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Clearboard Deadlines:

June 2010 Issue: Deadline for all submissions is May 30

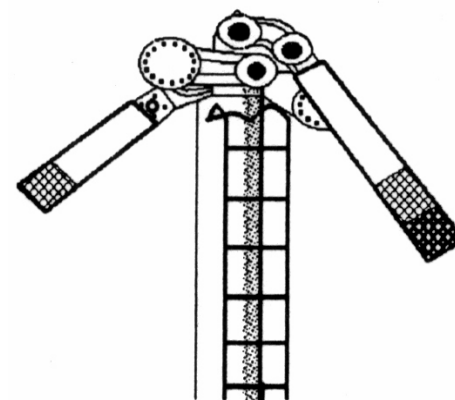
Publication on or about June 6.

July 2010 Issue: Deadline for all submissions is June 27.

Publication on or about July 4.

FIRST CLASS MAIL

THE CLEARBOARD
PO Box 1146
Union, NJ 07083-1146



The Clearboard

The official newsletter of The Model Railroad Club, Inc.

Issue No 498

May, 2010



Putting down the iron is not the job it used to be when immigrant laborers swung their sledge hammers and the gandy dancers inched the rails into alignment as they chanted a song to keep their rhythm. No its just not the same when the sweat doesn't course down your back and your shoulders ache from hauling the rail with the rest of the gang and the day's work is measured in miles. Hey Ed, get back to work! Those rails don't lay themselves.

Photo by E. Mikijanic

The CLEARBOARD

EDITOR: Roger Oliver
COPY EDITOR: Still vacant

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

PRODUCTION & DISTRIBUTION: Bill Jambor

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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 Anonymous submissions will not be published.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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Help Wanted CLEARBOARD EDITOR

As of the last issue of The CLEARBOARD I announced 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.



Ed Majury checking out a fine point with one of our hosts.



Dick Kunig and Roger Oliver working the local.



John and Bill confer with the yard master about a certain move they want to make. Those barriers are high!



All the photos on this page are courtesy of E. Mikijanic



Justin works the yard on the narrow gauge line. They have dual gauge track!



Calendar of upcoming events 2010

- May 8 BOD Meeting at 4:00 PM
- May 20-23 MFMR/NER Convention St. John, New Brunswick tracksandtides2010.org
- June 12 Eleventh Annual OPS and BBQ 10:30 am—5+pm NRHS Convention at Steam town Scranton, PA www.endlessmountainrails.com
- Jun 22-26 BOD Meeting at 4:00 PM
- Jun 26 NMRA National Convention Milwaukee, WI nmra75.org
- Jul 11-17 Train-O-Rama Dover, NJ
- Aug 1 Greater Reading Narrow Gauge Meet www.nateslightironhobbies.com/narrowgauge meet.htm
- Aug 13-14 2010 NER Convention Burlington, VT nernmra.org
- Sep 9-12 BOD Meeting at 4:00 PM
- Oct 2 BOD Meeting at 4:00 PM
- Nov 6 Annual Light & Sound Show
- Nov 26, 27 & 28 Annual Light & Sound Show
- Dec 3, 4 & 5 Annual Light & Sound Show
- Dec 10, 11 & 12 BOD Meeting at 4:00 PM
- Dec 18

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 Membership Meeting/Jan 29 Alt. Date.

The Model Railroad Club, Inc. Founder: Paul Mallery (1918-2004)

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

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 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
 Russ Fiero
 Pete Ezzard
 Neil Petillo
 Jeff Peal

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

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Clearboard Editor: TMRci_Clearboard@TMRci.org
Webmaster: Webmaster@TMRci.org

If you know of an upcoming event which may be of interest to the other members of the club, please let the Clearboard editor know about it so that it can be included here. Please include contact information.

The CLEARBOARD Commentary

By Roger Oliver, ed.

Years ago, well let's just say sometime in the last century, I joined The Model Railroad Club. And for years I was regaled by accounts of how The Model Railroad Club was the first and foremost model railroad club in the country. Then Paul Mallery came back from Arizona and the chorus was renewed: The Model Railroad Club was the foremost, most advanced, most innovative, etc. model railroad club in the country.

Now, I've been a subscriber to The Model Railroader Magazine and Model Railroad Craftsman magazine for decades before I joined The Model Railroad Club. There were frequent articles and pictures about The Model Railroad Club on the pages of those and other model railroad magazines. I also knew a number of model railroaders in the area who had contacts with The Model Railroad Club and the reputation the Club had within the hobby, both by word of mouth and in the model railroad press was considerable.

Then, in the early 1990's I joined The Model Railroad Club. I was very impressed. A group of engineers were crowded into the balcony cab and the trains were whizzing over the tracks. Towermen were calling road crews on telephones and radios and the whole layout seemed to hum with a level of activity that I found hard to take in all at once.

I was escorted under the layout to the Trenton Northern dispatcher's desk and led past banks of relays, twisted tree trucks of wires, blinking lights and the whirring fans for the power supplies. Mercifully I had

been shunted over to the Trenton Northern to get my feet wet. A throttle and timetable were thrust into one of my hands and a radio was thrust into the other and I was herded up the stairs to Ringoes where I would be given a brief "orientation" and sent out over the road with "my train". Three hours later, my head still swimming, we finally wrapped things up and headed over to the diner where Pete Ezzard quipped, "So what do you think?"

I could not mentally grasp a layout of the size, complexity or technical level of The Model Railroad Club's layout. My own layout and model skills were nowhere near what I had seen that night. In my mind there was no question that it was all and more that it had be trumpeted as being.

Almost two decades have passed since my introduction to The Model Railroad Club and its layout. I have gone from being a hermit modeler in my basement to modeling at the Model Railroad Club (notice the "the"), I've become far more involved in the model railroading hobby both at the Club and with the National Model Railroad Association. I've met many very accomplished model railroaders and I've seen a good number of superb model railroads, some of them almost as large as the Model Railroad Club's layout. My modeling and model railroading skills have also become far more sophisticated and advanced over those years. Mostly from working with other members at the Club but also through what I've read and learned through magazine articles, convention workshops, and just getting out there and doing my own trial and error research. I have changed and so has the Model Railroad Club.

There was a time when anyone would have been hard pressed to compare The Model Railroad Club with any other club in the country. It simply was the leader. But the

(continued on page 7)

Road Trip

(continued from page 7)

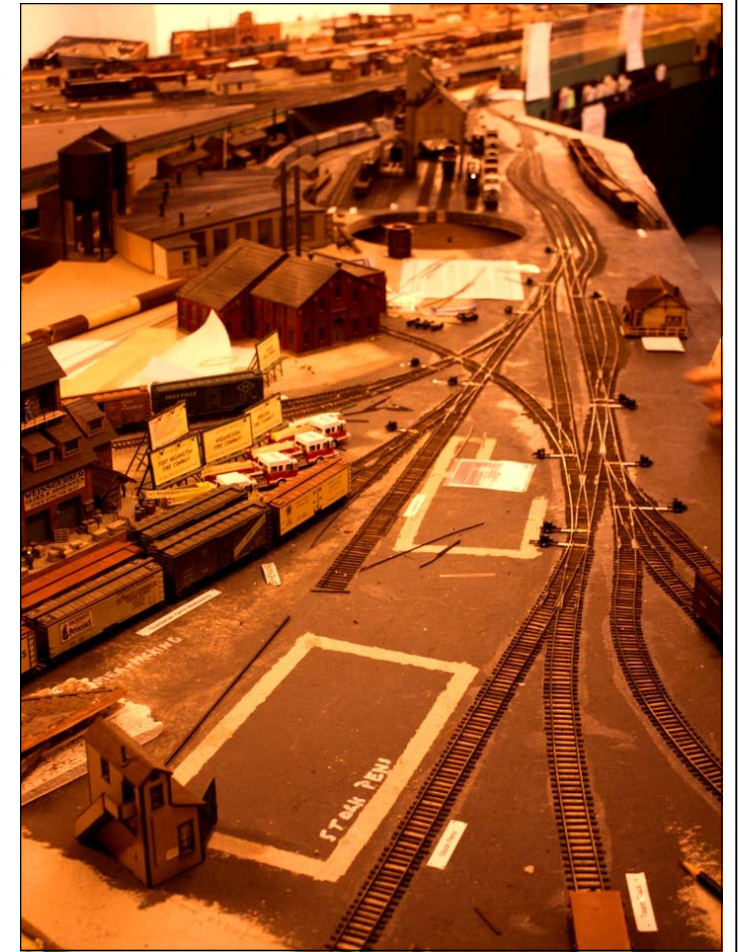
looks like an "E" with the long flat side facing the main meeting room and the three prongs pointing away from that room.

Once there we signed up for the session and formed up train crews. Dick Kunig and I formed up a crew and got our radio, controller and train assignment and set off to find our train on the layout. We first ran a local freight out the branch picking up and dropping off milk cars as we went. Some of the passes were tight, on the layout and in the aisles, but after we had reached the end of the branch we got to turn our train and come on back down to where we'd started.

Our next train was a short haul coal train. Again we were picking up and setting out, coal cars this time, along the route. It didn't take too long and soon we were available to go out on a "long haul" freight from one end of the layout all the way to the main yard and back. While we were doing less dropping off and picking up on this run, we had to do more passing and working around other trains to get to our final destination.

The session broke for lunch, pizza from a local shop, which was pretty good. We got a chance to look around the club and talk to some of the members who were our hosts. Unfortunately, John and I had to leave around 3:00 o'clock so we left earlier than most of the other members from The Model Railroad Club had to leave. Carlos and Gene were taking pictures as was I so that we could show all of you who didn't go what you missed. You'll find some of these pictures elsewhere in this issue.

Getting out to operating sessions, NMRA division meets, conventions and seeing what other people are doing, buying magazines or simply going to someone else's home and seeing what they are doing, is so important to fueling your model railroading enjoyment. Check with Russ Fiero or check out the calendar in the CLEARBOARD and find out what other opportunities you have available to get out and see what's going on.



As can be plainly seen in this taken at the GATSME club, we are not the only ones who are building an engine terminal. The facilities here are considerably smaller in their overall dimensions but the effect is very detailed and realistic. They've laid out the track and secured it in place. There is very little if any scenery such as ballast or trackside detailing done at this point. They have blocked in major buildings in the area with masking tape to help get an idea of their placement. The roundtable hasn't been dropped into place yet but the round house and coal tower are in position. This is all very typical of what many modelers are doing now to help develop their visual conception of their layout and adjust it to best advantage.

Webmaster's Report:

Thursday, May 13, 2010

-- Site Summary --
Visits

Total	36,902
Average per Day	16
Average Visit Length	2:08
This Week	112

Page Views

Total	130,106
Average per Day	30
Average per Visit	1.9
This Week	212



The crew that went down to GATSME: Roger Oliver, John Wilkens, Carlos Langezaal, 'Gene' Mikijanic, Bill Jambor, Ed Majury, Brian Cicero, Tom Voytac, Dick Kunig, and Russ Fiero. (photo courtesy E. Mikijanic)



A shot of the main yard at GATSME. You get the feel of the array of tracks that runs through the yard in this low angle shot. View blocks are what they are. But you can see where the operators work the yard from behind the scenery [pun intended]. Telephone poles and power lines were evident around the layout and added to the realism of the layout. Also many figures populated the scenery and gave the impression that the cities and towns were occupied and not just static 'ghost' towns. Some people don't like to use such techniques as they tend to create a 'frozen in the moment' effect. I don't know if that's true. I personally feel they add more that they take away from a scene. What do you think?

DON'T MISS THE TRAIN !!
The Model Railroad Club, Inc.
ELEVENTH SPRING INVITATIONAL
OPERATING SESSION
SATURDAY, June 12, 2010

295 Jefferson Ave., Off of Route 22 East, Union NJ (Behind the Home Depot) 908-964-9724



New Hours! —12 PM TO 4 PM

We will be running one tricks with an extended schedule. BBQ to follow the sessions. Doors will open at 10:30 am.

Club members needed to man key positions and act as pilots for our guests –

PLEASE RESPOND QUICKLY

Join the Fun this year.

Respond to pezzard@hotmail.com to confirm your reservation

Summary of the Minutes of the BOD Reorganization meeting January 23, 2010

CLEARBOARD COMMENTARY (continued from page 5)

simple fact of the matter is that times have changed. When the club was formed back in the second half of the 1940's in Paul Mallery's basement it was formed by a group of the pre-eminent engineers at Bell Laboratories. These men were at the cutting edge of technology in the world at that time. Is it any wonder that the product of their efforts was of the caliber that it was?

Then there was Paul Mallery himself. I met him after he came back from Arizona and for the few years that he was at the Club I had many opportunities to talk at length with him. I have also been going back and reading many of his articles and articles about the club that appeared in the model railroading press in the 1950's through the 1980's to see just what we were doing and how our accomplishments were being presented to other modelers.

My observations are that during the 1950's through to as late as the 1980's, The Model Railroad Club can rightfully claim to have been one of or the most advanced model railroad club in most areas: electrical, construction techniques, design, control systems, etc. I would attribute this primarily to the technical expertise of the modelers that were attracted to the club by Paul Mallery from Bell Labs during the years that he was directly associated with the Club. When Paul left to live in Arizona there began a period of attrition among these modelers and with that a reduction in the level of expertise at the club. I also observed that Paul was a unashamed promoter, primarily of the club. Many of his articles simply state that the Club was the premier model railroad club with little else to support the claim. This may have been working off his reputation or the club's already well established reputation in model railroading. At any rate I never detected any challenge to the club's claim to be at the cutting edge of model railroading until the 1990's and later years. This column will continue in the next CLEARBOARD. Your comments and contributions are welcome.

ROAD TRIP TO GATSME

By Roger Oliver

On Saturday April 17th, I drove over to John Wilkens' house and we took off for the operations invitational at GATSME. Now some of you know what its like to go off to an operations invitational at another model railroad club. For those of you who haven't done this yet I would refer you to page 5 to this issue of the CLEARBOARD and suggest that you register and find out for yourself what these are like. It's a great way to play with someone else's trains on their layout and see how they've addressed the many problems and situations that we all seem to be confronted with on our own layouts.

Anyway, I digress, John and I wandered through the highways of New Jersey and Pennsylvania until after about an hour of driving and a misguided attempt to get a descent cup of coffee we wound up at the GATSME Model Railroad Club. GATSME is housed in what looks like the basement of a church hall that you get into through an outside basement door. The layout itself is not as large as our overall layout but it is a very substantial layout, well thought out, and beautifully sceniked. It represents a steam/diesel transition era mid-Atlantic (read Pennsylvania), type railroad(s). Its overall design

(continued on page 9)

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