



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 # 448

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HD&O GP7 #3505 & RS3 #3409 being serviced at the new Pittsburgh diesel servicing pad built by Bob Nalbone. Photo by Carlos Langezaal.

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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 cr1hk@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

This month we have a double issue due to the upcoming show. In November your editor and contributing editors will be busy with the show, hopefully entertaining many visitors.

In this month's issue we have a report of the trip to the trolley museum in East Haven, Connecticut. Pete Ezzard entertained several members of the Club on a beautiful fall day in October. Unfortunately, our second scheduled trip to Steamtown, PA had to be rescheduled due to unavailability of tickets for that weekend. Because of cooler weather at this time of year and the show coming up, it will be kept in mind for next spring.

In this issue also, as usual, are the BOD meeting minutes and Club financials. Please note the proposed By-Law revision.

The show is coming up and many members have already been working hard to make it a success. Sign-up sheets for the show will be at the Club by the time you read this. If you have not signed up yet, please do so the next time you are at the Club.

In the December issue we will publish many of the annual reports in preparation of the annual meeting in January. In addition, we will have a report of this year's annual show.

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 October/November 2004:

The N Scale Department has a defined agenda for preparing for this year's Annual Show. Our new Department Head Eric Callender, has relisted our priorities. The following needs to be accomplished by the show:

1. Rewiring the helix – John Cicero & Nick Papas
2. Electrical rewiring continues to enable updated DCC applications: signals, switches, trolleys - Claude Kelsoe & Eric Tappan
3. Installing Tortoise switches on the mainline
4. Ground cover and scenery for all unfinished areas
5. Completion of lockers and relocation of equipment – Steve Lawler & Don Magee
6. Installing scenic backdrops
7. Installing reversing modules
8. Reinstalling Lucite viewing sheets

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



Scene from the N Scale Layout

Trolley Museum Visit

by Peter Ezzard

On October 3, Fellow Model Railroad Club members Roger Oliver, Justin Guider, Don Kern, Carlos Langezaal, and Bob Nalbhone visited the Shoreline Trolley Museum in East Haven, Connecticut on a beautiful fall afternoon. I met them at the museum and was able to serve as their guide for the day.

The scenic line operates over one and a half miles of original trolley right of way, winding its way along one of the many estuaries found on the Connecticut coast. The line opened for service on July 31, 1900. The Connecticut Company abandoned the line in 1947. The Branford Electric Railway Association (operators of the Museum) assumed operations the next day, making the line perhaps the oldest continuously operated suburban trolley line in the country.



Bob Nalbhone tries to get over on Ezzard by trying to pay with his MTA Metro card, but Pete was on his game.



Car #1602, an original Connecticut Company Car, one of the three cars the group rode during their visit.

Each of the cars in the museum's collection has a story to tell. The cars in service that day were 1602, 629 and 4573.

1602 is a wooden Connecticut Company car built in 1911. It was used until the end of trolley service in New Haven, primarily in *Night Owl Service*. Its longitudinal seating could handle the crush crowd



Inside #1602, Club members Roger Oliver, Don Kern (seated left), Bob Nalbhone and Justin Guider (seated right) enjoy the ride. At the controls, Ezzard is in all his glory!

that was expected on the last car of the day. When acquired by the museum it rode directly from its Conn. Co. car barn in New Haven to the museum's right of way.



Car #629 a refugee from Manhattan, on the line's sole passing track. The track curving off the main is the lead to one of the museum's car barns.

629 was built in 1939 by the Third Avenue Railway in its 66th street shops and is one of the last standard (non-PCC) streetcars built. Originally used on the 59th street cross-town line, at the end of its service life in 1947 it was shipped to Austria as part of the Marshall Plan to repair war torn Europe. It was offered to the museum and returned to the United states by a grateful city of Vienna in the 1960's.



Preparing for the return trip, Pete performs the time-honored task of raising & lowering the trolley poles.



Pete puts #1602's brake in proper position before returning to Sprague.



4573 is a convertible trolley from the Brooklyn Rapid Transit Company that was running in its open configuration. Cars like 4573 helped give the Brooklyn baseball team, the "Superbas" their more famous nick-name. When crossing the streets to the ballpark, you had to be a real *Trolley Dodger* to make it across the street. Later that bum Walter O'Malley (May he never rest in peace) moved this team to Los Angeles.

Some of the cars seen during the day were a work crane, a snow sweeper, an electric rotary snow plow, an R7 New York City Subway Car and one of the early Hudson and Manhattan (now PATH) cars, as well as many other trolley cars and subway cars of various types. Everybody said they are looking forward to their next visit to the Shoreline Trolley museum. For more information about the museum, visit their website at www.BERA.org

Preparing to Open the Museum to the Public by Peter Ezzard On October 3, 2004

by Peter Ezzard

I have been volunteering at the Shoreline Trolley Museum as a motorman/conductor/tour guide for the past several months. Previously most of my knowledge about trolleys and railroads had not been of the practical kind. Instead it was second hand through books, magazine articles, videos, observation and my own modeling efforts. Tasks that I have taken for granted and do not take much time on a model railroad take much longer than I had thought in full scale.

I thought others might be interested in what it takes to get a couple of cars moved from the barns and ready for service.

On October 3, 2004 I arrived at the Shoreline Trolley museum at 8:30 in order to get ready for the day's operations. The goal seemed easy – to use two cars for passenger service during the day. We had to get those two cars and bring them back to Sprague for the start of the Operating Day.



Well, to accomplish that, Merrill (the other operator) and I had to first walk about $\frac{1}{4}$ mile from the main museum building and station and open up five sets of barn doors (each set contains four doors), and then inspect each car that will be moved or put on display, making sure that each car didn't have its reverser key left in the controller and the cars were properly chocked before putting up the car poles. That totaled ten cars, five in regular service and five as semi-permanent displays. After the inspecting each car and

allowing time to let the air compressors charge for the cars that were to be run, we began thinking about moving two of the cars out of the barns for operations.



I climbed up into the car I was going to move. I checked the air pressure gauge and went searching for the brake handle, reverser key and controller that the previous operator hid the night before. This usually takes a couple of minutes. Once I found the brake handle and placed it in the brake stand, I gave a full brake application to the car. Next I climbed off the car, looked at the wheels to make sure the brakes were applied and removed the chocks from the wheels. It is a good idea to double check all of the wheels at this time because some operators at the museum are quite enthusiastic about placing chocks under the wheels of the cars and might have placed more chocks than the required two chocks under one truck. Split pieces of wood can often be seen in the barns where inattentive operators failed to remove a set of chocks.

Now the car was ready to go and moved out of the barn. I was in the second car at the back of the barn, so I followed the first one out. Ringing two bells on the foot-gong is the signal that the car is about to move forward. I released the brakes, gave two bells, put the controller into first point and off I went. While still in the barn, I did do a running brake test, then came to a full stop prior to the barn door. Two gongs again and I was ready to exit the barn

after making sure the track was clear up ahead.

A little note about the points on the controller: The first several points are resistance points which regulate the amount of current that goes to the traction motors. More current means more speed. By putting various resistor banks in the circuit between the trolley wire and the motors of the car limits the amount of current to the motors. This also produces a large amount of heat. Leaving the controller in a resistance point can burn out the controller or heat up the girds and potentially start a fire. You should not spend more than a second or two in each resistance point before either putting the controller into the off position and coasting, or into a running point. If you are in a running point, the weight of the car and track conditions will provide resistance as you move up to your maximum speed. Speed is regulated by moving up the controller points and then shutting it off, alternating between acceleration and coasting. Under no circumstances should you down shift to slow down.

Once I exited the barn I had to keep my distance from the car in front of me. Merrill had to stop and leave the car twice to set switches. He then called the Dispatcher and asked for permission to enter the main and to do an inspection run down to the end of the line. I was to follow him out a short distance on the main and then reverse direction on the main and bring my car back to the beginning of the line. He would return back to the beginning of the line so that we would have two cars waiting at Sprague to start public operations. Of course when Merrill got to the main track, he again had to exit the car and align the switch from the main to the yard. (The other switches he had to throw were in the yard only.) Once he threw the switch and had proper signal indication he went back into the car and moved another five feet. Merrill had to exit the car and set a call-on at the signal so that I could follow his car on the main track. Once he was back in his car and two bells were sounded on the foot-gong, he was good to do his inspection trip. Every time a car is going to move forward from a stop, the bells must be sounded.

At this point you might think I had it easy since I was following Merrill and he was busy throwing all those switches. Well, somebody had to normal them and that somebody was me. Hence, I was also climbing up and down from the car and sounding the foot gong at the appropriate times. Of course, the switches were in front of Merrill's car and behind my car. That meant I had

to walk at least 50 feet or a car-length in order to normal the switches, and then walk back the same distance. When I came up to signal, I also had to get out of the car and accept the call-on that Merrill had left. When I was clear of the yard limits it was time to exit the car, put the front pole up, enter the car to close the rear door and reverse control ends (another 50 foot walk). I opened what had been the rear door, then I climbed off the car and secured what had been the rear pole of the trolley car. Before re-entering the car, I also had to align a spring switch into our normal pattern of operations.

Two bells and off I went...about twenty feet. Every time you reverse ends, a running brake test must be made. This does not require a full stop, but since Merrill had also thrown the switch from the main to the yard and the spring switch I threw was past this switch, I could at least save some walking. Killing two birds with one stone, I fully stopped my car (running brake test complete) and now only had to walk 40 feet round trip to normal the yard lead switch for the main (Second bird killed. There is a farm next door to part of the museums right-of-way and killing birds that wander unto the track is not as unlikely as you might think). When I was back in the car, two more bells were rung and finally I was back at Sprague. I made another trip off the car to change poles and another trip up and down the car to reverse ends in order to have it ready for boarding. A couple of minutes later Merrill showed up with his car and we were ready for the public to begin boarding. We left Sprague at 8:50 am. By the time we were done, and in Sprague it was 10:00.

It took an hour and ten minutes to get two cars down to Sprague. I climbed up and down from my car ten times, and after I got to the first barn door I walked the equivalent five football fields. Just changing ends on the car requires either 100 feet of walking and two climbs up and down from the car or 150 feet of walking and one trip up and down from the car. Merrill and I were not featherbedding and we were working at a good pace.

On the Trenton Northern, an equivalent to what Merrill and I did would be to take an interurban coach from Ringoes, couple to a set of cars in the Trenton coach yard, and pulling the set onto a departure track in the station would take at most 10 minutes. Even after allowing for fast-clock time, this would represent no more than half an hour in our operating day and we would simulate only half of the necessary time. I am not saying we should lengthen the time it takes to make the move on the model. I just find that I am appreciating the differences more and more.



Clearboard Deadlines:

December Issue: December 11. To be mailed around December 24.

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

THE CLEARBOARD

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