A Publication of the
BREMERTON NORTHERN MODEL RAILROAD, Inc.
Kitsap Mall, Silverdale, Washington

Form 19

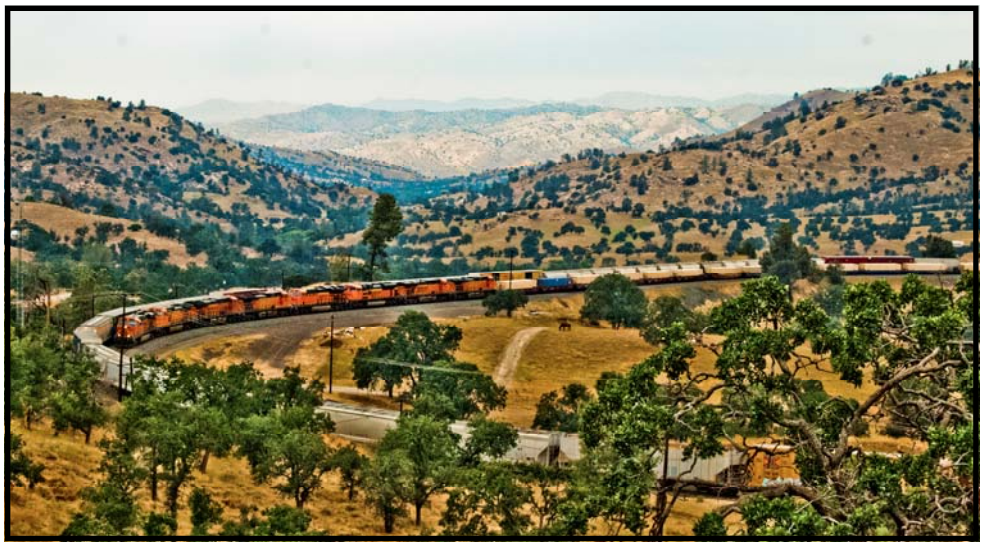
THE FLIMSY BOARD

Form 19

Train No. 5 Vol. 45 http://www.bnmrr.org Issue: May 2020

BNMR is a 100% NMRA Member Club

Meetings are suspended until further notice due to the current virus situation.



Action on the Tehachapi Loop, July 2019.

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THE FLIMSY BOARD

Official Publication of the Bremerton Northern Model Railroad, Inc

The club is incorporated in the State of Washington as a non-profit and is recognized by the IRS as a 501 (c)(7) social club. We are a 100% National Model Railroad Association (NMRA) membership club. We belong to the NMRA's Pacific Northwest Region (PNR), 4th Division.

FLIMSY BOARD STAFF:

Editor: Bert Cripe

Submit Contributions to: Bert Cripe, 2398 Jefferson Ave SE, Port Orchard, 98366.

Email: bert@wavecable.com

Submittal deadline is the 25th of the month.

Unless otherwise noted photos are by the Editor.

MEETINGS NOTICE:

The regular Business meetings are held on the first Monday of the month at the clubhouse in the Kitsap Mall, Silverdale, beginning at 7:00 PM. If the first Monday is a holiday, the meeting will be rescheduled to the second Monday of the month. The January meeting is our annual dinner meeting held at a local restaurant.

Board meetings are held at a time and place set by the President. Refer to the Calendar below.

OFFICERS:

President:..... Bruce Himmerick
Vice President: ..... Bob Jensen
Secretary: ..... Bill Hupé
Treasurer : ..... Wes Stevens
Sergeant-at-Arms: ..... Ray Hagele
Directors:..... Bert Cripe, Mike Boyle, Dick Stivers, Russell West
Web Site:..... http://www.bnmrr.org
Facebook:..... https://www.facebook.com/groups/1988490354736510/

MAY CALENDAR

Meetings and events are suspended or cancelled until further notice.

Stay home and stay safe!

For true and responsible virus information please visit the CDC website:

https://www.cdc.gov/coronavirus/2019-ncov/index.html

FROM THE EDITOR'S DESK

While we continued to be under a stay-at-home order, many of us are enjoying extra modeling time. I have more projects possible to work on than energy! But I am making progress.

The Saturday morning emails I have been sending are becoming a little more difficult to find content for. But I'll keep at it as long as possible.

In this issue I have attempted to assemble a variety of material. I hope you find it interesting.

The survey of members' interest in the hobby is summarized on this page. I hope this will provide some information that useful.

I have completed a programming/test track for the HO division. The base plate was provided by Bill H. and I provide the rest of it. It is just over 3 feet long with a wiring connector on one end. It will need some sort of bumper on the track ends, I think there are appropriate bits at the club house.

I have also begun work on the DCC command station cart for the N Scale Division. I can only take construction so far until we are able to access the clubhouse since several of the DCC equipment is located there.

…. *BC*

Prototype photo submitted by Peter Bieber

WHO IS INTO WHAT?

Here is a summary of the responses to my survey question from April. I may follow this up with a few more questions this month.

The intent is to establish a reference whereby a member can see who else might have a modeling interest or skill to draw on and perhaps learn something new or apply that knowledge to a model under consideration.

…. *BC*

Prototypes:

Great Northern; Northern Pacific; Chesapeake & Ohio; BNSF; Sierra RR; Union Pacific; Milwaukee Road; Kansas City Southern; Seattle & North Coast; Southern Pacific, Western Maryland, East Broad Top

Home Layout:

Yes = 7 No = 3

Scale:

HO = 6 N =3 Both = 1

Era:

1880s-1940; Transition; Modern; 60s-70s; 70s-80s;

Steam or Diesel:

HO = 1 N = 2 Both =7

ON THIS DATE …

May 1st, 1971: The first AMTRAK train-pulled out of the station on this date. Amtrak was originally established by the Congressional Rail Passenger Service Act, which consolidated the U.S.'s existing 20 passenger railroads into one. That's also back when 43 states with a total of 21 routes were served.

Today, in addition to traditional interstate passenger rail in 46 states, AMTRAK operates high speed trains along its busiest route, the Northeast Corridor from Washington, D.C., to Boston.

With more than 500 destinations throughout a 21,000-mile system, Amtrak has grown to 33 routes across America.

May 7th 1960 The Norfolk & Western Railway dieselisation completed. However, some sources state that many Y series 2-8-8-2s were kept around on stand-by service as late as 1965.

May 25th Memorial Day. Take a moment to honor those who gave their lives for our freedom.

May 26th 1934: CB&Q Zephyr set a speed record for travel between Denver and Chicago. It made a 1,015-mile non-stop "Dawn-to-Dusk" dash in 13 hours 5 minutes at an average speed of 77 mph.

For one section of the run it reached a speed of 112.5 mph. This trip inspired a 1934 film and the train's nickname, "The Silver Streak".

…. *BC*

NEW MEMBER REPORT

No new members in April.

RAY'S REPORT

Hi ya'll,

I just received my new Rev H board and GoPack! from Broadway Limited Imports for my 4014 Big Boy. Installation was simple as I following a picture that I took before taking the old board out.

The decoder is brand new so the address and adjustments are at factory default. The Big Boy fired up no questions asked after installation. Now to wait until the club reopens to put the GoPack through its paces. UP 3985 is next on the docket for the swap.

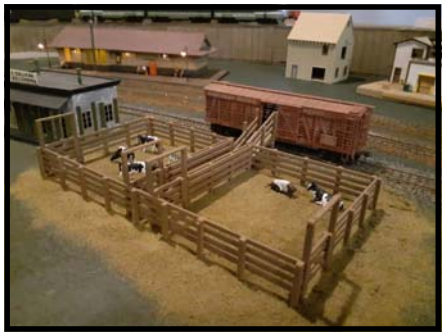
Thanks for reading!

…. *Raymond H.*

BOB'S REPORT

This is one corner of my layout I am redoing, the radius was to sharp so I am changing it. I also added extensions in this corner as well for operations.

…. *Bob J.*



Photos submitted by Bob Jensen

HAVE KIT, WILL TRAVEL

Having a model railroad constructed in modular form (both NTRAK and Free-mo N) presents a challenge for me that most modelers don't face. With some modules at home and others at the clubhouse, I have had to find a way to have basic tools and supplies at either location. Since being retired has limited my hobby budget, I would rather not spend my money duplicating my tools and supplies.

For a couple of months while we were getting our NTRAK modules up and running and having to groom/repair them, I frequently forgot to bring something from home or left it at the clubhouse when I needed it at home. In an effort to solve this ongoing dilemma, I scoured the hardware stores and Goodwill seeking small storage boxes.

Here are photos of the boxes I have found and what I am storing in each.

…. BC

The Whole Shebang

Right:
Bridging tracks and rail joiners for NTRAK modules.

Left:
LocoNet cables and wall-warts - used on both NTRAK and Free-mo N modules.

Right:
Stanley brand compartmented boxes. LocoNet parts on the left and Power Pole parts on the right. The containers can be connected for ease of transport.

Right:
The two smaller boxes joined together for transport. The box on the left is the large Stanley box in the photo below.

Above:
A larger Stanley brand compartmented box. Since 1973 I have amassed three Dremel tools and assorted attachments. This box organizes one moto-tool and a large kit of attachments.

(Continued on page 6)

HAVE KIT, WILL TRAVEL

(Continued from page 5)

Left:
A large assortment of heat shrink tubing in several sizes.

Above:
A War World Scenic's static grass applicator, assorted static grass fibers, glue, and paper towels.

Left:
A kit consisting of basic handle tools, an Xacto knife chest, digital multi-meter, NMRA gage and most important a bottle of crazy glue 'un-cure'.

Right:
An assortment of hookup wire kept in a small toolbox from the Dollar Store.

Left:
The Soldering Kit with a Weller soldering station, assorted tips, flux, a couple rolls of solder, and micro brushes for flux application.

Right:
The Soldering Kit packed up and ready to travel.

SHARED CONTENT

During this time of isolation, without access to our clubhouse, finding content about our club is difficult. So, I thought it might be a good idea to reach out to other newsletter editors to suggest we share content.

On the next two pages you will find material from the Great Falls Model RR Club in Auburn, Maine. I want to thank Terry King, editor of the *Signal*, for allowing me to share some of his material with you!

If you enjoy the article, please consider sending Terry a 'thank you' message at:

greatfallsmodelrailroadclub@yahoo.com

.... BC

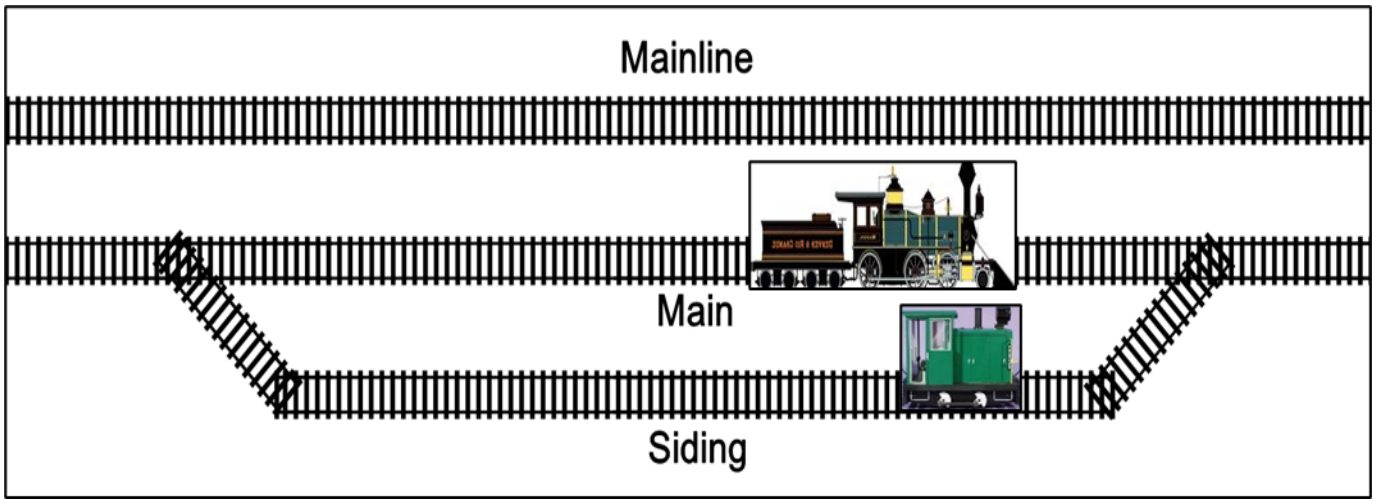
(Continued on page 7)

Automating Alternating Trains on the G Gauge Layout

By Raymond Parent

A few months ago, the G Gauge 'Magnificent Eight' began working on Loop 3, our upper elevated loop, to enable the automatic switching between our lumber train and our coal train without any external actions on our part. The goal was to simply power up the loop and let it do its thing, so to speak.
We used RR Concepts' Station Master & Yardmaster control technology to make that happen. Here you see part of the group trying to figure out where to start. It took us several work sessions to figure out how to best install the new wiring and toggle switches to make it happen flawlessly.

As background, Loop 3 is a continuous run that has one passing siding with two switches. The operating concept is to use both the mainline track between the switches and the passing siding as two holding tracks to stage one train while the other is running around the loop and vice versa.



Switches are thrown, and the lumber train proceeds slowly onto the mainline…
The above sequence will continue indefinitely until power is cut off. We can also set the number of loops that are made by each train before the operation is switched to the alternating train.
We recently completed the final installation step that allows us to swap between the above 'alternating' operation and the 'normal' operation that we have used in the past [Revolution handheld RC Transmitter] to control Loop 3.
Task completed and the **G Gauge *Group*** learned a lot in the process!

Continued on next page

Automating Alternating Trains on the G Gauge Layout

Continued from page 2

Below are several images in chronological order that show the operation in action.
[left to right] Lumber train enters main siding and continues behind the coal train until it reaches planned stop.



[left to right] Switches are thrown to siding, and coal train moves onto mainline. After a complete loop, it re-enters siding and comes to a complete stop in front of the lumber train.



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