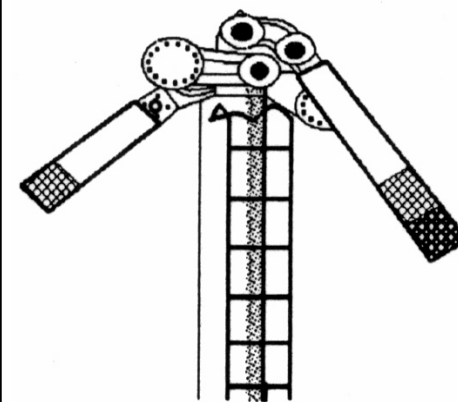


*The* **CLEARBOARD**  
P.O. Box 1146  
Union, NJ 07083-1146

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# The Clearboard

The official newsletter of The Model Railroad Club, Inc.

Issue No 506

July / August, 2011



This is what you will see if you go into the Member's Lounge at the Club. This is just some of the hidden staging area for the West End of the H,D,& O. It is our equivalent to a subway. The design philosophy for the Club's HO layout has the route running through long subterranean sections to pop up somewhere unexpectedly. When finished these loops will run around overhead in the member lounge. Other loops will run out and around the ceiling in the lobby. They will require more than 6000 feet of rail and Campbell Wood Working estimated the ties needed would take more than one year of their production capacity.



*Nice Mug...*

**11oz. White ceramic coffee mug with Club logo printed in blue on both sides. Dishwasher and microwave safe.**

**MEMBER PRICE: \$5.00**

(Price includes 7% NJ sales tax.)

*Get Yours Today!*

**Clearboard Deadlines:**

**September/October 2011 Issue: Deadline for all submissions is August 27.**

**Publication on or about September 10.**

**November/December 2011 Issue: Deadline for all submissions is October 29.**

**Publication on or about November 12.**

# The CLEARBOARD

**EDITOR:** Roger Oliver

**CONTRIBUTING EDITORS:** Bob Nalbome, Russ Fiero, Brian Cicero and Pete Ezzard.

**Photographers:** Roger Oliver, Gene Mikijanic, Don Kern, Brian Cicero, and Carlos Langezaal.

**PRODUCTION & DISTRIBUTION:** Bill Jambor

*Unless otherwise attributed, all photographs were taken by the staff photographer: Roger Oliver.*

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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 Anonymous submissions will not be published.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.**

## 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*

**ERRATA**— A number of errors are to be found in the last issue of *The Clearboard*, mostly dates that had not been changed from 2010 to 2011 and the such. We apologize for any confusion that these may have caused. It is believed that on encountering the incomprehensible dating most of our members would have figured these errors out on their own and the rest, in which we include ourselves, would not have noticed in the first place. Ed.

## PROPOSAL TO FURTHER PREPARE TRENTON NORTHERN TRACK WIRING FOR COMPLETION OF DCC SYSTEM

by Bill Jambor

**PERCIEVED PROBLEM:** The Trenton Northern system is presently powered by two DCC boosters. One serves the Ringoes Yard area and the other serves the entire remainder of the line, leading to unbalanced loading of the boosters. The TN should be divided into about five power districts covering the current railroad, and two or three for its expansion into the new building. The track power is distributed through a traditional tower-type DC cab control system using common-rail wiring, which needs to be streamlined and optimized for DCC.

**CURRENT SITUATION:** Six cab buses exist, designated Cabs 1 through 4, Cab 10, and Cab 11. Cabs 10 and 11 are wired only to the Ringoes Yard panels, the others to all panels. In addition, the section selector at CP-Valley in Allentown has a position which selects the Rahway River RR cab selector bus. One booster is connected to the Cab 2 power bus, and the other to the Cab 3 power bus. They are mislabeled "Cab 3" and "Cab 4" on the LED display in the DCC area downstairs. All six of the former DC throttles are disconnected from the system, but remain abandoned in place. The power distribution system has otherwise not been modified. Any section may select either booster, or an unpowered position of the selector, or be turned off.

To operate the railroad, the Dispatcher selects Cab 2 for each section he controls, the selectors on the two Ringoes Yard panels are left connected to Cab 3, and the selectors on the seven local panels are left connected to Cab 2. Having either booster available to any section allows operation to continue during the failure of either booster by selecting the other for the entire railroad, an option we have exercised but rarely in the dozen or so years DCC has been in service. That is almost *six hundred* Tuesday operating sessions! The HD&O does not, to my knowledge, enjoy this flexibility, and seems not to have suffered undue distress thereby.

**OPPORTUNITY:** We can exploit the flexibility of the existing cab control system to prepare for separation of the power districts and the installation of the necessary DCC equipment with no disruption of operation by making a small number of changes to the existing wiring. These proposed changes can begin almost immediately and, once the first steps are done, proceed independently of the installation of the added DCC equipment.

**PROPOSED ACTION:** Disconnect the booster powering the Ringoes Yard area from the Cab 3 bus and reconnect it to the Cab 11 bus. Temporarily connect the buses for Cabs 1 through 4 together at the power supply terminal strips. Set the section selectors at each panel to connect the Main Line east of Ringoes to Cab 1, the Bernardsville Branch to Cab 2, the Ringoes Yard area to Cab 11, the Main Line west of Ringoes to Cab 3, and the Jim Thorpe Branch to Cab 4. Any time after this is done, connect the permanent DCC power district equipment to the cab buses and remove the temporary jumpers at the power supply. At leisure, bypass the section selectors at each panel and hard-wire each affected section to its assigned bus.

**EXPECTED BENEFIT:** This will give the TN its permanent DCC capability without having to await the general rewiring needed to complete the DCC system. It will also provide those engaged in upgrading the DCC system an incentive to attend to a portion of the layout already in service and ready for field-testing before working on portions that may not be ready for testing or service for perhaps several years.

**POTENTIAL DRAWBACK:** The only cost is the loss of the flexibility of having two boosters available to back up each other, an option that seems not worthwhile.

# Under the Spreading Maple Tree by Roger Oliver

Towards the end of 2012, according to the Mayan calendar, the world is supposed to end. For the Mayans, this pretty much happened about five hundred years ago, even before the conquistadors arrived off the coast of Mesoamerica. The Mayan calendar is based on the interlocking movements of celestial bodies and events such as eclipses and conjunctions. Towards the end of 2012 there will be several very significant events which seem to have led the Mayans to conclude that they signaled the end. A rare transit of Venus across the face of the Sun and a total Solar eclipse twenty days later. Then, if I remember correctly, twenty days later the calendar runs out and so does time. (A Mayan "week" ran twenty days.) Personally, I'm not going to get worried about it.

There are other events that are similarly rare that shape the course of human affairs and one such occurred the other week at the Club. The Garden Railroad Department has four members. Two are around most of the time and have been responsible for much of the dismantling and construction the has been going on under Gilberton and the indoors layout. Bob Nalbhone has been doing some work keeping the outdoors layout groomed and we thank him [join up and get a vote Bob!]. Our other two members have obligations and situations that keep them busy otherwise and they are only able to come by from time to time to help out. In the past the matter of approving the departments bylaws has been put off for one of two reasons. One, often only two of us got together and we could not agree on the bylaws or the idea that just two of us could decide for the whole department. And, two, we decided to put this vote off until at least three of us got together to decide this. Well a week or so ago three of us were at the Club, we got together in the engineer's cab and discussed the bylaws and adopted them. World's going to end!

## Webmaster's Report:

Thursday, July 14, 2011

-- Site Summary --

### Visits

Total ..... 46,583  
 Average per Day .....14  
 Average Visit Length ..... 1:42  
 This Week ..... 97

### Page Views

Total ..... 151,104  
 Average per Day ..... 23  
 Average per Visit ..... 1.6  
 This Week ..... 158

# The CLEARBOARD Commentary

By Roger Oliver, ed.

Over the years there are issues which keep coming up like perennial weeds. Weeds, as you may know, are plants that you just haven't figured out how to use or appreciate. One man's arugulla or dandelion is another man's salad. One of these perennial "issues" is the culture of the Club; how we think of ourselves, how we think about the Club and its purpose, how we believe we should interact with the general public, how we should conduct business, and how we go about understanding and fulfilling our stated mission.

We do many things very well. We have a number of accomplishments to our credit and we work towards specific goals such as taking down 'the wall', keeping within our budget(s), putting on our Annual Show, and so forth. We also do many things ... well we have lots of room for improvement in areas such as how we present ourselves when the public is present, how we do business in general, how we establish and follow standards for almost anything, how we educate and mentor our less skilled members, our attitudes and tolerance for each other and our differences of opinion, our discussions are not constructive, we don't do what we decide to do, rather we constantly tinker, fiddle, and rework.

So long as we continue on this track we will have limited success doing what we have set out to accomplish. If we want to achieve our full potential, we need to change ourselves.

## Calendar of upcoming events

# 2011

- Aug 13 -14 Greenberg Show, NJ Expo Center Edison, NJ
- Sep 7-10 **National Narrow Gauge Convention** in Hickory, NC. [www.tarheelpress.com/ngc](http://www.tarheelpress.com/ngc)
- Sep 17 Garden RR Dept. Meeting 12:00 Noon.
- Oct 8 BOD Meeting at 10:30 AM
- Oct 16-19 NER/NMRA Convention in Warwick, RI** [www.nernmra.org](http://www.nernmra.org)
- Oct 27-30 MER Convention Cary, NC. [Mer.nmra.org](http://Mer.nmra.org)
- Nov 12 BOD Meeting at 10:30 AM
- Nov 19 Garden RR Dept. Budget Planning Meeting at 1:00 PM.
- Nov 25, 26 & 27 Annual Light & Sound Show**
- Dec 2, 3 & 4 Annual Light & Sound Show**
- Dec 9, 10, & 11 Annual Light & Sound Show**
- Dec 17 BOD Meeting at 10:30 AM

# 2012

- Jan 7 BOD Meeting at 10:30 AM
- Jan 7 **Garden Railroad Dept Annual Meeting** 12 Noon, bad weather date Jan 14.
- Jan 7 **N Scale Dept. Annual Meeting** 1:00 PM Bad weather date Jan 14.
- Jan 14 **HO Dept. Annual Meeting** at 1:00 PM Bad weather date Jan 21 at 11:00 AM.
- Jan 21 ANNUAL MEMBERSHIP MEEETING.** 1:00 PM, bad weather date Jan. 28, 2012
- Jul 19 -22 **2012 "O" Scale National Convention** at the Parsippany Hilton Hotel. Hosted by the NYSME <http://modelengineers.org>
- Jul 29 - Aug 4 **NMRA National Convention** Grand Rapids, MI. [www.gr2012.org](http://www.gr2012.org)
- Aug 14-19 **National Garden Railway Convention** Pleasant Run Resort in St. Charles, IL <http://2012ngrc.com>

# 2013

- Jul 14 - 20 **NMRA National Convention** Atlanta, GA. [www.nmra2013.org](http://www.nmra2013.org)

## Come down on a Tuesday and operate!

Our web page is looking a little, well let's just say that it doesn't give a very good picture of what all is going on at the club. It could use a few pictures, maybe an article or two, tell everyone about something you've done or seen or want to know more about. Let's put our best foot forward to the rest of the world and send Gene Mikijanic (our webmaster) something to perk it up!

## The Model Railroad Club, Inc.

Founder: A. Paul Mallery (1918-2004)

An activity of the Union County Department of Parks and Community Renewal.

### Board of Directors:

President:	Carlos Langezaal
Vice-President: <i>Development Dept.</i>	Bob Nalbhone
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

Associate Librarian

Security Chairman:	Tom Voytac
Civil Engineer:	Rich Cornell
Club Architect:	vacant
Club Architect Emeritus:	John Morris
Club Construction Supervisor:	Paul Preuss

### Activity Dept. Functionaries:

<b>HO Scale</b>	
Layout Design Committee Chair:	Rich Cornell
Scenery Committee Co-Chair:	John Morris & Ira Deutsch
Electrical Committee Chair:	Bill Franklin
Operations Committee Chair:	Edward Small
Master Mechanic:	Russ Fiero
HD&O Superintendent:	Pete Ezzard
TN Superintendent:	Neil Petillo
Rahway River Superintendent:	Jeff Peal

### N Scale

Master Mechanic:	John Cicero
Electrical Dept. Chair:	Ed Fiegler
Scenery Chair:	Claude Kelseoe
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:

PO Box 1146  
 Union, NJ 07083-1146

Telephone: (908) 964-9724

Website: [www.tmrcki.org](http://www.tmrcki.org)

### E-mail Addresses:

<b>Board of Directors:</b>	TMRci_BOD@TMRci.org
<b>Clearboard Editor:</b>	TMRci_Clearboard@TMRci.org
<b>Webmaster:</b>	Webmaster@TMRci.org

**Summary of the Board of Directors Meeting March 12, 2011**

**Summary of the Board of Directors Meeting May 14, 2011**