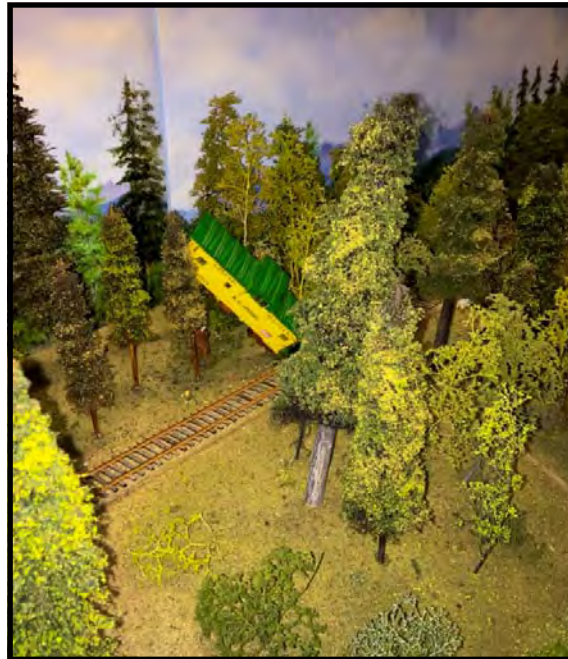


THE FLIMSY BOARD



[BNMR is a 100%
NMRA Member Club](#)

Watch your email and the website for news about meetings and clubhouse opening under Phase II.



An unusual incident on the HO layout Branch line.

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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:

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Submittal deadline is the 25th of the month. Copyright 2020 BNMR, Inc.

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/>

JUNE CALENDAR

The Mall will reopen on the First with reduce hours. The Club's Board has not yet determined how we will proceed. Expect more news as the details are determined and announced.

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

Kitsap County has been authorized to move into Phase II reopening . What does that mean for the Club? As I write this that question is unanswered. The mall owner's have posted some guidelines at the corporate website. Naturally the guidelines are directed at stores. How the club will proceed with have to be determined by the Club's Board. I would recommend they contact the Kitsap County Health Department for recommendations given our atypical situation since we are not a retail business but do have contact with the general public at the Mall.

The Mall will open on Monday, June 1st with reduced hours:

Monday through Saturday 11am to 7 pm

Sunday 12pm to 6 pm

Tenants have until Monday, June 8th to return their businesses to an operational status.

On other fronts, Saturday May 23rd was a 4th Division meeting held using the ZOOM online meeting software. Our VP Bob Jensen and I participated along with 61 other PNR members, including two from Alaska. I had no idea how to use the software, but I found it easy enough to download and use. Everyone of you should have received an invitation to participate via an email. The email contained an electronic invitation with made the process fairly simple. I intend to participate in the next 4th Division ZOOM meeting when it occurs.

I enjoyed the meeting and the two layout tours presented at the end of the session. The meeting lasted about 3 hours with a break in the middle.

I hope more club members will participate in the next meeting. I think it could be a very good tool for our club to consider using for our meetings also.

.... BC

SMARTPHONES AND DCC

At some point in the future the HO layout will move to a Digitrax DCC system. That change would allow the use of smartphones, if the appropriate interface device is added. Currently there are two ways to connect a smartphone to a Digitrax system. One is the use of a computer and wireless router, the second is the use of a Digitrax LNWI LocoNet WiFi Interface. A good source of information about using smartphones was published in the January/February and March/April 2017 NTRAK newsletters which are available for anyone to view and download here:

<http://www.ntrak.org/publications/newsletter/NL-J-F-17.pdf>

<http://www.ntrak.org/publications/newsletter/NL-MA17.pdf>

Software to turn your smartphone into a throttle can be found here: <https://www.jmri.org/help/en/package/jmri/jmrit/withrottle/UserInterface.shtml>

The club has purchased a DCS240 Command Station which has a built-in computer interface thus the purchase of a separate computer interface, such as a Digitrax PR4, is not required. View the DCS240 instructions here:

https://www.digitrax.com/media/apps/products/command-stations-boosters/dcs240/documents/DCS240_manual_r1.pdf

Over the past few years of observing smartphone use among Free-mo N group members I have noted that the batteries are depleted rather quickly. One of the members has three old phones – two on charge while he is using the third one. Also an incoming call can cause havoc with train control. Another lesson learned is that the router or a Digitrax LNWI LocoNet WiFi unit should have the password protection turned on. This will keep the public from accessing the signal. In the case of the LNWI unit only four phones can be logged on

(Continued on page 4)

ON THIS DATE ...

June 1st, 1982: Norfolk Southern Railway (officially a subsidiary of Norfolk Southern Corporation) system begins operations. June 23, 1997: Norfolk Southern and CSX agreed to split Conrail with NS getting 58% and CSX the remaining 42%. June 6th, 1998: The ICC approves the Split.

.... *american-rails.com*

June 6th, 1919: Canadian National Railway Company was incorporated. It is the longest railway system in North America, controlling more than 31,000 km of track in Canada and the United States. It is the only transcontinental rail network in North America, connecting to three coasts: Atlantic, Pacific and Gulf of Mexico.

.... *The Canadian Encyclopedia*

June 19th, 1964: Bay Area Rapid Transit construction officially began with President Lyndon Johnson presiding over the groundbreaking ceremonies for the 4.4-mile Diablo Test Track between the cities of Concord and Walnut Creek in Contra Costa County. The test track, completed ten months later, was used to develop and evaluate sophisticated new design concepts for BART's transit car and automatic train control system.

.... *bart.gov*

June 21, 1970: Penn Central files for Chapter 7 bankruptcy, becoming the largest corporate failure up to that time in US history.

.... *Joseph R. Daughen*



NEW MEMBER REPORT

No new members in May.

SMARTPHONES AND DCC

(Continued from page 3)

at a time, so that if a spectator's phone logs on one of the four slots is then not available for a train operator.

I have used one of my old smartphones and I just don't like the lack of actual buttons and knobs. With my Digitrax UT4 throttle, I can operate it with one hand without looking at it. With the smartphone I have to take my eyes off the layout to see where I need to swipe on the phone. I just prefer to be able to control a loco with one hand without looking at the control device. To each their own, however.

Used wireless routers are readily available at Goodwill for as little as \$3.00. I bought one, connected it to my laptop computer, and have used it without problems.

One solution to the short smartphone's battery life would be the use of a USB power pack such as this one available at Staples: https://www.staples.com/LAX-Gadgets-Compact-USB-Power-Bank-4000mAh-Portable-Battery-Pink/product_2580327.

Several models with various amp-hour capacities are readily available at stores such as Fred Meyers, Staples, and Best Buy as well as Amazon. Prices range from under \$30.00 up into the hundreds depending upon brand and power capacity.

Below is a photo of my power pack and my old smartphone.



.... *BC*

TOOL TIPS

I had a need to make an extension for power supplied by a wall wart. I found these at Amazon: Male and Female Pigtail Power Adapter Connectors (5.5mm x 2.1mm, 10 Pairs) for less than \$10.00.



I used them to supply power to the DCS51 and the PM42 on the NTRAK layout and to extend power to a UR92 placed above the layout.

I will be using them on the new return loop module to supply power to the Tam Valley Depot booster and another PM42.

I also made this adapter, with alligator clips to allow a wall wart to be used for troubleshooting and prototyping:



It is very handy for applying temporary power where you need it to test a circuit.

Here is another “tool” I made for applying temporary power for testing and prototyping a circuit.

It uses a double-pole double-throw toggle (DPDT) switch with center off position using a

common wall outlet box as a housing for temporary power with the ability to reverse polarity.

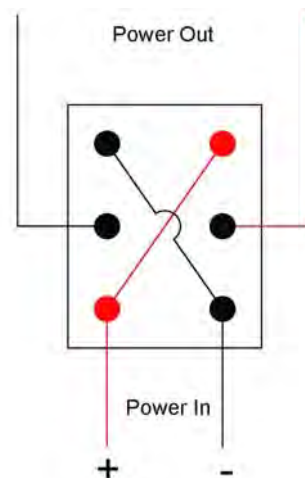


Screw terminals on top allow for power in and out connections. Also a jack is located on the side so a wall wart can be plugged in.



Above is the internal view of the box.

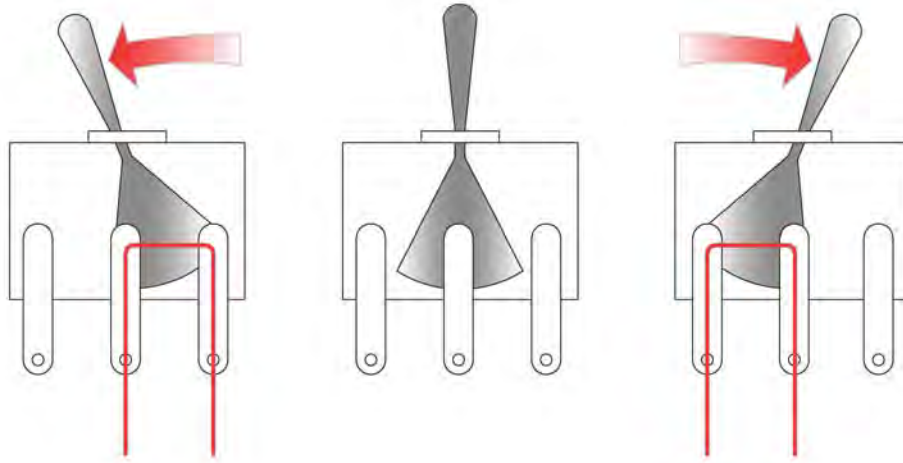
Here is a bottom view showing how a DPDT switch is wired to form a polarity reversing switch.



(Continued on page 6)

TOOL TIPS

How a Double Throw Toggle Switch Works



Circuit path through center common and right pin

Center Off
No current path

Circuit path through center common and left pin

(Continued from page 5)

Above is a functional illustration of how a double-throw toggle switch works internally to route current flow.

.... BC



NS #2120 is a cabless genset unit rebuilt with Rail Power Technologies power units at NS TMS Altoona shop in 2008 on an SW1500 frame.



The Other Side... with the special lunchbox option.

Prototype photo submitted by Peter Bieber

N SCALE DIVISION REPORT

Work on two fronts progressed this past month. The new DCC Command Station cart has two drawers installed, however the drawers need to be sanded and painted. The DCC equipment has been set up for testing and found to be functioning as expected. The 120vac electrical supply equipment has been sourced and is ready to install. 12vdc cooling fans were salvaged from an old desktop computer case. Once Goodwill opens I be on the lookout for an appropriate wall wart to power the fans.

The new return loop and approach module frames were constructed from both purchased and donated wood. Road bed has been glued down for the loop. Leg material, turnouts, and track have been purchased. The return loop will be powered by a Tam Valley Depot (TVD) booster. The polarity reversing will be handled by a DCC Specialties PSX-AR and the system protected by a Digitrax PM42 unit. Using the TVD booster to power this return loop and the Digitrax DCS-51 on the other return loop DCC buss reliability should be improved.

.... BC

SHARED CONTENT

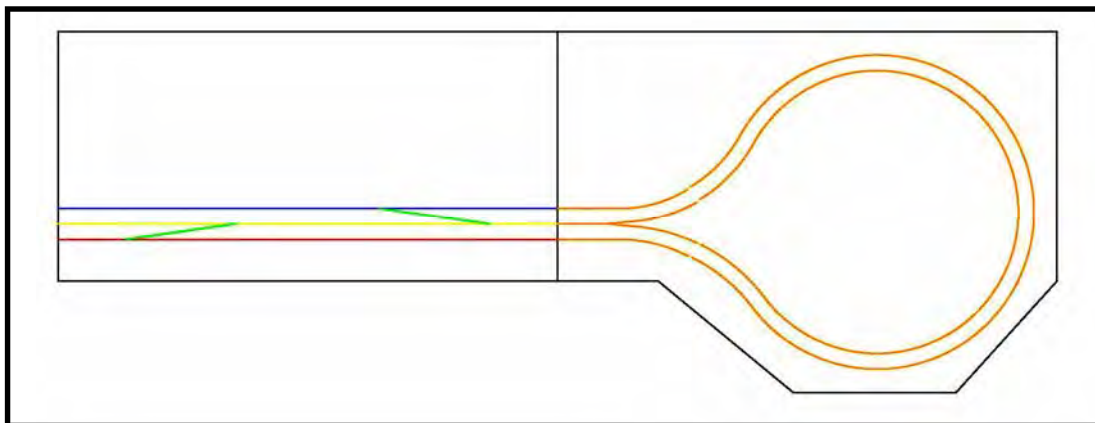
During this time of isolation, without access to our clubhouse, finding content about our club is difficult. So, I thought it might be a good idea to reach out to other newsletter editors to suggest we share content.

On the next 4 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



How will this track arrangement work?

A train approaching on either of the standard NTRAK Red or Blue tracks may cross over to the Yellow track, go around the loop and exit, then cross over to the Red or Blue track or stay on the Yellow track. A train on the Red track can return on the Blue track or vice versa. This configuration allows a train on any track to loop back and depart on any track. Special insulated bridge track sections will be used between the return loop and the approach modules.

PROJECT: HOME TEST TRACK

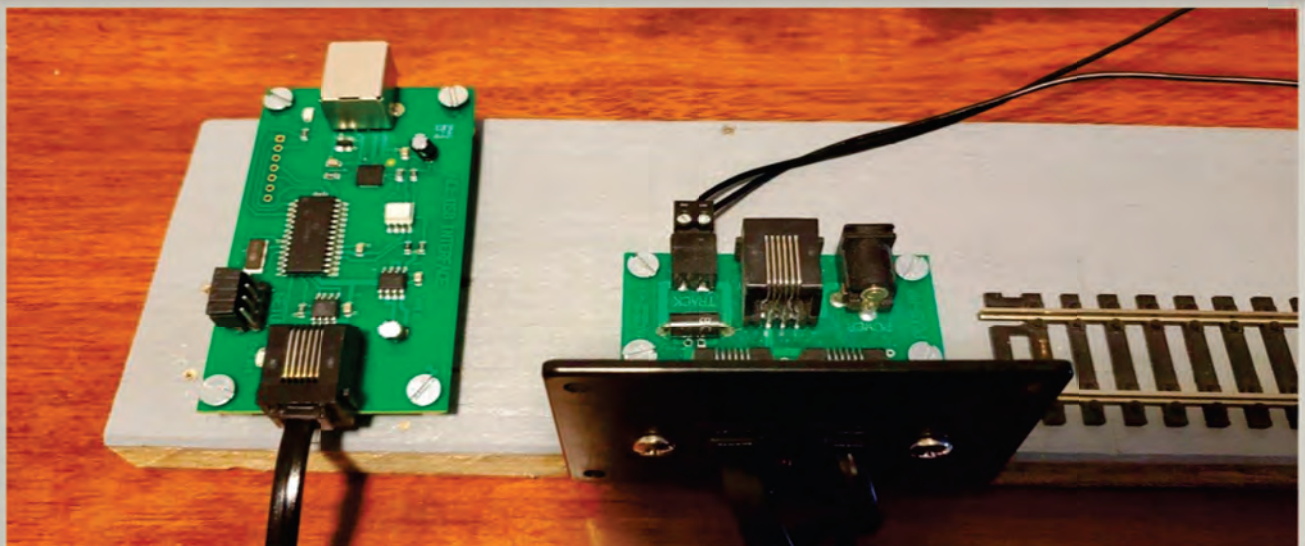
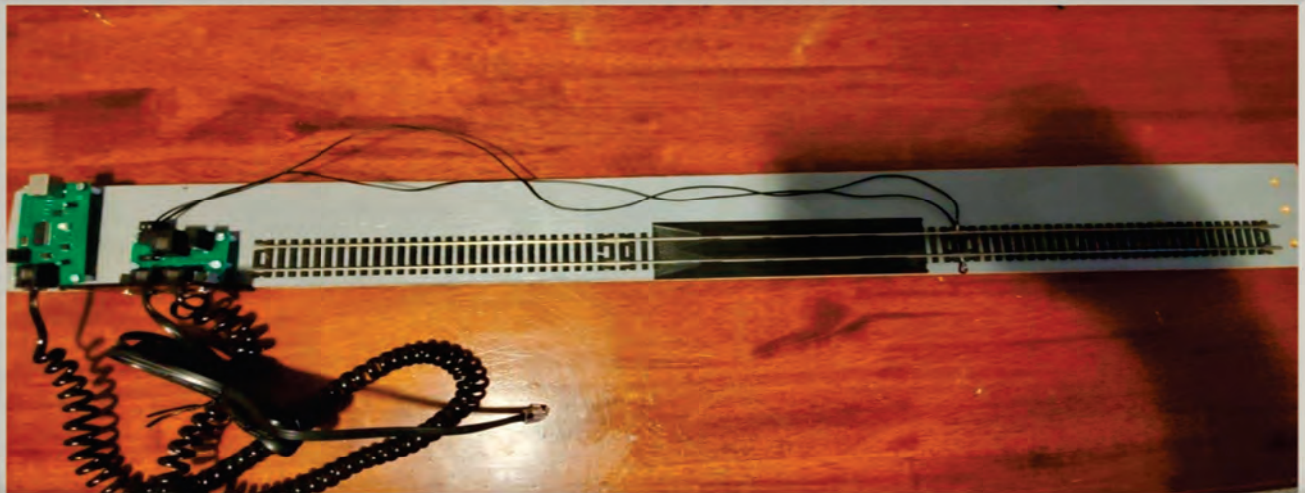
By Mike Meserve

Last week I finally made a proper test track. Before this it was loose and not stable enough to do any programming. This kit has the NCE Power Cab Starter Kit, NCE USB Adapter, and Atlas power feeds. I found some scrap wood at the club and Darin Long helped me cut it to fit. I had originally set the panels backwards, and the feed was not long enough. I had to swap the panels, and it now works without issue.

I used some plastic tubing and some special screws to create a space below the circuit boards. Since this is a custom setup and will be staying this way, I will work on locating a shorter cable to replace the coily cord which I still need to use for the layout.

I've also started another project of kit bashing a Walthers Mainline Hi-Cube, Re-Rail Engineering EoT (FRED), and Athearn Genesis trucks electric pickups. I am taking the FRED kit, and having the circuit board moved inside the car, so it is no longer inside the truck, and will look more prototype than the current design of the kit details.

I've included two pictures to go with this article and will provide more pictures once the project is completed.



HOME LAYOUT UPDATE

By Jay Wiley

I have made an unplanned expansion of my home layout after a friend who is downsizing gave me his entire collection of four HO steam engines, cars and kits, structures, track, switches and cork roadbed along with some tools and supplies. Two of the engines are old Bachmann 4-8-4 units that I brought to the club during an operating session. Eric Long gave me a lot of help to get them running again. One engine had to be cannibalized to replace the broken drive wheels with a gear shaft which had split on the Norfolk and Western J Class 611.

My existing layout had turns and switches with an 18-inch radius that were too tight for the big engines and the six cars of the Norfolk & Western passenger car set. To make room for two loops with larger radius curves, I added a shelf around the perimeter 4'6" wide x 14'6" long. My layout is now 5'9" wide x 16'6" long and is wired so that each section can be powered by either standard DC or DCC with power control switches. I've included some pictures of the shelf under construction and the big engines included in the set given to me.

I am currently finishing a canyon that is crossed by two bridges and then I plan to start on a new tunnel. The "logs and boulders" on the canyon floor are rocks and twigs brought back from a vacation in Santa Fe, where I rode the Cumbres and Toltec narrow gauge railroad steam train out of Chama, New Mexico. I have some photo-printed desert background scenes on order from England to go along the back of the layout.



MAXVILLE DIVISION CSX

By Owen Buck

The Maxville, my personal layout, is a fictitious division of modern-era CSX, located at an undisclosed location in the northeastern USA. Features include a roundhouse, an intermodal marine terminal, and an operational lighthouse. It is a quirky railroad in that it doesn't necessarily follow the prototype or do things in the most cost-effective way. But that's just fine with the division's CEO as long as he's having fun!

The scale is HO. The usual power source is NCE DCC, but each of the four power districts can be converted to run on DC with a throw switch. The railroad has a few "legacy" DC locomotives, and several of the Bachman historical series, that are used for excursions (photo).

There is a folded-dogbone continuous loop plus three out-and-back destinations. Atlas code 100 track is used throughout; the CEO thinks that it gives some operational advantage and his aging eyes don't see much of any difference from the other codes. During the pandemic lockdown all turnouts were renovated, replacing Caboose Industries ground throws with Blue Points, and the frogs were all powered.

The railroad shares the basement with my wife's composting and earthworm operation. This provided the inspiration for one of the industries (Annelid photo).

The Maxville is a work in process, with no scenery yet and only a few structures.



THE TOOT'N CHUG RAIL LINES

BY Dick Clark

After all the beautiful weather we had in March, Dick Clark must have been anxious to get his garden railroad set up for spring - and the day after he finally set it up, we get SNOW! The weather man was right. Here are some pictures of Dick Clark's Toot'n Chug Rail Lines taken on April 12, the day after the crew had gone out and prepared the rail lines for operation.

