptions will also be posted there.

## HO Department Schedule

		<b>Chair</b>
August 7, 2004	Layout Design	Rich Cornell
August 14, 2004	Electrical	Martin Harriss
August 21, 2004	Scenery	
August 28, 2004	Operations	Ed Small
September 11, 2004	Super Intendent's meeting	N. Petillo, R. Nalbone, T. Heller

## 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.

## WORKSHOPS COMMITTEE ORGANIZATIONAL NOTICE

By Bob Nalbone

An organizational meeting of the Workshops Committee will be held on Saturday, August 21 at 2 pm in the Gallery balcony, adjacent to the handicap entrance. Members interested in presenting workshops to the public in 2005 should attend this meeting.

The workshops are important fundraising and community outreach activities. They are also an important part of the Club's educational requirements as a 501(c)3 not-for-profit organization.

## WANTED: MODELS FOR THE GALLERY

By Bob Nalbone

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!

## Gatsme Lines Invitational Operating Session

Carlos Langezaal

On Saturday July 17, members of TMRCI participated in the 2nd Gatsme lines invitational operating session. Early Saturday morning, 6 members met at the club at 8:15 to leave in Paul Preuss' van (thanks for driving us Paul) to Fort Washington in PA. We arrived at 10:30 and had until 11:30 to look around and see some interesting scenes of PA. At 11:30 we would prepare for the operating session. People could sign up for a train they liked (description of tasks and route were described) or one of the tasks as yard master, tower head etc.



Susquehanna Junction. Photo by Carlos Langezaal

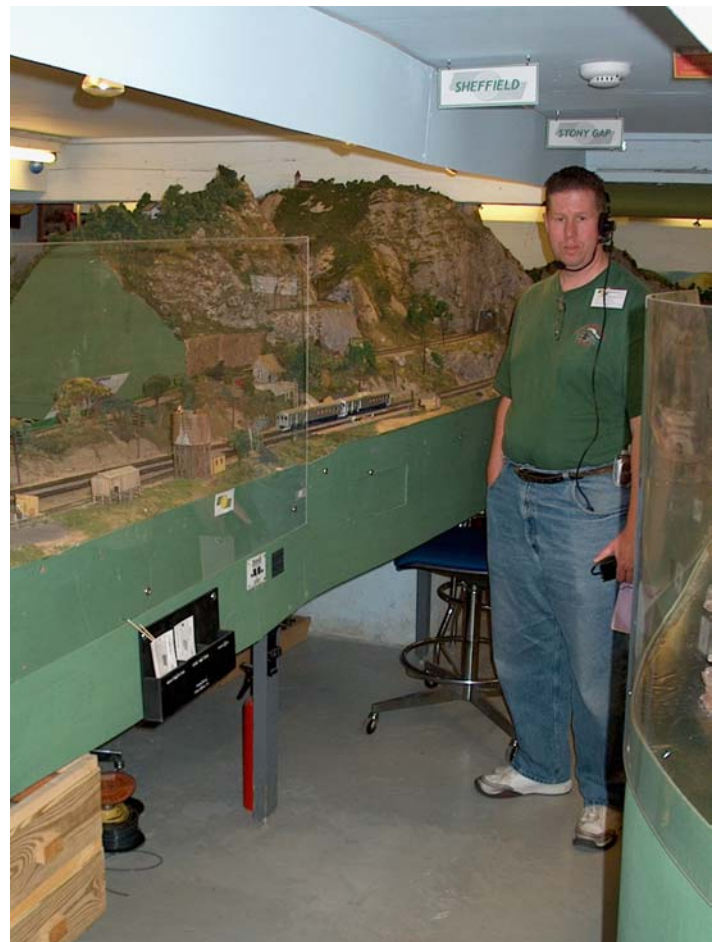


The dispatcher behind his desk. Note the board on the left hand which listed all trains. Unlike at TMRCI, no schedule with times, but a list of all trains that go. For first time all trains did run and the board was fully written on.

Interesting was the assignment cards. A set of cards was associated with each train. It indicated the engine(s), the cars (with their numbers), and destination of the train, including further subline distribution. As trains arrived at assigned stations, for each car that left the consist, the card was handed over to the tower or attached to a hanger in position.



Ed Majury running the corporate RDCs. He is here at Sheffield. Once he is on the other site of the blind wall, he had to split the 2 RDCs, run with 1 a subline, return and reconnect and end in station.





Paul and Bob taking a break after completing their assignments at the end of the 1st session.

This is an overlook of the passenger station and west end yard and lines to east end yard

**Clearboard Deadlines:**

August Issue: August 21. To be mailed around August 28.  
September Issue: September 18. To be mailed around September 25.

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

**THE CLEARBOARD**

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**FIRST CLASS MAIL**